



# **Planning Proposal – Parramatta Road Corridor Stage - 1 LEP Phase 2A**

## **S9.1 Ministerial Direction 1.5 – Strategic Merit Test - Better Outcomes Study**

**March 2022**

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## **2.0 Methodology**

This study is designed to answer the question “does this Planning Proposal for Parramatta Road Corridor - Stage 1 area demonstrates better outcomes than those identified in the Parramatta Road Corridor Urban Transportation Strategy (PRCUTS) (November 2016) and the Parramatta Road Corridor Urban Implementation Plan (PRCUTS IP) 2016-2023 (November 2016) having regard to the vision and objectives of these documents?”.

The study identifies the relevant studies and Greater Sydney Commission (GSC), State and Council policies, assesses their relationship to the question and provides an analysis that answers the question.

### 3.0 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 2021 (IWLEP).

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. It also gives effect to several planning priorities and actions in the Inner West Council's Local Strategic Planning Statement (LSPS).

This Planning Proposal is 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 Local Housing, Employment and Retail Lands and Integrated Transport Strategies.

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.

Under S9.1 Ministerial Direction 1.5 for implementation of PRCUTS, a 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 LEP 2A Strategic Merit 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.

## 4.0 Site Context

Figure 1 shows the extent of the PRCUTS precincts of Leichhardt, Taverners Hill, Kings Bay affected by this IWLEP amendment (Stage 1- Phase 2A Implementation Area).



Figure 1 – Map showing the land within Stage 1 of PRCUTS Implementation

## 5.0 Planning Proposal

The following amendments to the *Inner West Local Environmental Plan (IWLEP) 2022* are sought:

### 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.
- 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).

### Additional Permitted Uses

- Introduce a new local provision to permit residential flat buildings as an additional permitted use in certain locations (as per the Additional Permitted Uses Maps):
  - All land in 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 for site specific provisions)
  - 30-40 George Street, Part 24 George Street and Part 45 Upward Street (former Labelcraft site)

### Heritage

- Introduce 24 new Heritage Items and an Archaeological Site as per the proposed Heritage Maps.
- 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 floorspace and height incentives to demonstrate an appropriate relationship to heritage items and heritage conservation areas.

### Built form Controls (Floor Space Ratio and Height of Building)

- Retain existing Floor Space Ratio (FSR) and Height of Building (HOB) controls in the IWLEP 2022 except for a minor amendment to remove existing FSR control for 2 Hay Street, Leichhardt (proposed RE1 Public Recreation open space).
- Introduce additional FSR and HOB controls where an uplift is proposed.
- Introduce a new local provision that requires developments to satisfy specific criteria (see the below section) in order to use the incentive FSR/HOBs controls.

### 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 FSR and HOB 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 detailed on the Active Street Frontages Map.
  - achieves higher building performance targets.

- incorporates mechanisms to reduce urban heat island effects.
- supports sustainable transport modes, minimises traffic congestion and reduces private car dependency.
- If in Key Site Area 1, makes appropriate affordable housing contributions under State Environmental Planning Policy 70 – Affordable Housing Scheme.
- If in Key Site Area1, makes appropriate Community Infrastructure Contributions (CIC).
- ensures that development is designed to reflect future transport infrastructure.
- prior to any redevelopment taking place, there is a commitment from the 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 (RIC).

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 approach is key to achieving the Objectives and Intended Outcomes of this Planning Proposal and delivering the best urban design, community and infrastructure outcomes.

