

ITEM-6 PLANNING PROPOSAL - PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY (STAGE 1)

Department Community and Environmental Planning

Author Initials: HW

EXECUTIVE SUMMARY

The *Parramatta Road Corridor Urban Transformation Strategy* (PRCUTS) is the NSW Government's 30-year plan to drive and inform land use planning and development decisions along the Parramatta Road Corridor.

Land within City of Canada Bay (Council) has been identified in three of the renewal precincts within PRCUTS. These renewal precincts have been forthcoming over many years, and are now of significance in the ability of Council to achieve its 10-20-year housing target.

A Planning Proposal has been prepared to commence the implementation of PRCUTS by amending the *Canada Bay Local Environmental Plan 2013* for Stage 1 (also known as the 2016-2023 release areas).

The planning proposal is seeking to introduce amended planning controls, flooding and contamination remediation requirements, community infrastructure and sustainability incentives for the three Stage 1 precincts of Kings Bay, Burwood-Concord and Homebush North in the Canada Bay LGA.

The planning proposal is supported by a comprehensive evidence base that includes recommendations for refining the PRCUTS and to give effect to the Eastern Sydney District Plan, the LSPS and the *Canada Bay Local Housing Strategy* (LHS).

The Intended Outcome of the planning proposal is that the PRCUTS Stage 1 precincts are developed to deliver fine-grained precincts that are community and family friendly, socially and economically activated, well-designed, sustainable and resilient.

It is recommended that the Planning Proposal be endorsed for submission to the Department of Planning and Environment for a Gateway Determination.

Council is required under Direction 7.3 issued by the Minister for Planning under Section 9.1 of the *Environmental Planning and Assessment Act 1979* to deliver the *Parramatta Road Corridor Urban Transformation Strategy* (PRCUTS).

STRATEGIC CONNECTION

This report supports YOUR future 2030 Outcome area:

- EFF 4.2.1. Provide Strategic and Land Use Planning to ensure the built and natural environment is highly liveable with quality and sustainable development incorporating best practice design.

This report also relates to the *Canada Bay Local Strategic Planning Statement* and the *Canada Bay Development Control Plan*.

REPORT

Background

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)

In November 2016, Urban Growth NSW released the *Parramatta Road Corridor Urban Transformation Strategy* (PRCUTS) together with a package of implementation and reference documents. PRCUTS aims to renew Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces and public amenity. It presents significant urban renewal opportunities for land within defined development precincts.

The PRCUTS is given statutory weight under Section 9.1(2) of the *Environmental Planning and Assessment Act 1979*, which allows the Minister for Planning to issue Directions. *Direction 7.3 - Parramatta Road Corridor Urban Transformation Strategy* requires that planning proposals for land within the Parramatta Road Corridor are consistent with the PRCUTS, including the staging of the release areas. Planning proposals that are inconsistent with PRCUTS must justify the inconsistency.

PRCUTS aims to deliver the following vision for each of the precincts in Canada Bay:

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

The planning proposal is consistent with the Principles and Strategic Actions of PRCUTS. It is also consistent with the recommended planning controls in PRCUTS, with some variations that will either deliver better urban design and public benefits or that respond to more recent Government policy. These are the result of Council's evidence-based strategic planning process (discussed below).

