

# Parramatta Road Corridor Urban Transformation Strategy

Stage 2 Heritage Advice

Prepared for City of Canada Bay Council

December 2025



## **Acknowledgement of Country**

We respect and acknowledge the First Nations of the lands and waterways on which we live and work, their rich cultural heritage and their deep connection to Country, and we acknowledge their Elders past and present. We are committed to truth-telling and to engaging with First Nations to support the protection of their culture and heritage. We strongly advocate social, cultural and political justice and support the Uluru Statement from the Heart.

## **Cultural warning**

Aboriginal and Torres Strait Islander readers are advised that this report may contain images or names of First Nations people who have passed away.

# Report register

The following report register documents the development of this report, in accordance with GML’s Quality Management System.

Job No.	Issue No.	Notes/Description	Issue Date
23-0022A	1	Updated Report—Kings Bay only	20 November 2025
23-0022A	2	Final Report	2 December 2025

## Quality management

The report has been reviewed and approved for issue in accordance with the GML quality management policy and procedures.

It aligns with best-practice heritage conservation and management, *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013* and heritage and environmental legislation and guidelines relevant to the subject place.

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# Contents

<b>1</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Study area.....	2
1.2	Methodology.....	2
1.3	Limitations .....	3
1.4	Authorship .....	3
1.5	Acknowledgements .....	3
<b>2</b>	<b>Statutory heritage context .....</b>	<b>4</b>
2.1	Heritage listings.....	4
<b>3</b>	<b>Historical overview.....</b>	<b>8</b>
3.1	Endnotes .....	14
<b>4</b>	<b>Site analysis .....</b>	<b>15</b>
4.1	Neighbourhood development context .....	15
4.2	Kings Bay .....	16
4.2.1	Kings Bay East .....	16
4.2.2	Kings Bay West .....	18
<b>5</b>	<b>Draft heritage controls .....</b>	<b>21</b>
<b>6</b>	<b>Conclusion.....</b>	<b>25</b>

# 1 Introduction

The City of Canada Bay Council (Council) has engaged GML Heritage Pty Ltd (GML) to provide heritage advice on selected areas associated with the Stage 2 Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).

The PRCUTS was initiated in 2016 to provide a strategic vision and deliver an integrated land use planning and transport framework for the transformation of the Parramatta Road corridor, guiding future development on and along the corridor. As part of the PRCUTS, planning and urban design guidelines were prepared to:

- provide priorities and principles for design excellence;
- protect and conserve existing heritage items and enhance character areas;
- ensure improved amenity; and
- encourage active transport options.

Stage 1 of PRCUTS consisted of a planning proposal for the Kings Bay, Burwood-Concord and Homebush North precincts. The PRCUTS Stage 2 precincts are an extension of the Stage 1 precincts. In 2024 the Homebush Precinct was finalised by the Department of Planning, Housing and Infrastructure (DPHI) as the Homebush Transport Oriented Development (TOD), and the Burwood-Concord Precinct is currently subject to a state-led rezoning process, as the Burwood North Metro Precinct. This study therefore focuses on the Stage 2 area of the Kings Bay Precinct.

The high-level urban design and heritage principles developed in PRCUTS Stage 1 form the foundational principles to begin considering the study area for Stage 2, responding to the study area's urban and suburban contexts. This report provides advice on urban form and draft planning controls for the Kings Bay Precinct within PRCUTS, to ensure heritage significance within the area is conserved and enhanced. It includes advice on existing and future built form, as well as neighbourhood character, and provides analysis of the initial guidance and the built form that is proposed as part of the PRCUTS Stage 2 master planning process.

This report provides heritage advice on the management of identified heritage items and conservation areas within and in the vicinity of the Stage 2 areas:

- outlines the process and inputs to date and provides justification for the continued protection of identified heritage significance in the context of future increased density;
- identifies opportunities for planning and urban development approaches that are sympathetic to existing heritage contexts; and
- describes high-level heritage conservation policy that can be applied within each study area to protect and enhance significant heritage items, places and areas.

## 1.1 Study area

PRCUTS Stage 2 focuses on the key study area of Kings Bay (Figure 1.1), which includes two separate areas:

- **Kings Bay East** bounded by Parramatta Road to the south, Queens Road to the north, and which mediates between lots to form an irregular boundary; and
- **Kings Bay West** which is bounded by Parramatta Road to the south, Walker Street to the west, Queens Road to the north, and is traversed by Taylor Street.



Figure 1.1 PRCUTS Stage 2 Kings Bay study area, including Kings Bay East and Kings Bay West. (Source: NSW Planning Portal with GML overlay)

## 1.2 Methodology

This report is informed by the principles of *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013* (the Burra Charter) and the approach set out in *The Conservation Plan*, by James Semple Kerr. The terminology used in this report is consistent with that used in the Burra Charter.

This report is the final output following iterative advisory and assessment work where Council, GroupGSA (as master planners) and GML (as heritage specialists) collaborated to identify, analyse and mitigate impacts on identified heritage values within the Kings Bay areas.

Through this collaboration, lot amalgamation patterns, heights, setbacks and transitions were refined to minimise potential impacts on heritage listed items and conservation areas.

Work was undertaken via in-person and online workshops, review and comments on proposed masterplans, and email correspondence. This report recounts the process and highlights where heritage sensitivities remain, and will need consideration in future development applications/Planning Proposals to manage, mitigate and avoid impacts.

## 1.3 Limitations

This report is subject to the following limitations:

- Existing heritage items were inspected and documented from the public domain. No interior inspections were undertaken.
- The Kings Bay East and West areas were inspected and documented from the public domain.
- Historical research in this report was limited to desktop sources only.
- Community consultation did not form part our scope of work.
- No formal assessment of First Nations history, or of historical archaeological potential, was undertaken as part of this report.

## 1.4 Authorship

This report was originally prepared by Dr Alison Starr (Senior Associate), with strategic advice and review provided by Julian Siu (Principal). This updated version of the report was prepared by Dr Alison Starr, and reviewed by Sharon Veale (Chief Executive Officer).

## 1.5 Acknowledgements

This report was initiated by Helen Wilkins, Senior Strategic Planner, Canada Bay Council. The project has been developed in consultation with Council's strategic planning and heritage specialist staff, including Paul Dewar and Kate Higgins, and GML is grateful for Council staff's input and collaboration.

## 2 Statutory heritage context

In NSW, items and areas of heritage significance, historical archaeological remains ('relics') and Aboriginal objects and places are provided with statutory protection under the following legislation:

- the *Heritage Act 1977* (NSW) (the Heritage Act);
- the *National Parks and Wildlife Act 1974* (NSW) (the NPW Act); and
- the *Environmental Planning and Assessment Act 1979* (NSW) (the EPA Act).

The Heritage Act has aims to identify and conserve the state's environmental heritage including items listed on the State Heritage Register and relics. Through a range of applications, permits, exemptions and exceptions, it is used to assess and regulate the impacts of development on the state listed heritage items and archaeological relics. The Heritage Act describes a heritage item as 'a place, building, work, relic, moveable object or precinct'.

The EPA Act is administered by the NSW Department of Planning, Housing and Infrastructure and provides for environmental planning instruments to be made to guide the orderly use and development of land. The EPA Act also provides for the protection of local heritage items and conservation areas through listing on Local Environmental Plans and State Environmental Planning Policies, which support local councils with a regulatory land use planning framework and guide them in assessing and determining applications.