### Tables of changes to existing planning controls

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

*Table 1 - 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	17m
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 2 - 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 3: Kings Bay Precinct - Existing and proposed planning controls*

<b>Area</b>	<b>Current zone</b>	<b>Proposed zone</b>	<b>Current FSR (n:1)</b>	<b>Proposed incentive FSR (n:1)</b>	<b>Current HoB</b>	<b>Proposed incentive HoB</b>
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)



## 6.0 Relevant studies and policies

The following Government plans and policies are relevant to this Planning Proposal:

1. PRCUTS (November 2016)
2. PRCUTS Implementation Update 2021
3. Greater Sydney Region Plan 2018
4. Eastern City District Plan 2018
5. NSW Housing Strategy 2021-2022 Action Plan
6. Sydney Metro West Strategic Business Case 2020
7. Inner West Council Local Strategic Planning Statement (March 2020) (endorsed by GSC 31 March 2020)
8. Inner West Council Local Housing Study and Strategy (March 2020)
9. Inner West Integrated Transport Strategy (March 2020)
10. Inner West Traffic and Transport Needs Study (2021)
11. Parramatta Road Corridor Precinct-wide Traffic and Transport Study (Cardno, DPE, IWC, March 2022).
12. Inner West Council Employment and Retail Land Study and Strategy (August 2020)
13. Inner West 2036 Community Strategic Plan

Following specialist technical studies have been prepared to support the Planning Proposal:

1. Urban Design Study for Leichhardt, Taverners Hill and Kings Bay precincts by Architectus (June 2021)
2. Heritage study by Hector Abraham Architects and GML Heritage Pty Ltd and Inventory Sheets (March 2022)
3. Economic Feasibility Assessment by SGS Economics and Planning (June 2021)
4. Kings Bay Opportunity Sites Study by SGS Economics and Planning (June 2021)
5. Flood Management (March 2022)
6. Preliminary Site Investigations for Contamination by Douglas Partners (June 2021)
7. Acoustic Assessment Study by EMM Consulting (April 2021)
8. Affordable Housing Contribution by Judith Stubbs and Associates (June 2021)
9. Value Share Study by SGS Economics and Planning (June 2021)
10. Inner West Parramatta Road Corridor Performance Standards for High Performing Buildings (June 2021)
11. Inner West Community Assets Needs Study (2021)
12. Inner West Recreational Needs Study (2021)
13. Parramatta Road Urban Amenity Improvement Plan (Inner West Council Masterplan)

The above State Government and Council studies and policies have complementary core visions and objectives. These reflect and develop the original PRCUTS (page 116) vision for the Leichhardt, Taverners Hill and Kings Bay Precincts.

Links to or copies of the studies and policies are provided as Appendix to the main Planning Proposal document.

## 7.0 Consistency with Parramatta Road Corridor Urban Transformation Strategy

A detailed assessment of the Planning Proposal in respect of the original PRCUTS vision and objectives is provided below. This includes assessment against its Strategy Framework and Implementation Kit (Planning and Design Guidelines (P&DG), Implementation Plan 2016-2023 and Sustainability Implementation Plan)

### 7.1 Consistency with the PRCUTS Policy Framework (Strategy Report 2016)

Table 4 details how the Planning Proposal is consistent with the Strategy's Principles and Strategic Actions.

Table 4: Consistency with PRCUTS Policy Framework

Strategic Action	Consideration
<b>Principle 1: Housing choice and affordability</b>	
<p>Review, update or prepare a new Local Housing Strategy that implements the Parramatta Road Corridor Urban Transformation Strategy'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 Council's LHS, subject to conditions.</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"> <li>• lower cost market housing for rent or purchase, including new generation boarding houses with high quality shared spaces</li> <li>• moderately priced housing that is affordable to purchase for households earning up to \$150,000 or 80-190% of the median income</li> <li>• 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</li> </ul>	<p>The Planning Proposal includes provisions to provide 'diverse housing' opportunities including affordable housing for low and very low-income households under former SEPP 70 (superseded by the Housing SEPP 2021). This would apply to Leichhardt precinct only as the former SEPP70 viability tool indicated that affordable housing contributions are not viable in Taverners Hill and Kings Bay precincts.</p> <p>In addition, the supporting urban design study recommends a range of building typologies which will encourage a diversity in dwelling types.</p>

