



# **LANDOWNER SUBMISSION REVIEW**

**PRCUTS Stage 1**

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

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

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# INTRODUCTION

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## Purpose of this report

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

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

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

## Summary of the proposal

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

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

## Method of Assessment

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

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

## Summary of assessment

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

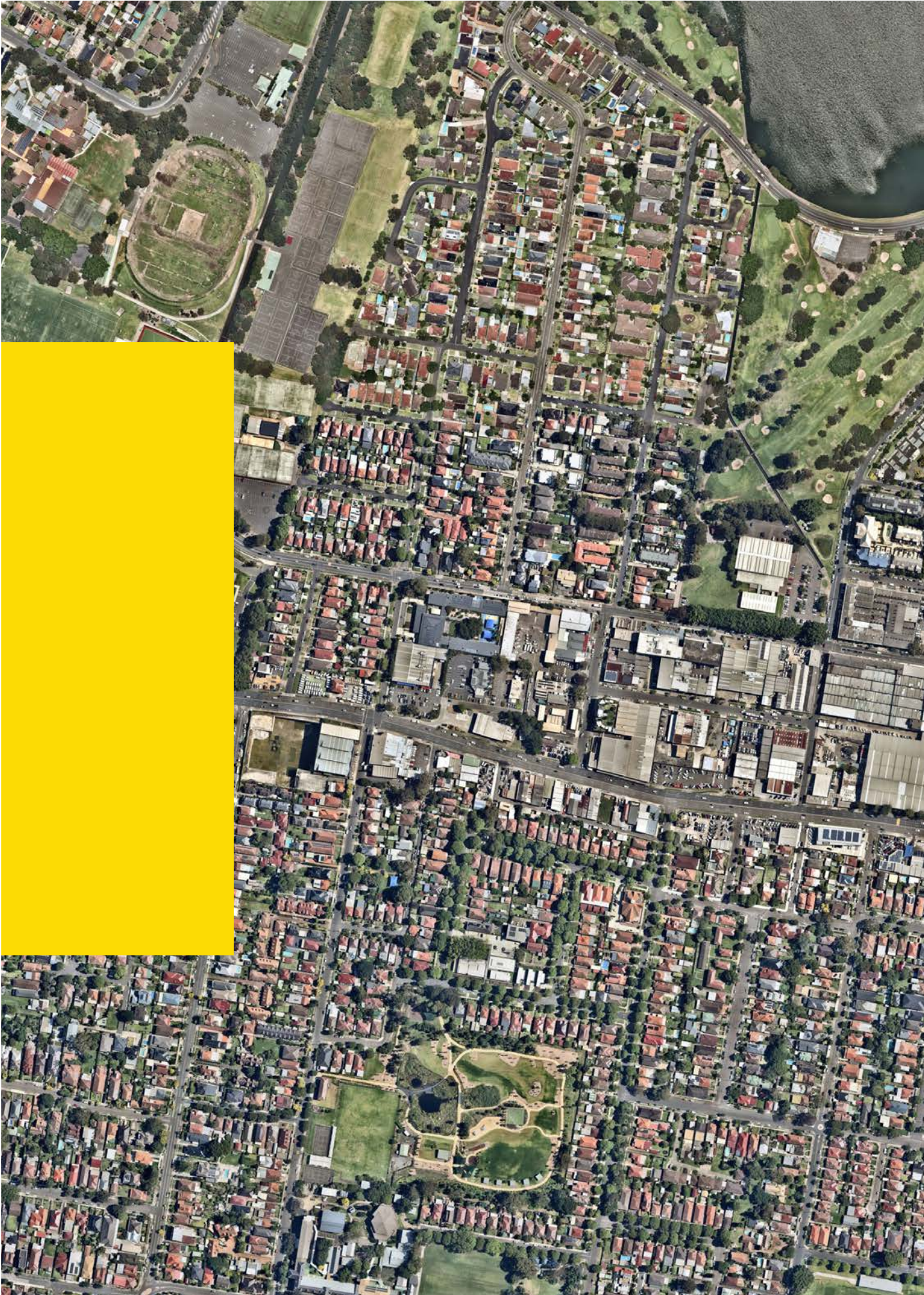
# SUMMARY OF SUBMISSIONS

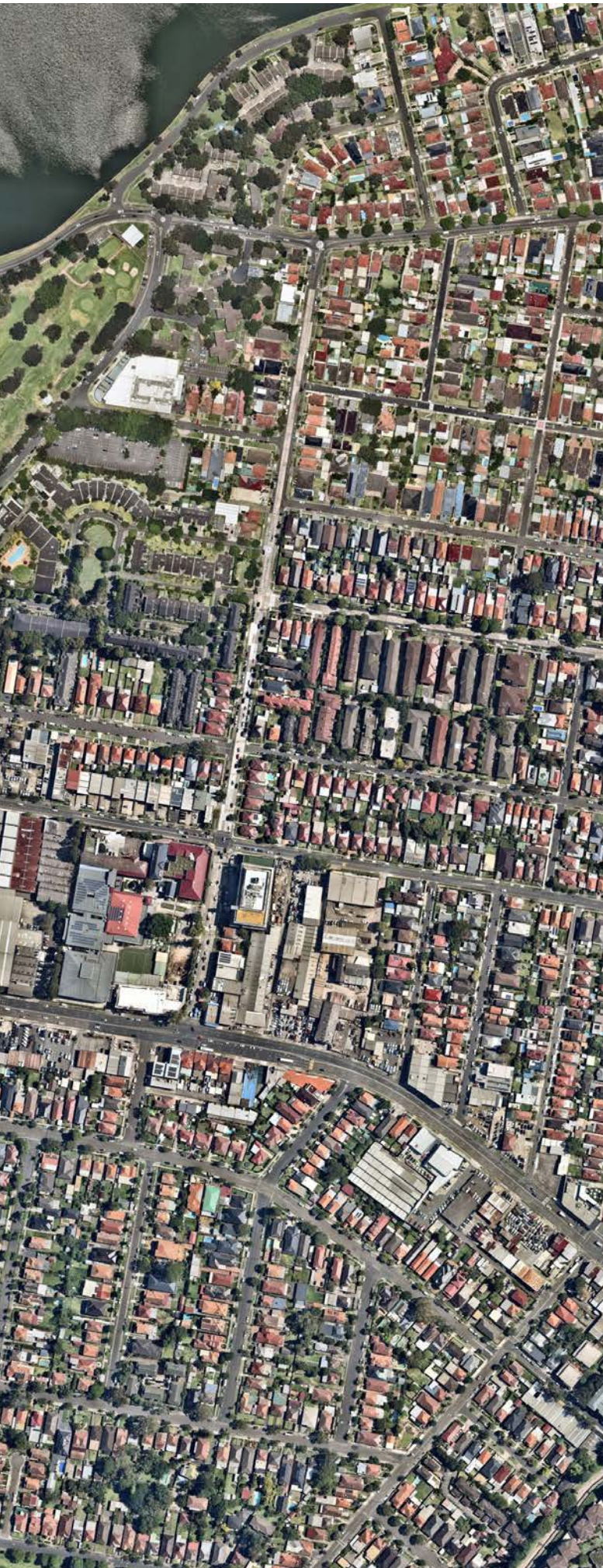
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Site	Precinct	Recommendation (refer to assessment below)