### 2.1 Heritage listings

No identified items of heritage significance are within the Kings Bay study area. However, several heritage items are in the vicinity. These include heritage items included in Schedule 5 of the *Canada Bay Local Environmental Plan 2013* (Canada Bay LEP), listed in the tables below and illustrated in Figure 2.1.

Multiple heritage items and heritage conservation areas are within the vicinity of the Kings Bay study area, located to the south of Parramatta Road. These are in other local government areas, including Burwood Council (south of Parramatta Road, west of mid-block between Lucas and Cheltenham roads) and Inner West Council (south of Parramatta Road, east of mid-block between Lucas and Cheltenham roads). These listings are shown in Figure 2.1, and include the Haberfield Heritage Conservation Area (#C54) listed on the *Inner West Local Environmental Plan 2022*.

Table 2.1 Existing heritage listings in the vicinity of Kings Bay East.

Item name	Property description	Significance	Proximity to study area
I522 Pair of semi-detached houses	1A-5 York Avenue, Five Dock Lot A, DP 321125 Lot 1, DP 984101	Local	Adjacent to Kings Bay East boundary
I283 Corner shop and residence	30 Lavender Street, Five Dock Lot 18, DP 84536	Local	One block east of Courland Street boundary of Kings Bay East
I400 House, 'Riverview'	44 Queens Road, Five Dock Lot 1, DP 320508	Local	Approximately 100m east of the Courland Street boundary of Kings Bay East
I371 Rosebank College	121 Parramatta Road, Five Dock Lot 10, DP 718237	Local	Approximately 200m west of Kings Bay East
I308 St Luke's Park gateway/entrance—gates and trees only	Loftus Street, Concord Lot 13, DP 1226181	Local	Approximately 200m west of Kings Bay West
I401 One of a pair of terrace houses	140 Queens Road, Canada Bay Lot 101, DP 826625	Local	Approximately 150m east of Kings Bay West
I402 One of a pair of terrace houses	142 Queens Road, Canada Bay Lot 100, DP 826625	Local	Approximately 150m east of Kings Bay West

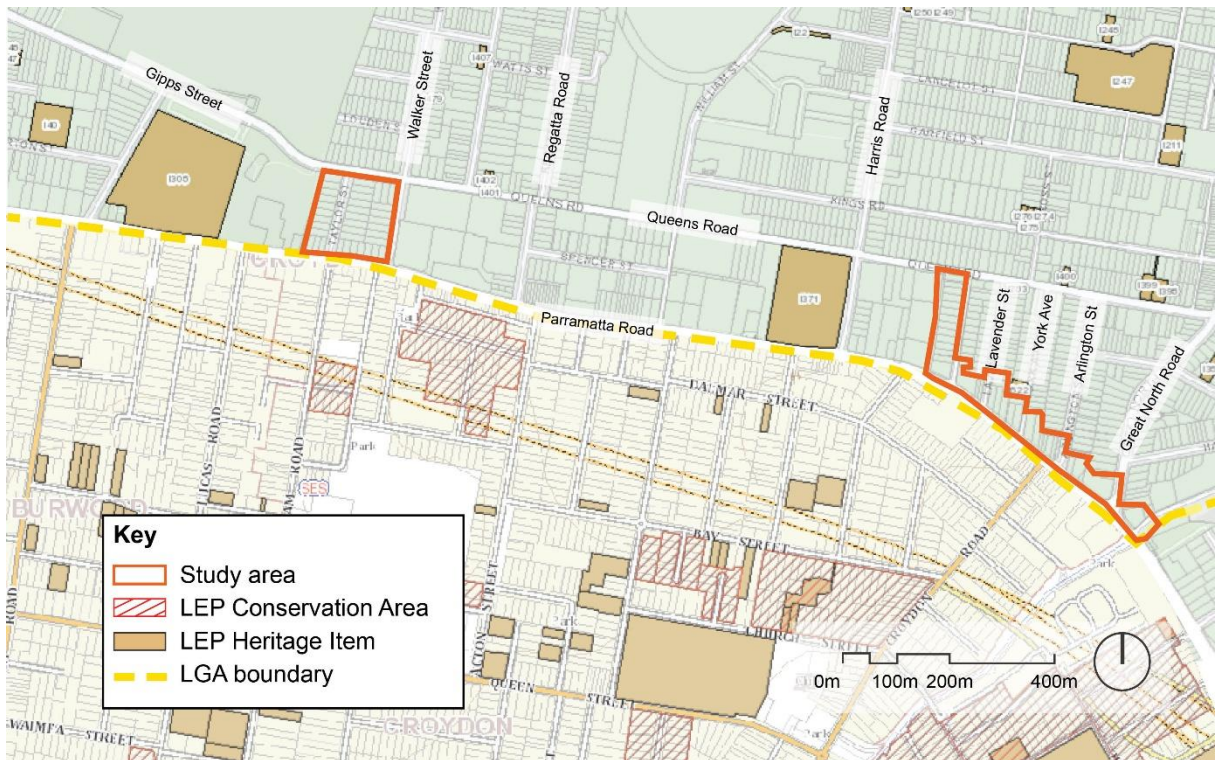


Figure 2.1 Heritage context of Kings Bay. (Source: NSW Planning Portal with GML overlay)



Figure 2.2 Riverview at 44 Queens Road (I400), Five Dock, in the vicinity of Kings Bay East.



Figure 2.3 Rosebank College (I371), at 121 Parramatta Road, Five Dock, in the vicinity of Kings Bay East.



Figure 2.4 Corner shop and residence (I283), at 30 Lavender Street, Five Dock, in the vicinity of Kings Bay East.

### 3 Historical overview

Canada Bay LGA is situated within lands occupied by the Wangal (also spelled Wann-gal) clan of the Dharug people. The Wangal occupied lands that stretched along the southern shoreline of Parramatta River between Darling Harbour and Rose Hill, and likely also included some harbour islands. First Nations people in this area were deeply connected to the land, waters and foreshores of Sydney Harbour. Today their ancestors and other Aboriginal people continue to care for Country in accordance with cultural protocols, and transmitted knowledge and traditions.

The area around Kings Bay East and West was originally connected by a rough bush track that later became known as Parramatta Road. Governor Phillip initiated the road’s construction from 1791. The subject of continuous improvement of the following century, the road was reportedly completed by 1810. The early track was populated by stockades at Longbottom and Iron Cove, as well as staging posts and inns, such as the Bath Arms Hotel, located farther west of Kings Bay West, at Concord. Originally part of Longbottom Farm (established 1819), Longbottom Stockade (1793–1838) was established as a stopover point along the future Parramatta Road in the late eighteenth century and was built to manage convict labour during road clearing and construction. The naming of Canada Bay was associated with the stockade, referring to a group of French-Canadian convicts who were imprisoned there. The stockade entry and main buildings were on the site of present-day Concord Oval (Figure 3.1). The stockade was located on marshy land that drained north to Hen and Chicken Bay.



