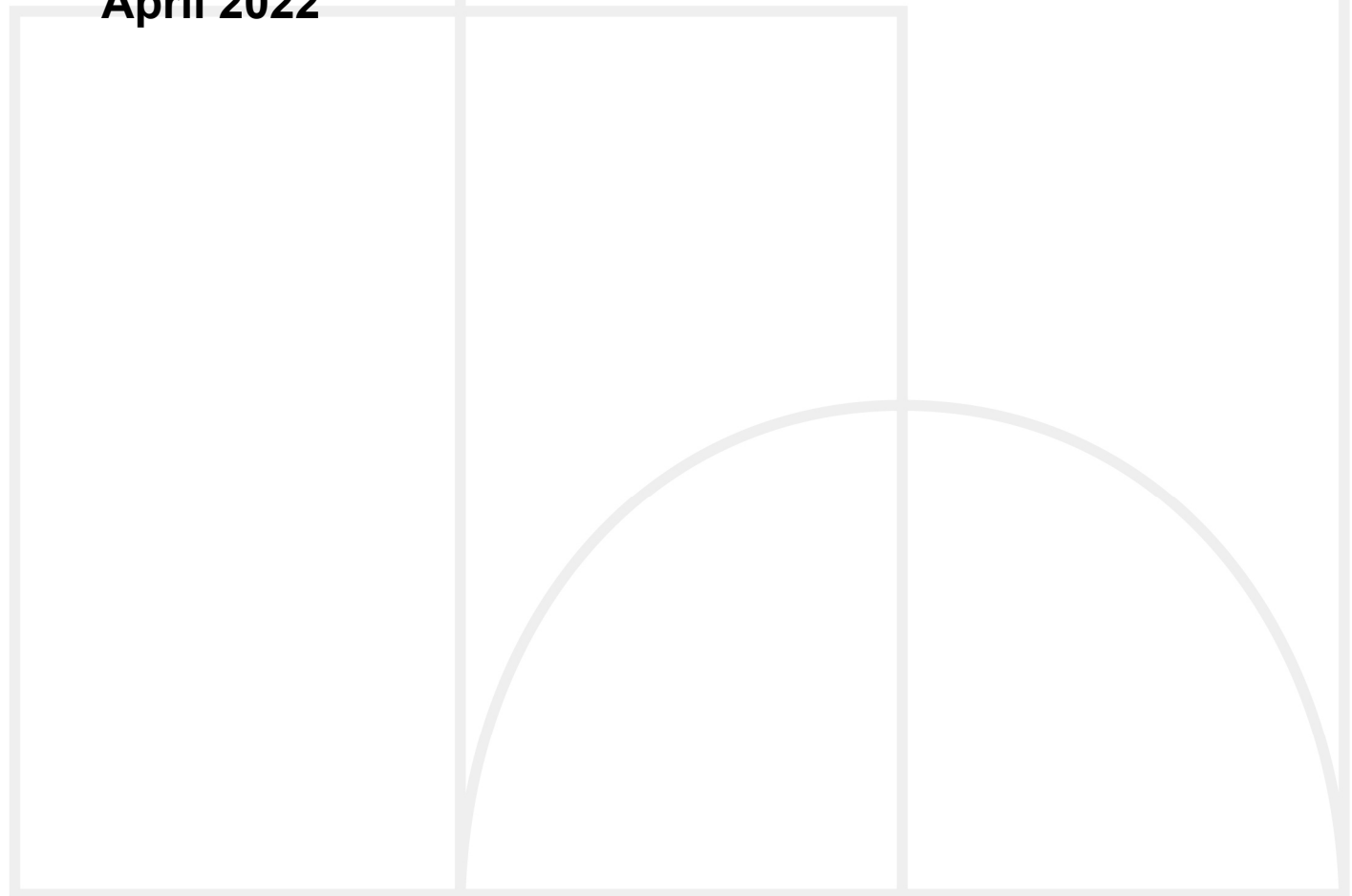




Planning Proposal

Parramatta Road Corridor (Stage – 1 LEP Phase 2A)

April 2022



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1.0 Executive Summary

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is the NSW Government's endorsed strategy for revitalisation of the Parramatta Road Corridor. This Planning Proposal seeks to facilitate the vision and strategic objectives of PRCUTS through a range of amendments to the *Inner West Local Environmental Plan 2022* (IWLEP). The PRCUTS precincts of Leichhardt, Taverners Hill and Kings Bay precincts affected by this IWLEP amendment are shown in Figure 1 below. Figure 1

The Planning Proposal area has been identified to address the Department of Planning and Environment's (DPE) requirement that a short to medium term shortfall of up to 1600 dwellings in the Inner West be met. This Planning Proposal brings forward development in only certain parts of the Inner West's PRCUTS precincts to initiate the incremental transformation of the Corridor. There are opportunities for additional growth beyond this Planning Proposal area which will be delivered through future Council-led LEP amendments.

The Planning Proposal gives effect to several planning priorities and actions in the Inner West Council's Local Strategic Planning Statement (LSPS). It is also underpinned by a comprehensive evidence-based strategic planning process which has been devised to refine the PRCUTS recommendations and to give effect to the Eastern City District Plan and Council's endorsed LSPS, Local Housing, Employment and Retail Lands and Integrated Transport Strategies.

This Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the Act) and the DPE's *Local Environmental Plan Making Guideline 2021* (formerly 'A guide to preparing planning proposals' and 'A guide to preparing local environmental plans' 2016).

This Planning Proposal relates only to proposed amendments to the IWLEP. Supporting amendments to the existing Development Control Plans (DCP) have been prepared concurrently with this Planning Proposal. Council is also preparing a new comprehensive Draft Development Contributions Plan which will be reported separately to this Planning Proposal.



Figure 1 – Map showing the extent of PRCUTS covered under this Planning Proposal (in green)

2.0 Background

This Planning Proposal seeks to implement parts of the [Parramatta Road Corridor Urban Transformation Strategy](#) (PRCUTS or ‘the Strategy’) for Leichhardt, Taverners Hill and Kings Bay precincts. This is the first step in the staged implementation of PRCUTS which will kickstart the incremental transformation of the Corridor.

PRCUTS is a State Government endorsed strategy for the revitalisation of Parramatta Road Corridor given statutory force via a Section 9.1 Ministerial Direction in November 2016. The Strategy sets out key actions associated with land uses; transport and movement; place-making; and open space, linkages, and connections; and makes recommendations for future zoning, height, and density controls. The Strategy is supported by an Implementation Tool Kit including the following documents:

- Parramatta Road Corridor Urban Transformation Strategy
- Implementation Tool Kit:
 - Implementation Plan 2016 - 2023
 - Planning and Design Guidelines
 - Infrastructure Schedule
 - Urban Amenity Improvement Plan
- Reference Reports:
 - Sustainability Implementation Plan
 - Precinct transport report
 - Fine Grain Study

Since the adoption of the Strategy in 2016 Greater Sydney Commission (GSC), DPE and Council have undertaken holistic strategic planning work including preparation of the Greater Sydney Region Plan 2018 (GRSP), the Eastern City District Plan 2018 (ECDP), Council’s LSPS, Local Housing Strategy (LHS), Employment and Retail Lands Strategy (EaRLS), Integrated Transport Strategy (ITS).

These strategies provide a holistic base for strategic planning of the Parramatta Road Corridor and trigger the need to update and improve the Strategy’s recommendations to remain relevant to the current Inner West planning context. In June 2021, DPE also released the Parramatta Road [Implementation Update 2021](#) which is supplementary to the original PRCUTS Implementation Plan 2016-2023.

This Planning Proposal puts forward an innovative set of outcomes which will enable urban renewal of parts of the Corridor. These outcomes broadly align with PRCUTS’ principles and any variations to PRCUTS are improvements that respond to recent and emerging strategic planning issues to deliver better outcomes.

Council has also undertaken detailed technical studies for the Parramatta Road Corridor dealing with urban design, heritage, transport, feasibility, value capture, contamination, flooding, recreation and community needs that inform this Planning Proposal. These studies and Council’s own strategic plans support this Planning Proposal, which will deliver enhanced outcomes than those envisaged in the Strategy. The below image illustrates the supporting evidence base developed for this Planning Proposal:

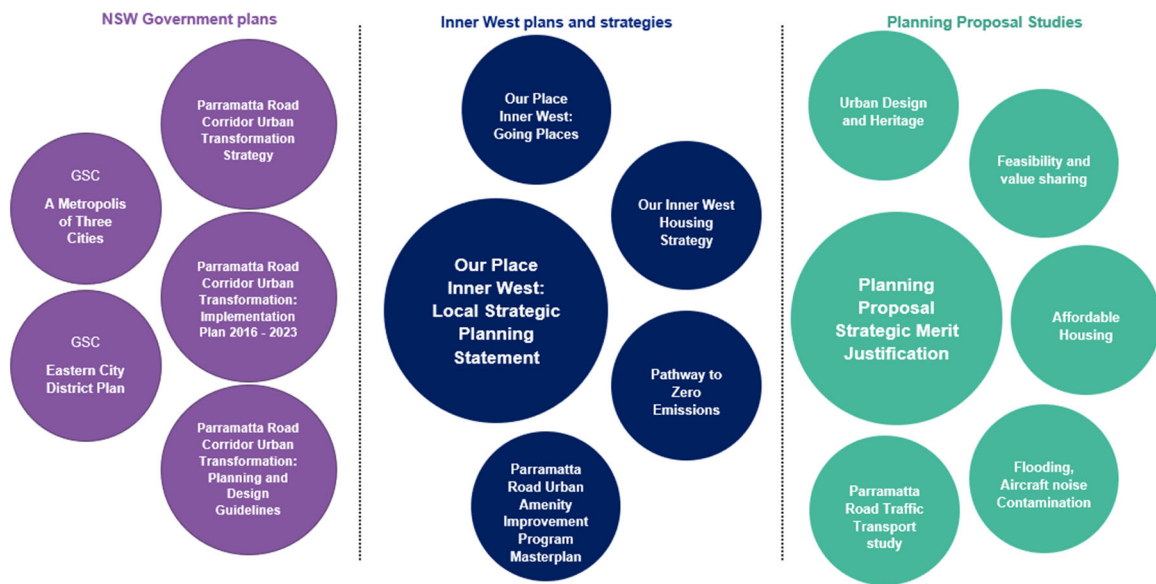


Figure 2 – Planning Proposal Evidence Base

6 key moves which will be actioned through this Planning Proposal are:

- **Key Move 1: Ensure a place-based approach – provide residential and employment opportunities (including affordable housing and employment) in new developments which respond to local context.**

This will be delivered through new planning controls based on the recommendations of Parramatta Road Corridor Planning and Design Guidelines and refined to ensure that new developments respond to the existing and desired future character of the local area.

PRCUTS is a broad-brush high-level strategy since it spans over 20km from Camperdown to Granville. Its land use and built form recommendations require review and refinements to ensure that these relate to the local context.

Parts of the PRCUTS' precincts (including certain individual sites) have been strategically selected and included in this Planning Proposal to achieve this Key Move. The Planning Proposal also includes an Affordable Housing Contribution Scheme for Leichhardt precinct as it is committed to delivering diverse housing in the Inner West. Council is also exploring opportunities to deliver affordable employment floorspace for targeted sectors in Leichhardt precinct.

- **Key Move 2: Protect, enhance and expand Inner West's heritage.**

The Planning Proposal will achieve this through introduction of new heritage items and addition/extension of heritage conservation areas whilst also protecting the significance of existing and proposed heritage items/areas as new development occurs in each precinct.

The Planning Proposal includes planning controls for developments to access additional development capacity if they provide adequate responses to heritage issues and respond sensitively to the heritage items and heritage conservation areas. This approach will ensure that Inner West's heritage is celebrated and protected while also encouraging new development in these precincts.

- **Key Move 3: Move people more easily by prioritising streets for walking and cycling and expanding Inner West’s walking, cycling and open space network.**

This Planning Proposal fully supports and implements PRCUTS vision of a revitalised Parramatta Road Corridor, which is dependent on the provision of improved public transport (on-street rapid transit system) and reduced reliance on private cars. This can be achieved through the Planning Proposal’s requirements for improved public transport and reduced car parking to prioritise sustainable transport.

The Planning Proposal includes provisions for new open spaces and through-site links which would enhance and expand Inner West’s walking and cycling network. The supporting DCP amendments include built form provisions which will enhance the public domain through provision of adequate building setbacks to key roads.

- **Key Move 4: Create a sustainable Inner West by implementing improved energy and water standards for new developments**

This Planning Proposal seeks to implement planning controls for high-performing buildings to achieve higher energy and water targets above the standard NSW mandatory requirements. This key move will be achieved through new planning controls that will allow developments to access additional development capacity if they deliver higher than minimum ecologically sustainable development outcomes.

The Planning Proposal also includes provisions to address urban heat issues by maximising tree canopy cover in the private and public domain.

- **Key Move 5: Stage development across the corridor to ensure that development aligns with infrastructure.**

This Planning Proposal brings forward development in only parts of the PRCUTS precincts to initiate the incremental transformation of the Corridor. This approach will help ensure the timing of new development is aligned with the delivery of necessary infrastructure in accordance with Objective 1C Section 9.1 Ministerial Direction 1.5.

This Proposal has reviewed the phasing proposed in the Parramatta Road Corridor Implementation Plan 2016-2023 and subsequently developed an updated Staging Plan (discussed below in Section 2.1). This Plan relies on the timely provision of State and local infrastructure improvements to ensure infrastructure keeps pace with population growth to sustain a resilient Inner West.

This updated Staging Plan addresses the DPE’s requirement that a short-term shortfall of up to 1600 dwellings in the Inner West be met, whilst aiming to deliver the remaining growth in the Corridor in the medium to long term. This approach of development having to be aligned with infrastructure provision is consistent with the objectives of ECDP. Council will be implementing the remainder of the PRCUTS through future LEP amendments.

The Planning Proposal includes provisions for developments to access additional development capacity by making adequate Community and State infrastructure contributions reinforced by the need for a commitment from State Government to implement an on-street rapid transit system along Parramatta Road to help address short-term growth infrastructure needs

The timely delivery of infrastructure with growth will also be addressed through local infrastructure contributions via the Draft Inner West Development Contributions Plan.

- **Key Move 6: Monitor outcomes and respond to issues that arise to ensure the Parramatta Road Corridor Urban Transformation Strategy's ongoing success in revitalising the corridor.**

The outcomes of this Planning Proposal such as delivery of number of jobs and dwellings, including affordable dwellings; and delivery of infrastructure will be monitored. The future Planning Proposals for medium and long-term growth in the Corridor will respond to the outcomes of this Planning Proposal and any other emerging issues to achieve successful transformation of the Corridor.

Elements of Key Moves 3, 5 and 6 go beyond the LEP and therefore cannot be acted upon through this Planning Proposal. These key moves require coordination and collaboration with the NSW Government. Inner West will continue to proactively discuss the full range of planning requirements, especially relating to transport and infrastructure with the DPE and Transport for New South Wales (TfNSW).

2.1 Staging Plan

The Planning Proposal and associated technical studies deal with the following Inner West Council sections of the Parramatta Corridor:

- Leichhardt Precinct
- Taverners Hill Precinct
- Kings Bay Precinct

Part of the Camperdown precinct also falls within Inner West Council, however, will be dealt separately through a future LEP amendment in collaboration with the Greater Sydney Commission to implement the strategic vision for Tech Central (formerly Camperdown-Ultimo Collaboration Area).

In line with Key Move 5, this Planning Proposal only covers those parts of the Leichhardt, Taverners Hill and Kings Bay Precincts that are necessary to:

- address DPE's required shortfall of up to 1600 dwellings in the Inner West; and
- ensure that development occurs in line with the timely delivery of infrastructure.

The map below shows the parts of the precincts which are being brought forward (Stage 1 Implementation area coloured in green).



Figure 3 – Map showing the land within Council's Stage 1 of PRCUTS Implementation

Stage 1 Implementation Area for this Planning Proposal has been identified to address the DPE's short to medium term shortfall of up to 1600 dwellings. This Proposal brings forward development in only certain parts of the PRCUTS precincts to initiate the incremental transformation of the Corridor.

The first stage of the Implementation Area has been selected to focus growth along key local economic centres, such as Norton Street in Leichhardt; and where there is existing transport infrastructure or committed improvements to transport infrastructure, such as Lewisham Railway station, Taverners Hill Light Rail Station and proposed Five Dock Metro Station. This would enable Key Moves 1,3,4 and 5.

The Planning Proposal will support residential, economic and employment growth in these precincts aligned with the PRCUTS and subsequent commitment from NSW Government for Sydney Metro West. There are opportunities for additional growth in the remainder of the Parramatta Road Corridor beyond this Planning Proposal area which will be delivered through future Council-led LEP amendments.

Detailed discussion on the Stage-1 Implementation area for individual precincts is in the below section.

2.11 Leichhardt Precinct

The Planning Proposal area has been strategically selected to align with the core precinct boundaries. It targets growth mostly around Parramatta Road/ Norton Street Centre with the intention of revitalising the Norton Street town centre. The existing Hay Street car park owned by TfNSW will become new open space and a major active transport route. The west side of Norton Street has been excluded until further investigation/ studies are undertaken to resolve complex issues such as waste collection, services, parking etc. in the heritage conservation area.

This Planning Proposal for Leichhardt precinct (shown in green below) has the capacity to deliver 764 new homes with 1528 new residents and 1378 new jobs.

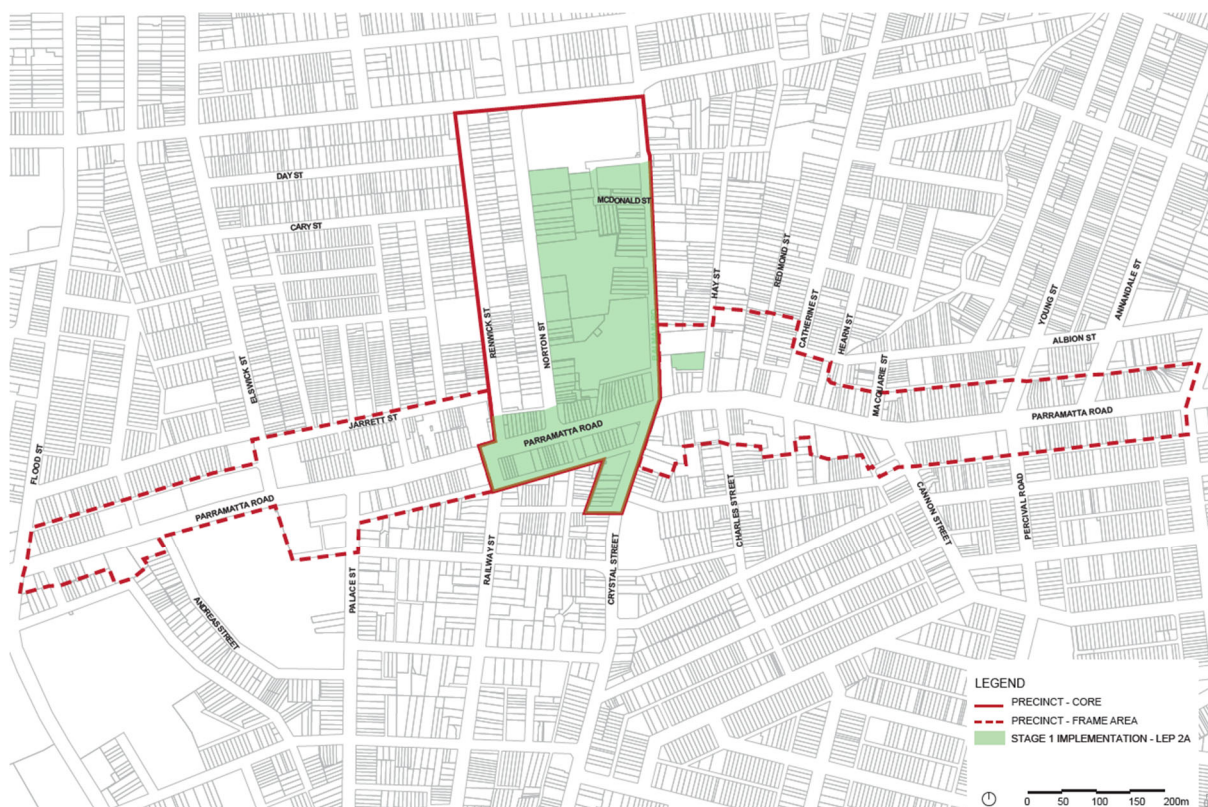


Figure 4 – Map showing PRCUTS Leichhardt Precinct (in red) and the specific area included in this Planning Proposal (in green)

Table 1 - Proposed Growth projections for Leichhardt Precinct

Additional	Stage 1 LEP 2A Short term (2022-2026)	Medium – long term potential (2026-2050)	Total additional (2022-2050)
Population	1452	Up to 2990	Up to 4518
Dwellings	764	Up to 1495	Up to 2259
Jobs	1378	Up to 1432	Up to 2810

Note: PRCUTS Implementation Plan

PRCUTS proposes 880 new dwellings and 3250 new jobs in Leichhardt in the short-term 2016 – 2023.

PRCUTS assumed a household size of approximately 1.9 per dwelling which has been used to determine short-term population projections.

Medium to long term projections are based on the recent work completed by DPE/SGS Economics and Planning (June 2021) for Parramatta Road Corridor Precinct-wide Traffic and Transport Study.

2.12 Taverners Hill Precinct

The Planning Proposal area has been strategically selected to locate new residential developments closer to existing public transport infrastructure around Lewisham Railway Station and Taverners Hill Light Rail Station. Industrial Zoned lands have been excluded from investigation until the approval of Council's EaRLS by DPE and finalisation of Employment Zones Reform.

The recently completed large residential developments between George and Upward Streets, known as Kolotex and Labelcraft, have been excluded as these have already implemented the PRCUTS recommendations and contribute to meeting the Strategy's dwelling and population growth targets.

This Planning Proposal for Taverners Hill precinct (shown in green below) has the capacity to deliver 438 new homes with 876 new residents.

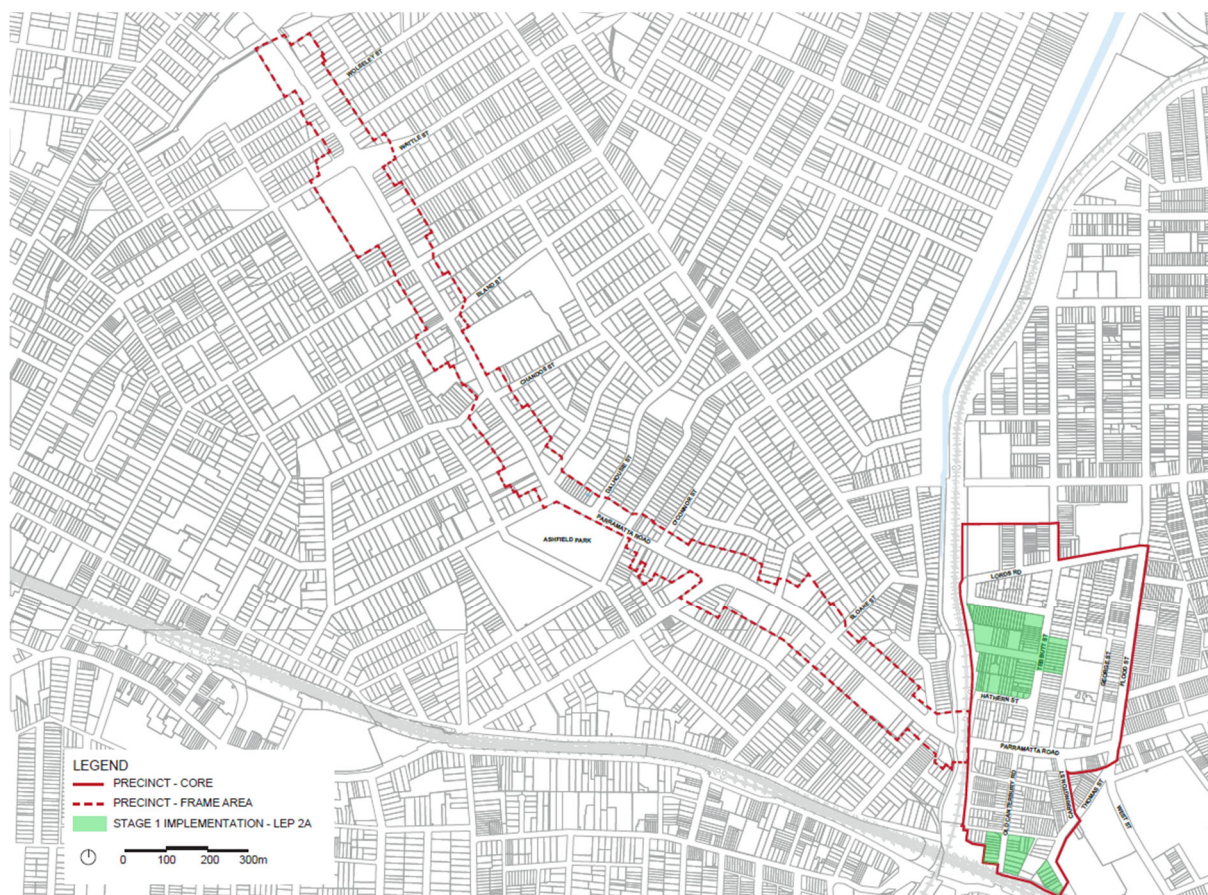


Figure 5 - Map showing PRCUTS Taverners Hill Precinct (in red) and the specific areas included in this Planning Proposal (in green)

Table 2 - Proposed Growth projections for Taverners Hill Precinct

Additional	Stage 1 LEP 2A Short term (2022-2026)	Medium – long term potential (2026-2050)	Total additional (2022-2050)
Population	876	Up to 2642	Up to 3518
Dwellings	438	Up to 1321	Up to 1759
Jobs	0	Up to 3435	Up to 3435

Note: PRCUTS Implementation Plan

PRCUTS proposes 451 new dwellings and 3750 new jobs in Taverners Hill in the short-term 2016 – 2023. Part of this has already been achieved through redevelopment of Kolotex and Labelcraft sites.

PRCUTS assumed a household size of approximately 2 people per dwelling which has been used to determine short-term population projections.

Medium to long term projections are based on the recent work completed by DPE/SGS Economics and Planning (June 2021) for Parramatta Road Corridor Precinct-wide Traffic and Transport Study.

2.13 Kings Bay

This Planning Proposal includes most of the Inner West Council section of the Kings Bay precinct (including core precinct and frame area). This is to provide new residential and employment opportunities close to the proposed Kings Bay (Five Dock) Metro Station which will be approximately 800m from this part of the precinct.

Specific sites to the west of the precinct were investigated but excluded from this Planning Proposal because they are already built up to their maximum potential. Additionally, existing industrial zoned sites along West St are excluded until the approval of Council's EaRLS by DPE and finalisation of Employment Zones Reform.

This Planning Proposal for Kings Bay precinct (shown in green below) has the capacity to deliver 515 new homes with 1030 new residents and 644 new jobs.

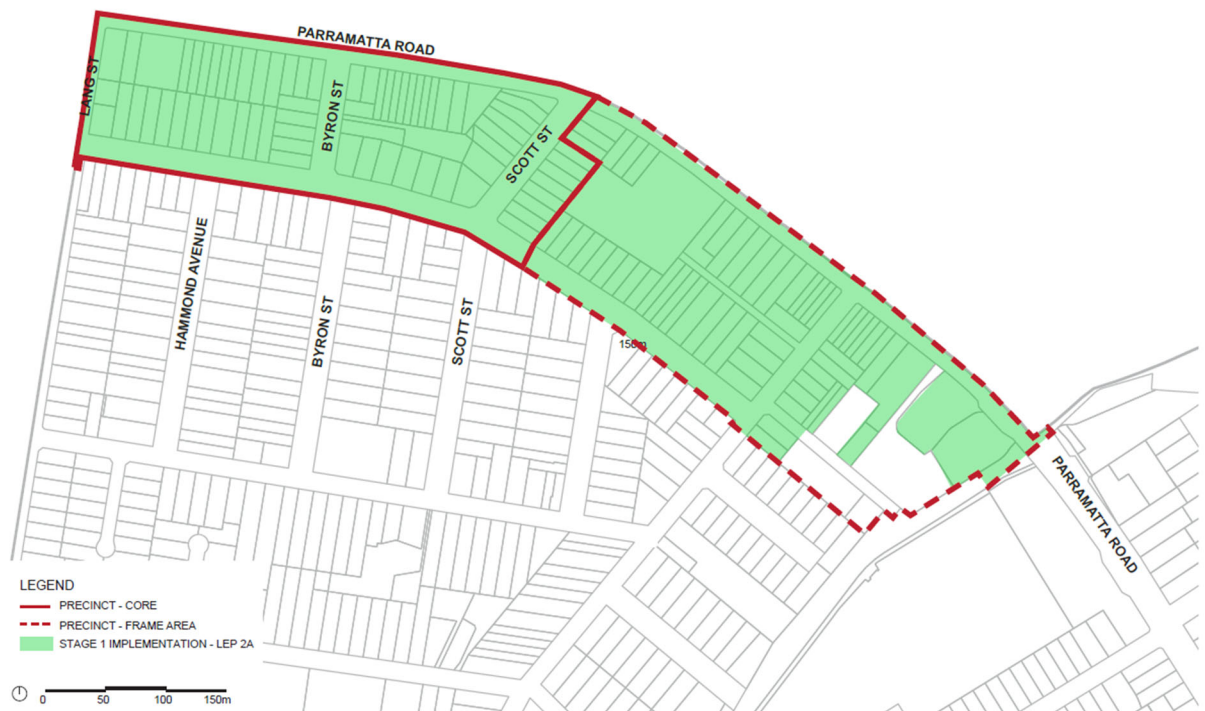


Figure 6 - Map showing PRCUTS Kings Bay Precinct (in red) and the specific area included in this Planning Proposal (in green)

Table 3 - Proposed Growth projections for Kings Bay precinct

Additional	Stage 1 LEP 2A - Short term (2022 - 2026)	Medium – long term potential (2026-2050)	Total additional (2022-2050)
Population	1030	N/A	1030
Dwellings	515	N/A	515
Jobs	644	N/A	644

Note: PRCUTS Implementation Plan

PRCUTS does not specifically state Inner West’s new dwellings and jobs in the Kings Bay precinct as the precinct is split across three Council areas (Inner West, Canada Bay and Burwood). The Plan proposes a total of 1410 new dwellings and 2900 new jobs in Kings Bay in the short-term 2016 – 2023 of which around 100 new dwellings and 275 new jobs would be in the Inner West.

PRCUTS assumed a household size of approximately 2 people per dwelling which has been used to determine short-term population projections.

Medium to long term projections are based on the recent work completed by DPE/SGS Economics and Planning (June 2021) for Parramatta Road Corridor Precinct-wide Traffic and Transport Study.

The summary of potential dwellings and jobs which can be delivered through this Planning Proposal in the short-term 2022-2026 is provided below.

Table 4 – Proposed growth projections for this Planning Proposal

Precinct	Additional dwellings	Additional population	Additional jobs
Leichhardt	764	1452	1378
Taverners Hill	438	876	0
Kings Bay	515	1030	644
Total	1717	3358	2022

For comparison, below are PRCUTS Implementation Area 2016-2023 projections:

Table 5 – Proposed 2016-2023 growth projections in PRCUTS

Precinct	Additional dwellings	Additional population	Additional jobs
Leichhardt	880	1680	3250
Taverners Hill	451	900	3750
Kings Bay (part of IWC)	100	200	275
Total	1431	2780	7275

Refinements to PRCUTS Staging Plan are essential as its 2016-2023 target is insufficient to meet the DPE’s short to medium shortfall of 1600 dwellings.

This Planning Proposal will create the opportunity for approximately 1700 new dwellings and 2000 new jobs in the selected areas of Leichhardt, Taverners Hill and Kings Bay precincts.

