

**Summary of Post
Gateway changes to the
Parramatta Road
Corridor Planning
Proposal and draft DCPs**

FOR EXHIBITION

November 2023

Contents

Purpose	3
Outcomes of Post-Gateway Technical studies	4
Response to Gateway Determination Conditions	9
Conclusion	15



Purpose

On 20 October 2022, DPE issued a Gateway determination stating that the Planning Proposal should proceed through the statutory Local Environmental Plan (LEP) making process subject to conditions.

Conditions of the Gateway determination required amendments to the Planning Proposal to address technical changes relating to:

- Proposed land use approach
- Urban design issues in the Leichhardt and Taverners Hill Precincts
- Local Planning Direction relating to Flooding through additional flood impact assessment study
- High performance building requirements in line with the Sustainable Buildings SEPP 2022
- State infrastructure contributions
- Remove local provisions within the Proposal relating to:
 - provision of on-street rapid transit along Parramatta Road
 - tree canopy targets in public domain
 - additional heritage provision
 - community infrastructure contributions

The purpose of this document is to outline the changes made to the Planning Proposal in response to the studies completed to address Gateway conditions. Subsequent changes to the draft DCPs have also been outlined in this report.

In the first section of this report, Table 1 outlines the findings of the flooding, urban design and sustainability studies and describes the corresponding changes to the Planning Proposal and DCPs.

Table 2 outlines all the changes made to the Planning Proposal/ draft DCPs in response to the DPE Gateway conditions.

Outcomes of Post-Gateway Technical studies

Table 1 – Outcomes of Post Gateway studies

1. Flooding
<p>Council engaged WMS Engineering to undertake a Flood Risk Impact Assessment (FIRA) in response of the Gateway condition 1(d) which required the Planning Proposal to address consistency with Local Planning Direction 4.1 Flooding. Detailed mapped outputs for the post-development scenario depicting flood depth, velocity, hazard and afflux can be found in Appendix 5 of the Planning Proposal.</p> <p>The flood modelling outlines both pre and post development flood modelling for various design options and made the following recommendations to inform the Planning Proposal:</p> <p>Leichhardt Precinct:</p> <ul style="list-style-type: none"> The proposed development in the study area has minimal influence on flood patterns, demonstrating its compatibility with the region’s flood dynamics. Development at the corner of Crystal Street and Petersham Lane has negligible impacts on existing water levels. <p>Taverners Hill:</p> <p>North of Parramatta Road</p> <ul style="list-style-type: none"> Flood behaviour within the study area to the north of Parramatta Road remains generally similar to that observed in the pre-development scenario. The key areas affected by flooding are the trapped low points in Upward Street and Tebbutt Street, and the area near the railway embankment downstream. The flood hazard afflux results indicate that there is very limited change in flood hazard classification within and in the vicinity of the study area as a result of the proposed development. Based on the above, the proposed building setbacks are considered acceptable from a flood risk perspective as there is no significant increase in risk to life and there is an improvement in flood conditions within the upstream area of the site. <p>South of Parramatta Road:</p> <ul style="list-style-type: none"> The Hawthorne Canal Flood Study indicates that this area is generally subject to limited flood risk, and therefore only a qualitative assessment (i.e., no modelling) was required to be undertaken. Sub-area 3 to the east of Old Canterbury Road is slightly flood affected for the same storm events, with floodwaters slightly inundating the south side of the area along the railway line due to lower topography. It is recommended to adjust the proposed setback to a minimum of 4.9m on the southwest corner and 10.9 m on the southeast corner from the southern boundary. <p>Kings Bay/ Croydon:</p> <ul style="list-style-type: none"> The flood impact assessment of the proposed building footprints in the Kings Bay/Croydon precinct show an increase in flood depth on private properties and road reserves due to obstruction of overland flow paths and changes to flood storage. Alternative development scenarios were analysed and from a flood risk perspective the following changes were made to the planning proposal:

- That 223 and 225 Croydon Road, Croydon at the intersection with West Street are now omitted from the planning proposal as the risk analysis showed development of these sites resulted in increased hazard category and water depths.
- That Opportunity Site 3 – 582 to 584 Parramatta Road, Croydon be omitted from the planning proposal as the risk analysis showed the proposed development of these sites resulted in increased hazard category and water depths. Partial redevelopment of these sites may be satisfactory from a flood risk perspective, however, this requires further investigation (both urban design and flood risk analysis) and should be considered for a future LEP amendment.