92-96 Kings Road & 1-9 Harris Road	Kings Bay	Supported
9-29 Courland Street	Kings Bay	Assessment deferred to Stage 2
155-167 Parramatta Road and 7 Spencer Street	Kings Bay	Supported with Amendments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



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





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# KINGS BAY PRECINCT

# 01

GROUP SA

# 92-96 KINGS ROAD & 1-9 HARRIS ROAD

## Description of Submission

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

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

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

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

## PRCUTS Controls

### Future Character

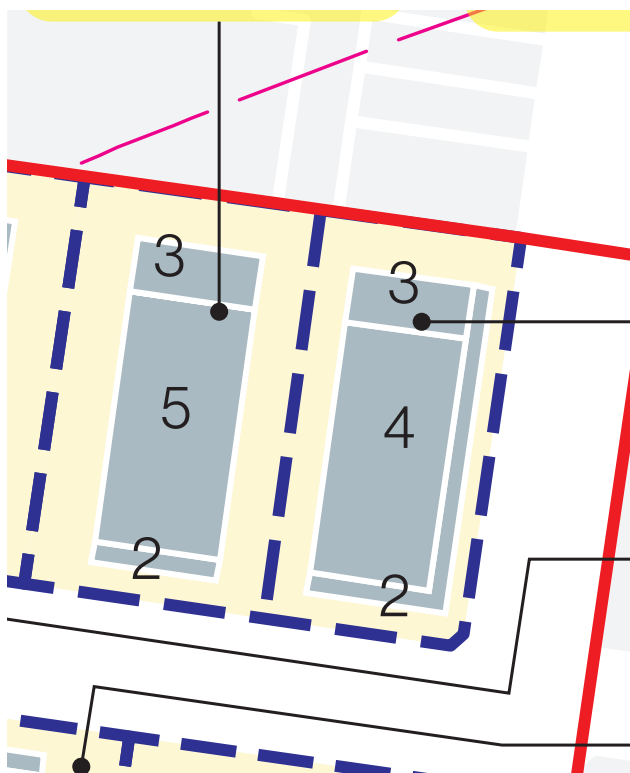
The site is located in the Residential Nexus precinct of the Kings Bay Master Plan. There are no proposed active frontages along Kings Road and properties at Lot E3 are expected to function as solely residential properties within an R3 Medium Density Residential zoning.