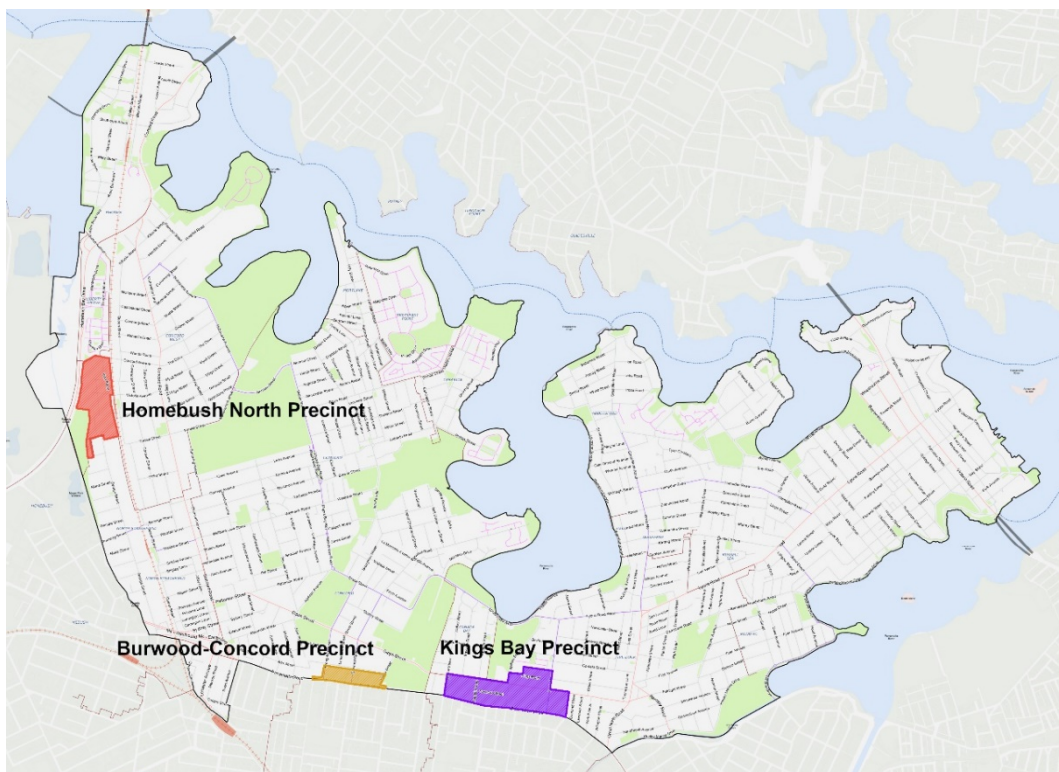


Figure 1: Land within Stage 1 of PRCUTS within the Canada Bay LGA.



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



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



Figure 4: Land within Stage 1 of the Homebush North Precinct.

City of Canada Bay Local Strategic Planning Statement and Local Housing Strategy

On 25 March 2020, the Greater Sydney Commission endorsed the Canada Bay *Local Strategic Planning Statement* (LSPS). The LSPS sets out Council's vision for how the LGA will respond to significant residential growth, including the new housing and jobs to be delivered under the PRCUTS. The planning proposal is consistent with the LSPS and will implement numerous LSPS Actions.

The *Canada Bay Local Housing Strategy* (LHS) estimated that the majority of new housing within the LGA will be delivered under PRCUTS and the Rhodes Planned Precinct (previously known as Rhodes East). The remainder of the 2036 housing target will comprise new housing under the PRCUTS later stages; as infill development under current controls in existing residential zones and centres; and as new housing to be facilitated under Council's proposed housing diversity investigation areas.

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

A range of background studies have been prepared on behalf of Council to support the implementation of Stage 1 of the PRCUTS. The primary outputs for this process are three Urban Design Masterplans, one for each of the Stage 1 precincts of Kings Bay, Burwood-Concord and Homebush North.

The Masterplans are informed by a suite of studies prepared on behalf of Council, including:

- *Public Domain Plan* identified the public domain needs that will be required to support future development, and makes detailed recommendations to deliver the needed passive and active recreational spaces and networks, and to achieve an activated and attractive public domain.
- *Sustainable Precincts Strategy* makes recommendations that can achieve a zero-carbon outcome for the precincts by 2050, lower water usage, lower car usage, and a greener, cooler community.
- *Flood Risk Assessment* determined the nature and extent of flooding in respect of both existing and proposed development. It makes recommendations to achieve the development proposed in PRCUTS so as not to create flooding risks for downstream properties.
- *Preliminary Site Investigation (Contamination)* assessed the potential extent of contamination within the three PRCUTS Precincts that could potentially constrain development within the Precincts for residential and other sensitive land uses.