Figure 3.1 Village of Longbottom, c1829–1850, showing Longbottom Stockade to the west of Kings Bay West (outlined in orange). (Source: State Library of NSW, FL8777898 with GML overlay)

Large-scale subdivisions became apparent along Parramatta Road as the mid-nineteenth century approached, following the economic downturn experienced in 1842.<sup>1</sup> The original village of Longbottom (later Concord) was subdivided in 1843, as was the village of Burwood (to the west of Kings Bay West). Sales of land were concentrated around Parramatta Road, and to its north and south. By 1845, most of the lots in the village of Longbottom had been granted.<sup>2</sup> Longbottom, however, was not a popular name and residents began agitating to change it to Concord in the 1860s.

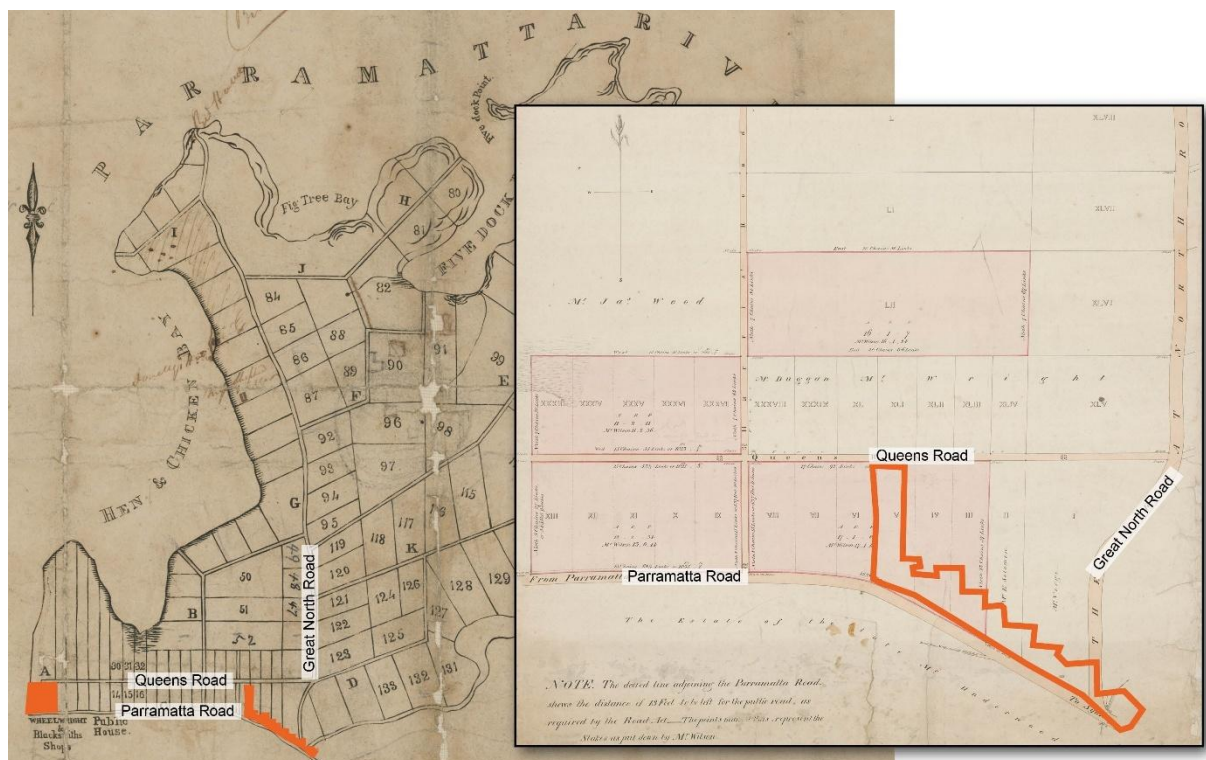


Figure 3.2 Five Dock Farm, 1837, with Kings Bay East and West outlined in orange. (Source: State Library of NSW, FL3787929; inset FL8767271 with GML overlay)

In the vicinity of Kings Bay East, a 1500-acre Crown grant was made to Dr John Harris (after whom the nearby Harris Road, Five Dock, was named) in 1806. Construction of the Great North Road (on the eastern edge of Kings Bay East), including across Harris' Five Dock Farm, began in 1826. Harris sold most of his grant to Samuel Lyons, an auctioneer, in 1836. Lyons, after whom Lyons Road was named, divided his landholding shortly thereafter, into 30 and 60 acre lots that became as the Five Dock Estate subdivision (located to the north of Kings Bay East; see Figure 3.3). These lots subsequently became McGaa's Estate, then the Gipps Town Estate.

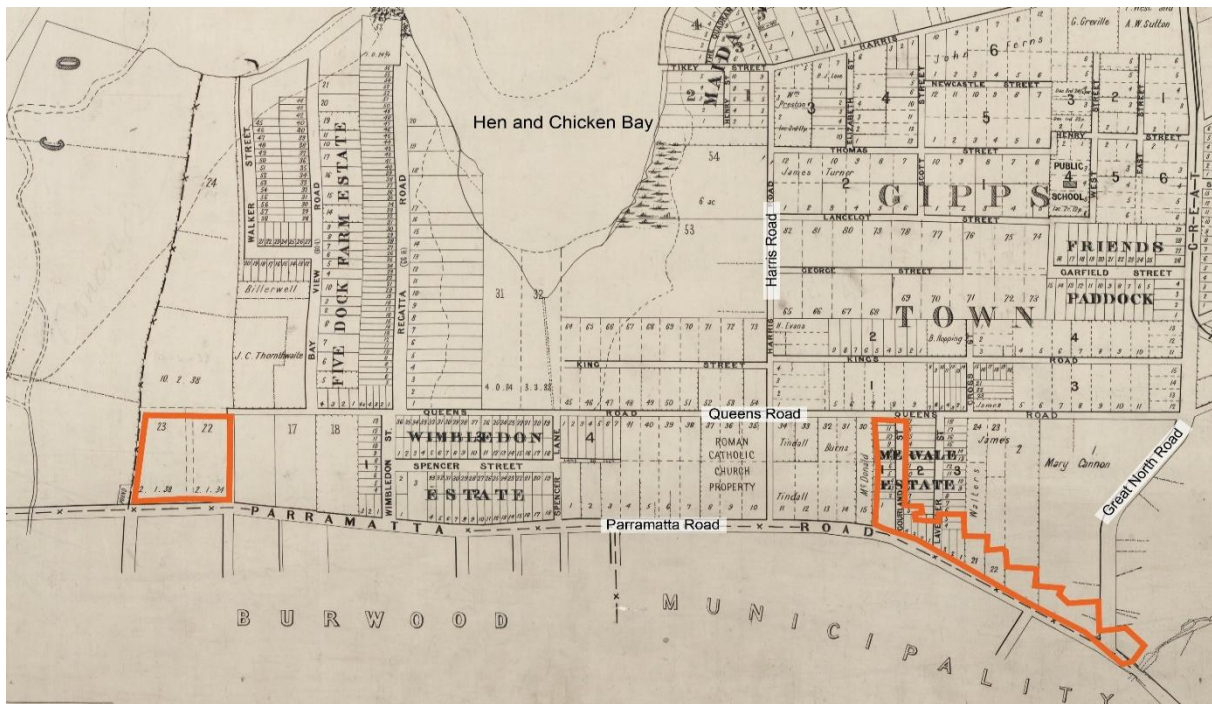


Figure 3.3 Manuscript map of Concord, 1886, with Kings Bay East and West outlined in orange. (Source: State Library of NSW, FL8784132 with GML overlay)

The Kings Bay East area was the subject of successive subdivision plans as residential development increased in the late nineteenth and early twentieth century. What is believed to be the oldest extant house in the Canada Bay LGA, Riverview, is located at 44 Queens Road, to the north of Kings Bay East, and was built in 1856.