It is also worth noting that recently completed work by Council and DPE's Employment, Population, Land use and Analytics team has confirmed that there are discrepancies in PRCUTS proposed growth projections. PRCUTS has significantly over-estimated the number of jobs and under-estimated the number of dwellings in the Inner West area i.e. if Council were to implement PRCUTS' land use and density recommendations on face value, the resultant number of dwellings would be much higher than those envisaged by PRCUTS, and the resultant number of jobs would be much lower than those envisaged by PRCUTS. This triggers the need for Council to review PRCUTS recommendations to deliver the growth numbers envisaged in the Strategy whilst ensuring place-based outcomes.

For simplification, this Planning Proposal will refer to the area subject of this proposal as Leichhardt, Taverners Hill and Kings Bay precincts.

In addition to the above areas, new heritage items and heritage conservation areas (including extension of an existing heritage conservation area) are proposed throughout the Inner West part of the Parramatta Road Corridor plus an additional site at 38-40 Renwick Street, Leichhardt which is outside the PRCUTS Leichhardt Precinct.

2.2 Council's long-term Implementation Plan

There are additional residential and employment opportunities in the Corridor beyond Council's Stage-1 area which will be realised through future LEP amendments. Council will be implementing the PRCUTS in areas which are outside the scope of this Planning Proposal through future Council-led planning proposals or proponent-led proposals from 2026 onwards.

The outcomes of this Planning Proposal such as delivery of number of jobs and dwellings including affordable dwellings and delivery of infrastructure will be monitored. The future Planning Proposals for medium and long-term growth in the Corridor will respond to the outcomes of this Planning Proposal and any other emerging issues to achieve successful transformation of the Corridor. The medium to long term scenario also relies on adequate availability of infrastructure before any new development takes place. This is consistent with Council's LHS Implementation Plan and the corresponding approval conditions imposed by DPE.

Council will also continue collaborating with DPE and TfNSW to implement the Actions relating to transport and infrastructure which require joint and coordinated efforts from different levels of government and are essential to support revitalisation of this Corridor.

3.0 Existing Planning Controls and Character

The section below summarises the existing controls, character and built form of the specific areas of the three precincts which are subject of this Planning Proposal. Detailed character analysis and planning controls can be found in the Urban Design Study (Appendix 2)

Leichhardt Precinct

The Leichhardt Precinct Stage 1 Area ('Leichhardt Precinct') is predominantly zoned B2 Local centre with a maximum Floor Space Ratio (FSR) of 1.5:1 in the IWLEP. The area has a fine grain land use pattern, with mixed-uses fronting Parramatta Road and Norton Street. It includes mix of building typologies and uses including offices and commercial premises, shops, restaurants, Norton Street Plaza, cinema etc. and is surrounded by low and medium density residential areas. The Norton Street Plaza is the Precinct's commercial core and Norton Street Public School defines the northern boundary of the precinct.

Building heights across the area generally range from 1-3 storeys. The tallest building is the Italian Forum at 7 storeys. The buildings fronting Parramatta Road are largely 2 storey Victorian shop top premises with a consistent medium to fine-grain, zero setbacks and awnings that cover the pavement. An array of building typologies is found throughout the remainder of the area, including warehouses, mid-block commercial buildings and terrace houses.

The local character is a mix of new and old developments, adaptively re-used terraces, highly articulated and detailed heritage buildings and contributory items. Much of the area is within heritage conservation areas with many buildings which positively contribute to the streetscape and heritage.

Taverners Hill Precinct

The Taverners Hill Precinct Stage 1 area ('Taverners Hill Precinct') includes two distinct residential areas: South of Taverners Hill in Lewisham currently zoned R2 Low Density Residential and R4 High Density Residential; and North-west of Taverners Hill in Leichhardt currently zoned R1 General Residential.

The Taverners Hill South area predominantly includes single-storey residential Federation style detached and semi-detached dwellings, approximately 5-6m in height. West of Old Canterbury Road and Thomas Street have an FSR of 0.6:1 (up to 1.1:1) and maximum height of 9.5m in the IWLEP. While the east of Old Canterbury Road which is the block between Barker Street and Heavy Rail Line has maximum FSRs of 1:1 and 1.1:1 and maximum height of 17m. Lewisham Station is within 200-400m walking distance. The surrounding area is served by a range of uses including warehouses, storage facilities, offices and commercial premises, shops, places of worship and a public school.

The Taverners Hill North area includes low-scale semi-detached and detached dwellings, predominantly one to one and a half storey in height. The maximum FSRs range from 0.5:1 – 0.8:1 with no specific height controls in the IWLEP. Taverners Hill Light Rail Station is in approximately 200-400m walking catchment of the area.

The more recent developments along Upward Street and George Street are the tallest buildings in the area ranging from 4 to 8 storeys. The surrounding area also provides an important cluster of communal facilities including the large Marketplace shopping centre, Kegworth Public School, the Boomalli Aboriginal Artist Co-operative at Flood Street, the ArtEst art school at Lords Road, the Leichhardt Community Church, two family day-care centres and Lambert Park. The Greenway runs along the western boundary of the precinct.

Kings Bay Precinct

The Kings Bay Precinct Stage 1 area ('Kings Bay Precinct') includes B6 Business Enterprise zoned sites fronting Parramatta Road and R2 Low Density Residential area fronting Dalmar Street. The B6 area fronting Parramatta Road includes commercial and bulky goods, supplies and services, car showrooms, vehicle repair, retail, food and drink premises, service station, shop-top housing and some existing dwelling houses. The building typology includes primarily single storey industrial showrooms, workshops and warehouses. Dalmar Street provides a consistent single-storey streetscape with a mix of Federation, Bungalow and Modern style housing in dominant brick palette to the street front.

The residential areas of the precinct are subject to an FSR of 0.7:1 and height control of 8.5m whereas the business areas have an FSR of 1.5:1 to 2:1 and height control ranging between 10-15m in the IWLEP.

4.0 PLANNING PROPOSAL

Part 1 – Objectives and intended outcomes

The **Objectives** of the Planning Proposal are to:

- 1) Ensure that Inner West is a place that supports a high quality of life; embraces diversity and adapts to the population needs of the future.
- 2) Ensure that Inner West communities are connected to one another through space, social engagement, and transport.
- 3) Protect, enhance and expand Inner West's heritage.
- 4) Ensure that the new development in the Inner West is commensurate to the provision of physical, social and community infrastructure.
- 5) Ensure the ongoing growth of dwelling and employment floor space in the Inner West to meet NSW Government's dwelling and employment targets.
- 6) Increase the provision of affordable housing in the Inner West.
- 7) Ensure that development in the Inner West sets a new benchmark in regards to ecologically sustainable development.
- 8) Reduce energy consumption and greenhouse gas emissions; and improve the resilience of built environment to the impacts of climate change by creating sustainable, liveable and cool neighbourhoods.

Intended Outcomes

This Planning Proposal will:

- 1) Facilitate development within the Parramatta Road Corridor that is either consistent with the Parramatta Road Corridor Urban Transformation Strategy or that achieves better outcomes than those identified in the Strategy underpinned by Council's evidence-based strategic planning work.
- 2) Provide opportunities for employment and housing growth (including affordable housing) through provision of additional floorspace and building heights, subject to achieving certain criteria which meet the above objectives.
- 3) Deliver a proportion of dwellings that are affordable to very low, low- and moderate-income households.
- 4) Protect and enhance the built and historic heritage of the Parramatta Road Corridor.
- 5) Encourage new development which is appropriate to its size and local context.
- 6) Encourage new development to be ecologically sustainable and reduce greenhouse gas emissions by minimising the consumption of energy and water.
- 7) Protect and enhance the urban tree canopy.
- 8) Create walkable and rideable communities with reduced dependence on cars and increased use of public transport.
- 9) Deliver local, community and state infrastructure commensurate with the planned intensity of development.

These Objectives and Intended Outcomes align with the Key Moves listed in the Introduction section and the broader Priorities/Actions of the PRCUTS, GSRP, ECDP and Council's LSPS. These will ensure that growth in the Inner West is balanced with good amenity and infrastructure outcomes for Inner West's public spaces, open spaces and streets.

Part 2 – Explanation of provisions

The following amendments to the *Inner West Local Environmental Plan (IWLEP) 2022* are sought to facilitate the Objectives and Intended Outcomes in Part 1 of this Planning Proposal.

2.1 Land Use

- Amend land use zones for specific locations in Leichhardt, Taverners Hill and Kings Bay precincts as per the proposed Land Use Zoning maps in Appendix 1.
- Rezone 2 Hay Street, Leichhardt to RE1 Public Recreation for new open space.
- Introduce residential flat buildings as an Additional Permitted Use on specific sites (as further outlined below in Section 2.2).

2.2 Additional Permitted Uses

- Introduce a new local provision to permit residential flat buildings as an Additional Permitted Use (APU) in the below locations:
 - All land in proposed Zone R3 Medium Density Residential in Leichhardt, Taverners, Hill and Kings Bay precincts.
 - 582-624 Parramatta Road, Croydon, 210 Croydon Road, 235-237 Croydon Road, Croydon (also identified as Opportunity Sites in Section 2.11 under Site-specific local provisions).

These sites have also been identified on the APU Map at Appendix 1.

Note: For housekeeping purposes, APU Maps include the existing R3 zoned site at 30-40 George Street, Part 24 George Street and Part 45 Upward Street (former Labelcraft site) to permit residential flat buildings to reflect its existing use.

2.3 Heritage

- Introduce 24 new Heritage Items and 1 new Archaeological Site.
- Introduce a new Heritage Conservation Area (HCA) along Barker Street, Lewisham.
- Extend the existing Excelsior HCA to include 20-24 Norton Street, Leichhardt.
- Introduce a new local provision which requires developments accessing FSR and height of building (HOB) incentives to demonstrate an appropriate relationship to heritage items and heritage conservation areas.

The proposed additional local provision will operate in addition to the standard heritage clause 5.10 of the IWLEP. This is a **precautionary approach** to manage PRCUTS and Council's urban design study's recommendation that development to maximum FSR and HOB controls may not be appropriate for heritage items, sites in heritage conservation areas and sites adjacent to heritage items. Clause 5.10 in conjunction with the proposed site-specific merit test for heritage assessment through this new local provision will ensure that new developments accessing incentives for density and height are redeveloped sensitively.

2.3.1 Heritage Items

24 properties are proposed to be heritage listed including 17 items in Leichhardt, 6 items in Taverners Hill and 1 item in the Kings Bay Precinct as per Table 6.

Table 6 – List of proposed heritage items

No.	Locality	Item Name	Address	Property Description	Significance
Leichhardt Precinct					
1.	Annandale	Former Westgate Post Office – excluding apartment block at rear	225 Parramatta Road	CP for Lot 1-8 SP 83952	local
2.	Leichhardt	Shop façade – façade above awning only	335 Parramatta Road	Lot 1, DP 205912	local
3.	Leichhardt	Former St Martha's Industrial School for Girls	38-40 Renwick Street	Lot 10 Sec 8 DP 612, Lot 11 Sec 8 DP 612, Lot 26 Sec 8 DP 612, Lot 29 Sec 8 DP 612, Lot 30 Sec 8 DP 612, Lot 8 Sec 8 DP 612, Lot 9 Sec 8 DP 612, Lot 28 Sec 8 DP 612, Lot 121 DP 114338, Lot 122 DP 114338, Lot 123 DP 114338, Lot 124 DP 114338	local
4.	Petersham	Shop and residence	514 Parramatta Road,	Lot 4 DP 572103	local
5.	Petersham	Shop and residence	516 Parramatta Road	Lot 3 DP 572103	local

No.	Locality	Item Name	Address	Property Description	Significance
6.	Petersham	Shop and residence	518 Parramatta Road	Lot 10 DP 1104985	local
7.	Petersham	Shop and residence	520 Parramatta Road	Lot 2 DP 572103	local
8.	Petersham	Shop and residence	522 Parramatta Road	Lot 1 DP 572103	local
9.	Petersham	Former Petersham Arcade	538-542 Parramatta Road	Lot 1 DP 217301, Lot 2 DP 217301, Lot 3 DP 217301	local
10.	Petersham	Former Petersham Arcade	544 Parramatta Road	Lot 4 DP 217301	local
11.	Petersham	Former Petersham Arcade	546-548 Parramatta Road	Lot 1 DP 586519	local
12.	Petersham	Former Petersham Arcade	550 Parramatta Road	Lot 7 DP 217301	local
13.	Petersham	Former Albert (later Brighton) Hall and shops	576 Parramatta Road	Lot 1 DP 115621	local
14.	Petersham	Former Albert (later Brighton) Hall and shops	582-584 Parramatta Road	Lot 1 DP 115620, Lot 1 DP 81775	local
15.	Stanmore	Shop and residence	174 Parramatta Road	Lot 4, DP 443402	local
16.	Stanmore	Shop and residence	176 Parramatta Road	Lot 3, DP 443402	local
17.	Stanmore	Shop and residence	178 Parramatta Road	Lot 1, DP 443196	local
Taverners Hill					
18.	Leichhardt	Baptist Church and Hall	51-55 Lords Road	Lot 11 DP 1135, Lot 12 DP 1135	local

No.	Locality	Item Name	Address	Property Description	Significance
19.	Leichhardt	Electricity Substation No. 1520	9 Tebbutt Street	Lot A DP 310751	local
20.	Lewisham	Convent of the Sisters of Charity	40A Thomas Street	Lot C DP 943062, Lot 1 DP 171989, Lot 1 DP 436187, Lot 2 DP 436187	local
21.	Summer Hill	“Sloane Court” flat building	51a Sloane Street	Lot 2 DP 338439	local
22.	Summer Hill	“Asturia” flat building	58 Sloane Street	SP11853	local
23.	Lewisham	Lewisham Hotel (previously Wheelwrights Arms Hotel, The Louis Hotel)	794 Parramatta Road	Lot 1 DP 983757, Lot 1 DP 658435	local
Kings Bay					
24.	Croydon	Electric Lighting Sub-Station No. 72	590 Parramatta Road	Lot 1 DP 592800, Lot 2 DP 592800	local

2.3.2 Heritage Conservation Areas

3 properties are proposed to be included in the extension of Excelsior Heritage Conservation Area within the Leichhardt Precinct. A new Heritage Conservation Area is proposed which will include 8 properties along Barker Street, Lewisham in the Taverners Hill Precinct.

Table 7 – Proposed new heritage conservation areas

No.	Locality	Conservation Area	Address	Property Description	Significance
Leichhardt Precinct					
1.	Leichhardt	Excelsior Heritage Conservation Area	20-24 Norton Street, Leichhardt	Lot 1 DP 793141, Lot A DP 437525, Lot 89 DP 455747,	local

No.	Locality	Conservation Area	Address	Property Description	Significance
				Lot 90 DP 455747	
Taverners Hill					
2.	Lewisham	Barker Street Heritage Conservation Area	10-16 Barker Street, Lewisham	Lot 100 DP 1165292, Lot 1 DP 1001640, Lot 1 DP 865485, Lot 102 DP 812726	local
3.	Lewisham	Barker Street Heritage Conservation Area	27-33 Barker Street, Lewisham	Lot B DP 439965, Lot A DP 439965, Lot 2 DP 222932, Lot 1 DP 222932	local

2.3.3 Archaeological Sites

Five properties in the Leichhardt Precinct are identified within the Annan Grove Cottage archaeological site as per Table 8.

Table 8 – Proposed new Archaeological Heritage Item

No.	Locality	Item Name	Address	Property Description	Significance
Leichhardt Precinct					
1.	Annandale	“Annan Grove” cottage	239-245A Parramatta Road	Lot A DP 440944, Lot 3 DP 108278, Lot 4 DP 108278, Lot 5 DP 108278, Lot 6 DP 108278, Lot 7 DP 108278, Lot 8 DP 108278	local

2.4 Built form Controls (FSR and HOB)

- Retain existing FSR and HOB controls in the IWLEP 2022 except for 2 Hay Street, Leichhardt where existing FSR control is to be removed as it is proposed RE1 Public Recreation open space.

- Introduce additional HOB and FSR controls where an uplift is proposed. These are to be known as 'Incentive FSR and Incentive HOB'.
- Introduce a new local provision that requires developments to satisfy certain criteria (see below) in order to use the incentive FSR/HOB controls.

The 'base' height is shown on the 'Height of Buildings Map', the 'incentive' height is shown in the 'Incentive Height of Buildings Map', the 'base' FSR is shown on the 'Floor Space Ratio Map', and the 'incentive' Floor Space Ratio is shown on the 'Incentive Floor Space Ratio Map'.

The proposed built form controls are generally aligned with the recommendations of PRCUTS and have been further tested at a site scale in Appendix 2. Any variations to recommended PRCUTS built form controls is to achieve better design outcomes based on urban design testing.

2.5 Additional Local Provision to facilitate development within Leichhardt, Taverners Hill and Kings Bay Precincts

- Identify the Planning Proposal Areas 1,2,3 in the Key Sites Map
- Introduce a new local provision for Areas 1,2,3 to incentivise FSRs and building heights but only where the proposed development satisfies the relevant criteria below:
 - achieves an appropriate development pattern and high-quality built form in terms of bulk, massing, height, separation, setbacks, amenity and modulation
 - provides an adequate response to heritage issues and responds sensitively to heritage items and heritage conservation areas.
 - provides an active street frontage as required under Section 2.6.
 - achieves higher building performance targets as detailed in Section 2.7.
 - incorporates mechanisms to reduce urban heat as detailed in Section 2.8.
 - supports sustainable transport modes, minimises traffic congestion and reduces private car dependency as prescribed in Section 2.9.
 - If in Key Site 1, makes appropriate affordable housing contributions under State Environmental Planning Policy 70 – Affordable Housing Scheme as detailed in Section 2.10.
 - If in Key Site 1, makes appropriate Community Infrastructure Contributions (CICs) as detailed in Section 2.11.
 - ensures that development is designed to reflect future transport infrastructure.
 - prior to any redevelopment taking place there is a commitment from NSW Government to introduce an on-street rapid transit system along Parramatta Road as required under the *Parramatta Road Corridor Urban Transformation Strategy 2016*.
 - makes satisfactory Regional Infrastructure Contributions (RICs) as detailed in section 2.13.

Under the terms of this clause, development consent must not be granted in relation to a development seeking FSR and HOB incentives, unless the consent authority is satisfied that the above requirements where relevant have been satisfied. This incentives-based approach is key to achieving the Objectives and Intended Outcomes of this Planning Proposal and delivering the best urban design, community and infrastructure outcomes.

Summary of proposed FSR and HOB incentives provisions is provided in Section 2.16.

2.6 Active street frontages

- Introduce a clause to provide active street frontages to attract pedestrian traffic and provide vibrancy, surveillance and activity along certain ground floor street frontages as per the Active Street Frontages Map in Appendix 1.

- Prohibit residential accommodation and limit parking infrastructure such as driveways, ground level car parks and servicing areas where active street frontages are required.
- Active street frontages will be required for all of the ground floor except for any part of the building which is used for residential entrances and lobbies (as part of mixed-use developments), access for fire services and vehicular access.

These requirements applied as per the Active Street Frontages maps at Appendix 1 will ensure appropriate retail and commercial activities are provided to activate streets and plazas as well as facilitating vibrancy and passive surveillance.

Associated controls in the Development Control Plan (DCP) will also encourage developments to provide active street frontages.

2.7 High Performance Buildings and Improved Environmental Outcomes

- Introduce a clause for development, including residential accommodation, commercial development, shopping centres and hotels that seek an uplift associated with FSR and HOB incentives to satisfy Energy and Water performance standards as outlined below in Table 9 and Table 10.
- Introduce a clause that considers a reduction in requirements for development that is a refurbishment of or addition to a heritage item, where it is demonstrated compliance causes unacceptable impact to the heritage item.
- Introduce new definitions specific to the local provision for gross-lettable area – retail, net lettable area, shopping centre and refurbishment.
- Introduce a clause requiring provision of bicycle parking and facilities for workers (including showers, lockers and change rooms) within a commercial or mixed-use development to facilitate walking and cycling.

Table 9 – Development threshold and performance standards for residential developments

Type of development	Minimum Energy requirement	Minimum Water requirement
Residential buildings 2-3 storeys	BASIX Energy 55	BASIX Water 50 (and up to 60 where recycled water is available) for all new dwellings
Residential buildings 4-5 storeys	BASIX Energy 50	
Residential buildings 6+ storeys	BASIX Energy 40	
Residential as a component of mixed-use development	As above relevant to the number of storeys	

Table 10 – Development threshold and performance standards for non-residential developments

Development type and thresholds	Energy requirements	Water requirements
Commercial development (base building) <ul style="list-style-type: none"> • A new commercial building $\geq 1,000\text{m}^2$ nett 	<ul style="list-style-type: none"> • Maximum 45 kWh/yr/m^2 of gross floor area (GFA) or, 	NABERS Water 4 star (5 star where recycled water is available)

<ul style="list-style-type: none"> • lettable area (NLA) or more, or • A refurbishment to an existing commercial building that contains a NLA or 1,000m² or more, or • An existing commercial building of 1,000m² NLA or more with an addition of 50% or more NLA 	<ul style="list-style-type: none"> • 5.5 star NABERS Energy Commitment Agreement (CA) + 25% or, • Certified Green Star Buildings rating with a “credit achievement” in Credit 22: Energy Use, or • equivalent 	
<p>Shopping centre development (base building)</p> <ul style="list-style-type: none"> • A new shopping centre containing a gross lettable area – retail (GLAR) of 5,000m² or more • An existing shopping centre of 5,000m² GLAR or more with an addition of 50% or more GLAR 	<ul style="list-style-type: none"> • Maximum 55 kWh/yr/m² of GFA or, • 4 star NABERS Energy CA, or Certified Green Star Buildings rating achieving the “minimum expectation” in Credit 22: Energy Use, or • equivalent 	
<p>Hotel (whole building)</p> <ul style="list-style-type: none"> • A new hotel of 100 rooms or more • A refurbishment to an existing hotel that contains 100 rooms or more 	<ul style="list-style-type: none"> • Maximum 245 kWh/yr/m² of GFA or, • 4 star NABERS Energy CA, or • Certified Green Star Buildings rating achieving the “minimum expectation” in Credit 22: Energy Use, or • equivalent 	<p>NABERS Water 4 star (5 star where recycled water is available)</p>

Mixed Use

As above relevant to proposed uses and the Table 4 for residential developments.

Note: Draft Design and Place State Environmental Planning Policy (SEPP) 2021

These provisions may change in response to the finalisation of the draft Design and Place SEPP.

These sustainability performance targets (energy and water) will only have to be met if a proposed development relies on FSR and HOB bonus incentives. These are based on the Parramatta Road Corridor Sustainability Implementation Plan and Parramatta Road Corridor Planning and Design Guidelines for residential developments and City of Sydney’s [Planning Proposal - Performance for Net Zero Buildings](#) (November 2021).

Council considers implementing these hybrid of sustainability provisions based on PRCUTS and City of Sydney’s latest research as a step-change towards achieving the overall goals of

low carbon, sustainability and resilience. These standards will ensure current practice is enhanced and future best practice is not precluded.

Refer to Appendix 10 - Parramatta Road Corridor High Performance Buildings Background Information, for supporting information. The draft DCP accompanying the Planning Proposal includes more detailed planning controls to implement the performance standards.

The intent of the proposed facilities for workers clause is to improve the amenity of the workplace, encourage alternative forms of transport to work and for businesses to attract and retain staff.

The following definitions will be introduced in the LEP for the purposes of this clause:

- **Gross lettable area – retail:** means the area of the building as set out in the Property Council of Australia Method of Measurement.
- **Net lettable area:** means the area of the building as set out in the Property Council of Australia Method of Measurement.
- **Refurbishment:** means carrying out of works to an existing building where the works affect at least half the total volume of the building measured over its external roof and walls and where there is no increase in the gross floor area. In calculating the extent of the building’s volume that is being changed, the proposed works and all other building work completed or authorised within the previous three years is to be included.
- **Shopping centre:** means two or more retail premises within a building that has shared plant and services which are managed by a single person or entity. This does not include specialised retail premises, garden centres, hardware and building supplies, landscaping material supplies, plant nurseries, roadside stalls, rural supplies, timber yards or vehicle sales or hire premises.

2.8 Urban Heat Mitigation

- Include an objective to mitigate the effects of urban heat island and climate change by expanding tree canopy cover and incorporating measures for cooling the private and public domain.
- Introduce local provision to achieve specific deep soil and tree canopy targets as set out in Table 11 below.
- Where sites are constrained (e.g. existing high-density mixed-use urban sites, existing high streets), consider alternative design solutions for greening.

Table 11 – Tree canopy and deep soil targets based on Zone

Zone	Overall Canopy target (including streets)	Canopy target (% of site area)	Deep soil
R3 Medium Density Residential	40%	20% for site area <1500m ² 25% for site area 1500m ² +	-
B6 Enterprise Corridor	35%	35% (25% for bulky goods)	25%

Note: Draft Design and Place State Environmental Planning Policy (SEPP) 2021

These provisions may change in response to the finalisation of the draft Design and Place SEPP 2021.

The above provisions are based on the vision of *Parramatta Road Corridor Planning and Design Guidelines* and *Sustainability Implementation Plan* which recommends measures to address urban heat island effect.

The above Deep soil and Tree Canopy targets for specific zones are adopted directly from the draft Design and Place SEPP 2021. The draft SEPP including draft Urban Design Guide and draft Apartment Design Guide allow local requirements to take precedence in response to local context and character.

2.9 Car Parking

- Introduce a clause which outlines the objective to minimise the amount of vehicular traffic generated from proposed developments which rely on FSR/HOB incentive provisions.
- Identify the maximum number of car parking spaces that may be provided as set out in Table 12 below.
- Introduce the following local provisions:
 - All car parking is to be provided as **unbundled parking** in new developments i.e. separated from dwelling, commercial units and building ownership.
 - Support sustainable transport including active and public transport by minimising private car parking and encouraging the provision of **car share schemes** and **decoupled parking**.
- Include the following definitions:
 - **Unbundled parking** means parking that is separated from the cost or rent of a dwelling, commercial units and building ownership.
 - **Car share scheme** means a scheme in which any car share operator provides vehicles for shared use and hires those vehicles exclusively to members of the scheme for occasional use for short periods of time, on demand and on a pay-as-you go basis.
 - **Decoupled parking** means provision of off-site car parking, usually in the form of consolidated car parking in close proximity to the development to satisfy the parking requirements.

This will be achieved by identifying the applicable area in the Land Use and Transport Integration Maps in Appendix 1.

Table 12 – Maximum car parking rates

Category	Residential (maximum space per dwelling)	Other (maximum space per GFA)
Category A (Leichhardt and Taverners Hill Precinct)	<ul style="list-style-type: none"> • Studio – 0 • 1 Bed – 0.3 • 2 Bed – 0.7 • 3 Bed – 1 • Visitor – 0 	<ul style="list-style-type: none"> • Commercial: <ul style="list-style-type: none"> ○ Commercial and office premises - 1 space per 150sqm ○ Restaurants- 1 per 50 sqm ○ Retail – 1 space per 100 sqm ○ Bulky goods - 1 per 50 sqm • Industrial – 1 space per 150sqm

Category B (Kings Bay Precinct)	<ul style="list-style-type: none"> • Studio – 0.3 • 1 Bed – 0.5 • 2 Bed – 0.9 • 3 Bed – 1.2 • Visitor – 0.1 	<ul style="list-style-type: none"> • Commercial – <ul style="list-style-type: none"> ○ Commercial and office premises: 1 space per 100sqm ○ Restaurants- 1 per 50 sqm ○ Retail – 1 space per 70 sqm ○ Bulky goods - 1 per 50 sqm • Industrial – 1 space per 120sqm
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This Planning Proposal sets maximum car parking rates based on *Parramatta Road Corridor Planning and Design Guidelines* maximum car parking rates for majority of land uses except restaurants and bulky goods. These are based on alternate rates proposed in the Parramatta Road precinct-wide Traffic and Transport Studies (Appendix 11) by Cardno which are slightly higher than PRCUTS maximum rates – this approach is necessary to address the specific needs of these specialist land uses.

The approach requiring provision of all car parking as unbundled parking and encouraging car share schemes and decoupled parking is also consistent with PRCUTS. Unbundled parking has synergies with the removal of minimum parking requirements and allows for parking to be separately sold from the development of dwellings or commercial units, which in turn allows the market to allocate that parking to those with a need for parking and have a willingness to pay – this is a key move to improve housing affordability in the Inner West. PRCUTS notes that *'this is not only more equitable but can also reduce the total amount of parking required for a building'*.

Supporting DCP amendments will also include minimum rates for bicycle parking, provision of worker facilities and electric vehicle charging infrastructure.

2.10 Affordable Housing

- Introduce a provision to require contributions for affordable housing to be made in accordance with an Affordable Housing Contributions Scheme for new developments in Key Site Area 1 (Leichhardt Precinct).

This provision is to be read in conjunction with Council's *draft Affordable Housing Contribution Scheme* (Appendix 8).

The intent of this provision is that development for residential purposes identified within urban renewal areas in the Inner West Council LGA must contribute towards affordable housing, specifically for Leichhardt precinct – 2% of the Residential Strata Area, defined as the sum of areas attributed to lots under a plan of subdivision for the development that are to be used for residential purposes including related parking and storage areas.

2.11 Community Infrastructure Contributions

- Introduce a provision to require that Community Infrastructure Contributions are to be made in accordance with a relevant Community Infrastructure Contributions (CIC) Scheme policy for new developments in Key Site Area 1 (Leichhardt precinct).

The intent of this provision is to provide funding for community infrastructure within the Leichhardt precinct. Council's Value Sharing Study (Appendix 9) indicates that a precinct-based CIC could be applied to Leichhardt precinct as it is feasible for developments to

contribute towards community infrastructure on top of the proposed affordable housing and local infrastructure contributions.

A list of Community Infrastructure required by PRCUTS has been identified in the *Parramatta Road Corridor Infrastructure Schedule 2016* and will be used as a starting point to implement this CIC Scheme. Refer to Appendix 14 for the list of infrastructure relevant to Leichhardt Precinct.

Council is reviewing this Infrastructure Schedule as it was prepared in 2016 and its costs are out of date. It also has gaps as it does not identify or cost the full list of infrastructure works required. It is also being reviewed to align with the active transport infrastructure recommendations in the Parramatta Road Corridor Precinct-wide Traffic and Transport Study (Appendix 11)

Council's intention is to complete a review of the CIC Schedule prior to finalisation of this Planning Proposal.

2.12 Site-Specific Local Provisions

Introduce new site-specific provisions for certain sites:

- ***Land at 612-624 Parramatta Road, Croydon and 210 Croydon Road, Croydon (Opportunity Site 1)***
 - permit redevelopment of the above land as an amalgamated site to allow access to FSR and HOB incentives.
 - permit residential flat buildings as an additional permitted use, but only if the proposed development provides commercial/ business uses on the entirety of the ground floor that are compatible with residential uses above.
 - manage urban hazards of environmental impacts including air quality and noise.
 - provide a minimum of 1.5m setback to Parramatta Road, 3m to Croydon Road and associated public domain improvements.
- ***Land at 590-610 Parramatta Road, Croydon and 235-237 Croydon Road, Croydon (Opportunity Site 2)***
 - permit redevelopment of the above land as an amalgamated site to allow access to FSR and HOB incentives.
 - permit residential flat buildings as an additional permitted use, but only if the proposed development provides commercial/ business uses on the entirety of the ground floor that are compatible with residential uses above.
 - manage urban hazards of environmental impacts including air quality and noise.
 - provide a minimum of 1.5m setback to Parramatta Road, 3m to Croydon Road and associated public domain improvements.
- ***Land at 582-584 Parramatta Road, Croydon (Opportunity Site 3)***
 - permit redevelopment of the above land as an amalgamated site to allow access to FSR and HOB incentives.
 - permit residential flat buildings as an additional permitted use, but only if the proposed development provides commercial/ business uses on the entirety of the ground floor that are compatible with residential uses above.
 - manage urban hazards of environmental impacts including air quality and noise.

