

Appendix A Carter Street Precinct Summary of Submissions

The table in this document indexes all submissions received during the public exhibition of the 2020 revised draft rezoning package. Submissions have been categorised by Agency or Public Submission. Submissions are listed alphabetically under each category.

Submissions who requested to be identified as 'Confidential' have not been included within this table. Where a submitter has requested their name not be printed it is listed as 'Name withheld' and it will not be possible to search for the submission by name. To protect the privacy of individuals, even where submitters have not requested their name to be withheld, any reference to their address has also been removed.

No.	Name	Key Issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
Agencies and Council				
7	Department of Primary Industries - Fisheries	Biodiversity	<p>1. There are a number of projects that affect the riparian areas adjacent to Haslams Creek which is mapped as a Key Fish Habitat (KFH). Any projects need to consider the DPI Fisheries Policy and Guidelines for Fish Habitat Conservation and Management (2013).</p> <p>DPI Fisheries also note the presence of protected marine macrophytes in the Haslams Creek area. Particularly the Endangered Ecological Community (EEC) of Estuarine Saltmarsh which is protected under part 7A of the Fisheries Management Act (1994) and mapped on the Coastal Management SEPP.</p>	<p>1. Noted. This is a matter that can be considered at development application stage by the consent authority.</p> <p>The Department acknowledges the importance of managing key fish habitat. CoP is responsible for the assessment of development applications in the precinct and referrals to DPI would be undertaken as part of the Integrated Development Assessment process.</p>

Appendix A Carter Street Precinct Summary of Submissions

21	Heritage NSW	Heritage	<ol style="list-style-type: none">1. Heritage NSW notes that there appears to be no additional impacts on identified Local and State heritage items.2. The Heritage Study as previously recommended has not yet been undertaken and the extent of impact is unable to be determined. Preparation of a Heritage Study to inform precinct planning is still recommended, this study should be prepared by an appropriately qualified and experienced heritage consultant and include recommendations for development of the Precinct.	<ol style="list-style-type: none">1. Noted.2. The Carter Street precinct was rezoned in 2015 enabling a transition from industrial to mixed-use residential development. Clause 5.10 of the Auburn LEP requires the consent authority to consider impacts on Heritage items at the Development Application stage. It is not considered that the amendment to the existing controls warrants further study at this time as there are appropriate controls in place to address this matter.
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Appendix A Carter Street Precinct Summary of Submissions

30	Sydney Olympic Park Authority (SOPA)	Traffic and transport	<ol style="list-style-type: none"> 1. The two proposed local roads that extend beyond the Carter Street boundary in the western portion of the precinct into SOPA's parklands are not supported and should be resolved within the precinct boundaries. The adjoining SOPA land is heavily vegetated with mature trees and is zoned RE1 Public Recreation and E3 Environmental Management under the State Environmental Planning Policy (State Significant Precinct) 2005 (SSP SEPP). Under the Parklands Plan of Management, the land is classified 'Leisure and Play' and is intended to accommodate a range of passive recreation functions. The delivery of two new roads inconsistent with the Leisure and Play land classification and the desired future character. The current structure plan would also impose a burden on SOPA to construct these roads without being able to collect development contributions from the benefitting developments. 2. SOPA supports the principle of activating the Haslam's Creek foreshore and is open to further discussions with DPIE regarding an active transport connection in lieu of the foreshore road. 3. SOPA supports the adoption of incentivised reduced maximum car parking standards in the Carter Street Precinct. SOPA is in the process of undertaking a similar study in relation to reduced maximum car parking standards for the town centre ahead of the delivery of a Metro station in the precinct. 4. SOPA also supports provision for all development sites to be required to prepare and submit a Traffic Impact Statement for all Development Applications. The statement should be required to consider major events held within the Sydney Olympic Park precinct which have the potential to impact on the Carter Street road network. 	<ol style="list-style-type: none"> 1. Noted. Although the road extension east of Haslams Creek is not currently supported or funded, this layout is the preferred planning outcome to allow for improved legibility and activation along the foreshore, together with road and active transport connectivity for this part of the Precinct. These two proposed local roads are subject to future detailed design and further negotiation with Council and SOPA, it is considered appropriate to retain these future connections in the Development Framework. CoP have also confirmed that they will continue to collaborate with SOPA on the best mechanism for securing access for this portion of the site as development applications are considered. This may include the replacement of the road with a bike path and pedestrian pathway, but will be subject to further negotiation. 2. The Department is supportive of the principle of activating the Haslam's Creek foreshore with an active transport connection such as a bike path and pedestrian pathway. 3. Noted. 4. Noted. 5. Noted. 6. Noted.
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Appendix A Carter Street Precinct Summary of Submissions

		<p>5. Under the Sydney Olympic Park Authority Act 2001 (SOPA Act), SOPA has powers to control traffic on Uhrig Road and Carter Street. For major events, SOPA seeks to restrict parking to under two hours, which is managed by changing the street signage in these areas. SOPA's current regime for major events within Carter Street is to close Uhrig Road at Edwin Flack Avenue and Birnie Avenue at Carter Street for egress.</p> <p>6. The proposed Carter Street Development Framework would not currently compromise the existing major events restrictions for Carter Street, however, any future amendments or iterations of the Development Framework should be developed in consultation with SOPA. SOPA also reserves the right to revoke and amend the current event restrictions for Carter Street as necessary under the provisions of the SOPA Act.</p>	
	Environment	<p>7. Water Sensitive Urban Design (WSUD) objectives and controls are generally supported. Recommendation for a precinct wide stormwater management and WSUD strategy. The precinct has relied principally on a site-by-site approach, which has not accounted for the significant run-off of gross pollutants and sediment from Hill Road and Carter Street to Haslams Creek.</p> <p>8. A precinct-wide stormwater strategy should address the stormwater and WSUD infrastructure required in the public domain to achieve the control standards. The strategy should also identify the funding mechanisms for delivering this infrastructure.</p>	<p>7. The Development Framework introduces additional stormwater management requirements in addition to those required in the stormwater management provisions in the Auburn DCP 2010. These include WSUD principles and requirements, such as minimising impervious services and pollution reduction targets.</p> <p>8. The preparation of a precinct wide stormwater management and WSUD strategy, including funding, is a matter of consideration for Council.</p>

Appendix A Carter Street Precinct Summary of Submissions

		Development contributions	<p>9. The Development Framework for the precinct allows for greater densities than permitted under the current Auburn LEP or draft Carter Street Master Plan, which is likely to create a greater demand for public infrastructure in the precinct.</p> <p>10. The Development Framework does not indicate the proposed funding mechanisms for new public infrastructure beyond the existing VPA for 11-35 Carter Street. It also does not identify any critical timeframes for City of Parramatta to update the Section 7.11 Contributions Plan for the Carter Street precinct to align with the new Development Framework.</p> <p>For transparency, the funding mechanisms for public infrastructure within the precinct should be clearly identified prior to the adoption of the new Development Framework and LEP amendments.</p>	<p>9. Noted. The update of the relevant Section 7.11 Contributions Plan including timeframes is a matter for Council. Development contributions will be collected under the relevant plan.</p> <p>10. A Satisfactory Arrangements Clause is in place for the whole of the Carter Street precinct to enable appropriate arrangements to be made for the provision of State infrastructure.</p>
31	Department of Education/School Infrastructure NSW (SINSW)	General	<p>1. SINSW has reviewed the draft Masterplan and is generally supportive of its overall direction subject to ongoing collaboration between SINSW, DPIE and Council.</p>	<p>1. Noted.</p>
		Planning controls	<p>2. SINSW requests that the proposed height of building (HOB) controls (including proposed incentive HOB controls) and the proposed Floor Space Ratio (FSR) controls (including proposed incentive FSR controls) within the draft Masterplan do not enable Development Applications to be lodged and approved for development in the Carter Street Precinct that will consequentially adversely overshadow the proposed new school site (refer to submission for specific requirements).</p>	<p>2. The school site has been relocated to a more central location within the precinct, adjacent to the central open space and village centre.</p> <p>Assessment of any potential overshadowing impacts across the school site as result of future development adjacent to the school will need to be undertaken as part of a detailed assessment at the development application stage.</p>

Appendix A Carter Street Precinct Summary of Submissions

	Traffic and transport	<p>3. SINSW is supportive of the various objectives, controls and plans contained to the draft Masterplan that seek to deliver multiple public transport, walking and cycling opportunities within the Carter Street Precinct. SINSW is highly committed to supporting initiatives that encourage active lifestyles and sustainable travel to and from schools.</p> <p>4. SINSW recommends that the draft Masterplan also includes the following initiatives to promote greater active and sustainable travel within the Carter Street Precinct, particularly around the proposed new school site:</p> <ul style="list-style-type: none">- Provide student friendly footpaths, cycling lanes and pedestrian crossings, including around the proposed new school site.- Implement lower vehicle speeds around sensitive land-uses, including around the proposed new school site.- Implement local traffic calming at strategic locations near sensitive land-uses, including around the proposed new school site.- Provide higher bus priority on roads to decrease bus journey times. This includes higher priority for school buses around the proposed new school site.- Include an Action Plan for the implementation of the above initiatives, coupled with appropriate programs, delivery agency and identification of funding to facilitate shifts to public transport, walking and cycling to reduce pressure on the surrounding road network, including around the proposed new school site.	<p>3. Noted.</p> <p>4. The Development Framework includes provisions for the development of a pedestrian and cycle network. The detail of paths and crossings will be subject to future detailed design at the development application stage.</p> <p>Speed limits, traffic calming, bus priority and programs to facilitate modal shift are a matter for the relevant authority, however, the Development Framework contains provision to enable these outcomes.</p>
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Appendix A Carter Street Precinct Summary of Submissions