The Masterplans synthesise the above studies with PRCUTS and the LSPS into three detailed reports. The Masterplans are generally consistent with PRCUTS, however where minor variations are proposed, they are recommended to achieve better urban design and public domain outcomes.

Each Masterplan includes recommended:

- Lot amalgamation;
- Land dedication;
- Building heights;
- Street setbacks;
- Upper level setbacks;
- Street wall heights;
- Active frontages;
- Open space and links; and
- Proposed zoning.

The detailed built form testing in the Masterplans provide an understanding of the housing that is able to be facilitated in the three 2016-2023 release areas. The estimated yields to be achieved across the three Stage 1 areas will enable Council to achieve the 6-10 year housing target of 3,800 new dwellings (2021-2026). It will also contribute towards achieving Council's 10-20 year housing target of 12,500 new dwellings.

The *Canada Bay Development Control Plan* (DCP) will also be amended to include planning controls that will give effect to the Masterplans. The DCP will be progressed separately to the planning proposal and as a matter of priority.



Figure 5: Proposed built form, Kings Bay Precinct.



Figure 6: Proposed built form, Burwood Precinct.



Figure 7: Proposed built form, Homebush Precinct.

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

- Kings Bay will include a mixed use centre in the heart of the precinct, centred on Spencer Street (including new extensions to the east and west) and extending along the Parramatta Road frontage. The centre will provide fine-grained ground floor retail and urban services, with offices and commercial space in the podium levels above, to support and service the local community. The commercial centre will be surrounded by new high-rise residential tower development, stepping down towards the existing low-scale low-density residential areas. The public domain will be characterised by a network of inter-connecting parks, wide footpaths, laneways and cycleways.
- Burwood-Concord will be a mixed use centre focussed on the Parramatta Road-Burwood Road intersection and extending along the Parramatta Road frontage. The intersection will also be the location of the new Sydney Metro West train station, including a station entrance. The commercial space will comprise fine-grained ground floor retail and urban services, with podium-level offices and commercial space above. The commercial centre will adjoin new high-rise residential tower development and the public domain will be characterised by parks, footpaths, laneways and cycleways.
- Homebush North will be a residential precinct centred on George Street in Concord West. It will comprise diverse housing typologies, mainly terrace houses, and will be characterised by footpaths and cycleways. Development on certain industrial land will be redeveloped in accordance with Council's Concord West Precinct Masterplan and the Parramatta Road Strategy.

Scope of the planning proposal

The planning proposal is seeking to make the following amendments to the *Canada Bay Local Environmental Plan 2013*:

- *Land zoning.* Proposed zoning is generally consistent with PRCUTS with minor variations (see following section).
- *Maximum building height.* New building heights are proposed that are generally consistent with PRCUTS, with minor variations (see following section), that will only be permissible if the development forms part of a specified lot amalgamation and/or deliver identified community infrastructure.
- *Maximum floor space ratio.* New FSRs are proposed that will only be possible if the development forms part of a specified lot amalgamation and/or deliver identified community infrastructure.
- *Flood planning area.* A new flood planning area is proposed for the Kings Bay precinct to address the recommendations of the PRCUTS Flood Risk Assessment study that identified the precinct as being flood affected. This will require flood related impacts to be addressed when a development application is considered.
- *Active street frontages.* Certain land in the Kings Bay and Burwood-Concord precincts that is proposed to be re-zoned to B4 Mixed Use or that fronts onto Parramatta Road, will be required to provide active frontages and commercial uses.
- *Design Excellence.* The planning proposal is seeking to amend the Design Excellence requirements proposed in the Strathfield Triangle Planning Proposal (which is currently with the Department of Planning, Industry and Environment for Gateway assessment), to include the three PRCUTS precincts. The Design Excellence clause requires design quality criteria to be addressed, and for development to be referred to either the Canada Bay Design Review Panel or be subject to an architectural design competition, where the development proposed is over 28 metres or 8 storeys. Should the PRCUTS planning proposal proceed to finalisation prior to the Strathfield Triangle planning proposal, the PRCUTS planning proposal would seek to bring forward the introduction of the design excellence requirements.
- *Potential contamination and remediation.* Development on land that is currently zoned B6 Enterprise Corridor or IN1 General Industrial will be required to be remediated to a standard that is adequate for the uses permitted by the proposed zoning, and to ensure that remediation works occur prior to the commencement of building works.