- provide a minimum of 8m wide pedestrian and cycling link with landscaping and public domain improvements along the site's boundary with Iron Cove Creek.
- provide a minimum of 1.5m setback to Parramatta Road and associated public domain improvements.
- ***Land at 29-67 Norton Street, Leichhardt and 40-50 Balmain Road, Leichhardt (Opportunity Site 4)***
 - permit redevelopment of the above land as an amalgamated site to allow access to FSR and HOB incentives.
 - provide a minimum of 18m wide landscaped through-site link for active transport connections and public domain improvements between Norton Street and Balmain Road.
 - manage urban hazards of environmental impacts including air quality and aircraft noise.
 - provide a minimum of 25m wide public open space/ plaza with appropriate landscaping at the Norton Street frontage of the existing Plaza Shopping Centre.
 - provide active street frontage along the proposed through-site link between Norton Street and Balmain Road.

The purpose of these site-specific provisions is to ensure suitable redevelopment and amalgamation of lots, to achieve built form outcomes which are proportional to the site's area and consistent with the objectives. These sites provide unique opportunities for new housing in key locations of Leichhardt and Kings Bay precincts; and the opportunity to contribute towards on-site public domain improvements which will enhance the precinct's connectivity and accessibility. These sites are also unique opportunities in the context of PRCUTS as the urban design study (Appendix 2) has recommended potential for intensified use and density beyond what is envisaged in PRCUTS.

These site-specific provisions will be supported by accompanying DCP provisions which further outline built form and design measures to mitigate environmental impacts, urban hazards and any potential land-use conflict for the mixed-use opportunity sites in Kings Bay.

2.13 Arrangements for contributions to designated State Public Infrastructure

- Include a new clause which requires satisfactory arrangements to be made for the provision of 'designated State public infrastructure' before the development of land for residential or commercial purposes in Key Sites Area 1, 2, 3.

Under the terms of this clause, development consent must not be granted unless the Secretary of DPE has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of designated State public infrastructure in relation to that development. The clause will not apply if a development does not result in an increase in residential or commercial floor space, or if a RIC is introduced by the State Government in the Parramatta Road Corridor (should that ever occur). In the proposed clause, 'designated State public infrastructure' includes:

- a) State and regional roads,
- b) bus interchanges and bus lanes,
- c) land required for regional open space,
- d) social infrastructure and facilities (such as schools, hospitals, emergency services and justice purposes),

e) light rail infrastructure.

2.14 Transport Infrastructure provisions

- Include a provision that new development relying on FSR/HOB incentives development is designed to reflect future transport infrastructure.
- Include a provision that prior to any redevelopment taking place there is a commitment from NSW Government to introduce an on-street rapid transit system along Parramatta Road as required under the *Parramatta Road Corridor Urban Transformation Strategy 2016*.

The objective of these provisions is to ensure that land use growth and provision of public transport infrastructure are aligned to serve the future residents and population in the Corridor. These are consistent with the s9.1 Ministerial for Parramatta Road Corridor which requires that a planning proposal that applies to land in the nominated local government areas within the Parramatta Road Corridor must *'contain a requirement that development is not permitted until land is adequately serviced (or arrangements satisfactory to the relevant planning authority, or other appropriate authority, have been made to service it) consistent with the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016)'*.

Further IWC/DPE's Precinct wide Traffic and Transport study Implementation Plan (Appendix 11) requires *'TfNSW implement enhanced public transport solutions through service planning and project business cases'*. These requirements must be satisfied prior to any development consent being granted in the Corridor.

2.15 Maps

This planning proposal seeks to amend the following IWLEP maps. The proposed LEP maps are provided at Appendix-1. The following broadly summarises the key changes and additions for the applicable area.

- Amend the existing Land Zoning Maps as outlined in Section 2.1.
- Create Additional Permitted Uses maps as outlined in Section 2.2
- Amend the existing Heritage Maps as outlined in Section 2.3.
- Amend the existing FSR map to remove the FSR control for 2 Hay Street, Leichhardt.
- Create Incentive Height of Buildings Maps.
- Create Incentive Floor Space Ratio Maps.
- Create Key Sites Maps to identify the affected area relating to the proposed Additional Local Provisions as outlined in Section 2.5.
- Create Active Street Frontages Maps relating to the proposed active street frontage provisions as outlined in Section 2.6.
- Create Land Use and Transport Integration Maps relating to the proposed Car Parking provisions as outlined in Section 2.9.
- Create Opportunity Sites Maps relating to the proposed Site-specific Local provisions as outlined in Section 2.12.

2.16 Tables of changes to existing planning controls

Summary of existing and proposed controls is provided in the below tables:

Table 13 - Leichhardt Precinct – Stage 1 - Existing and proposed planning controls

Area	Current zone	Proposed zone	Current FSR (n:1)	Proposed incentive FSR (n:1)	Current HOB	Proposed incentive HOB

North of Parramatta Road	B2	B2	1.0 + 0.5 bonus for active street frontages	1.9, 3.0	Not defined	17m, 23m, 26m, 30.5m
	R1	R3 (+ RFB as APU)	0.5 – 0.8 as per site area	1.9	Not defined	18m
2 Hay St, Leichhardt	B2	RE1	1.0 + 0.5 bonus for active street frontages	N/A	Not defined	N/A
South of Parramatta Road	B2	B2	1.5	3.0	14m	23m
	B2	R3 (+ RFB as APU)	1.5	2.2	14m	18m

Table 14 - Taverners Hill Precinct – Stage 1 - Existing and proposed planning controls

Area	Current zone	Proposed zone	Current FSR (n:1)	Proposed incentive FSR (n:1)	Current HOB	Proposed incentive HOB
Lewisham South	R2	R3 (+ RFB as APU)	0.6 – 1.0 as per site area	1.0	9.5m	12m, 15m
	R4	R3 (+ RFB as APU)	1.0, 1.1	1.1, 1.2	17m	18m
West Leichhardt	R1	R3 (+ RFB as APU)	0.5 – 0.8 as per site area	1.0, 1.4, 1.5	Not defined	12m, 15m, 21m

Table 15: Kings Bay Precinct - Existing and proposed planning controls

Area	Current zone	Proposed zone	Current FSR (n:1)	Proposed incentive FSR (n:1)	Current HOB	Proposed incentive HOB
Kings Bay	B6	B6	1.5, 2.0	2.4	10m, 15m	17.5m
	R2	B6	0.7	2.4	8.5m	17.5m
	R2	R3 (+ RFB as APU)	0.7	1.0, 1.3	8.5m	12m, 15m
Opportunity Sites 1 - 3	R2, R3 and B6	B6 + RFB	0.7, 1.5, 2.0	2.4 (Site 1) 2.1 (Sites 2&3)	8.5m, 12.5m 15m	19m (Sites 1&2) 22m (Site 3)

Note: Employment Zone reforms

The Department is in the process of reforms that aim to develop a more legible suits of employment zones. The reforms will consolidate nine centre, mixed-use, business and industry zones into five zones.

The Planning Proposal includes employment lands in Leichhardt Precinct zoned **B2 – Local Centre** and in Kings Bay Precinct zoned **B6 – Enterprise Corridor**. These zones will be affected by these reforms. Inner West Council is working collaboratively with the Department to ensure a 'best fit' translation of the existing and proposed employment zones.

This translation would result in changes to the zone objectives and permitted land uses for these employment zones. These changes are minimal and will have no negative impact on the intent of this Planning Proposal.

The reforms are expected to be exhibited in mid-2022 and finalised later in the year. On finalisation and subject to the status and stage of this Planning Proposal, references to B2 and B6 zones are likely to be replaced with the resulting equivalent zones. In this regard, land currently zoned:

- B2 – Local Centre will transition to **E1 – Local Centre**.
- B6 – Enterprise Corridor will transition to **E3 – Productivity Support**.

Further information on the employment zones reform is available here - www.planning.nsw.gov.au/employment-zones-reform

2.17 Other Relevant Matters

- **Amendments to the draft Leichhardt, Marrickville and Ashfield DCP**

Amendments to the three former Council's DCPs have been prepared to deliver more detailed controls with respect to future built form and support the changes being made under this Planning Proposal. It is Council's intention to exhibit the draft DCP amendments at the same time as this Planning Proposal.

- **Draft Inner West Development Contributions Plan – Section 7.11 and Section 7.12**

Council is preparing a new comprehensive draft Development Contributions Plan 2022 that assesses the local infrastructure demands of the new population and workers across the local government area to 2036. The Draft Plan seeks to ensure that an appropriate framework is in place to support the level of growth anticipated under this Planning Proposal and any future proposals across the Inner West.

The draft Contributions Plan will consolidate all existing development contributions plans relating to the former Ashfield, Marrickville and Leichhardt councils, and is informed by the following suite of supporting studies:

- Inner West Community Assets Needs Study (2021)
- Inner West Recreational Needs Study (2021)
- Inner West Traffic and Transport Needs Study (2021) and
- the Parramatta Road Corridor Precinct-wide Traffic and Transport Study (Cardno, DPIE).

Council intends to place the Draft Inner West Development Contributions Plan on exhibition in June 2022, and subsequently finalise it by October 2022. The growth anticipated by this Planning Proposal is encapsulated by the works schedule contained in the draft Plan and supporting needs studies. It is Council's intention that the Draft Inner West Development Contributions Plan is in effect prior to finalisation of this Planning Proposal.

- **Draft Affordable Housing Contributions Scheme**

A draft Affordable Housing Contributions Scheme (AHCS) under *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) has been prepared to support the new clause and is included as Appendix 8. The draft AHCS sets out how, where, and at what rate development contributions will be collected by Council for affordable housing. It includes the evidence base supporting the need for affordable housing and provides operational details including how to calculate contributions and in what form contributions are to be made.

- **Draft Community Infrastructure Contributions Scheme**

A Community Infrastructure Contributions Scheme will be prepared to support the new clause. It will detail the how the contributions are collected and at what monetary rate they are to be applied. It will also include a schedule of infrastructure to be delivered by the funds collected.

A preliminary list of infrastructure works from the Parramatta Road Infrastructure Schedule is included in this Planning Proposal for Leichhardt Precinct (Appendix 14). This Schedule of Infrastructure is currently being reviewed to update costs and list of infrastructure works in response to the outcomes of IWC/DPE Parramatta Road Corridor Precinct-wide Traffic and Transport Study.

Part 3 – Justification

This section of the Planning Proposal provides the rationale for the amendment to the IWLEP and responds to questions set out in the DPE's *Local Environmental Plan Making Guideline 2021* (former 'A guide to preparing planning proposals' 2016).

Section A – Need for the planning proposal

Q1. Is the planning proposal a result of an endorsed local strategic planning statement (LSPS), strategic study or report?

Yes. The Planning Proposal is consequential to the NSW Government's *Parramatta Road Corridor Urban Transformation Strategy* (PRCUTS) which was adopted in November 2016.

In addition to responding to NSW State government strategic plans, this Planning Proposal is based on Inner West Council's [Local Strategic Planning Statement](#) which was endorsed by the Greater Sydney Commission on 31 March 2020. The Proposal is complemented by Council's [Local Housing Strategy](#) (LHS), [Employment and Retail Land Strategy](#) (EaRLS) and [Integrated Transport Strategy](#) (ITS).

The Planning Proposal is informed by technical studies, which support and refine the implementation of PRCUTS recommendations. They also provide evidence-based justification where variations to these recommendations are proposed. These include:

Appendix 2 – Urban Design Studies

These studies for the Leichhardt, Taverners Hill and Kings Bay precincts justify the height and floorspace incentives sought in this Planning Proposal. The set of studies reviewed the recommendations of the Parramatta Road Corridor Planning and Design Guidelines (PRC P&DG) to establish what measures will deliver the best urban design and community outcomes.

The built form testing undertaken as part of the urban design studies demonstrated that the Planning Proposal should seek variations to some PRCUTS land use zoning, FSR and height recommendations to achieve better outcomes than those anticipated by the original Strategy. The proposed new built form controls have taken desired future and existing character, heritage and any recent development in the area into consideration.

These studies also include Design Guidelines that provide detailed urban design controls for built form elements such as building setbacks, street wall heights and frontages which have informed Council's supporting DCP amendments.

Appendix 3 – Heritage Study

This study supports the proposed new heritage items and heritage conservation areas included in this Planning Proposal. The study investigated the potential heritage significance of the sites recommended in the PRCUTS P&DG and former Leichhardt Council's 2016 Parramatta Road and Norton Street Corridor Heritage Study.

Heritage Inventory Sheets for the proposed Heritage Items and Heritage Conservation areas are included in this study.

Appendix 4 – Feasibility Assessment

This study investigated EaRLS' recommendations to improve the economic and productivity outcomes of PRCUTS of the Leichhardt, Taverners Hill and Kings Bay precincts as follows:

- Feasibility tipping point analysis to determine minimum non-residential FSR controls for Norton Street Leichhardt to secure commercial floor space on ground floors and podium levels.
- Feasibility analysis for B6 employment zoned lands in Kings Bay precinct.
- Feasibility tipping point analysis to determine minimum non-residential FSR controls for Opportunity Sites in the Kings Bay precinct.
- Design recommendations to ensure flexible use of employment floorspace and improve economic productivity outcomes

This study informs the economic aspects of this Planning Proposal including built form considerations relating to high floor to floor heights for flexible use of employment floorplates. The urban design study took the findings of the feasibility assessment into account in recommending proposed land uses, FSRs and HOBs.

Appendix 5 – Flood Management

This study brings together the existing Flood studies and Floodplain Risk Management Plans completed by Inner West Council or the former Councils. It also includes a Schedule of properties affected by flood in the Planning Proposal area.

Appendix 6 – Contamination

This study investigated the implications of introducing sensitive uses or rezoning sites to permit sensitive uses on the following sites which may be potentially contaminated:

- 582-584, 590, 596-598, 600-610 and 612-624 Parramatta Road, Croydon and 210 Croydon Road, Croydon
- 2-18 Crystal Street, Petersham

The desktop analysis undertaken as part of this study concludes that these sites can be made suitable for the proposed uses subject to appropriate site-by-site contamination management and/or remediation at the development application stage.

Appendix 7 – Aircraft Noise Assessment

This study investigated the implications of introducing additional residential capacity in the Leichhardt precinct which is affected by the ANEF 25-30 contour. The recommended mitigation measures in relation to internal noise levels in new dwellings have informed this Planning Proposal. Council's supporting DCP includes provisions to mitigate road noise and aircraft noise impacts.

Appendix 8 – Draft Affordable Housing Contributions Scheme

A draft Affordable Housing Contribution Scheme (AHCS) has been prepared in accordance with the DPE *"guideline for developing an affordable housing contributions scheme"*.

The draft AHCS sets out how, where, and at what rate development contributions will be collected by Council for affordable housing. It includes the evidence base supporting the need for affordable housing and provides operational details including how to calculate contributions and in what form contributions are to be made.

Appendix 9 – Land Value Sharing Study

This study investigated potential land value share mechanisms which can be introduced to the PRCUTS precincts to support the delivery of local and community infrastructure. Current limitation on local infrastructure contributions, to a maximum of \$20,000 per dwelling, limits

Councils' ability to fund the needed infrastructure. The objective of this study was to identify if it would be feasible to share the value uplift associated with the corridor and fund the potential infrastructure gap in costs.

The study determines tipping points above which development can contribute to community infrastructure and demonstrates that it is feasible to include a contribution for community infrastructure to access the maximum allowable FSR in Leichhardt precinct. Note: testing for Taverners Hill and Kings Bay precincts demonstrated that developments cannot feasibly contribute towards community infrastructure.

The Land Value Sharing Advice by SGS (Appendix 9) and the Parramatta Road Feasibility Testing by SGS, with Savills (Appendix 4) both identify the following development cost assumptions:

- \$20,000 per unit s7.11 contributions (the maximum possible for a dwelling in this precinct).
- \$10,000 per unit RIC/broad based charge in line with the NSW Productivity Commission recommendations.
- 2% affordable housing contributions calculated as a 2% reduction in residential gross realisation value. This is equivalent to dedication of 2% of the total floorspace as affordable housing, or an equivalent monetary contribution.
- \$10,500 per unit for sustainability and design.

Feasibility testing demonstrated that on sites proposed to be lifted to 3:1 in Leichhardt precinct, the value sharing is feasible if applied to 0.2:1 FSR at a rate of \$1,409 per sqm of residential uplift and \$7271 per sqm of commercial uplift. These values are 50% of the expected increase in Residential Land Value when rezoning occurs. In this case, the following formula would be used to calculate the expected contributions on each site, under the assumption that the bonus FSR would be developed with residential floorspace (residential is the highest yielding development type):

$$\text{Value capturable} = \text{Site area} \times (\text{FSR proposed} - \text{Base FSR}) \times \$1,409$$

All up, sites proposed for FSR 3:1 comprise 19.9 ha of land in the Leichhardt precinct. If the above community infrastructure contribution applies to floorspace at a ratio of 0.2:1 on each site, a total of \$28,093,769 could be generated from these sites which would then be used to fund towards community infrastructure including but not limited to:

- coordinated development outcomes;
- public domain enhancements;
- public open space, including high quality landscaped areas;
- active transport infrastructure; and
- pedestrian and cycling through-site links.

Appendix 10 – Parramatta Road Corridor HighBuildings Background Information

This document provides background information relation to proposed High Performance building sustainability targets.

Performance Buildings Background Information

Appendix 11 – Parramatta Road Corridor Precinct-wide Traffic and Transport Study

This jointly funded DPE and Inner West Council study is required by PRCUTS to assess the traffic impacts from the proposed levels of development in the Corridor. The key

recommendations of this study have informed the transport and parking provisions of this Planning Proposal. The study was commissioned to Cardno in 2018 and completed in March 2022 through a series of iterations. The Study covers Camperdown, Leichhardt and Taverners Hill precincts of Parramatta Road Corridor in the IWC area and includes the following sub-reports: Context Report, Future Modelling Report, Parking Paper and Transport Plan. The study is discussed in further detail under Section B of this Planning Proposal.

Canada Bay Council Traffic and Transport Study for the Kings Bay Precinct was completed in February 2022 and provides detailed traffic analysis and recommendations taking a precinct-wide approach for Kings Bay. Additionally, further discussion of traffic considerations that apply to the Inner West component of the Kings Bay Precinct are outlined in the IWC Kings Bay Precinct Traffic Impact report, finalised in April 2022; also included in Appendix 11.

Appendix 12 – Parramatta Road Corridor Stage 1 (LEP Phase 2A) Justification Study

This study addresses the Section 9.1 Ministerial Direction 1.5 Consistency Clause (b) which requires that the Planning Proposal demonstrate better outcomes than those envisaged in the PRCUTS November 2016 and the Parramatta Road Corridor Urban Implementation Plan 2016-2023 having regard to the vision and objectives of these documents.

The study synthesises findings of the relevant technical studies and the core elements of GSC, State and Council policies to demonstrate that this Planning Proposal will deliver better outcomes than those in the original PRCUTS.

Appendix 13 – Parramatta Road Urban Amenity Improvement Plan (Inner West Council Masterplan)

This study provides detail on projects identified through the Parramatta Road Urban Amenity Improvement Plan for Leichhardt precinct including:

1. Public domain improvement to key north-south streets perpendicular to Parramatta Road: Rofe Street, Renwick Street, Norton Street, Balmain Road, Catherine Street and Crystal Street
2. New cycle connection along Dot Lane
3. Conversion of Petersham Street to a pocket park

Appendix 14 – Parramatta Road Corridor Draft Infrastructure Schedule (Leichhardt Precinct)

This Schedule identifies the list of PRCUTS Infrastructure 2016 relevant to Leichhardt precinct (Stage 1) which form the basis of the proposed CIC provision. Council is reviewing this Infrastructure Schedule as it was prepared in 2016 and its costs are out of date. It also has gaps as it does not identify or cost the full list of infrastructure works required. The outcomes of Parramatta Road Corridor Precinct-wide Traffic and Transport Study will dictate additional updating of the Schedule.

Additional justification of proposed amendments:

- **Proposed R3 Medium Density Residential + RFBs vs R4 High Density Residential**

As part of preliminary feedback, DPE have requested Council to consider implementing R4 High Density Residential Zone where the Planning Proposal proposes R3 Medium Density Residential Zoning with residential flat buildings as an Additional Permitted Use. Council's position is to be consistent with PRCUTS for proposed R3 Medium Density Residential zoning in the Planning Proposal area. Consideration was given to zoning these

lands to R4 High Density Residential instead of R3 Medium Density Residential at DPE's request, but this approach is not appropriate nor consistent with the PRCUTS.

This R3 zoning would allow diversity of housing types consistent with the objectives of the zone in the IWLEP which are:

- To provide housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide housing that is compatible with the desired future character of the locality.
- To ensure that lots are of adequate size and shape to facilitate the appropriate balance between built form and high-quality landscape outcomes.
- To protect and enhance the amenity of existing and future residents and the neighbourhood.

This position is also consistent with Council's Local Housing Strategy (LHS) which reviewed the PRCUTS recommendations and suggested to implement these zones subject to place-based study's recommendations. LHS recommends 'Medium rise' as residential building typologies in PRCUTS precincts. Council's urban design studies also support the approach of proposed R3 zoning with RFBs as APU.

Surrounding residential areas in the precinct are primarily low scale R1 General Residential and R2 Low Density Residential – having R4 zoned areas would create an imbalance in the characteristics of the suburbs as the R4 zone is to facilitate 'high density' housing as per IWLEP objectives. Note: the Planning Proposal's intention is to allow residential flat buildings as an APU for specific sites in the Planning Proposal area only. This does not affect existing R3 zoned sites outside the Planning Proposal area.

- **Kings Bay Opportunity Sites: Proposed RFBs as APUs on B6 Zoned Land**

Analysis was undertaken by Architectus (**Error! Reference source not found.**) to consider residential uses on existing B6 sites at the east of Kings Bay Frame Area along Parramatta Road and Croydon Road, which are 800m away from the proposed Five Dock Metro Station. These are identified as 'opportunity sites' which would enable high-quality residential development to be provided in vicinity of the committed public transport infrastructure – this is consistent with PRCUTS vision and is largely in response to the proposed transport and infrastructure changes by the NSW Government for Sydney Metro West.

PRCUTS was adopted in 2016 and is outdated. It has not been actively reviewed in response to these infrastructure changes. Through the place-based urban design work, Council intends to catalyse on the opportunity to provide more residential development close to public transport infrastructure to create more liveable, sustainable and walkable neighbourhoods.

Additionally, Council has undertaken economic impact assessment and feasibility testing (Appendix 4) to analyse the impacts of allowing residential uses on these key opportunity sites. The Economic assessment provides recommendations regarding ensuring that the ground floor of these sites continue to provide employment uses and that land use conflict plus urban hazards are appropriately managed. These recommendations have informed Council's draft LEP and DCP provisions.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. The wide range of NSW State Government and Council strategies and the Planning Proposal’s supporting technical studies outlined above demonstrate how the PRCUTS recommendations can be implemented to achieve better outcomes. This Planning Proposal is the best means of achieving the objectives and Intended Outcomes set out in Part 1 of the Planning Proposal.

Section B – Relationship to strategic planning framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

The Planning Proposal gives effect to the NSW Government’s Greater Sydney Region Plan 2018, Eastern City District Plan 2018 and Parramatta Road Corridor Urban Transformation Strategy 2016.

1. Greater Sydney Region Plan 2018

The Greater Sydney Region Plan (GSRP) is the Greater Sydney Commission’s (GSC) vision for a Greater Sydney of three cities, where most residents live within 30 minutes of their jobs and services. It sets a 40-year vision and establishes a 20-year plan to manage growth and change for a Greater Sydney, informing district and local plans and the assessment of planning proposals.

The GSRP contains 10 directions and 40 objectives to guide future growth, covering infrastructure, housing, economic development, and sustainability.

Table 16 – Council’s consideration of Greater Sydney Region Plan Objectives

Objectives	Consideration
Direction 1: A city supported by infrastructure	
Objective 1: Infrastructure supports the three cities	<p><i>“Planning decisions need to support new infrastructure in each city – including cultural, education, health, community and water infrastructure – to fairly balance population growth with infrastructure investment. Decisions are required to equitably enhance local opportunities, inclusion and connection to services.” (GRSP p35)</i></p> <p>The GRSP recommended “Potential indicator” for achieving this objective for each of the three cities is <i>“Increased 30-minute access to a metropolitan centre/cluster.”</i> (GRSP p22)</p> <p>This 30-minute city access principle has informed this Planning Proposal as the affected area covers significant parts of the Parramatta Road Corridor in the Eastern Harbour City.</p> <p>30-minute access requires suitable public transport infrastructure to ensure that new development has desired levels of accessibility.</p>

Objectives	Consideration
	<p>This indicator is explained further as <i>“Providing adequate infrastructure to support population growth is essential to creating strong communities.” (GRSP p32)</i></p> <p>The residential and employment population growth which can be facilitated by this Planning Proposal must accordingly be supported by adequate infrastructure, especially public transport infrastructure given the travel time nature of this Objective’s indicator. Parramatta Road is a heavily traffic congested corridor which requires substantial improvements including mass transit and traffic calming prior to the Corridor being burdened by additional growth.</p> <p>This cannot be achieved by the Planning Proposal alone and, therefore, support is sought from the NSW State Government to provide the necessary transport infrastructure to support growth in this corridor.</p> <p>In the interim, the Planning Proposal includes provisions relating to consideration of future transport infrastructure when designing new development, outcomes of precinct-wide traffic and transport study and commitment from NSW State Government for provision of on-street rapid mass transit along Parramatta Road prior to any development consent being granted.</p>
<p>Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact</p>	<p>The GRSP points out that areas forecast to experience significant residential and employment growth will require new and/or enhanced local and regional infrastructure to support growth. (GRSP p36).</p> <p>This Planning Proposal supports this principle and is based on the following GRSP concept: <i>“Effectively aligning infrastructure with growth requires a methodical and sequenced approach to development.</i> This requires a whole-of-government approach and a place-based understanding of sequencing of infrastructure delivery. This enables planning to support infrastructure alignment with areas of growth and transformation before additional areas are rezoned and ready for development. This new approach supports the appropriate growth and infrastructure being provided at the right time” (GRSP p39).</p> <p>PRCUTS identifies substantial development growth opportunities that can only be realised if they are aligned with substantial public transport infrastructure improvements. To achieve this</p>

Objectives	Consideration
	<p>“methodical and sequenced approach”, Council’s Planning Proposal can potentially deliver 1700 new dwellings as outlined previously in Section 2.1 Staging Plan.</p> <p>The proposed phasing of growth would ensure that growth in the corridor is commensurate to the provision of local and State infrastructure.</p> <p>The Planning Proposal also includes provisions for state and community infrastructure contributions to ensure that there is a funding framework in place to deliver the required infrastructure. Council’s Draft Developer Contributions Plan will also provide a framework for collecting local contributions to support the population growth in the Inner West.</p>
Objective 3: Infrastructure adapts to meet future needs	<p>The Planning Proposal has been prepared within the context of what an LEP and its associated DCP can achieve in respect of this objective. This is particularly the case in terms of the following GRSP elaboration of what the Objective intends to achieve <i>“Flexible designs and agreements for shared use provide new opportunities for social infrastructure including sportsgrounds, performing arts centres and gallery spaces, meeting rooms, schools and community facilities as well as car sharing and carpooling initiatives that can be adapted for use by a cross-section of the community. As technologies evolve, a precinct-based approach to community and public infrastructure, including car parking, needs to be taken to maximise adaptability, access and utilisation.”</i> (GRSP p40).</p> <p>The Proposal locates new development close to these types of facilities. Implementation of this Objective will, however, be dependent on collaboration with major stakeholders such as the NSW Department of Education, Catholic Education and private schools.</p>
Objective 4: Infrastructure use is optimised	<p>The Planning Proposal reflects this Objective and in particular how <i>“This can be achieved by exploring opportunities to:</i></p> <ul style="list-style-type: none"> • <i>adopt new technologies such as smart traffic management systems and real-time energy and water metering systems</i> • <i>use land more efficiently by co-locating services, or by allocating</i>

Objectives	Consideration
	<p>road space to support increased mass transit services</p> <ul style="list-style-type: none"> • change user behaviours by flexible pricing and other policies • develop and implement travel plans to encourage the use of sustainable transport choices.” <p>The Planning Proposal includes maximum car parking rates and end of trip facilities requirements which would encourage use of sustainable transport modes.</p> <p>It also requires new development to be designed appropriately considering the future transport infrastructure that may be required by Transport for NSW (TfNSW) to provide mass transit along Parramatta Road as an outcome of Parramatta Road Traffic and Transport Study and the Strategic Business Case for Parramatta Road.</p>

Direction 2: A collaborative city

Objective 5: Benefits of growth realised by collaboration of governments, community and business

This objective is primarily concerned with designated Collaboration Areas. The only such area in the Inner West part of the PRCUTS is Camperdown Ultimo, which is not covered by this Planning Proposal. The GRSP recommended “Potential indicator” for this objective is **“Increased use of public resources such as open space and community facilities”**.

This is not directly related to the Planning Proposal and cannot be achieved through the LEP. It requires collaboration with State Government and Department of Education to expand the use of its existing open spaces to the community. The schools in proximity to the Planning Proposal area include Leichhardt Public School, Kegworth Public School and Fort Street High School. It is Council’s intention to work with the State Government to increase the use of existing public resources.

Council’s Planning Proposal includes rezoning of existing car park on 2 Hay Street, Leichhardt to new RE1 Public Recreation space. This site is currently owned by TfNSW. This rezoning is in accordance with PRCUTS and is considered to be a better use of land which would benefit the community.