Strategic Action	Consideration
<ul style="list-style-type: none"> <li>• student accommodation</li> <li>• aged-care housing</li> <li>• housing that promotes innovation in other ways across type, tenure, construction</li> <li>• methodology or other mechanisms to make such housing more attainable to diversity of income groups.</li> </ul>	
<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 is achieved through the supporting DCP.</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.</p>
<p><b>Principle 2: Affordable Housing</b></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>
<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>(Former) SEPP 70 was amended by DPE to introduce AHCS 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</p>

Strategic Action	Consideration
	contributions under former SEPP 70 where they can be demonstrated to be viable.
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>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>
<b>Principle 2: Diverse and resilient economy</b>	
<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"> <li>• 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</li> <li>• facilitating increased densities to encourage the co-location of multiple uses in one building, including industrial functions, where appropriate.</li> </ul>	<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 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 these precincts.</p> <p>This Planning Proposal would deliver up to 2022 new jobs.</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>Council has considered built form controls in the PRCUTS Planning and Design Guidelines in its supporting DCP to facilitate evolving and innovative employment uses.</p> <p>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 of PRCUTS height recommendations.</p>
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.	Key aspect of adaptable building design is to provide flexible large floorplates and increased floor to ceiling heights. Both these aspects have been considered in the urban design study.
Develop planning controls that accommodate new models of large retail stores, in developments with multiple uses,	There are no large retail stores in the Planning Proposal area except at Norton Plaza which has been explored as an Opportunity Site.

Strategic Action	Consideration
in suitable parts of the Corridor, such as Auburn, Ashfield and Taverners Hill.	
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 would encourage contemporary models of retail infill.
<b>Principle 3: Accessible and Connected</b>	
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.  Efforts are required from TfNSW and DPE to deliver Parramatta Road as a 'vibrant street' east of Hawthorne Canal as envisaged in PRUCTS.
<b>Principle 4: Vibrant communities and places</b>	
<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"> <li>• improved walkability, cycling and safety to support healthier communities</li> <li>• improved housing choice and diversity - increased usability of, and access to, safe open spaces</li> <li>• improved local economic opportunities - adequate local services and infrastructure</li> </ul>	These principles are embedded in the Planning Proposal and its associated urban design study.

Strategic Action	Consideration
<ul style="list-style-type: none"> <li>access to public transport.</li> </ul>	
<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 includes 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 Planning Proposal area has been strategically selected to align with the provision of infrastructure.</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 (now superseded by the Housing SEPP 2021).</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.</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 Developer Contributions Plan.</p> <p>The Planning Proposal uses incentives mechanism to deliver significant community 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>
<p>As a first preference and where appropriate, optimise or embellish existing assets through solutions such as:</p> <ul style="list-style-type: none"> <li>increasing the size, amenity and functionality of existing facilities to expand existing capacity</li> <li>renewing existing assets to provide contemporary spaces or installing additional features so facilities can become multi-purpose and cater to different groups</li> <li>upgrading features within existing facilities so they can accommodate a greater capacity</li> </ul>	<p>As above.</p>

Strategic Action	Consideration
<ul style="list-style-type: none"> <li>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</li> <li>incentivising the private sector to deliver community infrastructure.</li> </ul>	
<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 building.</p>
<p>Implement transferable development rights for significant heritage conservation and development projects, where appropriate.</p>	<p>As above.</p>
<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 studies undertaken by Hector Abraham Architects and GML Heritage, seeks to list 24 new heritage items, a new archaeological site and create a new heritage conservation area in Lewisham and extend 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, 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) which should be retained due to their contributory streetscape.</p> <p>These areas have been recommended to be retained and not be subject to renewal.</p>
<p>Prepare and implement a design excellence strategy.</p>	<p>Instead of a design excellence Strategy, the Planning Proposal uses the incentives</p>

