



Explanation of Intended Effect

Carter Street Precinct

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Acknowledgements

The Department of Planning, Industry and Environment acknowledges the traditional custodians of the land and pays respect to Elders past, present and future.

We recognise Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to place and their rich contribution to society.

Aboriginal people take a holistic view of land, water and culture and see them as one, not in isolation to each other. The 2020 revised draft Carter Street Precinct Master Plan is based on the premise upheld by Aboriginal people that if we care for Country, it will care for us.

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Contents

Explanation of Intended Effect	1
Proposed amendment to the <i>Auburn Local Environmental Plan 2010</i> , to affect implementation of updates to the draft revised Master Plan for the Carter Street Precinct.....	1
Precinct Background	2
Key milestones of the Precinct	4
2018 Revised Master Plan Public Exhibition Outcomes	4
General objectives and intended outcomes	4
Material Public Benefits.....	5
Carter Street Development Framework.....	6
Amendments to Land Zoning Map	6
Local road	6
Amendments to Height of Building Map	8
Amendments to Floor Space Ratio Map	11
Additional Local Provisions	13
Height of Buildings on Certain Land in the Carter Street Precinct.....	13
Car Parking on Certain Land within the Carter Street Precinct	15
Active Street Frontages.....	15
Land Use Safety	16
Housekeeping Amendments	17
Next Steps.....	18
Appendix A	19
Summary of 2018 exhibited draft Master Plan Outcomes	19
Appendix B	21
Summary of Key Changes to Planning Controls	21
Appendix C	25
Proposed Auburn LEP 2010 Maps.....	25

Figures

Figure 1: Carter Street Precinct Location.....	1
Figure 2 2020 draft revised Structure Plan	3
Figure 3: Existing Land Zoning Map (2015).....	7
Figure 4: 2018 exhibited draft Land Zoning Map	7
Figure 5 2020 revised draft Land Zoning Map	8
Figure 6: Existing Height of Building Map (2015).....	9
Figure 7: 2018 revised draft Height of Building Map	10
Figure 8 2020 revised draft Height of Building Map	10
Figure 9 Existing Floor Space Ratio Map (2015)	11

Figure 10	2018 Exhibited Draft Revised Floor Space Ratio Map	12
Figure 11	2020 Draft Revised Floor Space Ratio Map	12
Figure 12	Proposed Clause Application Map	14
Figure 13	Proposed draft Minimum Active Street Frontages Map.....	16

Tables

Table 1	Proposed incentives to FSR and HOB for Clause Specific Sites.....	14
Table 2	Summary of 2018 exhibited draft Master Plan outcomes	19
Table 3	Summary of Key Changes to the Auburn LEP 2010 and Planning Controls	21

Explanation of Intended Effect

Proposed amendment to the *Auburn Local Environmental Plan 2010*, to affect implementation of updates to the draft revised Master Plan for the Carter Street Precinct.

The Department of Planning, Industry and Environment (the Department) has further revised the Carter Street Precinct Master Plan from the earlier version exhibited in 2018. This is in response to the recently announced Sydney Metro West station at Sydney Olympic Park and community and stakeholder feedback received during the exhibition.

A State Environmental Planning Policy (SEPP) is proposed to amend the *Auburn Local Environmental Plan 2010* (Auburn LEP 2010). The SEPP will amend existing clauses and provide new clauses within the Auburn LEP 2010, including related maps.

It will apply to land known as Carter Street Precinct shown in **Figure 1** below.

Figure 1: Carter Street Precinct Location



The proposed revisions to the Master Plan further refine the planning controls for the Precinct, through a number of mechanisms including site specific changes to maximum heights of buildings, maximum floor space ratios and also introduces maximum car parking requirements. The introduction of new carparking rates responds to the need to re-orientate the precinct to a transit orientated development and reduce reliance on private vehicles. This is enabled as a result of the recently announced Sydney Metro West station and the potential benefits brought by the proposed Parramatta Light Rail.

It is intended that the public benefits within the site, which includes dedication of land for a new school, public open space and land for the widening of Hill Road, will be secured through Voluntary Planning Agreement.

Through amendment to the provisions in the Auburn LEP 2010 and the negotiation of Voluntary Planning Agreement to secure infrastructure funding and delivery mechanisms, it is intended that

the Carter Street precinct will be delivered holistically and the place outcomes in the Master Plan achieved.

The 2020 revised draft Master Plan has the potential to deliver up to 700 additional homes above the existing 2015 rezoning and helps secure a relocated new public primary school and improved parks and open spaces including pathways and cycleways for residents, visitors and workers.

Precinct Background

Formerly an industrial area, the Carter Street Precinct (the Precinct) was rezoned in November 2015 for up to 5,500 homes, a new village centre, a site for a new public primary school and new public open space.

In 2018, the Department undertook a review of the existing planning controls for the Precinct. The review considered:

- a potential Westbound offramp from the M4 Motorway and subsequent future Hill Road upgrade;
- a potential Parramatta Light Rail Stage 2, including a stop and terminus in the Carter Street Precinct;
- relocation of the school site and revised open space configuration; and
- a broad scale review of the precinct in the context of the Sydney Olympic Park Master Plan 2030 (2018 review) and a review of existing urban design and development controls to provide for improved public domain and built form outcomes.

The 2018 draft Master Plan and planning controls for the Carter Street Precinct were on exhibition from September to October 2018.

Following exhibition, some changes were made to the exhibited planning controls in response to submissions. These changes are reflected in the 2020 revised draft Master plan and discussed in the relevant sections of this Report. Negotiations with some landowners also commenced, to secure delivery mechanisms for the material public benefits that are required to support the Precinct.

Also following the exhibition, the Sydney Metro West (Metro) was announced. This new underground railway will connect Greater Parramatta and the Sydney CBD and will provide a new Metro station and new mass transit options for the Sydney Olympic Park and adjoining Carter Street Precinct.

Confirmation of the Metro and station at Sydney Olympic Park means additional development capacity can be considered in some parts of the Precinct, subject to maintaining urban design principles.

To enable this, the Department has reviewed the Precinct's existing and draft planning controls to accommodate some development uplift for sites within a walking catchment of the Metro (**Figure 2**).