Direction 3: A city for people

Objectives	Consideration
<p>Objective 6: Services and infrastructure meet communities' changing needs</p>	<p>The Planning Proposal and its associated urban design study support the following Objective 6 tenets <i>“Improved health, public transport and accessibility outcomes can be achieved through the provision of schools, recreation, transport, arts and cultural, community and health facilities in walkable, mixed use places co-located with social infrastructure and local services.”</i></p> <p>It very much reflects the 30-minute city concept and indeed endeavours to help the area evolve towards a 15-minute city.</p> <p>In this context, the Proposal seeks to locate new residential development close to existing and proposed transport, schools, recreational, arts and cultural, community.</p> <p>It does rely on public transport to be enhanced significantly on Parramatta Road to ensure that new residents can access facilities/ jobs that cannot be walked to in 30 minutes.</p> <p>A good mass transit service on Parramatta Road is necessary to meet Objective 6 to ensure <i>“Good accessibility to local services for young people, older people and culturally and linguistically diverse communities”</i>. The GRSP stresses that this <i>“is an important way of enabling people to age within their community. This contributes to improved mental and physical health and wellbeing outcomes.”</i></p> <p>Council looks forward to working with the State Government on achieving this Objective within the context defined as <i>“Delivery of the necessary facilities and services to meet people’s changing needs requires integrated planning and collaboration amongst a broad range of stakeholders. This includes considering the provision of services for both existing and planned new communities as well as the principles of intergenerational equity.”</i></p> <p>This co-operation should follow the GRSP principle <i>“Joint and shared use of facilities is encouraged to make school assets available to the community outside school hours and to give schools access to community facilities.”</i></p> <p>In addition, the GRSP chapter on Objective 6 points out that <i>“The needs of children and young people go beyond education facilities.</i></p>

Objectives	Consideration
	<p><i>With families increasingly living in higher density areas, there needs to be greater importance placed on how open spaces, cultural facilities and the public realm are planned, designed and managed to include children and young people</i>". Some of these needs will only be able to be met if Parramatta Road has a high-quality mass transit system.</p>
<p>Objective 7: Communities are healthy, resilient and socially connected</p>	<p>Similar to how the Planning Proposal fully endorses Objective 6, it aims to implement Objective 7 in partnership with State Government. This is particularly relevant to implement PRCUTS' vision of transformation and revitalisation of Parramatta Road which is dependent on the provision of public transport.</p> <p>Efforts are also required from State Government to reduce traffic congestion on Parramatta Road, in particular east of the Hawthorne Canal, so that it can transform into a vibrant street that people can walk alongside comfortably. This is also required by PRCUTS.</p> <p>These public transport and traffic measures are necessary to accommodate the GRSP aim: <i>"Mixed-use neighbourhoods close to centres and public transport improve the opportunity for people to walk and cycle to schools, local shops and services. Enhancing the safety, convenience and accessibility of walking and cycling trips has many benefits including healthier people, more successful businesses and centres and reduced traffic congestion.</i></p> <p><i>Strategy 7.1</i></p> <p><i>Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by:</i></p> <ul style="list-style-type: none"> • <i>providing walkable places at a human scale with active street life</i> • <i>prioritising opportunities for people to walk, cycle and use public transport</i> • <i>co-locating schools, health, aged care, sporting and cultural facilities</i> • <i>promoting local access to healthy fresh food and supporting local fresh food production."</i>

Objectives	Consideration
	<p>To enable a healthy, resilient and socially connected built environment, this Planning Proposal includes provisions for new through-site links, improved public domain for walking and cycling, active streets and buildings that minimise energy and water. In addition, it has refined PRCUTS design recommendations to provide walkable places at human scale in cognition of the local area.</p>
<p>Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods</p>	<p>Inner West Council has a rich cultural and linguistic diversity, which is reflected in a strong programme of services, policies, festivals, projects and engagement with all of its communities. This approach was followed in the community engagement process undertaken during the preparation of the Council's LSPS, Local Housing Strategy, Integrated Transport Strategy and Employment and Retail Lands Strategy. This Planning Proposal is based on these strategies and will be subject to further community engagement of this nature when it is exhibited.</p>
<p>Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation</p>	<p>Strategy 9.1 expands this Objective in several ways, but in particular sets the following target: <i>“Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden, including:</i></p> <ul style="list-style-type: none"> • <i>arts enterprises and facilities and creative industries</i> • <i>interim and temporary uses</i> • <i>appropriate development of the night-time economy.”</i> <p>Inner West Council is renowned for the support it provides to its creative and artistic community. This philosophy embraces an approach to urban planning that works to protect affordable employment floorspace which this community needs and proactive policies that take up the GRSP Strategy 9.1 opportunities outlined above. The current “Open and Creative Inner West” Planning Proposal is a prime example (awaiting Gateway determination March 2020).</p> <p>It proposes to amend the IWLEP to insert new exempt and complying development provisions, allowing shops, business premises and kiosks to open for extended hours and simplifying approval processes for small-scale cultural uses. The Proposal aims to simplify the regulatory regime in the Inner West to encourage a diverse</p>

Objectives	Consideration
	<p>vibrant and safe night-time economy while striking a balance that will protect residential amenity.</p> <p>This Planning Proposal includes provisions to provide active street frontages along key streets. In conjunction with Council's Open and Creative Inner West, the Planning Proposal will help achieve this Objective.</p> <p>In addition, Council's LSPS and EaRLS have numerous policies designed to support the area's creative community and businesses.</p>
Direction 4: Housing the city	
Objective 10: Greater housing supply	<p>This Planning Proposal is based on GSC endorsed LHS and an in-depth investigation of opportunities for new residential development identified in PRCUTS.</p> <p>While Council is still awaiting final feedback from DPE regarding its LHS, some preliminary feedback has been provided by DPE which identifies 6-10-year shortfall of up to 1600 dwellings in the Inner West. In contrast, Council's LHS identifies a shortfall of 900 dwellings.</p> <p>This Planning Proposal primarily seeks to address DPE's 6-10-year shortfall in response to Action 4 of this Objective.</p> <p>The Planning Proposal also re-distributes where and how much new development will be in these three precincts in response to detailed urban design studies. Below is a breakdown of proposed dwelling growth in individual precincts:</p> <ul style="list-style-type: none"> • Leichhardt – 806 new dwellings • Taverners Hill – 430 new dwellings • Kings Bay – 516 new dwellings • Total – 1717 new dwellings <p>The proposed phasing is based on levels of existing/proposed transport infrastructure in response to GSRP Objectives 1-4 as discussed previously.</p> <p>The supporting studies with this Planning Proposal have identified opportunities for additional growth beyond this Planning Proposal area which will be delivered through future LEP amendments.</p>
Objective 11: Housing is more diverse and affordable	The supporting urban design study recommends a range of building typologies which will encourage diversity in dwelling types.

Objectives	Consideration
	<p>This Planning Proposal includes provisions to implement draft Affordable Housing Contributions Scheme (AHCS) in the Leichhardt precinct under <i>State Environmental Planning Policy (Housing) 2021</i> (Housing SEPP).</p> <p>The Scheme recommends 2% of Residential Strata of the development in Leichhardt precinct be provided as Affordable Housing Contributions. GSRP p. 70 notes that it is viable for new developments to provide 5-10% of new residential floorspace as affordable rental housing.</p> <p>DPE's viability tool indicates that AHCS would not be viable for Taverners Hill and Kings Bay precincts. As such, the AHCS provision is only proposed for Leichhardt precinct.</p>

Direction 5: A city of great places

<p>Objective 12: Great places that bring people together</p>	<p>The essence of this objective is set out in its Strategy 12.1 <i>“Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places by:</i></p> <ul style="list-style-type: none"> • <i>prioritising a people-friendly public realm and open spaces as a central organising design principle</i> • <i>recognising and balancing the dual function of streets as places for people and movement</i> • <i>providing fine grain urban form, diverse land use mix, high amenity and walkability in and within a 10-minute walk of centres</i> • <i>integrating social infrastructure to support social connections and provide a community hub</i> • <i>recognising and celebrating the character of a place and its people.”</i> <p>These principles underpin this Planning Proposal and have also led to refinement of PRCUTS recommendations to achieve local place-based outcomes.</p> <p>Delivering Parramatta Road as a great place would require a whole-of-government approach which prioritises people friendly public-realm and recognises the importance of this road as a street for people. Substantial improvements would be required to relieve traffic congestion and provide mass-transit public transport.</p>
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Objectives	Consideration
	Council looks forward to working with NSW State Government to achieve this vision.
Objective 13: Environmental heritage is identified, conserved and enhanced	<p>The Planning Proposal has been informed by a detailed heritage study by Hector Abrahams. The brief for the heritage study identified all the properties that should be assessed for heritage significance from the PRCUTS Fine Grain Study and the Parramatta Road/Norton Street Heritage Study completed by NBR Architecture for Leichhardt Council in 2016.</p> <p>The Abrahams study confirmed that 28 properties should be heritage-listed and recommended an extension of the Excelsior Subdivision Heritage Conservation Area (HCA) to include three additional properties, plus a small new HCA along Barker Street, Lewisham in Taverners Hill Precinct. Heritage inventory sheets have been prepared for each of the 28 properties and form part of the study.</p> <p>It is noted that a review of Lewisham Hotel was prepared by GML Heritage Pty Ltd. The review seeks to list Lewisham Hotel as a local item, noting historical, aesthetic and social significance. Refer to Appendix 3.</p> <p>The urban design study took the findings of the heritage study and the existing environmental heritage into account in its analysis of the area and subsequent recommendations. This approach reflects the importance of integrating new development with the heritage of the area to create “distinctive local places” while managing the cumulative impact of new development on heritage and character.</p> <p>In addition, the Planning Proposal includes local provision which requires developments accessing floorspace and height incentives to demonstrate an appropriate relationship to heritage items and heritage conservation areas. This sensitive approach to redevelopment will implement PRCUTS and Council’s urban design study recommendations that development to maximum FSR/ HOB controls may not be appropriate for heritage items, sites in heritage conservation areas and sites adjacent to heritage items.</p>
Direction 6: A well-connected city	
Objective 14: <i>A Metropolis of Three Cities</i> - integrated land use and transport creates walkable and 30-minute cities	This GRSP Objective has three core elements: “Strategy 14.1

Objectives	Consideration
	<p><i>Integrate land use and transport plans to deliver the 30-minute city.</i></p> <p><i>Strategy 14.2</i></p> <p><i>Investigate, plan and protect future transport and infrastructure corridors.</i></p> <p><i>Strategy 14.3</i></p> <p><i>Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network.”</i></p> <p>Overall, this objective explicitly helps implement the State Government’s Greater Sydney Future Transport Strategy 2056’ city-shaping network vision.</p> <p>“City-shaping corridors” are one of the major policy planks in this vision. These are major trunk corridors with services and infrastructure, such as mass transit, express public transport services and the strategic road network, that will provide turn up-and-go access across the metropolitan region and to each of the three cities.</p> <p>The Planning Proposal area is part of the most important “city-shaping corridor” in the metropolitan area. It includes Parramatta Road itself with the Inner West railway line to the south, proposed Metro West to the north and the light rail line to the west of Taverners Hill Precinct.</p> <p>This context, Objective 14 of the GRSP and the 30-minute city access principle underpin the Objectives of this Planning Proposal.</p> <p>The GRSP reinforces how crucial it is that Planning Proposals which would facilitate increased population in the areas they cover must have the right infrastructure in place first. “Providing adequate infrastructure to support population growth is essential to creating strong communities.” (GRSP p32)</p> <p>Consequently the 30-minute access benchmark requires suitable public transport infrastructure to ensure that new development will have that level of accessibility.</p> <p>The residential and employment population growth that can be facilitated by this Planning Proposal must accordingly be supported by adequate infrastructure especially public transport infrastructure.</p>

Objectives	Consideration
	<p>Accordingly, the Planning Proposal includes requirements for provision of necessary transport infrastructure before granting consent to any new development which relies on FSR and HOB incentives.</p> <p>This will require State Government investment in advance of any substantial new development over and above that can already be provided under existing LEP controls.</p>
Objective 15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive	Not applicable (NA)
Objective 16: Freight and logistics network is competitive and efficient	Parramatta Road Corridor is an important freight and movement corridor. Council's supporting DCP includes controls to facilitate free movement of freight (including any loading docks and servicing) by encouraging access to employment uses on Parramatta Road from the rear.
Objective 17: Regional connectivity is enhanced	NA
Direction 7: Jobs and skills for the city	
Objective 18: Harbour CBD is stronger and more competitive	<p>The Planning Proposal deals with an important section of the "city-shaping corridor" that provides critical connections to the Harbour CBD and in particular to the Camperdown Ultimo Collaboration Area (CUCA) with its concentration of health and educational institutions.</p> <p>Strategy 18.1 requires "prioritising of public transport projects to Harbour CBD to improve business-to-business connections and support the 30-minute City". Parramatta Road public transport solution will significantly increase and improve accessibility to and from the Harbour CBD and thus contribute to delivering Strategy 18.1.</p> <p>Strategy 18.2 requires "Infrastructure investments, particularly those focused on the access to the transport network, which enhance cycling connectivity within 5 kilometres of strategic centres or 10 kilometres of the Harbour CBD". Most of the Planning Proposal area except for Kings Bay is within 10km of Harbour CBD and therefore, requires significant infrastructure investment to strengthen the connections with the Harbour CBD.</p>

Objectives	Consideration
Objective 19: Greater Parramatta is stronger and better connected	NA
Objective 20: Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City	NA
Objective 21: Internationally competitive health, education, research and innovation precincts	<p>Strategy 21.1 <i>“Develop and implementing land use and infrastructure plans for health and education precincts that:</i></p> <ul style="list-style-type: none"> • <i>create the conditions for the continued co-location of health and education facilities, and services to support the precinct and growth of the precincts have high levels of accessibility</i> • <i>attract associated businesses, industries and commercialisation of research</i> • <i>facilitate housing opportunities for students and workers within 30 minutes of the precinct.</i> <p>The Planning Proposal covers an area adjacent to the Camperdown health and education precinct Collaboration Area. Efforts are required to enhance accessibility to the Camperdown precinct by providing Parramatta Road public transport improvements plus enhancing the cycling connectivity.</p> <p>The Planning Proposal also includes provisions for affordable housing in Leichhardt which is within 30 minutes of the Camperdown health and education precinct Collaboration Area.</p>
Objective 22: Investment and business activity in centres	This Planning Proposal will encourage new residential and business developments which will in turn strengthen the local centres in the area.
Objective 23: Industrial and urban services land is planned, retained and managed	<p>This Planning Proposal area does not include any industrial lands and therefore, the ethos of Objective 23 is complemented.</p> <p>Three B6 zoned sites have been investigated for residential uses in the Kings Bay precinct. Appropriate provisions have been incorporated in this Planning Proposal and supporting DCP amendments to ensure that the site continues to provide employment uses on ground floor and does to result in adverse impacts on the ongoing employment role of the precinct.</p>
Objective 24: Economic sectors are targeted for success	The Planning Proposal seeks to facilitate urban support services in Kings Bay Precinct. Council's supporting DCP includes provisions to ensure

Objectives	Consideration
	ground floor commercial space is flexible and provides for the likely spatial and functional requirements of urban support services.
Direction 8: A city in its landscape	
Objective 25: The coast and waterways are protected and healthier	<p>Council is committed to protecting and making its coastline and waterways healthier.</p> <p>This is reflected in its LSPS Planning Priority 4: <i>Inner West is a water sensitive city with clean waterways</i></p> <p><i>Objectives:</i></p> <ul style="list-style-type: none"> • <i>Development on all private and public land incorporates best practice Water Sensitive Urban Design (WSUD)</i> • <i>Reduced reliance on Sydney's drinking water supply</i> • <i>Water quality is enhanced, and natural waterways are clean and healthy"</i> <p>Council's draft DCP amendments have incorporated requirements regarding stormwater management measures including provision of water sensitive urban design.</p>
Objective 26: A cool and green parkland city in the South Creek corridor	NA
Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced	Council's LSPS Planning Priority 3 " <i>A diverse and increasing urban forest that connects habitats of flora and fauna</i> " aligns with this objective and has informed this Planning Proposal.
Objective 28: Scenic and cultural landscapes are protected	NA
Objective 29: Environmental, social and economic values in rural areas are protected and enhanced	NA
Objective 30: Urban tree canopy cover is increased	The Planning Proposal includes provisions for new developments to meet tree canopy targets in line with Council's Tree Management DCP. This would help meet the objectives of Strategy 30.1 by expanding tree canopy cover in the private and public realm.
Objective 31: Public open space is accessible, protected and enhanced	<p>Planning Proposal includes provisions to create new through-site links which would enhance the access to public spaces. Planning Proposal also seeks to create new public open spaces in the Leichhardt precinct:</p> <ul style="list-style-type: none"> • 2 Hay Street Leichhardt – existing car park which is recommended to be

Objectives	Consideration
	<p>rezoned to RE1 Recreational Open Space.</p> <ul style="list-style-type: none"> Norton Plaza – new civic open space/ plaza fronting Norton Street is proposed as part of redevelopment of the opportunity site. <p>These measures would contribute towards achieving Strategy 31.1 which seeks to maximise the use of existing open space and protect, enhance and expand public open space. These are also consistent with PRCUTS.</p> <p>In addition, Council's Recreation Needs Study has identified gaps in the existing open space and recreational infrastructure and any opportunities for improvements. This study will inform Council's draft Development Contributions Plan under section 7.11/7.12.</p>
<p>Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths</p>	<p>Strategy 32.1 <i>“Progressively refine the detailed design and delivery of:</i></p> <ul style="list-style-type: none"> <i>Greater Sydney Green Grid priority corridors</i> <i>opportunities for connections that form the long-term vision of the network</i> <i>walking and cycling links for transport as well as leisure and recreational trips”.</i> <p>As above Objective indicates, the planning proposal and supporting DCP include provisions for new open space, new through-site links and setbacks from key roads to provide walking and cycling infrastructure. These would connect the network of existing and proposed open spaces, footpaths and cycleways. Council's forthcoming Blue and Green Strategy will further expand these walking and cycling links.</p>
<p>Direction 9: An efficient city</p>	
<p>Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p>	<p>This Objective suggests that areas undergoing transformative change can pursue comprehensive approaches to delivering greater reductions in greenhouse gas emissions than those possible elsewhere. It lists examples of greater use of public transport, lower parking rates and improvements to building efficiency as examples of such approaches.</p> <p>This Planning Proposal reflects this policy stance and PRCUTS' aspirations as it includes provisions for new developments relying on bonus incentives to provide:</p>

Objectives	Consideration
	<ul style="list-style-type: none"> • high performing buildings with improved water and energy targets • reduced car parking • worker facilities
Objective 34: Energy and water flows are captured, used and re-used	<p>Although this Planning Proposal area does not fall within this Objective's particular spatial focus on designated Planned Precincts, Growth Area, Collaboration Areas and State Significant Precincts, the Planning Proposal is informed by Inner West LSPS Planning Priority 4 <i>"Inner West is a water sensitive city with clean waterways"</i>.</p> <p>The Planning Proposed includes enhanced requirements for high performance buildings for new developments relying on FSR and HOB incentives. The proposed energy and water targets are based on PRCUTS and City of Sydney's recent Planning Proposal – Performance Standards for Net Zero Buildings.</p>
Objective 35: More waste is re-used and recycled to support the development of a circular economy	<p>Council's LSPS Planning Priority 5 is that <i>"Inner West becomes a zero-waste community"</i>.</p> <p>This Priority runs in tandem with Council's Zero Waste Strategy with targets such as <i>"Reduce waste landfilled per capita by 505 by 2036."</i></p> <p>Council's future consolidated Inner West DCP will include measures to ensure new developments accommodate reuse, waste and recycling on site unless a long-term enforceable alternative can be demonstrated. New developments will also be required to provide shared spaces for temporary storage and sharing for large bulky items and space for communal gardens which include potential sites for compost bins and/or worm farms.</p>
Direction 10: A resilient city	
Objective 36: People and places adapt to climate change and future shocks and stresses	<p>The Planning Proposal is based on the LSPS's Planning Priority 1 <i>"Adapt to climate change"</i> with its objective of making the <i>"Inner West resilient to the impacts of climate change, urban and natural Hazards"</i>.</p> <p>The Planning Proposal will achieve this Objective through its provisions to mitigate the effects of urban heat island and climate change by requiring:</p> <ul style="list-style-type: none"> • incorporation of green infrastructure and features in private developments (green roofs and walls, deep soil gardens and landscaping)

Objectives	Consideration
	<ul style="list-style-type: none"> • specific tree canopy targets be met for developments in R3 and B6 zone. <p>Tree Canopy cover targets for specific zones are based on Inner West Tree Management DCP 2020. These targets were derived from GSC's <i>Eastern City District Plan</i> and Office of Government Architect's <i>NSW Greener Places Design Guide</i>.</p>
Objective 37: Exposure to natural and urban hazards is reduced	The Planning Proposal is informed by several studies including flooding, urban design and aircraft noise. These studies underpin how potential intensification of development in the Planning Proposal area neighbourhoods which are vulnerable to hazards such as flooding, noise and pollution will be limited and managed.
Objective 38: Heatwaves and extreme heat are managed	The Planning Proposal is based on the LSPS action to " <i>Mitigate the impacts of Urban Heat Island Effect in both the private and public domain</i> ". It includes measures such as incorporation of green infrastructure and proposed tree canopy cover target which will help improve liveability by cooling the city and protecting people and communities from heat stress.
Direction 11: Implementation	
Objective 39: A collaborative approach to city planning	<p>This Planning Proposal aims to promote orderly development that aligns with the objectives of Local, District and Regional planning frameworks.</p> <p>The Planning Proposal is based on Council's LSPS which was subject of extensive and in-depth community and stakeholder engagement.</p> <p>The Proposal itself has been prepared in close collaboration with the NSW Department of Planning, Industry and Environment and a wide range of Council stakeholders.</p> <p>Preliminary engagement has taken place with:</p> <ul style="list-style-type: none"> • Department of Planning and Environment • Sydney Airport and Commonwealth Department of Infrastructure (see further discussion under Ministerial Direction 5.3 – Development Near Regulated Airports and Defence Airfields for further details). • Jemena regarding the gas pipeline in vicinity of Taverners Hill Precinct (see the below section under Q11).

Objectives	Consideration
	The Planning Proposal will be subject to further extensive collaboration and engagement with the community and stakeholders during its public exhibition.
Objective 40: Plans refined by monitoring and reporting	<p>This cannot be achieved by the Planning Proposal alone and requires collaboration with all levels of State Government to ensure that the objectives are being met.</p> <p>This is particularly relevant in the case of this Planning Proposal which is prepared by Council to facilitate the implementation of State-Government prepared and endorsed PRCUTS.</p> <p>Council looks forward to working with the NSW Government to ensure that PRCUTS' vision and objectives can be realised. Outcomes of this Planning Proposal will be reviewed and monitored to inform Council's medium to long term Implementation Plan and future planning proposals for the Corridor.</p>

2. Eastern City District Plan 2018

The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters along the way to achieve the 40-year vision for Greater Sydney. The District Plan has 22 planning priorities which planning authorities must give effect to in strategic planning and preparing planning proposals.

Table 17 - Council's consideration of Eastern City District Plan Objectives

Planning Priorities	Consideration
Direction 1: A city supported by infrastructure	
Planning Priority E1: Planning for a city supported by infrastructure	See responses to GRSP Objectives 1 – 4 above.
Direction 2: A collaborative city	
Planning Priority E2: Working through collaboration	See response to GRSP Objectives 5 and 39 above.
Direction 3: A city for people	
Planning Priority E3: Providing services and social infrastructure to meet people's changing needs	See response to GRSP Objective 6 above.
Planning Priority E4: Fostering healthy, creative, culturally rich and socially connected communities	See response to GRSP Objectives 7 - 9 above.
Direction 4: Housing the city	

Planning Priorities	Consideration
Planning Priority E5: Providing housing supply, choice and affordability with access to jobs, services and public transport	See response to GRSP Objectives 10 -11 above.
Direction 5: A city of great places	
Planning Priority E6: Creating and renewing great places and local centres, and respecting the District's heritage	See response to GRSP Objective 12 – 13 above.
Direction 6: A well-connected city	
Planning Priority E10: Delivering integrated land use and transport planning and a 30-minute city	See response to GRSP Objective 14 above.
Direction 7: Jobs and skills for the city	
Planning Priority E7: Growing a stronger and more competitive Harbour CBD	See response to GRSP Objective 18 above.
Planning Priority E8: Growing and investing in health and education precincts and the Innovation Corridor	See response to GRSP Objective 21 above.
Planning Priority E9: Growing international trade gateways	NA
Planning Priority E11: Growing investment, business opportunities and jobs in strategic centres	See response to GRSP Objective 22 above.
Planning Priority E12: Retaining and managing industrial and urban services land	See response to GRSP Objective 23 above.
Planning Priority E13: Supporting growth of targeted industry sectors	See response to GRSP Objective 24 above.
Direction 8: A city in its landscape	
Planning Priority E14: Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways	See response to GRSP Objective 25 above.
Planning Priority E15: Protecting and enhancing bushland and biodiversity	See response to GRSP Objective 27 above.
Planning Priority E16: Protecting and enhancing scenic and cultural landscapes	NA
Planning Priority E17: Increasing urban tree canopy cover and delivering Green Grid connections	See response to GRSP Objectives 30 and 32 above.
Planning Priority E18: Delivering high quality open space	See response to GRSP Objective 31 above.

Planning Priorities	Consideration
Direction 9: An efficient city	
Planning Priority E19: Reducing carbon emissions and managing energy, water and waste efficiently	See response to GRSP Objective 33 -35 above.
Direction 10: A resilient city	
Planning Priority E20: Adapting to the impacts of urban and natural hazards and climate change	See response to GRSP Objective 36 -38 above.
Direction 11: Implementation	
Planning Priority E21: Preparing LSPSs informed by local strategic planning	Inner West LSPS adopted by Council and approved by GSC in March 2020.
Planning Priority E21: Monitoring and reporting on the delivery of the Plan	See response to GRSP Objective 40 above.

3. NSW Housing Strategy 2021-2022 Action Plan

The NSW Housing strategy is a 20-year plan to manage and support the delivery of housing in NSW. *Housing 2041* sets long-term vision and objectives, addressing housing solutions holistically. It looks at population patterns, economic and environmental effects and social trends. The foundations for a longer-term vision include: supply, diversity, affordability and resilience. The Action Plan has set five priorities to address the vision which planning authorities must give effect to in the strategic planning framework and when preparing planning proposals.

Priority Area	Consistency
Priority Area 1 – Enabling access to and promoting the use of data and evidence-based decision-making	The Planning Proposal outcomes in relation to delivery of dwellings will be monitored by Council.
Priority Area 2 – Providing planning, regulation and guidelines to support the NWS Government housing objectives <i>2.2.2 Deliver the Council Accelerated Assessment Program along with the Public Spaces Legacy Program, for councils to accelerate planning assessments to help stimulate local and regional economic activity. Participating councils who are able to commit to assessment timeframe improvements will also have access to funding for public and open space</i>	The Planning Proposal has been prepared to address Council's submission on the Public Spaces Legacy Program. Council has committed to providing this informal Planning Proposal to DPE by 30 June which will allow Council access to funding for public and open space.
Priority Area 3 – Maximising the impact of NSW Government-owned land, investment or assets and government-led development projects or funding to achieve the housing vision	N/A

Priority Area 4 – Establishing a research agenda that invests in best practice and new ways of building and living

This Planning Proposal is invested in best practice and delivering new ways of building and living.

Priority Area 5 – Working with local governments and communities to achieve the NSW Government housing objectives

This Planning Proposal puts forward rezonings that will facilitate over 1700 new dwellings. This will meet the DPE's identified short to medium term (2022 – 2026) shortfall of up to 1600 dwellings in the Inner West.

4. Parramatta Road Corridor Urban Transformation Strategy

The PRCUTS was released in 2016 by UrbanGrowth NSW with a vision, land use and transport principles to accommodate 27,000 new homes and 50,000 new jobs in a range of industries along the Corridor over the next 30 years. The Strategy is given statutory force by way of a Ministerial Direction under Section 9.1 of the Act. Consistency of this Planning Proposal against the PRCUTS Policy Framework is discussed in Table 18 below. A further detailed consistency assessment in respect of the PRCUTS Implementation Toolkit including Planning and Design Guidelines is provided in Appendix 12.

PRCUTS is supported by an implementation toolkit to assist councils and other stakeholders by guiding where and when rezoning should occur, and what infrastructure is required to support land use changes. The relevant aspects of the implementation toolkit are discussed below.

Consistency with the PRCUTS Policy Framework (Strategy Report 2016)

The Planning Proposal is consistent with the Strategy's Principles and Strategic Actions in the following way:

Table 18 - Consistency with the PRCUTS Principles and Strategic Actions

Strategic Action	Consideration
Principle 1: Housing choice and affordability	
<p>Review, update or prepare a new LHS that implements the PRCUTS's Principles and Strategic Actions, taking into account changed economic and demographic characteristics, new transport opportunities and population projections.</p>	<p>Council's LHS, which reviews and implements PRCUTS' Principles and Strategic Actions, was adopted by Council on 31 March 2020.</p> <p>It recommends that PRCUTS be refined to align with changed economic and demographic projections. It also identifies flaws in the proposed PRCUTS dwellings and employment yield for Leichhardt and Taverners Hill Precincts.</p> <p>DPE has approved the LHS subject to a range of conditions including submitting this Planning Proposal for a Gateway Determination and the preparation of an Affordable Housing Contributions Scheme (AHCS). Council has completed a draft AHCS and this is incorporated in the Planning Proposal in Section 4 Part 2.10.</p>
<p>Provide 'diverse housing' for both purchase and rental markets that satisfies the objectives and Design Criteria of the Apartment Design Guide, that may include:</p> <ul style="list-style-type: none"> • lower cost market housing for rent or purchase, including new generation boarding houses with high quality shared spaces 	<p>The Planning Proposal includes provisions to provide 'diverse housing' opportunities including affordable housing for low and very low-income households under the Housing SEPP This would apply to Leichhardt precinct only as the DPE viability tool indicated that affordable housing contributions are not viable in Taverners Hill and Kings Bay precincts.</p>

Strategic Action	Consideration
<ul style="list-style-type: none"> • moderately priced housing that is affordable to purchase for households earning up to \$150,000 or 80-190% of the median income • rental properties with long-term tenures and optional extensions in place - housing that uses design innovations, resulting in new products such as decoupled/optional car parking, which are suited to essential service workers, young 'city makers' early in their careers looking for 'starter homes', families with children, and downsizers/seniors • student accommodation • aged-care housing • housing that promotes innovation in other ways across type, tenure, construction • methodology or other mechanisms to make such housing more attainable to diversity of income groups. 	<p>In addition, the supporting urban design study recommends a range of building typologies which will encourage a diversity in dwelling types.</p>
<p>Establish a mix of dwelling sizes, including studios, one bedroom and three-bedroom dwellings to be delivered in residential, mixed use and shop-top developments that cater to the future population profile of the Precincts and Frame Areas, having regard to any recommendations of the Local Housing Strategy, the requirements of State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development, and the Apartment Design Guide.</p>	<p>This will be achieved through the existing and future DCPs.</p>
<p>Explore incentives such as value sharing where rezoning is necessary to achieve renewal of private sites to capture a proportion of the increased land value to fund affordable, diverse and social housing projects.</p>	<p>The Planning Proposal includes provisions for value sharing through affordable housing contributions and CICs in the Leichhardt precinct. These are outlined in Section 4 Parts 2.10 and 2.11.</p>
<p>Principle 2: Affordable Housing</p>	
<p>Provide a minimum of 5% of new housing as Affordable Housing, or in-line with Government policy of the day.</p>	<p>A rate of 2% of residential strata development is proposed in the draft Affordable Housing Contributions Scheme (see Appendix 8) for the Leichhardt precinct. This is in line with testing undertaken using DPE's Viability Assessment tool.</p>
<p>Amend the underlying Local Environmental Plan(s) to insert Affordable Housing principles.</p>	<p>Affordable Housing principles are already an aim of the draft Inner West LEP.</p>

Strategic Action	Consideration
<p>Amend State Environmental Planning Policy No 70 – Affordable Housing (Revised Scheme) to identify that there is a need for affordable housing in all local government areas (LGAs) in the Corridor.</p>	<p>SEPP 70 was amended by DPE to introduce AHCS provisions in the Inner West area. It has since been superseded by the Housing SEPP.</p>
<p>Prepare model ‘development consent’ conditions for inclusion into future planning proposals/rezonings to enable the levying of monetary contributions that can be used to fund Affordable Housing.</p>	<p>A model ‘development consent’ condition has been prepared and is provided at Appendix 8. This condition will be used in conjunction with a Standard LEP clause to enable the levying of affordable housing contributions under the Housing SEPP where they can be demonstrated to be viable.</p>
<p>Investigate planning provisions and mechanisms to deliver more Affordable Housing within the Precincts. These could include density bonuses or offsets, decoupled parking, relaxation of development contributions, and mechanisms to streamline and expedite assessment and approvals processes for Affordable Housing projects.</p>	<p>The Planning Proposal includes provisions for value sharing through affordable housing contributions and CICs in Leichhardt precinct.</p> <p>These contributions are only required if a proposed development relies on the incentive planning provisions.</p> <p>See Section 4 Part 2.5 for a detailed list of the FSR and building height incentives included in this Planning Proposal.</p>
<p>Principle 2: Diverse and resilient economy</p>	
<p>Update Local Environmental Plan(s) to permit a wider range of employment uses, consistent with the recommended land uses, heights and densities identified in the Parramatta Road Corridor Planning and Design Guidelines. This includes:</p> <ul style="list-style-type: none"> • tailoring commercial and business zones to provide greater flexibility and opportunity for the establishment of new business models particularly for small to medium business enterprises • facilitating increased densities to encourage the co-location of multiple uses in one building, including industrial functions, where appropriate. 	<p>This LEP amendment excludes all existing industrial lands. Updates to employment zones will be dealt separately in response to Council’s Employment and Retail Lands Strategy and the DPE’s current Employment zones review.</p> <p>Generally, the Planning Proposal will provide more jobs and business opportunities as it seeks to increase the employment floorspace in the precincts it covers.</p> <p>This Planning Proposal would deliver up to 2022 new jobs.</p>
<p>Implement the built form controls identified in the Parramatta Road Corridor Planning and Design Guidelines to encourage new typologies that overcome these challenges and facilitate evolving and innovative employment uses.</p>	<p>Council has considered the built form controls from the PRCUTS Planning and Design Guidelines in its supporting DCP to facilitate evolving and innovative employment uses.</p>