Industrial development had begun in the Newington and Homebush areas in the early nineteenth century, expanding to heavy industry uses in low-lying, waterfront areas with cheaper land and water sources, in locations such as Concord, Mortlake and Rhodes. As residential development expanded during the nineteenth century, former industrial sites were repurposed to support growing populations. Concord High School (located along the western boundary of St Luke’s Park), for example, was built on the site of a tannery, Farleigh Nettheim and Company. The tannery site had been sold to the NSW Department of Education in 1970.

St Luke’s Park, which borders Kings Bay West to the west, was dedicated as a park in 1886, occupying the site of the nineteenth-century stockade. The marshy land of the former stockade site was not suitable for residential development. It remained open space used for recreational activities, including cricket, rugby union, athletics and rugby league (Figure 3.4).<sup>3</sup> The southern portion of the park, fronting Parramatta Road and immediately west of Kings Bay West, was officially opened as a rugby stadium in 1986, and has had a variety of formal sports uses, including hockey and rugby league.

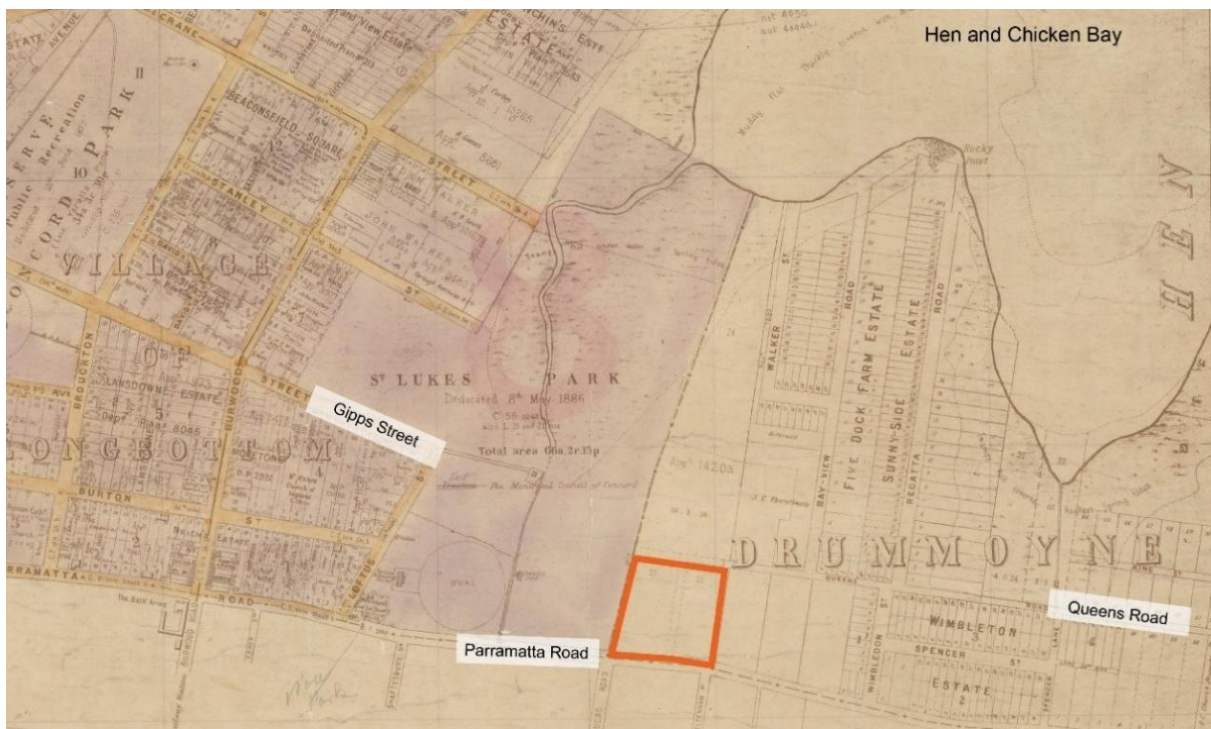


Figure 3.4 Detail of a cadastral map of the area near the municipality of Concord, c1880, with Kings Bay West outlined in orange. (Source: State Library of NSW, FL8786864 with GML overlay)

Desirable residential land to the east of Kings Bay West, bordering St Luke’s Park and to the north to Hen and Chicken Bay, was progressively subdivided. Subdivision patterns from this early twentieth-century development period remain visible in street patterns (Figure 3.5). Usable land was developed in flat areas, and swampy land along creek lines left until development pressures, mainly from industrial uses, resulted in the canalisation of waterways and formalisation of harbour edges to provide more usable land. Hen and Chicken Bay, for example, was formalised in this way, as was usable space in the western half of Five Dock that drained into Hen and Chicken Bay and Canada Bay. Likewise, the stormwater channel through St Luke’s Park was channelised in 1946.

Industrial uses intensified along Parramatta Road during the twentieth century, with large lots given over to manufacturing. Factory lots sat adjacent to single detached residential lots developed in the late nineteenth and early twentieth centuries. Figure 3.6 to Figure 3.9 demonstrate the rational and repetitive nature of small-lot residential subdivisions juxtaposed against large-scale manufacturing lots. At Kings Bay West, Gipps Street was eventually extended in an easterly direction, dividing St Luke’s Park (in the north) from Concord Oval and Cintra Park (in the south).