Appendix 5 – Flood Studies has been replaced with the latest Flood Studies by WMS (2023).

Implications for the Planning Proposal/ draft DCPs:

Planning Proposal

- Updates to the Stage 1 Implementation area based on deletion of the following sites in Kings Bay/ Croydon precinct due to flooding impacts:
 - 223 and 225 Croydon Road, Croydon
 - Opportunity Site 3 – 582-584 Parramatta Road, Croydon
- Corresponding reduction in the proposed number of dwellings by 99 in Kings Bay/ Croydon precinct
- Remove Opportunity Site 3 from Part 2 Site-specific Local Provisions
- Updates to the response to Local Planning Direction 4.1 Flooding

Maps:

- Updates to Kings Bay/ Croydon staging map
- Remove the above-mentioned sites from LZN, FSR, HOB, KYS, OPS, LUT ASF maps

Draft DCPs:

- Update Kings Bay/ Croydon Precinct DCP to remove the above-mentioned sites and associated diagram changes.
- Change setbacks for the following site in Taverners Hill Area:
 - Adjust setbacks for the site 45-53 Old Canterbury Road, Lewisham to a minimum of 5m on southwest corner

2. Urban Design

Council engaged Architectus to undertake the Urban Design Analysis for Parramatta Road Corridor Stage 1 for Leichhardt, Taverners Hill and Kings Bay/ Croydon Precincts. In response to the gateway conditions, specifically condition 1(c)i-iii, scope of work involved investigating specific sites in Taverners Hill and Kings Bay/ Croydon Precincts to justify the inconsistency between the Planning Proposal and PRCUTS with regard to proposed height of building (HOB) and floor space ratio (FSR).

Additional to this work, another review of all three precincts was undertaken to:

- incorporate the increased floor to floor heights for residential flat buildings in accordance with the National Construction Code updates (2023)
- address comments from the Inner West Architectural Excellence Design Review Panel in relation to establishing primary setbacks for a consistent street wall and to parapets of buildings in HCAs,

- review of sites against the ADG to address increased heights and where required solar and overshadowing testing,
- update to the new equivalent Employment Zones, and
- incorporate changes to built form, all diagrams, LEP and DCP maps and recommendations.

This work has resulted in revised HOBs for all sites in the Stage 1 Implementation area with additional height in the order of 0.5m to account for the NCC updates.

FSRs and heights for the following sites in Leichhardt Precinct have now been recalibrated as follows: (Detailed urban design testing provided in Appendix 2)

Proposed Incentive FSRs:

- Properties 1 McDonald Street, 74-76A Balmain Road reduced from 1.9:1 to 1.4:1
- Properties 93-97 Norton Street reduced from 3:1 to 2.7:1.
- Properties 2-8 McDonald Street reduced from 1.9:1 to 1.5:1.
- Properties 64-72 Balmain Road increased from 1.9:1 to 2.1:1.
- Properties 56-62 Balmain Road increased from 1.9:1 to 2.3:1.

Proposed Incentive HOBs:

- Properties 99 Norton Street, 8A-14 McDonald Street increased from 18m to 20.5m.
- Properties 2-8 McDonald Street, 64-72 Balmain Road increased from 18m to 21.5m.
- Properties 56-62 Balmain Road increased from 18m to 25m.
- Properties 1 McDonald Street and 74-76A Balmain Road reduced from 18m to 15.5m.
- Properties 93-97 Norton Street increased from 23m to 27m.
- Heritage Conservation Area along Parramatta Road – Minor changes to setback controls requiring minimum 3m setback from 2nd-5th storey and 9m from 6th storey (from boundary).

This has consequently resulted in reduction of proposed dwellings in Leichhardt Precinct by 57 from 764 to 707.