- *Sustainability.* Requirements and incentives are proposed that aim to facilitate sustainable utilities infrastructure, to exceed BASIX energy and water efficiency standards and tree canopy cover targets within these precincts.

Note that PRCUTS also requires that a proportion of new housing to be provided as affordable housing under *State Environmental Planning Policy - Affordable Housing (Revised Schemes)*. Council's Affordable Housing Contribution Scheme (AHCS) came into effect on 26 February 2021 and requires 4% of new dwellings in the PRCUTS precincts to be affordable dwellings.

Departures from PRCUTS

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

Variations that will deliver better urban design and public benefits fall into three different categories:

- Maximum building heights and FSRs (largely consistent with PRCUTS maximum heights and FSRs) may only be sought where a specified lot amalgamation is achieved and/or specified land within the lot is dedicated for community infrastructure.

The floor space potential of land that is identified for community infrastructure, including footpaths and cycleways, public parks, pedestrian laneways and new service roads, or that contains a heritage item, will be reallocated within the amalgamated lot;

- Rezoning from R3 Medium Density Residential to B4 Mixed Use at two locations:
 - the Council depot site, which will also have an additional permitted use as a 'depot' to retain the current function of the site and provide operational flexibility for Council; and
 - in the Burwood Precinct to create a continuous mixed use centre on the Sydney Metro land;
- Deferral of certain sites in the Homebush North precinct that are either subject to flooding impacts; or pending completion of studies to determine the best socio-economic uses for existing industrial land.

Sydney Metro West

Sydney Metro West is a proposed metro line linking the Sydney CBD with Westmead. In October 2019, Burwood North was confirmed as a station location. The station is sited in the Burwood-Concord Precinct of PRCUTS within the City of Canada Bay LGA and will assist in meeting the transport needs arising from the housing and employment growth planned along the corridor.

The planning approvals and environmental impact assessment for Sydney Metro West has been staged with Sydney Metro currently recently receiving a Concept approval and consent for all major civil construction works, including station excavation and tunnelling between Westmead and The Bays. Station construction and over station development will be the subject of future applications. The Project Application prepared by Sydney Metro includes the following place and design principles for Burwood North:

- *Improve amenity north and south of Parramatta Road with Sydney Metro as a catalyst for positive change*
- *Facilitate transit-oriented development with public spaces and local services that support the station as a focal point for activity*
- *Deliver legible, safe and intuitive station entries that address both north and south of Parramatta Road*
- *Improve the priority and amenity for pedestrians in the area*
- *Facilitate activation and urban renewal around the station **in accordance with the Parramatta Road Corridor Urban Transformation Strategy** [emphasis added]*
- *Enable provision of through-site links to enhance permeability in and around the station*

Sydney Metro has indicated that the Burwood North precinct will be subject to over-station development and the proposed planning controls will have important implications for the operation of the station and future development.

It is important for Council to have a policy position on proposed planning controls in this location so as to advocate for coordinated and high-quality planning outcomes on behalf of the community.

The Planning Proposal includes minor departures from PRCUTS relating to the conversion of Neichs Lane (east) to a pedestrian only laneway, an increase to the setback on the eastern side of Burwood Road to 5 metres, and a new shared service access road linking Loftus street and Burton Street. The changes recognise the need for improvements to the public domain arising from a future metro station in this location.