35	Environment Protection Authority (EPA)	Environment	<p><u>Land Use Conflict</u></p> <p>1. Request that planning certificates include notification of potential pollution risks such as odour and noise impacts.</p> <p><u>Air Quality</u></p> <p>2. DCP does not include actions specific to protecting air quality and human health. Request that DCP recognises that any new development next to busy roads should satisfy <i>Development near rail corridors and busy roads – interim guideline</i>.</p> <p>3. Request that the following objective is included in the DCP to assist in managing air quality and delivering key sustainability actions in the District Plan: “Support actions that reduce harmful air emissions and help to avoid exposure of the community to elevated concentrations of air pollution”.</p> <p>4. Request that the DCP include specific additional controls in relation to managing sensitive land uses next to busy roads (refer to submission for specific wording).</p> <p>5. Request the DCP require environmental assessments to be submitted with development applications to document:</p> <ul style="list-style-type: none"> - Strategies to minimise the adverse impact of air pollution upon human health, the environment and community by minimising emissions of particles, oxides of nitrogen and volatile organic compounds at all stages of development. - Strategies to minimise emissions and impacts from non-road diesel equipment used in construction. - Measures that minimise or prevent dust emissions from sites. 	<p>1. Noted. The Department has written to Council to suggest that such notations are included on planning certificates for new dwellings within the precinct. The Development Framework also includes a provision that Council may wish to impose an event covenant to alert purchasers to the proximity and character of sites and events in Sydney Olympic Park.</p> <p>2-6. The intent of the air quality controls proposed are acknowledged. Setbacks have been applied to residential development along Hill Road and the M4 Motorway which generally align with the separation distances listed within the EPA submission and ‘Development near rail corridors and busy roads – interim guideline’ (NSW Department of Planning, 2008). Development will also need to consider the provisions of SEPP Infrastructure where relevant.</p> <p>7. This is a matter for the consent authority to consider when assessing and imposing conditions on Development Applications.</p> <p>8. The intentions of the risk-based approach to water quality management are acknowledged, however the Development Framework is not the appropriate mechanism to enforce this process in absence of prior strategic planning by Council. The Department has adopted Council’s requested changes for stormwater management in place of this request. Council may wish to consider the risk-based assessment within their future LEP review process.</p> <p>9. A WSUD strategy is required to be submitted at development application stage to achieve pollution reduction targets.</p> <p>10. No changes are proposed to the Development Framework relating to contaminated land management. Development is required to address the provisions of SEPP 55 - Remediation of Land (SEPP 55) at development application stage.</p> <p>11. A construction waste management plan and operational waste management plan is required as part of the development application process.</p>
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Appendix A Carter Street Precinct Summary of Submissions

6. Request that the DCP contains a specific note in relation to distributed power generation (refer to submission for specific wording).

Noise

7. Request for a provision in the DCP to validate the achievement of noise criteria as part of the construction and occupation certificate to ensure acoustic design considerations have been addressed and noise criteria have been validated (refer to submission for specific wording).

Water Quality

8. Request that the DCP include provisions for development applications to include environmental assessments that address water quality targets and use of a risk based decision framework to achieve waterway health outcomes (refer to submission for specific wording).
9. Request that DCP include requirement for collection, treatment and management of seepage waters in basement areas to prevent water pollution (refer to submission for specific wording).

Contaminated Land Management

10. Request that the DCP include a section on contaminated land management to ensure this is addressed at development application stage (see submission for specific wording).

Waste Management

11. Request that the DCP includes a specific section on waste management to help deliver the sustainability actions in the District Plan and circular economy principles for GPOP (see submission for specific wording).

Appendix A Carter Street Precinct Summary of Submissions

37	Transport for NSW (TfNSW)	Traffic and transport	<p><u>Hill Road Pedestrian crossing</u></p> <ol style="list-style-type: none"> 1. The current Hill Road upgrade scope does not include a pedestrian crossing facility at the specified location (Hill Road/east west spine intersection). An at-grade signalised pedestrian crossing at Hill Road at the east-west spine location is not supported. This is due to significant road safety and network efficiency concerns with the proposed at-grade mid-block pedestrian crossing at this location due to the close proximity to the M4 eastbound off ramp exit as well as the five lane cross section. 2. Currently in peak periods, large volumes of traffic including freight vehicles use the M4/Hill Road offload ramp to access Sydney Olympic Park, Wentworth Point and Carter Street, which can result in significant queuing back to the M4. This traffic demand and queueing is expected to increase with the significant growth planned in the area. Adding any additional signals on Hill Road at this location would further increase these queues and is not supported by TfNSW due to the potential for increased high speed/severity crashes. 3. TfNSW recognises the need for a safe pedestrian connection of Hill Road to the north of the M4 as part of the pedestrian spine within the precinct. Within the Framework, this should be referenced as a 'suitable pedestrian crossing facility subject to further investigation'. A potential grade separated facility should be investigated for a safer option for pedestrians, and better place amenities outcome for road users. As detailed in our previous submission to the 2018 Master Plan, we recommend that a pedestrian bridge is investigated for this purpose with any land required to be identified and reserved to ensure its future delivery, to be negotiated through suitable mechanisms by Council/the Department. We request that relevant sections of the draft 	<ol style="list-style-type: none"> 1. The revised planning controls ensure that the footprint for an at-grade signalised pedestrian crossing can be provided for in the future to provide a safe and convenient Hill Road crossing. 2. Noted. The delivery of signals will be subject to pedestrian demand and approval by TfNSW. 3. Noted. Further consultation with Council and TfNSW is required to investigate the design options, delivery timeframe and funding of the "suitable pedestrian crossing facility". 4. Noted. 5. Noted. The Development Framework has been updated to reflect this. 6. Noted. The Development Framework supports the delivery of a dedicated off-road cycleway along Carter Street to provide a safe and direct cycling connections. 7. Noted. 8. The overland flow network within the Development Framework is indicative only. Department acknowledges that the future stormwater connections and the design of overland flow paths and associated integrated detention basin within the precinct will need to address the site constraints, such as level changes, to ensure appropriate flow is provided. This will be subject to detailed design and consultation with TfNSW. 9. Noted. The treatment of the subject land identified is abutting but outside of the Carter Street precinct boundary. 10. Noted. This will be considered further at development application stage. 11. Noted. The site of the future light rail has been futureproofed, and further design work will be required to support any future transport corridor in this locality. 12. Noted. This can be considered at development application stage. 13. Noted.
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Appendix A Carter Street Precinct Summary of Submissions

		<p>Development Framework are amended to address this.</p> <p>4. While details of the bridge can't yet be determined (i.e. type of bridge, maintenance requirements, vertical and horizontal clearance requirements), there seems to be sufficient land available on the western side of Hill Road for the land components for the bridge landings without impacting the development area.</p> <p><u>Transport Networks</u></p> <p>5. The Page 15 bottom note refers to the continuation of the Creek Edge Street to John Ian Wing Parade and "Further consultation with Sydney Olympic Park Authority and TfNSW is required". Noting Creek Edge Street, as with John Ian Wing Parade, will be a local road under the care and control of Council, the City of Parramatta Council will need to be consulted.</p> <p>6. The cycle path along Carter Street presents road safety concerns regarding the potential conflicts with heavy vehicles accessing industrial and enterprise uses along Carter Street. This portion of the precinct is to retain B6 Enterprise Corridor zoning which permits a range of light industrial and enterprise uses with heavy vehicle demands. Note also Carter Street is a 25/26m B-double approved route.</p> <p>7. The execution of the VPA and transfer of land for road works (at no cost to TfNSW) is essential for the commencement of the Hill Road project.</p> <p>8. Figure 23 - the overland flow paths noted in the Public Open Space Network plan appear to be a new inclusion. The drainage strategy was dealt with in the median areas and verges of Green Spine in earlier versions of the Master Plan. The design of the stub (80 metres long) from John Ian Wing Parade to Green Spine doesn't cater for this direction of flow. The location of the</p>	<p>14. TfNSW aim to facilitate a modal shift across the precinct through the restriction of car parking rates is noted. Although the objective is supported in principle, further reduction to car parking rates cannot be undertaken until such time as the major public transport projects are committed to. There may be opportunities for review of the car parking controls after an investment decision is made for Parramatta Light Rail (Stage 2). The carparking rates in the Development Framework represent a reduction in rates compared to the existing DCP.</p> <p>As part of harmonising its Development Control Plans, Council may seek to holistically consider desirable car parking rates across the precinct and broader Parramatta local government area.</p> <p>15. Noted. The Development Framework and additional permitted uses will ensure retail and commercial uses are provided to support the future community and a walkable precinct</p> <p>16. Noted. The Department has worked with TfNSW to prepare a LEP clause to allow any FSR loss resulting from the dedication of PLR land to be transferred to the remaining lot without the need for further rezoning. TfNSW has advised it supports all diagrams within the Development Framework which relate to the potential PLR project.</p> <p>A new clause in the Auburn LEP will also require referral to TfNSW for any development on land within the area mapped as "Transport Investigation Area".</p> <p>17. These matters can be considered at the Development Application stage in consultation between Council and TfNSW.</p>
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Appendix A Carter Street Precinct Summary of Submissions

		<p>detention basin may also affect the size of the available public open space.</p> <p>9. Regarding treatment of residual land adjoining the Hill Road upgrade, we note an area of residual land (location indicated in Attachment B) could be shown as future open space/landscaping in the Public Open Space Network.</p> <p>10. In relation to the Public Transport Network proposals, Bus Routes and frequencies are determined by the TfNSW Bus Planning team and new/changed services require TfNSW approval. New/upgraded roads should take into consideration relevant bus capability design requirements.</p> <p>11. Regarding section 6.3. Parramatta Light Rail, TfNSW requests further consultation prior to finalisation of the Framework.</p> <p>12. Regarding the proposed Traffic Control Signals throughout, any proposed traffic signal sites will require prior approval of TfNSW (under clause 87 of the Roads Act 1993) and will need to meet warrants in accordance with the former RTA 'Traffic Signal Design Manual' and TfNSW design requirements. Modelling will also need to be provided to demonstrate acceptable operation of proposed signals and geometric requirements. Warrants do not necessarily mean traffic signals are the best option; all alternate treatments should be considered to identify the optimum solution. TfNSW requests that the proposed signals sites are instead shown as 'controlled intersections' until the appropriate evidence base has been provided to demonstrate that traffic signals are acceptable and agreed in-principle. Please also note that proposals for multiple, closely spaced new traffic signal sites are not supported due to:</p>	
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Appendix A Carter Street Precinct Summary of Submissions

- The road safety concerns with the potential 'see-through' effect of closely spaced intersections.
- Insufficient storage capacity between the intersections resulting in queues extending back through the adjacent intersections and across pedestrian crossings creating pedestrian safety concerns.
- Practicalities of providing a single traffic controller for intersections closely spaced.

Travel Demand Management Including Car Parking

13. TfNSW has no objection to the additional development uplift in principle, on the basis that restrained maximum parking rates will be included in the planning controls for Carter Street to curtail reliance on private vehicle travel in an effort to offset the additional traffic generation potential. This is particularly important noting the enhanced accessibility being provided by the proposed Sydney Metro West, which will provide additional mass-transit services in the future allowing a substantial mode shift to public transport.
14. TfNSW notes there is a proposed floor space incentive clause for sites Sites B, C and D, where restrained parking rates are required to be implemented and that a site specific clause applying to Site A seeks to limit on site car parking provision. While these travel demand management incentives are strongly supported, concern is raised that the default car parking requirements set out in the Development Framework in Table 3: Car Parking Rates are very generous and higher than the maximum rates identified for the neighbouring NSW Urban Growth Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The Department may wish to consider aligning the

Appendix A Carter Street Precinct Summary of Submissions

Table 3: Car Parking Rates with the neighbouring PRCUTS Precinct Transport Report (2016) rates.