In addition to the above, this work found some minor modelling errors in the FSR calculations for Taverners Hill Precinct which have now been recalibrated as per below:

- Proposed FSR of block between Beeson and Kegworth Street reduced from 1:1 to 0.9:1
- Proposed FSR of block between Beeson and Hathern Street reduced from 1.4:1 to 1.2:1
- Proposed FSR of block between Tebbutt and Upward Street reduced from 1.5:1 to 1.4:1
- Proposed FSR of block to the west of Old Canterbury Road reduced from 1.1:1 to 1:1

This has resulted in a reduction of proposed dwellings by 45 in Taverners Hill precinct from 438 to 393.

Appendix 2 – Architectus Urban Design Study has been replaced with the latest Architectus Urban Design Study 2023.

Implications for the Planning Proposal/ draft DCPs:

Planning Proposal

- Updates to dwelling numbers in Leichhardt and Taverners Hill Precincts and overall dwelling numbers

LEP Maps

- Updates to existing and proposed Zoning to reflect Employment Zone Reforms
- Updated Incentive HOB Maps for all precincts
- Updated Incentive FSRs for sites in Leichhardt and Taverners Hill Precincts

Draft DCPs

- Updates to setbacks for Parramatta Road Heritage Conservation Area and associated diagram changes.

3. Sustainability

Council engaged WSP Pty Ltd to undertake a technical analysis relating to proposed sustainability provisions in Council's Parramatta Road Stage 1 Planning Proposal for Leichhardt, Taverners Hill and Kings Bay/ Croydon Precincts. This scope of this study aims to address DPE's gateway conditions relating to sustainability targets, including Condition 1(h), 1(i) and Condition 3(d).

The Planning Proposal was reviewed against the Sustainable Buildings SEPP, PRCUTS Planning & Development Guidelines and national best practice building policies to ensure the sustainability controls are relevant and aligned with best practice examples. Where the Study found that the proposed planning controls do not exceed the Sustainable Buildings SEPP or align with the Guidelines, alternative planning controls for the Planning Proposal and supporting DCPs were recommended to ensure the provisions are appropriate for triggering the proposed incentive FSR and height controls and achieving the objective of delivering high-performing buildings.

The findings and recommendations from the Sustainability Study have been integrated into the Planning Proposal and supporting DCP Amendments. Additionally, the Sustainability Study has been included as Appendix 9 of the Planning Proposal.

Implications for the Planning Proposal/ draft DCPs:

Planning Proposal

- The proposed residential energy targets have been updated to align with the new BASIX 2022 tool and scoring methodology and increased in stringency where they do not exceed the Sustainable Buildings SEPP 2022.
- The thresholds for residential buildings 6-storeys and over have been updated to align with the Sustainable Building SEPP 2022.
- The proposed hotel energy targets have been increased to exceed the minimum requirements in the Sustainable Buildings SEPP 2022.
- The proposed retail energy targets have been increased to align with the PRCUT Planning & Design Guidelines.
- A new provision has been introduced to include serviced apartment energy and water targets aligned with the large commercial development definition.
- The thresholds triggering energy targets for additions to office and shopping centre developments have been amended from a percentage (50%) to lettable area (500m² for office and 2500m² for shopping centre)
- The proposed performance standards for non-residential development have been updated to use the term "office" rather than "commercial development"

INNER WEST

- The proposed provision for workers facilities has been amended to satisfy the Gateway conditions.
- The proposed provision that considers reduced sustainability requirements for heritage items has been removed.
- The proposed overall precinct/zone-based tree canopy targets (including streets) have been removed.

Appendix 9 – Parramatta Road Corridor High Performance Buildings has been replaced with the WSP Sustainability Study 2023.

Draft DCPs

- Worker bicycle parking rates for industrial buildings have been updated to align with best practice controls.