### Setbacks

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

### Building Heights and FSR

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



Existing amalgamated lot plan for 92-96 Kings Road, 1-9 Harris Road



Indicative developable lots for 92-96 Kings Road, 1-9 Harris Road

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## Urban Design Assessment

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

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

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

### Future Character

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

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

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

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

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

## Bulk and Scale

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

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

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

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

## Impact of Proposal

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

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

## Recommendation

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

# 9-29 COURLAND STREET

## Description of Submission

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

- 9-29 Courland Street

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

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

## PRCUTS Controls

### Future Character

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

### Setbacks

- Common 4.5m Setback along Queens Road.

### Building Heights and FSR

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



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

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## Urban Design Assessment

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

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

### Future Character

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

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

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

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

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

## Bulk and Scale

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

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

## Impact of Proposal

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

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

## Recommendation

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

# 155-167 PARRAMATTA ROAD & 7 SPENCER STREET

## Description of Submission

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

- 155 – 167 Parramatta Road
- 7 Spencer Street

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

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

## PRCUTS Controls

### Future Character

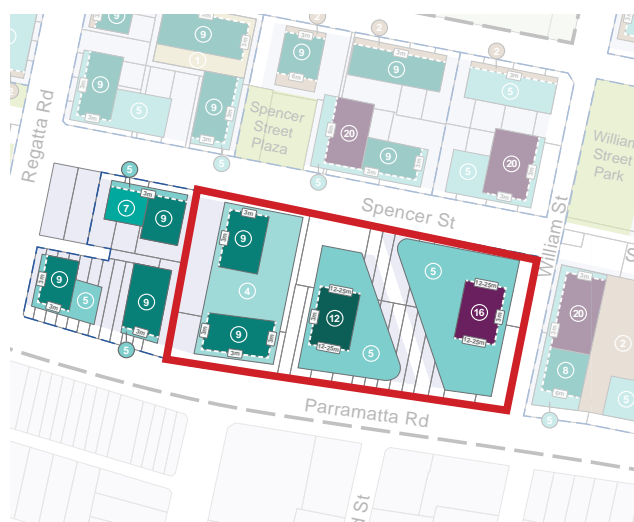
The site is located within the B4 Mixed Use zone as outlined in PRCUTS control, a new local village in the heart of the Precinct along Spencer Street. It will consist of medium-high density residential apartment towers and mixed-use areas with vibrant façades surrounding Spencer Street and William Street.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

### Setbacks

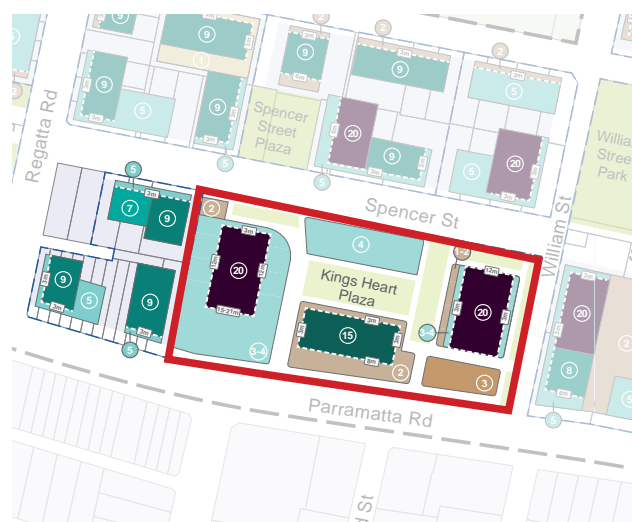
- Building setback to local streets, through-site links and public parks are 3m in general
- 3m setback to Spencer Street
- 8m setback to William Street
- 6m public domain setback along interface with Parramatta Road in addition to a variable TfNSW road widening setback
- Additional 3m upper level setback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

### Building Heights and FSR

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



Current Master Plan controls for Lot B4



Submission proposed plan for Lot B4

## Urban Design Assessment

### Future Character

The proposed character for Lot B4 comprises:

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

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

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

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

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

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

### Bulk & Scale

#### Site Structure

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

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

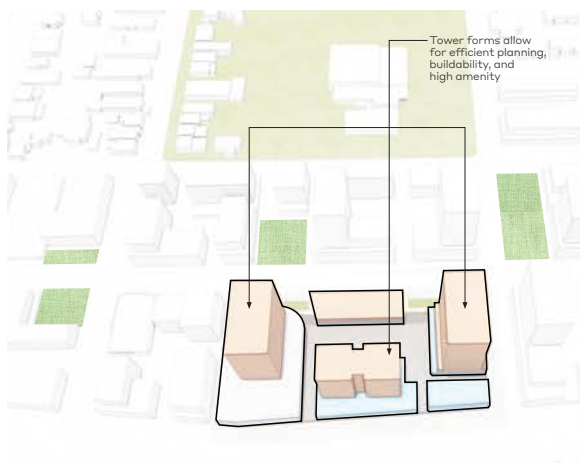
#### Tower Heights + Location

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

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



Current Master Plan tower forms



Submission proposed tower forms

## Impact of Proposal

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

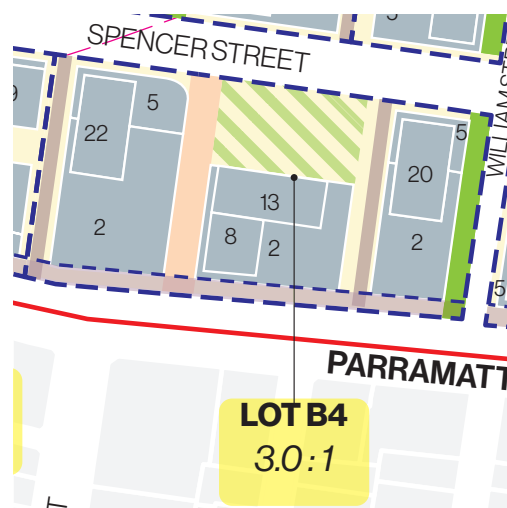
The scheme does not demonstrate solar compliance to ADG. Overshadowing and any potential increases to overshadowing should be minimised or avoided.

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

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

## Recommendations

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





# 235 PARRAMATTA ROAD

## Description of Submission

The submission pertains to the Lot A3 located at:

- 235 Parramatta Road

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

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

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

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

- Allow for two levels of commercial uses to extend between parramatta road and walker street. If this is not considered desirable, greater height should be considered to enable a feasible FSR to be achieved.

## PRCUTS Controls

### Future Character

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

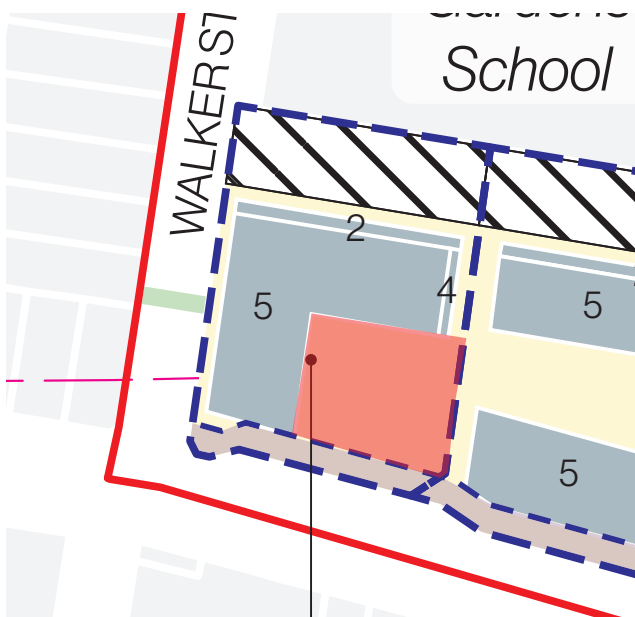
Surrounding proposed built form is primarily medium-rise in character, with a maximum height of five storeys in proximity to Lucas Gardens School.

### Setbacks

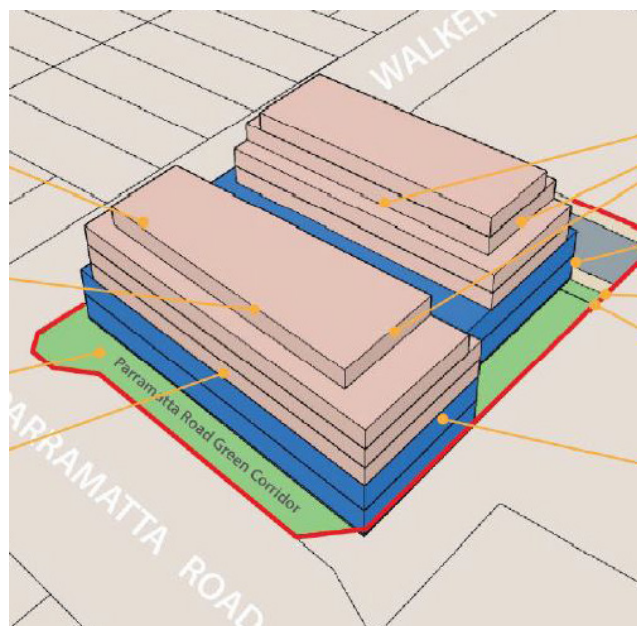
- 18m Road Reserve and easement within the site boundary at its northern interface with Lucas Gardens School, connecting Spencer Street to Walker Street
- 6m public domain setback along interface with Parramatta Road in addition to a variable TfNSW road widening setback
- 3m setback to Walker Street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