Strategic Action	Consideration
	<p>mechanism to assess the merits of proposed design.</p> <p>The Planning Proposal's provisions will ensure that the additional uplift using bonus FSR and height incentives is only granted where adequate built form design in terms of massing, scale, modulation, and materials can be 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 will include appropriate mitigation noise and air pollution measures.</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 supporting DCP.</p>
<p><b>Principle 5: Green spaces and links</b></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 accessible open space throughout the Corridor.</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 of redevelopment of opportunity sites to improve accessibility and permeability. These links are identified in the supporting DCP.</p>
<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"> <li>• local parks within 400m safe walking distance of at least 95% of all dwellings</li> <li>• additional small local parks or urban spaces within 200m of activity centres and higher density residential areas</li> <li>• active open space within 1km of 95% of all dwellings</li> <li>• linear parks and trails linked to waterways, vegetation corridors and road reserves within 1 km of 95% of all dwellings.</li> </ul>	<p>New open spaces and through site links have been identified as above which will 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 4 (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>



Strategic Action	Consideration
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 the urban design work and will be implemented in the supporting DCP.
<b>Principle 6: Sustainability and resilience</b>	
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.	This is with DPE for implementation. In the interim, Council has proposed a bonus FSR and height incentive mechanism for new residential developments to meet the increased PRCUTS water and energy targets.
<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"> <li>• 20% reduction in greenhouse gas emissions</li> <li>• renewable energy installation</li> <li>• 30% reduction in peak electricity demand</li> <li>• 30% reduction in water consumption</li> <li>• &gt;15% of water delivered by non-potable sources, including rainwater</li> <li>• or recycled water</li> <li>• 30% reduction in car use - 10-15% car share take-up rate.</li> </ul>	<p>The Planning Proposal intends to achieve the PRCUTS Sustainability and Resilience Principle through key interventions:</p> <ul style="list-style-type: none"> <li>• High performing buildings</li> <li>• Reduced car parking (incl. unbundled car parking)</li> <li>• Green Infrastructure such as tree canopy cover target</li> </ul> <p>In relation to building efficiency, the Planning Proposal takes a two-step approach to achieving this intent of PRCUTS, while aspiring to secure future best practice. The increase in energy and water targets for residential developments are based on the PRCUTS recommended targets.</p> <p>For energy targets of non-residential uses, the Planning Proposal relies on City of Sydney's Planning Proposal - Performance Standards for Net Zero Buildings.</p> <p>This approach would ensure that current practise is enhanced, and future best practise is not precluded.</p> <p>This Principles' targets and supporting measures to achieve these targets will be incorporated in the supporting DCP. Refer to Appendix 10 for more information.</p>
<b>Principle 7: Delivery</b>	
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	The Planning Proposal includes provisions to make adequate contributions towards

<b>Strategic Action</b>	<b>Consideration</b>
proposals that will fund the local and regional infrastructure demands required to service the future population growth in the renewed Corridor.	<p>State Infrastructure to align with the proposed additional capacity.</p> <p>Council's Value Sharing Study demonstrates that a Community Infrastructure Scheme is feasible and will provide substantial funding for the delivery of infrastructure within the corridor. This Planning Proposal includes provision of this scheme.</p> <p>Council is also currently updating its Developer Contributions Plan which will provide a 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 of local infrastructure and services in the Corridor.

## 7.2 Consistency with Precinct Key Actions

Table 5: Consistency with PRCUTS Precinct Key Actions

<b>Key Action</b>	<b>Consideration</b>
<b>Leichhardt Precinct</b>	
<b>Land uses</b>	
Create a truly mixed-use Precinct focused around Norton Street	The proposed employment and residential growth in Leichhardt will contribute towards 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.
<b>Transport and movement</b>	
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.
Formalise Parramatta Road as a Vibrant Street, and Norton Street as a Place for People	Efforts are required from NSW Government to deliver this in conjunction with the proposed public transport improvements along Parramatta Road.
<b>Place-making</b>	