Whilst a key principle for over-station development in Burwood North relates to consistency with the PRCUTS, Council is cognisant that land use controls must be integrated with the metro station design, and consultation has occurred with Sydney

Metro to ensure that the Planning Proposal addresses relevant planning considerations.

Precinct wide traffic study

The PRCUTS Implementation Plan 2016-2023 requires that “prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future Westconnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct.”

Council has been working collaboratively with Transport for NSW, Burwood and Strathfield Councils and the Department of Planning, Industry and Environment to complete the traffic study since 2017. However, the traffic study is still underway and due for completion in mid to late 2021, based modelling input data provided by Transport for NSW.

The Parramatta Road Corridor has been identified as a priority project by the NSW Government’s Planning and Delivery Unit (PDU). The PDU has indicated to Council that the planning directions for Parramatta Road will be amended to enable planning proposals to be progressed to exhibition prior to the finalisation of the traffic study.

It is in the interest of the community that a coordinated, strategic approach to the rezoning of land within the corridor be pursued rather than the assessment of numerous, ad hoc planning proposals for the ‘spot’ rezoning of land. The planning proposal that is the subject of this report will enable a consistent and holistic approach to be applied to urban design, infrastructure, community benefits and planning outcomes.

The planning proposal is therefore seeking to be progressed concurrently with the traffic study. It is expected that the Gateway determination would be subject to a requirement that the planning proposal may be exhibited but not finalised until such time as the traffic study is completed.

In circumstances where the traffic study identifies limits to the density that can be accommodated along the corridor, the implications of the study will be considered and, if necessary, the planning proposal will be amended.

Infrastructure

The PRCUTS Infrastructure Schedule requires the delivery of new and upgraded infrastructure to support the delivery of housing and jobs within the precincts. The Eastern City District Plan also requires the delivery of new and upgraded infrastructure to support Sydney’s forecast population growth.

Council's approach to delivering infrastructure will be achieved in a number of ways:

- Regional infrastructure in the *Parramatta Road Urban Amenity Improvement Plan* will be funded by the NSW Government. These works include:
 - New east-west regional cycleway from Concord Road to Henley Marine Drive.
 - New cycle connection between Queen Elizabeth Park and Burwood Park.
 - Contribution towards the redevelopment of Concord Oval to provide a recreation asset for the growing local community and wider inner west region.
 - Improvement of Charles Heath Reserve to include a regional children's playground, outdoor exercise station, public domain works such as barbecue facilities and picnic seating, landscaping improvements and works to the existing adjacent Five Dock Leisure Centre.
- Local infrastructure in the PRCUTS Infrastructure Schedule and Council's PRCUTS Public Domain Plan will be delivered via:
 - Council's Development Contributions Plan;
 - The proposed planning mechanisms in the LEP, supported by a proposed PRCUTS Infrastructure Strategy;
 - Council's Development Control Plan.

The draft Infrastructure Strategy will be reported to Council concurrently with a draft DCP for Parramatta Road, which is currently being developed.

Consideration by the Local Planning Panel

On 18 February 2021, the Local Planning Panel considered the planning proposal. The Panel advised the following:

General comments:

- (i) *Considers that the Planning Proposal is premature, given the fact that the precinct wide corridor traffic study has not been finalised. The outcomes of the study may require densities and other controls to be revisited;*

Comment: The planning proposal must be submitted to DPIE before 30 June 2021 to meet the deadline under the Public Spaces Legacy Program funding agreement. In addition, DPIE has advised that it can be submitted for Gateway determination with finalisation contingent on finalisation of the traffic study and there being no issues that cannot be addressed during the plan making process. This may involve re-exhibition of the plan.

- (ii) *Is concerned about the loss of urban services land in the Kings Bay Precinct (INI/B6 zoned lands). It was unclear where these businesses are anticipated to relocate to within the locality;*

Comment: Ministerial Direction 7.3 for the Parramatta Road Corridor requires Council to deliver planning proposals that are consistent with the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), which rezones the land to residential and mixed uses. The Eastern City District Plan states that the PRCUTS is not subject to the industrial land strategies and actions of the District Plan, which seeks the retention and management of industrial land.

