
Subject	DRAFT PARRAMATTA ROAD URBAN TRANSFORMATION STRATEGY
File Ref	SC 1275
Prepared by	Con Colot - Senior Strategic Planner & Projects
Reasons	Response to exhibition of Draft Parramatta Road Urban Transformation Strategy
Objective	Provide feedback to State Government

1.0 BACKGROUND

Urban Growth NSW previously released a **Draft Parramatta Road Urban Renewal Strategy** in December 2014 for public comments and Council considered a report on this in February 2015. The State Government also requested that Council participate in the development of the Strategy, and on 10 March 2015 Council resolved to agree to this on the following provisos:

- 1. That Council accept the amendments to the MoU as outlined in Attachment 1 to the report and authorise the Mayor to sign the amended MoU on Council's behalf.*
- 2. That Council again urge Urban Growth and the NSW Government to consider a light rail corridor along Parramatta Road.*

The Memorandum of Understanding (MOU) is contained in **Attachment 1** and the Council criteria listed in **Table 1, Part 3** of this report together with an officer response.

On 1 October 2015 the State Government released the “*Draft Parramatta Road Urban Transformation Strategy*” and this was put on public exhibition until 18 December 2015.

Given the large number of documents to consider this report puts a focus on the Kings Bay Precinct which directly affects Ashfield, and the report also comments on some parts of the Taverners Hill Precinct. Proposed responses to Urban Growth are shown in grey shading in Parts 3 and 4 of this report and repeated in this Report's recommendations.

2.0 OVERVIEW OF DRAFT URBAN TRANSFORMATION STRATEGY

2.1 Snapshot description of Draft Strategy

The draft *Parramatta Road Urban Transformation Strategy* (the Strategy) is intended as a 30 year plan, and proposes an additional 40,000 dwellings and 70,000 people along the Parramatta Road corridor. The Strategy document is contained in **Attachment 3** (with an evaluation against Council's MOU provided in Part 3 below). The affected parts of the Parramatta Road Corridor are shown in **Figure 1** below, and comprise the length of Parramatta Road from the City of Sydney to Holroyd/Parramatta, and includes land with a

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direct frontage to Parramatta Road, and in particular eight distinct “Precincts” (see **Figure 1** below), being areas where major land use and change is focussed. The Precincts are Granville, Auburn, Homebush, Burwood, Kings Bay (near Five Dock and includes part of Croydon in Ashfield), Taverners Hill (nearby Haberfield to the east of the light rail corridor), Leichardt and Camperdown.

The Strategy also comprises “Frame Areas”, which are described in the *Urban Design Guideline’s* as being “between the Precincts with a direct frontage to the road, and typically capture the first strips of land on the first street or laneway running parallel to the north or south of Parramatta Road”.

Page 12 of the Strategy explains its purpose as: “*The Draft Strategy does not rezone land – it articulates proposed principles and strategic actions for government, industry, and the community-acting as a single coordinating document for all parties who make decisions about the future of the Parramatta Road Corridor*”. Pages 91 and 92 of the Strategy deal with how the Strategy would be implemented and explains that the future intentions for the Precinct areas are to either:

- have a State Environmental Planning Policy apply to the Precincts and for those to be under the control of the State Government-Department of Planning and Environment, or
- have Section 117 directions apply which the relevant authority would have to comply with in making any new land use decisions and future rezonings.

“**Frame Areas**” (see **Figure 1** below) are places intended to remain under Council’s controls, with any Planning Proposals having to comply with the Strategy Principles.

Appended to the Strategy document, conceptualised as an “Implementation Tool Kit”, are the following other documents: *Open Space and Social Infrastructure Report, Open Space and Infrastructure Schedule, Transport Report, Urban Amenity Improvement Program, Urban Design Guidelines, Sustainability Report and Economic Analysis*. These are commented on below in part 4 of this report, and some of these documents seek specific Council feedback. Some of these documents are intended to guide future development controls for both the Precincts and Frame Areas (an evaluation is given in part 4 of this report).

Page 102 of the Strategy explains the timing for implementation and other related actions, with public feedback considered and draft Strategy finalised by early to mid 2016 by Urban Growth.

2.2 Community Consultation

Urban Growth advise that: “*We have posted more than 22,000 letters to property owners by direct mail along the Parramatta Road Corridor. This includes land holdings both in the precinct and frame areas and around 2 or more blocks back from these boundaries. We have also posted a second letter which clarifies any issues around property acquisition and rezoning of land. This was posted this week. In addition to the two rounds of direct mail outs, we have hand delivered a copy of the newsletter to more than 105,000 homes and businesses. The delivery area for the newsletter includes the precinct and frame areas and properties within 400m from these boundaries. Both of these distribution areas include*

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the Dalmar and Scott Street areas and beyond. These mail outs are in addition to the information sessions we have been running and advertisements in local and metro newspapers”.

Some local residents from Dalmar Street who say they received correspondence in mid November 2015 have indicated to Council that they object to the any rezoning of their land and have various concerns to put to Urban Growth as shown in **Attachment 2**.

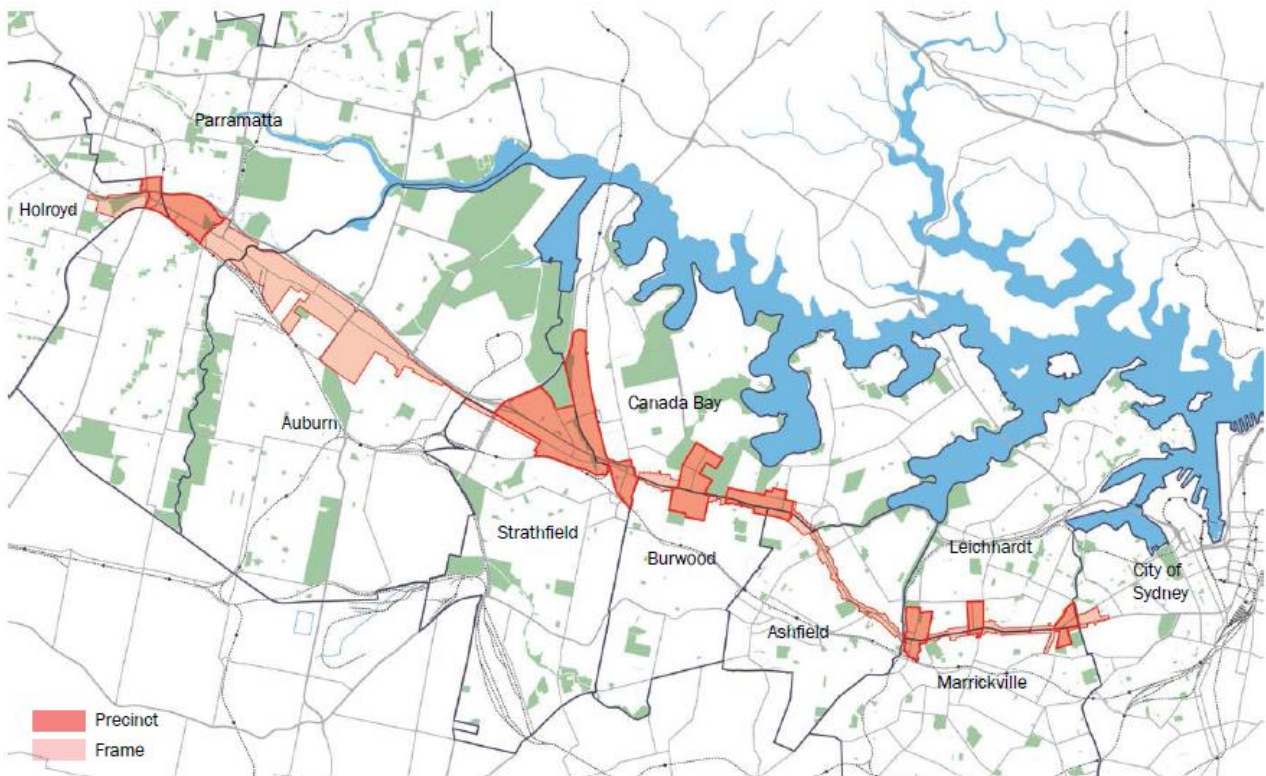


Figure 1.5: Parramatta Road Corridor Study Area

Figure 1 Parramatta Road Corridor Study Area
(From *Urban Design Guidelines*)

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Figure 2- Structure Plan for Kings Bay Precinct

Snapshot description of Kings Bay Precinct

The extent of the Kings Bay Precinct is shown in **Figure 2**, and this includes part of Croydon between Lang Street, Dalmar Street and Scott Street - see **Figure 3** below for an enlargement.

Proposed plans for Kings Bay Precinct are found on pages 68-71 of the Strategy with a description is as follows: The basic idea depicted conceptually is to have a change of land use applied to mostly the northern side of Parramatta Road, and also partly along the southern side as shown in **Figure 2**. Various places would have either a standalone residential use, or mixed use (e.g. ground level commercial and upper level residential). A stretch of Parramatta Road within Burwood would be an Enterprise Zone. A green open space spine would be created along William Street, with this spine being spatially and visually linked with the existing open space ground to the north. William Street (in Canada Bay) would be the epicentre for the tallest buildings (see Built Form diagram on pg 70 of the Strategy), flanked by up to 25 storey buildings, with building height decreasing toward the periphery of the Precinct down to a maximum of 8 storeys along Parramatta Road, and down to 4 storeys in blocks to the south behind Parramatta Road. Whilst most of the land affected is on the north side of Parramatta Road, inclusion of the south side is presumably in order to spatially anchor the precinct, and to also provide more areas for residential development. Queens Road would be part of a regional cycleway. Projected population and dwellings are as follows:

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Kings Bay Precinct Projections

	Current	Projected 2031	Projected 2050
Dwellings	167	2789	3445
Population	425	5046	6021

2.4 Areas in Ashfield directly affected by the Kings Bay Precinct Strategy.

The specific areas in Ashfield being affected are areas bounded by Parramatta Road and Dalmar Street and Scott Street, Croydon as shown in **Figure 3** below.

Up to 8 storey mixed use buildings are proposed along Parramatta Road and up to 4 storeys residential buildings proposed along Dalmar Street and along Scott Street. Parts of the northern part of Dalmar Street are proposed for a park.

Residents along the south side of this part of Dalmar Street will also be affected in terms of the change in character and building typology of their street which the Strategy proposes.



Figure 3 – extract of Kings Bay “Structure Plan” showing Croydon part. Areas in pink along Parramatta Road are proposed to take 6-8 storey buildings. Areas in crimson along Dalmar and Scott Street are proposed to take 3- 4 storey buildings.

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The Taverners Hill Precinct is directly adjacent to the light rail corridor to the east of Haberfield. Around 4000 additional residents are estimated for this area by 2031, and so this Precinct is commented on in the report where it affects Ashfield.

The appended “*Open Space and Social Infrastructure Report*” states that a key Strategy principle will be that more intensive use be made of existing public open space. There will therefore likely be an affectation of Ashfield’s open space areas along the Hawthorne Canal resulting from the new population. Construction works for the missing links for the GreenWay under Parramatta Road and Longport Street are listed in *Open Space and Infrastructure Schedule*, and commented on below in part 4 of this report.

Taverners Hill Precinct Projections

	Current	Projected 2031	Projected 2050
Dwellings	167	2337	3064
Population	425	4317	5516

3.0 EVALUATION OF MAIN URBAN TRANSFORMATION STRATEGY DOCUMENT**3.1 Ashfield Council’s Memorandum of Understanding (MOU) with Urban Growth**

The following table contains the criteria listed in the MOU (**Attachment 1**) in Column 1 and a Council officer response as to how the draft Strategy responds to the criteria is contained in Column 2. Comments focus on the part of the Kings Bay Precinct within Ashfield, and where relevant affectations from the Taverners Hill Precinct.

Table 1 – Evaluation against MOU with Council

It should be noted that the Strategy document is ‘broad brush’ and does not always go into the extent of detail required to demonstrate that the criteria in column 1 have been achieved.