<b>Key Action</b>	<b>Consideration</b>
Capitalise on new transport connections to rebadge and create a new Norton Street identity	<p>Subject to the NSW Government's decision to deliver a high-capacity public transport connection along Parramatta Road.</p> <p>The Planning Proposal proposes additional development capacity on the east of Norton Street. This in conjunction with the improved public transport and public domain improvements would contribute in creating a new 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.
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 outcomes of DPE/Council's Parramatta Road Transport Study and would be delivered through combination of State and Local Infrastructure Contributions.
<b>Open space, linkages and connections</b>	
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 are to be delivered would be delivered through combination of State and Local Infrastructure Contributions.
Provide new links and a network of pedestrian and cycling connections to increase circulation and permeability in the Precinct	<p>This is being implemented through the Parramatta Road Urban Amenity Improvement Plan.</p> <p>The Planning Proposal and associated DPC identify new links and network of active transport connections.</p>
Create the Dot Lane cycle link and a new cycle link from Tebbutt Street to the GreenWay along Kegworth Street	<p>The Dot Lane Cycle link will be created through the Parramatta Road UAIP.</p> <p>The proposed link between Tebbutt Street and Greenway along Kegworth Street</p>

<b>Key Action</b>	<b>Consideration</b>
	would be delivered via Council's s7.11 Contributions Plan.
<b>Taverners Hill Precinct</b>	
<b>Land uses</b>	
Maintain an employment focus on both sides of Parramatta Road, Tebbutt Street, Upward Street and George Street	Employment lands are out of the scope of this Planning Proposal.
Retain the existing low-density character across the remainder of the Precinct	The urban design studies have reviewed the PRCUTS design recommendations with respect to this principle. It is recommended that PRCUTS controls in certain locations of the precinct be varied 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	To encourage appropriately scaled development in selected locations and retain the fine grain character of the remainder of the precinct, blocks in the precinct have been strategically targeted to provide the proposed uplift including: <ul style="list-style-type: none"> <li>• South of the precinct close to Lewisham Railway station</li> <li>• North of the precinct close to Taverners Hill Light Rail Station around Kegworth, Hathern, Beeson and Tebbutt Streets</li> </ul>
<b>Transport and movement</b>	
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 staging development in the precincts.
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.
<b>Place-making</b>	
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.
<b>Open space, linkages and connections</b>	

Key Action	Consideration
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 high quality and 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. Noting Longport Street is out of 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 in proximity to existing light rail and heavy rail station to capitalise on transport accessibility.</p>
Extend Nestor Lane east to the edge of the Precinct	<p>This is considered impractical on two grounds:</p> <ul style="list-style-type: none"> <li>• Extending Nestor Street east is outside the precinct. It should be corrected to extend Nestor Lane west to the edge of the precinct.</li> <li>• Extending Nestor Lane west to the edge of the precinct would lead into an embankment along brown Street due to difference in ground level.</li> </ul> <p>Consequently, this will not be pursued by Council.</p>
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 proposed connection between Tebbutt Street and Upward Street has been recommended to be moved south of what is proposed in PRCUTS to provide a through-site link which can accommodate an overland flowpath with a new stormwater connection/culvert underground to manage the flooding impacts.</p> <p>This link is outside the scope of the current Planning Proposal and will be dealt in the future.</p>

<b>Key Action</b>	<b>Consideration</b>
Prioritise Tebbutt Street and Flood Street as key pedestrian routes	Public Domain improvements would be delivered via State and Local Infrastructure Contributions. Generally, the proposed uplift along Tebbutt Street would support the provision of pedestrian route.
<b>Kings Bay Precinct</b>	
<b>Land uses</b>	
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	As above.
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 been investigated, considering the proximity to future Kings Bay (Five Dock) metro station.</p> <p>Medium density residential development is also encouraged in the residential area to the south of Parramatta Road along Dalmar Street.</p>
<b>Transport and movement</b>	
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) Metro 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 the opportunity offered by proposed Metro Station.</p>
Reinforce active transport links to Croydon Station	Efforts are required from NSW Government to deliver this in conjunction with new active