- (iii) *Recommends that it will be important that a draft DCP be included with the exhibition of the Planning Proposal, to ensure that the character of the evolving precincts is understood by the community;*

Comment: A DCP is currently being developed for the PRCUTS precincts with the intention that the document be exhibited concurrently with the planning proposal.

- (iv) *Recommends that the mechanism for delivery of the Public Domain and broader infrastructure requirements be further interrogated to ensure a legal approach that is robust and to ensure that desired outcomes are not lost through the Development Application process;*

Comment: Advice was sought regarding the proposed planning mechanism to deliver public infrastructure. The advice has confirmed that the draft plan is robust and enforceable.

- (v) *Considers that the Planning Proposal could proceed, subject to fully responding to the recommendations above.*

Comment: The recommendations of the Local Planning Panel have been addressed in full. Refer to table below.

LPP Advice	Recommended response
General	
Consideration should be given to the Planning Proposal being premature, given the fact that the precinct wide corridor traffic study has not been finalised. The outcomes of the study may require densities and other controls to be revisited.	<p>It is the intention that the planning proposal will be submitted for Gateway determination, but finalisation will be contingent on the preparation of the traffic study and there being no issues that cannot be addressed during the plan making process. This may involve re-exhibition of the plan.</p> <p>The plan must be submitted to DPIE before 30 June 2021 to meet the deadline under the Public Spaces Legacy Program funding agreement.</p>

<p>Panel is concerned about the loss of urban services land in the Kings Bay Precinct (INI/B6 zoned lands). It was unclear where these businesses are anticipated to relocate to within the locality.</p>	<p>The Eastern City District Plan states that the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is not subject to the industrial land strategies and actions of the District Plan.</p> <p>The Planning Proposal is also generally consistent with 9.1 Direction 7.3 for the Parramatta Road Corridor.</p>
<p>Important that a draft DCP be exhibited with the planning proposal to ensure the character of the evolving precincts is understood by the community</p>	<p>A DCP is currently being developed for the PRCUTS precincts with the intention that the document be exhibited concurrently with the planning proposal.</p>
<p>Council should seek advice to ensure that its approach to the delivery of public amenity via land dedication to Council (open space, widened footpaths, new laneways and through site links) to ensure a legal approach that is robust and to ensure that desired outcomes are not lost through the Development Application process.</p> <p>The proposed approach, which appears to be based upon achieving dedication of the part of a lot, rather than planning merit and consideration of interface impacts, is not considered to be legally sustainable, particularly if for example the parks are more than that required under Section 7.1 Contribution Plan, or the need for the facility is not directly related to the development.</p> <p>The approach needs to be clearly articulated in the DCP, Development Contributions Plan and potentially the LEP.</p>	<p>Advice was sought regarding the proposed planning mechanism to deliver public infrastructure. The advice has confirmed that the draft plan is robust and enforceable.</p> <p>The proposed infrastructure and public domain works are needed to support the population growth that will be facilitated by PRCUTS.</p> <p>It is intended that the proposed mechanism for the delivery of infrastructure will be reinforced through the LEP, DCP and the PRCUTS Infrastructure Strategy.</p> <p>The planning proposal is also not dissimilar to other plans that have been made (eg. Lane Cove Council's St Leonards South precinct).</p>
<p>A 25% urban tree canopy target will need trees to be provided in the public domain and on private land.</p>	<p>The public domain embellishments include footpaths with continuous street tree planting.</p> <p>The planning proposal is also seeking to introduce a requirement that development consent must not be granted unless:</p> <ul style="list-style-type: none"> the development achieves 25% canopy cover; rooftops or podiums used for community open space must have at least 50% of the accessible area shaded by shade-structures or tree canopy; rooftops or podiums not used for community open space, (eg. solar PV) must have at least 75% total area covered in vegetation, including tree canopy.
<p>Council should also consider the introduction of a landscaped area control for Medium Density zones and a minimum landscaped area requirement of 30% and 40%, which is comparable to other relevant LGAs.</p>	<p>A minimum landscape area is being considered for inclusion in Council's DCP.</p>