Column 1	Column 2
(i) Protection of heritage items, heritage conservation areas, open space and local streetscape character.	Existing Heritage Conservation Zones and Heritage items are not affected by the Strategy.
(ii) Investigation of funding the completion of the GreenWay active transport corridor including the missing pathway links, major roadway crossing connections and network lines.	Construction works for the missing links for GreenWay under Parramatta Road and Longport Street have been acknowledged and are listed in the appended <i>Open Space and Infrastructure Schedule</i> , and so this is commented on below in part 4 of this report.
(iii) Urban design excellence in the development of processes and policies.	The appended <i>Urban Design Guidelines</i> document contains broad brush controls and so this is commented on below in part 4 of the report, where it is considered that some key issues are under documented.
(iv) A process for determining	The appended <i>Urban Amenity Improvement Program</i>

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<p>expenditure from the amenity improvement budget along Parramatta Road and key link roads through the AIP.</p>	<p>document has been produced, and so this is commented on below in part 4 of this report.</p>
<p>(v) Priority of jobs growth within the Ashfield section of the Corridor in the Concept Plan.</p>	<p>An appended <i>Economic Analysis</i> document has been produced and so this is commented on below in part 4. It is considered that this document's recommendation vindicates Council's position in the MOU (see below) that the Enterprise zone in the Ashfield LEP 2013 should remain as is in order to provide employment opportunities. It is also noted that the Burwood side of the Precinct is proposed to be a Business/Enterprise zone, presumably in order to remain part of the existing business cluster.</p> <p>Comparatively, it is relevant to note that in ballpark figures that the existing B6 Enterprise zone, using the its maximum FSR, and resulting floor space of approx 366,000 sq metres has total capacity for approx. 5000 - 9000 employees (depending on building type and use). However, the imminent WestConnex proposal will lead to a reduction of B6 Enterprise Zone land and a consequent 13 percent reduction in employee potential. In addition, the draft Strategy, when one takes into account the loss of employment lands in the Enterprise Zone between Lang Street and Scott Street, will result in an additional 6 percent reduction in employment capacity. WestConnex in combination with the Draft Strategy will lead to total loss of 19 percent of employment capacity.</p> <p>Noting that the current and likely future market conditions will favour residential development as the highest value return, other parts of the Parramatta Road precincts converting to major residential development will naturally suffer a major loss of employment generating lands (and which provide for locally accessed small services and retail opportunities).</p>
<p>(vi) A consistent and themed public domain enhancement strategy for streetscape improvements throughout the corridor</p>	<p>The Kings Bay Structure Plan (page 69) attempts to show a 3 metre 'green setback' (the definition used in the Strategy) intended to be a wide public footpath (verge) containing trees and ground covers. However, only small parts of the Kings Bay Precinct are proposed for this. These diagrams are very broad brush and so they are not able to show the required detail to demonstrate a consistent and themed public domain as much larger scaled drawings would provide.</p> <p>The appended <i>Urban Design Guidelines</i> make some comments on streetscapes and green setbacks, and so comment is given on this in part 4, where it is</p>

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	considered that this key landscaped verge matter has been under documented, and it is recommended that Urban Growth pay more attention to the details for achieving actual environmental landscaped green verges. The appended <i>Sustainability Report</i> also naturally places particular importance on this - see comments in Part 4 of this report.
(vii) Enhance north and south links and crossings for pedestrians and cyclists along Parramatta Road throughout the Corridor.	Construction works for the missing links for GreenWay under Parramatta Road and Longport Street are listed in <i>Open Space and Infrastructure Schedule</i> and commented on below in part 4.
(viii) Enhance and Establish new public transport opportunities along the corridor and through new links to the corridor.	An appended <i>Transport Report</i> document has been produced and so is commented on below at part 4. It states at part 1.6 that actual traffic modelling will be provided in the future, presumably taking into account the impacts of WestConnex. It refers to the idea at this stage, of 'super bus tops' and the concept of dedicated bus lanes along Parramatta Road. Conceptual designs for the bus stops are shown in the <i>Urban Design Guidelines</i> . This idea is at an early stage and its implementation requires the concurrence of the Roads and Maritime Services who control the road network and road capacity and traffic volumes.
(ix) A Parramatta Road Reconfiguration Plan to provide more detail on transport components of the DRAFT Land Use and Transport Concept Plan.	A <i>Transport Report</i> document has been produced, and is commented on below at part 4 below.
(x) The Parramatta Road Reconfiguration Plan will be supported by development of business case through TfNSW investment gating and assurance process. The delivery of actions from the Parramatta Road Reconfiguration Plan will be considerate of the Staging of WestConnex.	No business case report has been provided.
(xi) The Parramatta Road Reconfiguration Plan will consider components of the bus route via Parramatta Road consistent with Sydney's Bus Future.	A <i>Transport Report</i> document has been produced. As mentioned above, it refers to the idea at this stage, of super bus stops, accommodating many bus routes and pick up of passengers and so large areas, and the concept of dedicated bus lanes along Parramatta Road. Refer to part 4 of the report below.
(xii) The development of	The Strategy documents are only broad brush, drawn at a small drawing scale fitting within an A 4 page, and so

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<p>Parramatta Road Reconfiguration Plan will also give consideration to active transport options within the Parramatta Road Corridor-inclusive of identification of cycle routes, widened paths, safe pedestrian crossings and improved pedestrian access.</p>	<p>not able to show the required detail to address this criterion. It is noted that a regional bike path route is proposed along Queen Street, and as discussed with Council's engineers, it is not clear if there is adequate road width to accommodate a safe bike path along Queen Street through to Lions Road.</p>
<p>(xiii) Improvements to the north south connections across Parramatta Road will be considered in the Parramatta Road Reconfiguration Plan.</p>	<p>Construction works for the missing links for GreenWay under Parramatta Road and Longport Street are listed in <i>Open Space and Infrastructure Schedule</i> and commented on below in part 4.</p>
<p>(xiv) As part of the Parramatta Road Reconfiguration Plan, investigation of potential options to balance the need for east west and north south movements achieve the objective of the improved urban environment, specifically investigation of</p> <ul style="list-style-type: none"> -Traffic movements along Parramatta Road and across Parramatta Road. -The use of Parramatta Road corridor for public transport, traffic speed, parking, active transport, street trees, widened footpaths, improved pedestrian crossings and generally improved public domain. 	<p>The Strategy document's diagrams are only broad brush and so not able to show the required detail to demonstrate the matters mentioned in the left column.</p> <p>In relation to traffic movements an appended <i>Transport Report</i> document has been produced, refer to part 4 below.</p> <p>The <i>Urban Design Guidelines</i> make some comments on streetscapes and green setbacks, and comment is given on this in part 4, where it is considered that the landscaped verge matter and providing widened footpaths to accommodate substantial tree planting has been technically under documented.</p>
<p>(xv) Boundaries of investigation are to be negotiated with Council and to focus to the extent of the Enterprise Zone as gazetted in Ashfield LEP 2013.</p>	<p>Council officers previously advised Urban Growth's project team that the Enterprise Zone along Parramatta Road and R2 zones along Dalmar Street should be maintained. The Strategy instead proposes to change the Enterprise Zone between Lang Street and Scott Street to permit residential buildings up to 8 storeys, and residential flat buildings along the North Side of Dalmar street (currently R2 and the neighbourhood containing houses) and along Scott Street up to 4 storeys. See comments on this below in row (xvi).</p>

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<p>(xvi) Comply with Ashfield’s Council’s current Local Environmental Plan, including in relation to zoning, floor space ratio, height restrictions and heritage protection.</p>	<p>The Strategy proposes to change the Enterprise Zone between Lang Street and Scott Street to permit up to 8 storeys, and 4 storey Residential flat buildings along most of the north side of Dalmar Street (currently R2 and the neighbourhood containing houses) and along Scott Street up to 4 storeys.</p> <p>One of the key purposes of the Council criterion in the left column is to protect the established low rise neighbourhoods along Dalmar Street. It should be noted that some residents have advised Council they do not support this Strategy to have the land rezoned for the purpose of constructing flat buildings up to 4 storeys high or for having house land acquired for open space - see Attachment 2. It is also likely that this is the case for other residents. This is naturally relevant under social impacts which the appended strategy documents do not adequately take into consideration. Residents along the southern side of Dalmar Street will also be affected.</p> <p>Another key purpose of the Council criterion is to maximise the amount of land available for employment and business purposes - a key objective of Ashfield LEP 2013. Given that the M4 East WestConnex proposal will result in 13 percent reduction of such land, and given that the draft Strategy’s own <i>Economic Analysis</i> argues for maintaining business zoned land the Council criterion is considered sound, and that land should continue to offer employment/business redevelopment opportunities.</p> <p>Council should respond to Urban Growth that :</p> <p>Recommendation 1: Residential R2 Zonings along Dalmar Street between Scott Street and Lang Street, must be maintained in order to keep the integrity of longstanding neighbourhoods and resident wishes, and the Strategy be amended to reflect that objective.</p> <p>The B6 Enterprise Zone between Scott Street and Lang street should remain as is, except in the scenario where the land zoning becomes mixed use and provides a minimum of 70 percent ground level business use, and with such land having a maximum building height which ensures there is 3 hours winter solar access for houses with a Low Density R2 Zone along Dalmar Street and Scott</p>

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	Street.
(xvii) The Parramatta Road renewal program commits to protect Ashfield Park.	No changes are proposed to Ashfield Park.
(xviii) Enhancement to Ashfield Park to be considered as part of the Amenity Improvement Plan.	No major enhancements are proposed to Ashfield Park in the Strategy as the park is outside any Precinct area.
(xviii) The final Concept Plan should protect open space in the Parramatta Road Corridor including creating new opportunities for open space to meet the recreational needs of the anticipated increase in population.	<p>The <i>Open Space and Social Infrastructure Report</i> document states that reliance will be put onto existing major open space areas in the vicinity of precincts. This includes the Kings Bay Precinct, and is commented on in Part 4 below.</p> <p>Consideration also includes the Taverners Hill Precinct where reliance will be placed on existing parks within Haberfield along Hawthorne Canal for a portion of the around 4000 thousand people projected for the Taverners Hill Area by 2031. Refer to part 4 of this report for further discussion on this where it recommends that the GreenWay missing links construction proposals should be given a high priority to ameliorate some of the high level of demand for open space use.</p> <p>The <i>Urban Design Guidelines</i> make some comments on streetscapes and green setbacks for pedestrian boulevards, and comment is given on this in part 4 below, where it is considered that this matter has been under documented.</p>
(xx) Adequate public transport to encourage renewal of Parramatta Road that connects to other parts of the public transport system.	An appended <i>Transport Report</i> document has been produced, refer to part 4 below.
(xxi) Opportunities for cyclists and pedestrians that encourage exercise and reduce dependence on the private car.	Conceptually, a bike path is proposed along Queen Street as part of a regional bike trail. It is not clear whether technically there will adequate road width to accommodate the path.
(xxii) Consideration given to improved non vehicular access though at grade connections between areas to the north and south of Parramatta Road, Ashfield, Summer Hill and Haberfield.	Construction works for the missing links for GreenWay under Parramatta Road and Longport Street are listed in <i>Open Space and Infrastructure Schedule</i> and commented on below in part 4.
(xxiii) Achieve design	This is a matter that is examined at development

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<p>excellence in the built and urban environment.</p>	<p>application stage. The <i>Urban Design Guidelines</i> show examples of buildings, but these are not considered to show excellence. In any event, the documents acknowledge any new buildings will be affected by SEPP 65 and the 180 page Apartment Design Guide (July 2015). It might also be that in a town planning area wide application, dwelling densities and floor space ratios have been overestimated in relation to the proposed heights. These matters are discussed below in Part 4.</p>
<p>(xxiv) Take into consideration comments and suggestions by residents and businesses to be obtained through extensive community engagement.</p>	<p>The Strategy on exhibition between 1 October 2015 and 18 December 2015. Urban Growth advise that affected property owners within 2 blocks of the Precinct Areas and Frame Areas were notified by letter.</p> <p>Residents in Dalmar Street (Attachment 3) have made submissions objecting to the proposals for their streets, see comments above in Part 1.</p> <p>Page 12 of the Strategy states: <i>The Draft Strategy does not rezone land – it articulates proposed principles and strategic actions for government, industry, and the community-acting as a single coordinating document for all parties who make decisions about the future of the Parramatta Road Corridor.</i> Page 91 of the Strategy explains that local communities will be kept informed and have opportunities to participate in future stages of planning.</p> <p>There are many parts of the Kings Bay Precinct area which contain R2 zonings and existing intact low density neighbourhoods. It is considered that Urban Growth needs to first seek direct inputs from residents in these areas, e.g. via survey response, and achieve consensus on what changes should happen in these residential areas before finalising any outcomes. Council’s criteria (xvi) above argue that Dalmar Street and Scott Street should have their R2 Low Density zonings retained.</p> <p>Council should advise Urban Growth for the parts within Ashfield that:</p> <p>Recommendation 2: Urban Growth should be explicit in how it will use the feedback from community consultation received from residents of existing residential areas in Dalmar Street and Scott Street, and what further processes it will use to incorporate residents concerns in determining appropriate land uses and advise Ashfield Council.</p>

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3.2 Factoring in the impacts of WestConnex on the Croydon/Kings Bay Precinct

Traffic impacts

As discussed with Council's engineers the appended *Traffic Report* does not factor in the traffic impacts of WestConnex and it says traffic modelling will be carried out in the future. Council's engineers advise:

Entry and exit Portals for the WestConnex tunnels will be located nearby to the Kings Bay Precinct and Taverners Hill Precinct. It is clear that there will be a traffic desire line to these portals, with surrounding areas being affected and having more traffic congestion, as pointed out by Council's submission on the WestConnex proposal.