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 summary of the key changes to planning controls are provided in **Appendix B**

Figure 2 2020 draft revised Structure Plan**Carter Street – Illustrative Masterplan**

- T** Rail Station
- M** Proposed Sydney Olympic Park Metro Station
*indicative only, final location subject to final design and Sydney Metro West approval process.
- Indicative walking distance to proposed Metro Station
- 1** A centrally located east west pedestrian spine that will link the Precinct to Newington and Sydney Olympic Park.
- 2** A village centre with a fine-grain street network and active laneways.
- 3** A proposed stop and terminus for the proposed Parramatta Light Rail (Stage 2) within the village centre.
- 4** A re-configured primary school site adjacent to the central public open space located on the east west spine in the core of the Precinct.
- 5** Haslams Creek.

- 6** Re-planning of the area west of Hill Road, with a clear visual link between the central public open space and the Haslams Creek Marker and activation of Haslams Creek foreshore.
- 7** A future green link along the south side of Carter Street to facilitate active transport.
- 8** An enlarged central public open space in the core of the Precinct, that includes potential multi-use sports fields.
- 9** A new local pocket park in the south east of the Precinct with a focus on active recreation (subject to further land use safety investigations).
- 10** A new local park adjoining Haslams Creek for passive recreation (subject to further land use safety investigations).
- 11** A new pocket park in the north of the Precinct adjoining Sydney Olympic Park.

*Building shadows are indicative only.

Key milestones of the Precinct

2013	Carter Street identified as an Urban Activation Precinct
November 2015	Carter Street Precinct rezoned for up to 5,500 dwellings
November 2016	Announcement of Sydney Metro West project
September – October 2018	Exhibition of the 2018 draft Master Plan for 28 days for community review and feedback (referred to hereon as the 2018 exhibited draft Master Plan)
October 2019	Confirmation of Sydney Metro West Stations including station at Sydney Olympic Park
August 2020	2020 revised draft Master Plan to be exhibited for 28 days for community review and feedback (referred to hereon as the 2020 revised draft Master Plan)
Late 2020	Carter Street Precinct Master Plan and Planning Package finalised.

2018 Revised Master Plan Public Exhibition Outcomes

During the public exhibition of the 2018 draft Master Plan for the Carter Street Precinct, the Department received 36 submissions and 250 survey responses from the community, stakeholders, councils and other government agencies. While there was strong support for the revised Master Plan, concerns were expressed for:

- building density and height in the Precinct, with specific concerns for visual and amenity impacts from public spaces;
- the need for improved access to the M4 and better traffic management during special events;
- need for increased public open space; and
- refinements to planning controls regarding transport, traffic and car parking.

Community and stakeholder feedback from the 2018 exhibition have been considered in the 2020 revised draft Master Plan. A summary of the submissions and how they have been addressed in the proposed revision is provided in **Appendix A**.

The Department has also worked with various stakeholders to prepare the proposed changes to the Precinct's planning controls. These include the City of Parramatta Council (Council), Transport for NSW, Department of Education and the Sydney Olympic Park Authority.

General objectives and intended outcomes

The primary objective of the 2020 revised draft Master Plan is to finalise the 2018 exhibited draft planning controls and mapping and provide further refinements in response to the announcement of the Sydney Metro West and the opportunity to provide additional homes within walking distance to the Metro station. It is expected that up to 700 additional homes could be delivered in the Precinct to help realise the benefits associated with the Metro project, subject to the consideration of Development Applications and whether incentive provisions to reduce carparking rates are utilised.

The revised planning controls will provide a total development capacity of up to 6,200 new dwellings and maintain up to 12,000 square metres of retail floor space.

The increase in development uplift will be coupled with a reduction of car parking rates to support modal shift towards public transport, helping to reduce traffic congestion in the area.

An intended outcome of the proposed SEPP is to amend Auburn LEP 2010 to give effect to the draft revised Master Plan and embed the improved urban design and place outcomes within the Master Plan into a statutory framework.

The proposed revisions to the Master Plan refine the planning controls for the Precinct, including some site specific changes to incentivise maximum heights of buildings, maximum floor space ratios and introduces maximum car parking requirements, so that development uplift is only available to sites within walking catchment of the Sydney Olympic Park Metro station and deliver public benefits such as schools and open space.

The draft SEPP amendment is proposed to be accompanied by a new Planning Framework, which will support the Auburn LEP 2010 and establish the key urban design and public domain considerations in the Precinct.

In order to achieve the Master Plan outcomes and delivery of the additional material public benefits, a draft State Voluntary Planning Agreement has been prepared to ensure the delivery of these outcomes for the community. This will also enable the requirements of the Satisfactory Arrangements Clause in the Auburn LEP 2010 to be met.

Material Public Benefits

The 2018 exhibited draft Master Plan proposed a number of infrastructure initiatives to support the Precinct and provide for good public benefit outcomes. This included essential place making infrastructure such as a new Village Centre, proposed light rail stop, better located primary school, additional and expanded open space, more integrated pathways and cycleways, and a future upgrade to Hill Road with improved access to the M4.

The announcement of the Sydney Metro West (Metro) now means the development capacity can be reviewed for sites within walking distance of the Metro station, subject to maintaining urban design principles and provision of some additional material public benefits for the community. These public benefits include:

- reduction of car parking to support a modal shift towards public transport and reduce demand on the surrounding road network; and
- additional monetary contributions allocated towards the provision of public benefits.

To meet the demands created by the future population and to secure the delivery of public benefits in the Precinct, the Department has negotiated a State Voluntary Planning Agreement (VPA) with key landowner. The draft VPA will secure a number of significant public benefits including the 1.88ha future school land, the 3ha central open space land and land for the widening of Hill Road and is to be exhibited with the 2020 revised draft Master Plan to ensure concurrent delivery of infrastructure.

The aim of the State VPA is to satisfy the requirements of Clause 6.8 of Auburn LEP, which puts in place a “Satisfactory Arrangements” clause for the payment of state infrastructure. This will ensure the public benefits and community infrastructure are delivered for the Precinct.

Carter Street Development Framework

It is proposed to introduce a clause into the Auburn LEP 2010 to require the consent authority to have regard to the Carter Street Precinct Development Framework when assessing development applications for land in the Carter Street Precinct.

The Development Framework, which is in draft form, will set out guidelines for development in the Carter Street Precinct and is being concurrently exhibited for comment.

The controls in the Development Framework supplement the legislative controls provided in the Auburn LEP 2010 for Carter Street Precinct and will supersede the existing Development Control Plan that applies to Carter Street.