15. The Department may wish to also consider non-residential incentive clauses for the provision of the retail/commercial development prior to or in conjunction with the additional residential yield to ensure that shops and services are delivered in a timely manner for current and future residents. This may further enhance the walkability of the Precinct and reduce the need for motorised trips.

Housekeeping Amendments

16. TfNSW notes that the Explanation of Intended Effect details a proposed additional clause to provide for the acquisition and/or dedication of the Parramatta Light Rail (Stage 2) corridor should an investment decision be made. TfNSW notes that the proposed LEP 'Precinct Map' identifies this as "Transport Investigation Area - Refer to Clause XX" however it seems no further detail on the clause is provided. We request further information, consultation and agreement in relation to this proposed clause, prior to the SEPP and LEP amendment being made. TfNSW wish to understand the implications of the proposed clause (noting also clause 10 of the Environmental Planning and Assessment Regulation 2000, requires public authority concurrence in proposed reservation of land by an LEP, should this be the intention of the clause).

Street Trees and Landscaping

17. Any street trees and awnings should be carefully located to ensure they do not obstruct driver sight lines to traffic signal lanterns and other critical road infrastructure and should be setback to allow for bus/heavy vehicle overhang (i.e. mirrors).

Appendix A Carter Street Precinct Summary of Submissions

38

City of Parramatta	Infrastructure	<ol style="list-style-type: none"> Additional dwelling capacity in the precinct is not supported without additional local community infrastructure and concerns that the revised draft master plan does not nominate additional local infrastructure above the existing Carter Street Precinct Development Contributions Plan 2016 and does not consider Council's requirements as set out in its Community Infrastructure Strategy 2020. 	<ol style="list-style-type: none"> The Department has secured through an amended State Voluntary Planning Agreement, a 1,000m² community facility within the town centre, which will be dedicated to Council. The Carter Street Precinct Development Contributions Plan 2016 will continue to apply to the precinct. Council is responsible for updating this plan to ensure that relevant local contributions are allocated to local infrastructure provision within the precinct, generated by the increased densities proposed.
	State Voluntary Planning Agreement (VPA)	<ol style="list-style-type: none"> Request for clarification if the central open space (excluding SOPA land) is intended to be transferred to Council (as Ministers nominee) and that the \$3M identified in the existing Carter Street Precinct Development Contributions Plan (2016) is to be the funding mechanism for the higher level of embellishment required to achieve the intent of the master plan e.g. sporting fields. 	<ol style="list-style-type: none"> The Department has agreed with AYMC1 to explicitly name Council as the Minister's nominee with respect to the dedication of the Open Space Land.
	Traffic and transport	<ol style="list-style-type: none"> Request for clarification relating to rationale used to justify 700 additional dwellings based on the new Sydney Metro Station at Olympic Park. Request for the State Government to fully fund and deliver the road widening of Hill Road as a consequence of the potential westbound off-ramp from the M4. 	<ol style="list-style-type: none"> The proposed revisions to the Master Plan further refine the planning controls through a number of mechanisms including site specific changes to bonus heights, FSR with the reduction of maximum car parking requirements coupled with significant public benefits. TfNSW is proposing the Hill Road Upgrade project to help ease congestion and to support existing and planned growth in Carter Street and the broader area.

Appendix A Carter Street Precinct Summary of Submissions

Planning controls	<p><u>Additional Local Provisions</u></p> <p>5. Request for further clarification regarding the implementation of the proposed additional local provisions relating to increases in height and FSR subject to a reduction in car parking.</p> <p>It is unclear whether these incentives are applicable to the whole of each identified site, or if they are applicable only to the portion that achieves an uplift by reducing car parking as per the proposed additional local provisions.</p> <p>Request that it be made clear that site 'A' is required to adopt reduced car parking rates but with no incentives.</p> <p>Request that Council be involved in the drafting process for the incentive clauses.</p> <p>6. Concern regarding impact of additional building height on adjoining development in SOPA land. Council requests further information in relation to the impacts on the adjusted heights, including the cumulative impact of solar access on the public domain, distant views and skyline, and proximate views from the surrounding public domain and context.</p> <p><u>Visitor Parking</u></p> <p>7. Concerns relating to reduction in visitor parking and the impact on residents who may be less able and rely on these spaces for visitors.</p> <p><u>Preservation of land – Parramatta Light Rail</u></p> <p>8. Request for clarification on the mechanism to protect and deliver land around a potential stop and corridor for the Parramatta Light Rail (Stage 2).</p> <p><u>Setbacks</u></p> <p>9. A 5 metre commercial setback adjoining RE1 Public Recreation zoned plaza (northern boundary of Meriton's Phase 4 approved</p>	<p>5. Noted. The Department facilitated a post exhibition workshop with Council to clarify the submission issues and consulted on the legal drafting matters associated with the State Environmental Planning Policy Amendment (Carter Street Precinct) 2020.</p> <p>6. Noted. The Development Framework has provided supplementary controls to ensure the overshadowing, sightline impact to be further addressed through the DA process.</p> <p>7. Noted. The final amendment de-couples the zero visitor parking from the incentive clause to enable a flexible mechanism with visitor parking regulated under the Development Framework, provided the overall carparking cap is met.</p> <p>8. The planning mechanism to protect transport investigation corridor is implemented in the final SEPP amendment in consultation with TfNSW and Council and will be protected via a concurrence clause.</p> <p>9. Noted. The Development Framework has been revised to remove 5m commercial setback and revert to zero setback.</p> <p>10. Noted. The Development Framework has been revised to allow further flexibility with the tower approach (whether freestanding or setback with a podium).</p> <p>11. The Development Framework identifies preferred locations for the 'additional uses' (e.g. food and beverages) in key locations along south facing edges to public opens spaces. If / when non-residential uses are delivered, or adopted through future changes of use over time, the intent is to provide activated frontages and allow the 5m landscape setback to be tailored to landscape and hardscape to cater for outdoor dining and associated spill out uses with the street setback zone. Removal of these elements would remove the opportunity to deliver activation of the public open space edges in the future. Accordingly, removal of these elements is not supported.</p> <p>12. See above responses.</p>
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Appendix A Carter Street Precinct Summary of Submissions

development) has been introduced. However, it is not in the current DCP and is inconsistent with what has been approved at the site (zero setback adjoining pedestrian link). Since it has been approved it would be difficult to achieve what is set out under the CSMP. Request this is addressed.

Towers

10. The Development Framework introduces a new floorplate maximum for buildings 9+ storeys: increased from 900sqm (building footprint) to 1,000sqm (GBA). Request that the change from 'building footprint' to 'GBA' (acronym is undefined) is clarified as it may have implications for its interpretation and practical application. The Development Framework introduces a specified preference for towers to be without a podium – the built form currently proposed in the precinct may not necessarily be what is expected or intended by this control (e.g. proposed towers above podiums – see Meriton Phases 3 and 4). Request further consideration and clarification regarding the expectation of this proposed control.

Active Frontages

11. Concern that some of the active edges shown in the active frontage map have already been delivered and are unlikely to change. Not all identified active street frontages under the draft Development Framework has a street front (e.g. Meriton Phase 1). Request this be amended to reflect the existing and approved built form.

12. Specific concerns (refer to map in submission):

- Area 1 – area highlighted has already been built and presents a residential edge to the pocket park. This is unlikely to change.
- Area 2 - Single sided active uses near a high pressure pipeline and industrial uses south of

13. See response to item 11. Phase 3 of the Meriton site with a frontage to the proposed village plaza is required to provide active frontages as the 'primary active frontages'. This is mandated through the LEP provisions. Whilst the residual frontages in the Phase 3 are encouraged to provide non-residential uses as 'secondary frontages'. Figure 30 of the Development Framework provides the minimum distribution of non-residential uses in the village centre. Subject to market demand and Council's discretion, the non-residential uses can be further extended.

14. The primary active frontages will be mandated through the LEP provisions, whilst the secondary active frontages will be encouraged through the Development Framework at the discretion of Council.

15. The wind mitigation controls in the Development Framework have been included at Council's request and have been modelled on the draft Parramatta DCP controls for the Parramatta CBD. These maximums are consistent with the current controls in the Parramatta DCP 2011 for the Parramatta CBD. In the future review of these controls, further evidence will need to be provided to ensure that the practical implementation and the development feasibility is not adversely affected in consultation with the development industry.

16. Noted.

17. Noted and changes have been made to the Development Framework.

18. Noted and changes have been made to the Development Framework.

19. Noted and changes have been made to the Development Framework.

20. The bus service, routes and bus stop locations are indicative only and subject to change by TfNSW as the travel demand evolves over time.

21. See above responses.

Appendix A Carter Street Precinct Summary of Submissions

		<p>Carter Street setback from the street, is not supported.</p> <ul style="list-style-type: none">- Area 3 - The active frontages proposed are only supported along this edge if fronting onto an accessible park and open space, subject to size restrictions, fine grain and adaptable uses – not a high street of retail.- Area 4 - Some sites do not have public access. This is not supported unless easy and generous public access is guaranteed with views to Haslams Creek. Given a recent court resolution limiting access at the western end of the precinct, this active frontage is supported only if clear, uninterrupted/continuous and generous public access is available 24/7 along the foreshore.- Area 5 - The proposed active frontage along the future park is supported subject to size restrictions, fine grain and adaptable uses – not a high street of shops. <p>13. For the town centre, the Development Framework does not require non-residential uses for the entirety of Meriton Phase 3 at ground floor (Figure 30), even though elsewhere in the Development Framework (Figure 32), it must provide “secondary active frontage”. Request this potential inconsistency is resolved.</p> <p>14. The Explanation of Intended Effects introduces an active street frontages hierarchy of “primary” and “secondary” active frontages as does Development Framework. This is inconsistent with the exhibited Active Street Frontages Map – Sheet ASF_006 which shows required active frontages being only the ‘primary active frontages’. ASF_006 does not require secondary active frontages. Request this inconsistency be rectified to provide clear direction of where frontages will be activated.</p>	
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Appendix A Carter Street Precinct Summary of Submissions

Wind Mitigation

15. Concern that the Development Framework introduced wind maximums may be considered excessive and may be difficult to achieve.

Design Excellence

16. The threshold for requiring design excellence/review by the design excellence panel for any building 10m or higher including no bonuses as part of the design excellence process is supported.