There are approx 40,000 additional dwellings proposed along Parramatta Road, and approx 10,000 dwellings within the Kings Bay and Taverners Hill precinct. Noting that Council officers have the benefit of a traffic consultant's report, which examined the WestConnex traffic impacts, the traffic resulting from the Urban Transformation Strategy will likely contribute to a traffic volume increase in the Ashfield LGA part of Parramatta Road, and that there will likely be increased traffic in surrounding local streets. The impact on pedestrians, cyclists and resident amenity in the local streets has not been adequately addressed. If the precinct is to promote active transport then providing safe travel routes and facilities for these users in the surrounding local streets should also be of high importance, not just Parramatta Road.

Recommendation 3: Urban Growth should be requested to fully factor the impacts of the 40,000 additional dwellings along Parramatta Road with regard to traffic volumes, use and impacts on local streets, including in the short term, and for the 2031 and 2050 scenarios. The Strategy should propose measures to assess the local street road network for impacts from the development and implement local area traffic management to provide for pedestrian safety, cyclist safety and resident amenity in the local streets.

Loss of Employment generating land uses.

Council's priority for its section of the Parramatta Road corridor is to create employment opportunities rather than promoting residential uses which may compromise employment generating objectives. This strategy and anticipated built form outcomes relevant to employment generating development were supported by the Department of Planning and Environment and were adequately justified as part of Council's Urban Planning Strategy which underpinned Ashfield LEP 2013.

However, there will also be reduction in employment and business zones as result of M4 East component of WestConnex, as advised above in Table 1 in ballpark figures of approximately 13 percent. In addition, noting that the current and likely future market conditions will favour residential development as the highest value return, other parts of the Parramatta Road precinct allowing major residential development will suffer a major loss of employment generating lands and lands which provide for locally accessed small services and retail opportunities.

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It is therefore important to maximise land within the Ashfield LGA along Parramatta Road for the provision of business, employment and local services.

3.3 Implementation of the draft Strategy

Part 6 - Delivering the Strategy explains the intentions for implementation.

The Short-Term Implementation Plan will align with the Five Year Action Plan attached to the *State Infrastructure Strategy* and with the strategic objectives under *A Plan for Growing Sydney* and the *NSW Long Term Transport Master Plan*. An Annual Update Report will be published to report on the Strategy's progress and will recommend adjustments to reflect contemporary issues and factors.

The final Strategy could be supported by a Section 117 Direction that requires planning and development proposals for new land uses or transport infrastructure within the Corridor to be consistent with the vision, principles and actions of the Strategy. Alternatively, a new State policy may be prepared for the Corridor to identify the state and regional planning principals that would need to be considered, and to potentially rezone. The Section 117 Direction or State policy would give the Strategy statutory force.

Planning process

Many actions and outcomes will be facilitated or implemented through planning processes. Changes to land use zoning and core development controls will require an amendment to the relevant LEP (a rezoning). Some of these rezonings may be facilitated by a NSW Government process such as the Priority Precinct Program. Others will be led by the relevant council via the LEP Gateway Process.

Changes to other development controls will require amended or new DCPs. Development contributions must be facilitated by a contributions plan, Voluntary Planning Agreement (VPA) or a levy on development.

Any redevelopment of land will be subject to a development application (DA) which is assessed and determined by council (with the exception of State Significant Development which is determined by The Department of Planning and Environment).

It is important that Council emphasize that as a local government authority it should be in control of any land use decisions within Ashfield, in order to ensure that the amenity and character of neighbourhoods such as that in Dalmar Street are protected.

Recommendation 4: Urban Growth be advised that Ashfield Council should remain in control of planning decisions concerning land use and development standards in the Ashfield LEP 2013.

4.0 EVALUATION OF IMPLEMENTATION TOOL KIT

There are several ancillary documents on public exhibition, called the Implementation Tool Kit, which must be considered in combination with main Strategy document. They are: *Open Space and Social Infrastructure Report*, *Open Space and Infrastructure Schedule*, *Transport Report*, *Urban Amenity Improvement Program*, *Urban Design Guidelines*, *Sustainability Report and Economic Analysis*. Also, some of these documents request Council feedback on specific issues. One main and key objective of these documents is to provide standards for future development controls and actual development standards in

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future LEPs, and so it is important to review these documents. Also, many of the written principles provided in the actual main *Urban Transformation Strategy* document found in its Appendix A – Immediate Strategic Actions, are derived from the Implementation Tool Kit documents.

4.1 OPEN SPACE AND SOCIAL INFRASTRUCTURE REPORT

This part looks at matters concerning future provision of open space, schools, hospitals and affordable housing. Traditionally, this is a normal part of the town planning process that looks at land budgets and how these considerations are accommodated in places such as a particular suburb or city area. In this document's Appendix B - Future Population Projection Assumption, for example for the Kings Bay Precinct and Burwood Precincts, it states that 50-55 percent of development would be used for residential purposes, and the remaining for commercial and retail purposes. However, this does not appear to be reflected in the Kings Bay Structure Plan which has a majority of residential land use, and mixed use which usually is the ground floor containing businesses and the upper levels being apartments.

(i) Assumption for building use and floor space mix.

The demand for future open space provision, schools, hospitals has been based on assumptions about how future development will be split between residential and commercial and retail.

In the Kings Bay Precinct and Burwood Precincts, it is stated that 50-55 percent of development would be used for residential purposes, and the remaining for commercial and retail purposes. Other Precincts also have assumed large components assigned for commercial and retail purposes. However, pragmatically, it is not clear that future proposals will provide such a high percentage for commercial and retail uses, given that the current and likely future market conditions will favour residential development as the highest value return.

(ii) Provision of future public open space

Part 2.5 advises that the traditional provision of public open space is 16% of residential areas, and part 4.1 Table 4 (page 22) shows that for Ashfield there is currently 9.85 % provision, being about half of the desired ratio. The deficiency is even greater for areas with higher densities such as the R3 'flat' zones concentrated in the middle areas of Ashfield.

In part 2.5.1 (page 16) of the document the key assumption is that it is not realistic to expect any substantial increase in open space for new residents and that one must live with what is available, and therefore cope with a more intensive use of existing public open space areas - *"It is now becoming more accepted that applying blanket standards across metropolitan areas such as Sydney is not sustainable into the future, particularly in areas undergoing urban renewal and population increase. The lack of and high cost of available land for open space within the Study Areas is apparent which means that buying large amount of land will not be a reality."*

This appears to be a 'too hard basket' attitude that will only exacerbate the competing demands for existing open space and the pressures being placed on councils from both

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active and passive users of these important community assets. If one is not able to mandate specific and appropriate public open space provision through the strategic planning process then there is no hope that it will be resolved post the land uplift phase. It also follows that if one accepts the above new Parramatta Road corridor paradigm for working out future open space provision that the Strategy should focus on getting the details right for what can be accommodated. As commented on in Table 1 of this report, the Strategy document proposes 'green edges' for new development. What is meant by a green edge is a street typology similar to a boulevard which has wider street verges/footpaths which are capable of accommodating large tree planting and ground covers and water sensitive urban design. The appended *Sustainability Report* also places importance on this concept. In other words a green environmental setting for new streets and buildings for the recreational and health benefits of the public benefit. Hence a wide verge area is required, and to enable this building setback and dedication of land to the local government authority is necessary. However, the Built Form diagrams for Kings Bay Precinct (at page 70) do not acknowledge any green edge setback for most of the development sites (on large blocks of land) and the map's colour shading implies building placed boundary to boundary. This is also the case for the other precincts along Parramatta Road. Refer to part 4 *Urban Design Guidelines* of this report for further discussion on this matter.

Taverners Hill Precinct is adjacent to the Ashfield LGA and in close proximity to Richard Murden Reserve. The absence of any proposals for acquisition of areas for major new open space naturally means that Haberfield will potentially have a share of up to 5000 more people wanting to use those areas by 2050.

Mention is made of the GreenWay pathway and corridor in relation to the Taverners Hill Precinct, (see extract below). Presently the GreenWay corridor consists of pedestrian paths and parks up and down the Hawthorne Canal within Haberfield, and to the south of Parramatta Road, including through Cadigal Reserve to Longport Street. There are several missing links in this corridor, including major obstructions at Parramatta Road and at Longport Street, which are acknowledged at page 40. The Strategy's absence of any proposals for acquisition of areas for major additional open space for future residents means that the State Government should prioritise the construction of the Greenway missing pathway links. This will be key to distributing people to recreational areas to the north along the Bays Precinct, provide active transport opportunities and assist in reducing the burden on local parks within Haberfield.

Recommendation 5: Urban Growth should prioritise potential funding assistance towards the construction of the GreenWay missing links under Parramatta Road and Longport Street as stated in the *Open Space and Infrastructure Schedule* as part of the *Urban Amenity Improvement Program*.

A small pocket park is proposed at the corner of Scott Street and Dalmar Street, however, this would affect existing dwellings, and Council's stated position in the MOU (as explained above in table 1) is to protect the integrity of the neighbourhood and to have a R2 Zoning. Present owners have also objected, see **Attachment 2**.

Part 8.5 (page 40) of *Open Space and Social Infrastructure Report* provides the following recommendations for the Kings Bay Precinct.

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The application of the social infrastructure benchmarks found that the Kings Bay Precinct will require the following community facilities and infrastructure over the next 30 years:

- One (1) new meeting space to be delivered by 2054.
- One (1) new childcare centre to be delivered by 2031.

Enhanced connectivity to open space and recreational areas can be achieved by providing more street connections for pedestrians and cyclists from the southern side of Parramatta Road to Concord Oval, Cintra Park, including the Five Dock Leisure Centre, and the foreshore to the north.

Through the application of the open space principles, the following have been identified:

- Embellishment of Wangal Park in the short term.
- Provision of one (1) new pocket park adjacent to Wychbury Avenue Conservation Area in the short term.
- Provision of a new urban plaza on Spencer Street in the medium term
- New linear open space area along William Street between Parramatta Road and Queens Road in the medium term
- Provision of one (1) new local park located to the South of Rosebank College in the long term.

The City of Canada Bay Council has also raised the need to consider demand for indoor leisure centres as the population grows. An upgrade or relocation of the Five Dock Leisure Centre in the medium term to have a regional centre focus is also recommended. Similarly the long term use of Barnwell Park should be investigated for alternative open space use with higher demand.

Recommendations to consider in relation to future development within the Kings Bay Precinct include:

- Contribute to enhancing walkability through the provision of green corridors, active transport connections and streetscape improvements to support access to open space and encourage/support walking activities.
- Co-locate childcare and meeting spaces with existing open space and/or existing community facilities.

Table 11 Future demand in Kings Bay Precinct

Total population growth			
2011 (BTS)	2021	2031	2054
425	2,735	5,046	6,201
Total growth attributable solely to Draft Strategy			
2011	2021	2031	2054
-	2,288	4,502	5,452

For Taverners Hill, which is adjacent to Haberfield, on page 40 the following recommendations are made:

Analysis undertaken as part of the UAIP identified clear opportunities to provide linear open space/active transport linkages throughout the Precinct to better connect areas of open space, including east-west green corridors/streetscape improvements to connect existing/future residential areas with new open

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space, open space along the Hawthorne Canal, Taverners Hill Station and the main spine of the Precinct along Tebbutt Street.

Through the application of the open space principles, the following have been identified:

- Greenway connection under Parramatta Road in the short term.
- Greenway connection under Longport Street in the short term.
- Provision of one (1) new local park to the south of Parramatta Road in the long term.

(iii) Capacity of Schools to take more students.

Part 7.7 (page 36) states that Urban Growth has been advised by the Department of Education and Community Services *“that no new primary or secondary schools will be required along the Corridor or Study Area, and that the projected demand can be met within existing sites”*. Additional student demand will be met by providing more teaching spaces and classrooms. It is not possible to verify this claim, and there is no explanation for how the Strategy’s proposals relative to the additional forecast population increase took this factor into account. If the Department of Education and Community Service’s land budgeting is accepted, it will basically mean that in the future existing public schools will need to expand by having taller buildings to accommodate new classrooms, assuming that they maintain their existing open space for the benefit of students.

(iv) Capacity of Hospitals to take more patients

Part 7.8 states that: *“The Sydney Local Health District’s (SLHD) is projected to experience an increase in population from 32.7% to 772,368 by 2013. Based on those projections, the SLHD will need to provide additional beds at Concord Hospital, Royal Prince Alfred Hospital, Canterbury Hospital and Balmain. Western Sydney Health District is projected to experience an increase in population from 846,000 in 2011 to almost 1.3 million in 2031, an increase of 51%. To meet the projected demand for health services, it has plans for major capital projects at Westmead Hospital, Blacktown Hospital, Mount Druitt Hospital and a new hospital at Rouse Hill”*. It is also not possible to verify this claim, and there is no explanation for how the Strategy’s proposal for an additional population increase took this factor into account.