The purpose of the Development Framework is to guide development of the Precinct by:

- identifying the vision, development principles, key elements and Structure Plan for the Precinct;
- communicating the planning, design and environmental objectives and controls against which the consent authority will assess Development Applications;
- ensuring the orderly, efficient and environmentally sensitive development of the Precinct; and
- promoting a high-quality urban design outcome.

Amendments to Land Zoning Map

The existing Land Zoning Map, the 2018 exhibited draft Land Zoning Map and proposed amendments under the 2020 revised draft Master Plan, are shown in **Figure 3**, **Figure 4** and **Figure 5** respectively.

Most land within the Precinct will retain its existing land zoning under the Auburn LEP 2010. The proposed amendments to the existing Land Zoning Map and 2018 exhibited draft Land Zoning Map are described below.

Local road

The 2018 exhibited draft Master Plan proposed to relocate the primary school site from its location in the north of the Precinct, to a new location east of the central public open space. This is to improve the proposed school's relationship with the public open space and Village Centre.

A further amendment to the 2018 exhibited draft Master Plan is now proposed, seeking the rezoning of a parcel of land in between the proposed relocated school and adjoining expanded open space where a local road has been proposed in the Master Plan. It is intended that this strip of land be zoned R4 High Density Residential to identify that it will become a road corridor.

The proposed transport corridor along Uhrig Road will be retained for a potential Parramatta Light Rail Stage 2 route and terminus stop. It is considered that the dedication for a public transport corridor is necessary to support the level of development proposed within the Carter Street precinct.

Figure 3: Existing Land Zoning Map (2015)



Figure 4: 2018 exhibited draft Land Zoning Map

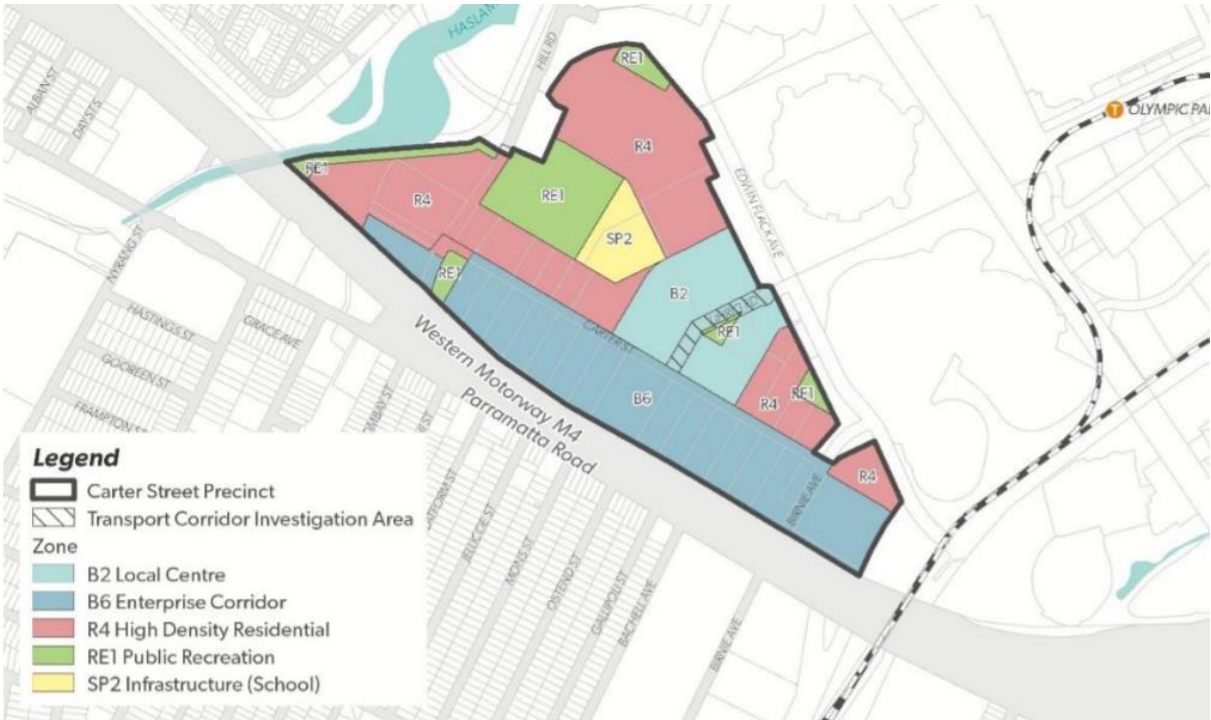
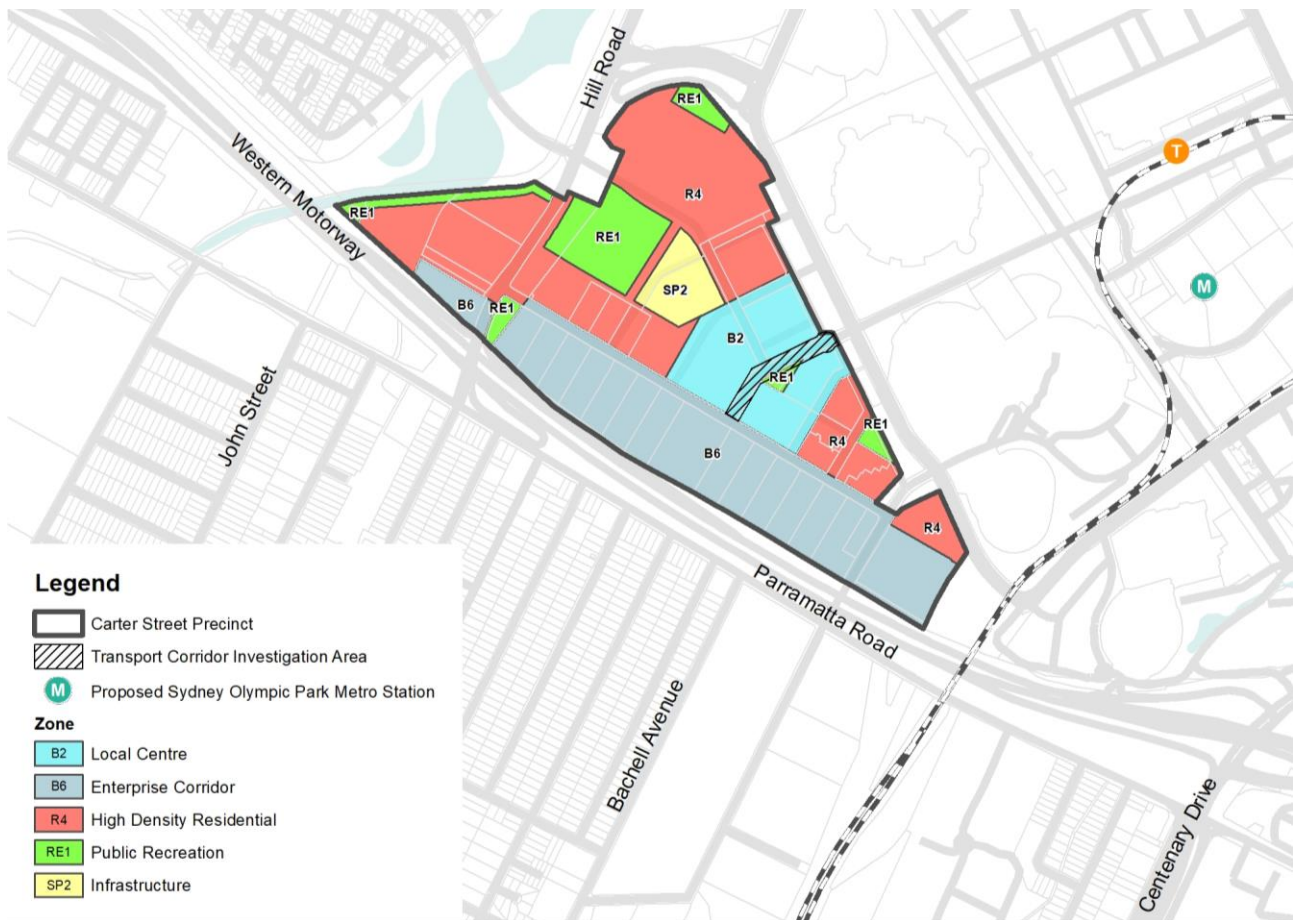


