



LOCAL PLANNING PANEL

PLANNING PROPOSAL

MINUTES

*Halliday Room
City of Canada Bay Council
1A Marlborough Street
Drummoyne*

8 May 2024

Present: Jason Perica (Chair)
Larissa Ozog (Expert Panel Member)
Heather Warton (Expert Panel Member)
Alison Webb (Community Representative)

In attendance: Tina Kao, Acting Manager Strategic Planning
Helen Wilkins, Senior Strategic Planner
Dimity Maike, Panels Coordinator

ITEM 1 PLANNING PROPOSAL; PP2024/0002; PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY (PRCUTS) STAGE 2; BURWOOD, CONCORD AND FIVE DOCK PRECINCTS

This Planning Proposal seeks to amend the Canada Bay Local Environmental Plan 2013 (CBLEP) to implement Stage 2 of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), with refinements that are justified by Council’s comprehensive evidence-based strategic planning process and studies.

The Panel’s role is to provide advice to Council for their consideration. In providing advice, the Panel considers the strategic merit and site-specific merit of the Planning Proposal.

The Panel has considered the information and material presented by Council and the matters observed during the site inspection.

RESOLVED

The Local Planning Panel (“the Panel”) supports the strategic and site-specific merit of the Planning Proposal (“PP”). Indeed, there is a specific Ministerial Direction requiring a PP to be prepared, following a State-initiated Parramatta Road Corridor Urban Transformation Strategy (“PRCUTS”), completed in 2016. The PP will be a very important contributor to accommodating growth in Canada Bay and wider strategic aspirations for Parramatta Road.

The key issue for the Panel was considering where the PP deviated from the recommended planning controls within PRCUTS and “new” directions, also given the Ministerial Direction referencing consistency with that Strategy.

The Panel notes the significant work undertaken by Council staff, and the volume and depth of studies and supporting information underpinning the PP. This includes Urban Design, Heritage, Public Domain, Traffic, Infrastructure, Contamination, Sustainability, Flood Planning, Feasibility and Tree Cover. Such work is appropriate given the scope of the PP, the time passed since PRCUTS, and evolution of planning issues since that time. This supporting work comprises over 2,500 pages.

Overall, the PP is consistent with the strategic direction and intent of PRCUTS. The PP contains a number of provisions or directions not specifically included in PRCUTS.

The Panel supports:

- a) The efforts and approach to combine PRCUTS and “the missing middle” State initiatives, including the increases to height to support medium and higher density housing in certain locations close to public transport;

- b) Preparation of a draft DCP to accompany the PP, as this helps the community and property owners understand intended planning controls and implications;
- c) A zoning which supports medium-high rise residential development (although further comments are provided below);
- d) The principle of including site amalgamation requirements to qualify for greater FSR and height (although further comments are provided below);
- e) Public domain augmentation through a proposed 6m dedication and a road connection between Loftus Street and Burwood Road and other laneway widening and connections, involving utilising FSR for that land in the development of the remaining site areas;
- f) The approach of testing the feasibility of achieving FSRs and heights in PRCUTS while achieving guidelines in the ADG, and also considering implications of infrastructure provision (or protection) and contextual and heritage considerations (although further comments are provided below);
- g) The justified reduced building scale (relative to PRCUTS) adjoining the schools at Concord and adjoining clusters of heritage items (particularly for Burwood-Concord);
- h) An active frontage control along Parramatta Road;
- i) Inclusion of No. 1 Lavender Street, Five Dock within the scope of the PP;
- j) The principle of including Affordable Housing with redevelopment, while considering feasibility;
- k) The setting of reduced car parking rates for the precinct, expressed as a maximum, in light of the proximity to public transport and as identified in the Traffic Study and existing traffic congestion.

In addition to the support from the Panel, there are a number of comments and suggestions below that should be considered in the Planning Proposal at the appropriate time:

1. The Table at page 32 of the PP should be checked as some proposed FSRs (e.g. 1.1:1) do not seem to correlate with the proposed height limits. This aspect is likely to be queried by landowners, who in turn are likely to undertake their own feasibility testing. The Panel suggests additional explanation be provided of the reasons where the proposed FSR is lower than PRCUTS as a result of this more detailed review (e.g. urban design response/heritage);
2. For the land use zoning, consider mechanisms that may allow greater employment-generating uses than typically included in an R3 zone, and the

ongoing potential implications of the creation of Existing Use Rights (as a result of the proposed change in zoning), specifically along Parramatta Road;

3. For the required site amalgamations, some sites are very large (5,000-11,000sqm) and some contain several buildings. The size of these sites may warrant review over time, if they hinder practical delivery;
4. Further consider providing open space at 1C Henley Marine Drive (and generally), given likely developer contributions, or other potential mechanisms to deliver local open space for the growth in population. In this regard, a future review of the Contributions Plan would be warranted, including considering infrastructure relating to open space, intersection upgrades, community facilities and the like;
5. Given the length and complexity of the documents supporting the PP and to assist in community understanding, include a section in the PP which summarises the findings of each of the studies undertaken. As a matter of principle, the Panel supports exhibition of studies relied upon;
6. Providing greater clarity in the PP of the approach, rate and mechanism to deliver affordable housing and consider all opportunities to deliver affordable housing;
7. Consider the relocation of the pedestrian site through links to span property boundaries rather than be dedicated to only one property, where this may provide greater certainty or flexibility in provision of such links (ie 3m delivered by one site and 3m delivered later when the other site redevelops). This could provide a public benefit more efficiently and activate the links earlier;
8. Sustainability measures should consider electric vehicle charging, and waste recycling and reuse of materials where possible and inclusion of any other innovative ESD initiatives that may not be outlined in the DCP or current policies;
9. Review the proposed LEP height limit maps for specific sites to in light of the proposed variable heights proposed within each site as shown in the Urban Design Masterplan. Potential greater alignment of the desired heights as shown in the Masterplan/draft DCP and the draft LEP HOB maps should be considered;
10. Review, where necessary, block designs and proposed street wall and podium heights (which currently vary) to maintain consistency, ease of built form integration and connectivity. This review can be a desktop review rather than detailed consideration;

11. That specific objectives of the relevant development standards as they apply to PRCUTS be drafted to particularly ensure the desired urban design and environmental outcomes are explicit;
12. If possible, the objectives of each development standard that will apply should be PRCUTS-specific (as opposed to being common to all of the LGA), to ensure that the basis of each of the standards, reflecting the desired urban design and environmental outcomes, is made explicit. If PRCUTS-specific development standard objectives are not able to be inserted in the LEP, then additional objectives could be incorporated in the LEP, that reflect the principles behind the setting of the development standards for PRCUTS;
13. Including any further information regarding State-planned infrastructure (where able), including investment in schools, hospitals, public transport and road upgrades, where arising from the demand from the increased population.

VOTING


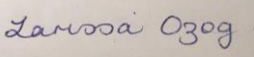

The voting in respect of this matter was 4/0.

For: Perica, Warton, Ozog, Webb.

Against: Nil.

ADOPTION OF MINUTES:

We, the undersigned members of the Canada Bay Local Planning Panel, certify that these Minutes are an accurate record of the Planning Proposal Meeting of 8 May 2024.

PANEL MEMBERS	
Jason Perica 	Larissa Ozog 
Heather Warton 	Alison Webb 