(v) Provision of Affordable Housing

Affordable housing is only briefly mentioned in Part 9-Funding Mechanisms in that it is simply identified as an issue that implicitly needs further examination, such as studies, and puts forward various concept options for achieving this. It is clear that dwelling prices are well above the affordable costs for people on low to moderate incomes, and there is no need for further studies to provide evidence for this. There are no firm commitments to mandate a proportion of housing to be provided as affordable housing for people on low incomes, despite the obvious uplift that will occur with the new proposed land uses and much denser residential development.

Mention is made in the Appendix under Council Plans and Policies of Council’s Community Plan as follows:

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		Community Health Centres and Inner West Neighbourhood
Municipality of Ashfield	Ashfield Community Strategic Plan (Ashfield 2023) (2013) Ashfield Cultural Plan (2007)	<ul style="list-style-type: none"> - Significant community places are Yasmar, Hawthorne Canal, Ashfield Aquatic Centre, Council's Civic Centre, parks, schools and sporting fields. - The key catalyst project that will assist in improving Ashfield Town Centre is the Council Administration Building and Civic Centre on Liverpool Road which includes a library, customer services centre and activity

Noting that Council's Community Plan also requires attention to be paid to the provision of affordable housing, Urban Growth should be advised as follows:

Recommendation 6: Urban Growth should mandate provision of affordable housing to community housing providers for any uplift in zonings, with the percentage being at a high range commensurate with the community need by people on low incomes.

4.2 PARRAMATTA ROAD OPEN SPACE AND INFRASTRUCTURE SCHEDULE

This part states “*feedback will be sought on the Schedule as part of the exhibition of the Strategy. Prior to finalizing the schedule, Urban Growth NSW will review all feedback and continue to work with relevant stakeholders to prepare the final list of projects, process and indicative costs*”.

The following is the schedule as it pertains to the Kings Bay precinct which includes the Ashfield LGA, with officer comments. An extract on the Taverners Hill precinct also follows.

KINGS BAY PRECINCT			
Item	Measure	Who	Process
Potential Road/ Intersection Improvement			
	<i>Investigate the removal of the right turn ban and reconfiguration of lanes on northern and southern approaches of Queens Road/Regatta Road.</i>	<i>Relevant road authority</i>	<i>Delivery as part of a development contributions plan in the short term.</i>
	<i>Investigate the signalization of Parramatta Road/Regatta Road intersection with right turn bans and implementation of pedestrian phasing.</i>	<i>Relevant road authority</i>	<i>Delivery as part of a development contributions plan in the short term.</i>
	<i>Investigate widening and conversion of Lyons Road West/William Street roundabout into a signalized intersection.</i>	<i>Relevant Council</i>	<i>Delivery as part of a development contributions plan in the med term.</i>
	<i>Investigate provision of dedicated eastbound and westbound right turn bays on Queens Road at William Street.</i>	<i>Relevant Council</i>	<i>Delivery as part of a development contributions plan in the short term.</i>
	<i>Investigate potential upgrade of Harris Road/Queens Road intersection to provide additional capacity.</i>	<i>Relevant Council</i>	<i>Delivery as part of a development contributions plan in the short term.</i>
	<i>Investigate additional westbound right turn bay from Parramatta Road into Great North Road. (Pinch point works)</i>	<i>Relevant road authority</i>	<i>Delivery as part of the RMS Pinch Point Program in the short term.</i>
	<i>Investigate widening and addition of a lane for the northern approach of Queens Road/Great North Road intersection.</i>	<i>Relevant road authority</i>	<i>Delivery as part of a development contributions plan in the short term.</i>
	<i>Implement clearway on Parramatta Road during weekends, intra-peak (10am to 3 pm).</i>	<i>RMS</i>	<i>Delivery in the short term.</i>
	<i>Investigate realignment of Parramatta</i>	<i>Relevant road</i>	<i>Delivery as part of a</i>

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	<i>Road/Byron Road and Parramatta Road/Harris Road intersections to form one signalized intersection and provide a second right turn bay and convert kerb lane to dedicated left turn lane on the northern approach.</i>	<i>authority</i>	<i>development contributions plan in the short-med term.</i>
	<i>Investigate and deliver a new urban space and extension of Spencer Street to the east and west.</i>	<i>Relevant Council/developer</i>	<i>Delivery as part of a development contributions plan in the med term.</i>

Officer Comment

Council's engineers advise that in relation to Byron Street (row 9) that Byron Street is a local road and the Byron Street/Parramatta Rd junction is currently not signalised. The proposal is to include Byron Street into the signalised intersection with Harris Road. This will change the function of Byron Street and adjoining surrounding local streets as it will increase traffic on these streets.

Potential Active Transport Improvement			
	<i>Investigate new public domain open space connection along William Street between Parramatta Road and Queens Road, with additional open space south of Parramatta Road to create a gateway.</i>	<i>Council/ developer.</i>	<i>Delivery as part of a development contributions plan in the short term.</i>

Officer Comment

It is not clear what is meant as a gateway. See comments below on the Open Space Embellishment category.

Potential Active Transport Improvement			
	<i>Plan and provide bus priority measures where possible along Parramatta Road from Burwood to Sydney CBD.</i>	<i>Relevant road/ transport authority</i>	<i>Delivery in the short term.</i>
	<i>Commencement of a new Suburban bus route between Burwood - Chatswood via Drummoyne and Lane Cove.</i>	<i>Relevant road/ transport authority</i>	<i>Delivery in the short-med term.</i>
	<i>Plan and delivery of Parramatta Road on-street Rapid Transit between Strathfield/Burwood and the Sydney CBD including more frequent services across the peak, weekdays and weekends, more reliable services with consolidated rapid transit stops every 800m to 1km.</i>	<i>Relevant road/ transport authority</i>	<i>Delivery in the med-long term.</i>

Officer Comment

Engineers Council's engineers have noted the above and support the initiatives.

Open Space Provision and Embellishment			
	<i>Provision of one (1) new pocket park min.0.10ha adjacent to Wychbury Avenue Conservation Area. Land acquisition and landscaping.</i>	<i>Council</i>	<i>Delivery as part of a development contributions plan in the long term.</i>
	<i>Provision of one (1) new local park with a minimum total area of 0.17ha located to the south of</i>	<i>Council</i>	<i>Delivery as part of a development contributions plan</i>

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Parramatta Road in the east of the Precinct.		in the long term.
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Officer Comment

Properties at 37, 39 & 41 Dalmar Street are proposed in the Kings Bay Structure Plan to become a future corner park. Practically, there are several complications with implementing such as an idea. There would likely be no compulsion on any future developer who would be developing nearby sites to also be required to buy these properties for the purposes of creating a park. Potentially, if those properties were rezoned as Open Space, Council would be obliged to purchase them for future open space purposes in the event the property owners were willing to sell to Council. Also, objections have been received from property owners to this idea (**Attachment 2**). Refer to Table 1(xvi) (above) of the report which recommends that Council maintain its position that Dalmar Street properties retain their current low density character. Hypothetically, there also appears little reason why commercial properties along Parramatta Road could not be considered for future open space purposes and so contribute to the road's setting which is a key objective of the Strategy.

Community Infrastructure/Facilities			
	<i>Children's services (these services could be co-located within a future multi/purpose facility/school);</i> <ul style="list-style-type: none"> • 1 single storey long day care centre, min 300m² with car parks (at grade) (IPART benchmarking). No land acquisition costs included.) 	<i>Council</i>	<i>Delivery as part of a development contributions plan. To be delivered by 2031.</i>
	<i>Provision of one (1) community meeting space of a min 300m² (this facility could be co-located within an existing or future multipurpose facility/school). (IPART benchmarking). No land acquisition costs included.)</i>	<i>Council</i>	<i>Delivery as part of a development contributions plan. To be delivered by 2054.</i>

Officer Comment

It is evident that there will be new childcare centres required to accommodate the additional population and cohort of young children. It is also desirable to have more community meeting spaces. These social infrastructure matters are proposed to be left to Council to address. It is also evident this requires the acquisition of properties and construction of new buildings, and so funding for this process is the key enabler for this to occur.

Indicative Government School Requirements +			
	<i>Primary Schools: Provision of approximately 6 additional teaching spaces and associated support facilities.</i>	<i>DoE</i>	<i>The DoE will undertake detailed school asset planning to better understand where and when additional school provision is required and where the school population is likely to remain stable or decline, so that the most appropriate school asset solutions can be identified.</i>
	<i>Secondary Schools: Provision of approximately 4 additional teaching spaces and associated support facilities.</i>	<i>DoE</i>	

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As explained above in the report, Urban Growth has been advised by the Department of Education and Community Services “that no new primary or secondary schools will be required along the Corridor or Study Area, and that the projected demand can be met within existing sites”.

Indicative Sydney Local Health Districts Requirements +			
	<i>Hospital beds - additional at Concord Hospital</i>	SLHD	<i>The SLHD will undertake detailed health asset planning to better understand where and when additional hospital beds are required, having regard to population growth and the demographic profile, so that the most appropriate solutions can be identified.</i>
	<i>Community Health Centre</i>	SLHD	

Officer Comment

Refer to previous comments in this report where the Sydney Local Health District considers the above to be adequate.

The Taverners Hill Precinct extract below is included as up to 5,000 new residents will have an impact on areas within the Ashfield LGA.

TAVERNERS HILL PRECINCT			
Item	Measure	Who	Process
Potential Road/ Intersection Improvement			
Street extensions and connections			
	<i>Nil</i>		
Potential Active Transport Improvement			
	<i>Upgrade streetscape along Parramatta Road.</i>	<i>Relevant road/transport authority/Council.</i>	<i>Delivery as part of a development contributions plan.</i>
	<i>Potential GreenWay landscape enhancement with emphasis on the Parramatta Road gateway.</i>	<i>Relevant road authority/Council.</i>	<i>Delivery as part of a development contributions plan in the short term.</i>
	<i>Active streetscape upgrade to Tebbutt Street.</i>	<i>Relevant Council.</i>	<i>Delivery as part of a development contributions plan in the medium term.</i>
	<i>Improve pedestrian and cycle crossing facilities at Flood Street and Parramatta Road intersection.</i>	<i>Relevant road authority.</i>	<i>Delivery as part of a development contributions plan in the medium term.</i>
Potential Public Transport Improvement			
	<i>Provide bus priority measures where possible along Parramatta Road from Burwood to the Sydney CBD.</i>	<i>Relevant road/transport authority.</i>	<i>Deliver in the short term.</i>
	<i>Plan and delivery of Parramatta Road on-street Rapid Transit between Strathfield/Burwood and the Sydney CBD including more frequent services across the peak, weekdays and weekends, more reliable services with consolidated rapid transit stops every 800m to 1 km.</i>	<i>Relevant road/transport authority.</i>	<i>Delivery in the med-long term.</i>

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Open Space Provision and Embellishment			
	<i>Provision of one (1) new local park with a min area of 0.17ha located to the south of Parramatta Road in the east of the Precinct.</i>	<i>Council</i>	<i>Delivery as part of a development contributions plan in the long term.</i>

Officer Comment

For the Potential Active Transport Improvement works list, inclusion of the GreenWay is a positive move, but it only refers to a gateway location, and there should be a more precise definition of the extent of work. The description should be amended to read: *“Greenway landscape enhancement including pathways between Marion Street and Longport Street”*.

Recommendation 7: The Open Space and Infrastructure Schedule, “Potential Active Transport Improvement” category should be amended to make reference to “GreenWay landscape enhancement including pathways between Marion Street and Longport Street”.

It is also fundamental that the relevant road authority be a partner in this process as there is considerable State Government department land which adjoins the GreenWay Corridor.

It must be also recognized that the GreenWay corridor is a major potential contributor to the Open Space Provision and Embellishments work lists, with adjacent areas such as Cadigal Reserve and the railway embankment pathway between Marion Street and Parramatta Road requiring various types of upgrading. It is evident that open space in this area will be much in demand by new residents in the Taverners Hill precinct (4000 by 2031), and that completion of the key GreenWay links under Parramatta Road and Longport Street will be vital in providing access to adjacent and outlying areas of open space in the region. The following GreenWay item should therefore be added to the *“Open Space Provision and Embellishments”* works list.

Recommendation 8: The Open Space and Infrastructure Schedule, “Open Space Provision and Embellishment” category be amended to add reference to “Greenway landscape enhancement including pathways between Marion Street and Longport Street”.

4.3 URBAN AMENITY IMPROVEMENT PROGRAM

Part 1.1 provides an overview of this proposal, as follows:

DRAFT PARRAMATTA ROAD URBAN TRANSFORMATION STRATEGY**1.1 Overview**

The Urban Amenities Improvement Program ('the Program') is a \$200 million initiative under the draft New Parramatta Road Urban Transformation Strategy to stimulate the transformation of the Parramatta Road Corridor ('the Corridor').