Figure 5 2020 revised draft Land Zoning Map

Amendments to Height of Building Map

The existing Height of Building Map, 2018 revised Height of Building Map and proposed amendments under the 2020 revised draft Master Plan, are shown in **Figure 6**, **Figure 7** and **Figure 8** respectively.

The existing building height controls in Auburn LEP 2010 encourage uniform blocks of 10 to 12 storeys, which provides little height variation across the Precinct (**Figure 6**).

The 2018 exhibited draft Master Plan made various amendments to the maximum building heights affecting most land within the Precinct, as shown in **Figure 7**. The exhibited heights enabled an improved transition of buildings, greater height variation across the Precinct and responded to the building hierarchy at Sydney Olympic Park.

The 2020 draft revised Master Plan includes refinement of the 2018 exhibited draft Height of Building controls as result of submissions received during the exhibition. These changes refine final tower heights in more desirable locations across the Precinct.

Further site specific amendments to the 2018 exhibited draft Height of Building controls are now proposed. An increase to the maximum building heights are generally provided to the south of the proposed relocated school and public open space. This ensures amenity impacts from overshadowing are minimised and access to these community facilities is optimised. The additional height will maintain the tower hierarchy within the Sydney Olympic Park Precinct which provides a maximum building height of 45 storeys. The proposed changes will facilitate an incentive maximum height no greater than 144m or 45 storeys in this area.

The additional capacity afforded by the increases in height enables additional homes to be developed within areas of high amenity provided by the Village Centre, primary school, large area of open space and potential Parramatta Light Rail (Stage 2).

The revised approach represents a balance between optimising access to community and public transport infrastructure by facilitating some additional building height, whilst achieving quality built form and securing timely provision of public benefits.

Some additional increases in height are proposed for other compatible sites in the Precinct, however these will be subject to an Incentives Clause and coupled with a reduction of parking rates. These incentive provisions allow for buildings no greater than 144m or 45 storeys. This is discussed later in this report.

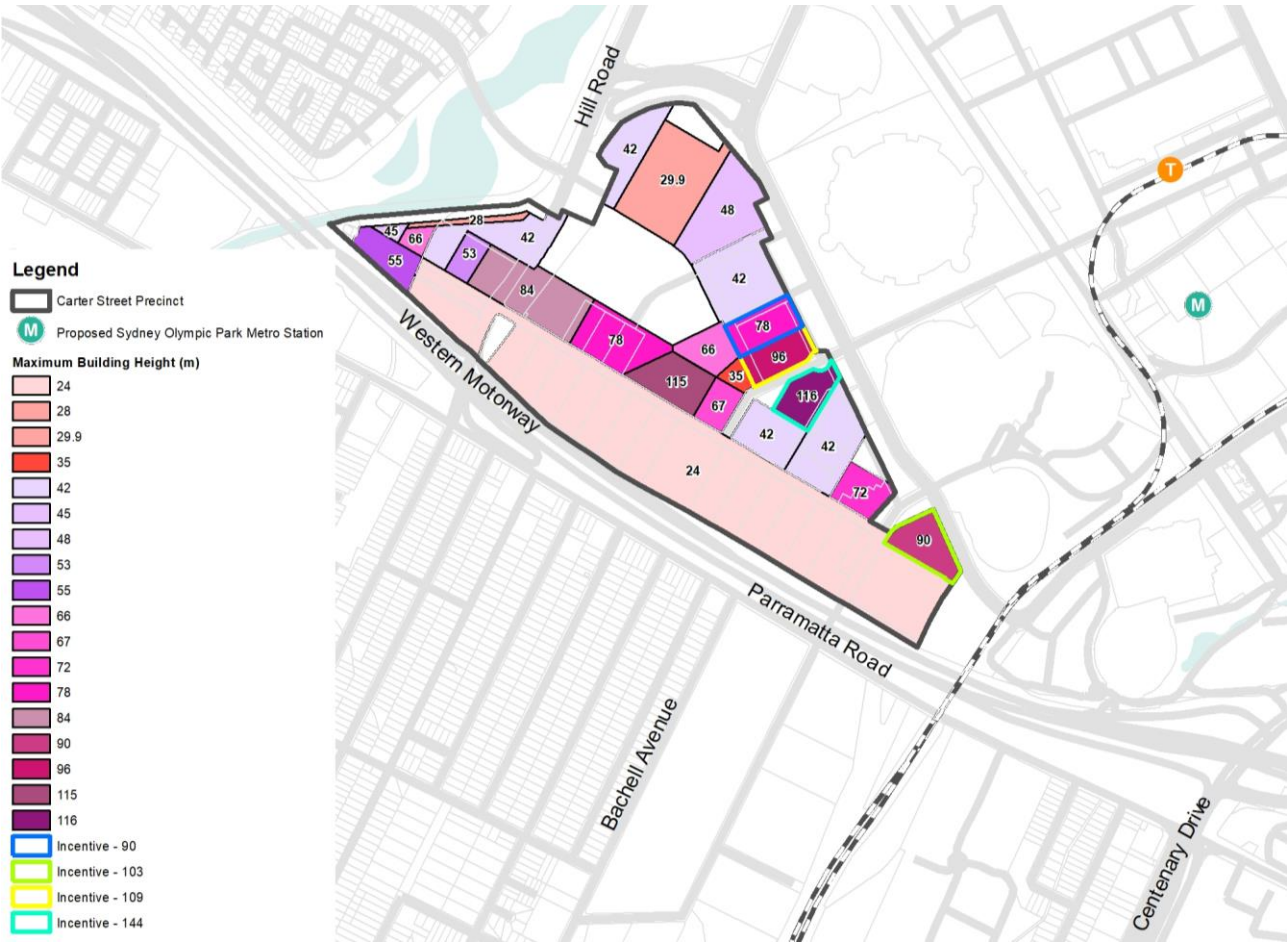
Figure 6: Existing Height of Building Map (2015)