Response to Gateway Determination Conditions

Table 2 –Response to the Gateway Determination conditions

Gateway Conditions	Response
Prior to public exhibition, the planning proposal (including relevant appendices) is to be revised to address the matters set out below:	
(a) include an explanatory note that future development will be subject to state/regional infrastructure contributions in accordance with the implementation actions in the Parramatta Road Urban Corridor Transformation Strategy Implementation Update 2021	Completed – Refer to section 2.12 of the Planning Proposal.
(b) include a figure or figures in the planning proposal that clearly identify all land and sites that are subject to the planning proposal	Completed – Refer to Figure 1 in the Planning Proposal and LEP Maps package.
(c) address consistency with section 9.1 Direction 1.5 Parramatta Road Corridor Urban Transformation Strategy, including:	
i. the proposal seeks a height of 23m rather than 17m and a FSR of 3:1 rather than 1.9:1 for 97 Norton Street, Leichhardt. Appendix 12 to the planning proposal refers to the Urban Design Study, however it is unclear that the site is specifically discussed in the Urban Design Study;	Completed – Refer to Appendix 2 - Urban Design Study which has been updated to review the proposed controls for the North of Leichhardt Investigation Area. This has resulted in changes in the proposed FSR/HOBs for this area as also shown in Appendix 1 – LEP Maps Package.
ii. the proposal seeks a height of 23m rather than 17m and a FSR of 3:1 rather than 1:1 for 23 Norton Street, Leichhardt. Appendix 12 to the proposal acknowledges the FSR variation but not the height variation. Update Appendix 12 to the planning proposal to acknowledge the inconsistency and provide justification; and	Completed – Refer to Appendix 11 Section 7.0 Variations sought to PRCUTS.

Gateway Conditions	Response
<p>iii. part of 35-53 Old Canterbury Road, Lewisham is proposed to remain with a FSR of 1.1:1 and is identified on the proposed FSR incentive map as 1.1:1. The incentive FSR map is to be updated accordingly to remove the area from the map.</p>	<p>Completed – Refer to the Appendix 1 – LEP Maps Package.</p>
<p>(d) address consistency with section 9.1 Direction 4.1 Flooding, including:</p>	
<p>i. update the planning proposal to address relevant recommendations of the NSW Government’s 2022 Flood Inquiry Report;</p>	<p>Additional flood modelling has been undertaken to address the Section 9.1 Local Planning Direction 4.1 and NSW Government’s 2022 Flood Inquiry Report. Refer to Appendix 5.</p>
<p>ii. clearly address the requirements of Direction 4.1, providing clear assessment and consideration the level of flood hazard(s) that may impact the proposal; and</p>	<p>Completed – refer to Appendix 5. This work has resulted in removal of the below sites in Kings Bay/ Croydon Precinct as flood risk assessment shows an increase in flood depth on private properties and road reserves due to obstruction of overland flow paths and changes to flood storage.</p> <ul style="list-style-type: none"> • 223 and 225 Croydon Road, Croydon • Opportunity Site 3 – 582-584 Parramatta Road, Croydon <p>This change in the Planning Proposal area will result in a reduction of 99 dwellings from what was originally proposed in the Kings Bay/ Croydon precinct.</p>
<p>iii. remove references to outdated Direction 4.1 numbering.</p>	<p>Completed – references have been updated throughout the Planning Proposal.</p>
<p>(e) to contemplate the suitability of the use of the R1 General Residential and/or R4 High Density Residential zones under Inner West LEP 2022 to remove the need to rely upon ‘residential flat buildings’ as an additional permitted use for land zoned R3 Medium Density Residential</p>	<p>Completed – Refer to Part 3 Justification Section A Q1 Additional justification of proposed amendments.</p>

Gateway Conditions	Response
<p>(f) remove the proposed additional heritage local provision</p>	<p>Completed – Refer to Section 2.3 of the Planning Proposal.</p> <p>This is considered acceptable as IWLEP 2022 Clause 5.10 Heritage Conservation already stipulates heritage requirements.</p>
<p>(g) review and correct as required existing and proposed maximum building heights and floor space ratio provisions to ensure the planning proposal and proposed mapping are consistent</p>	<p>Completed – Adjustments have been made to the proposed maximum building heights and floor space ratio provisions in line with Architectus’s Urban Design study August 2023. Refer to Appendix 1 – LEP Maps Package.</p>
<p>(h) to include an assessment of the proposed sustainability provisions against State Environmental Planning Policy (Sustainable Buildings) 2022 (Sustainable Buildings SEPP). This must outline how the proposed incentive targets relate to the targets set out in the Sustainable Buildings SEPP</p>	<p>Completed – Refer to Appendix 9 – Sustainability Report. This report includes an assessment of proposed sustainability provisions against the Sustainable Buildings SEPP 2022. Adjustments have been made to the Planning Proposal’s proposed incentive targets in line with the recommendations of this work. Refer to Section 2.7 of the Planning Proposal for the proposed sustainability provisions.</p>
<p>(i) in relation to the proposed performance standards for non-residential development, update the proposal to use the development type term ‘office’ rather than ‘commercial development’ or provide justification as to why the term commercial development is preferred</p>	<p>Completed – Reference to ‘commercial development’ has been replaced with ‘office’ development. Refer to Table 10 in Section 2.7 of the Planning Proposal.</p>
<p>(j) include a table in the planning proposal that clearly demonstrates indicative zoning under the Department’s employment zones reforms</p>	<p>Completed – all employment zone references have been updated throughout the Planning Proposal.</p>
<p>(k) amend the proposed workers facilities provision to reframe it as an overarching clause setting out aims and objectives, the detailed requirements may be contained in a Development Control Plan (DCP)</p>	<p>Completed – refer to Section 2.7 (iii) of the Planning Proposal.</p> <p>This is a minor change and proposed new wording adequately covers off the objectives for workers/ end of trip facilities.</p>