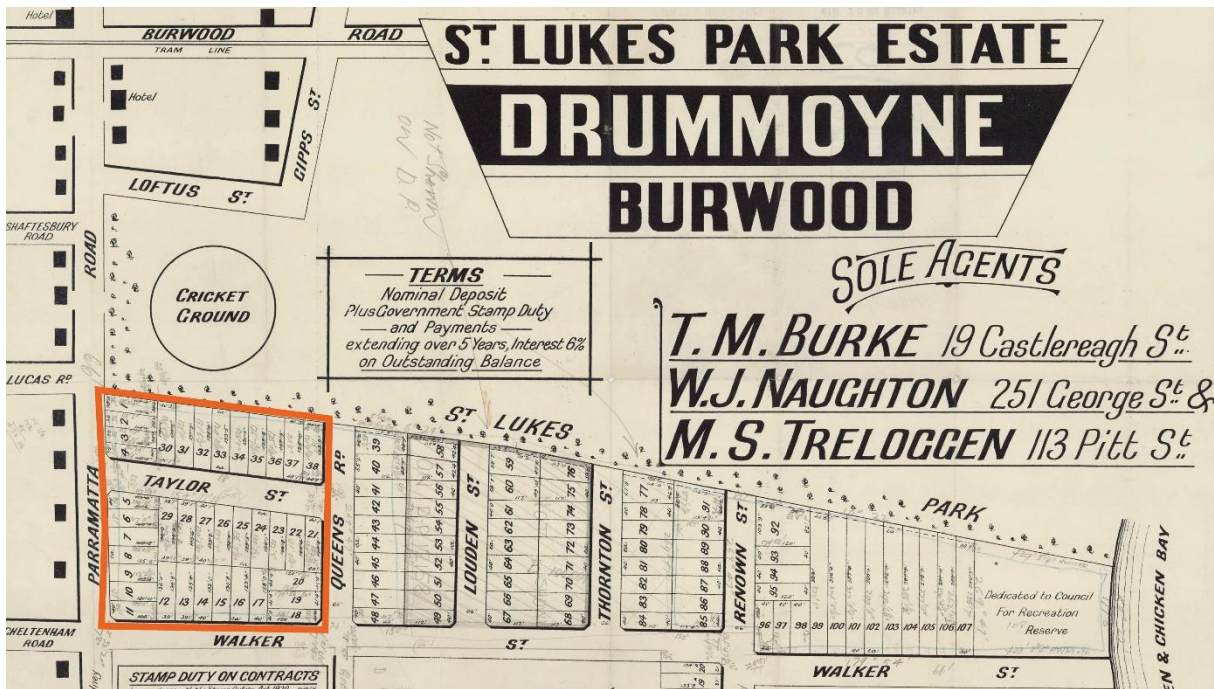


Figure 3.5 Subdivision plan, c1920, with Kings Bay West outlined in orange. (Source: State Library of NSW, FL9032771 with GML overlay)

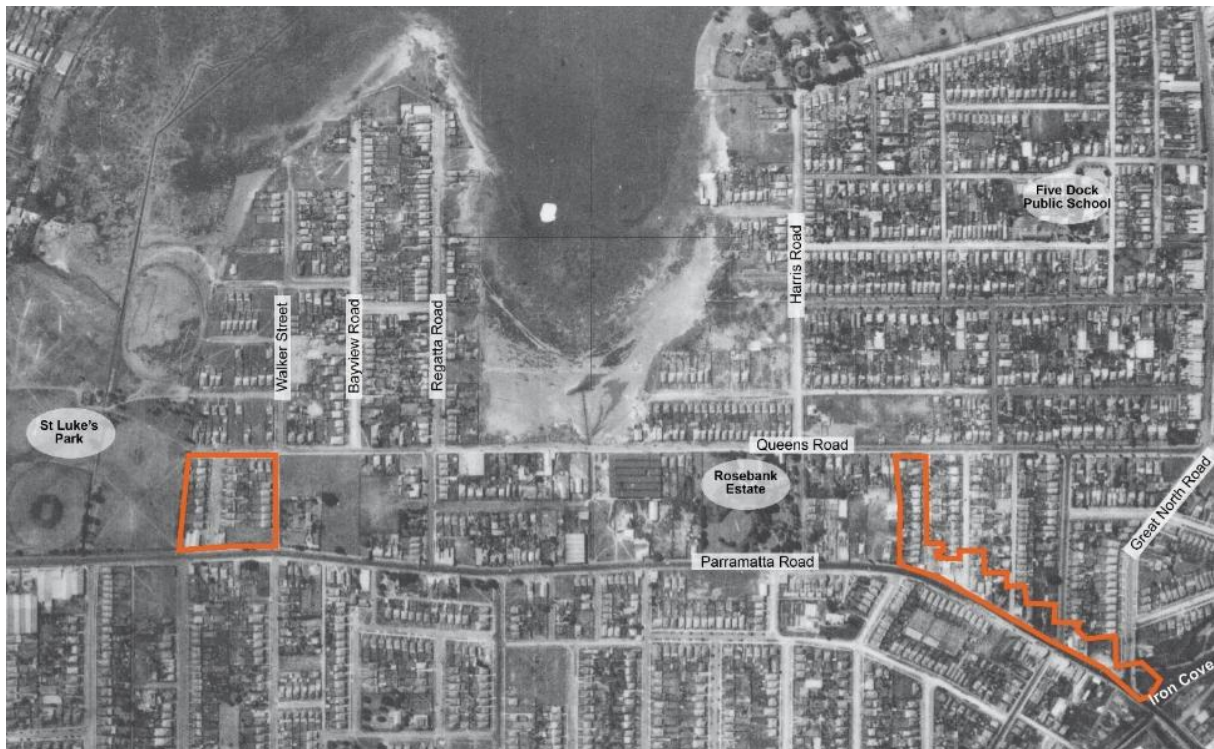


Figure 3.6 Aerial photograph, 1930, with Kings Bay East and West outlined in orange. (Source: NSW Historical Aerial Imagery CAC 08 1225 with GML overlay)

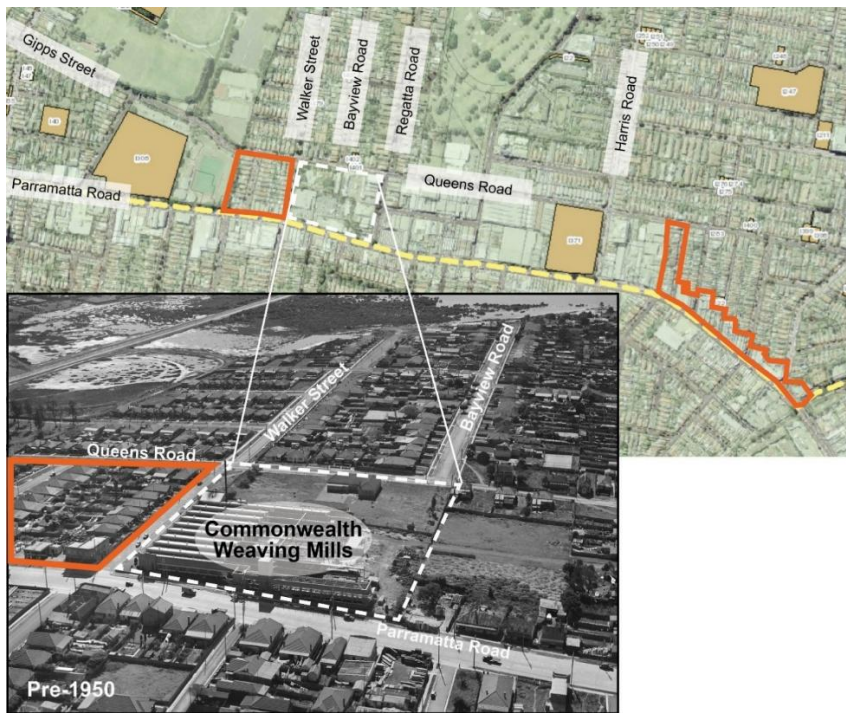


Figure 3.7 Aerial photograph, prior to 1950, showing the Kings Bay West area. (Source: NSW Planning Portal; Milton Kent, State Library of NSW FL8809065; GML overlay)