Figure 7: 2018 revised draft Height of Building Map



Figure 8 2020 revised draft Height of Building Map



Amendments to Floor Space Ratio Map

The existing Floor Space Ratio Map, 2018 exhibited draft Floor Space Ratio Map and proposed amendments under the 2020 revised draft Master Plan, are shown in **Figure 9**, **Figure 10** and **Figure 11** respectively.

The review includes refinement of the 2018 exhibited draft Floor Space Ratio controls to reflect final tower heights and preferred locations across the Precinct.

Site specific amendments to the Floor Space Ratio Map are also proposed which increase floor space to accommodate the proposed changes to the Height of Buildings, described above.

The site specific amendments to the Floor Space Ratio controls seek to complement the proposed building heights by enabling capacity for additional homes to be developed within areas of high amenity, being located within a walking catchment of the proposed Parramatta Light Rail Stage 2, Village Centre, primary school and large area of open space.

The site specific amendments to the Floor Space Ratio controls will enable the timely delivery of critical infrastructure. These include the proposed relocated primary school, future Hill Road upgrade and expanded central open space plaza.

Some additional increases in floor space are proposed for other compatible sites in the Precinct, however these will be subject to an Incentives Clause and coupled with a reduction of parking rates. This is discussed later in the Report.

Figure 9 Existing Floor Space Ratio Map (2015)



Figure 10 2018 Exhibited Draft Revised Floor Space Ratio Map



Figure 11 2020 Draft Revised Floor Space Ratio Map



Additional Local Provisions

It is proposed to insert new site specific clauses under the Additional Local Provisions Part in the Auburn LEP 2010. The purpose of the new clauses is to enable the application of site specific controls to certain sites in the Precinct.

It is proposed to include these specific sites on the Clause Application Map.

The proposed site specific clauses to be added to the Additional Local Provisions Part in the Auburn LEP 2010 are detailed below.

Height of Buildings and Floor Space Ratios on certain land in the Carter Street Precinct

It is proposed to insert a new incentives clause in the Auburn LEP 2010.

The objective of the incentives Clause is to provide for additional height and floor space ratio on certain land if development provides a reduction of car parking. It will ensure that the greater densities reflect the desired character of the Precinct and adjoining Sydney Olympic Park, and minimise adverse impacts on amenity, traffic and parking.

The clause will provide an additional incentive to the existing Floor Space Ratio (FSR) and Height of Building (HOB) clauses applying to the land. The proposed Clause Application Map to which this Clause will apply is provided in **Figure 12** and the respective incentive for each applicable site it outlined in **Table 1**.

The clause only applies to nominated sites in the Carter Street Precinct identified on the Clause Application map (**Figure 12**). The sites have been selected for their proximity to the proposed Metro station and the Carter Street Precinct Village Centre. The incentives Clause will not apply to sites West of Hill Road due to site constraints and distance from the Metro station.

For Sites B and D, development will be required to meet the below prescribed maximum parking rates in order to seek access to the incentive offered under the clause (described in **Table 1** below):

- (a) for each studio – 0.1 spaces
- (b) for 1 bedroom dwelling—0.3 car parking spaces
- (c) for each 2 bedroom dwelling—0.7 car parking spaces
- (d) for each 3 or more bedroom dwelling—1 car parking spaces
- (e) visitors– 0 spaces