Gateway Conditions	Response
<p>(l) remove references to the finalisation of the draft Design and Place State Environmental Planning Policy (SEPP) 2021</p>	<p>Completed – references to the draft Design and Place SEPP 2021 have been removed from the Planning Proposal.</p>
<p>(m) remove the proposed clause that considers reduced sustainability requirements for heritage items</p>	<p>Completed – refer to Section 2.7 of the Planning Proposal.</p>
<p>(n) remove the proposed overall precinct/zone-based tree canopy targets (including streets)</p>	<p>Completed – refer to Section 2.8 of the Planning Proposal. Note that proposed site-based tree canopy targets are still included in the Planning Proposal.</p> <p>The removal of overall precinct/zone-based tree canopy targets (including streets) is considered acceptable as these cannot be assessed on a site-by-site basis at the Development Application stage. Site-by-site targets are more relevant and will continue to be included in the Planning Proposal.</p>
<p>(o) remove the proposed incentive requirement for all car parking to be provided as unbundled parking in new developments</p>	<p>Completed – requirement for unbundled parking has been removed and replaced with an overarching objective to encourage unbundled and decoupled car parking and car share schemes. Refer to Section 2.9 of the Planning Proposal.</p> <p>This requirement has now been transferred to the DCPs.</p>
<p>(p) provide a plain English explanation of intent for the proposed community infrastructure contributions (CIC) clause for the Leichhardt Precinct, noting that the Department is unable to support a CIC levy that does not conform with the existing legislative framework for infrastructure funding under the Environmental Planning and Assessment Act 1979</p>	<p>Completed – requirements for developments in Leichhardt precinct to make Community Infrastructure Contributions have been removed.</p> <p>DPE have advised that community infrastructure contributions must be delivered on-site, and any items within the existing public reserve (i.e. public road or public open space) must be delivered through alternative infrastructure contribution mechanisms. Within the Leichhardt Precinct, additional through-site links will be secured by the LEP and DCP. The Planning Proposal requires the provision of through-site links of minimum dimensions in order to access FSR and</p>

Gateway Conditions	Response
	height incentives. While these will be publicly accessible, they will not be dedicated to Council, and as such a Community Infrastructure Policy is not required to secure their delivery. All references to Value Sharing Study have also been consequently deleted from the Planning Proposal.
(q) remove the two proposed transport infrastructure provisions	Completed – refer to the Planning Proposal. Whilst this provision has been now deleted at DPE’s request, it is strongly recommended that NSW Government commits to introducing an on-street rapid transit system along Parramatta Road as required under PRCUTS.
(r) update the project timeline to reflect the progress of the planning proposal and Gateway timeframes	Completed – refer to Part 6 Project timeline of the Planning Proposal. Also updated in line with the DPE letter to Council dated August 2023.
(3) Prior to finalisation, the planning proposal to be updated to:	Note that these updates are required to be dealt prior to finalisation only. Where possible, Council officers have addressed these conditions as pre-exhibition.
a) address the Implementation Actions in the Parramatta Road Urban Corridor Transformation Strategy Implementation Update 2021 to:	
i. ensure the planning proposal aligns with any transport or infrastructure plan developed by the NSW Government; and	Completed. The Planning Proposal aligns with the NSW Government’s Future Transport Strategy.
ii. address the recommendations and outcomes of the Precinct-wide traffic studies.	Completed – refer to Table 1 of Appendix 10.
b) provide additional analysis demonstrating that the tree canopy targets (% of site area) and the deep soil target can be achieved on a site-by-site basis	In progress – to be completed prior to finalisation.