The Program identifies a suite of early local amenity improvement works to help realise the vision for the Corridor. This vision is for a high quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.

The Program recognises that communities along the Corridor must respond to population growth and change. It also recognises that some existing infrastructure is ageing or unable to respond to the needs of communities as they grow and change. Local amenity infrastructure is therefore required to be delivered quickly to achieve positive social and economic outcomes.

This document is a key deliverable of the Program. UrbanGrowth NSW has jointly prepared this Program with the collaborating councils along the Corridor: the City of Sydney, Marrickville Council, Ashfield Council, City of Canada Bay Council, Burwood City Council, Strathfield Council, Auburn City Council, Parramatta City Council and Holroyd City Council.

1.3 Project Identification and Selection Criteria

The works proposed by the Program fall into three categories:

- **Streetscape upgrades to Parramatta Road and other streets** including tree planting, multi purpose lighting, new pavements and north-south pedestrian and cycle crossings.
- **Creation of new or improved open spaces, urban plazas and town squares**, which are important in a high density environment, particularly if there is a current shortfall of local open space.
- **New walking and cycling links** to key transport nodes and open spaces, building on regional and local networks.

The above matters are described in Maps shown for the various precincts (see **Figure 4** below), and the Kings Bay and Taverners Hill precinct is commented on below.

Part 1.5 States that *“Council and community feedback will be sought on the Program and particularly the location and scope of proposed urban amenity works, as part ... of the exhibition of the Strategy. Following adoption of the program, the NSW State Government will be responsible for overseeing the timing, funding and delivery of works”*.

In the Appendices there is a Public Domain 'Kit of Parts' which shows such things as samples of paving finishes and trees and seating and bollards and lighting and signage, and some examples of plazas and 'parklets'.

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Kings Bay Precinct Proposal – Urban Amenity Improvement

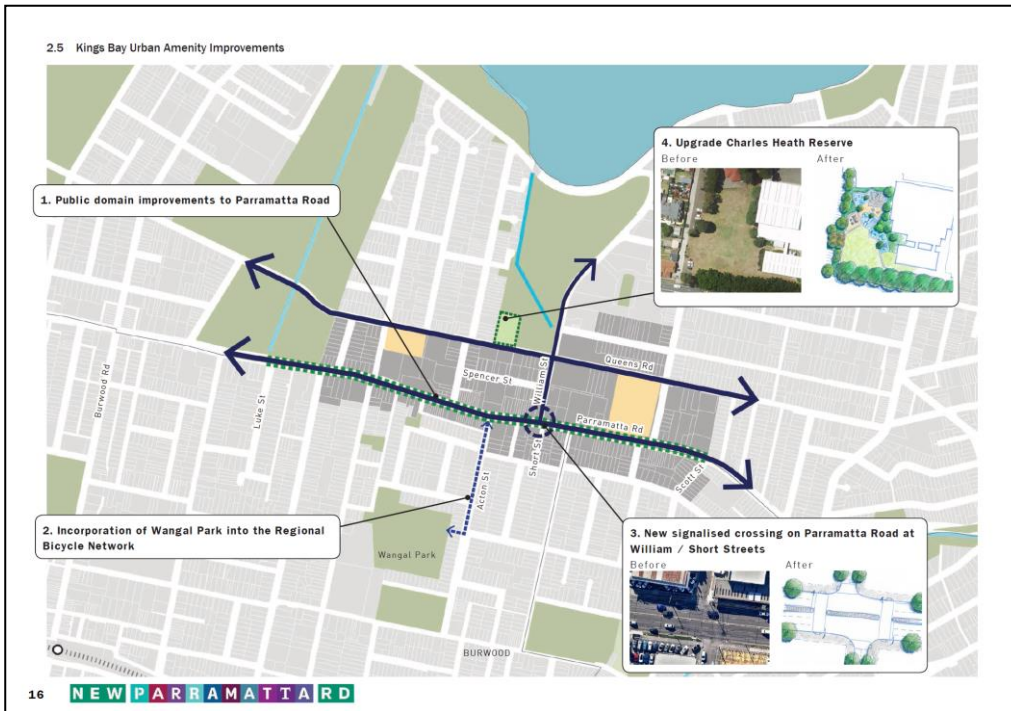


Figure 4 - Works Proposed for Kings Bay Precinct

This diagram shows the extent of work proposed, and its schedule of work is shown below.

DESCRIPTION	BENEFITS	DETAILS
<p>1. Public domain improvements to Parramatta Road including new street planting and public domain improvements from Scott Street to Luke Avenue.</p>	<p>At present the streetscape of Parramatta Road within the Kings Bay Precinct is degraded and hostile. Parramatta Road will become a key address for this Precinct and must therefore provide an identity. This improvement aims to create a more amenable environment for pedestrians.</p> <p>The footpath paving will be re-laid from its existing cracked and broken form. This will provide a safer surface for walking and also engender a sense of pride in the appearance of the public domain, making it appear as a place that is cared for. Banner poles will be installed at the approaches to William Street providing a signifier of place for the new Precinct and marker of the local centre within the Precinct. With a limited verge width, trees in this area are not possible to achieve prior to redevelopment of lots along Parramatta Road. Within the Precinct Plan provision has been made for setbacks to be achieved within new development that will allow provision of a tree canopy along Parramatta Road.</p>	<ul style="list-style-type: none"> • 200lt street tree planting • Mass planting • New in situ concrete footpath pavement • New bench seating, bins and bike racks • Bus shelter • New pedestrian light poles • Street length = 1250m
<p>2. Incorporation of Wangal Park into the Regional Bicycle Network</p>	<p>This improvement will formalize an on-road cycle route connecting Parramatta Road and Wangal Park. Through provision of line marking the route will be safer for cyclists. Formalisation of this route will enable future connections to be made north of Parramatta Road to the new regional cycleway along Patterson Street/Gipps Street/Queens Road and through to Canada Bay.</p>	<ul style="list-style-type: none"> • New line marking and road paint to delineate cycle path. • Shared concrete path, trees and planning to the through-site link.

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	<i>A through site link between Acton Street and Wangal Park will be required in the future to complete the connection and provide greater connectivity to the park from the surrounding areas.</i>	
3. <i>New signalized crossing on Parramatta Road at William/Short Streets to improve north-south pedestrian and cycle movement.</i>	<i>Kings Bay currently has limited north/south connectivity. In order to create a cohesive precinct, this improvement includes installation of traffic lights at the intersection of Short Street, William Street and Parramatta Road. New pedestrian crossings will provide stronger connectivity for pedestrians and cyclists between Croydon Station in the south and the waters of Kings Bay in the north. It will also provide the opportunity connect land south of Parramatta Road to the Harbour for the first time in many years.</i>	<ul style="list-style-type: none"> • <i>New pram ramps to intersection.</i> • <i>New line marking to intersection</i> • <i>Supply and install new signalized intersection with pedestrian lights.</i>
4. <i>Upgrade Charles Heath Reserve</i>	<p><i>The existing Five Dock Leisure Centre contains area to its west that is currently underutilized. This improvement will upgrade the space to a local park typology creating a more usable space for existing and new residents.</i></p> <p><i>The works will have a local character and could include turfed areas, play equipment and seating. The park's purpose will be to cater for local activities including gathering, child's play and informal active recreation opportunities.</i></p>	<ul style="list-style-type: none"> • <i>Playground equipment (fenced)</i> • <i>Open "kick about" lawn area</i> • <i>Feature trees and mass planting</i> • <i>Picnic shelter and fixed tables and seats</i> • <i>Broom finished concrete paved footpaths</i> • <i>Grit blast concrete seating area</i> • <i>New street trees and footpath upgrades</i> • <i>Drinking fountain</i> • <i>Pole mounted lighting.</i>

Officer comment

No objection is raised to the above list of works.

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Taverners Hill

Figure 5 shows the extent of work proposed, and schedule of works is shown below.

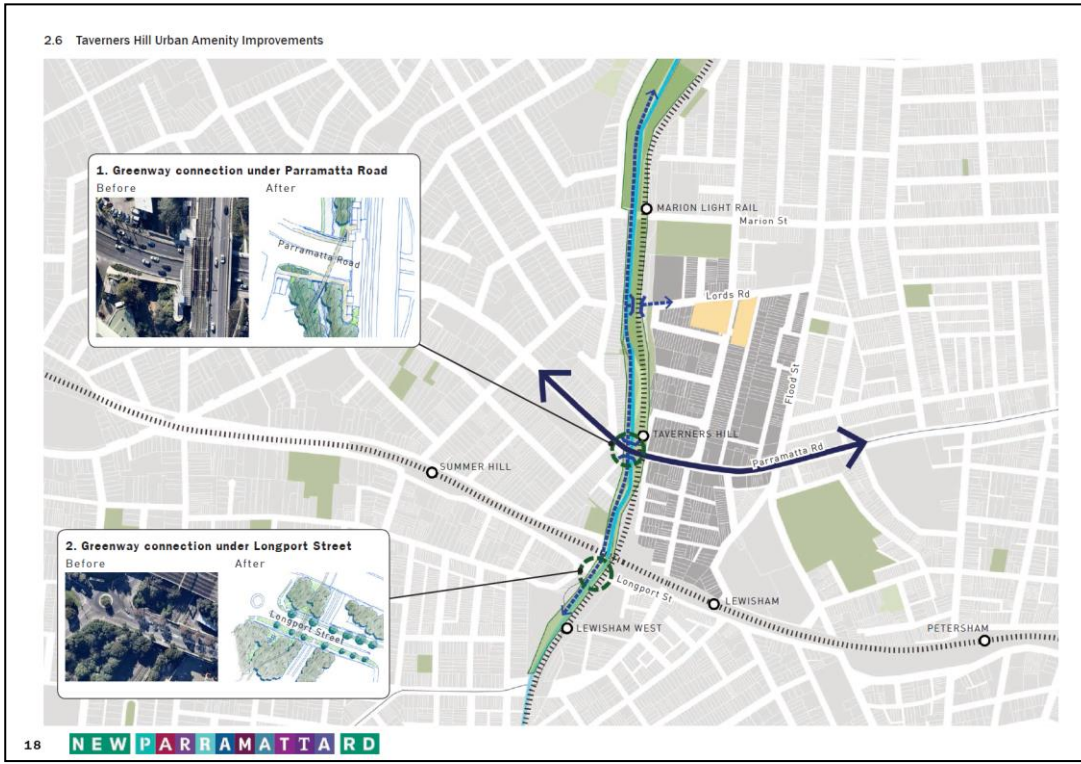


Figure 5 - Works Proposed for Taverners Hill Precinct

This diagram shows the extent of work proposed, and its schedule of works is shown below.

Taverners Hill Urban Amenity Improvements		
DESCRIPTION	BENEFITS	DETAILS
1. GreenWay connection under Parramatta Road	<p>The GreenWay is an important active transport connection between the Cooks River and Iron Cove. With a master plan in place, the GreenWay is being progressively delivered by local government.</p> <p>This improvement will provide funding that aims to create a seamless north-south connection underneath Parramatta Road. Utilising an existing storm water culvert, a new path will be created that provides a safe and accessible connection ensuring pedestrians and cyclists are separated from the traffic on Parramatta Road. At its completion this work will complete a missing link that has been found difficult to fund to date.</p>	<ul style="list-style-type: none"> Elevated mesh walkway crossing over the storm water culvert underneath Parramatta Road New in situ concrete footpath pavement connecting underpass to existing GreenWay. New pedestrian lighting fixed to underside of Parramatta Road underpass.
2. GreenWay connection	<p>The GreenWay is an important active transport connection between the Cooks River and Iron Cove. With a master plan in place,</p>	<ul style="list-style-type: none"> New underpass connection below Longport Street to connect existing GreenWay to the Lewisham West

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<p><i>under Longport Street</i></p>	<p><i>the GreenWay is being progressively delivered by local government.</i></p> <p><i>This improvement will provide funding that aims to create a seamless north-south connection underneath Longport Street. At its completion this work will complete a missing link that has been found difficult to fund to date.</i></p>	<p><i>light rail station.</i></p> <ul style="list-style-type: none"> • <i>New in situ concrete footpath/cycleway pavement</i> • <i>New pedestrian/cycleway connections.</i>
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Officer Comment

The GreenWay is a prime example of an Urban Amenity Improvement Project and the State Government can realistically accomplish the outcomes purported by this document. However, the reference above implies that construction of the works should only be a Council responsibility. Advanced schematic designs for the GreenWay missing links work produced by the Government Architect’s office for Ashfield Council have provided preliminary construction costings, which indicate the cost to be approximately \$6.13 million dollars for the work using present value. Urban Growth should allocate at least this amount for the work, and make the work part of the Urban Amenity Improvement Program.

Recommendation 9: Urban Growth should note the Government Architect’s office estimates for work for the GreenWay missing links and allocate the amount identified for construction of that work into the Urban Amenity Improvement Program and GreenWay constructions be part of the Urban Amenity Improvement Program.