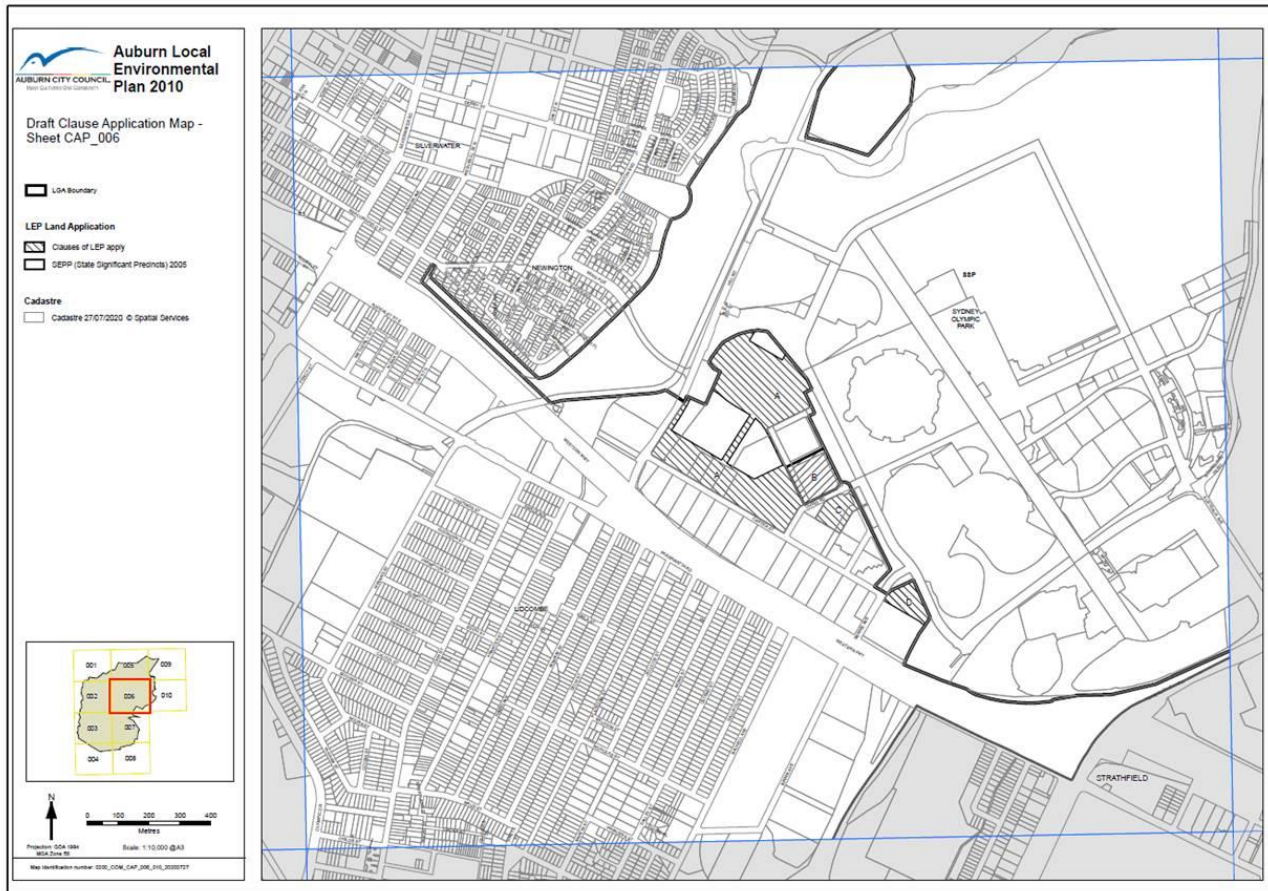
For Site C, development will be required to meet the below prescribed maximum parking rates in order to seek access the incentive offered under the clause (described in **Table 1** below):

- (a) 0.6 spaces per 1 bedroom unit;
- (b) 0.9 spaces per 2 bedroom unit;
- (c) 1.40 spaces per 3 bedroom unit; and
- (d) visitors – 0 spaces

These car parking rates reflect a reduction from the maximum car parking rates provided in the Carter Street Draft Control Plan (DCP) 2016.

Figure 12 Proposed Clause Application Map

"[Double-click here to insert picture from file]"

**Table 1 Proposed incentives to FSR and HOB for Clause Specific Sites**

	Site B 2020 Draft	Site B Incentive	Site C 2020 Draft	Site C Incentive	Site D 2020 draft	Site D Incentive
<i>Height of Building</i>	AA5 – 77m AB6 -96m	Northern part -90m (additional 4st) Southern part 109m (additional 4st)	AC2 – 116m	144m (additional 9st)	AB5 – 90m	103m (additional 4st)
<i>Floor Space Ratio</i>	2.81:1	3.17:1	3.5:1	5.16:1	3.5:1	3.95:1

It is noted that the incentive provisions may only be utilised if the reduced carparking rates are utilised. No incentive floor space will be available for these sites if the carparking rates are not reduced from the rates in the draft Development Framework.

Car Parking on Certain Land within the Carter Street Precinct

It is proposed to insert a site specific clause into the Auburn LEP 2010.

The objectives of which are to:

- a) ensure that development uplift on certain land identified on the Clause Application Map does not provide a net increase in car parking, and
- b) ensure that, upon activation of the new Metro station, car parking is reduced as a result of any development on the site.

Land to which this clause applies will be identified on the Clause Application Map as Site A.

The proposed clause will ensure that the maximum number of car parking spaces to be provided on site will be no more than what is permitted under the current planning controls (circa 3,426 car parking spaces). This is to ensure that, despite any uplift, development does not provide a net increase in car parking. The Development will provide carparking spaces in line with the draft Development Framework, or DCP.

It is then intended that upon commercial operation of the Sydney Metro West (anticipated to commence in mid-2030) a reduction of car parking rates will apply.

The proposed residential car parking rates are similar to rates endorsed by Transport for NSW for centres along the Metro North West corridor, being:

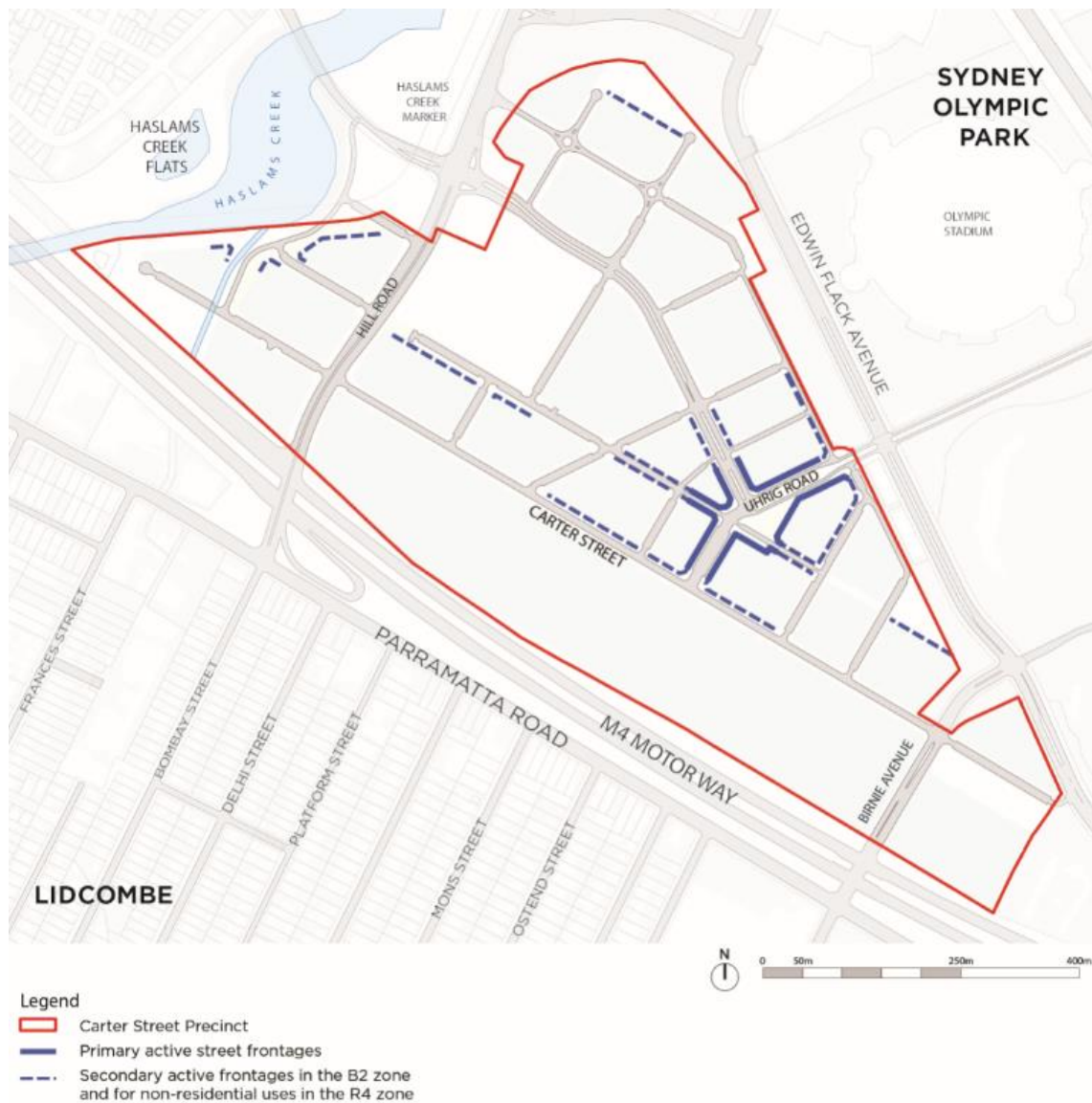
- a) for each studio - 0 spaces
- b) for 1 bedroom dwelling - 0.6 car parking spaces
- c) for each 2 bedroom dwelling - 0.9 car parking spaces
- d) for each 3 or more bedroom dwelling - 1.4 car parking spaces
- e) for visitors per every 5 dwellings - 1 space