Gateway Conditions	Response
<p>c) provide feasibility analysis considering the zoning, height and floor space ratio and other requirements for development including design excellence, affordable housing contributions, local and community infrastructure requirements and contributions, state or regional contributions and sustainability requirements. This updated analysis should also account for any amendments to the planning proposal that occur as part of the plan making process</p>	<p>In progress – to be completed prior to finalisation.</p>
<p>d) ensure that the thresholds for BASIX standards which trigger the incentive provisions are appropriate having regard to the Sustainable Buildings SEPP</p>	<p>Completed – refer to section 2.7 of the Planning Proposal and supporting Sustainability Study at Appendix 9 for further justification.</p>



Conclusion

Below is a summary of key post-Gateway changes to the **Planning Proposal**:

All precincts:

1. Updates to the Planning Proposal to remove references to:
 - a. Additional heritage provisions
 - b. Transport infrastructure provisions
 - c. Community Infrastructure Contributions for Leichhardt precinct
 - d. Reduced sustainability requirements for heritage items
 - e. Overall precinct/zone-based tree canopy targets (including streets)
2. Amended controls for the following sections:
 - a. High Performance Buildings and Improved Environmental Outcomes (Sustainability targets and workers facilities)
 - b. Urban Heat Mitigation (Tree canopy cover)
 - c. Car Parking (Unbundled Parking)
3. Updated references to new Employment Zones
4. Additional justification in relation to:
 - a. Proposed land use zoning approach R3 Medium Density Residential with 'residential flat buildings' as an additional permitted use for the Planning Proposal area
 - b. Section 9.1 Local Planning Direction 4.1 Flooding
 - c. Section 9.1 Local Planning Direction 1.5 Parramatta Road Corridor Urban Transformation Strategy (Implementation Update 2021)
5. Updated Incentive Height of Buildings (HOB) for all sites (no change to number of storeys)
6. Overall, reduction of proposed dwellings from 1717 to 1516 and decrease in number of proposed jobs from 2022 to 1944
7. Updated Project timeline

Leichhardt:

1. Revised Incentive Floor Space Ratios (FSRs) and Height of Buildings (HOBs) for North Leichhardt Investigation Area including sites:
 - a. 93-99 Norton Street
 - b. 56-76A Balmain Road,
 - c. 2-14 McDonald Street

Taverners Hill:

1. Revised Incentive FSRs and HOBs for the following blocks:
 - a. Between Beeson and Kegworth Street
 - b. Between Beeson and Hathern Street
 - c. Between Tebbutt and Upward Street
 - d. West of Old Canterbury Road

Kings Bay/ Croydon:

1. Deletion of the following sites from the Planning Proposal area:
 - a. 223 and 225 Croydon Road, Croydon



- b. Opportunity Site 3 – 582-584 Parramatta Road, Croydon
2. Remove Opportunity Site 3 from Part 2 Site-specific Local Provisions

Below is a summary of key post-Gateway changes to the **draft DCPs**:

The following changes were made in response to:

- Inner West Architectural Excellence Design Review Panel feedback of 5 April 2022, such as use of figures and floor to floor heights.
- Flood Impact Risk Assessment (WMS Engineering, 2023) advice relating to mitigating flood impact on a number of sites.
- Recommendations provided in the Sustainability Study (WSP, 2023) relating to bicycle parking for industrial developments.
- Recommended actions outlined in Parramatta Road Corridor Traffic and Transport Study (Camperdown, Taverners Hill, Leichhardt) and Kings Bay Transport Assessment (Cardno/Stantec, 2022) to include requirements for new development to prepare a sustainable transport plan and provide unbundled parking.
- General drafting changes to increase clarity of content.