Strategic Action	Consideration
	The supporting urban design study has assumed high floor to floor heights for employment uses in its built form testing to support this objective. This approach has resulted in refinements to PRCUTS height, FSR and setback recommendations.
Actively explore and promote the use of the adaptable building design to enable a range of uses over time, and likely transitions in consumer preferences, transport options and travel patterns.	The urban design study has considered the provision of flexible large floorplates and increased floor to ceiling heights as a key aspect of adaptable building design.
Develop planning controls that accommodate new models of large retail stores, in developments with multiple uses, in suitable parts of the Corridor, such as Auburn, Ashfield and Taverners Hill.	There are no large retail stores in the Planning Proposal area except at Norton Plaza which has been explored as an Opportunity Site.
Investigate the possible elevation of employment clusters or hubs in the Corridor to be recognised as Specialised Centres in A Plan for Growing Sydney and District Plans. Possible centres for consideration include Auburn as an employment hub and Camperdown as a new strategic centre.	Not Applicable
Promote contemporary models of retail infill development, including multi-storey supermarkets and car showrooms that can offer more appropriate development outcomes within an established urban environment.	The proposed built form of employment zoned land in Kings Bay will encourage contemporary models of retail infill.
Principle 3: Accessible and Connected	
Implement the Sydney CBD to Parramatta Strategic Transport Plan.	This is with TfNSW for implementation.
Amend the State Environmental Planning Policy (Infrastructure) 2007 to identify Parramatta Road between Burwood and the Sydney CBD as a strategic corridor, inserting provisions that require planning proposals and development applications along the Corridor to be referred to TfNSW for comment, particularly at and around future superstop locations.	As above.
Apply the road planning framework to guide the planning, development, management and operation of the Parramatta Road Corridor road network according to 'movement-place' principles.	PRCUTS 'movement-place' framework has been considered in developing this proposal. The Planning Proposal anticipates that TfNSW, DPE and Council will work together to make Parramatta Road a 'vibrant street'

Strategic Action	Consideration
	east of Hawthorne Canal as envisaged in PRUCTS.
Principle 4: Vibrant communities and places	
<p>Deliver each Precinct along the Corridor as a '15-minute neighbourhood' through land use changes that implement the following principles:</p> <ul style="list-style-type: none"> • improved walkability, cycling and safety to support healthier communities • improved housing choice and diversity - increased usability of, and access to, safe open spaces • improved local economic opportunities - adequate local services and infrastructure • access to public transport. 	<p>These principles are embedded in the Planning Proposal and its associated urban design study.</p>
<p>Implement planning provisions to deliver active frontages in and around appropriate locations as illustrated on the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines.</p>	<p>The Planning Proposal and supporting DCP include active frontage provisions to implement this principle.</p>
<p>Strategically rezone parts of the Corridor (or where appropriate land outside the Corridor) for social infrastructure purposes in line with the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines, Implementation Plan 2016 -2023 and Infrastructure Schedule.</p>	<p>The areas and rezonings dealt with in the Planning Proposal have been carefully selected on the basis of a range of State government and Council policies and strategic studies to align with the Precinct Plans in the Parramatta Road Corridor Planning and Design Guidelines, Implementation Plan 2016 -2023 and Infrastructure Schedule.</p>
<p>Implement development controls that incentivise the delivery of social infrastructure, such as floor space bonuses, and discounting or excluding floor space provided as social infrastructure.</p>	<p>The Planning Proposal includes provisions for the delivery of affordable housing through SEPP70.</p> <p>The urban design study establishes the maximum FSRs which can be supported based on urban design and built form testing. These are put forward in the Planning Proposal as floor space incentives. The associated CIC provision will help deliver a range of social infrastructure.</p>
<p>Explore new models to design, finance and deliver education and health community assets in partnership with local councils, government agencies and the private sector.</p>	<p>Council is investigating innovative mechanisms to deliver its assets as part of its Community Assets Needs Study (CANS) and forthcoming Development Contributions Plan.</p> <p>The Planning Proposal uses incentives mechanism to deliver significant community</p>

Strategic Action	Consideration
	and State infrastructure. This innovative model will allow Council to work in collaboration with State Government agencies and private sector to deliver education and health community assets.
<p>As a first preference and where appropriate, optimise or embellish existing assets through solutions such as:</p> <ul style="list-style-type: none"> • increasing the size, amenity and functionality of existing facilities to expand existing capacity • renewing existing assets to provide contemporary spaces or installing additional features so facilities can become multi-purpose and cater to different groups • upgrading features within existing facilities so they can accommodate a greater capacity • developing partnerships with other community infrastructure providers, including private or other government agencies, such as the Department of Education, or Local Health Districts, to enable the shared use of facilities • incentivising the private sector to deliver community infrastructure. 	As above.
<p>Implement development controls that encourage the adaptive reuse of heritage items in the Corridor such as additional permitted uses, heritage incentive schemes, Section 94 exemptions, and accelerated or prioritised planning processes for development that appropriately preserves, maintains and utilises these community assets.</p>	<p>The Planning Proposal provides FSR and HOB incentives for alterations and additions to existing/ proposed heritage items on the proviso that the proposed development will maintain and preserve the integrity and heritage significance of the relevant properties.</p> <p>The Planning Proposal's incentive provisions require that the heritage requirements be satisfied prior to granting consent for additional FSR and HOB. This precautionary approach in conjunction with the standard LEP clause 5.10 will ensure that heritage in the Inner West is protected and celebrated.</p>
<p>Implement transferable development rights for significant heritage conservation and development projects, where appropriate.</p>	As above.
<p>Review and modernise the heritage listings concurrently with rezoning proposals, with a stronger focus on proactive heritage identification and preservation.</p>	<p>This Planning Proposal, informed by the heritage study undertaken by Hector Abraham Architects, seeks to list 24 new heritage items, create a new heritage conservation area in Lewisham and extend</p>

Strategic Action	Consideration
	<p>the existing Excelsior Heritage Conservation Area in Leichhardt.</p> <p>The Planning Proposal includes a site which is outside the PRCUTS Leichhardt precinct boundary i.e. 38-40 Renwick Street, Leichhardt. This was identified as an item for investigation in PRCUTS Fine Grain Study. Council’s Heritage Study has confirmed that the site has merit to be heritage-listed and therefore it forms part of this Planning Proposal.</p>
<p>Drawing on the Parramatta Road Corridor Planning and Design Guidelines, identify neighbourhoods and streetscapes through future rezoning processes, where existing character and amenity should be retained and should not be subject to renewal.</p>	<p>The supporting urban design study identifies parts of neighbourhoods in Taverners Hill precinct (suburbs of Leichhardt and Lewisham) where the existing built forms should be retained because of the contributions they make to the character, amenity and streetscapes.</p> <p>The study recommends that these areas should not be rezoned.</p>
<p>Prepare and implement a design excellence strategy.</p>	<p>The Planning Proposal uses the incentives mechanism outlined in Section 4 Part 2.5 as a proactive means of achieving design excellence instead of a design excellence strategy.</p> <p>This mechanism will ensure that additional uplift using bonus FSR and height incentives is only granted when a high quality built form design in terms of massing, scale, modulation, and materials is demonstrated.</p>
<p>Incorporate the range of design approaches and measures identified in the Parramatta Road Corridor Design Guidelines to attenuate the effects of noise and air pollution.</p>	<p>Council’s supporting DCP includes built form design measures to mitigate road noise and air quality impacts. These include measures identified in the Parramatta Road Corridor Design Guidelines and refer to relevant SEPP and Australian Standards for road and aircraft noise.</p>
<p>Use the development typology examples in the Parramatta Road Corridor Planning and Design Guidelines to inform future development controls.</p>	<p>PRCUTS building typologies were considered in the urban design study. The development typology examples will be incorporated in the supporting DCP.</p>
<p>Principle 5: Green spaces and links</p>	
<p>Strategically rezone parts of the Corridor for open space purposes, with a view to allocating land to create a high-quality interconnected network of publicly</p>	<p>The Planning Proposal includes rezoning of 2 Hay Street, Leichhardt to RE1 Public Recreation in line with PRCUTS.</p> <p>The Planning Proposal also includes provisions for new through-site links as part</p>

Strategic Action	Consideration
accessible open space throughout the Corridor.	of redevelopment of opportunity sites to improve accessibility and permeability. These links have been identified in the supporting DCP.
<p>Provide a diverse range of connected, high quality open space and public domain area to each Precinct in accordance with the Precinct Plans that ensures:</p> <ul style="list-style-type: none"> • local parks within 400m safe walking distance of at least 95% of all dwellings • additional small local parks or urban spaces within 200m of activity centres and higher density residential areas • active open space within 1km of 95% of all dwellings • linear parks and trails linked to waterways, vegetation corridors and road reserves within 1 km of 95% of all dwellings. 	<p>New open spaces and through site links have been identified as above to help achieve this Principle.</p> <p>The current implementation of the PRCUTS UAIP will enhance the public domain of north -south oriented streets that are perpendicular to Parramatta Road, including the creation of a pocket park at Petersham Street.</p> <p>See the Consistency with the Parramatta Road Corridor UAIP sub-section of the PRCUTS Implementation Tool Kit section below for additional details.</p> <p>The site-specific provision for Opportunity Site 1 (see Section 4 Part 2.12) also requires the creation a major public domain area as part of any redevelopment of this site. This would involve a 25m wide plaza opening on to Norton Street, leading to an 18m wide landscaped through site link from Norton Street to Balmain Road.</p>
Implement building setbacks as identified on the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines.	The PRC P&DG setbacks have been refined through built form testing in the urban design study and will be implemented through the supporting DCP.
Principle 6: Sustainability and resilience	
Commence the amendment of State Environmental Planning Policy (Sustainability Building Index: BASIX) 2004 to increase the water and energy targets as identified within the Parramatta Road Corridor Planning and Design Guidelines.	<p>This is with DPE for implementation.</p> <p>In the interim, Council has proposed a bonus FSR and height incentive mechanism to encourage new residential development to meet the PRCUTS Sustainability and Resilience Requirements.</p>
<p>Implement comprehensive built form strategies for building efficiency, renewable energy, strategic parking, public domain, and sustainable infrastructure to target the long-term achievement of:</p> <ul style="list-style-type: none"> • 20% reduction in greenhouse gas emissions • renewable energy installation 	<p>The Planning Proposal intends to achieve the PRCUTS Sustainability and Resilience Principle through key interventions:</p> <ul style="list-style-type: none"> • High performing buildings • Reduced car parking (incl. unbundled car parking) • Green Infrastructure such as tree canopy cover target

Strategic Action	Consideration
<ul style="list-style-type: none"> • 30% reduction in peak electricity demand • 30% reduction in water consumption • >15% of water delivered by non-potable sources, including rainwater or recycled water • 30% reduction in car use - 10-15% car share take-up rate. 	<p>In relation to building efficiency, the Planning Proposal takes a two-step approach to achieving this intent of PRUCTS, while aspiring to secure further enhancements of best practice in the future. The increase in energy and water targets for residential developments are based on the PRCUTS Sustainability and Resilience Requirements.</p> <p>The Planning Proposal relies on City of Sydney's Planning Proposal - Performance Standards for Net Zero Buildings for non-residential development energy targets.</p> <p>This approach will ensure that current practise is enhanced and future improvements to best practice is not precluded.</p> <p>These targets and supporting measures to achieve them have been incorporated in the supporting DCP. Refer to Appendix 10 for more information.</p>

Principle 7: Delivery

Implement the Implementation Plan 2016 - 2023.	This Planning Proposal commences the execution of PRCUTS Implementation Plan 2016 - 2023.
Establish a robust funding mechanism to apply to new rezoning/development proposals that will fund the local and regional infrastructure demands required to service the future population growth in the renewed Corridor.	<p>The Planning Proposal includes provisions to make adequate contributions towards State Infrastructure to align with the additional growth capacity it proposes.</p> <p>Council's Value Sharing Study demonstrates that a CIC scheme is feasible and will provide substantial funding for the delivery of local infrastructure in the Corridor. This Planning Proposal includes provision of this scheme.</p> <p>Council is also currently updating its Development Contributions Plan which will provide an additional robust funding mechanism to fund local infrastructure.</p>
Advise and assist councils in the revision of local contributions plans to address funding of local infrastructure and services in the Corridor.	Council looks forward to working with the State Government to address funding requirements for local infrastructure and services in the Corridor.

Consistency with Precinct Key Actions

Leichhardt Precinct

Key Action	Consideration
Land uses	
Create a truly mixed-use Precinct focused around Norton Street	The proposed employment and residential population growth in Leichhardt will contribute to achieving this vision.
Encourage appropriately scaled residential development to attract and retain people in the core of the Precinct	The urban design study has reviewed the PRCUTS design recommendations with respect to this principle. Consequently, variations are sought to the PRCUTS recommendations to ensure that the precinct provides appropriately scaled development for best urban design outcomes.
Transport and movement	
Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD	<p>These improvements have not taken place yet.</p> <p>PRCUTS stresses the importance of implementing substantial improvements to public transport infrastructure to accommodate the population and employment growth it recommends.</p> <p>The Planning Proposal is designed to deliver that growth. It can only do if these improvements are delivered so that there is a much higher-capacity public transport in place along Parramatta Road to accommodate a substantial proportion of the trips generated by the growth in the Inner West part of the Corridor and in those parts of the Corridor to the west of the Inner West.</p>
Formalise Parramatta Road as a Vibrant Street and Norton Street as a Place for People	The NSW Government will need to deliver this PRCUTS vision for Parramatta Road east of the Hawthorne Canal. This will go hand in hand with the public transport improvements along Parramatta Road required by PRCUTS.
Place-making	
Capitalise on new transport connections to rebadge and create a new Norton Street identity	<p>This will be subject to the NSW Government's delivery of a high-capacity public transport service along Parramatta Road.</p> <p>The Planning Proposal proposes additional development capacity on the east side of Norton Street. This in conjunction with the improved public transport and public domain improvements will help create a reinvigorated identity for Norton Street.</p>

Provide a 'Gateway' to Norton Street at Parramatta Road that is mirrored at Marion Street	This will be implemented through Council's Public Domain Strategy.
Identify short to medium-term opportunities for new public domain and spaces	Council is on track to deliver the Parramatta Road Urban Amenity Improvement Plan (UAIP) (Appendix 12) which identifies short to medium term opportunities for new public domain and spaces in Leichhardt precinct. The first phase is under construction and will be completed in 2021/22.
Enhance side streets, including Thornley Street, Hay Street, Charles Street and Railway Street, as public spaces	As above
Improve pedestrian conditions along Parramatta Road through traffic light phasing, reduced speed limits, increased crossing points, enhanced footpath design, and tree planting in side streets as well as along Parramatta Road	These are dependent on the implementation of the recommendations in DPE/Council's precinct-wide Transport Study and will be delivered through a combination of State and Local Infrastructure Contributions funded projects.
Open space, linkages, and connections	
Leverage new development to provide new open space and high quality and active public domains	Provision of new plaza/open space and through-site link has been included in the Planning Proposal for the redevelopment of Norton Plaza Opportunity Site.
Improve north-south movements, especially along Norton Street/Crystal Street, including a major crossing of Parramatta Road	These are State-Classified Roads and improvement works to be delivered through a combination of State and Local Infrastructure Contributions funded projects.
Provide new links and a network of pedestrian and cycling connections to increase circulation and permeability in the Precinct	This is being implemented through the Parramatta Road Urban Amenity Improvement Plan (UAIP). The Planning Proposal and associated DPC identify new links and a network of active transport connections.
Create the Dot Lane cycle link and a new cycle link from Tebbutt Street to the GreenWay along Kegworth Street	The Dot Lane Cycle link will be created through the Parramatta Road UAIP. The proposed link between Tebbutt Street and the Greenway along Kegworth Street will be delivered via Council's s7.11 Development Contributions Plan.

Taverners Hill Precinct

Land uses

Maintain an employment focus on both sides of Parramatta Road, Tebbutt Street, Upward Street and George Street	Employment lands are not in the scope of this Planning Proposal.
Retain the existing low-density character across the remainder of the Precinct	The urban design study has reviewed the PRCUTS design recommendations in

	respect of this principle. The study recommends that PRCUTS controls for parts of the precinct should be changed to retain the existing low-density and fine grain character.
Encourage appropriately scaled residential development in select locations to attract and retain people in the core of the Precinct	<p>The Planning Proposal strategically targets specific blocks in Taverners Hill to encourage appropriately scaled development in selected locations and retain the fine grain character of the remainder of the precinct These include: the southern part of Lewisham close to the railway station</p> <ul style="list-style-type: none"> • The south-western corner of Leichhardt close to Taverners Hill Light Rail Station, around Kegworth, Hathern, Beeson and Tebbutt Streets
Transport and movement	
Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD	Subject to the NSW Government's decision to deliver a high-capacity public transport connection along Parramatta Road.
Capitalise on the good access to three major transport modes: light rail, heavy rail, and frequent buses along Parramatta Road	As above, and existing and future public transport accessibility has been considered in the development staging propose for the precinct.
Formalise Parramatta Road east of Hawthorne Canal as a vibrant Street	Efforts are required from NSW Government to deliver this in conjunction with the proposed public transport improvements along Parramatta Road.
Place-making	
Establish a new high-amenity neighbourhood hub along Tebbutt Street/Upward Street that benefits from the Kolotex/Labelcraft site redevelopment	This area is outside the scope of the current Planning Proposal.
Create an activity node around the Taverners Hill Light Rail stop	As above
Create a new link between Upward Street and George Street	This has already been delivered through the Kolotex and Labelcraft redevelopment.
Open space, linkages, and connections	
Leverage new development to provide new open space and high-quality and active public domains	The Planning Proposal and associated urban design study identify design recommendations to provide a high quality, active public domain.
Complete missing links along the GreenWay, including under Parramatta Road and Longport Street	These works are being undertaken as part of Council's Greenway Masterplan. Longport Street is outside the Taverners Hill precinct boundary.

Capitalise on the proximity to light rail by providing increased connectivity for pedestrians and cyclists where possible	<p>Subject to the NSW Government's decision to deliver a high-capacity public transport connection.</p> <p>The Planning Proposal Stage 1 area strategically targets sites which are close to the existing light rail and heavy rail stations to capitalise on transport accessibility.</p>
Provide a new east-west link along Nestor Lane to connect Carrington Street, Old Canterbury Road and Brown Street to improve access to the Greenway.	This would be impractical as the western end of such a link would encounter a steep embankment at Brown Street and access to the Greenway on the west side of Brown Street is blocked by the Light Rail line, its western embankment and the Hawthorne Canal. Consequently, this PRCUTS proposal will not be pursued by Council.
Create a new east-west cycle link along the extended Nestor Lane	Same as above
Connect Upward Street, George Street and Flood Street as a new pedestrian and cycle link	<p>Proposed links between Tebbutt Street and Upward Street; and George Street and Flood Street have been investigated as part of the urban design study.</p> <p>The study recommends that the proposed connection between Tebbutt Street and Upward Street be relocated to a more southerly alignment which can accommodate an overland flowpath with a new stormwater connection/culvert underground to enhance flood management.</p> <p>This link is outside the scope of the current Planning Proposal and will be dealt in the future.</p>
Prioritise Tebbutt Street and Flood Street as key pedestrian routes	.The proposed development uplift along Tebbutt Street will help to fund and enhance the footpaths along this street.

Kings Bay Precinct

Land uses

Facilitate the mixed uses of land on both sides of Parramatta Road between Regatta Road and Scott Street	N/A – in Canada Bay LGA
Develop a new local village around Spencer Street	N/A
Encourage medium and high-density residential development north of Parramatta Road, with limited, appropriately scaled residential development south of Parramatta Road	<p>The urban design study prepared in support of the Planning Proposal has reviewed the PRCUTS design recommendations with respect to this principle.</p> <p>New opportunities for medium and high-density residential development along Croydon Road and Parramatta Road have</p>

been investigated to take into account the proximity of the future Kings Bay (Five Dock) Sydney Metro West Station. This Metro had not been proposed when PRCUTS was adopted.

Medium density residential development is also encouraged in the residential area to the south of Parramatta Road along Dalmar Street.

Transport and movement	
Capitalise on reliable, frequent rapid transit to service the new population	<p>Subject to the NSW Government's decision to deliver a high-capacity public transport connection.</p> <p>The Planning Proposal and associated urban design study have considered opportunities for increased densities to capitalise on the future improvements to public transport along Parramatta Road and Sydney Metro West.</p> <p>The proposed Kings Bay (Five Dock) Sydney Metro West Station will be 800m from the proposed new medium and high-density developments along Croydon Road and Parramatta Road. PRCUTS recommendations for Kings Bay have been refined to capitalise on the development opportunities that will arise from this proposed Metro Station.</p>
Reinforce active transport links to Croydon Station	Active transport links to Croydon Station and the Sydney Metro West Station at Five Dock will be delivered via State and Local Infrastructure Contributions funded projects
Benefit from the potential decrease in traffic volumes on Queens Road because of WestConnex	N/A
Recognise Parramatta Road will continue to have a movement function	This has been reinforced through the retention of business uses along Parramatta Road which will continue to be serviced via Parramatta Road and rear laneways, where possible.
Formalise Spencer Street as a Place for People	N/A
Formalise Parramatta Road west of Walker Street and east of Short Street as a Vibrant Street	N/A
Reduce residential car parking rates to decrease car dependency, increase use of public transport and improve traffic conditions	The Planning Proposal includes provisions to decrease car dependency in line with PRCUTS recommendations.

Place-making	
Create a new fine-grain road network and a mixture of uses and activities anchored on the Queens Road, Spencer Street and William Street intersections	N/A
Establish a new, high-amenity neighbourhood hub, focussed around Spencer Street, with low traffic	N/A
Retain and build on existing lifestyle/recreation businesses in and around the Precinct	N/A
Facilitate site amalgamation in appropriate locations to provide opportunities for redevelopment	<p>Site amalgamation provisions have been included in the Planning Proposal to provide opportunities for redevelopment and preclude site-isolation.</p> <p>Site amalgamation guidelines have been included in the DCP. These will be based on the outcomes of urban design and built form testing.</p>

Open space, linkages, and connections	
Leverage development to provide new open space, a north-south plaza between Spencer Street and Queens Road, and green corridors between Parramatta Road and the foreshore	<p>New through-site link in the form of 6m building setback to Iron Cove Creek is proposed as part of redevelopment of Opportunity Site 582-584 Parramatta Road, Croydon.</p> <p>It is Council's intention to create a new active transport and recreational corridor along the Iron Cove Creek linking to Bay Run to the north.</p>
Create mid-block, through-site links and prioritised pedestrian connections	Desired through-site links have been identified in the DCP to link into Canada Bay Council's active transport network.
Deliver new cycle links along Short Street, Grogan Street, Acton Street, William Street and through Barnwell Park Golf Course and Walker Street	N/A
Construct the new, separated, regional cycle path along Queens Road, connecting Concord in the west to Iron Cove in the east	N/A

PRCUTS Implementation Tool Kit

PRCUTS Implementation Toolkit has been given statutory force through the associated s9.1 Ministerial Direction and must be considered by Councils and stakeholders when making land use decisions. The toolkit includes:

1. Planning and Design Guidelines
2. Implementation Plan 2016-2023
3. Urban Amenity Improvement Plan

4. Infrastructure Schedule

Consistency with Parramatta Road Corridor Planning and Design Guidelines (PRC P&DG)

The Planning and Design Guidelines have been developed to inform future controls in local environment plans and development control plans and should be considered when the Strategy is being implemented through rezoning proposals.

The Planning Proposal is generally in line with the vision and objectives of PRC P&DG. Some of the requirements in P&DG relating to character and built form principles, when tested at local scale have resulted in refinement of its land-use, building height and density recommendations. This is justified through detailed site-scale testing undertaken as part of the Urban Design Study at Appendix 2.

The refinements are also required to fix numerous discrepancies in PRC P&DG relating to mismatch of recommended heights and densities, and mismatch of maps/diagrams with the corresponding text. There are also flaws in its proposed growth projections which have been confirmed and agreed with DPE as part of the work undertaken by Council for Parramatta Road Corridor Precinct-wide Traffic and Transport Study.

Appendix 12 provides a detailed consideration of this Planning Proposal against the Planning and Design Guidelines. Any inconsistencies are justified in Appendix 12 and the supporting Urban Design Study at Appendix 2.

Consistency with Parramatta Road Corridor Implementation Plan 2016 - 2023

The Implementation Plan establishes a sequencing strategy identifying areas of the Parramatta Road corridor to be redeveloped to prior to or after 2023. Part of the Planning Proposal area in Taverners Hill and Kings Bay precincts are outside the 2016-2023 Implementation area. Consequently, this Planning Proposal is inconsistent with this Implementation Plan.

The Plan states that proposals that depart from the identified staging and sequencing will need to be considered against its 'Out of Sequence' Checklist. The Checklist is a merit assessment process of proposals which are not aligned with the Implementation Plan 2016 – 2023 stage.

Under S9.1 Ministerial Direction 1.5 for implementation of PRCUTS, planning proposal in the Corridor can be supported if:

- a) The proposal is consistent with the Implementation Plan 2016 – 2023; or
- b) The proposal is consistent with the Out of Sequence checklist in the Implementation Plan 2016 – 2023; or
- c) The proposal can demonstrate that it will deliver better outcomes than those identified in the *Parramatta Road Corridor Urban Transformation Strategy 2016* and the *Parramatta Road Corridor Urban Implementation Plan 2016-2023*.

This proposal relies on c) above to demonstrate its strategic merit. *Appendix 12 – Parramatta Road Corridor Stage – 1 LEP Phase 2A* Justification Study provides a detailed consideration of applicable Regional, State and Council policies and brings together the suite of technical studies which have been prepared to inform this Planning Proposal.

This study demonstrates that ongoing GSC, State Government and Council policy development for the Parramatta Road Corridor Precincts have reflected and improved on the original PRCUTS vision and objectives to deliver better outcomes. The Planning Proposal

demonstrates that this arc of policy development is embodied in the proposition it puts forward. Consequently the Consistency test (b) under Ministerial Direction 1.5 is fully satisfied.

This in turn means that the Proposal can be inconsistent with the Implementation Plan and does not need to meet the Out of Sequence test.

Consistency with Parramatta Road Corridor Urban Amenity Improvement Plan

The Parramatta Road Urban Amenity Improvement Program (UAIP) set of projects are self-contained and deliverable in the short term and will provide with a better, more liveable environment while building a momentum for more ambitious changes and projects involving the transformation of Parramatta Road itself as well as public spaces adjacent to it.

The proposed improvements include three categories of projects:

- Streetscape upgrades including tree planting, multi-purpose lighting, new pavements and north-south pedestrian and cycle crossings.
- Creation of new or improved open spaces, urban plazas and town squares
- New walking and cycling links to key transport nodes and open spaces which connect to strategic regional and local networks.

The projects and descriptions were developed by Urban Growth NSW through an iterative process with Councils along the corridor. The projects aim to build on the existing strengths of the neighbourhoods and reflect their sense of place and character.

Appendix 13 report includes projects identified through the UAIP for Leichhardt and Camperdown Precincts. The relevant projects for Leichhardt precinct include:

- Public domain improvement to key north-south streets perpendicular to Parramatta Road: Rofe Street, Renwick Street, Norton Street, Balmain Road, Catherine Street and Crystal Street
- New cycle connection along Dot Lane
- Conversion of Petersham Street to a pocket park

See Figure 7 below which identifies the location of abovementioned projects.

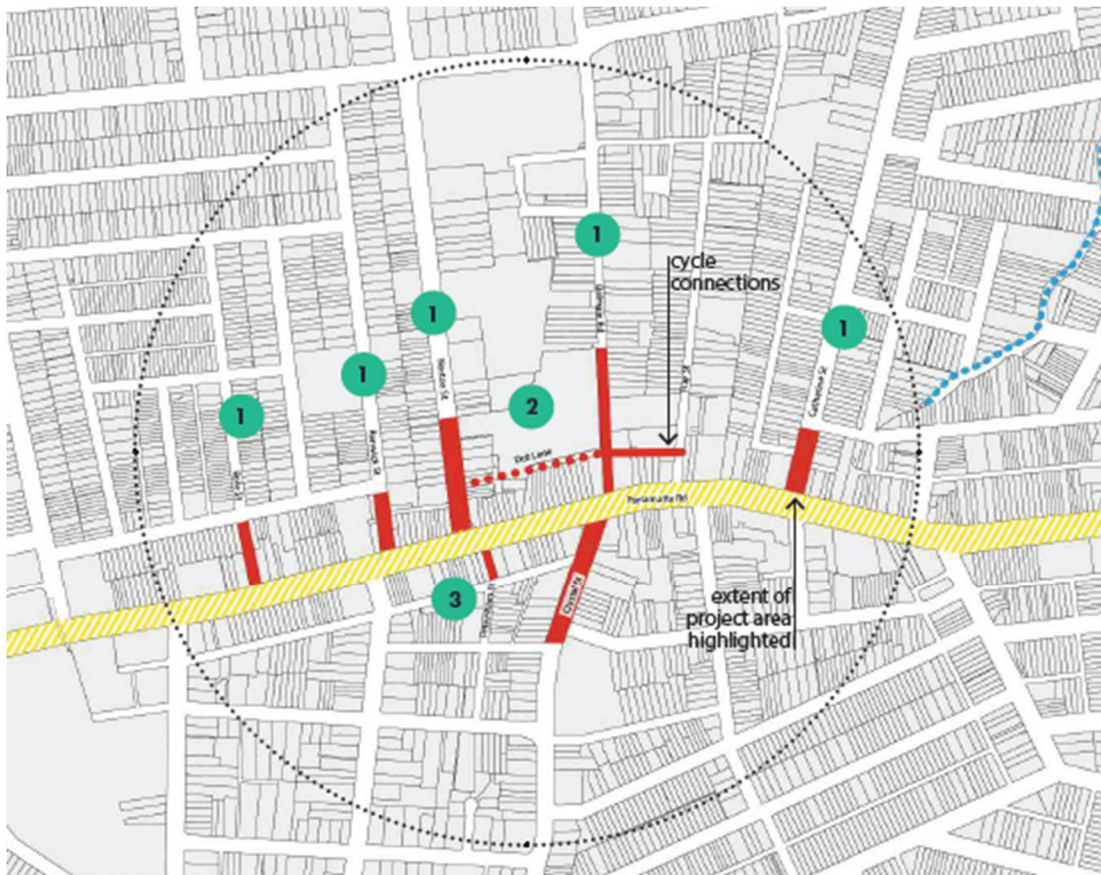


Figure 7 – Location of Leichhardt precinct UAIP works

These works are currently being implemented with the construction anticipated to be completed by 2022-2023.

Consistency with Parramatta Road Corridor Infrastructure Schedule

A prioritised and costed list of future infrastructure including open space, transport, traffic community, health and education facilities is required to support the long-term growth in the Corridor. Parramatta Road Corridor Infrastructure Schedule provides a preliminary list of works and associated costing which need to be undertaken by State and local Government to support the growth in this Corridor.