4.4 TRANSPORT REPORT

Part 1.6 Purpose of Report explains

<p>This <i>Precinct Transport Plans</i> Report has been informed by TNSW’s Transport Plan and UrbanGrowth NSW’s Draft Strategy, to develop transport plans for each of the eight Precincts along the Corridor.</p> <p>This Report represents the commencement of investigations into the traffic and transport movements that will be required to support urban transformation in the Corridor over the short, medium and long term.</p> <p>It is acknowledged that further traffic modelling and analysis will need to be undertaken to support the on-going development and delivery of these Precincts. The transport plan for each Precinct aims to establish a strategic transport framework and an indicative infrastructure plan to guide development of the Precincts to achieve sustainable, targeted, social and economic outcomes for all stakeholders. This Report presents the following for each Precinct (shown in Figure 5):</p> <ul style="list-style-type: none"> • An assessment of existing land use, traffic and transport conditions • A review of the likely future character of the Precinct • A benchmarking review of similar precincts • Transport directions for the Precinct • Recommendations for future parking controls and transport infrastructure provision and service improvements for the Precinct.

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The following figure shows the potential transportation improvements:

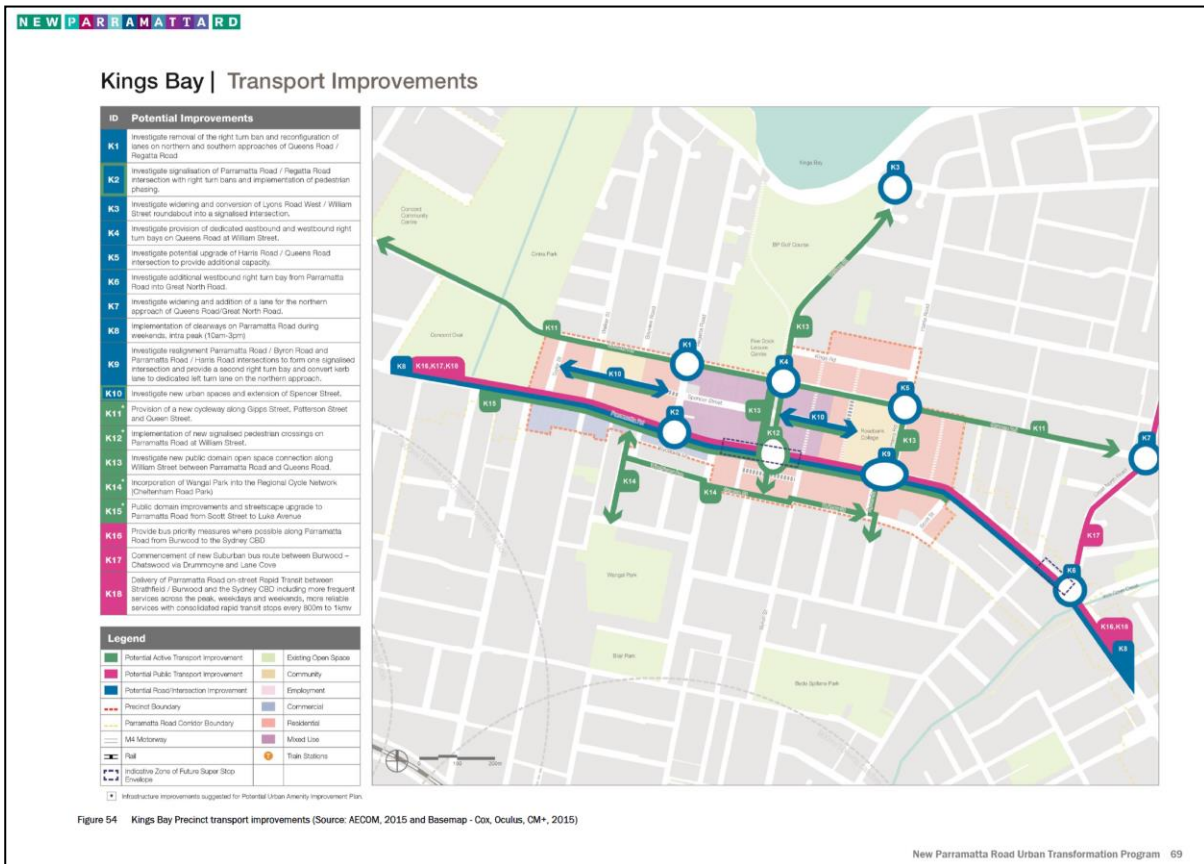


Figure 6 – Kings Bay proposed Transport Improvements

Officer Response

The above basically show the use and intensification of existing bus routes along Parramatta Road. New bike paths are proposed along Queens Road and as discussed with Council’s engineers it is not clear whether there will be adequate road width to enable this to happen, and Urban Growth should clarify this and provide the required technical road diagrams.

Elsewhere, reference is made to the idea of super bus tops and the concept of dedicated bus lanes along Parramatta Road. Conceptual designs for the bus stops are shown in the *Urban Design Guidelines*. This idea is at an early stage and requires the concurrence of the Roads and Maritime Services who control the road network.

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Parking controls are proposed as follows:

Land use	Parking rate (maximum)		
Residential	1 bedroom	0.5 spaces per dwelling	Visitors: 0.2 spaces per dwelling.
	2 bedroom	1 space per dwelling	
	3+ bedroom	1 space per dwelling	
Business premises	1 space per 70sqm of GFA		
Retail	1 space per 60sqm of GFA		
Land use	Parking rate (maximum)		
Residential	1 bedroom	1 space per dwelling	Visitors: 0.2 spaces per dwelling.
	2 bedroom	1 space per dwelling	
	3+ bedroom	1.2 spaces per dwelling;	
Business premises	1 space per 50sqm of GFA		
Retail	1 space per 50sqm of GFA		

Council engineer's comments

As discussed with Council's engineers (as explained in Part 3.2 of this report) the *Traffic Report* does not factor in the impacts of WestConnex and it says traffic modelling will be carried out in the future. Council's engineers advise:

Entry and exit Portals for the WestConnex tunnels will be located nearby to the Kings Bay Precinct and Taverners Hill Precinct. It is clear that there will be a traffic desire line to these portals, with surrounding areas being affected and having more traffic congestion, as pointed out by Council's submission on the WestConnex proposal.

There are approximately 40,000 additional dwellings proposed along Parramatta Road, and approximately 10,000 dwellings within the Kings Bay and Taverners Hill precinct. The traffic resulting from the Urban Transformation Strategy recommendations will likely contribute to a traffic volume increase in the Ashfield LGA part of Parramatta Road, and that there will likely be increased traffic in surrounding local streets. The impact on pedestrians, cyclists and resident amenity in the local streets has not been adequately addressed. If the precinct is to promote active transport then providing safe travel routes and facilities for these users in the surrounding local streets should also be of high importance (not just Parramatta Road).

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4.5 URBAN DESIGN GUIDELINES**(i) Purpose of the Urban Design Guidelines**

Part 1.5 explains that *“the Draft Guidelines are proposed to support future LEP and DCP controls that will be implemented following adoption of the draft Strategy, by proving development principles and controls within the Corridor. The Draft Guidelines will not supersede or prevail over current development controls until such time as the Corridor is rezoned, and DCPs are updated”*. Given this statement it is important to examine the proposed building floor space ratios and densities being suggested, and how these translate into the building heights being proposed.

(ii) Overview of particular parts of Urban Design Guidelines

Part 1.2 explains the objectives of the guidelines as follows:

1.2 Objectives of the draft Guidelines

The objectives of the draft Guidelines are to ensure that:

- an urban design framework is established for the Corridor future built form, public domain, and private amenity;
- the future development of the Corridor will result in best practice sustainable urban transformation;
- the opportunity to transform and improve the amenity of Parramatta Road resulting from WestConnex is fully realised;
- a high quality public domain to support living, working and recreation in and around the Corridor is achieved;
- active and pedestrian experience is prioritised in appropriate locations;
- that the character of different places is celebrated and enhanced, including the diverse character of Parramatta Road itself;
- appropriate controls are available to provide a transition at precinct edges and within precincts where appropriate; and
- identify the potential mechanisms to achieve design excellence across the Corridor.

Part 1.3 shows the actual Precinct and Frame map areas (see **Figure 7** below) with this map information not contained in any detail in the actual Urban Strategy document. Part 1.3 states that:

For Precincts:

Change and growth along the Corridor is focused in eight Precincts which have been chosen for their ability to support growth, and their access to public transport, services and jobs. The Precincts are Granville, Auburn, Homebush, Burwood, Kings Bay, Taverners Hill, Leichardt and Camperdown. The precincts have been informed by a range of factors including natural features or barriers, built form or land use change, and subdivision patterns. In some cases the precincts saddle LGA boundaries.

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For Frame areas:

Frame areas are portions of the Corridor located between the identified Precincts with direct frontage to Parramatta Road, and typically capture the first strip of lots or land to the first street/laneway running parallel to the north or south of Parramatta Road. The Frame areas form important links that may experience some change, but a lower density than that anticipated in the Precincts.

The above Precinct and Frame Areas are shown on the following page for the whole corridor.

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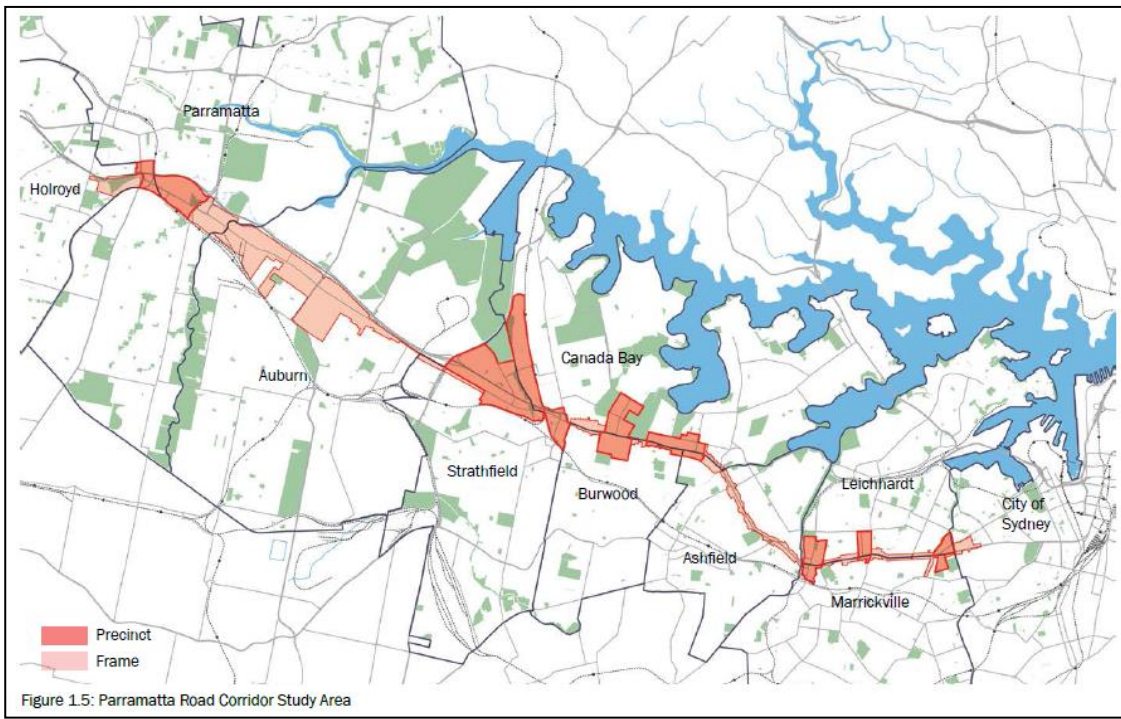


Figure 7 - Precinct and Frame areas along the Corridor

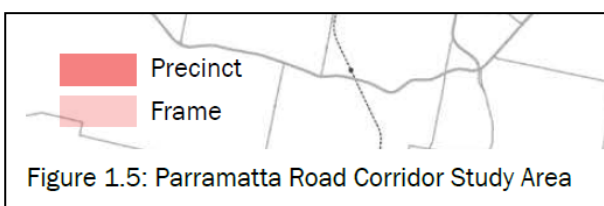


Figure 8- Precinct and Frame Areas that apply to Ashfield

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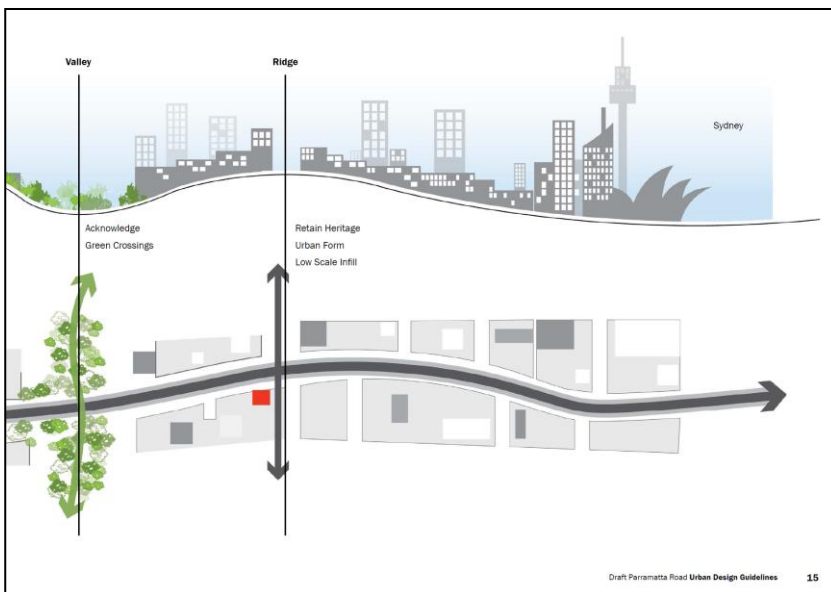
Part 2.2 - Corridor Guidelines contains various broad brush urban design guidelines. For example under Part 2.2 Principles it states:

2.2 Principles

Six key principles have been established for the Corridor. These are:

1. plan for a range of housing and employment to meet existing and future needs;
2. reshape and better connect places and associated movement networks to better serve people and encourage sustainable travel;
3. promote quality places, their diverse character and built form outcomes to transform the Corridor over time;
4. create liveable local precincts along the Corridor that are sustainable, resilient and make Sydney a better place;
5. establish an effective implementation, governance, monitoring and reporting framework; and
6. revitalise Parramatta Road.