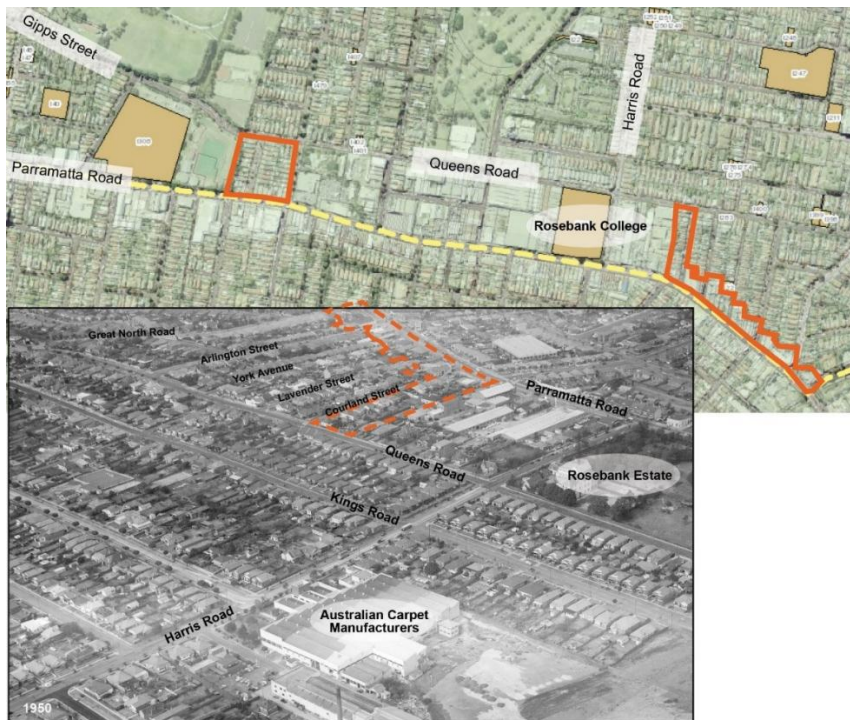


Figure 3.8 Aerial photograph, c1950, showing Kings Bay East in the distance. (Source: NSW Planning Portal; Milton Kent, State Library of NSW FL8810608; GML overlay)



Figure 3.9 Aerial photograph, 1961, with Kings Bay East and West outlined in orange. (Source: NSW Historical Aerial Imagery 1050 34 101 with GML overlay)

### 3.1 Endnotes

- <sup>1</sup> Crowley, F 1980, *A Documentary History of Australia Volume 2: Colonial Australia 1841–1874*, Nelson Press, Melbourne, p 29.
- <sup>2</sup> Kass, T 2010, *Thematic History of the City of Canada Bay*, p 19.
- <sup>3</sup> Department of Primary Industries 2012, *Catchments and Lands and City of Canada Bay, Concord Oval Precinct, Plan of Management*, pp 16–17.

## 4 Site analysis

This section provides an overview of the Kings Bay study area, including its neighbourhood context, notable character areas, and connection and proximity to other neighbourhoods. It also describes planned infrastructure works, such as the Sydney Metro stations at Burwood–Concord and at Five Dock, and proposed large-scale developments, and provides high-level comment on potential changes that may result.

GML initially inspected the study area on 9 March 2023 as part of the reporting undertaken in the same year. Subsequent observations have also been included. All observations and photographs were taken from the public domain; individual properties were not accessed during this inspection.

### 4.1 Neighbourhood development context

The area around Kings Bay is subject to upcoming change, resulting from:

- The Sydney Metro West line and Five Dock Metro Station:
  - The proposed Five Dock Metro Station is located approximately 600m northeast of the Kings Bay study area.
- Master planning of Five Dock, by Council:
  - This affects the area to the north of the study area, including a portion that is within the block bounded by Queens Road to the south, Great North Road to the east, and Harris Road to the west.
  - This strategic planning project includes proposed increased density fronting Queens Road.

Several state significant developments are in the vicinity of the study area, as advised by Council:

- Mixed use development on Parramatta Road/Queens Road:
  - Location: 255, 259 and 271 Parramatta Road; 2, 4, 6, 8, 10, 12, 14, 16 and 18 Taylor Street, Five Dock; 131, 133 and 135 Queens Road; and 1, 3, 5, 7, 9 and 11 Walker Street, Five Dock.
  - Approximate distance from study area: within the Kings Bay West area, and to the northeast of this part of the study area.
- Mixed use development on Parramatta Road:
  - 235 Parramatta Road, Five Dock.
  - Approximate distance from study area: approximately 100m east of Kings Bay West.

## 4.2 Kings Bay

The Kings Bay study area comprises two separate site areas, both adjacent to Parramatta Road. Kings Bay East is located on the northern side of Parramatta Road. At its westernmost point, it is positioned at a high point, with Parramatta Road following the landform fall to the southeast (in the city direction).

### 4.2.1 Kings Bay East

The character of Kings Bay East is characterised by PRCUTS as ‘hard urban’. This is reflected in the predominance of automotive dealerships, typically comprising one or two storey buildings surrounded by hardstand with minimal vegetation. The hard urban character is further underscored by the lack of street trees within the verge along Parramatta Road. However, multiple side streets host low-scale tree avenues, most of which are not heritage listed but date from the period of original residential subdivision and, now being mature, provide an established character for these areas.

PRCUTS controls for Kings Bay East included:

- Recommended building heights: 17m/12m at Parramatta Road.
- Recommended floor space ratio (FSR): 1.4:1.

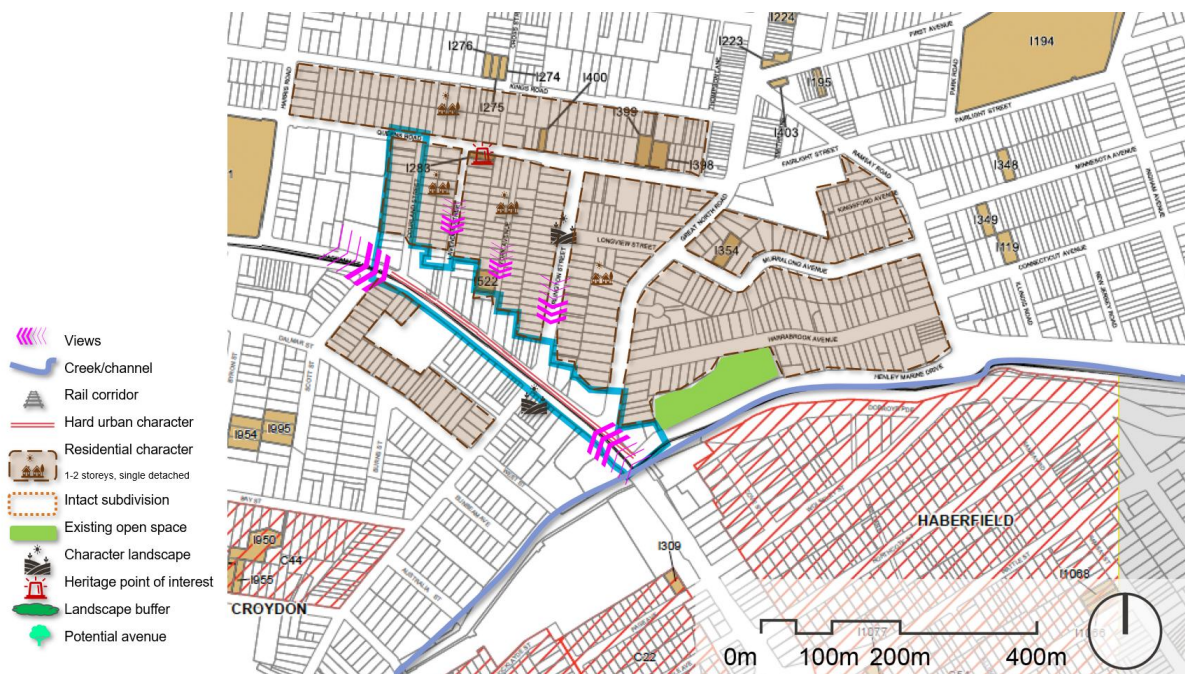


Figure 4.1 Analysis of Kings Bay East. (Source: NSW Planning Portal with GML overlay)

**Site photos of Kings Bay East**



Figure 4.2 Parramatta Road context.