### Building Heights and FSR

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



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



Submission proposed master plan for Lot A3

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## Urban Design Assessment

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

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

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

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

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

### Future Character

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

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

## Bulk and Scale

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

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

### Impact of Proposal

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

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

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

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

### Recommendations

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

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

## Description of Submission

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

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

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

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

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

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

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

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

## PRCUTS Controls

### Future Character

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

### Setbacks

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

### Building Heights and FSR

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



Current Master Plan



Option 1



Option 2

## Urban Design Assessment

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

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

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

### Future Character

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

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

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

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

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

### Bulk and Scale

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

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

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

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

### Impact of Proposal

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

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

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

### Recommendations

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

# 255-271 PARRAMATTA ROAD

## Description of Submission

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

- 255-271 Parramatta Road

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

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

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

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

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

## PRCUTS Controls

### Future Character

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

### Setbacks

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

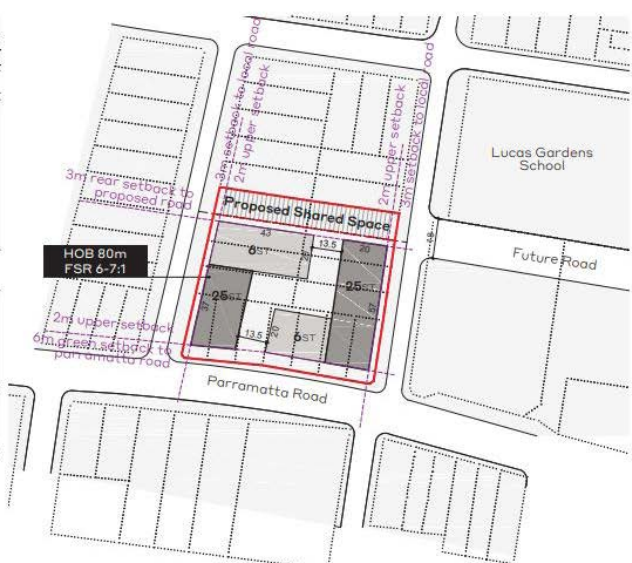
### Building Heights and FSR

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

## Current Controls



## Contemplated Controls



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## Urban Design Assessment

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

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

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

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

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

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

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

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

### Future Character

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

## Bulk and Scale

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

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

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

## Impact of Proposal

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

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

## Recommendations

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



## Building Heights and FSR

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

## Urban Design Assessment

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

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

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

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

## Future Character

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

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

## Bulk and Scale

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

## Impact of Proposal

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

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

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

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

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

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## Recommendations

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



# 2-12 SPENCER STREET & 79-81 QUEENS ROAD

## Description of Submission

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

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

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

Therefore, the submission seeks the following changes:

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

The submission proposes:

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

## PRCUTS Controls

### Future Character

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

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

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

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



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

Source: Draft Kings Bay DCP & Plus Architecture

Comparison of current Master Plan and submission proposal

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

#### **Setbacks**

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

#### **Building Heights and FSR**

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

## **Urban Design Assessment**

### **Future Character**

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

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

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

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

### **Bulk + Scale**

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

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

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

### **Impact of Proposal**

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

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

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

### **Recommendations**

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

# 8-10 HARRIS ROAD

## Description of Submission

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

- 8-10 Harris Road

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

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

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

## PRCUTS Controls

### Future Character

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

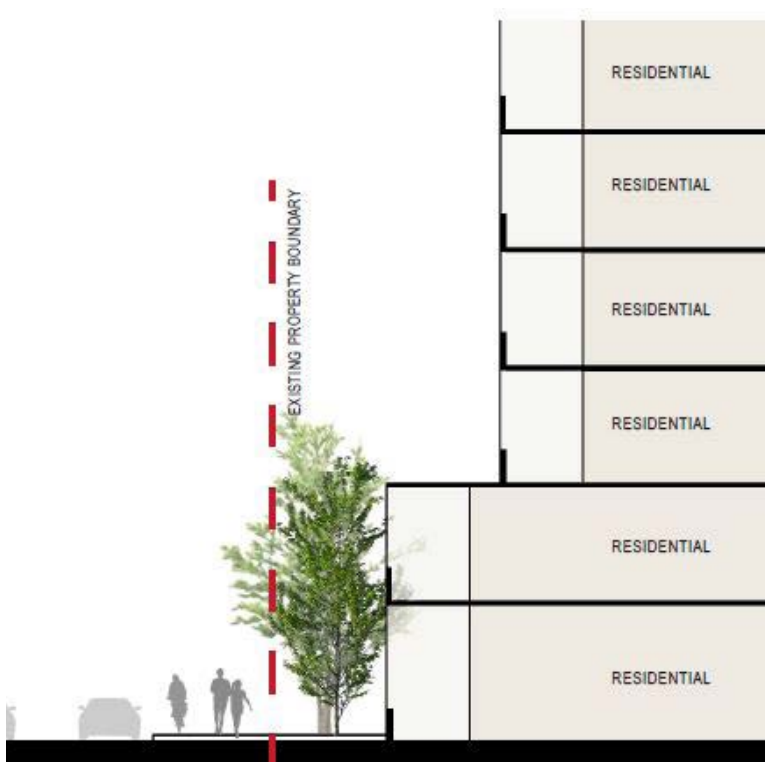
Rosebank College lies immediately opposite the subject lots on the western side of Harris Road. Developments within Lot F3 and Lot F1 have a reduced height in comparison to Lot F2 to reduce scale towards the adjacent school and limit overshadowing during morning hours when the school is most active.