Cycling and Pedestrian and Road Network

17. The structure plan (Figure 3 under the Development Framework, p9) is missing the “indicative future pedestrian and cycle link” at Hill Road, over the M4 and Haslams Creek.
18. Request that parking on Carter Street be moved to the northern side as there will be issues for large left turning vehicles eastbound and southbound (Figure 15 of Development Framework).
19. Council supports the lane and parking widths under Figure 15 of the Development Framework (p34). Requests drainage not to be moved and therefore the light poles are requested to be between the bicycle path and footpath as per Council’s cross section (refer to submission for cross-section).
20. Request for clarification regarding bus stops proposed on the northern side of Carter Street (Figure 17 of Development Framework) if no buses will be going east on Carter Street (no right turn from Hill Road onto Carter Street).
21. Request for bus stop on the southern side of Carter Street near Road #7 be removed (refer to submission for map). The proposed stop is within 200m of bus stops in either direction and having

Appendix A Carter Street Precinct Summary of Submissions

			a bus stop adjacent to the bike path will be difficult to fit spatially.	
		Affordable housing	22. Concern that there is a lack of affordable rental housing in the precinct.	22. The <i>State Environmental Planning Policy (Affordable Rental Housing) 2009</i> will continue to apply for the delivery of affordable housing in the precinct.
		Pipelines	<p>23. The Development Framework introduces more specific pipeline controls, including that “development for...tourist and visitor accommodation must not be located in Hazard risk area 2”. However, 11A and 13 Carter Street (Meriton Phase 4) is within Hazard risk area 2 and has approval for part serviced apartments.</p> <p>24. Figure 23 of the Development Framework shows active public open space over 2B Hill Road and 12-14 Birnie Avenue. Council is not supportive of this land being identified as “active open space” due to the limitations associated with the pipelines. This open space should be identified as “passive open space” due to its location within the hazard risk area.</p>	<p>23. Noted and changes have been made to the Development Framework to allow tourist and visitor accommodation within the Hazard Risk Area 2.</p> <p>24. From a hazard risk viewpoint, both ‘active open space’ and ‘passive open space’ are not classified as sensitive land uses therefore no change is required.</p>

Appendix A Carter Street Precinct Summary of Submissions

	Social infrastructure	<p><u>Open Space</u></p> <p>25. Request for clarification regarding the transfer mechanism of public open space to guarantee its delivery to Council as part of the State Voluntary Planning Agreement.</p> <p>26. Concern regarding the proposed reduction in the overall central open space compared to what was previously exhibited in 2018, despite the need for more open space to service a high density precinct.</p> <p>27. Concern that no significant new open space is proposed as part of the revised draft master plan. Any increase of dwellings numbers should have a commensurate amount of additional open space.</p> <p>28. Concern that the provision of public open space in the precinct does not meet Council's 20% best practice requirement.</p> <p>29. Request that the development framework controls ensures all public open spaces are a minimum size of 3,000m².</p> <p>30. Concern that portions of the proposed new 'Central Open Public Open Space', new northern pocket park and expanded northern local park are located outside the precinct boundaries within SOPA land. Delivery of these new and expanded parks will be reliant upon the concurrent rezoning of SOPA land for public open space resulting in delay to achieving full functionality of these new public open spaces. This multiple ownership will also create unnecessary ongoing maintenance and management complexities due to different legislation, planning controls and organisational policies / processes applying. Request the development framework includes provisions that address multiple ownership and the delivery of</p>	<p>25. The Department has agreed with AYMC1 to explicitly name Council as the Minister's nominee with respect to the dedication of the Open Space Land. The Department has also confirmed with Council that, as the recipient, Council will be involved in the dedication process for the Open Space Land. To reassure Council, written confirmation will also be provided on execution of the VPA.</p> <p>26. No reduction of the 3.08ha of the overall central open space land, but the mapping has clarified the proposed location of the local road between central open space and education lands.</p> <p>27. The 3.08ha of the central open space land will be secured through the State VPA which will provide significant public benefits. The final Master Plan will also improve the connections to the open space network. The increase in dwellings will also generate the needed local infrastructure funding with investment into the higher quality of open space in Carter Street. Further, the VPA requires that the land be dedicated in a set time, providing certainty of delivery for Council and the community</p> <p>28. See above responses.</p> <p>29. The 3,000m² minimum size of a local park is suggested in the draft Greener Place Design Guide. The Government is currently considering all submissions made prior to finalising the draft Guide. Given the history and the local open space land has already been rezoned in 2015, it is considered unnecessary to enforce the 3,000m² minimum size of a local park in the Development Framework.</p> <p>30. As part of the SOPA Master Plan review, the Department will work with SOPA to ensure the SOPA owned portions of land in pocket park 1 and 4, and land adjoining to Central Open Space are identified for public open space.</p> <p>31. Given the central open space will be dedicated to Council via a State VPA (as the Minister's nominee),</p>
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Appendix A Carter Street Precinct Summary of Submissions

	<p>public open space that is reliant upon securing SOPA managed land.</p> <p>31. Request that the controls better reflect the specific requirements to maximise capacity and flexibility of the Central Public Open Space (refer to submission for list of requirements).</p> <p>32. Concern that the proposed narrow linear configuration of South West Park offers limited functionality and amenity (other than access), with the useability of the proposed adjoining local park to the south likely impacted by restrictions associated with the gas pipeline/s that traverse underneath. As Haslam's Creek is a tidal estuarine waterway at this location it should accommodate a minimum of 40m setback (incorporating a vegetated riparian corridor) consistent with Department of Industry guidelines.</p> <p>33. Request that new local and pocket parks are zoned as RE1 (Public Recreation) to more appropriately reflect their intended 'public' purpose and ensure consistency with other public open space throughout the precinct. Request that local / pocket parks be increased in size to achieve a minimum size of 3000m².</p> <p>34. Concern that the amenity and useability of the proposed new eastern local park is likely impacted by restrictions associated with the gas pipeline/s that traverse under the park.</p> <p><u>School</u></p> <p>35. Request that additional school is included as a basis for any agreed increase in dwellings.</p>	<p>the detailed concept design will be led by Council to address the needs of the local community.</p> <p>32. The Development Framework has allowed for a minimum 20 metre wide landscaped public foreshore reserve to be provided along Haslams Creek and an indicative Haslams Creek Foreshore Open Space Section has been provided.</p> <p>33. See above responses to item 30. The proposed rezoning from R4 (High Density Residential) to RE1 (Public Recreation) may trigger further community consultation. Separate planning proposal by Council is recommended to address the open space rezoning matter, separate to the finalisation of the Carter Street Master Plan.</p> <p>34. The development of the local park is subject to the development application process which the impacts can be further addressed at the next phase.</p> <p>35. The education land for a primary school site has been identified and will be dedicated through the State VPA. While a secondary school site is not provided within the precinct, the Department will work with Department of Education to monitor the future education needs within the peninsula and identify appropriate strategic opportunities.</p>
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Appendix A Carter Street Precinct Summary of Submissions

	Environment	<p>36. Request for the inclusion of greater sustainability controls for the precinct.</p> <p>37. Request for higher BASIX targets to be mandated and specified in the DCP and that Council work with DPIE to determine these specific targets</p> <p>38. Request that the NABERS requirement should include executing a commitment agreement with the Office of Environmental and Heritage prior to development consent being granted. This will ensure adequate risk management of the design to deliver the NABERS commitment, which can only be fully demonstrated post occupancy.</p> <p>39. Request that commercial office buildings must meet a NABERS Energy 5.5 Star base building rating to reflect change to NCC 2019 BCA and changing market practice.</p> <p>40. Request that Control 6.1 C.6 in Development Framework be rewritten to: mandate the requirement for all buildings to be connected to the Water Reclamation and Management Scheme (WRAMS). Accordingly this would require the dual piping in buildings.</p> <p>41. Request that shopping centres must meet a NABERS Energy 4.5 Star rating to reflect changing market practice.</p> <p>42. Council requests that additional controls be included in the Development Framework in relation to dual piping, electric vehicles, urban heat, bird friendly design, wintergardens, and green roofs and walls (refer to additional recommended controls in Appendix B of the submission).</p>	<p>36. The desire to enhance the sustainability provisions across the precinct is supported, with a number of CoP's recommended changes requested in Councils submission received as part of the 2018 exhibition, adopted in the final planning controls. Further increase to the NABERS and /or BASIX ratings beyond the ratings exhibited in Sept 2020 is not deemed to be appropriate given the project history, previous expectations and lack of detailed feasibility to justify the proposal. The Department also considers that other sustainability matters raised in relation to piping, electric vehicles, urban heat, bird friendly design, wintergardens, and green roofs and walls can be considered in future reviews of the Development Framework.</p> <p>37. See above responses to item 36</p> <p>38. See above responses to item 36</p> <p>39. See above responses to item 36</p> <p>40. Sydney Water has advised that there is no regional grey water scheme in place in the precinct. However, the controls in the Development Framework to require dual reticulation systems has been retained and additional controls require the use of grey water based on local availability. The Department supports the CoP considering higher BASIX targets for the precincts as part of any future planning reviews.</p> <p>41. See above responses to item 36</p> <p>42. See above responses to item 36 and 40</p>
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Appendix A Carter Street Precinct Summary of Submissions