Consideration should be given to applying a single storey height limit (in metres) to areas of open space to enable structures within parks.	The planning proposal has been revised to include a 2.5m maximum height limit for areas of open space, pedestrian through-links and roads on private land.
The proposed amalgamation pattern should be clearly identified as a requirement in a DCP. There should be recognition that achieving FSR and heights is a function of the land use and achieving the amalgamation patterns. Smaller sites cannot expect to achieve the FSR/heights identified.	The revised scheme to deliver public infrastructure will seek to include an amalgamation map in the LEP.
Homebush	
Council should have a policy position on the future of 1 King Street, Concord West, which is proposed to be retained as IN1 General Industrial. B7 Business Park zone is consistent with PRCUTS and more relevant to the existing use of the site. Consider amending the PRCUTS recommended 8.5m height limit to be compatible with the current height of the building, 8.5m surrounding context (eg. 11.0m) and a reasonable floor to ceiling height for offices in a business park environment.	Action 6.5 of the <i>Canada Bay Local Strategic Planning Statement</i> requires Council undertake a Socio Economic Study prior to any land use change occurring on the site. The study will inform a policy position for Council. It will consider matters including the PRCUTS and Metro. It would be premature to develop a policy position for the site until that work is complete, given the unknown impacts that Metro could have on land uses for the site.
No. 3 King Street, Concord West was recently rezoned and should be identified as B1 Neighbourhood Centre.	The planning proposal is being revised to address this.
Retain SP2 School zone for Victoria Avenue Public School	The planning proposal is being revised to address this.
Include sites subject to current planning proposals in the Homebush Precinct	The planning proposal is being revised to address this.

It is important to understand the implications of flooding impacts on built form. It is not clear whether height limits have been taken PMF levels into account.	The planning proposal is being revised to further address the potential impacts from flooding on the Precinct. Sites that the Concord West Flood Study has identified as being affected by a 1 in 100 year flood event will be deferred from the planning proposal.
Consider interface between 202 George Street (proposed height of 16-22m) and adjoining 8.5m residential. Needs detailed design controls in a DCP with particular attention to setbacks and open space around buildings.	The planning proposal has been revised to remove 202 George Street due to flooding concerns. Potential interface issues are noted, and will be considered in the future if any changes are proposed for 202 George St.
The timing of infrastructure upgrades, such as at Pomeroy and George Street, will influence the capacity of the precinct to accommodate change or a greater intensity of development.	A draft business case is being finalised for submission to iNSW, for application for construction funding. Detailed design is anticipated for finalisation in mid to late 2021. Stage 2. The timeframe for construction is pending stage 2 funding approval.
Burwood	
The Height of Buildings Map includes heights that vary by only a small difference, which is unlikely to be visible. Suggest Council simplify the height map.	The planning proposal is being revised to address this.
Consider increasing the 3.0m setback to the new parks to improve the interface.	The planning proposal is being revised to address this.
Detailed development controls should ensure that building setbacks to Parramatta Road achieve a continuous and uniform frontage to Parramatta Road with no change in levels.	This will be addressed in the DCP.
Increase the 3.0m setback along Burton Street to improve future residential character of buildings along this frontage.	The planning proposal is being revised to address this.
The existing laneway from Broughton Street may need to be widened and extended to ensure that access is provided from a road other than Parramatta Road.	The planning proposal is being revised to address this.
Consider extending the laneway off Broughton Street to provide a service accessway for 49 Parramatta Road (lot A4) away from Parramatta Road.	The planning proposal is being revised to address this.
Ensure that the heritage item to be retained, federation bungalow known as “Loretto”, has an appropriate setting/curtilage.	The planning proposal is being revised to address this.
Correct errors and inconsistencies between maximum building heights in the planning proposal and the Master Plan.	The planning proposal is being revised to address this.
Kings Bay	
Proposed widening of Queens Road to deliver an enhanced footpath and public domain is supported. It is important that this outcome is delivered through the DCP and, where relevant, a contributions plan.	The proposed amendments to the planning proposal to deliver public infrastructure, amendments to the DCP and proposed revisions to the Contributions Plan will address this.