### Setbacks

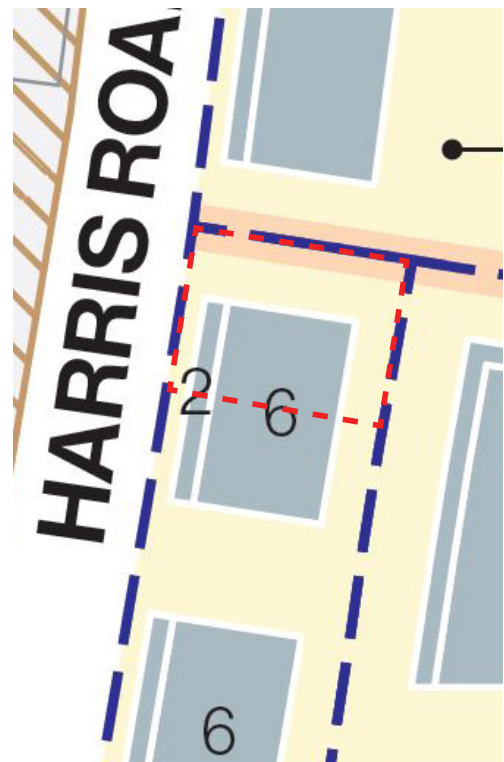
- 3m Setback to Harris Road
- 3m Upper-Level Setback to Harris Road above two storeys.

### Building Heights and FSR

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



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



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

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## Urban Design Assessment

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

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

### Future Character

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

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

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

## Bulk and Scale

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

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

### Impact of Proposal

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

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

### Recommendations

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





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# BURWOOD PRECINCT

# 02

GROUP SA

# 49-53 PARRAMATTA ROAD

## Description of Submission

The submission pertains to the standalone Lot A4 located at:

- 49-53 Parramatta Road

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

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

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

## PRCUTS Controls

### Future Character

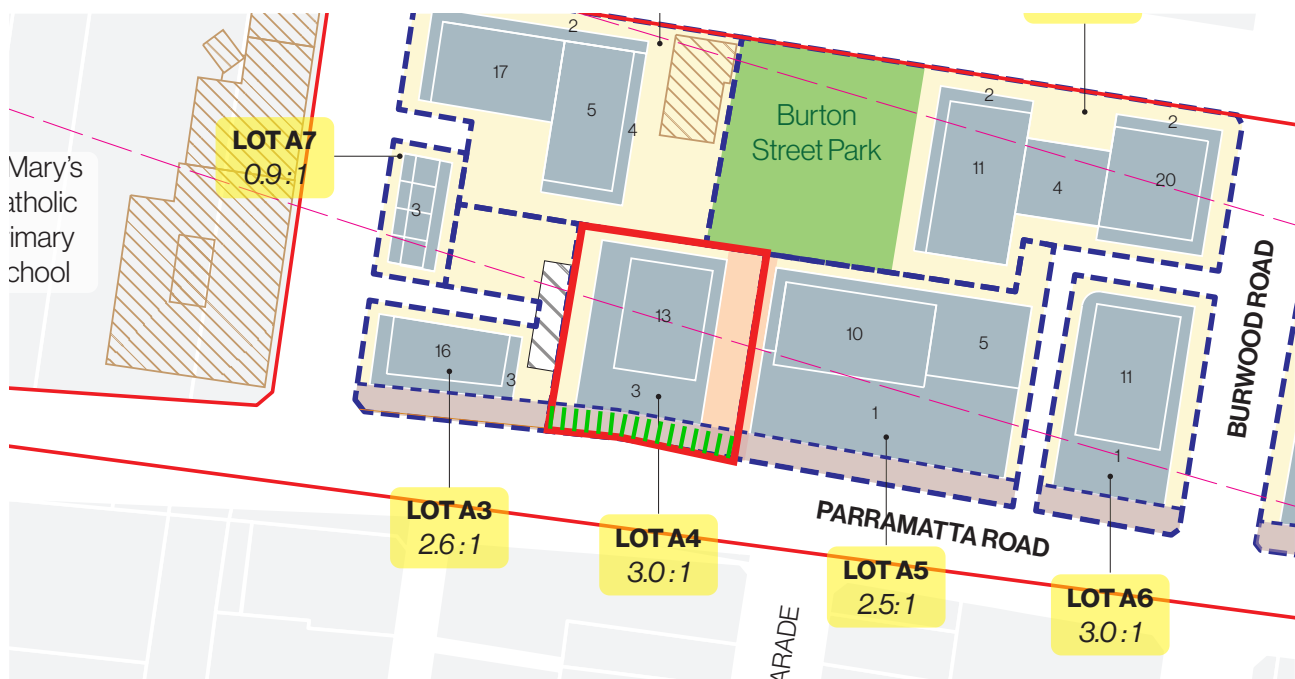
The site is identified as within the Burwood Lanes character area, characterised by shop-top high-rise housing, with an activated retail ground plane, and a commercial-use podium.