This Infrastructure Schedule was prepared in 2016 is out of date with respect to its proposed costs. It also has some gaps with respect to the list of infrastructure it identifies. Council is currently reviewing this Infrastructure Schedule to inform its update to Development Contributions Plan under s7.11/7.12 of the Act. It is Council's intention that the Draft Inner West Development Contributions Plan which has considered the long term growth in the corridor is in effect prior to finalisation of this Planning Proposal.

Nevertheless, Council's preliminary findings indicate that funds collected through section 7.11/7.12 Contributions Plan would be inadequate to fully fund the extent of works in PRCUTS precincts which requires substantial traffic, public domain, stormwater and drainage improvements to support the future population. This is also evident from the recommendations of the precinct-wide transport study which identifies that \$26,128,667 is required to fund the active transport infrastructure alone in the Corridor.

Consequently, Council has investigated value share mechanism to capture a proportion of the increased land value to fund the gap of infrastructure works. This is to be implemented through

Planning Proposal's provisions for CICs which would be negotiated via Planning Agreements. The Parramatta Road Corridor Infrastructure Schedule and Cardno's Active transport infrastructure schedule forms basis of the proposed infrastructure works to be undertaken through the CIC.

Note for the purposes of Council's Land Value Sharing Study, the higher end of a RIC and local infrastructure contributions have been assumed. This is in conjunction with assuming higher end of construction costs to deliver high-quality and high-performance buildings with respect to sustainability standards. Refer to the assumptions in the Appendix 9. The Study concludes that it is feasible to implement a precinct-based contributions scheme for Leichhardt, however Taverners Hill and Kings Bay are not feasible in the current market conditions. Consequently, this Planning Proposal includes CIC provisions for Leichhardt precinct Stage 1 area only. For infrastructure works from the PRCUTS infrastructure schedule relevant to this Planning Proposal, refer to Appendix 14.

The Parramatta Road Corridor Infrastructure Schedule also relies on DPE preparing a RIC Scheme for this Corridor. In the absence of this RIC, the Planning Proposal includes provisions to make satisfactory State infrastructure contributions prior to any consent being granted.

Consistency with Parramatta Road Corridor Precinct-wide Traffic and Transport Study (IWC/DPE)

PRCUTS Implementation Plan 2016-2023 requires that 'prior to any rezoning, a traffic and transport study be prepared for the Corridor'. To fulfill this requirement, IWC and DPE jointly commissioned Cardno consultants to carry out a transport study analysing the transport network implications of proposals contained in the PRCUTS, in combination with the numerous adjacent infrastructure projects, including WestConnex.

This study was commissioned to Cardno in 2018 and finalised in March 2022 through a series of iterations over the period of four years. This study has a primary focus on IWC precincts of Camperdown, Leichhardt and Taverners Hill. The report includes four sub-reports:

- *Context Report* which provides a comprehensive background analysis of the land use and transport in the area to inform future recommendations;
- *Future Modelling Report* which investigates the traffic network along the Parramatta Road Corridor including an AIMSUM hybrid traffic simulation model;
- *Parking Policy and Rate Review* which provides car parking recommendations in the key precincts to achieve sustainable mode share;
- *Transport Plan* which sets the vision for Parramatta Road Corridor and provides set of recommendations including the Implementation Plan.

In addition, further work was commissioned to Cardno (now Stantec) by IWC and DPE to undertake localised traffic analysis for Inner West section of Kings Bay Precinct. This report, finalised in April 2022, concurs with the utilisation of proposed maximum PRCUTS car parking rates for uplift in the IWC component of the Kings Bay Precinct. Note: Canada Bay Council have also prepared a precinct-wide traffic study for the Kings Bay precinct which provides the contextual overview of the wider precinct

Cardno have generally used the PRCUTS' principles and its assumptions to set the framework for Transport Plan's recommendations. The Transport Plan in its final set of recommendations adopts many aspects of the PRCUTS, including its vision:

“Incremental renewal of the Corridor will occur over the long term to deliver a high quality, multi-use Corridor with improved transport choices, better amenity, and balanced growth of housing and jobs.”

In order to achieve this vision, it will be essential to implement a comprehensively integrated approach to transport, public domain, land use and urban design. An important first step in this process is the establishment of measures which will encourage a mode shift away from private car use and so creating a more “liveable” environment in the Corridor.

Working from this baseline, Council has used both PRCUTS and this Transport Study to inform this Planning Proposal’s provisions. There has, however, been a slight divergence in the final outcomes, as the study’s modelling was primarily focused on traffic.

While the modelling carried out in association with this plan is driven predominantly by traffic-based circumstances, it is considered to provide an adequate baseline for the establishment of mode share targets for the three Inner West Precincts (Leichhardt, Taverners Hill and Camperdown).

Based on this modelling it will be essential to achieve a minimum mode shift in private car use, from 79% in 2019 to 71% in 2036 (a 10% reduction of existing car use).

However, noting that this mode shift is required purely to achieve acceptable movement along the corridor, to achieve the desired liveability PRCUTS proposes a 30% mode shift away from private car use, as an average improvement across the three Inner West Precincts. Consequently, this Planning Proposal’s key mode shift target is to reduce private car use by a minimum of 10%, and up to 30% between 2019 and 2036.

Based on experience in Australia and around the world, Council considers that sustainably-based Corridor activation leading to more liveable environments in inner city areas, requires the inclusion of significantly enhanced public transport. Consequently, Council does not agree with numerous road network capacity increases recommended in the study and is unlikely to accept these unless these enhance public and active transport outcomes.

That said many of the strategies and actions recommended in the Transport Plan are strongly supported by Council, including, but not limited to, proposals such as:

- Implement an enhanced public transport solution in the corridor which achieves the following outcomes:
 - Safety;
 - Place-making benefits;
 - High capacity;
 - High frequency;
 - Reliability;
 - Travel time efficiency; and
 - Streetscape improvements.
- Develop a travel behavioural change plan.
- Initiate public domain improvements along Parramatta Road and on adjacent side streets.
- Provide gateway treatments at key intersections.
- Construct missing links in the walking and cycling network, including completing a cycle route immediately to the north of, and parallel to, Parramatta Road.
- Install continuous footpath treatments across the mouth of numerous streets in the Corridor.

- Work with the State Government to provide an enhanced local bus network and increased frequency of services along Parramatta Road.
- Examine reasons for crash clusters at specific intersections.
- Rationalise of parking controls, both kerbside and on-street, including the introduction of a maximum rate for on-site provision and the use of unbundled parking where practical.
- Develop controls to better accommodate the needs of freight and servicing within the Corridor.

This Planning Proposal has used many of the Transport Plan’s strategies and actions to cater for increased population and residents, while enabling the creation of a more liveable environment. Intrinsicly this means that private car dependence must be reduced in relation to both local journeys and travel along the Corridor, to and from points beyond the inner West LGA.

The Kings Bay Traffic report reaffirms the need to introduce a mass transit service on Parramatta Road, utilising dedicated right-of-way lanes and establishing a superstop in the Kings Bay precinct and furthermore, raises the need to investigate a new turn-up-and-go bus route between the future Five Dock Metro station and Croydon station, to provide an adequate connection between two key public transport nodes. A number of active transport recommendations are provided including the further investigation of a signalised crossing across Parramatta Road at the William Street intersection.

Car parking rates justification

The lower maximum car parking rates specified in PRCUTS are recommended over the alternate slightly higher rates specified by Cardno. This is because the PRCUTS rates are based on a vision of high-quality public transport along the corridor, consistent with Council’s objectives of this Planning Proposal. The Cardno rates are slightly higher as they assume no substantial change to the quality of public transport in the foreseeable future.

Maximum rates, rather than fixed or minimum rates, are recommended in both Cardno’s report and PRCUTS which are being pursued through this Planning Proposal. This allows for flexibility, where developers can provide an appropriate level of parking where there is demand but are not required to provide more parking than is needed. Overprovision of parking can have significant negative impacts on design outcomes and the affordability of housing and workplaces.

This Planning Proposal sets maximum car parking rates based on PRCUTS maximum rates for majority of land uses except restaurants and bulky goods. These are based on Cardno’s alternate rates and slightly higher than PRCUTS maximum rates –this approach is necessary to address the specific needs of these specialist uses.

The Planning Proposal also requires all parking to be provided as unbundled car parking. Unbundled, decoupled and shared car parking arrangements can improve the degree to which available parking space meets demand. Management regimes such as pricing and resident parking schemes can optimise turnover in centres and protect existing residents from increased parking demand on streets created by new development.

Use of maximum parking rates is supported by the NSW Government’s current draft *Future Transport Strategy*, while the principle of minimising parking is supported by the NSW Government’s current draft *Apartment Design Guide*. Maximum rates are increasingly being used in cities around the world, and are now used in major Sydney growth areas within North Sydney, Parramatta and the City of Sydney.

It is noted that PRCUTS recommends parking provision discounts where unbundled, car-share and decoupled parking are implemented. However, in this instance these discounts are redundant as there are no minimum parking requirements.

These car parking provisions aimed at minimising private car dependency are key to creating sustainable, liveable and affordable neighbourhoods in the Inner West.

Implementation Plan

The Transport Plan prepared by Cardno includes an Implementation Plan which provides a framework to inform implementation of key actions proposed in the Plan. This framework has eight broad categories, identifies the lead agency responsible for implementing the actions and provides an indicative timeframe for implementation. See below table:

Item	Description	Action	Lead	Timeframe
1	Parking controls	Council to refine and implement parking recommendations through its Development Control Plan aligned with planning proposal to implement PRCUTS	Council and DPIE	Short term
2	Local road improvements *	Council to refine recommended local road improvements through local infrastructure planning and detailed design	Council and DPIE	Short to medium term
3	State road improvements *	TfNSW to refine recommended state road works through TfNSW's road network planning and detailed design	TfNSW	Short to medium term
4	Public Transport improvements	TfNSW implement enhanced public transport solutions through service planning and project business Cases	TfNSW	Short to medium term
5	Local bicycle network and public domain improvements	Council to refine and implement cycle path recommendations through its capital works and local contributions plans. Opportunities exist for other funding mechanisms.	Council and DPIE	Short to medium term
6	Bicycle network improvements on state roads	TfNSW to implement bicycle network improvements on state roads through infrastructure planning and detailed design and subject to comprehensive Council and community consultation.	TfNSW	Short to medium term
7	Footpath improvements on local roads	Council to refine and implement pedestrian improvements to local roads as part of its capital works and local contributions plans	Council and DPIE	Short to medium term
8	Footpath improvements on state roads	TfNSW to implement place based recommendation for state roads as part of project business cases	TfNSW	Short to medium term

Figure 8 – Implementation Plan

In summary, Council's primary responsibilities include the implementation of new parking controls, as well as improvements to:

- local roads;
- local active transport network; and
- areas of public domain.

Council will also continue discussions with the State Government in relation to public road re-configuration and public transport improvements, as well as enhancement of the regional bicycle network.

While the Future Modelling Report included a series of site-specific measures to increase road capacity on Parramatta Road, the Transport Plan does not commit to these measures, stating that:

'... the interventions tested are predominantly based on a traffic operation improvement perspective and may not reflect the shared nature of the different urban environments. Changes to intersections need to be considered not just in terms of the vehicle movements

but also active transport, public transport and place outcomes. The funding mechanisms for road upgrades / infrastructure contributions will need to be agreed by Council and DPIE.'

This Planning Proposal has been prepared based on the assumption that with increasing population and employment it will be essential to significantly improve public transport in the Corridor, and further, that any measures to increase traffic flow on Parramatta Road should only be introduced if they benefit active and public transport.

This position is also reflected in the actions recommended in the Transport Plan's Section 3 summary tables, particularly noting the absence of recommendations for traffic capacity increases.

In moving forward, it will be essential for Council, DPE and TfNSW to work together to:

- Prioritise the actions recommended in the Transport Plan;
- Examine funding sources for the actions;
- Create a formal agreement on processes to implement the Plan's actions;
- Establish and agreed set of criteria linking population and employment growth with public transport improvements.

Council is keen to continue working with the State Government to introduce both local and regional measures to facilitate the realisation of PRCUTS vision of a healthier, more sustainable and more liveable Corridor.

Consistency with PRCUTS Reference Reports

- **Fine Grain Study** - The relevant principles have been discussed in the Planning and Design Guidelines section at Appendix 12.
- **Social Infrastructure Analysis Report** - Social Infrastructure impacts have been considered when drafting the provisions of this Planning Proposal. Refer to Q9 under the Strategic Merit Assessment Test.
- **Sustainability Implementation Plan** - The Planning Proposal is fully consistent with the objectives of this Plan and intends to deliver better outcomes than those envisaged in this Plan.

The sustainability performance targets including energy and water in Part 2 of this Planning Proposal are based on the Sustainability Implementation Plan. For residential developments, no changes are proposed to PRCUTS targets and support is sought from DPE to implement these as is through the proposed incentives mechanism.

For non-residential developments, PRCUTS recommends sustainability targets for large scale commercial and shopping centre developments greater than 10,000sqm. However, it relies on existing targets in the National Construction Code for commercial and retail developments below 10,000sqm (i.e. no improvements to standard requirements). Most of the developments in Inner West will be below 10,000 sqm.

Consequently, energy performance targets for non-residential developments are based on the recent work completed by *City of Sydney Council [Planning Proposal – Performance for Net Zero Buildings](#)* (May 2021) which shows that PRCUTS recommendations for energy are now outdated and require refinements. These energy targets are to be applied in conjunction with PRCUTS water targets for non-residential developments greater than 1000sqm.

Implementing hybrid of sustainability provisions based on PRCUTS and City of Sydney's latest research is a step-change towards achieving the overall goals of low carbon, sustainability and resilience. These standards will ensure current practice is enhanced and future best practice is not precluded. Further update on sustainability provisions will be provided by Council as it develops its Low Carbon precinct plans. Refer to Appendix 10 for supporting information relating to proposed building performance standards.

- **Economic Analysis Report** - The Planning Proposal is underpinned by Council's detailed economic analysis including Employment and Retail Lands Strategy, Feasibility study and Value Sharing Study. Overall, this Planning Proposal will have positive economic outcomes as it has the potential to generate about 2000 new jobs.

Q4. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

The Planning Proposal represents a logical progression in implementing the Council's LSPS and several other Council strategies. An overview of these strategies, and how the Planning Proposal responds is outlined below. These Strategies can be found [here](#).

5. Our Inner West 2036 - Council's Community Strategic Plan

The *Inner West 2036 Community Strategic Plan* (CSP) was adopted in June 2018. The Plan seeks to create a sustainable, progressive, networked, vibrant and creative future for the Inner West LGA. The plan reflects the values of the Inner West community and is the foundation of all decision-making, actions taken and management of resources.

The CSP identifies five strategic directions to guide planning in the Inner West:

1. An ecologically sustainable Inner West
2. Unique, liveable, networked neighbourhoods
3. Creative communities and a strong economy
4. Caring, happy, healthy communities
5. Progressive local leadership

This Planning Proposal will assist in achieving these strategic directions by:

- Providing a clear and consistent planning framework, and process, that respects the distinct character of the Inner West.
- Maintaining existing mechanisms to support the preservation of new and existing heritage items, as well as maintaining the character of heritage conservation areas.
- Managing the intensification of residential and commercial uses through design guidelines and controls that ensure new development provides an appropriate response to the existing environment.
- Retaining employment and industrial lands as recommended in Council's *Employment and Retail Lands Strategy*.
- Revitalising areas of Norton Street, Tebbutt Street and Parramatta Road through appropriate intensification of residential and commercial uses, active transport links and the delivery of public places and open space.
- Balancing growth and development in the Inner West with adequate provision of infrastructure.
- Managing the intensification of residential and commercial uses only where new development can access high-quality public transport and is designed with consideration of future transport infrastructure.

6. Inner West Local Strategic Planning Statement – Our Place Inner West

The Inner West LSPS came into effect on 31 March 2020. The LSPS outlines a long-term strategic vision to guide land use planning, housing and infrastructure delivery in the Inner West until 2036. The 20-year vision reflects the values of the Inner West community.

LSPS's Vision:

The Inner West is a place that supports a high quality of life; embraces diversity and adapts to the population needs of the future; and our neighbourhoods are ecologically sustainable, economically productive and our communities are connected to one another through space, social engagement, and transport.

The LSPS is structured around the same five CSP strategic directions with the addition of sustainable transport. To achieve the vision and these six strategic directions, the LSPS contains 14 priorities.

The most relevant LSPS priorities relating to this Planning Proposal are outlined below:

- *Planning Priority 2.3:* Update planning controls to improve the overall environmental performance of new buildings and precincts. This includes Parramatta Road Corridor.
- *Planning Priority 13.6:* Implement the finalised housing, employment and transport strategies, and the Parramatta Road Corridor Transport Study, and prepare urban design / place based/open space studies to inform planning proposals to implement the Parramatta Road Corridor Urban Transformation Strategy: Implementation Plan 2016-2023 and Urban Amenity Improvement Plan, subject to the provision of public mass transit being provided on dedicated lanes on Parramatta Road.
- *Planning Priority 13.7:* Collaborate with Parramatta Road Corridor councils to ensure planning for Parramatta Road is integrated across LGA boundaries.
- *Planning Priority 13.7:* Prepare Parramatta Road Corridor local contributions plan to address funding of local infrastructure and services in the Corridor.
- *Planning Priority 13.9:* Seek a variation under the Section 9.1 Direction for the *Parramatta Road Corridor Urban Transformation Strategy* to retain the existing industrial land within the corridor and undertake further investigations to identify any additional variations required for the existing employment lands within the corridor.

As detailed previously, this Planning Proposal's provisions are underpinned by the above-mentioned LSPS Planning Priorities alongside its generic priorities.

The LSPS also identifies inconsistencies in the PRCUTS projected dwelling and job numbers. In response, the Council and DPE re-analysed growth projections and further investigations were undertaken during preparation of the *Inner West LHS* and *Parramatta Road Corridor Precinct-wide Traffic and Transport Study*.

This Planning Proposal represents a place-based approach through urban design analysis to identify locations for new residential and employment opportunities while delivering best practice urban design and infrastructure outcomes. Subject to the provision of mass-transit along Parramatta Road, the Planning Proposal will increase residential and commercial floor space aligned to the LSPS and DPEs across the Inner West in the short to medium term.

Variation is sought under the Section 9.1 Ministerial Direction to support the implementation of PRCUTS Stage – 1 through this Planning Proposal.

7. Inner West Local Housing Strategy

The LHS was adopted by Council in March 2020. It was endorsed by DPE on 8 July 2021, subject to a number of conditions as discussed below.

The LHS anticipates a total of 2,204 dwellings across the Leichhardt, Taverners Hill and Kings Bay precincts. This Planning Proposal anticipates around 1,700 dwellings in this first stage of implementation, within parts of the corridor. Stage 2 will provide for additional dwellings to meet or exceed the LHS projection.

Table 19 Consistency with relevant LHS principles

LHS Principle	Consideration
1. Ensure the cultural significance of landscapes, sites, waterways, customs and traditions that Aboriginal communities wish to conserve are protected and maintained in housing development.	Protection of riparian areas, new links to waterways, and tree canopy targets will inform the future DCP.
2. Accommodate housing growth through a range of sensitive infill compatible with heritage values and local character – enabling areas to evolve with respect over time.	The urban design study takes into account the heritage values and local character of the areas. Supporting DCP outlines desired future character for evolution of these areas.
3. Provide for a diverse mix of housing typologies, sizes and tenures that cater to the needs of people at all stages of their lives.	The urban design study recommends a range of building typologies which will encourage diversity in dwelling types.
4. Start to close the gap between housing need and provision for very low, low and moderate income households.	The Planning Proposal includes provisions to implement an Affordable Housing Contributions Scheme under the Housing SEPP.
5. Locate the majority of new housing opportunities in areas that are within a 10-minute walk of centres, transport and services, supporting their vibrancy and aligning with infrastructure provision and growth.	The proposed new housing is within a 10 minute walk of (current or future) rail or light rail stations or a centre well serviced by transport services. The Planning Proposal also relies on future improvements to public transport along Parramatta Road to further support vibrancy and ensure alignment of land use with infrastructure provision.
6. Design quality housing to maximise amenity, safety and security for residents and provide a positive contribution to its neighbourhood.	Amenity and character were thoroughly considered as part of the Urban Design Study. Consequently, changes have been recommended through this Planning Proposal to PRCUTS recommendations for density, building height, setbacks and built form. Whilst this Planning Proposal is inconsistent with PRCUTS in places, it evidently brings forward better design recommendations which will provide positive

LHS Principle	Consideration
	or at the very least, no negative contribution to neighbourhoods in recognition of this LHS principle.
7. Homes are designed to be environmentally sustainable, supporting Council's aim of zero net carbon emissions by 2050, water sensitivity, increasing biodiversity and zero waste.	<p>The Planning Proposal intends to achieve improved sustainability outcomes through high performance buildings, reduced car parking and green infrastructure provision.</p> <p>Council's future DCP will include provisions to improve water management, increase biodiversity and work towards zero waste in the Inner West.</p>

The LHS's precinct by precinct findings for Parramatta Road Corridor are provided as follows:

- **Leichhardt Precinct:**

LHS Strategy identifies the potential for an additional 1,629 dwellings in the Leichhardt Precinct, being the core and frame areas of PRCUTS. Dwelling types are anticipated as shop-top housing or residential flat buildings. Through place-based investigation, this Planning Proposal has identified sites that can intensify residential development by approximately 764 new dwellings in Stage 1 delivery of PRCUTS.

In addition, the Leichhardt Precinct provides opportunity for the delivery of affordable housing through the Housing SEPP as detailed in the draft Inner West Affordable Housing Contributions Scheme (Appendix 8).

Consideration of specific LHS actions relating to Leichhardt precinct is discussed in the following table.

Table 20 Consistency with relevant LHS Leichhardt Actions

Key LHS action	Consideration
Prepare a place-based study to test and confirm potential additional yield analysis.	Completed. Refer to Appendix 2.
Continue to prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment.	Completed. Refer to Appendix 11. In addition, Council has recently completed its social infrastructure review for the whole of the local government area which has been used to inform the supporting Inner West Contributions Plan.
Include the key dependency of improved mass transit on Parramatta Road (committed under Future Transport 2056 in the 0-10 year timeframe).	This forms part of the proposed LEP provisions in Part 2 of this Planning Proposal.
Develop a local contributions plan and incorporate the precinct in an Affordable Housing Target Scheme as required by SEPP 70).	Completed. Refer to Appendix 8.

Key LHS action	Consideration
Assess any Council-owned land that may be suitable affordable housing donor locations to potentially increase the contribution versus dwelling yield outcome in the Affordable Housing Target Scheme.	This Planning Proposal does not include any Council owned sites which have the potential to contribute towards additional affordable housing. Council owed sites will be investigated in Stage 2 of PRCUTS implementation.
Assess areas or sites that require heritage protection whilst allowing growth to occur.	Completed. Refer to Appendix 3. In addition to the listing of new heritage items, the Planning Proposal includes provision for precautionary approach of redevelopment of heritage sites, heritage conservation areas and any adjacent sites through the proposed FSR and HOB incentives mechanism.
Assess the impact of noise attenuation requirements in ANEF 20 to 25 affected land in relation to internal amenity, environmental performance of buildings and architectural outcome to determine whether residential intensification in this location is acceptable.	Completed. Refer to Appendix 7.

- **Taverners Hill Precinct:**

LHS reinforces Council's aim to protect employment land in the Taverners Hill Precinct. This Planning Proposal excludes industrial and employment lands.

It is focused on specific residential areas of the Precinct and provides opportunities for an additional 438 dwellings of the 456 identified in the Local Housing Strategy. Low to medium-rise residential flat buildings is the predominantly proposed building typology.

Terrace/ townhouses and dwelling houses were investigated throughout the precinct as part of the urban design study but are no longer being pursued due to impacts on the existing fine-grain character and vegetation. Refer to site-specific testing at Appendix 2.

Consideration of specific LHS actions relating to Taverners Hill precinct is discussed in the below table.

Table 21 Consistency with relevant LHS Taverners Hill Actions

Key LHS action	Consideration
Prepare a place-based study to test and confirm potential additional yield analysis.	Completed. Refer to Appendix 2.

Key LHS action	Consideration
Continue to prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment.	Completed. Refer to Appendix 11. In addition, Council has recently completed its social infrastructure review for the whole of the local government area which has been used to inform the supporting draft Inner West Development Contributions Plan.
Include the key dependency of improved mass transit on Parramatta Road (committed under Future Transport 2056 in the 0-10 year timeframe).	This forms part of the proposed LEP provisions in Part 2 of this Planning Proposal.
Develop a local contributions plan and incorporate the precinct in an Affordable Housing Target Scheme as required by SEPP 70).	Completed. Refer to Appendix 8. DPE's viability tool indicated that AHCS will not be feasible for the proposed uplift in Taverners Hill precinct.
Assess areas or sites that require heritage protection whilst allowing growth to occur.	Completed. Refer to Appendix 3. In addition to the listing of new heritage items, the Planning Proposal includes provision for precautionary approach of redevelopment of heritage sites, heritage conservation areas and any adjacent sites through the proposed FSR and HOB incentives mechanism.

- **Kings Bay Precinct:**

LHS proposes that the low-density residential area along Dalmar Street be rezoned to R3 Medium Density Residential. This Planning Proposal supports this outcome.

Urban design testing also recommends this approach to address the proposed changes to built form controls for the B6 Enterprise Zone land on Parramatta Road which is to the north of these residential developments. This change, along with the addition of shop top housing in three Opportunity Sites in response to the proposed Sydney Metro West station in Five Dock, provides the opportunity to provide approximately 515 new dwellings in the Inner West part of Kings Bay. LHS had envisaged a lower yield at about 56 dwellings.

Council's Urban Design Study demonstrates that Kings Bay has potential to accommodate more growth in the existing residential area alongside the proposed Opportunity Sites. This is generally considered to be a good outcome as it is aligned with the committed public transport infrastructure Kings Bay (Five Dock) Metro Station which will be in 800m walking catchment of this Precinct.

Consideration of specific LHS actions relating to Kings Bay precinct is discussed in the below table.

Table 22 Consistency with relevant LHS KB Actions

Key LHS action	Consideration
Prepare a place-based study to test and confirm potential additional yield analysis.	Completed. Refer to Appendix 2.
Work with Canada Bay Council to prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment.	Both Canada Bay Council Traffic and Transport Study for Kings Bay Precinct 2022 and Kings Bay Precinct Inner West Council Traffic Impact Assessment 2022 (Appendix 11) and associated outcomes have informed the recommendations made in this Planning Proposal. In addition, Council has recently completed its social infrastructure review for the whole of the local government area which has been used to inform the supporting draft Inner West Development Contributions Plan.
Include the key dependency of improved mass transit on Parramatta Road (committed under Future Transport 2056 in the 0-10 year timeframe).	This consideration forms part of the proposed LEP provisions in Part 2 of this Planning Proposal.

In addition to the matters addressed in the LHS, DPE's letter of endorsement included the following conditions that are relevant to this Planning Proposal:

1. **Condition 1:** Within four (4) months of Council being notified of the LHS approval, Council is to prepare an updated and prioritised Implementation and Delivery Plan that clearly articulates the actions, roles and responsibilities, sequencing and timing to facilitate housing supply, diversity and affordability between 2022 and 2026 and beyond. The Plan should be prepared in consultation with DPIE, TfNSW and Infrastructure NSW, to ensure any critical interdependencies are satisfactorily resolved.

Council's consideration: Council submitted its LHS Implementation Plan to DPE in December 2021 which addresses the above condition.

2. **Condition 2:** Council is to submit to DPIE for Gateway Determination its planning proposal for the areas of the PRCUTS (Leichhardt, Taverners Hill, and Part of Kings Bay) 3 months (excluding the Christmas and New Year period) from the time when there is finalisation and provision of the results of the Department's associated transport modelling to council. This planning proposal is to be submitted to the Department for finalisation 6 months after Gateway Determination is issued. This approach is necessary for council to achieve its 6-10 year housing targets.

Council's consideration: Council is committed to pursuing this Planning Proposal for areas of the PRCUTS (Leichhardt, Taverners Hill, and Part of Kings Bay) to address the 6-10 year dwelling shortfall identified by DPE. Due to circumstances beyond Council's control and delays associated with the completion of supporting Parramatta Road traffic

and transport study, the Planning Proposal had to be deferred in 2021. New timeline to proceed with this Planning Proposal is outlined in Part 6 below.

3. **Condition 7:** Council is to prepare an Affordable Housing Contributions Scheme that commits Council to examining the feasibility of levying affordable housing contributions for any new planning proposals that would result in development uplift or an increase in land value. This will ensure that planning proposals give effect to the District Plan, Action 17 to prepare an Affordable Housing Contributions Scheme.

Council's consideration: This Planning Proposal includes provisions to implement the draft AHCS in the Leichhardt precinct under the Housing SEPP (formerly known as SEPP 70: Affordable Housing). Site-specific testing of Kings Bay and Taverners Hill precincts using DPE's Affordable Housing Viability Tool indicates that AHCS would not be viable for these precincts.

4. **Condition 8:** Council's LHS is identified as being inconsistent with PRCUTS as it proposes an alternative approach to industrial land identified for land use change. To support a strategic led approach under the Eastern City District Plan and the PRCUTS, land use change for industrial land identified in the PRCUTS is to be implemented and is to prevail to the extent of any inconsistency with the approach to industrial land identified in Council's Local Housing Strategy.

Council's consideration: This Planning Proposal seeks staged implementation of the PRCUTS. Stage 1 Implementation Area as detailed in Section 2 of this Planning Proposal does not include industrial zoned land.

5. **Condition 9:** The Section 9.1 Ministerial Direction – 1.5 Parramatta Road Corridor Urban Transformation Strategy (as amended and current) is to prevail to the extent of any inconsistency with the approach identified in relation to PRCUTS within Council's Local Housing Strategy.

Council's consideration: This Planning Proposal is fully consistent with the Section 9.1 Ministerial Direction – 1.5 Parramatta Road Corridor Urban Transformation Strategy as discussed in the following sections.

8. Employment and Retail Lands Strategy

The Inner West *Employment and Retail Lands Strategy* (EaRLS), came into effect in September 2020. It aims to facilitate the management of Inner West employment lands and commercial centres, prioritising actions for productive commercial and industrial land uses to facilitate job growth and thriving economy. The EaRLS is yet to be adopted by DPE.

EaRLS sets four principles to guide planning for the future of the Inner West employment and retail lands.

- *Principle 1:* Centres are distinctive and productive: Development in centres will prioritise employment and will be complemented by quality public space.
- *Principle 2:* Industrial and urban services lands are protected and managed: Employment lands will be retained and managed so that industries have confidence to locate and expand.

- *Principle 3:* Spaces for business are suitable and viable: A pipeline of new, well-located suitable employment floor space will be delivered in employment corridors and key precincts.
- *Principle 4:* The planning framework is clear: The planning framework supports local business and minimises land use conflict.

The Planning Proposal is consistent with these principles, specifically in Leichhardt Local Centre and along areas of Parramatta Road included in this Planning Proposal.

EaRLS recommends several specific actions relevant to the PRCUTS area as part of this Planning Proposal. The following table demonstrates how the Planning Proposal is consistent with these actions.