<b>Key Action</b>	<b>Consideration</b>
	transport connections to future Kings Bay (Five Dock) Metro Station.
Benefit from the potential decrease in traffic volumes on Queens Road as a result 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.
<b>Place-making</b>	
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 are included in the DCP, based on the outcomes of urban design and built form testing.</p>
<b>Open space, linkages and connections</b>	
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</p>

Key Action	Consideration
	along the Iron Cove Creek linking to Bay Run to the north.
Create mid-block, through-site links and prioritised pedestrian connections	New through-site links are 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

### 7.3 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

### 7.4 Consistency with PRCUTS Planning and Design Guidelines (P&DG)

The P&DG 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. Following discussion outlines the consistency of this proposal with the Precinct P&DG.

#### Corridor-wide Guidelines

Table 6: Consistency with P&DG Corridor-wide guidelines

Considerations	Comments
<b>Section 3.2: Heritage &amp; Fine Grain</b>	
<b>Heritage and Fine Grain Requirements</b>	
a. Ensure that development in the vicinity of heritage items is designed and sited to protect the heritage significance of the item.	The Planning Proposal includes provisions which allow access to bonus FSR and HOB incentives only if the proposed development responds sensitively to heritage items and heritage conservation areas.  This approach is necessary to ensure that the integrity of heritage items and areas in these precincts is protected while also allowing opportunities for new redevelopment to occur.
b. New development in heritage conservation areas must be designed to respect neighbouring	As above.



Considerations	Comments
buildings and the character of the area. Infill development should enhance and complement existing character but not replicate or mimic the architectural style, detailing or materiality of listed heritage/historic buildings.	
c. Maintain architectural, streetscape and interpretive building elements that contribute to heritage conservation areas.	As above.
d. In appropriate locations, enable the consolidation of small individual lots into larger lots, but ensure the original subdivision pattern is represented or interpreted, where it is assessed as being significant.	The Planning Proposal includes provisions to enable orderly development of land through consolidation of lots and avoid site isolation.  Council's DCP provides controls to ensure that the PRCUTS vision in relation to heritage and fine grain development is achieved.
e. Encourage fine grain subdivision for large sites undergoing renewal.	As above.
f. Maintain the prominence and legibility of heritage items, contributory buildings and streetscapes while appropriately siting and designing new development.	As above.
g. Ensure that new developments are of a compatible scale with the surrounding heritage items, contributory buildings or for the heritage conservation area.	The urban design study has undertaken detailed analysis at a fine-grain scale to ensure that new developments are of a compatible scale with the surrounding heritage items, contributory buildings or for the heritage conservation area. This is particularly relevant in Leichhardt Precinct.  The proposed FSR and HOB incentive mechanism requires site-based merit assessment to respond sensitively to heritage issues.
h. Retain the prominence of heritage landmark buildings in the immediate streetscape, in the surrounding area, and from key vantage points.	The Planning Proposal contains provisions to assist with achieving this objective.
i. Ensure that new developments are of an appropriate form and mass adjacent to or in the vicinity of heritage items, contributory buildings or heritage conservation areas.	As above.