Increase the 3.0m setback to Queens Road and Kings Road to ensure a decent landscaped setback is provided on what is proposed to be predominantly residential streets.	The planning proposal is being revised to address this.
Consider increasing the eastern boundary setbacks, redistributing floor space, or reducing building height/density on the Lot F2 (on the eastern boundary of the precinct) to improve the interface with the adjoining properties to the east. An internalised park will not read as publicly accessible. Preferred outcome is for the majority of open space to front a public Street (Queens Road).	The planning proposal is being revised to address this.

It is recommended that, in response to the Panel's advice, the planning proposal be endorsed for submission to the Department of Planning, Industry and Environment for gateway assessment to proceed to public exhibition.

Exhibition of Planning Proposal

In accordance with the *Environmental Planning & Assessment Act 1979* and the *Canada Bay Community Participation Plan*, the Planning Proposal is required to be placed on public exhibition for a minimum of 28 days to enable community feedback. It is proposed that, at a minimum, exhibition involve:

- notification on the City of Canada Bay website;
- notification in Council's *City of Canada Bay News*;
- notification on the NSW Planning Portal, if required under the *COVID-19 Legislation Amendment (Emergency Measures) Bill 2020*;
- Council's social media platforms;
- Individual notification letters sent to affected landowners; and

The City of Canada Bay is also participating in the NSW Government's Public Spaces Legacy Program (the Program). Council will only be eligible for funding under the Program where a Planning proposal is submitted to the DPIE that will facilitate new housing in accordance with the 6-10 year target contained within the Canada Bay Local Strategic Planning Statement. The subject Planning Proposal meets these requirements and will facilitate sufficient housing to satisfy the relevant obligations under the Program.

Conclusion

The planning proposal will deliver the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), a significant strategy that has been developed to deliver the State Government's vision for transforming the Parramatta Road Corridor.

The planning proposal is consistent with the Principles and Strategic Actions of PRCUTS. It is also consistent with the recommended planning controls in PRCUTS with some variations that will either deliver better urban design and public benefits or that respond to Council's evidence-based strategic planning process.

The submission of the Planning Proposal to DPIE prior to 30 June will also enable Council to be eligible for funding under the Public Spaces Legacy Program.

RECOMMENDATION

1. THAT Council note the advice of the Local Planning Panel.
2. THAT the Planning Proposal be endorsed for submission to the Department of Planning, Industry and Environment for a Gateway Determination.
3. THAT delegation be requested from the Department of Planning, Industry and Environment to manage the plan making process.
4. THAT authority be delegated to the General Manager to make any minor modifications to the Planning Proposal following receipt of a Gateway Determination.
5. THAT Council note that should the Planning Proposal proceed to public exhibition, that following consideration of any submission, the Planning Proposal will be reported back to Council.

Attachments:

1. Planning Proposal
2. Draft LEP Maps
3. Draft PRCUTS Community Infrastructure Map
4. Masterplan for PRCUTS Stage 1 - Kings Bay Precinct
5. Masterplan for PRCUTS Stage 1 - Burwood-Concord Precinct
6. Masterplan for PRCUTS Stage 1 - Homebush North Precinct
7. Public Domain Plan
8. Sustainable Precincts Strategy
9. Flood Risk Assessment – Burwood and Kings Bay Precincts
10. Concord West Precinct Master Plan Flood Study 2016
11. Preliminary Site Investigation (Contamination) 2018
12. Canada Bay Urban Tree Canopy Strategy 2019
13. Local Planning Panel – Minutes

(All attachments provided in Attachment Booklet)