The following diagram is provided in Part 2.3 Character and Identity.



Part 2.5 provides various written principles for the Public Realm, Open Space and Community Facilities, however, these will be hollow statements if they are not reflected in the actual proposed urban designs. For example, (as commented on elsewhere and below in the report) the Kings Bay Built Form map in the Strategy document does not adequately show building setbacks from street boundaries to achieve a green verge zone. One has to go the Built Form guidelines part of the *Urban Design Guidelines*, see comments below, for some limited technical elaboration.

Part 2.10 - Public Transport shows conceptual drawings for a super bus stop, one of which would be located at Ashfield near the corner of Liverpool Road. These are ‘Broadway-City of Sydney’ type long shelter areas that accommodate numerous buses, and will require some widening of Parramatta Road. One would have expected the diagrams to be also in the Transport Report.

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Part 3 Built Form Guidelines

Parts 3.1 – 3.7 provide various generalist descriptions for building configurations. The diagrams in Part 3.4 Built Form and Setbacks, see examples below, do not adequately show the technical requirements for building setbacks to enable wide green verges purported as green setbacks in the Strategy. Pursuant to urban design basics, in order to enable large tree planting and water urban sensitive design (including ground cover) this will naturally require a wide public verge/footpath. In order to accommodate large non-frangible trees (where a trunk is greater than 100mm in diameter) a setback of 3 metres is required to the trunk of these trees from the road kerb, and allowance must be also be made for inground infrastructure services. There will therefore also be some minor front strip private land dedication required to provide the wide verge, which is not shown on the Strategy’s Built Form Diagram or diagram sections in **Figures 9 and 10** below. One should not rely on the goodwill of future developers to provide public verges within private land, as implied in the drawings from the document below. Council should advise Urban Growth that:

Recommendation 10: Urban Growth must supply technical details for “green setbacks” showing wide footpath areas which accommodate space for tall tree planting and ground cover and water urban sensitive design and which account for the location of inground services and tree clearances from road kerbs required by the Roads and Maritime Services. The locations for these areas must be accounted for in the relevant drawings including the Kings Bay Built Form diagram with building setbacks shown.

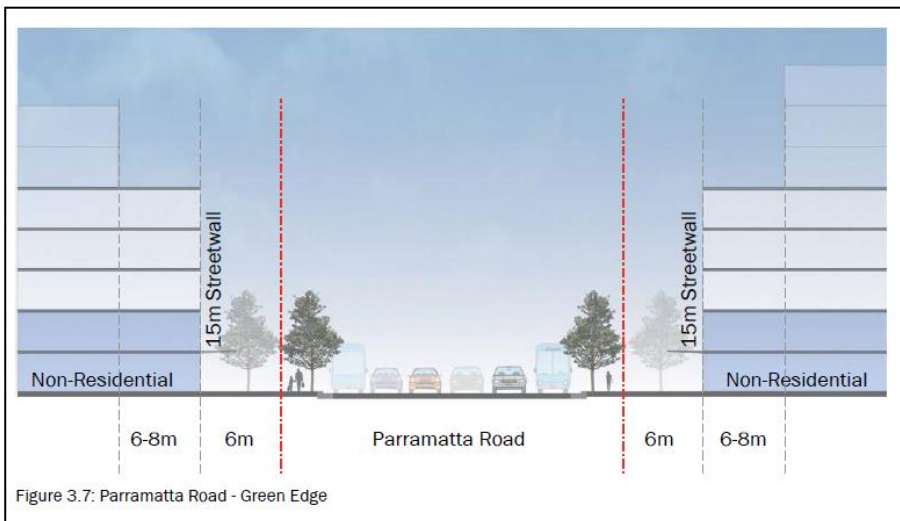


Figure 9- illustrative typical road section

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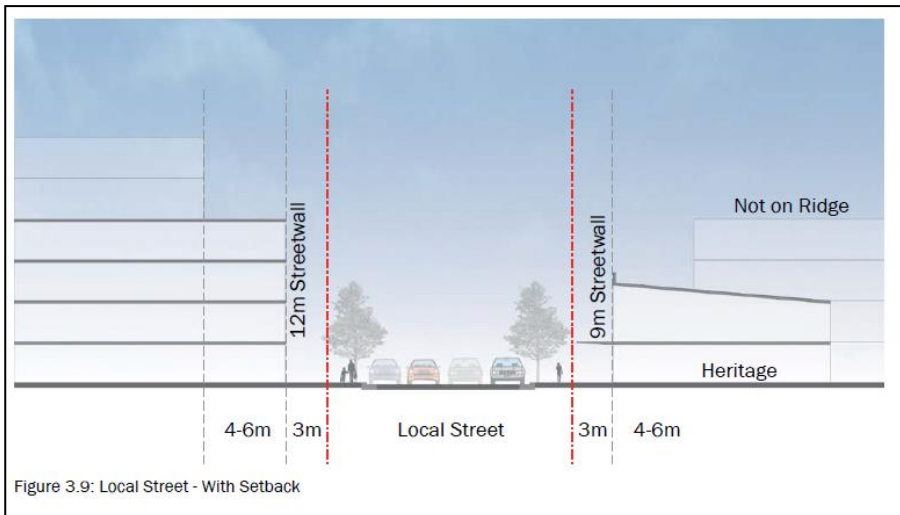


Figure 10 - illustrative typical road section

Part 3.5 - Transition Zones proposes 45 degree building setback planes for development adjacent houses as a means of achieving a sympathetic building scale. However, geometrically it is evident that a 45 degree setback plane applied over a long new development site will naturally lead to tall buildings, e.g. at 20 metre (6 storey) tall building over a 40 metre long site. To establish a sympathetic building height/scale it is evident that a lower height plane would be required for sites adjacent to houses, or instead, the determination of a lower building scale without the need to use a geometric setback plane.

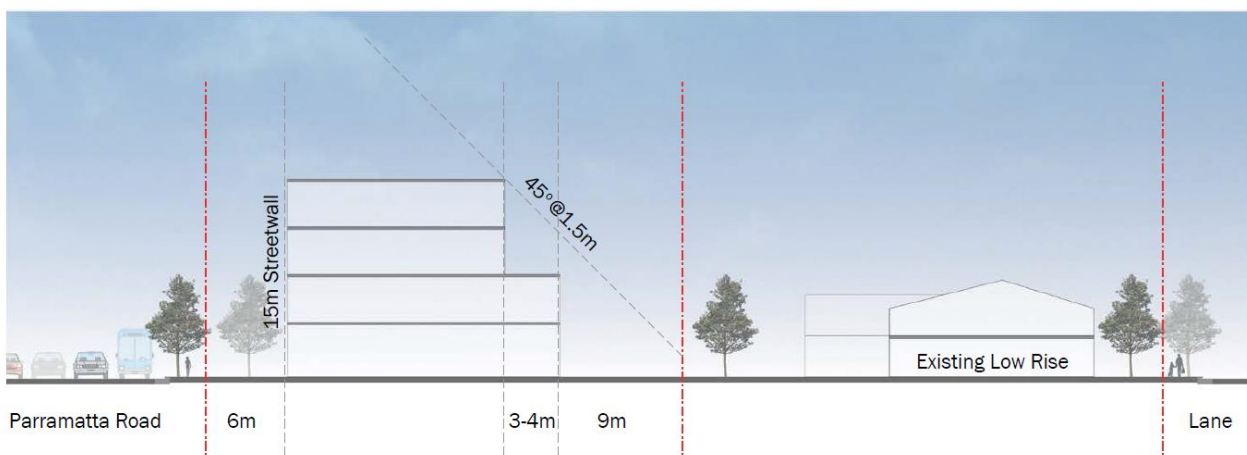


Figure 3.11: Transition to adjacent low rise

Figure 11- illustrative section and 45 degree setback plane

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Part - 3.8 Landscape setback does not have any directions for how to achieve wide verges to enable large tree planting (as discussed above) and so 'magnificent pedestrian landscaped boulevards' are not likely to be achieved.

Part - 3.9 Access and parking does not elaborate on Roads and Maritime Services traffic access requirements off main roads for apartment buildings, with the RMS usually being resistant to access off Parramatta Road and requiring access of side streets.

Part - 3.10 contains an extract from the Roads and Maritime Services 'NSW Development near Rail Corridors and Busy Roads – Interim Guidelines' and provides clear directions that apartments are required to be significantly setback from noisy roadways for resident amenity, which is also common sense. Part 3.10 references a key Map in the appendix of the *Urban Design Guidelines* and Buffer A locations which require a 20 metre upper level setback for apartments and locations where these should occur along Parramatta Road. However, a Map location for areas to the east of Burwood has not been provided.

Recommendation 11: Urban Growth must provide a Map for the areas to the east of Burwood along Parramatta Road which shows where upper level apartment building setbacks are required for resident amenity in line with "NSW Development near Rail Corridors and Busy Roads – Interim Guidelines".

Part - 3.13 Design Excellence promotes the use of Design Review Panels. Such panels will nevertheless require adequate design controls to guide their decisions.

Appendices are provided to show different building types and how they relate to proposed building floor space ratios and densities and how these translate into the building heights being proposed, for the purpose of informing future development controls. However, these figures are simply derived for buildings contained within a site. These figures do not appear to follow normal town planning practice for area planning where areas for public roads (including servicing and waste management) and footpaths (including wide green verges promoted throughout the document), and for open space. Put differently, the purported figures might only ever eventuate if blocks had one basement car park and so no ground level streets and only narrow spaces between buildings - which is clearly not justifiable. If the FSR and density figures are not properly qualified, in order to accommodate the purported floor space, this will likely lead to loss of ground level open space, affect building separation, or lead to higher buildings than that proposed. This must be clarified by Urban Growth by way of technical explanatory diagrams. It should also be noted that the purported figures need to be assessed relative to State Environmental Planning Policy No 65 and its Apartment Design Guidelines which include site layout requirements

Recommendation 12: Urban Growth must qualify how the proposed dwelling densities are to be applied in a normal town planning way to the proposed new precinct areas taking into provision for roadways, vehicular access and servicing, wide footpath verges and any open space areas. Calculations for Floor Space Ratios and Maximum Building Heights should be demonstrated relative to site layout.

In relation to architectural composition (aesthetics) which evidently provides a sense of place for residents and various other beneficial public urban design outcomes, images are provided focusing on predictably efficiently constructed commercially designed buildings.

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This should be counterbalanced with a range of ‘opposite’ stylistic building types, such as ones using traditional resolved architectural compositions. Images of buildings showing more resilient maintenance free (and so sustainable) external finishes, as is now explained in the SEPP 65’s - Apartment Design Code. This issue needs further work in the Strategy’s appended documents.

4.6 SUSTAINABILITY REPORT

This report states that its purpose is to *“establish metrics to defines the success of the Draft new Parramatta Road Urban Transformation Strategy based on four key measures of success: Transport use, water consumption, greenhouse gas emissions and household affordability”* (household transport and utility costs). It uses a new computer software model call Kinesis for arriving at its findings.