	<p>43. Concern regarding proposed new clause to be inserted into the ALEP 2010 requiring “the consent authority to have regard to the Carter Street Precinct Development Framework when assessing development applications for land in the Carter Street Precinct.” Given that the Development Framework is not a DCP, and only has weight by virtue of being ‘called up’ by the LEP, Council raises concerns of whether there has been any consideration of whether a variation to the Development Framework would trigger clause 4.6 of the ALEP 2010.</p> <p>44. Request for clarification about whether the Carter Street Development Control Plan will be repealed.</p>	<p>43. The Carter Street Development Framework will replace the existing Carter Street Precinct Development Control Plan (DCP) adopted by the Secretary in 2016. Unlike the development standards in the LEP, the Framework allows the Consent Authority to be flexible in applying the controls. It also allows reasonable alternative solutions that achieve the overall vision, development principles and key elements for the Precinct as well as the specific objectives of the controls.</p> <p>44. The Carter Street Development Framework will replace the controls in the existing Carter Street Precinct Development Control Plan (DCP) 2016.</p>
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Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
Public Submissions					
1	Name withheld	N/A	Social infrastructure	<ol style="list-style-type: none"> Request for a fenced dog park to support high-density residential areas and footpath landscaping in supporting a healthy and safe environment for the community. 	<ol style="list-style-type: none"> Noted. The community will be consulted on uses in public open space in the precinct. Landscaping adjacent to footpaths will be considered further at the development application stage in accordance with the Development Framework.
			Traffic and transport	<ol style="list-style-type: none"> Request for parking on Carter Street to be offset a minimum of 20 metres from intersections and building driveways to address road safety. The minimum visitor car parking spaces should be provided in residential buildings. 	<ol style="list-style-type: none"> The distance of car parking spaces from intersections and driveways is a local matter. This will be considered at development application stage in accordance with the controls set out in the Development Framework.
2	Marian Parnaby	N/A	Traffic and transport	<ol style="list-style-type: none"> Enquiry about status of the Hill Road off ramp. Request for DPIE to work with Council to implement a resident parking scheme to address the increased car parking impacts in Newington. 	<ol style="list-style-type: none"> Representations about the status of the Hill Road off ramp should be directed to Transport for NSW – Roads and Maritime. The implementation of a residential parking scheme for Newington is a local matter. The reduced car parking rates and the proposed new Sydney Metro West station at Sydney Olympic Park will assist in encouraging public transport usage.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
3	Name withheld	N/A	Social infrastructure	1. Enquiry about plans to increase capacity for existing high schools in the area due to the additional population at Carter Street.	1. The Department of Education is undertaking planning work including development of a master plan and concept design for a new high school in the Sydney Olympic Park area. A site has been identified at Wentworth Point on Burroway Road adjacent to the Wentworth Point Public School.
4	Jillian McKee	N/A	General	1. Objection to the 2020 draft master plan and recommend the 2018 plan is reinstated.	1. Noted. In 2018, the former Department of Planning and Environment exhibited a draft Master Plan with an improved precinct layout. The proposed Sydney Metro West station at Sydney Olympic Park creates new opportunities for the Carter Street Precinct and DPIE has made further changes to the revised draft Master Plan in response to this announcement.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
			Traffic and transport	<p>2. The area is already experiencing traffic congestion including along Hill Road in peak times without the additional density. Hill Rd is already busy in peak times without increasing the residential density of the area.</p> <p>Reduced car parking will not encourage public transport usage and will impact on parking in surrounding suburbs like Newington.</p> <p>Residents will need to rely on cars to travel to other places aside from the CBD as there are limited links to the rest of Greater Sydney from the area.</p>	<p>2. The announcement of the Sydney Metro West station at Sydney Olympic Park and a reduction of parking rates will help support a modal shift facilitated by public transport, which will alleviate some of the existing and future network pressures in this area.</p> <p>The revised Master Plan also reserves land to allow for future Hill Road upgrades and other traffic infrastructure upgrades in the area to assist in managing traffic.</p> <p>The proposed Sydney Metro West line will provide connections between Greater Parramatta and the Sydney CBD and will be integrated with the rest of Sydney's public transport system.</p> <p>While no investment decision has been made with regard to PLR Stage 2, land has been future proofed within the Precinct to enable delivery of further transport infrastructure to the precinct.</p>

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
			Social infrastructure	<p>3. Schools in the area are at capacity with no indication from the NSW Government when the new high school at Sydney Olympic Park will be built.</p> <p>Additional density means more families will have to travel further to take their children to school.</p>	<p>3. The Department of Education is undertaking planning work including development of a master plan and concept design for a new high school in the Sydney Olympic Park area. A site has been identified at Wentworth Point on Burroway Road adjacent to the Wentworth Point Public School.</p> <p>The 2020 Master Plan includes a site for a new primary school within the Carter Street Precinct.</p>
5	John Nairn	N/A	Exhibition	<p>1. Correspondence from DPIE advising of public exhibition included an image within the new Carter Street Precinct showing a personal watercraft, sailing skiff, on Haslam's Creek. This image is misleading as according to the Sydney Olympic Park Authority, all personal watercraft are banned from Haslam's Creek.</p>	<p>1. Noted. Images used in exhibition material are indicative only.</p>
6	Name withheld	N/A	Social infrastructure	<p>1. The need for at least 1 high school to support the additional population due to the increase in density. There has supposed to have been a high school being built for at least 15 years and there is still nothing.</p>	<p>1. The Department of Education is undertaking planning work including development of a master plan and concept design for a new high school in the Sydney Olympic Park area. A site has been identified at Wentworth Point on Burroway Road adjacent to the Wentworth Point Public School.</p>

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
			Planning controls	2. Objection to an increase in building height -10-12 storeys is too high.	1. Building heights of greater than 10-12 storeys are already permissible across the precinct.
			Infrastructure	2. Concern that the area is unable to support the future population.	3. The revised Master Plan includes significant public benefits to support the future community and provides mechanisms for delivery. The planning controls for Carter Street increase opportunities for housing in close proximity to new public transport, delivering new infrastructure to support a growing population and delivering new public open space and school.
			General	4. A desire for building inspections will be thorough and independent and that the work will be of high quality so there is no repeat of the Opal Tower issues.	4. The NSW Government has introduced the Design and Building Practitioners Act 2020 and the Building and Development Certifiers Regulation 2020 to improve the quality and compliance of design documentation and to strengthen accountability across the design, building and construction sector and to strengthen and simplify the building and certification system in NSW.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
8	In Mo Kang	N/A	Infrastructure	<ol style="list-style-type: none"> 1. Request to remove the substation in the Carter Street area as it looks very bad to be placed in a living suburb. 2. Comment that this substation is partially operating as the main production is taking place in Sydney Olympic Park substation. 3. Request that if the substation is necessary and cannot be removed, that it be covered with a more appealing structure. 	<ol style="list-style-type: none"> 1. Noted. Any requests of this nature should be made to the responsible operator of the sub-station. 2. Noted. 3. Noted. Any requests of this nature should be made to the responsible operator of the sub-station.
			General	<ol style="list-style-type: none"> 4. Request to rename the address of the precinct to Sydney Olympic Park instead of Lidcombe. 	<ol style="list-style-type: none"> 4. This is a local matter and requests of this nature should be referred to Council.
9	Name withheld	N/A	Traffic and transport	<ol style="list-style-type: none"> 1. Request for provision of bus lanes to ensure fast, frequent and reliable bus services to ensure maximum public transport usage. The plan focuses on a light rail stop to achieve maximum public transport usage. 	<ol style="list-style-type: none"> 1. The design of the future road network will be considered further at development application stage in accordance with the Development Framework. As advised by TfNSW in its submission, bus routes and frequencies are determined by the TfNSW Bus Planning team and new/upgraded roads should take into consideration relevant bus capability design requirements.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
10	David Orman	N/A	Planning controls	1. Request to reduce building heights to improve traffic impacts and amenity of residents.	1. The announcement of Sydney Metro West and a future station at Sydney Olympic Park provides the opportunity to allow for additional homes in the precinct in close proximity to public transport. Some sites within the precinct may be allowed additional building height and FSR but only with a reduction in car parking rates to help better manage traffic and encourage public transport use in the area.
			Infrastructure	2. Concern regarding provision of infrastructure prior to completion of development.	2. Noted. Infrastructure provision will depend on the timing of development, collection of contributions and the terms in individual planning agreements.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
11	Name withheld	N/A	Traffic and transport	<ol style="list-style-type: none"> 1. Request for resident parking scheme as reduced car parking will impact on Newington residential area. 2. Request for provision of the Hill Road off-ramp. If not provided, this will result in access to the precinct via already congested Homebush Bay Drive or Silverwater Drive interchanges. Access from the Carter Street Precinct to Parramatta Road is congested. 3. Request to upgrade the Hill Road/Parramatta Road and Bernie Avenue/Parramatta Road traffic signals need to be upgraded to avoid additional congestion generated by the Carter St Precinct. 4. Request that the Carter Street master plan needs to consider vehicular access to Wentworth Point from the surrounding arterial road network. Traffic to/from Wentworth Point is placing additional strain on Holker Street, Hill Road and Bennelong Parkway. 	<ol style="list-style-type: none"> 1. The implementation of a residential parking scheme for Newington is a local matter. The reduced car parking rates and the proposed new Sydney Metro West station at Sydney Olympic Park will assist in encouraging public transport usage. 2. The widening of Hill Road will facilitate improved traffic movements, however the provision of an offramp is subject to a separate process being facilitated by Transport NSW. 3. These matters will be considered further by TfNSW as part of the detailed design process. 4. The Department has worked closely with TfNSW, SOPA and CoP to identify opportunities to improve the street network under the Master Plan. Further improvements will be subject to future ongoing consultation with these key stakeholders as part of the detailed design stage.
12	James Wilcock	N/A	Sustainability	<ol style="list-style-type: none"> 1. Request for use of recycled bricks in the precinct to reduce impact on the environment. 	<ol style="list-style-type: none"> 1. Proposed building materials are considered at the development application stage. The Development Framework encourages minimisation of waste and promotion of the reuse and recycling of materials.
13	Fraser Johnson	N/A	General	<ol style="list-style-type: none"> 1. The M4 Western Motorway isn't labelled on mapping in exhibition material. 	<ol style="list-style-type: none"> 1. Noted.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
14	Don Giron	N/A	Traffic and transport	<ol style="list-style-type: none"> 1. Concern regarding increased traffic generation and request for the plan to actively divert traffic away from Parramatta Road to address congestion. 2. Request for traffic light at the M4 off ramp onto Hill Road, footpaths on both sides of Hill Road and to reduce the speed limit along Hill Road to address increase in pedestrians. 	<ol style="list-style-type: none"> 1. Noted. A Traffic Impact Assessment will be required to be prepared for the consideration of Council at development application stage. 2. Traffic measures and speed limits are a matter for Transport for NSW. The Development Framework sets out that Hill Road is to provide street trees with generous footpaths to encourage north-south pedestrian and cycle movements along the road to feed into the public open space of the Precinct and to the Haslams Creek corridor.
			Social infrastructure	<ol style="list-style-type: none"> 3. Request that Government services such as hospitals, police stations and schools be provided in the precinct as those in the local area are at capacity. 	<ol style="list-style-type: none"> 3. The Department of Education is undertaking planning work including development of a master plan and concept design for a new high school in the Sydney Olympic Park area. A site has been identified at Wentworth Point on Burroway Road adjacent to the Wentworth Point Public School. The 2020 Master Plan includes a site for a new primary school within the Carter Street Precinct. Other necessary State infrastructure will be provided as development occurs across the other GPOP precincts.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
15	Name withheld	N/A	Planning controls	<ol style="list-style-type: none"> 1. Concern about proposed building height given context in surrounding suburbs. 2. Concern about proposed height and density in Wing Parade and Hill Road corner of precinct near Haslam Creek. 	<ol style="list-style-type: none"> 1. Noted. The proposed built form controls respond to the opportunity to provide additional homes in close proximity to public transport. 2. Noted. While the proposed building height in this corner of the precinct has been amended, the proposed plan does not alter the corresponding FSR controls.
			Social infrastructure	<ol style="list-style-type: none"> 3. Request for additional open space in the precinct and to extend open space near the creek to improve amenity for the community. 4. Request for a high school in the Carter Street Precinct. 5. Concern that aged care is needed to ensure older people are catered for in the precinct. 	<ol style="list-style-type: none"> 3. The revised master plan includes new and upgraded public open spaces, including an extended central park of over 3 hectares, that may include a potential multi use sports fields and an extended foreshore reserve along Haslams Creek. 4. The Department of Education is undertaking planning work including development of a master plan and concept design for a new high school in the Sydney Olympic Park area. A site has been identified at Wentworth Point on Burroway Road adjacent to the Wentworth Point Public School. 5. The permissible uses within the precinct allows the opportunity to provide housing for seniors.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
16	Allan Fu	N/A	Traffic and transport	<ol style="list-style-type: none"> 1. Request that Carter Street population is low due to current impact on car parking during business hours and large scale events. 2. Concern regarding lack of direct connections to the future metro station stop at Sydney Olympic Park. 	<ol style="list-style-type: none"> 1. The announcement of Sydney Metro West and a future station at Sydney Olympic Park provides the opportunity to allow for additional homes in the precinct in close proximity to public transport. Some sites within the precinct may be allowed additional building height and FSR but only with a reduction in car parking rates to help better manage traffic and encourage public transport use in the area. 2. Much of the precinct is in walking distance of the future metro stop. Representations regarding station design should be made with Sydney Metro.
17	Roydon Ng	N/A	Social infrastructure	<ol style="list-style-type: none"> 1. Concern regarding impact of the precinct on services and infrastructure in the surrounding area. 	<ol style="list-style-type: none"> 1. The revised Master Plan includes significant public benefits to support the future community. The planning controls for Carter Street increase opportunities for housing in close proximity to new public transport, delivering new infrastructure to support a growing population and delivering new public open space and land for a school. Other necessary State infrastructure will be provided as development occurs across the other GPOP precincts.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
			Traffic and transport	<ol style="list-style-type: none"> 2. Concern regarding increased traffic congestion on Parramatta Road as a result of the precinct. 3. Request for a corridor to be preserved for expansion of the Parramatta Light Rail Stage 2 from Carter Street to Lidcombe/Parramatta Road/Strathfield. 4. Request for State and local Government to work together to rebuild the former Pippita Station to the south east of the Precinct. Request for Pippita Station to be part of a Lidcombe - Pippita - Olympic Park - Pippita - Strathfield - Central express train. 5. Request for the disused former Abbattoir line bridge (immediately west of the existing Olympic Park line) to form a new Rail Trail/Active Transport corridor. 	<ol style="list-style-type: none"> 2. Noted. A Traffic Impact Assessment will be required to be prepared for the consideration of Council at development application stage. 3. Corridor reservation for any public transport corridor is a matter for Transport for NSW. 4-5. Noted. This is a matter for Transport for NSW.
18	Clara Zhang	N/A	Planning controls	<ol style="list-style-type: none"> 1. Request that building heights not be more than 10 storeys. 	<ol style="list-style-type: none"> 1. Building heights of greater than 10 storeys is already permissible across the precinct.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
19	Victoria Avery	N/A	Social infrastructure	1. Concern about school catchments and schools that are over capacity in the area.	1. The 2020 Master Plan includes a site for a new primary school within the Carter Street Precinct. The Department of Education is undertaking planning work including development of a master plan and concept design for a new high school in the Sydney Olympic Park area. A site has been identified at Wentworth Point on Burroway Road adjacent to the Wentworth Point Public School.
			Traffic and transport	2. Concern regarding residents from Carter Street parking in Sydney Olympic Park and Newington due to reduced car parking rates and enforcement.	2. Reduced car parking rates and the proposed new Sydney Metro West station at Sydney Olympic Park will assist in encouraging public transport usage. Parking limits and enforcement are a local matter.
			General	3. Request for supermarket in the precinct.	3. The permissible uses within the precinct allows the opportunity for a supermarket.
20	Hashem Mahmoud	N/A	Social infrastructure	1. Proposed open space and infrastructure is supported.	1. Noted
			Planning controls	2. Proposed building heights and FSR including reduced car parking rates to alleviate congestion is supported.	2. Noted.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
			Pipelines	<p>3. Concern regarding proposed permissible uses and pipeline easement on southern side of the precinct and devaluation of properties.</p> <p>4. Request that education, residential and hotel uses be permissible to the south of Carter Street with a condition that any proposed development include engineering solutions to meet the relevant risk criteria without compromising good urban design outcomes.</p> <p>Alternatively, request that this infrastructure be relocated adjacent to the the M4 to reduce risk to the precinct.</p>	<p>3. No change to the zoning and associated permissible land uses of properties on the southern side of Carter Street is proposed.</p> <p>4. The existing B6 Enterprise Corridor zone does not permit residential or educational establishment uses. Hotel or motel accommodation is permissible with consent in the B6 zone. The Development Framework has been amended to remove the reference to tourist and visitor accommodation from the sensitive land uses not supported in Hazard Risk Area 2.</p>