Figure 4.3 Parramatta Road context.



Figure 4.4 Boundary between the rear of Courland Street lots (Kings Bay East) and State Significant Development (SSD) site to the west, prior to demolition of SSD site.



Figure 4.5 View south down Courland Street, at the intersection with Queens Road.



Figure 4.6 District views, looking south from Queens Road down Arlington Street.

## 4.2.2 Kings Bay West

As for Kings Bay East, Kings Bay West is defined by Parramatta Road, characterised by PRCUTS as ‘hard urban’, as its southern boundary. Low scale commercial lots front Parramatta Road as it descends into the valley when Iron Cove Creek traverses under the roadway and drains to the Parramatta River. The north-south residential streets within Kings Bay West have few street trees, as does the northern boundary street of Queens Road. These residential streets comprise predominately single detached residential development of one to two storeys, with pockets of intact early twentieth century Federation era houses interspersed with later twentieth century development. There are district views from Lavender Street and Arlington Street to the south-east.

PRCUTS controls for Kings Bay West included:

- Recommended building heights: 17m.
- Recommended FSR: 1.4:1.



Figure 4.7 Analysis of Kings Bay West. (Source: LEP maps with GML overlay)

### Site photos of Kings Bay West



Figure 4.8 Taylor Street, east side.



Figure 4.9 Taylor Street, west side.



Figure 4.10 Intersection of Parramatta Road and Taylor Street.



Figure 4.11 Taylor Street, west side.

## 5 Draft heritage controls

The following section provides analysis of the 2023 masterplan. It also includes draft heritage advice and draft development controls which aim to conserve heritage significance and maintain each area’s character. This section also outlines various departures from the PRCUTS Planning and Design Guidelines that are considered necessary so that potential new development responds sensitively to heritage items and heritage conservation areas and minimises adverse heritage impacts.

Table 5.1 Kings Bay East—key findings and recommendations.

Investigation area	Key findings
<b>Masterplan 2023 analysis</b>	<ul style="list-style-type: none"> <li>The masterplan proposes increased density along the Parramatta Road frontage.</li> <li>Development on the street edge fronting Parramatta Road is consistent with the PRCUTS character analysis and provides a transition zone to the north.</li> <li>Transition heights are incorporated into interface zones, to provide a mediation between increased building heights for future development and the existing single detached residential lots to the north.</li> </ul>
<b>PRCUTS controls</b>	<p><b>Recommended building heights of 17m/12m at Parramatta Road, FSR of 1.4:1:</b></p> <ul style="list-style-type: none"> <li>Proposed building heights are acceptable to the context.</li> </ul>
<b>Recommendations</b>	<ul style="list-style-type: none"> <li>Heritage controls in <i>City of Canada Bay Development Control Plan (DCP)</i> apply.</li> <li>A buffer zone is recommended for the northern boundary, to provide spatial and visual separation to the heritage item at 1A–5 York Avenue (I522).</li> <li>There is opportunity for future development in Kings Bay to engage with district views to the south and south-east.</li> <li>Future development fronting York Avenue must have a 0m setback to align with the adjacent local heritage item to the north, at 1A–5 York Avenue (see Figure 5.3).</li> </ul>
<b>Draft heritage principles</b>	<ul style="list-style-type: none"> <li>Future development must conserve the significance of heritage items and heritage conservation areas.</li> <li>Future development must respond to and complement the scale, materials and character of heritage items, including buildings, landscapes and streetscapes.</li> <li>Built form should be designed to permit opportunities to retain or enhance local and district views from the ridgeline of Queens Road, and the north–south streets to terminate at Queens Road.</li> </ul>
<b>Draft heritage controls</b>	<ul style="list-style-type: none"> <li>Heritage controls in the Canada Bay DCP apply.</li> </ul>

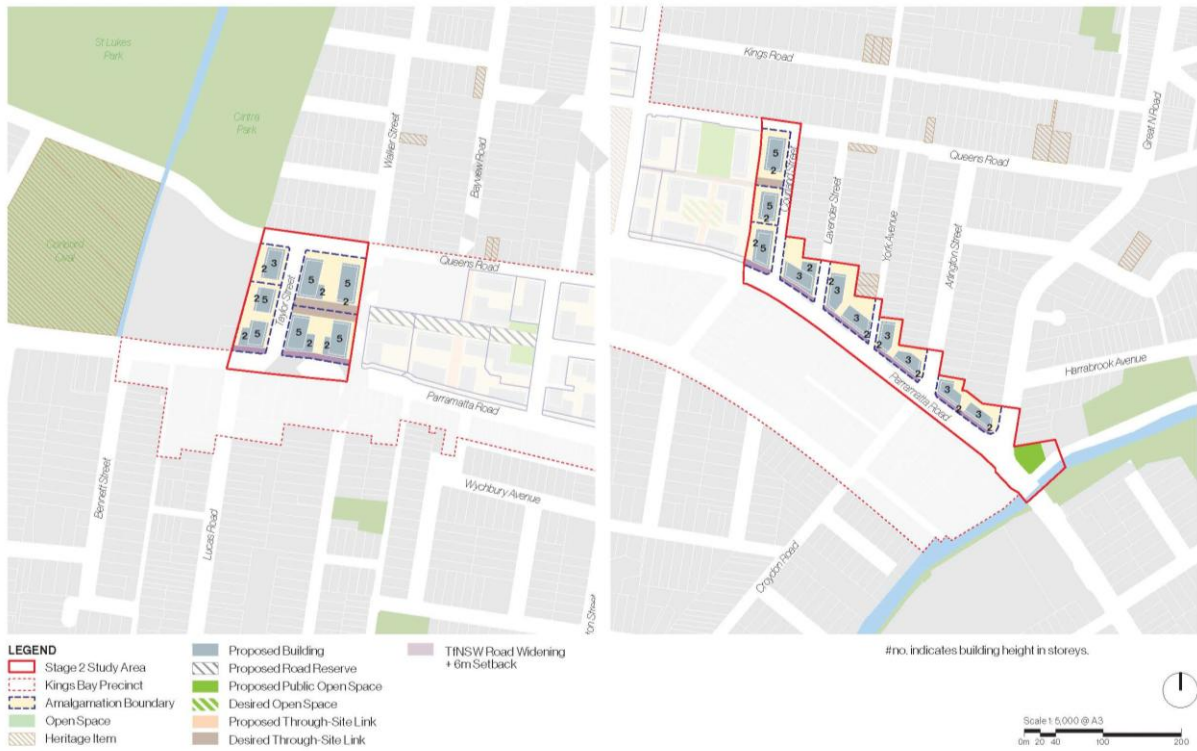


Figure 5.1 Height controls proposed for Kings Bay in the masterplan. (Source: GroupGSA 2023)