Considerations	Comments
j. Ensure new development does not physically overwhelm or dominate heritage items and heritage conservation areas by providing appropriate transitions from new development sites to existing buildings, structures and streetscapes of heritage value.	This has been appropriately considered and dealt through the urban design study. Council's DCP controls will strengthen these requirements.
k. Use sympathetic materials, colours and finishes that reflect and harmonise with original materials to maintain the character of heritage items and contributory buildings.	The Planning Proposal includes provisions regarding use of complementary high-quality building materials and finishes.
l. Ensure design resolution is considered in totality, and in particular at the pedestrian scale.	This requirement is stated in Council's supporting DCP.
m. Reinforce and enhance the distinctive character of the historic retail strips along Parramatta Road.	As above.
n. Retain, conserve and interpret significant historic signs	As above.
o. Protect the significant characteristics of buildings, streetscapes, vistas and the city skyline, while encouraging well-designed and well positioned signs which contribute to the vitality of the roadway and locale.	As above.
p. Signage design and location must conserve the heritage significance of an item or heritage conservation area.	As above.
q. Retain, conserve and/or reuse historic fabric in historic areas, where appropriate.	As above.
r. Promote characteristic and desirable landscape treatments in different character areas.	As above.
<b>Section 3.3: Creek &amp; Watercourses</b>	
<b>Creeks and Watercourses Requirements</b>	
a. Integrate green and blue infrastructure early in the planning process to maximise environmental and social outcomes at the lowest cost.	In advance of Council's Blue and Green Grid Strategy, locations for blue and green infrastructure have been investigated as part of Council's Structure Plan and Urban Design Study.

Considerations	Comments
	This Planning Proposal proposes new through-site links which will assist with achieving this requirement. Council's supporting DCP provides guidance on the principles of green and blue infrastructure.
b. Improve the environment performance and amenity of existing drainage corridors and watercourses by integrating water management initiatives that address quality and quantity management.	Council's supporting DCP provides controls regarding environmental performance and amenity of watercourses.
c. Protect and enhance the local waterway and receiving waters	Council's LSPS is aligned with this requirement.  Enhancement of Iron Cove Creek and Hawthorne Canal would be investigated as part of Council's Public Domain works.  Efforts would be required from NSW State Government to support this objective.
d. Vegetate creeks and watercourses.	As above.  Additional landscaping is proposed is part of the new through-site link to the west of Iron Cove Creek Canal.
e. Provide opportunities for additional accessible pedestrian and bicycle links to creeks and watercourses.	As above.
f. Enable views from the wider public domain to creeks and watercourses	As above.
g. Promote green infrastructure along creeks and watercourses such as vegetated open spaces and street trees to assist in mitigating urban heat, encourage healthy lifestyles and enhance biodiversity	The Planning Proposal includes provisions to provide green infrastructure including vegetation, green walls, green roofs and trees to assist in mitigating urban heat. These requirements will be further strengthened in the supporting DCP.
h. Implement lot and street-scale stormwater run-off initiatives to manage water quantity and quality before it enters the local waterway.	Stormwater management measures are provided in the DCP.
<b>Section 3.4: Open Space &amp; Public Domain</b>	
<b>Open Space Requirements</b>	
a. Protect and improve the quality, access and safety of existing open space	This is a guiding principle for the urban design study and will be achieved through the future LEP and DCP requirements.
b. Provide new public open space that is:	New public open spaces are proposed for Leichhardt precinct as part of the Planning

Considerations	Comments
<ul style="list-style-type: none"> <li>i. part of a legible Green Grid network within and beyond the Corridor</li> <li>ii. landscaped and includes substantial areas for high quality and sustainable landscaping</li> <li>iii. an appropriate size to accommodate a variety of uses</li> <li>iv. suitably dimensioned and designed for the intended use in terms of quality and orientation</li> <li>v. flexible and easily adapted to different uses in response to changing community activity and passive recreational preferences and are useable in a range of weather conditions</li> <li>vi. vibrant, inclusive, accessible and safe</li> <li>vii. linked to pedestrian and cycle paths to encourage reduced car dependency</li> <li>viii. integrated with the public domain, creeks, watercourses, or other encumbered land, if appropriate</li> <li>xi. designed to achieve sharing of space between sports</li> <li>x. located with access to, or makes provision for, recycled or other sustainable water supply</li> <li>xi. capable of being well maintained.</li> </ul>	<p>Proposal in line with PRCUTS recommendations.</p> <p>PRCUTS proposed open space along Norton Street, Leichhardt has been reviewed and refined through the site-scale built form testing. Refer to Appendix 2. The proposed scale and location of the open space alongside the proposed through site link between Norton Street and Balmain Road will offer more benefits than originally envisaged in the Strategy.</p> <p>This refinement to design is necessary to achieve the principles outlined in i to xi.</p>