Active Street Frontages

It is proposed to introduce a standard LEP clause to mandate the provision of non-residential uses at ground floor along the identified activated frontages within the B2 Local Centre zone.

This Clause will be supported by a new Active Street Frontages map to implement the active street frontages clause. Refer to **Figure 13**.

Only Primary Active Street Frontages in the B2 Local Centre Zone reflected in the Active Street Frontages map will be mandated in the Auburn LEP 2010. Secondary Active Street Frontages in the B2 Local Centre Zone and R4 High Density Residential zone will be included in the draft Development Framework and assessed on merit at the development application stage.

Figure 13 Proposed draft Minimum Active Street Frontages Map

Land Use Safety

There is a fuel and gas pipeline corridor that traverses the southern part of the Precinct, broadly parallel and to the south of Carter Street. *State Environmental Planning Policy (Infrastructure) 2007* (the Infrastructure SEPP) applies across NSW and includes controls for development near gas pipeline corridors.

Clause 55 of the Infrastructure SEPP requires that before determining an application for development adjacent to a gas pipeline corridor, the consent authority must be satisfied that the potential safety risks associated with the development have been identified and considered. Gas pipeline corridor means any land within the license area of a gas pipeline licensed under the *Pipelines Act 1967*.

Under the proposed controls which are embedded within the Development Framework, additional development must not be located within a mapped land use safety area unless the applicant can demonstrate the proposed development meets relevant land use safety criteria.

Since 2018, the proposed controls have been amended to require all development applications in the identified area to consider the land use safety risk. The proposed controls also recommend, subject to a risk-based study, that any increased density is limited within the identified hazard risk areas. This consideration aims to limit future development susceptible to potential risk from the pipeline.

Housekeeping Amendments

The following housekeeping amendments are proposed to be incorporated into the revised planning controls as part of the 2020 revised draft Master Plan which responds to feedback received during the 2018 exhibition:

- Additional permitted uses – additional uses to be included within the R4 High Density Residential zone for small scale food and beverage in high amenity areas, neighbourhood supermarket west of Hill Road, exhibition homes (display apartments) and refinement of the additional permitted uses to reflect the underlying zone’s permissibility at 2 Hill Road.
- Design excellence – the 2018 exhibited draft Master Plan proposed design excellence provisions to ensure development is of high quality and considers key principles. The 2020 revised draft Master Plan seeks to refine the design excellence criteria to align 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.
- Parramatta Light Rail (Stage 2) – an additional clause is proposed to provide for the acquisition and/or dedication of the Parramatta Light Rail (Stage 2) corridor should an investment decision be made. The application of this clause is shown under the Land Zoning Map.
- Administrative changes – reorganisation of existing Carter Street Precinct provisions into a single ‘Part 7’ of the Auburn LEP and remove references to ‘Priority Precinct’ within Auburn LEP.

Next Steps

Following public exhibition, the Department will consider all matters raised in submissions and if supported, make any necessary amendments to the draft planning controls in a final Carter Street Precinct Master Plan.

The final proposed changes to Auburn LEP 2010 will then be forwarded to the Minister for Planning and Public Spaces for further consideration and determination. The Development Framework which will support the Auburn LEP 2010 will also be finalised.. If the amendments are approved, they will come into force and guide future development in the Carter Street Precinct.

It is anticipated that the Master Plan and supporting planning documentation will be determined by the end of 2020.

Appendix A

Summary of 2018 exhibited draft Master Plan Outcomes

The following **Table 2** provides a summary of the 2018 exhibited draft Master Plan outcomes