Appendix A Carter Street Precinct Summary of Submissions

22	John McKee	N/A	Traffic and transport	<ol style="list-style-type: none"> 1. Concerns regarding traffic management and additional traffic generation from the precinct and being generated from development in Wentworth Point and Sydney Olympic Park. Additional proposed building height and density in the precinct in addition to not supported on this basis. 2. Concern that residents will still need to rely on cars to travel to areas north or south of the precinct not served well by public transport. 3. Recognition that the Sydney Metro West will benefit residents travelling to Parramatta and the Sydney CBD. 4. Request that traffic management within the precinct needs to consider congestion at the Carter Street and Hill Road intersection as well as access to Parramatta Road via Hill Road. 	<ol style="list-style-type: none"> 1. Noted. Traffic congestion and the impact of increased density on the road network is a key concern in developing the Precinct. Any development uplift will be subject to a reduction in car parking rates to reduce demand on the road network and encourage a modal shift towards public transport, including use of the Metro, when implemented, and the potential Parramatta Light Rail Stage 2. A Traffic Impact Assessment will also be required for consideration at development application stage. 2. Noted. The proposed Sydney Metro West line will provide connections between Greater Parramatta and the Sydney CBD and will be integrated with the rest of Sydney's public transport system. Bus routes and frequencies are determined by Transport for NSW. Furthermore, the NSW Government is currently undertaking planning and preparing a strategic business case for the Parramatta Light Rail (Stage 2), with a potential terminus within the precinct. An investment decision on this project is anticipated for 2021 and will provide further public transport options for existing and planned future residents 3. Noted. 4. Noted. A Traffic Impact Assessment will be required for consideration at development application stage.
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Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
23	Name withheld	N/A	Traffic and transport	1. Concern regarding lack of detail about the Hill Road off-ramp noting the importance of this infrastructure for access to the Carter Street Precinct and Wentworth Point.	1. Transport for NSW – Roads and Maritime are continuing to develop the design for the M4 to Hill Road off ramp. The community will have the opportunity to review the design when the preferred option is finalised.
			Social infrastructure	2. Request for a high school in the Carter St Precinct or Sydney Olympic Park. An education campus K-12 should be built on this site instead similar to Meadowbank.	2. The Department of Education is undertaking planning work including development of a master plan and concept design for a new high school in the Sydney Olympic Park area. A site has been identified at Wentworth Point on Burroway Road adjacent to the Wentworth Point Public School.
			Planning controls	3. Concern regarding buildings over 8 storeys in height west of Hill Road (Haslams Creek Precinct) given the distance from heavy rail and future metro station and lack of bus routes on Hill Road or Parramatta Road in the vicinity. Request for this density to be transferred to the eastern end of the precinct nearer the metro station.	3. Noted. While the proposed building height in this corner of the precinct has been amended, the proposed plan does not alter the corresponding FSR controls.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
24	PPD Planning Consultants c/- Shanghai Lihua	12-14 Birnie Avenue, Lidcombe	Built form	<ol style="list-style-type: none"> Support for the proposed maximum building heights and FSR and the inclusion of an incentives clause to facilitate the FSR and building height incentive provisions as proposed. 	<ol style="list-style-type: none"> Noted.
			Hazards	<ol style="list-style-type: none"> Concern regarding the inclusion of 'hotel and motel accommodation' as a land use that must not be located in the Hazard Risk Area 2 (HRA 2). Pursuant to the standard instrument definitions, 'hotel or motel accommodation' is a type of 'tourist and visitor accommodation' and therefore is considered a sensitive land use and is prohibited development in HRA 2. Request that 'hotel or motel accommodation' as a land use to be considered in a similar light to residential development and not be included as a sensitive land use. 	<ol style="list-style-type: none"> 2-4. Noted. The Development Framework has been amended to remove the reference to tourist and visitor accommodation from the sensitive land uses not supported in Hazard Risk Area 2.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
25	Property Council of Australia	N/A	Planning controls	<ol style="list-style-type: none"> 1. Support for: <ul style="list-style-type: none"> - Changes to land use zones - Proposed maximum building height - Proposed maximum FSR - Incentive clauses on key sites for additional height and FSR where reduced car parking is provided - Proposed active street frontages - Proposed additional permitted uses - New clause for consideration of the Development Framework - Administrative changes in the LEP 2. Design excellence – general support for introduction of a design excellence as a planning consideration in the precinct however does not support a competitive design process without bonuses being offered to compensate for costs incurred for running a design competition. 3. Car parking rates – generally supported however interim arrangements are needed to meet the transport needs of residents before the Metro service commences. 4. Savings and transition arrangements – request for a savings clause in the final instrument to allow any existing development applications to continue to be determined under those controls. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. The 2020 revised draft Master Plan aligns with Parramatta LEP, which requires implementation of the design excellence criteria via the Parramatta Design Excellence Advisory Panel and refinement of the threshold for requiring design excellence to any building 10m or higher. The amended provisions respond to concerns from landowners that the previous requirements were too onerous. 3. Noted. This will be considered further at development application stage. 4. Given the long-standing history of the Carter Street Precinct planning and many of the pending development applications already relying on the proposed controls contained in the Amending SEPP, it has been determined that a savings provision is not required in this instance.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
			Development contributions	<p>5. It is not clear whether other landowners will also be required to negotiate a State Voluntary Planning Agreement or will contribute to State infrastructure through another mechanism.</p> <p>6. Importance of transparency and certainty surrounding expected contributions so these can be factored into development feasibility of projects.</p>	<p>5. The Arrangements for contributions to designated State public infrastructure (Carter Street Priority Precinct) clause in the Auburn LEP will remain and arrangements will be required to be made towards the provision of State infrastructure.</p> <p>6. Noted.</p>