Part 1.6 states that *“the key finding is that the Strategy, as a base case, when compared with housing the equivalent population in Sydney’s fringe, would be expected to deliver:*

- *A slight increase in per person greenhouse gas emissions due to a higher concentration of high rise apartments.*
- *A reduction in per person potable water use due to a higher concentration of high rise apartments.*
- *A reduction in car use up to 60 %*
- *A reduction in car ownership between 11-29 %.”*

It is not known if the above claims have been tested against any evidence based research.

The report proposes ‘high performance building’ achieved via hypothetical increased BASIX requirements or the establishment of new NABERS targets (National Built Environment Rating Scheme - currently a type of reference system managed nationally by the NSW Office of Environment and Heritage). It proposes lower car parking rates of 0.5 spaces per dwelling (however, the *Transport Report* proposes one space per dwelling) and proposes that car parking could be provided above ground level (normally a poor urban design outcome if not designed properly). In part 4.4 – Urban Resilience it argues for *‘reinforced streetscapes which include enhanced green corridors with increase verge planting and Water Urban Sensitive pavements’*. However, as discussed above in this report, the green corridors are not abundantly shown throughout the Kings Bay Precinct and Taverners Hill Precinct Structure plans.

Having a sound environmental green setting for new development is a long standing traditional approach to town planning and must continue to be pursued. Evidence for this will need to be presented in terms of precise development controls and standards which are explicitly mandated, and this needs further work in the Strategy’s appended documents.

4.7 ECONOMIC ANALYSIS REPORT

One can refer to the Executive Summary which captures most of the findings in this large document. It is arguable that the document supports Council’s position in the MOU for maintaining an Enterprise Zone – an employment and business zone along Parramatta

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Road, with the Economic Analysis document elaborating on the evident need for various businesses and services to support both existing and future populations. Of particular note are the following:

Employment

In 2011 Parramatta Road employed 26,000 employees (although the report does not appear to explain how many would be lost as a result of the Strategy's proposals to rezone land for residential purposes).

The report says that as a response to population growth there will likely be large gains in health care and social assistance, accommodation and food services, construction, education, training and retail.

Industry profile

Automotive retailing

The report states there will still be a need for 'upmarket' car showrooms, car servicing, and places for the supply of car parts.

Bulky Good and Wholesale Trade

The report states: *"Locations that offer large site lend themselves to configuration of showrooms and warehouses, loading and hardstand areas and consumer parking are attractive, yet the availability of numerous sites in the same location is necessary so as to enable multiple retailers to co locate to enjoy the benefits associated with clustering"*.

Service Industry

The report states: *"There are a number of service industry business within the Corridor that respond to household and business consumption, e.g. food and beverage distributors, coffee roasters and suppliers, hardware wholesalers, panel beaters and car repair shops."*

Similar to transport and courier services many urban support services have time critical requirements for delivery to inner/middle ring locations. This is especially true of food and beverage manufacturers and distributors. There are also service commercial uses which include allied health, professional services, personal services, printing and stationary supplies, etc requiring close to population catchments. There will always be a role for local service industry to play in the corridor given its strategic location and position within the heart of the population. The area is clearly transitioning from an industrial area to an area that accommodates a mix of business activity".

Bulky Goods and Large Format Retail

The report states there is an extensive provision of large format retail bulky goods facilities throughout the Auburn Area.

Potential Role and function of Parramatta Road Corridor

From an Economic perspective the report explains:

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Potential Role and Function of Parramatta Road Corridor

The Corridor plays an important economic function. It is home to a significant number of businesses, some of whom service a local catchment and others a broader regional catchment.

The central location of Parramatta Road affords businesses located therein the benefit of proximity to key markets, labour force and suppliers. Despite its strategic location, the Corridor is not without its challenges.

Many of the weaknesses associated with the Corridor are linked to traffic congestion. Furthermore, land fragmentation results not only in traffic ingress/egress issues but also presents difficulties in sustaining vibrant economic activity along the entire Corridor. As a consequence portions of the Corridor are isolated, fragmented and separate from portions that sustain a hive of economic activity.

While traffic congestion along some parts of Parramatta Road is expected to ease following the completion of WestConnex, the opportunity exists not only for the Corridor to accommodate new residential communities but also to strengthen its role in servicing retail, business and industry needs of the local and broader Sydney catchment.

Demand for Retail Floor Space

The report states there is strong demand for retail floor space along parts of the corridor, shown in its Table ES.1. For the Kings Bay Precinct this includes a supermarket and specialty shops.

Demand for large Format Retail Floor Space

The report states: *Based on growth in population over the period from 2015-2054, the future demand for additional large format retail/bulky goods floor space is some 394,191 sqm which is equivalent to some 10,107 sqm per annum (400,000 sqm is the equivalent of approx 40 hectares of land, or approx 20 times the size of the former Allied Mills site).*

In addition, existing areas along Parramatta Road around Ashfield and Burwood suburbs would also be logical locations for a range of car showrooms, large format bulky and commercial tenancies.

Demand for Commercial Floor Space

The report states: *Significant additional demand for commercial floor space was assessed within the Parramatta Road corridor. Drivers for this floor space demand would be a result of local population growth within the precinct as well as a result of broader population and employment growth.*

Improving the Attractiveness and Appeal of the Corridor

The report states: *At present price and rent levels, unless land can be assembled cheaply large scale non-residential development is not feasible. However, catalytic projects will assist in lifting the profile of the corridor, dispelling the stigma associated with pockets of poor performance along Parramatta Road. Numerous examples exist across Sydney*

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which demonstrate the ability of innovative developments that combine a range of uses to overcome feasibility issues and succeed.

Balancing Growth and Existing Employment

In relation to displacement of existing business, the report states: Any rezoning should be mindful of the displacement of existing businesses, and particularly those who play a local service role and require a central location from which to service their key markets.

Given the above Urban Growth should be advised that:

Recommendation 13: Urban Growth should note that the Strategy’s Economic Analysis confirms Council’s position of the need for an Enterprise Zone for the provision of Employment and Business and local services and should therefore reconsider changes to current controls in favour of proposed changes to facilitate exclusive residential development in parts of the corridor in the Ashfield LGA.

5.0 REFERRALS

Internal referrals have taken place and comments have been incorporated in the report.

6.0 CONCLUSION

The Draft Parramatta Road Urban Transformation Strategy is intended as a 30 year plan, and proposes an additional 40,000 dwellings and 70,000 people along the Parramatta Road corridor. For the Kings Bay Precinct, which includes part of Ashfield at (Croydon) there are 3,445 dwellings and 6201 people projected by 2050 and for the nearby Taverners Hill Precinct there are 3064 dwellings and 5516 people projected by 2050. The stated purpose of the Strategy is not to rezone land at this stage, but to: *“articulate proposed principles and strategic actions for government, industry, and the community-acting as a single coordinating document for all parties who make decisions about the future of the Parramatta Road Corridor”*. The Strategy nevertheless also recommends the creation of a new State Environmental Planning Policy or use of Section 117 directions to implement the Strategy’s proposals by mid 2016.

The Urban Transformation Strategy document as presented is a straightforward one and easy to read, but is also accompanied by the Implementation Tool Kit comprising voluminous ancillary documents. Given this scenario, this report is divided into part 3.0 which gives an evaluation of the Strategy against the Memorandum of Understanding (MOU) between Ashfield Council and Urban Growth, and recommends a Council response to key matters which are considered inadequate or require review in the Strategy, as highlighted in grey shading and repeated in the recommendation. This includes that a key proviso criterion in the MOU must be complied with, being that the strategy must *“Comply with Ashfield’s Council’s current Local Environmental Plan, including in relation of zoning, floor space ratio, height restrictions”*. This reflects Councils’ previous report which was submitted to Urban Growth in February 2015 stated that *“any proposals that suggest upzoning for properties in the vicinity of Dalmar Street Croydon or development along Parramatta Road that will overshadow/overlook adjacent residential properties to an unacceptable degree cannot be endorsed”*.

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The appended Implementation Tool Kit which is intended to guide future development controls, and so part 4.0 of this report examines each appendix and recommends a Council response to key matters, as highlighted in grey shading. For example, for the Precinct areas there is a need to get the details right in relation to the purported, but technically under documented, claimed green/environmental open space setting for new development in order to ensure quality of life for future residents. It is also disappointing that the Strategy in the face of upzonings has not made any firm commitments to mandate provision of affordable housing, despite the clear need for this social infrastructure provision. More technical information is required on how the proposed dwelling densities have been arrived at, since they will affect the achievement of the proposed Floor Space Ratio and impact on proposed Building Heights.

There are some positive proposals which will benefit parts of Ashfield, with in principle commitments made to the construction of the GreenWay pathway missing links at Parramatta Road and Longport Street as discussed in the report. In relation to public transport improvement, conceptually at this stage, there is an intention to have dedicated bus lanes and super bus tops to improve public transport along Parramatta Road as discussed in the report.

In response to part 6 of the Strategy document – *Delivering the Strategy* – which outlines governance proposals, Council should advise Urban Growth of its preference to remain in control of land uses along Parramatta Road, referred to as Frames Areas, in order to ensure that Council is able to carefully monitor impacts and maintain the integrity of its adjoining residential areas.

It is recommended that Council provide feedback to Urban Growth as indicated in this report and in the recommendation.

ATTACHMENTS

Attachment 1	Council MOU March 15	2 Pages
Attachment 2	Local residents submission	1 Page
Attachment 3	Urban Transformation Strategy Document	130 Pages

RECOMMENDATION

- 1 That a copy of this report be provided to Urban Growth NSW as Council's response to the exhibited Draft Parramatta Road Urban Transformation Strategy October 2015.
- 2 That Urban Growth be advised as follows:
 - (i) Residential R2 Low Density land zonings along Dalmar Street between Scott Street and Lang Street must be maintained in order to keep the integrity of existing longstanding neighbourhoods. The B6 Enterprise Zone between Scott Street and Lang street should remain as is in the Ashfield LEP 2013, except in the scenario where the land zoning becomes mixed use which permits business and employment and provides a minimum of 70 percent ground level business use, and with such land having a maximum building height which ensures there is 3 hours winter solar access for houses with the Low Density R2 Zone along Dalmar Street and Scott Street, Croydon.
 - (ii) Urban Growth should explain how it will use the feedback from community consultation received from residents of existing residential areas in Dalmar Street and Scott Street, and what further processes it will use to incorporate residents feedback in determining appropriate land uses.
 - (iii) Urban Growth should fully factor the impacts of the 40,000 additional dwellings along Parramatta Road in relation to traffic volumes, use and impacts on local streets. The Strategy should propose measures to assess the local street road network for impacts from the development and implement local area traffic management to provide for pedestrian safety, cyclist safety and resident amenity in local streets.
 - (iv) Ashfield Council must remain in control of planning decisions concerning land use and development standards in the Ashfield LEP 2013.
 - (v) Urban Growth should prioritise the construction of the GreenWay missing links under Parramatta Road and Longport Street as stated in the *Open Space and Infrastructure Schedule* as part of the works in the *Urban Amenity Improvement Program*.
 - (vi) Urban Growth should mandate provision of affordable housing to community housing providers for any uplift in land zonings, with the percentage being at a high range commensurate with the community need by people on low incomes.
 - (vii) The Open Space and Infrastructure Schedule, 'Potential Active Transport Improvement' work list should be amended to make reference to "*GreenWay landscape enhancement including pathways between Marion Street and Longport Street*".
 - (viii) The Open Space and Infrastructure Schedule, 'Open Space Provision and

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Embellishment' worklist add reference to *“GreenWay landscape enhancement including pathways between Marion Street and Longport Street”*.

- (ix) Urban Growth should note the Government Architect's Office estimates for work for the GreenWay missing links areas and allocate the amount identified for construction of that work into the “Urban Amenity Improvement Program”.**
- (x) Urban Growth must supply technical details for ‘green setbacks’ showing wide public footpath areas which accommodate space for tall tree planting and ground cover and water sensitive urban design and which practically account for the location of inground services and tree clearances from road kerbs required by the Roads and Maritime Services. The locations for these areas must be maximised and accounted for in the relevant drawings including the Kings Bay Built Form diagram with building setbacks clearly shown for green setback public verges.**
- (xi) Urban Growth must provide a Map for the areas to the east of Burwood along Parramatta Road which shows where upper level apartment building setbacks are required for resident amenity in line with “NSW Development near Rail Corridors and Busy Roads – Interim Guidelines”.**
- (xii) Urban Growth must qualify how the proposed dwelling densities are to be applied in a normal town planning way to the proposed new precinct areas taking into provision for roadways, vehicular access and servicing, wide footpath verges and any open space areas. Calculations for Floor Space Ratios and Maximum Building Heights should be demonstrated relative to site layout.**
- (xiii) Urban Growth should note that the Strategy's Economic Analysis confirms Council's position of the need for an Enterprise Zone for the provision of Employment and Business and local services and should therefore reconsider changes to current controls in favour of proposed changes to facilitate exclusive residential development along parts of the corridor in the Ashfield LGA.**

PHIL SARIN
Director Planning and Environment