### Setbacks

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

### Building Heights and FSR

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



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

## Urban Design Assessment

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

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

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

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

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

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

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

### Future Character

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

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

## Bulk and Scale

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

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

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

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

## Impact of Proposal

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

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

## Recommendations

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

# 2-16 BURTON STREET, GROCON

## Description of Submission

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

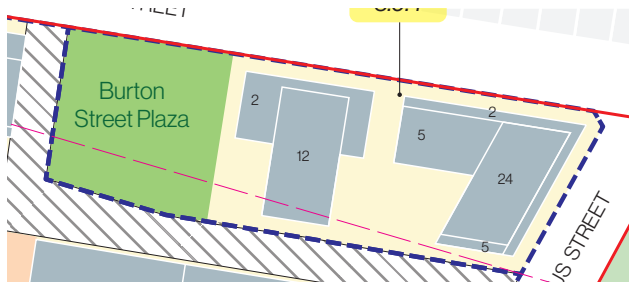
- 2-16 Burton Street
- 1-3 Loftus Street

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

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

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

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



Option 1

## PRCUTS Controls

### Future Character

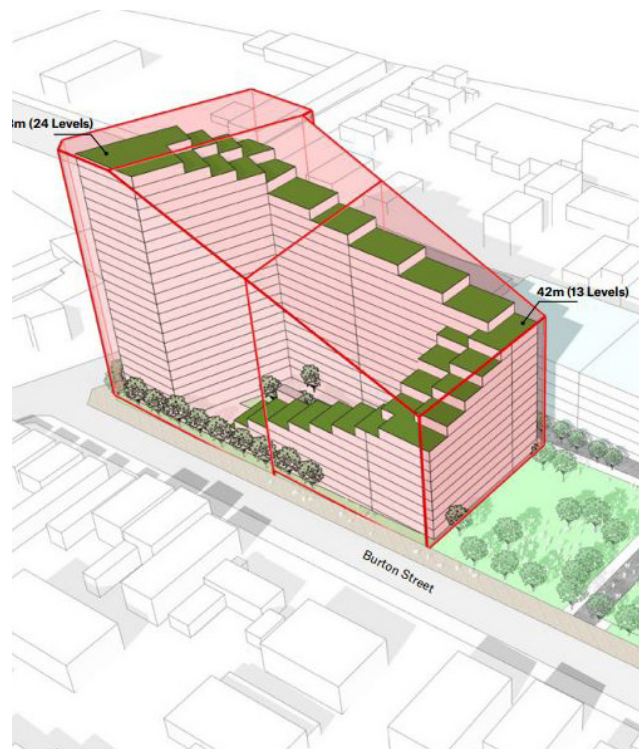
The site is located within the Residential Nexus character area north of the Burwood Lanes. This character area consists of medium-high density residential apartment towers, lacking activated frontages, but opening up onto the proposed road reserve to Lot B2's south.

### Setbacks

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

### Building Heights and FSR

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



Option 2

## Urban Design Assessment

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

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

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

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

### Future Character

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

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

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

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

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

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

## Bulk and Scale

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

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

The total yield of the submission's combined developable area is approximately 4070.5m<sup>2</sup>, an increase of 514.5m<sup>2</sup> over the Stage One Master Plan's developable area of approximately 3556m<sup>2</sup> at ground level.

The area of the open space is reduced by approximately 44m<sup>2</sup>. This reduction is minor and will not impact the viability nor character of Burton Street Plaza.

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

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

### Impact of Proposal

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

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

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

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## Recommendations:

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



# 19 BURTON STREET

## Description of Submission

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

- 19 Burton Street

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

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

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

or;