All precincts:

1. Minor rewording of:

- C5. relating to utility infrastructure making clear this control applies to the primary street frontage.
- C9. To clarify that in relation to urban heat effects, lighter coloured materials have beneficial high solar reflectivity attributes and darker colours can increase glare and reflection.
- New Objective 09. and Control C9. for large development, as defined, to reduce private motor vehicle use, minimise traffic impacts and encourage sustainable transport.
- Minor amendment to O11. And C11. relating to private parking being updated to include car share and unbundled parking being on a separate title.
- C17. Relating to bicycle parking updated to include 1 space per 10 staff, rather than per m², for industrial development.
- C23. Relating to building materials modified to remove reference to light reflectivity that is now contained in C9.

Leichhardt Precinct:

Area 1 – North of Parramatta Road

1. 14.1, Figure 1. Amended to introduce new Area 5 and Area 6 with text and figure updated.
2. Figure 3. Amended location of desired through site link between Norton Street and McDonald Street to boundary with Leichhardt Public School.
3. C30, C32, Figure 9 and Figure 10, Amended to reduce street wall height to 2 storeys and requirement for setbacks to parapet and 6th storey.
4. Area 3. Land included in Area 3 amended to remove 93-99 Norton Street. These form new Area 5. Consequent amendment to Figure 11.
5. C43. Dimension of urban plaza specified.



6. 14.7. New section inserted – Area 5 – Leichhardt: Norton Street North to reflect additional built form testing. This includes new controls (C50-C56) and Figures 21.
7. 14.8. Revised section – Area renumbered from Area 5 to Area 6. New controls (C57-C62) that respond to additional built form testing. New Figure 21 – Area 6 Leichhardt: Balmain Road.

Area 2 South of Parramatta Road

1. Figure 3. Amended location of desired through site link between Norton Street and McDonald Street to boundary with Leichhardt Public School.
2. C30, C32, Figure 9, Amended to reduce street wall height to 2 storeys and requirement for setbacks to parapet and 6th storey.
3. Figure 12. Legend amended to show easement on Petersham Lane.

Taverners Hill Precinct:

Area 1 – North of Parramatta Road

1. C19. Remove Figure 5 – preferred lot amalgamation pattern and update controls accordingly.
2. Minor amendment to C20. Table 1 to include reference to minimum/maximum measures and increase above ground floor-to-floor height from 3.1m to 3.2m.
3. Remove Figures 6, 7, 8 and 9 which repeat content in Table 1 and may limit built form design when taken literally.

Area 2 – South of Parramatta Road

1. Minor amendment to C20. Table 1 to include reference to minimum/maximum measures, increase above ground floor-to-floor height from 3.1m to 3.2m and increase of side setback from 3m to 5m for Old Canterbury Road east side, southern site to accommodate flood impacts.
2. Remove previous Figure 5 for Old Canterbury Road west and Barker Street east which repeat content in Table 3 and may limit built form design when taken literally.
3. Remove axonometric view from Figures 6 and 7.

Kings Bay/ Croydon Precinct:

1. Throughout - update content and maps to remove the following sites and any associated content due to flooding constraints:
 - Area 2 – Kings Bay: Dalmar Street amended to remove two lots on south-eastern corner of Croydon Road and West Street.
 - Area 3 – Kings Bay Opportunity Sites amended to remove Opportunity Site 3 – 582-584 Parramatta Road, Croydon.
2. Throughout - Remove reference to delivering an active green transport link along Iron Cove Creek. This directly relates to 582-584 Parramatta Road which no longer forms a part of the Land Application Area.
3. Minor amendment of:
 - C28. remove reference to floor-to-floor height for upper storeys.
 - C29. and C44. provide more flexibility about ground floor active employment uses.
 - C31. include controls to facilitate continuation of Sophie Lane through to Scott Street.
 - C34. include reference to deep soil requirements and tree size and spread.

INNER WEST

- C37. Table 3 – increase floor-to-floor height above ground floor from 3.1m to 3.2m and standardise minimum side setback, except on corner lots.
 - O41. and C41. updated to separate built form needs of ground floor and above ground levels and increase above ground floor-to-floor height to 3.2m.
4. Remove Figures 12, 13, 14 and 15 which repeat content in Table 3 and may limit built form design when taken literally.