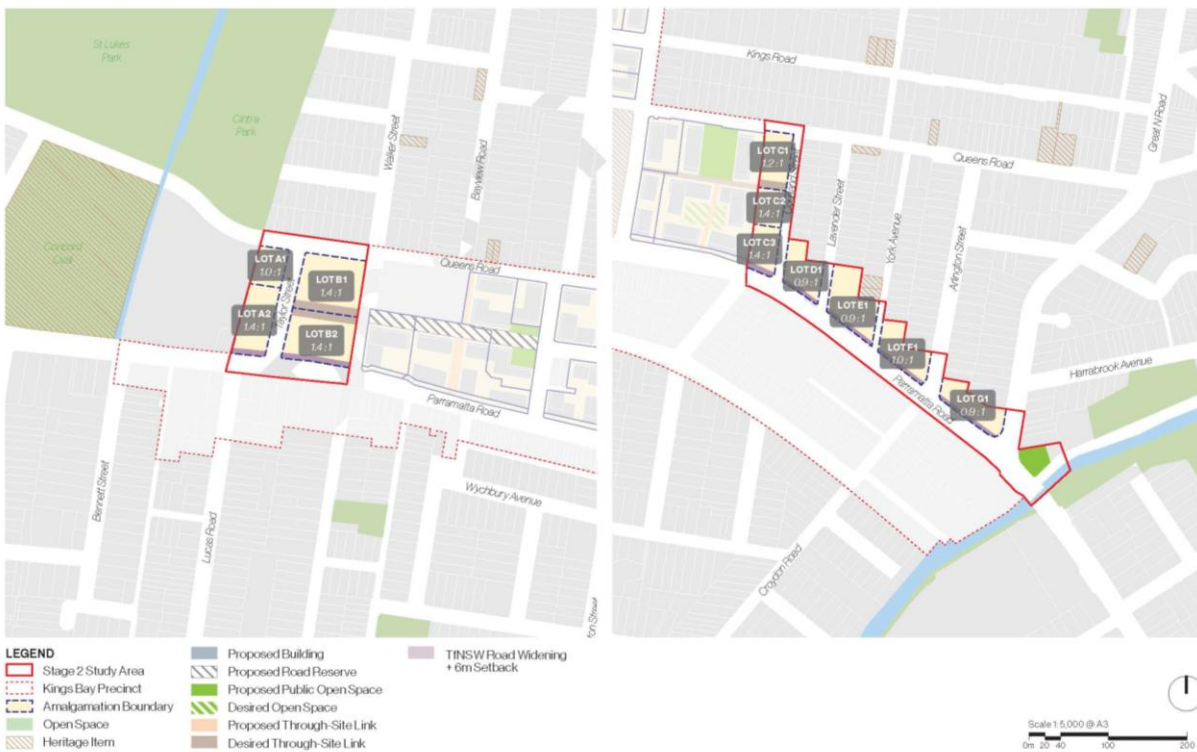


Figure 5.2 Lot amalgamations proposed for Kings Bay in the masterplan. (Source: GroupGSA 2023)

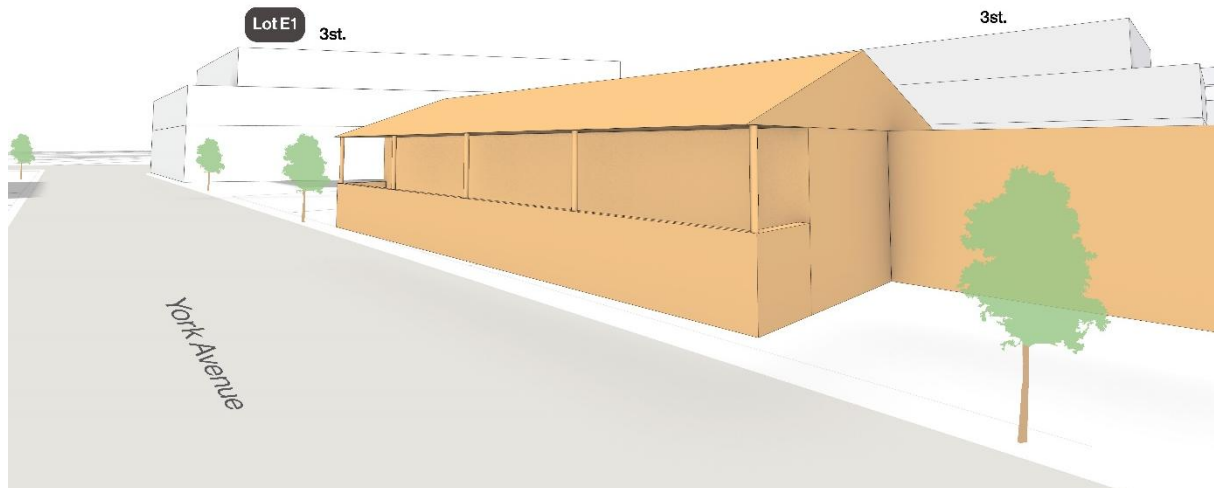


Figure 5.3 York Avenue heritage impact analysis, Lot E1 and local heritage item (orange).  
(Source: GroupGSA 2023)

Table 5.2 Kings Bay West—key findings and recommendations.

Investigation area	Key findings
<b>Masterplan 2023 analysis</b>	<ul style="list-style-type: none"> <li>There is minimal likelihood of heritage impacts within this area, as there are few heritage items, with the exception of a local item at 1A–5 York Avenue (I522), adjacent to the Kings Bay West area boundary (see Figure 5.3).</li> </ul>
<b>PRCUTS controls</b>	<p><b>Recommended building heights of 17, FSR of 1.4:1:</b></p> <ul style="list-style-type: none"> <li>Increased density fronting Parramatta Road is an appropriate distribution of heights across the site.</li> <li>FSR is generally consistent with PRCUTS, with the exception of the northwestern corner lot. Reduced FSR is proposed to provide a transition to open space and single detached residential development within intact subdivision, to the north.</li> </ul>
<b>Recommendations</b>	<ul style="list-style-type: none"> <li>There are no heritage items within this area, heritage controls in the Canada Bay DCP may apply, for development in the vicinity of a heritage item.</li> </ul>
<b>Draft heritage principles</b>	<ul style="list-style-type: none"> <li>Future development must conserve the significance of heritage items and heritage conservation areas.</li> <li>Future development must respond to and complement the scale, materials and character of heritage items, including buildings, landscapes and streetscapes.</li> <li>Future development is encouraged to engage with view corridors to local heritage items, such as St Luke’s Park/Concord Oval area.</li> </ul>

Investigation area	Key findings
<b>Draft heritage controls</b>	<ul style="list-style-type: none"><li>• Heritage controls in the Canada Bay DCP apply.</li></ul>

## 6 Conclusion

The master planning process for Kings Bay East and West has produced a detailed set of documents that endeavour to balance the retention and conservation of the existing local heritage context with increased housing. The draft controls proposed in this document are recommended to be adopted for the Kings Bay study area to guide future development and ensure the protection of identified heritage values.

We recognise that this study will inform potential future development where heritage is a matter for consideration in the study area of Kings Bay West and Kings Bay East. We also appreciate that the implementation of such recommendations would be subject to substantial financial investment and detailed design development processes over a long period of time. Therefore, it is of utmost importance that heritage advice and impact assessment continue to be sought and considered as development is proposed, designed and documented in these areas.