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

## PRCUTS Controls

### Future Character

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

### Setbacks

- N/A

### Building Heights and FSR

- N/A



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

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## Urban Design Assessment

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

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

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

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

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

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

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

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

### Future Character

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

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

## Bulk and Scale

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

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

## Impact of Proposal

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

## Recommendations

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

# TRANSPORT FOR NEW SOUTH WALES

## Description of Submission

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

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

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

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

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

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

## PRCUTS Controls

### Future Character

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

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

### Setbacks

- 6m Green Edge setback along Parramatta Road

### Building Heights and FSR

- N/A



Indicative plan showing the submission proposed offsets

## Urban Design Assessment

### Future Character

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

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

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

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

### Impact of Proposal

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

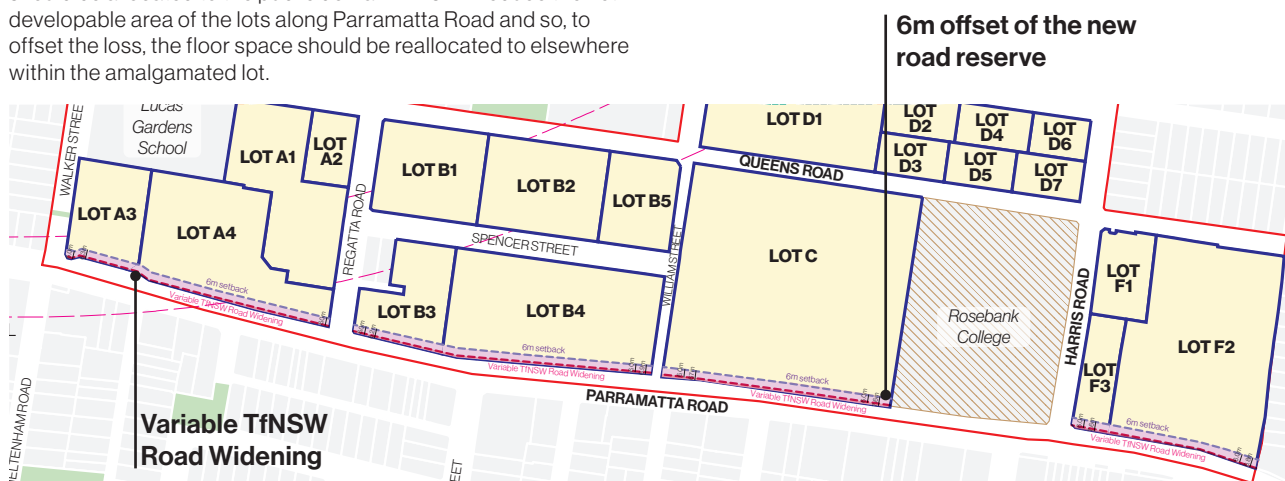
The current Master Plan recommends a continuous active frontage along the northern road reserve in line with PRCUTS Planning and Design Guidelines and to strengthen the mixed-use role of Parramatta Road. Therefore, to achieve the vision, whilst accommodating the requested wider road reserve, more land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

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

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

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

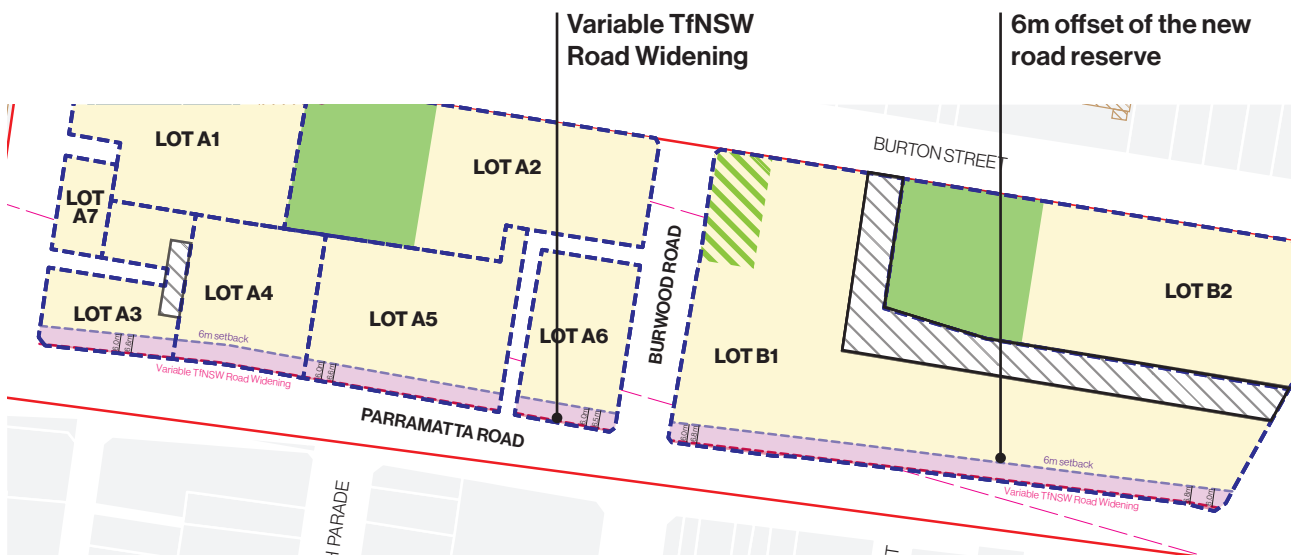
The proposed interventions identified in the submission will also require updates to draft Public Domain Plan and Infrastructure Strategy.



Indicative impact area on current Master Plan - Kings Bay Precinct

## Recommendations

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



Indicative impact area on current Master Plan - Burwood Precinct





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