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
26	Name withheld	N/A	Traffic and transport	<ol style="list-style-type: none"> 1. Concern regarding traffic congestion on Hill Road in peak times. 2. Concern regarding the disconnection of the development west of Hill Road from the precinct due to widening of congested Hill Road. 3. Concern regarding impact on pedestrians from congestion on Hill Road and request for footpath railings to encourage safe crossing and wide footpaths. 4. Request for traffic measures to prevent illegal manoeuvres on Hill Road in order to access the M4 and deter heavy vehicles in residential streets. 5. Concern regarding visitors to Sydney Olympic Park and Carter Street residents parking in Newington. Suggest Carter St residents be advised on short walking routes and times to bus stops and future light rail stop. 	<ol style="list-style-type: none"> 1. Noted. Traffic congestion and the impact of increased density on the road network is a key concern in developing the Precinct. Any development uplift will be subject to a reduction in car parking rates to reduce demand on the road network and encourage a modal shift towards public transport, including use of the Metro, when implemented, and the potential Parramatta Light Rail Stage 2. 2-3. An objective of the Development Framework is to incorporate the Hill Road upgrade into the precinct and allow for pedestrian crossings at key locations. The Development Framework also states that Hill Road is to provide street trees with generous footpaths to encourage north-south pedestrian and cycle movements along the road to feed into the public open space of the Precinct and to the Haslams Creek corridor. 4. Noted. This is a matter for consideration by the relevant authority. 5. On-street parking, associated limits and education programs are a matter for the relevant authority.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
27	Name withheld	N/A	Traffic and transport	<ol style="list-style-type: none"> 1. Concern regarding the plan progressing including increases to density without confirmation regarding the Parramatta Light Rail Stage 2 and other transport infrastructure improvements such as Hill Road upgrades and Hill Road off-ramp and that modal shift does not address current issues. 2. Concern regarding reference to future Hill Road upgrades to address traffic impacts without confirmation regarding the upgrade. Concern about when the widening will occur noting time taken to investigate Hill Road off ramp. 	<ol style="list-style-type: none"> 1. Additional development uplift is subject to a reduction in car parking to encourage modal shift towards public transport and reduce demand on the road network. The Master Plan reserves land to allow for future Hill Road upgrades and other traffic infrastructure upgrades in the area to assist in managing traffic. 2. Future upgrades to Hill Road including timing is a decision for Government.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
28	Ronald Sim	N/A	Planning controls	<ol style="list-style-type: none"> 1. Request that the B6 Enterprise Corridor within the Carter Street Precinct include residential uses to allow for feasible redevelopment to occur. 2. The new Cumberland Consolidating LEP proposes to prohibit all residential uses within the B6 zone. However, the Cumberland Local Planning Panel resolved that shop top housing be considered for inclusion in the B6 zones as part of the Council's future strategic corridor planning. 3. Future B6 permitted land use zonings post amendment of the Cumberland LEP should be consistent along both sides of Parramatta Road. The Carter Street Precinct land use and development controls should be reviewed concurrently with the "second stream" study of the Cumberland LEP. 	<ol style="list-style-type: none"> 1. The B6 Enterprise Corridor zone in the Auburn LEP does not permit residential uses. No changes are proposed to the permissible uses in the B6 zone. 2-3. Noted, however the Carter Street Precinct is not affected by the Cumberland LEP. Parramatta Council is the relevant local council.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
29	SJB Architects OBO Riveredge Investments Pty Ltd	2B Hill Road, Lidcombe	Planning controls	<p>1. Request for a building height of 90 metres in order to have more flexibility in achieving the FSR of 1.7:1 and addressing constraints and the Development Framework.</p>	<p>1. No change to the height is recommended. The Department has reviewed the landowner's request for an increased height of building over 2B Hill Road. The Landowner appears to rely significantly upon the original (2015) urban design 'book end' approach to the precinct, however the urban design principles have evolved significantly since this period and is not supported. The Department also do not support a single height of building control over this site to ensure appropriate building height interfaces along Haslams Creek.</p> <p>Furthermore, the site is located a considerable distance outside of the walkability catchment of the proposed Sydney Metro West Station.</p> <p>Notwithstanding, the Department acknowledge that the site is significantly constrained by the irregular shape of the allotment, the gas pipeline and creekline with inherent water table issues associated with basement car parking. It is noted that the Development Framework accommodates podiums which can incorporate car parking within existing controls.</p> <p>Accordingly, any further increase in height on this land holding is not supported.</p>

Appendix A Carter Street Precinct Summary of Submissions

30	Meriton	4-6 Uhrig Road, Lidcombe	Planning controls	<ol style="list-style-type: none"> 1. Building height – request for an increase in building heights on Phase 3 development to 150 metres to accommodate plant and lift overruns. The overall height of the buildings is no greater than 45 storeys however the lift overrun and plant requirements require additional height to accommodate the latest technology and meet respective standards. 2. Visitor parking - concern that the "zero" provision for visitors will have an adverse impact on future residents in terms of practical living. It will also force overspill parking onto the surrounding road network which may be acceptable in normal circumstances, however may cause conflict when SOPA holds events. Instead of zero, Meriton suggest a maximum of 1 visitor space per 20 units. Otherwise, requirements for visitor parking could be excluded from the incentives clause so this can be negotiated with the Council during the assessment of the new DA. For the avoidance of doubt, Meriton would prefer the implementation of the rate. 3. Active frontages – request to remove secondary active frontages from Development Framework. Noting proposed DA plans for Phase 3 and approved plans for Phase 4, neither of these plans provide for secondary active frontages and will set unrealistic and unachievable expectations in the Development Framework. Meriton are already conducting retail/commercial leasing campaigns for Phase 3 and 	<ol style="list-style-type: none"> 1. A new clause has been introduced to enable lift overruns and plant rooms up to 4.5m on Site C within the precinct. It is not appropriate to enable additional height as this could lead to additional habitable floors being proposed. 2. The zero visitor parking provision has been removed from the Incentives Clause and includes a provision which will accommodate some flexibility and enable redistribution of residential parking allocations to provide some provision for visitor parking within developments in accordance with the Development Framework guidelines. 3. Deletion of secondary frontages from the Development Framework removes the opportunity to deliver people orientated street frontages and enhance passive surveillance, particularly to public open space edges, in the future. Removal of the Secondary Active Street Frontages from the Development Framework is not supported. 4. The Department has undertaken further review of the approach to 'through-site links' across the precinct. This review has clarified the design intent and sought a more flexible approach to these elements. The revised controls are now performance based and identify key blocks within the Development Framework for consideration of through-site links to provide increased permeability, together with clarification of the design principles for through-site links. This allows developers to
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Appendix A Carter Street Precinct Summary of Submissions

			<p>Phase 4 and are struggling to attract tenants even with the supermarket as an anchor tenant in Phase 4 and take up of the frontage to Uhrig Road as a community centre on Phase 3.</p> <p>4. Pedestrian Links – Request that pedestrian links are removed from Development Framework or exempt these provisions applying to Meriton sites. Meriton’s proposed plans for Phase 3 and approved plans for Phase 4 prohibit through site links and will set unrealistic and unachievable expectations in the Development Framework. Concern that providing these links is not practical and/or necessary in this location given Meriton’s site already delivers a dedicated pedestrian link, the blocks are only 80m long (maximum) which is very walkable, retail demand is not sufficient for the active street frontage strategy and the need for access/servicing/utilities at the ground level will be compromised by through-site links. Concern that the links create segregation on the block and poor wind, acoustic and CPTED outcomes.</p> <p>5. GFA Exemption (Community Centre) – Request for a site-specific clause that excludes any GFA for a community facility from the calculation of FSR for the Meriton site (Site C) or increase the FSR control to 5.25:1 to accommodate the additional 1,000m².</p> <p>Meriton has entered into a Planning Agreement to deliver a 1,000m² community centre.</p>	<p>undertake a design led process to determine the best placement and design of the through-site links, while demonstrating that they meet the design principles and intent within the Development Framework.</p> <p>5. Noted and the legal instrument enables the exclusion of up to 1,000m² of GFA for the purposes of calculating FSR on the Meriton Phase 3 site, to offset the provision (and dedication of) a 1,000m² community centre.</p> <p>6. A detailed analysis of the relevant podium / street wall heights has been undertaken and it is considered that requesting an increase to 7 storeys is not adequately justified, nor is it appropriate in terms of achieving good built form outcomes in the precinct.</p>
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Appendix A Carter Street Precinct Summary of Submissions

			<p>In previous discussions between Meriton and Council there has been an understanding that the community centre could be considered as GFA exempt and we request that this is formalised into the planning documents on the basis that:</p> <ul style="list-style-type: none">- The community centre is being provided without the nominated offset under the S7.11 Contributions Plan;- The community centre (as proposed) has provided a large single level multipurpose space with direct and extensive frontage to Uhrig Road;- The location of the community centre does not add to the overall bulk/scale of the building and has a section that is subterranean; and- The other landowners are not required to dedicate any internal space so have the full benefit of the uplift. Other landowners in the precinct are only required to make monetary contributions and/or land dedications so Meriton should not be unreasonably affected by losing any additional GFA. <p>6. Podium Heights – Request that the proposed street wall height controls for Phase 3 adopt the maximum 7 storeys as applied elsewhere in the precinct. As demonstrated in the plans for Phase 3, the street wall is 5-6 storeys and the same street wall heights will be replicated under the new DA for Phase 3 with the possible need for some additional height.</p>	
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Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
33	Sydney Olympic Park Business Association	N/A	General	1. General support for revised draft master plan and additional density proposed.	1. Noted.

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
			Traffic and transport	<ol style="list-style-type: none"> 2. The lack of an adequate direct rail service to and from Olympic Park and surrounding suburbs is the greatest impediment to the growth, development, and investment across the region. The proposed Sydney Metro Station at Olympic Park will be the key transport for residents and workers when this is operational in 10 years' time. 3. Support for Parramatta Light Rail Stage 2 noting additional density in the precinct provides further justification for Government to make an investment decision and is necessary to provide a connection for people to the Metro to avoid private car usage, congestion and impacts on productivity. 4. Support for widening of Hill Road. 5. Support for proposed active transport links. 6. Concern regard limited information on reduced future car parking rates to "help better manage traffic and encourage public transport use in the area". It is difficult to understand how reduced parking rates will achieve as this suggests, other than perhaps being an option for people to 'park and ride'. And, if this is the case it is unlikely they will park in the Carter Street precinct when the Metro Station is in Olympic Park. 	<ol style="list-style-type: none"> 2. Noted. 3. Noted. 4. Noted. 5. Noted. 6. A new site specific clause in the Auburn LEP seeks to ensure that development uplift (additional height and FSR) on selected sites within the walking catchment of the new Sydney Metro station does not provide a net increase in car parking, and ensures that, upon activation of the new Metro station, car parking is reduced as a result of any development on the site. The Development Framework also sets the car parking rates for certain land in the precinct after when Sydney Metro West becomes operational. The reduced car parking rates are designed to assist a modal shift in encouraging public transport usage and to better manage traffic.