Table 23 Consistency with relevant EaRLS Actions

EaRLS Action	EaRLS Recommendations	Study Response
Leichhardt Precinct		
Action 1.2.2: Protect and increase non-residential floor space in centres by implementing minimum non-residential FSR provisions and initiating planning responses prescribed in Table 5.	Establish a minimum FSR control for non-residential uses, to require ground floor retail and first floor business and office space in Norton Street. The former Leichhardt Council urban design and heritage studies provide a starting point for developing LEP and DCP controls.	Establishment of minimum non-residential FSRs were investigated as part of the Economic Feasibility Study (Appendix 4) undertaken by SGS. This study recommends not to proceed with minimum non-residential FSRs for the Leichhardt precinct as there appears to be limited market demand for large first floor commercial spaces.
Action 3.1.5: Explore options with TfNSW to improve pedestrian and business amenity along Parramatta Road east of Taverners Hill Light Rail stop, including reducing the speed limit and traffic calming.	Council should explore options with TfNSW to increase pedestrian and business amenity along the corridor. This may include reducing the speed limit on Parramatta Road and introduce calming measures to improve amenity and vehicular access to businesses along Norton Street and Parramatta Road.	This will be pursued through the Implementation Plan set out in the Appendix 11 – Parramatta Road Corridor Precinct-wide Traffic and Transport Study (Camperdown, Leichhardt, Taverners Hill and Kings Bay precincts).
Strategy 1.7: Establish a targeted planning response to support employment growth in key centres Action 1.7.3: Prepare a place-based study to review	Review planning controls for the overall Leichhardt Precinct in the context of studies undertaken (PRCUTS and Former Leichhardt Urban Design and Heritage studies, 2016) with the aim of delivering	The place-based Urban Design Studies (Appendix 2) undertaken by Architectus were used to inform the planning controls proposed for the Leichhardt Precinct Core and frame areas.

EaRLS Action	EaRLS Study Recommendations	Response
<p>planning controls for the overall Leichhardt Precinct in the context of studies undertaken for PRCUTS, with the aim of delivering positive urban design outcomes for the centre. Undertake a feasibility study that determines the tipping point that makes a mixed-use development viable.</p> <p>Action 1.7.6: Review planning controls, including zoning along Norton Street north of Allen Street to enable evolution of the area into an office/professional services, mixed use precinct with improved development and urban design outcomes.</p>	<p>positive urban design outcomes for the centre.</p> <p>Undertake a feasibility study that determines the tipping point that makes a mixed-use development viable.</p> <p>Review built form outcomes resulting from development approvals along Norton Street and Parramatta Road to understand issues that need to be overcome when developing new LEP and DCP provisions for the Leichhardt precinct.</p> <p>Review the Leichhardt DCP Precinct Parking Strategy in relation to Norton Street Core to identify options for reducing or eliminating off-street parking requirements and delivery arrangements for properties without secondary vehicular access.</p>	<p>As discussed above, economic feasibility was investigated as part of the Economic Feasibility Study (Appendix 4).</p> <p>Recent development approvals along Norton Street and Parramatta Road were reviewed as part of the SGS's Study.</p> <p>The Planning Proposal and supporting DCP include provisions to reduce off-street parking and minimise vehicular crossovers on Parramatta Road and Norton Street.</p> <p>This Planning Proposal seeks to implement the findings of these studies, satisfying the requirement of this action and demonstrating consistency with EaRLS. This follow-on work associated with urban design and feasibility testing has resulted in refinements of PRCUTS recommendations to deliver better outcomes in this Planning Proposal.</p>
<p>Action 2.21: In the context of the capacity assessment identified in the Employment and Retail Lands supporting study, adopt the policy position to – use the outcomes of EaRLS to demonstrate that retention of industrial land within the Parramatta Road Corridor will deliver better outcomes than those recommended in the PRCUTS and PRCUTS Implementation Strategy (2016).</p>	<p>PRCUTS recommended planning controls which would result in loss of flexible and affordable employment floorspace are not supported. Consider adoption of the above alternate scenario with the goal of retaining industrial and high order business zones to encourage employment, lower-value retail and urban services over higher-value centre uses.</p>	<p>This Planning Proposal excludes existing industrial lands in the Parramatta Road Corridor.</p>

EaRLS Action	EaRLS Study Recommendations	Response
<p>Strategy 1.8: Support a vibrant night-time economy.</p>	<p>Support the growth of the night time economy of Norton Street by:</p> <ul style="list-style-type: none"> - Reviewing planning controls to enable late night trading and encouraging the establishment of small bars, restaurants, and entertainment uses. - Encourage the growth of markets and street festivals that bring people into the area. - Actively marketing and promoting the centre as places to establish businesses. 	<p>Council is pursuing this through a separate planning proposal for 'Open and Creative Inner West' which is with the DPE for Gateway Determination.</p>
<p>Action 3.1.7: Develop an innovative, planning response for the Leichhardt and Camperdown Frame areas to support renewal of employment floor space and achieve positive urban design outcomes. Refer to Section 9.3.3.3 and 9.3.4.3 of the Study for detail. Carefully consider the impact of redevelopment on floor space affordability for businesses, especially in the creative and wedding services sectors.</p>	<p>Revisions to controls along the Leichhardt Frame Area Precinct should carefully consider:</p> <ul style="list-style-type: none"> - Built form requirements such as doorway widths, loading, parking and minimum floor to ceiling heights for - ground floor tenancies following consultation with industry - The impact of redevelopment on rental affordability for business - The quantity and usability of the employment floorspace likely to result from future redevelopment. 	<p>Most of the Leichhardt Frame area is excluded from this Planning Proposal and will become part of a future LEP amendment.</p> <p>Appropriate built form and design principles will be included in the supporting DCP to support this action.</p>
<p>Taverners Hill Precinct</p>		
<p>N/A</p>	<p>N/A</p>	<p>N/A - This Planning Proposal excludes the employment areas in Taverners Hill core precinct and frame area.</p>
<p>Kings Bay</p>		

EaRLS Action	EaRLS Study Recommendations	Response
<p>Action 3.1.6: Undertake detailed precinct planning for Kings Bay and Taverners Hill to improve urban design outcomes and resolve site-specific/feasibility constraints to support redevelopment for employment uses.</p>	<p>Prior to any changes to planning controls, undertake coordinated and detailed precinct planning for Kings Bay to resolve site specific constraints which may limit uptake of higher floorspace controls.</p> <p>This may include:</p> <ul style="list-style-type: none"> - Reviewing height and FSR controls, green edge setbacks and lot consolidation required for redevelopment - Engaging with landowners, Burwood Council and State agencies to arrange for side and rear access to reduce vehicle crossovers on Parramatta Road - Considering expansion of the B6 Enterprise Corridor zone in consultation with affected landowners - Undertaking feasibility testing, to determine the viability of redevelopment for employment uses. 	<p>Coordinated and detailed precinct planning for Kings Bay was undertaken as part of the urban design studies in Appendix 2.</p> <p>The urban design analysis, identified three opportunity sites to the east of the Kings Bay frame area that are suitable to provide residential uses due to their strategic location in proximity to the proposed Five Dock Metro Station which is within 800m walking catchment.</p> <p>The Planning Proposal subsequently includes provisions to retain the B6 zone and provide ground floor uses on these three sites, with residential flat buildings as an additional permitted use on the upper levels.</p> <p>Specific recommendations for the B6 Business Enterprise lands were also investigated as part of the Economic Feasibility Study (Appendix 4) undertaken by SGS Economics and Planning.</p> <p>EaRLS Study recommendations regarding engagement with adjacent councils and landowners will be undertaken as part of the statutory LEP consultation process.</p>

Further Council has undertaken specialist studies relating to economic feasibility and value sharing. Key actions from these studies are discussed below.

Parramatta Road Feasibility Testing

SGS Economics and Planning and Savills were appointed by Inner West Council to analyse the financial feasibility of development along the Parramatta Road corridor. The scope of this project includes:

- An explanation of the existing market profile, supply and demand for land uses in the Leichhardt Precinct and along Parramatta Road
- Determining project internal rate of return (IRR) with base planning controls that currently apply as well as proposed planning controls
- Determine whether increasing the FSR control along Parramatta Road can deliver a feasible IRR, and if so what the FSR tipping point to enable this is
- Determine the tipping point for financial feasibility in Leichhardt as the mix between residential and non-residential floorspace is changed
- Consider varying assumptions to the feasibility modelling such as parking, access, costs, sustainability requirements and the need to amalgamate sites
- Provide best practice examples of planning mechanisms to encourage site amalgamation as part of mixed-use development, and recommend planning controls to encourage site amalgamation
- Make recommendations on the design of mixed use development and stratum titling to ensure floor space is suitable to accommodate non-residential uses that are in highest demand in Leichhardt

Savills has undertaken feasibility modelling for this report to inform strategic planning along Parramatta Road. This modelling has been undertaken with Estate Master and is intended to inform strategic planning using high level assumptions. SGS/Savills market analysis and feasibility methodology is detailed in the Appendix 4.

Table 24 – Key recommendations from the Parramatta Road Feasibility Study

Study recommendation	Study rationale	Planning consideration	Proposal
Active uses on the ground floor be required along the length of Norton Street.	<p>Non-residential FSRs between 0.6:1 and 0.7:1 are generally feasible in the Leichhardt precinct where total FSRs are proposed at 1.9:1 and 3:1, respectively.</p> <p>This was confirmed through modelling ‘tipping point’ analyses to determine development feasibility for a number of test sites throughout the Leichhardt precinct.</p> <p>Depending on the site size, a non-residential FSR range between 0.3:1 and 0.5:1 can be secured on the ground floor.</p>	Active street frontages are required as per the active frontages map at Appendix 1. These provisions will be supported by new controls in the DCP.	
Stratum subdivision to separate ground non-	Commercial tenants and owners do not want heavy involvement in strata	Supporting DCP provisions require stratum subdivision to separate ground non-	

Study recommendation	Study rationale	Planning consideration
residential floor space from residential floor space.	<p>committees, and disputes can arise from commercial and residential owners due to the variety of possible land uses. This can restrict the range of possible uses.</p> <p>Stratum subdivision can limit potential for disagreements. Separate strata committees are established for residential and non-residential portions of a building. Stratum subdivision is likely to be most appropriate where there are multiple employment generating premises within the same complex.</p>	residential floor space from residential floor space.
Specific design controls limiting poor design outcomes on narrow and small sites.	<p>Identify poor design outcomes on narrow or small sites and create design controls in the DCP to prevent these outcomes.</p> <p>These controls could be outcome based e.g. basement entrances should not dominate the street-front. Or specify quantified standards e.g. a maximum proportion of the street frontage can be occupied by a basement entrance.</p>	<p>Council has engaged urban design consultants to recommend specific urban design controls for the precinct. These have been included in the accompanying DCP amendments.</p> <p>Additional local provisions are also proposed to ensure development relying on incentives achieves an appropriate development pattern and high quality built form in terms of bulk, massing, height, separation, setbacks, amenity and modulation.</p>
Implement a sliding scale FSR to encourage site amalgamation.	For multi-storey apartment development, larger sites are more likely to result in better urban design outcomes. As it allows greater design flexibility and facilitates basement entrances that do not overwhelm a frontage.	<p>Site amalgamation is required by the supporting DCP through maps and use minimum site-width controls.</p> <p>A sliding scale FSR was not selected as height and FSR incentives have been utilised to achieve several other positive design outcomes.</p>

Study recommendation	Study rationale	Planning Proposal consideration
	<p>Implementing a sliding scale FSR that would allow larger FSRs on larger sites will incentivise site amalgamation, possibly leading to better design outcomes (especially if minimum onsite car parking is pursued for narrow sites).</p>	<p>Conflating these with a sliding scale provision tied to site width or size would be overly complicated.</p>
<p>Service the Leichhardt Precinct with mass transit.</p>	<p>Ashfield, Burwood and Strathfield are the larger Inner West office/commercial locations. They have a greater concentration of retail and services than Leichhardt and so remain more competitive as a business location.</p> <p>With mass transit Leichhardt would have a clear advantage as a location for population serving businesses over other nearby areas.</p> <p>Transit would need to be significant enough to enough to increase competitiveness against other nearby centres with heavy rail.</p>	<p>Local provisions are proposed to ensure that development is designed to reflect future transport infrastructure and specifically that prior to redevelopment taking place, there is a commitment from the NSW Government to introduce an on-street rapid transport system along Parramatta Road.</p>
<p>Lower car parking requirements and encourage decoupled car parking.</p>	<p>Leichhardt DCP 2013 currently requires one space per one bedroom unit, two per two and above bedroom units.</p> <p>Narrow sites make basement car parks difficult. Facilitating development without basement car parking is critical for multi-storey residential apartment development to occur on Norton Street and Parramatta Road.</p>	<p>Car parking requirements are proposed at a maximum rate and below the current minimum rate required under the Leichhardt DCP 2013.</p> <p>This will permit narrow and smaller sites where basement parking is not feasible to not provide car parking.</p> <p>Further details are provided under the car parking</p>

Study recommendation	Study rationale	Planning consideration	Proposal
	Lowering the DCP requirements for narrow sites and providing long term car parking in nearby facilities will address this.	provisions above in section 2.9.	
Facilitate through site links by: <ul style="list-style-type: none"> Allowing additional height and floor space when TSLs are provided on site Design controls in the DCP 	<p>Providing an open to the sky through site link across private land heavily impacts on the feasibility of development.</p> <p>To maintain feasibility and incentivise through site links where desired, additional HOB and FSR allowances should be allocated to sites through an additional local provision in the LEP when through site links are provided.</p> <p>Design controls should also be contained within the DCP to ensure the links are designed in a manner that is satisfactory to Council and provides a high quality urban design outcomes.</p>	<p>A single through-site link is proposed through land at 29-67 Norton Street, Leichhardt and 40-50 Balmain Road, Leichhardt, also known as Opportunity Site 4.</p> <p>FSR and HOB incentives are proposed to facilitate this link in line with the urban design study recommendations.</p> <p>Further details are provided under Opportunity sites in the above section 2.12.</p> <p>Design controls for the proposed through-site link are provided in the supporting DCP.</p>	

Council also got expert economic advice from SGS (Appendix 4) for the three Opportunity sites in Kings Bay precinct where residential uses are being introduced. This report considered the impacts of adding residential uses on these sites and provided design guidance to manage urban hazards. These recommendations are discussed in the below table.

Table 25 – Key recommendations from Kings Bay Opportunity Sites report

Study recommendation	Study rationale	Council response
Kings Bay Opportunity Sites		
Non-residential FSR of 1:1 be required for opportunity sites, with the remaining 1.4:1 FSR being residential.	Requiring 1:1 of the FSR be for non-residential uses is generally considered to be feasible. This would deliver a notable increase in the employment capacity of the sites.	Retaining employment floorspace on the ground floor is included in this planning proposal. This is in response to SGS's advice that there is excess capacity across business and

	<p>Currently there is excess capacity across business and enterprise sites, however it remains largely unfeasible for redevelopment to generate additional employment floorspace.</p> <p>The inclusion of mixed-use zoning with residential above will trigger redevelopment, leading to an increase in employment floorspace.</p>	<p>enterprise sites. Retaining employment opportunities on the whole of the ground floor would ensure sufficient employment capacity into the future.</p> <p>Setting a FSR minimum for non-residential floorspace is not proposed.</p>
<p>Urban hazards from Parramatta Road on residential development are minimised.</p>	<p>Parramatta Road has low amenity for residential apartments due to high levels of noise and pollution.</p> <p>It's recommended that separation from Parramatta Road is the most appropriate way to mitigate this problem.</p> <p>This could either be achieved through horizontal separation (setting back) of residential floorspace or vertical separation. Double height ground floor spaces could achieve this.</p>	<p>Urban hazards including noise and pollution are dealt through proposed controls in the Planning Proposal and supporting DCP, as well as the requirements under the SEPP (Transport and Infrastructure) 2021.</p>
<p>Ensure ground floor employment space are flexible, have double height ceilings, are suitable for a range of uses, have large floorplates and adequate vehicle access.</p>	<p>Such provisions are required to facilitate showroom or light urban services uses. Small loading docks would likely be required, with vehicle access provided from a lane or side street off Parramatta Road.</p>	<p>Supporting DCP controls are proposed to ensure this recommendation is achieved.</p>
<p>Design requirements for through-site links.</p>	<p>Public benefits should be secured to make surrounding public domain compatible with the scale of development.</p>	<p>Requirements for through-site links are proposed in the LEP and supported by DCP controls, such as setback s to the proposed Iron Cove Creek link.</p>

Provision of through site links are generally considered to be feasible.

Land Value Sharing Study

Council engaged Consultants SGS Economics and Planning to produce a report recommending a framework that enables Council to collect a share of land value uplift to provide public benefits by way of community infrastructure. This is detailed in Appendix 9.

The report concluded that on sites proposed to be lifted to 3:1 and above, value sharing should be applied to 0.2:1 of the FSR at a rate of \$1,409 per sqm of residential uplift. Feasibility analysis determined that this value could be captured without negatively impacting on the financial viability of development.

Sites proposed for FSR 3:1 comprise 19.9ha of land. If the community infrastructure contribution applies to floorspace at a ratio of 0.2:1 on each site, a total of \$28,093,769 could be captured for community infrastructure.

To capture this value and comply with NSW Government Policy which discourages the use of Planning Agreements, a mechanism to secure an additional contribution (above s7.11) towards needed infrastructure and amenity improvements where this would not impact on feasibility and where they cannot be funded through another mechanism.

Overall, the Planning Proposal is supported by strong economic and social framework as evident through these technical studies.

9. Going Places: Integrated Transport Strategy

The Inner West Council's Integrated Transport Strategy (ITS), *Our Place Inner West Going Places*, was adopted in March 2020. It builds on the plans, studies and projects of the three former Councils (Leichhardt, Ashfield and Marrickville), NSW Government land use plans and transport strategies and Council's CSP to identify transport needs, opportunities and projects for the future.

ITS outlines seven principles which aim to address the transport challenges facing the Inner West as it moves towards a transport future focussed on active and sustainable modes of transport.

- *Principle 1:* Plan land use to support active and sustainable transport for reduced travel times and distances.
- *Principle 2:* Improve Safety, personal security, and provide equitable access for full community participation.
- *Principle 3:* Prioritise people in centres and main streets and revitalise key roads.
- *Principle 4:* Commit to active transport infrastructure, services and programs.
- *Principle 5:* Encourage shift to public transport and shared transport from private vehicles by providing attractive alternatives and reduce the impact of congestion and parking.
- *Principle 6:* Manage a freight and goods delivery network to enhance efficiency and Inner West liveability.
- *Principle 7:* Harness technology to improve information, safety, travel choices and environmental outcomes.

This Planning Proposal responds to the ITS and seeks to implement a number of key actions including:

- Revise the planning instruments to require major new developments to provide through-site links for public access on foot and bicycle.
- Review parking requirements in areas within close proximity to high frequency public transport.
- Develop a Section 7.11/7.12 Development Contributions Plan to support more active transport links.
- Ensure minimum bicycle parking requirements are contained within the consolidated DCP for residential and employment uses.
- Inclusion of controls to require ‘end of trip’ facilities in commercial and industrial developments of a certain size in the supporting DCP.
- Investigate opportunities to encourage and provide de-coupled parking to support new developments.
- Require major new developments to include electric vehicle charging facilities.

10. Council’s Affordable Housing Policy

Council is currently reviewing its Affordable Housing Policy as it was prepared prior to the adoption of the Housing SEPP. The amended policy will recommend the establishment of an AHCS in all planning proposals and rezoning requests that are located in areas not covered by an existing AHCS where feasibility of the scheme can be demonstrated.

11. State Environmental Planning Policies

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The consolidated SEPPs, which combine the former SEPPs into 11 SEPPs, commenced on 1 March 2022.

Consistency with the applicable SEPPs is discussed in the table below.

Table 26 – Consistency with applicable SEPPs

SEPP	Comment
Housing	<p>Former SEPP (Affordable Rental Housing) 2009, SEPP (Housing for Seniors and People with a Disability) 2004 SEPP Affordable Housing (Revised Schemes) - No 70.</p> <p>Consistent.</p> <p>This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.</p> <p>A draft Affordable Housing Contributions Scheme (Appendix 8) is proposed for Leichhardt Precinct as included in this Planning Proposal.</p>
Transport Infrastructure and	<p>Former SEPP (Infrastructure) 2007 and SEPP (Educational Establishments and Childcare Facilities) 2017</p> <p>Consistent</p> <p>This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.</p>
Primary Production	N/A

SEPP	Comment
Biodiversity Conservation and	<p>Former SEPP Bushland in Urban Areas - No. 19</p> <p>Consistent.</p> <p>This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP</p> <p>Former Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005</p> <p>Consistent.</p> <p>The area is within the Sydney Harbour Catchment. This planning proposal does not contain provisions that contradict the requirements of this SEPP. Should the proposed IWLEP Amendment proceed future development must continue to comply with the requirements of this SEPP.</p> <p>Former SEPP (Vegetation in Non-Rural Areas) 2017</p> <p>Consistent.</p> <p>This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP</p>
Resilience and Hazards	<p>Former SEPP (Coastal Management) 2018</p> <p>Consistent</p> <p>This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.</p> <p>Former SEPP Remediation of Land – No. 55</p> <p>Consistent.</p> <p>This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.</p> <p>The Planning Proposal seeks to introduce new uses to three sites which have some level of contamination. To address this, Council has commissioned Preliminary Site Investigations which conclude that these sites can be made suitable for the proposed uses subject to appropriate site-by-site contamination management and/or remediation at the development application stage.</p> <p>The application of SEPP 55 at the DA stage will ensure that the sites are remediated before the land is used for the proposed purposes.</p> <p>Former SEPP Hazardous and Offensive Development – No. 33</p> <p>Consistent</p> <p>This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.</p>

SEPP	Comment
<p>Building Sustainability Index: BASIX 2004 – No. 64</p>	<p>Consistent.</p> <p>The Planning Proposal provides an incentive for increased BASIX targets, consistent with the BASIX SEPP.</p> <p>BASIX energy and water performance requirements are consistent with the <i>Parramatta Road Corridor Sustainability Implementation Plan</i> and <i>Parramatta Road Corridor Planning and Design Guidelines</i>.</p> <p>Compliance with the BASIX SEPP will need to be demonstrated at the development application stage.</p>
<p>Design Quality of Residential Apartment Development – No. 65</p>	<p>Consistent.</p> <p>This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.</p> <p>Design quality principles of SEPP65 and the supplementary Apartment Design Guidelines (ADG) were considered as part of PRCUTS and supporting documents, <i>Planning and Design Guidelines</i> and <i>Fine Grain Study</i>.</p> <p>The proposed height and FSR controls and additional local provisions have been informed by these documents, and the Appendix 2 - <i>Urban Design Studies</i>, commissioned by Council which tested the PRCUTS recommendations for site specific areas within the Leichhardt, Taverners Hill and Kings Bay investigation areas and opportunity sites.</p> <p>The testing included consideration of ADG requirements and SEPP65 principles. This included overshadowing testing that demonstrated adequate solar access is achievable for future redevelopment of all proposed public and private domain and public open spaces with respect to the anticipated built form.</p> <p>The supporting DCP provisions will also guide new development by implementing associated design controls which will ensure that desired urban design and community outcomes are realised in the Corridor.</p> <p>The proposed additional local provision will complement the heritage considerations outlined in the SEPP65 Design Quality Principles and the ADG. It is intended as a precautionary approach to manage PRCUTS and Council's urban design study's recommendations for protecting heritage items, sites in heritage conservation areas and sites adjacent to heritage items. Whilst the precincts are being uplifted for additional growth, a large number of sites are either heritage item, in heritage conservation area or adjacent to one. Site-by-site testing to determine individual FSRs for these sites cannot be undertaken and therefore, a wider approach has been applied to demonstrate site specific merit at the DA stage. The ethos of heritage protection required by ADG and standard LEP clause is complimented through this new local provision.</p> <p>The proposed tree canopy cover targets are based on the Draft Design and Place SEPP 2021. If the SEPP is finalised as</p>

SEPP	Comment
	exhibited, these provisions can be removed from the LEP as SEPP standards would prevail.
Industry and Employment	Former SEPP Advertising and Signage – No. 64 Consistent This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
Resources and Energy	N/A
Planning Systems	Former SEPP (Concurrences and Consents) 2018 and SEPP (State and Regional Development) 2011 Consistent. This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
Exempt and Complying Development Codes	Consistent. This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
Precincts - Eastern Harbour City	N/A

12. Ministerial Directions

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

Consistency with the applicable Ministerial Directions is discussed in the table below:

Table 27 – Consistency with applicable Ministerial Directions

Direction	Consistency/Comment
Focus Area 1: Planning Systems	
1.1 Implementation of Regional Plans	Consistent As detailed previously, this Planning Proposal is consistent with the vision, land use strategy, goals, directions and actions of Greater Sydney Region Plan – A Metropolis of Three Cities and the Eastern City District Plan. The Planning Proposal is to facilitate the implementation of the PRCUTS, which is approved by the Secretary of the DPE.
1.3 Approval and Referral Requirements	Consistent This Direction requires planning proposals to ensure LEP provisions encourage efficient and appropriate assessment of development. This Planning Proposal is consistent with this Direction. It does not seek to change existing requirements for concurrence, consultation or referral provisions and does not identify any developments as designated development.

Direction	Consistency/Comment
	<p>Standard consultation with public authorities such as DPE, TfNSW, NSW Health, Sydney Water, Sydney Airport etc. is required as part of the Gateway process. Any provisions for future concurrence or consultation with public authority regarding the State infrastructure needs will be agreed with the appropriate Minister or public authority prior to undertaking community consultation in satisfaction of Section 57 of the Act as required by cl 6.1 (4) (b).</p> <p>The Planning Proposal will require approval from DPE prior to any development consent being granted as it includes provisions to enter into satisfactory agreement with DPE with respect to regional infrastructure contributions. This is consistent with the s9.1 Ministerial Direction 1.5 (e) regarding implementation of the PRCUTS as discussed below.</p>

<p>1.4 Site Specific Provisions</p>	<p>Consistent</p> <p>The Planning Proposal does not seek to apply unnecessarily restrictive site-specific planning controls.</p> <p>The Planning Proposal provides optional FSR and HOB incentives above the existing LEP controls to encourage additional development through site specific provisions which require addressing planning issues associated with the proposed amendments. This approach is necessary to ensure that development in the corridor occurs in line with the vision of PRCUTS.</p> <p>Any design recommendations including built form, setbacks being included in the Planning Proposal or associated DCP amendments are to give effect to the PRCUTS planning and design guidelines or in certain instances, deliver even better outcomes, where supported by detailed site-testing. These requirements are not enforceable unless until the development seeks to achieve additional uplift through the incentives mechanism, above the LEP base standards, in which case it should demonstrate at the DA stage that it has sufficient site-specific merit prior to any development consent being granted.</p> <p>The Planning Proposal is to facilitate the implementation of the PRCUTS, which is approved by the Secretary of the DPE.</p>
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Focus Area 1: Planning Systems – Place-based

<p>1.5 Parramatta Road Corridor Urban Transformation Strategy</p>	<p>This is the most relevant Ministerial Direction as the Planning Proposal has been prepared to implement this Direction. Detailed consistency (or inconsistency) against each objective is discussed below.</p>
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The objectives of this Direction are to:

<p>(a) <i>facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road</i></p>	<p>The Planning Proposal will facilitate development which is largely consistent with the Parramatta Road Corridor Urban Transformation Strategy (November 2016). This Planning Proposal and its Appendix 12 provide a detailed consistency check against the Strategy and supporting Implementation</p>
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Direction	Consistency/Comment
<p><i>Corridor Transformation Strategy (November 2016) and the Parramatta Road Corridor Implementation ToolKit</i></p>	<p>Toolkit documents including Planning and Design Guidelines and Implementation Plan 2016-2023.</p> <p>Variations are sought to the Strategy including its land-use, density and height recommendations in response to more recent Government policy and Council's recent evidence-based work to deliver precinct-wide best urban design outcomes and community benefits.</p> <p>Variations are sought to the PRCUTS Implementation Plan to bring forward the delivery of up to 1600 dwellings as required by the DPE. The Stage-1 release areas have been investigated and refined to support the principle of land use and transport integration which is at the heart of this Strategy's vision and objectives.</p>
<p><i>(b) provide a diversity of jobs and housing to meet the needs of a broad cross-section of the community, and</i></p>	<p>The Planning Proposal would provide approximately 1700 new dwellings and 2000 new jobs. It also seeks to mandate the provision of affordable housing in parts of Leichhardt precinct it includes.</p>
<p><i>(c) guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure.</i></p>	<p>The Strategy is underpinned by the objectives of aligning growth with the delivery of infrastructure. It also relies on the provision of on-street rapid transit along Parramatta Road to provide the necessary public transport upgrades which is in line with the Strategy's vision. Consequently, it requires that precinct-wide traffic and transport study be completed prior to rezoning of any land. This traffic study is required to ascertain the impacts of proposed levels of growth and suggest improvements to local and State infrastructure to support this growth.</p> <p>This study which is jointly funded by DPE and IWC commenced in 2019 and is yet to be completed. Any associated infrastructure upgrades would be required to be actioned by the relevant State and local authority to ensure that the new development does not pose significant burden on the existing infrastructure and that the future population is adequately serviced.</p> <p>Given that this work is yet to be completed, the Planning Proposal includes provisions aligned with this PRCUTS objectives which require that:</p> <ul style="list-style-type: none"> • prior to any redevelopment taking place, there is commitment from NSW Government to introduce an on-street rapid transit system along Parramatta Road. • new development be designed with consideration of transport infrastructure. • new development makes satisfactory State Infrastructure Contributions. <p>These provisions are imperative to guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure.</p> <p>In addition, Council has worked with the DPE to review and refine the proposed growth projections in the PRCUTS. A re-assessment of these projections has indicated that the Strategy's</p>

Direction	Consistency/Comment
	<p>proposed dwelling projections are substantially under-estimated i.e. if Council was to implement PRCUTS' land use and density recommendations on face value, the resultant dwelling growth would be much higher than stated in PRCUTS. This has a direct impact on the infrastructure requirement i.e. PRCUTS infrastructure requirements are substantially under-estimated and need to be aligned with the actual proposed levels of growth.</p> <p>Council is currently reviewing its local infrastructure contributions framework which it is intended to be in effect prior to the finalisation of this Planning Proposal.</p>
<i>A planning proposal that applies to land within the Parramatta Road Corridor must:</i>	
<i>(a) give effect to the objectives of this Direction</i>	As above.
<i>(b) be consistent with the Strategic Actions within the Parramatta Road Corridor Urban Transformation Strategy (November 2016),</i>	The Planning Proposal is fully consistent with the PRCUTS Strategic Actions as discussed in this Planning Proposal and its Appendix 12.
<i>(c) be consistent with the Parramatta Road Corridor Planning and Design Guidelines (November, 2016) and particularly the requirements set out in Section 3 Corridor-wide Guidelines and the relevant Precinct Guidelines,</i>	The Planning Proposal is largely consistent with the Parramatta Road Corridor Planning and Design Guidelines as detailed in Appendix 12. Any variations sought to PRCUTS design recommendations are to deliver better urban design and place-based outcomes, aligned with the above Strategic Actions.
<i>(d) be consistent with the staging and other identified thresholds for land use change identified in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016), and the Parramatta Road Corridor Urban Transformation Implementation Update 2021, as applicable</i>	<p>The Planning Proposal is inconsistent with the staging identified in the Parramatta Road Corridor Implementation Plan 2016-2023. This is primarily to align growth with the delivery of infrastructure. This is explained in (c) above and also justified by the study prepared under clause 7.3 5(b) at Appendix 12.</p> <p>In addition, the Planning Proposal is consistent with the PRCUTS Implementation Update 2021, which outlines 6 new and amended implementation actions for consideration:</p> <ol style="list-style-type: none"> 1. Timing of release 2. Public Transport 3. Active Transport 4. Road Improvements and upgrades 5. Funding Framework or satisfactory arrangements 6. Open Space

Direction	Consistency/Comment
	The discussion within the Planning Proposal and its Appendix 12 evidences overall consistency with the new and amended implementation actions. As stated above, the variation sought to the Implementation Update regarding staging is to align with the provision of infrastructure and ensure the delivery of sound and measured outcomes.
<i>(e) contain a requirement that development is not permitted until land is adequately serviced (or arrangements satisfactory to the relevant planning authority, or other appropriate authority, have been made to service it) consistent with the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016),</i>	To achieve this requirement, the Planning Proposal includes the following provisions: <ul style="list-style-type: none"> • prior to any redevelopment taking place, there is commitment from NSW Government to introduce an on-street rapid transit system along Parramatta Road. • new development be designed with consideration of transport infrastructure. • new development makes satisfactory RIC. • new development in Leichhardt precinct makes community infrastructure contributions.
<i>(f) be consistent with the relevant District Plan.</i>	The Planning Proposal is fully consistent with the Eastern City District Plan as discussed under Section B.
<i>(5) A planning proposal may be inconsistent with the terms of this Direction only if the relevant planning authority can satisfy the Secretary of the DPE (or an officer of the Department nominated by the Secretary) that the planning proposal is:</i>	
<i>(a) consistent with the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016), or</i>	N/A - The Proposal does not rely on the Out of Sequence Checklist for its justification.
<i>(b) justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and Parramatta Road Corridor Implementation Plan</i>	The Planning Proposal is justified by the Strategic Merit Study at Appendix 12 which brings together relevant Government policies and supporting technical documents to demonstrate that better outcomes will be delivered than those identified in the Strategy and its Implementation Plan having regard to the vision and objectives. The variations to PRCUTS are necessary as the Strategy: <ul style="list-style-type: none"> • is out-of-date having been adopted in 2016 and any associated background studies to inform its preparation been completed between 2014-2016. • is high-level considering it spans 20km from Camperdown to Granville and lacks local place-based assessment.