Table 2 Summary of 2018 exhibited draft Master Plan outcomes

You said	We heard	How the 2020 revised draft Master Plan responds
You were concerned that development in the Precinct may impact on traffic in the immediate and surrounding area.	Any revised Master Plan needs to reduce traffic volumes on the existing road network and decrease traffic congestion.	The announcement of the Sydney Metro West 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.
You thought that future circulation of traffic through the Precinct needed further consideration.	The revised Master Plan should review road widths to improve circulation of larger vehicles.	The revised Master Plan proposes to reserve land to allow for future Hill Road upgrades and other traffic infrastructure upgrades in the area to assist in managing traffic.
You thought more car parking was required near the Light Rail stop and to accommodate essential services and special events.	The revised Master plan should review options to enhance active transport connections through the Precinct given the modal shift that will be facilitated by the significant public transport planned for the area.	Improved public domain design and connectivity is achieved by a revised road network in the proposed Development Framework to improve walkability and enhance connections to public transport and alleviate the demand for more on-street and off-street car parking.
You supported provision for more public transport in the Precinct and surrounding area.	More public transport options are needed in the Precinct and wider area.	The Sydney Metro West and the potential Parramatta Light Rail (Stage 2) will provide good public transport options for future residents, visitors and workers of the Precinct.
You raised concerns that density and height will impact upon the amenity of public spaces within the Precinct.	The review of the Master Plan should consider the bulk of buildings and create a more human built form scale from the public domain.	The Development Framework provides supporting controls in relation to achieving good urban design and built form outcomes for the Precinct.
You value open space including parks and sports facilities and seek enhanced connections.	The revised Master Plan should retain open space and provide more opportunities for improved pedestrian links throughout the Precinct.	The Master Plan provides for enhanced connectivity and expands the central public open space in the Precinct to improve its usability and better meet the open space needs of the community.

You said	We heard	How the 2020 revised draft Master Plan responds
You raised concerns for impact of noise from major events at Sydney Olympic Park and potential odour from surrounding industrial uses.	We acknowledge that development within the Precinct will need to comply with relevant noise criteria, while also meeting natural ventilation requirements, where relevant.	Future development applications within the Precinct may need to consider relevant noise and odour criteria.

Appendix B

Summary of Key Changes to Planning Controls

Comparison of key changes to planning controls provided in the Auburn LEP 2010 are summarised in **Table 3** below.

Table 3 Summary of Key Changes to the Auburn LEP 2010 and Planning Controls

Planning Provision	Existing Auburn LEP 2010	2018 Exhibited Draft Master Plan	2020 revised draft Master Plan
Land Use Zones	R4 High Density Residential B2 Local Centre B6 Enterprise Corridor RE1 Public Recreation SP2 Infrastructure (School)	Relocation of land zoned SP2 Infrastructure (School) to improve relationship with the public open space and Village Centre. Expansion of central open space land zoned RE1 from 2.98 hectares to 3.4 hectares. Changes to land zoned the street network including the design of Hill Road and Uhrig Road. Public transport corridor Investigation Area inserted along Uhrig Road to accommodate a proposed Parramatta Light Rail (Stage 2) terminus and stop.	Minor change to land use zoning map to facilitate local road in between proposed relocated school and adjoining expanded open space. To enable this, it is proposed to rezone the land zoned RE1 Public Recreation under the 2018 exhibited draft Master Plan to R4 High Density Residential.
Maximum Height of Building	29.9m, 42m and 72m within the central part of the Precinct. 55m western edge of Precinct. 24m along southern boundary.	Implementation of various maximum building heights across the Precinct to encourage a perimeter block typology with slender towers on corner blocks in favour of uniform blocks.	The review includes refinement of the 2018 draft exhibited Height of Building controls and refines final tower heights and preferred locations across the Precinct. Site specific amendments which provide an increase to the maximum height of buildings. Increases in building height are focused

Planning Provision	Existing Auburn LEP 2010	2018 Exhibited Draft Master Plan	2020 revised draft Master Plan
			south of the proposed relocated school and expanded open space.
Floor Space Ratios	1.5:1 and 1.7:1 along the Precinct's southern and western edges. 2:1, 2.5:1 and 3.5:1 at the Precinct's centre.	Redistributed floor space within certain development sites to enable a greater variety of building forms and accommodate new and expanded public open spaces, changes to the design of Hill Road and Uhrig Road, the relocation of the planned school site and, where appropriate, landowners' development plans and development applications. No additional floor space or increase the total quantum of floor space available across the Precinct.	Refinement of FSR to reflect revised tower heights and preferred locations across the Precinct. Site specific increases to Floor Space Ratio north and south of the proposed relocated school and expanded open space. The increase will facilitate additional height in exchange for capped or reduced car parking.
Incentives Clause	Not applicable, Incentives Clause does not currently apply to the Auburn LEP 2010.	Not applicable	Incentives clause supported by a Key Sites map, which provides additional floor space and height where reduced car parking is provided. This clause will only apply to selected sites within walking catchment of the Metro station.
Design Excellence	Not applicable, Design Excellence does not currently apply to the Auburn LEP 2010.	Introduced new provision requiring new development to demonstrate design excellence for buildings over 42 metres in height with a bonus of up to 10% additional height.	Refinement of the design excellence criteria to align with the Parramatta LEP 2011 provisions for design excellence and implementation via City of Parramatta's Design

Planning Provision	Existing Auburn LEP 2010	2018 Exhibited Draft Master Plan	2020 revised draft Master Plan
			<p>Excellence Advisory Panel.</p> <p>No FSR or height bonuses provided under revised mechanism.</p>
Car Parking Rates	Not applicable, currently provides maximum car parking rates in the DCP.	Not applicable, currently provides maximum car parking rates in the DCP.	<p>Introduces capped and maximum car parking rates for development on single land holding identified on the Key Sites map.</p> <p>Introduces reduced car parking rates for Key Sites with incentives provision for increased height and Floor Space.</p>
Active Street Frontages	Not applicable	Not applicable	Introduction of new clause and supporting map to mandate the provision of non-residential uses at ground floor along the identified primary Street Frontages within the B2 Local Centre zone.
Additional Permitted Uses	Schedule 1 enables additional permitted uses in certain zones for specific sites.	Insert additional permitted non-residential uses to allow flexibility for certain non-residential uses to be located close to the fuel and gas pipeline corridor.	Additional uses within the R4 High Density Residential zone for small scale food and beverage in high amenity areas, neighbourhood supermarket west of Hill Road, exhibition homes (display apartments) and refinement of the additional permitted uses to reflect the underlying zone's

Planning Provision	Existing Auburn LEP 2010	2018 Exhibited Draft Master Plan	2020 revised draft Master Plan
			permissibility at 2 Hill Road.
Development Framework	Not applicable	Not applicable	Introduction of clause to require the consent authority to have regard to the Carter Street Precinct Development Framework in assessing development applications for land in the Carter Street Precinct.
Administrative changes	Not applicable	Not applicable	Reorganisation of existing Carter Street Precinct provisions into a single 'Part 7' of the Auburn LEP and remove references to 'Priority Precinct' within Auburn LEP.

Appendix C

Proposed Auburn LEP 2010 Maps