Appendix A Carter Street Precinct Summary of Submissions

34	Parramatta River Catchment Group	N/A	<ol style="list-style-type: none"> 1. Recommended that there be some consideration of water recycling and stormwater treatment be reflected in the final structure plan, to ensure that the impact from stormwater is minimised and water sustainability is maximised in the public space as well as the private domain. This could be achieved through the current provision of public open space, beyond the detention shown in the development framework. 2. It is recommended a provision be included that ensures a Water Sensitive Urban Design outcome through a simple objective for the precinct under a head of consideration for environmental health. This would ensure private development outcomes and public investment in infrastructure for WSUD purposes are looked at initially as a point of priority. 3. It is recommended that specified WSUD objectives be placed in RE1 zones for the precinct, and that a further objective empower an adequate on-site treatment of stormwater entering the public domain from these RE1 land uses. 4. It is recommended that there be some consideration to bring landscaped area into primary development controls to provide additional strengthening of the minimums for deep soil proposed under the Apartment Design Guide and to effectively cover all land use types under the draft master plan. This would promote green 'through paths', green roofs and open public courtyards for commercial leaning development and provide 	<p>1-4. Stormwater treatment devices to manage run off and pollutants from development and relevant mechanisms have been incorporated into the Development Framework. These requirements were further developed and refined post 2018 exhibition, in close consultation with the former Office of Environment and Heritage.</p> <p>Detailed design including landscaping and treatment devices proposed on site will be considered by Council as part of any future development application. The Apartment Design Guide and design review processes also provide for additional ESD treatments to be considered and applied at the development application stage.</p> <p>The introduction of the design excellence clause requires consideration of environmental outcomes, which may include those matters raised in points 4-14, to achieve design excellence.</p>
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Appendix A Carter Street Precinct Summary of Submissions

			<p>additional liveability for private development. The minimums would not be too onerous given the density proposed but would go some way in promoting positive WSUD and green placemaking outcomes for the precinct.</p> <ol style="list-style-type: none">5. It is recommended a specified design criteria be added to this section that promotes the use of semi permeable pavers or requires a minimum level of permeability for the streetscape, biofiltration etc for streetscapes and adequate stormwater treatment for the public streetscape for stormwater collected in this section.6. It is recommended that street tree planting minimums are added in this section, through say 'X tree every 10 metres' for each of the street designs shown. Indicative solutions for this context can be freely challenged and exposes a risk that investment will go elsewhere.7. It is recommended that indicative landscaping designs be provided for the public open space and that they demonstrate a high level of water sensitivity, similar to the ethos presented in the indicative streetscapes. If this can not be achieved, a control measure for public open space must promote WSUD, which is currently missing under C6. A simple measure that states that 'design must be in accordance with the principles of best practice WSUD for stormwater management under this development framework, with a focus on reduction of	
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Appendix A Carter Street Precinct Summary of Submissions

			<p>quantity of stormwater entering the waterway'... 'solutions to minimise the impact of stormwater such as gross pollutant traps, passive biofiltration, foreshore naturalisation and other measures are to be considered as part of a total WSUD solution in the precinct.'</p> <p>8. It is recommended that any site that is highlighted for through site links have a design criteria established for these links that promotes 'green' through links, through increased tree planting for the links, landscaping, and semi permeable surfaces to support such green infrastructure.</p> <p>9. It is recommended that a general objective be added here that promotes WSUD outcomes, urban greening outcomes through promotion of the green grid and a permeated greenspace throughout the precincts active transport network through semi permeable design, minimisation of hardstand area, and well considered high absorption design methodology., and that specificity be added that any pedestrian or active transport development be conducted in accordance with those set out in section 5 generally.</p> <p>10. It is recommended that there be a strengthening provision to mandate green roofs of a certain percentage of the size of the development floor plate for high density residential or mixed use development, as these will be able to afford the overhead generated by such a control; and the buildings here will have</p>	
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Appendix A Carter Street Precinct Summary of Submissions

			<p>the highest carbon footprint and largest floorplates. This will assist in mitigating the overall urban heat island and contribute positively to stormwater outcomes through innovative on-site detention from stormwater absorption on these green roofs.</p> <ol style="list-style-type: none">11. It is recommended that private development stormwater harvesting be reflected in an expanded suite of stormwater solutions present in the general stormwater management and Water Sensitive Urban Design section.12. It is recommended some consideration for greenstar be reflected in the development framework, to promote beneficial overall environmental outcomes for high intensity development proposed for the precinct.13. It is also recommended that in any WSUD strategy report that involves a modelling analysis have primacy for passive, landscape focussed responses first, with a focus on the reduction of volume for a site first and foremost. The quantity as well as the quality of runoff is a fundamental consideration that is missing from these requirements. <p>Furthermore, the 'long-term' phase should be given a timeframe under C15 of a minimum of 20 years (typical development life cycle). This will work towards ensuring maintenance for a longer term for sites that are high density and not likely to change.</p> <ol style="list-style-type: none">14. It is recommended that the rainwater tank provisions have increased strength within	
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Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
				the framework that seek a 'beyond BASIX' solution, and in the alternate on site or off-set water recycling be explored that satisfies these beyond BASIX criteria.	

Appendix A Carter Street Precinct Summary of Submissions

36	Macroplan OBO Australia YMCI Holdings Pty Ltd	15-21, 23-31 and 33-35 Carter Street, Lidcombe	Planning controls	<ol style="list-style-type: none"> 1. Request that roads to be dedicated are included in the site area for the purposes of calculating FSR noting the terms of the VPA in relation to gross floor area. 2. Request that servicing vehicles are acknowledged as a priority in laneways. Request this includes consideration of tree planting and branches overhanging the roadway to ensure trucks are able to pass through these streets as well as providing adequate widths for truck turning into driveways and loading areas. 3. Request that the Development Framework include an objective acknowledging the importance of facilitating efficient freight movements, deliveries and the servicing of the precinct for both businesses and residents. 4. Request that the Development Framework include requirements for loading bays to be incorporated within residential developments to accommodate the rise in parcel and home deliveries and services. These parking / “unloading” areas need to be open and “publicly” accessible and not located within secure / restricted parking areas such as basement carparks. 5. The requirement to prepare a Green Travel Plan is not supported due to the requirements of the travel plan as set out in the Development Framework. Concern that it would be an additional cost burden on the strata building manager with little ability to influence changes to people’s travel behaviours. This information would only be provided to the consent authority 	<ol style="list-style-type: none"> 1. A new clause has been included in the Auburn LEP, which ensures that the road area will form part of the developable area of the site for the purposes of calculating the FSR on relevant sites. A new clause in the Auburn LEP also confirms the total gross floor area for development on land known as Site A. 2-4 Giving service vehicles priority access all laneways is unlikely to deliver vibrant, activated and people friendly laneways or deliver on the design intent of the finer grain road pattern to create a more permeable centre and encourage walking and cycling. This is not deemed appropriate. The final road pattern, street design, building design (including finer grain distribution of uses across blocks and within buildings) including detailed such as loading docks and heavy vehicle manoeuvrability, is to form part of future detailed design and will be subject to specific design considerations and council approvals. Including highly prescriptive controls around these elements above the Development Framework is not deemed appropriate. 5. The preparation of a Green Travel Plan is considered best planning practice to encourage sustainable travel. This is especially relevant to the Carter Street
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Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
				<p>on request and therefore would be collected with no clear intention by Council to use this data. Should the intention be to ensure compliance with approved parking and access arrangements then this is a matter for the consent authority to consider at the time of issuing a DA consent. A Traffic Impact Assessment would consider travel data as part of preparing the Assessment.</p> <p>Note that the requirement to undertake annual travel surveys and collect travel data to estimate the change in travel behaviour to and from the site and review target measures are matters for local planning and transport authorities to undertake at a Precinct / regional level.</p> <p>6. Request that “street wall” and “freestanding tower” are defined in the Development Framework.</p> <p>7. Error in control 10.3.2 c.3. of the Development Framework.</p>	<p>Precinct which is currently served by one rail station but in the future by the new metro and potentially the PLR Stage 2. The requirement for a Green Travel plan in the Development Framework is retained.</p> <p>6. The clarification of the street wall and freestanding towers definitions has been included in the Finalisation Report as below:</p> <p>Street Wall: The vertical elements that define the side edges of streets. In most instances, streetwalls are the predominant plane of a building façade along the street edge. A streetwall helps define the public street by providing enclosure and creating a human-scaled space.</p> <p>Freestanding Tower: A tower building that stands alone and is physically separated from other built structures such as lower scaled buildings or podium forms.</p> <p>7. This control has been amended to provide more flexibility with respect to tower forms in the precinct.</p>

Appendix A Carter Street Precinct Summary of Submissions

No.	Name	Address	Key issue	Summary	DPIE Response Also see relevant section(s) in the Finalisation Report
			Pipelines	<p>8. Request to confirm that Hazard Risk Area 1 (HRA1) has been based on a survey and that this is made publicly available.</p> <p>9. Request for clarification regarding the ability to construct “residential development” on land in HRA1 which does not include habitable areas. Request for clarification to ensure a DA could be submitted to include land within HRA1 for development associated with a residential development e.g. footpaths, driveway access, awnings, car parking.</p> <p>10. Request that a definition for sensitive land uses is included in the Development Framework so this is definitive.</p> <p>11. Request that amendments are made to the Development Framework to confirm when a risk assessment is required and that it is triggered by a “population increase” or significant change to the assumed building heights and layout and not all developments.</p>	<p>8. The risk figure produced in LUSS is not based on survey record and the risk model was developed based on data provided. It is the responsibility of the developer to acquire this information from the pipeline operator prior to the preparation of development applications.</p> <p>9. Structures ancillary to residential development not used for habitable purposes is may potentially be located in the HRA1 however this should be confirmed through the preparation of the risk assessment.</p> <p>10. Sensitive land uses are listed in the Development Framework.</p> <p>11. The wording in the Development Framework has been amended to require that a risk assessment be undertaken in accordance with Hazardous Industry Planning Advisory Paper No 6 – Hazard Analysis, except for development that would not increase onsite population. This amendment will ensure that a risk assessment is not required for minor works (.i.e signage, commercial fit-outs etc).</p>