Direction	Consistency/Comment
2016-2023 (November, 2016) having regard to the vision and objectives, or	<ul style="list-style-type: none"> has numerous discrepancies including significant underestimation of proposed number of dwellings and over-estimation of the number of jobs – this has been confirmed through the work recently completed by DPE and Council for Parramatta Road Corridor Precinct-wide Traffic and Transport Study. <p>Thus, refinements are necessary to achieve PRCUTS’ original vision and objectives. Appendix 12 provides detailed justification to fully satisfy cl 5(b) of this Direction.</p>
(c) of minor significance.	It is noted that the Planning Proposal’s inconsistency is not of minor insignificance and is therefore aimed to satisfy cl. 5(b) above.
Focus Area 2: Design and Place – Not in effect.	
Focus Area 3: Biodiversity and Conservation	
3.1 Conservation Zones	<p>Consistent</p> <p>This Direction requires that the environmental protection standards applying to the land not be reduced</p> <p>Land on southern side of Parramatta Road from Hawthorne Canal to Palace St is identified as “Biodiversity” on the IWLEP 2022 Natural Resource - Biodiversity Map. The Planning Proposal provisions do not change the protection for this area. It also does not alter the requirements to be considered in the assessment of a development application on land identified on the Biodiversity Map.</p> <p>Proposal provisions do not change the protection for this area. It also does not alter the requirements to be considered in the assessment of a development application on land identified on the Biodiversity Map.</p>
3.2 Heritage Conservation	<p>Consistent</p> <p>The Planning Proposal’s heritage provisions are based on the following studies prepared by heritage experts in accordance with the NSW Heritage Office Guidelines:</p> <ol style="list-style-type: none"> Heritage Assessment study including Heritage Inventory Sheets prepared by Hector Abraham Architects for Inner West Council in 2021 and supplementary report by GML Heritage (Appendix 3) Parramatta Road Corridor Urban Transformation Corridor Strategy Fine Grain Study and its identification of potential heritage items. Parramatta Road/Norton Street Heritage Study completed by NBRS Architecture for Leichhardt Council in 2016. <p>Amendments relating to heritage include listing 24 additional properties of heritage significance and 1 Archaeological Site extending the Excelsior HCA to include 20-24 Norton Street, Leichhardt and creating a new HCA consisting of 9 properties for a set of workers cottages on Barker Street, Lewisham.</p>

Direction	Consistency/Comment
	<p>The Planning Proposal provides FSR and HOB incentives for new development on the proviso that the proposed development provides adequate response to heritage issues and responds sensitively to heritage items and heritage conservation areas. These incentives have been informed by detailed analysis seen in the Architectus Urban Design Studies (Appendix 2). This approach is necessary so that new development relying on FSR and HOB incentives deploys appropriate measures to ensure minimal impacts on heritage assets.</p> <p>The standard heritage provisions will also remain for consideration in the assessment of a development application on land identified as having heritage significance. This will ensure that a precautionary approach is applied to the uplift being granted as part of this Planning Proposal and that the new development is designed sensitively in response to heritage issues.</p> <p>The proposed additional local provision will operate in addition to the standard heritage clause 5.10 of the IWLEP. This is a precautionary approach to manage PRCUTS and Council's urban design study's recommendation that development to maximum FSR and HOB controls may not be appropriate for heritage items, sites in heritage conservation areas and sites adjacent to heritage items.</p> <p>Overall, this incentives mechanism will ensure that the integrity of heritage buildings, buildings of significant character and heritage conservation areas are respected, integrated with surrounding development, alongside providing well-designed new development to revitalise the Corridor.</p>

Focus Area 4: Resilience and Hazards

4.1 Flooding

Inconsistent - but satisfies Consistency clause (9)(a): see below:

The Planning Proposal is in accordance with the requirements of floods studies and subsequent Floodplain risk management plans prepared in accordance with the principles and guidelines of the Flood Plain Development Manual 2005. In addition, some provisions of the Planning Proposal relating to intensification of land in flood prone areas that maybe inconsistent, are of minor significance. The Flood studies, floodplain risk management plans and schedule of properties affected by flooding in the Planning Proposal area are provided in Appendix 5.

The Planning Proposal will rezone land and permit an increase in the development of land in parts of Leichhardt, Taverners Hill and Kings Bay Precincts. These amendments could trigger clauses 4 - 8 of this Direction.

Council's Stormwater and Infrastructure team has assessed the relevant provisions and advised that inconsistencies with this Direction which might arise from this Planning Proposal are already and/or will be addressed in the following ways:

Direction	Consistency/Comment
	<ol style="list-style-type: none"> 1. Most of the Planning Proposal area is covered by either the Leichhardt Floodplain Risk Management Study and Plan or the Dobroyd Canal & Hawthorne Canal Floodplain Risk Management Study and Plan (Appendix 5). 2. It is noted that some residential and B6 development has already occurred in the identified floodway areas. The areas identified to be rezoned for R3 Medium Density are located outside floodway or the new development can be designed to not impede the floodway. 3. For areas identified for uplift through FSR and HOB incentives, the existing DCP requires that any new development must maintain or enhance existing overland flows. This will be achieved through suitable building typologies and footprints. This is consistent with Council's current approach to development approvals for sites with overland flows. <p>These requirements will be further strengthened in the supporting DCP amendments.</p> <p>This principle that any new development must maintain or enhance existing overland flows will apply to all the flood control lots. Consequently, any inconsistencies with Direction 4.3 that might arise from this Planning Proposal are either acceptable or of minor significance.</p> <p>While the provisions in this Planning Proposal may result in intensification of land uses, this intensification is in part in response to the PRCUTS which is approved by the Secretary of DPE.</p>
4.4 Remediation of Contaminated Land	<p>Consistent</p> <p>The Planning Proposal seeks to introduce new uses to three sites which have some level of contamination. To address this, Council has commissioned Preliminary Site Investigations which conclude that these sites can be made suitable for the proposed uses subject to appropriate site-by-site contamination management and/or remediation at the development application stage.</p> <p>The application of SEPP Resilience and Hazards 2021 (formerly SEPP 55) at the DA stage will ensure that the sites are remediated before the land is used for the proposed purposes.</p> <p>The following sites which are likely to have some level of contamination:</p> <p>Leichhardt precinct:</p> <ul style="list-style-type: none"> • 2-18 Crystal Street, Petersham <p>This site is currently zoned B2 Local Centre and occupied by service station, vehicle sales or hire premises and vehicle repair workshops. The site is proposed to be rezoned to R3 Medium</p>

Direction	Consistency/Comment
	<p>Density Residential with residential flat building as an additional permitted use. No other new sensitive uses are being introduced as a result of the proposed rezoning of this site from B2 Local Centre to R3 Residential Zoning. A number of sensitive uses such as centre-based childcare facilities, community facilities and education facilities are already permitted under the current B2 Local Centre Zoning.</p> <p>Kings Bay precinct:</p> <ul style="list-style-type: none"> • 582-584 Parramatta Road, Croydon • 590 Parramatta Road, Croydon • 596-598 Parramatta Road, Croydon • 600 Parramatta Road, Croydon • 604-610 Parramatta Road, Croydon • 612-614 Parramatta Road, Croydon • 616-618 Parramatta Road, Croydon • 620-624 Parramatta Road, Croydon • 210 Croydon Road, Croydon Appendix 6 <p>These sites are currently zoned B6 Business Enterprise and occupied by industrial/commercial uses, service stations, vehicle sales or hire premises, vehicle repair workshops, fast food outlets, among other uses. These properties are identified as Opportunity Sites 3 and 4 in the Planning Proposal and residential flat buildings will be permissible as an APU above ground floor commercial uses. No other new sensitive uses are being introduced other than what are already permitted under the current zoning B6 Business Enterprise.</p> <p>In accordance with the Ministerial Direction 4.4 (2), Council has undertaken Preliminary Site Investigations (Appendix 6) including desktop analysis of all the above-mentioned properties where sensitive or potentially sensitive uses may occur. These investigations conclude that the sites can be made suitable for the proposed uses subject to appropriate site-by-site contamination management and/or remediation at the development application stage.</p> <p>This approach is warranted by the existing SEPP framework for Stage 2 Detailed Site Investigations and Remediation Action Plans at the Development Application Stage.</p>
4.5 Acid Sulfate Soils	<p>Inconsistent - but satisfies Consistency clause (8)(b): minor significance.</p> <p>North of Parramatta Road in Taverners Hill and Leichhardt Precincts is subject to Class 5 Acid Sulfate Soils. Kings Bay Precinct is also subject to Class 5 Acid Sulfate Soils.</p> <p>While the provisions in this Planning Proposal may result in some intensification of land uses, this intensification is in part in response to the PRCUTS which is approved by the Secretary of DPE.</p>

Direction	Consistency/Comment
	<p>Given the Acid Sulfate Soils provisions in the IWLEP2022, specific responses to acid sulfate soils can be addressed site by site through the development application process.</p>
Focus Area 5: Transport and Infrastructure	
<p>5.1 Integrating Land Use and Transport</p>	<p>Consistent</p> <p>The Planning Proposal meets all the objectives of this direction.</p> <p>It also includes measures to ensure that prior to any development occurring under the incentive provisions, the proposed increased housing and employment capacity is adequately serviced by improved public transport, walking and cycling facilities.</p> <p>The Planning Proposal seeks to implement PRCUTS, which is an integrated land use planning and transport policy framework for the Parramatta Road Corridor, approved by the Secretary of DPE.</p> <p>The recommendations of IWC/DPE Parramatta Road Corridor Precinct-wide Traffic and Transport Study (Appendix 11) including supporting modelling have also been considered in drafting this Planning Proposal's provisions as discussed in the previous sections.</p> <p>Preliminary consultation with TfNSW has been undertaken during the preparation of the precinct wide traffic study and Council's LHS Implementation Plan. Further consultation with TfNSW and Sydney Metro will be undertaken post-Gateway through the public consultation process.</p>
<p>5.2 Reserving Land for Public Purposes</p>	<p>Consistent</p> <p>This Planning Proposal does not seek to create, alter or reduce reservations of land for public purposes.</p> <p>It does propose to rezone the existing TfNSW owned car park 2 Hay Street, Leichhardt (Lot A DP 348040) from B2 – Local Centre to RE1 – Public Recreation.</p> <p>This has been agreed in principle with TfNSW and DPE to complement the implementation of PRCUTS Urban Amenity Improvement Plan (UAIP).</p> <p>This rezoning is required to deliver the PRCUTS Planning and Design Guideline's Open Space Requirement <i>"Provide a new public open space area in the eastern Frame Area that connects Hay Street, Dot Lane, and Balmain Road by repurposing existing at grade car parks."</i></p> <p>Although this land is not required to be reserved for public purposes as it is already in NSW Government's possession. This could be transferred or leased to Council for the use of open space.</p>
<p>5.3 Development Near Regulated Airports and Defence Airfields</p>	<p>Appendix 7Consistent</p>

Direction	Consistency/Comment
	<p>Kings Bay and Taverners Hill Precincts are within Aircraft Noise Exposure Forecast (ANEF) 15-20 range; Leichhardt is affected by ANEF 15-20 (small portion), ANEF 20-25 and ANEF 25-30.</p> <p>Under this Direction, planning proposals that rezone land for residential purposes or increase residential densities where the ANEF is between 20 and 25 must include a provision that interior noise levels will meet the Australian standard for aircraft noise intrusion (AS 2021).</p> <p>The Direction is silent on rezoning or increased densities in the ANEF 25-30, but logically the requirements that apply for areas in the ANEF 20 –25 also apply to those in the ANEF 25 – 30.</p> <p>Leichhardt Precinct is proposed to accommodate additional residential growth in the ANEF 25-30 contour. This proposal is informed by:</p> <ul style="list-style-type: none"> • An Aircraft Noise Impact Assessment (see Appendix 7 and discussion below), • The National Airports Safeguarding Framework (Guideline A) (November 2016) that details two scenarios for considering rezoning land for noise sensitive uses – see discussion below, and • Consultation with Sydney Airport Corporation and Commonwealth Department of Infrastructure - see summary of comments and discussion below. <p><u>Aircraft Noise Impact Assessment</u></p> <p>Council has undertaken Aircraft Noise Impact Assessment (Appendix 7) which intends to address this intensification in the context summarised below:</p> <ul style="list-style-type: none"> • The precinct is exposed to noise levels of between 74dB and 88dB from aircraft departures and 66-87dB from arrivals. • Sydney Airport Masterplan 2039 identifies a projected reduction of aircraft noise levels through decommissioning old aircraft and a new generation of quieter aircraft. • The typical noise level difference between ANEF 20-25 and ANEF 25-30 is only 2dB. • This difference in noise level would not materially alter the building materials required to achieve compliance with internal design levels of AS 2021. • Construction and design options are available that will allow development in the ANEF 25-30 areas to meet the internal noise level requirements of AS 2021. <p>The assessment concludes that land within the ANEF 25-30 contour is acceptable for increased residential densities and that any future residential development should be designed and constructed to comply with internal design levels of AS 2021.</p> <p><u>National Airports Safeguarding Framework (Guideline A) (NASF Guideline)</u></p>

Direction	Consistency/Comment
	<p>The purpose of this guideline is to provide guidance to Commonwealth, State, Territory and Local Government decision makers to manage the impacts of noise around airports including assessing the suitability of development.</p> <p>The NASF Guideline takes into consideration the ANEF contours, being the subject of the Ministerial Direction, and enhances guidance based on the N70 charts that aim to identify not only the noise level but the number of occurrences an area may exceed a specified level and then provides advice based on two rezoning scenarios:</p> <ol style="list-style-type: none"> 1. Rezoning greenfield land – advises avoiding noise sensitive uses within the 20ANEF contour and where the N70 charts show the number of daily events exceed specified levels i.e. 20 or more daily events greater than 70dB(A). 2. Rezoning brownfield or existing urban land for noise sensitive use. In this scenario it advises, <i>“there is a need to balance the need to provide housing, economic growth and strategic planning outcomes against the operational needs of the airports. This approach may identify some adversely impacted parties and it can also identify where benefits outweigh the overall disadvantages”</i>. <p>Where the strategic merit of a proposal includes noise sensitive uses such as new housing in the Leichhardt Precinct, the NASF Guideline emphasises the need to incorporate measures to manage the implications and physically reduces noise impacts, such as those detailed above in the Impact Assessment Study. In some instances, potential redevelopment in the Leichhardt Precinct will result in areas already exposed to aircraft noise achieving a more desirable outcome through better design and construction responses; this is advocated as a positive outcome by the NASF Guideline. The Guideline also encourage disclosure and Council is considering expanding S10.7(5) details to ensure that future residents are made aware of these impact prior to purchase.</p> <p>The Guideline clearly identifies it is not appropriate to allow development that would impact on operational safety of an airport.</p> <p>The Planning Proposal area for Leichhardt Precinct is within the 80m to 100m Sydney Airport OLS and has a ground level of 28m to 36m. The maximum building height in parts of this area are proposed to be 30.5m. This will result in a maximum building height above ground level of approximately 60m to 64m, being well below the OSL in this location, and thereby, will not impact on the operational safety of Sydney Airport.</p> <p><u>Consultation with Sydney Airport Corporation and Commonwealth Department of Infrastructure, Regional Infrastructure and Communications</u></p>

Direction	Consistency/Comment
	<p>Council has consulted with key stakeholders seeking preliminary comments on the Planning Proposal. A summary of their feedback includes:</p> <p>The Commonwealth Government has advised:</p> <p><i>“As required by the National Safeguarding Framework Guideline A: Measures for Managing Impacts of Aircraft Noise Inner West Council should ensure any development is undertaken in a manner that physically reduces noise impacts (e.g. through appropriate construction techniques and adherence to Australian Standard AS2021) but also through a disclosure process that ensures future residents are aware of these impacts prior to purchase.”</i></p> <p>As detailed above, the Planning Proposal includes measures to reduce impacts and is giving consideration to disclosure mechanisms.</p> <p>Sydney Airports Corporation has advised:</p> <p>They provided initial comments during preparation of the Parramatta Road Corridor Urban Transformation Strategy and reiterate <i>‘aircraft noise would be a specific issue in the Leichhardt Precinct and that the precinct core area remain beneath one of Sydney Airport’s busiest flight paths’</i>. In addition, they state:</p> <ul style="list-style-type: none"> • <i>“The proposed locations of the residential dwellings located in the area within the 25-30 ANEF zone are said to be “unacceptable” under the relevant Australian Standard, AS2021:2015. Such dwellings could only become “acceptable” if noise control features were incorporated in each of the residential dwellings”, and</i> • <i>Zoning for noise-sensitive development [should] be avoided where ultimate capacity for long range noise modelling [N70 charts] for the airport indicates 20 or more daily events great then 70dB(A).</i> <p>Council recognises the Leichhardt Precinct identified within the Planning Proposal as well as the broader, predominantly residential, suburb is affected by aircraft noise and under anticipated aircraft activity will continue to be affected. However, it is also of the view that the benefits arising from redevelopment of sites to include residential uses will:</p> <ul style="list-style-type: none"> • assist in catering for a growing population, within the heart of Leichhardt, and where everyday services, facilities and transport are readily available. • provide an opportunity to ensure redevelopment is designed and constructed to reduce those impacts. <p>In addition, clauses within the current local planning instrument encourage residential uses within certain local centres, including Leichhardt. This Planning Proposal reinforces existing objectives and aims to incentivise redevelopment. In turn, these</p>

Direction	Consistency/Comment
	opportunities can play a role in facilitating enhanced liveability through appropriate measures to reduce impacts.
Focus Area 6: Housing	
6.1 Residential Zones	<p>Consistent</p> <p>The Planning Proposal encourages housing choice through the proposed uplift and resulting increased housing supply. It will broaden the location of housing available for sale and rent (including affordable housing), make more efficient use of existing infrastructure and services, and facilitate new housing that is of good design.</p> <p>It includes provisions to ensure that prior to any development occurring under the incentive controls, the proposed development seeking additional capacity over existing LEP controls is adequately serviced and makes appropriate infrastructure contributions.</p> <p>The Planning Proposal also seeks to implement PRCUTS, which is approved by the Secretary of DPE.</p>
Focus Area 7: Industry and Employment	
7.1 Business and Industrial Zones	<p>Consistent</p> <p>The Planning Proposal:</p> <ul style="list-style-type: none"> a) is consistent with all three objectives of this direction b) retains the areas and locations of existing business zones c) increases the total potential floor space area for employment uses and related public services in the business zones d) does not reduce potential industrial floorspace e) proposes no new employment areas and is in accordance with PRCUTS approved by the Secretary of DPE. <p>The Planning Proposal aims to deliver the following non-residential floorspace in the Stage-1 Planning Proposal area of Leichhardt and Kings Bay Precincts:</p> <p>Leichhardt:</p> <ul style="list-style-type: none"> • Current – 12,324m² • Proposed – 42,628m² • Uplift of – 30,304m² <p>Kings Bay:</p> <ul style="list-style-type: none"> • Current – 63,375m² • Proposed – 80,317m² • Uplift – 16,942m² <p>There are no changes proposed to industrial or business zones in the Taverners Hill Precinct. Overall, the Planning Proposal has the capacity to create approximately 2000 new jobs in the Stage -1 Planning Proposal area.</p>

Direction	Consistency/Comment
	<p>There are three B6 Enterprise Corridor Opportunity Sites in Kings Bay where residential flat buildings are as an additional permissible use. The sites will continue to provide employment uses on the ground floor. These sites have been strategically selected to provide residential uses to capitalise on the proximity to proposed Kings Bay (Five Dock) Metro Station to create more liveable, sustainable, and walkable neighbourhoods.</p> <p>This may reduce the theoretical employment floorspace capacity on these three sites, but overall, there would be a significant increase of potential employment floorspace and job numbers in Kings Bay Precinct. Consequently, this is considered to be a minor inconsistency. This is also justified by the attached Economic Feasibility (Appendix 4) which demonstrates that permitting residential uses on these sites will not negatively impact the economic productivity outcomes of the precinct and in turn deliver positive outcomes through the generation of new type of jobs and employment floorspace.</p> <p>Potential land use conflicts arising from the Kings Bay Opportunity Sites will be managed through the proposed site-specific provision which allows residential flat buildings but only if the proposed development provides commercial/ business uses on the entirety of the ground floor that are compatible with residential uses above. Further the supporting DCP amendments includes provision to manage environmental impacts including noise, odour, and air pollution to further minimise any potential land use conflicts.</p>
Focus Area 8: Resources and Energy – N/A	
Focus Area 9: Primary Production – N/A	

Section C – Environmental, social and economic impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The proposed changes are unlikely to result in any adverse effects on critical habitat for threatened species and ecological communities.

Land to the south of Parramatta Road between the Hawthorne Canal and Palace St, Petersham is identified as “Biodiversity” on the Natural Resource—Biodiversity Map under IWLEP 2022 (see Figure 9 below). Clause 6.4 Terrestrial biodiversity of the IWLEP 2022 requires the consent authority to consider the potential impacts to fauna and flora, and their habitats, in the assessment of a development application.

The Planning Proposal will not alter the extent of the biodiversity mapping, nor the requirements to be considered in the assessment of a development application on land identified as Biodiversity. Therefore, the Planning Proposal will not adversely impact threatened species, populations or ecological communities, or their habitats.



Figure 9 – Extract from IWLEP 2022 indicating the extent of Terrestrial Biodiversity (in green) in the Planning Proposal area (in black boundary).

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

It is unlikely that the proposal will result in any environmental effects that cannot be managed through the proposed LEP provisions in conjunction with the existing LEP provisions.

The Planning Proposal in fact includes provisions which will positively contribute to the environmental considerations in the Parramatta Road Corridor. In particular, the proposed amendments through FSR and HOB incentives mechanism will ensure that urban design, built form, amenity, heritage, stormwater management and environmental sustainability are given thorough consideration prior to granting consent to any additional development capacity above the existing LEP controls.

The Planning Proposal will result in beneficial environmental effects as it seeks to implement improved sustainability measures in relation to high performing buildings. It also seeks to include provisions for tree canopy cover, green infrastructure, reduced car parking and end-of-trip facilities – all of which will result in positive environmental effects.

Overall, the proposed regime of FSR and bonus incentives, as well as the general provisions of the assessment process, will ensure that any environmental effects are appropriately managed and mitigated.

Q9. Has the planning proposal adequately addressed any social and economic effects?

The Planning Proposal will result in net positive social and economic effects as it seeks to facilitate 1700 new dwellings (including affordable housing) and 2000 new jobs. Notwithstanding these new residents, workers and visitors will generate demand for schools and tertiary education facilities as well as increased usage of sporting and recreation facilities and community infrastructure.

To address the social effects of this growth, new development seeking FSR and HOB incentives will be required to provide Community and State infrastructure contributions. This

is to adequately address the additional demands on local and State infrastructure generated by new developments.

PRCUTS was underpinned by Social Infrastructure Analysis Report and Economic Analysis Report. These studies outline the social infrastructure which should be provided in association with the roll out of new housing in the short term (2016-2023) or medium to long term (2023-2050). The Parramatta Road UAIP also outlines the infrastructure required to be delivered under the PRCUTS Infrastructure Schedule. However, these documents are now out of date and need to be reviewed.

In addition, Council has worked with the DPE to refine the proposed growth projections in the PRCUTS. A re-assessment of these projections has indicated that the proposed dwelling projections in the Strategy are substantially under-estimated i.e. if Council was to implement PRCUTS land use density recommendations, the resultant dwelling growth would be much higher than stated in PRCUTS. This has a direct impact on the infrastructure requirements i.e. PRCUTS infrastructure requirements are under-estimated and need to be aligned with the actual proposed levels of growth.

Council is committed to delivering coordinated land-use development and infrastructure outcomes its LGA. PRCUTS Infrastructure Schedule is currently being reviewed alongside preparation of Council's own wider Infrastructure needs assessment studies including Recreational facilities, Community assets and Traffic and transport. These will inform the update to s7.11/7.12 Development Contributions Plan. As discussed previously in the Planning Proposal, it is Council's intention to complete a review of the local infrastructure funding framework prior to finalisation of this Planning Proposal.

In addition, the Planning Proposal includes provisions for Community Infrastructure Contributions where feasible to support funding of Infrastructure works in parts of Leichhardt precinct it includes.

In relation to State infrastructure, the Planning Proposal includes provisions which require that:

- prior to any redevelopment taking place, there is commitment from NSW Government to introduce an on-street rapid transit system along Parramatta Road.
- new development be designed with consideration of transport infrastructure.
- new development makes satisfactory Regional Infrastructure Contributions.

These measures will ensure that any potential social and economic effects of this Planning Proposal from the proposed levels of growth are adequately managed.

Section D – State and Commonwealth interests

Q10. Is there adequate public infrastructure for the planning proposal?

There is currently insufficient public infrastructure to support the proposed levels of growth. There are specific concerns regarding traffic congestion and amenity along Parramatta Road.

Accordingly, the Planning Proposal includes provisions to support new development (above the existing LEP controls) subject to:

- commitment from NSW Government regarding providing on-street rapid transport system along Parramatta Road
- provision of State Infrastructure Contributions for:
 - State and regional roads
 - bus interchanges and bus lanes

- land required for regional open space
- social infrastructure and facilities (such as schools, hospitals, emergency services and justice purposes)
- light rail infrastructure.

Council will continue to engage with TfNSW and DPE regarding the preparation of the Parramatta Road Traffic and Transport Study mesoscopic model and Parramatta Road Strategic business case, including the provision of any upgrades and new services for roads and public transport.

Council will also engage with relevant State agencies as required by the Gateway Determination regarding the provision of public infrastructure in this Corridor.

The full range of utility services including electricity, telecommunications, water and sewer are all currently available across Inner West. It is expected that these services will be upgraded where required as individual development occurs.

The abovementioned measures alongside Council's local infrastructure provisions will ensure that adequate public infrastructure is available to support the proposed levels of growth.

Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

The Gateway Determination will advise the full list of public authorities that will need to be consulted with as part of the Planning Proposal process. Public authority consultation will be undertaken concurrently with community consultation.

- Transport for NSW
- Sydney Airport Corporation Limited
- Commonwealth Department of Infrastructure, Regional Infrastructure and Communications
- Sydney Water
- Jemena
- Sydney Metro
- Heritage NSW
- Infrastructure NSW
- NSW Health (Sydney Local Health District).

Early consultation with the DPE, Sydney Airport Corporation, Commonwealth Department of Infrastructure and Regional Infrastructure and Communications (refer to MD5.3 for further details) has informed the preparation of the Planning Proposal. The Planning Proposal has been updated in response to the preliminary feedback from the DPE dated December 2021.

Council has also sought preliminary feedback from Jemena but no comments have been received to date.

Part 4 – Mapping

The Planning Proposal seeks to make the following amendments to IWLEP2022 maps:

- Amend existing Land Use Zoning Maps
- Amend existing Heritage Maps
- Amend existing FSR map for 2 Hay Street, Leichhardt
- Create new Floor Space Ratio Incentives Maps
- Create new Height of Buildings Incentives Maps

- Create new Key Sites Maps
- Create new Active Frontages Maps
- Create new Land Use and Transport Integration Maps
- Create new Additional Permitted Uses Maps
- Create new Opportunity Sites Maps

Appendix 1 provides the existing and proposed IWLEP 2022 maps.

Part 5 – Community Consultation

Extensive pre-consultation has been undertaken with the DPE which has informed the amendments sought in the planning proposal.

Preliminary engagement with Sydney Airport Corporation Limited and Commonwealth Department of Infrastructure, Regional Infrastructure and Communications. Comments from these agencies is provided in Q11 and under MD5.3.

If Planning Proposal is supported by the Minister, formal stakeholder and community consultation, including consultation with public agencies, will be undertaken by Council in accordance with the legislative requirements of the Act and any additional conditions as imposed in a Gateway Determination.

A 28-day public exhibition is recommended with notification:

- On the Inner West Council's Yoursay website;
- Letters to owners and occupiers;
- Social Media and other channels; and
- NSW Government Planning Portal.

Part 6 – Project timeline

In accordance with the requirements set out in *Local Environmental Plan Making Guideline 2021* (former 'A guide to preparing planning proposals' 2016) the table below outlines the anticipated project timeline of the planning proposal progress through the LEP plan making process.

Table 28 - Anticipated timeline for this Planning Proposal

Anticipated timeframe for planning proposal		
Action	Period	Date
Submit Planning Proposal to DPE for Gateway consideration	30 June 2022	30 June 2022
Anticipated Gateway Determination	1 July 2022 - 12 August 2022	12 August 2022
Complete any changes required by Gateway Determination	15 August 2022 – 30 September 2022	30 September 2022
Public exhibition & government agency consultation	3 October 2022 – 14 November 2022 (6 weeks)	14 November 2022

Consideration of submissions	14 November 2022 – 7 February 2023	7 February 2023
Council meeting to consider outcomes of exhibition (Date to be confirmed)	21 February 2023	21 February 2023
Update LEP in line with Council resolution	21 February 2023 – 31 March 2023	31 March 2023
Submission of Planning Proposal to the Secretary of DPE to arrange for the drafting of the updated LEP	1 April 2023	1 April 2023

5.0 List of Appendices

Appendix 1 – Proposed LEP Maps

Appendix 2 – Urban Design Studies

Appendix 2a: Architectus Leichhardt, Taverners Hill and Kings Bay Urban Design Review June 2021

Appendix 2b: Inner West Council's Draft Structure Plan October 2020

Appendix 2c: Leichhardt Council's Parramatta Road Urban Design Study 2016

Appendix 3 – Heritage Study and Inventory Sheets

Appendix 4 – Economic Feasibility Assessment

Appendix 5 – Flood Management Studies

Appendix 6 – Preliminary Site Investigations

Appendix 7 – Aircraft Noise Assessment

Appendix 8 – Draft Affordable Housing Contribution Scheme

Appendix 9 – Land Value Sharing Study

Appendix 10 – Parramatta Road Corridor High Performance Buildings Background Information

Appendix 11 – Parramatta Road Corridor Precinct-wide Traffic and Transport Study (Camperdown, Leichhardt, Taverners Hill and Kings Bay precincts)

Appendix 12 – Parramatta Road Corridor Stage – 1 LEP Phase 2A Justification Study

Appendix 13 – Parramatta Road Urban Amenity Improvement Plan (Inner West Council Masterplan)

Appendix 14 – Parramatta Road Corridor Draft Infrastructure Schedule (Leichhardt Precinct)