**Public Domain Principles**

<ul style="list-style-type: none"> <li>a. Increase canopy cover and provide for greenery within the public domain</li> </ul>	<p>The Planning Proposal includes the following tree canopy and deep soil targets:</p> <table border="1" data-bbox="759 1384 1388 2013"> <thead> <tr> <th data-bbox="759 1384 951 1559">Zone</th> <th data-bbox="951 1384 1102 1559">Canopy target</th> <th data-bbox="1102 1384 1270 1559">Canopy target (% of site area)</th> <th data-bbox="1270 1384 1388 1559">Deep soil</th> </tr> </thead> <tbody> <tr> <td data-bbox="759 1559 951 1816">R3 Medium Density Residential (including streets)</td> <td data-bbox="951 1559 1102 1816">40%</td> <td data-bbox="1102 1559 1270 1816">20% for site area &lt;1500m<sup>2</sup> 25% for site area 1500m<sup>2</sup>+</td> <td data-bbox="1270 1559 1388 1816">-</td> </tr> <tr> <td data-bbox="759 1816 951 2013">B6 Enterprise Corridor (including streets)</td> <td data-bbox="951 1816 1102 2013">35%</td> <td data-bbox="1102 1816 1270 2013">35% (25% for bulky goods)</td> <td data-bbox="1270 1816 1388 2013">25%</td> </tr> </tbody> </table>	Zone	Canopy target	Canopy target (% of site area)	Deep soil	R3 Medium Density Residential (including streets)	40%	20% for site area <1500m <sup>2</sup> 25% for site area 1500m <sup>2</sup> +	-	B6 Enterprise Corridor (including streets)	35%	35% (25% for bulky goods)	25%
Zone	Canopy target	Canopy target (% of site area)	Deep soil										
R3 Medium Density Residential (including streets)	40%	20% for site area <1500m <sup>2</sup> 25% for site area 1500m <sup>2</sup> +	-										
B6 Enterprise Corridor (including streets)	35%	35% (25% for bulky goods)	25%										

Considerations	Comments
	<p>Since release of the PRCUTS in 2016, Inner West Council has progressed several strategies and environmental planning instruments that incorporate the aim to minimise urban heat specifically through enhancing the tree canopy of the local government area. These include:</p> <ul style="list-style-type: none"> <li>• The harmonised Inner West Local Environmental Plan (2021) that incorporates landscape as an essential element of land use zone objectives and as a key objective when determining floor space ratios – “to provide a suitable balance between landscaping, open space, and built form to increase the tree canopy and to protect the use and enjoyment of private properties and public domain”.</li> <li>• <i>Inner West Tree Management Development Control Plan</i> (February 2020) that incorporates tree canopy targets by land use zone. These targets were derived from Greater Sydney Commission <i>Eastern City District Plan</i> and Office of Government Architect NSW <i>draft Greener Places Design Guide</i>.</li> <li>• NSW Government’s Draft Design and Place SEPP 2021 including <i>Draft Urban Design Guide</i> and <i>Draft Apartment Design Guide</i></li> </ul> <p>These policies from the basis of Planning Proposal’s proposed tree canopy cover and deep soil provisions.</p> <p>Note: no specific target has been included in the LEP for B2 Local Centre zone in recognition of its fine-grain nature and the requirement to provide ground floor employment uses. Existing IWDC target is to be applied as a guideline.</p>
b. Build local character and identity through existing site qualities and natural landscape features.	Council’s supporting DCP provides principles as objectives and controls in the which will ensure that PRCUTS’ public domain vision is realised.
c. Ensure public domain and common or shared spaces are functional and attractive for their intended users and accessible to all.	As above.
d. Create public domain that promotes recreation and public engagement.	As above.
e. Increase the quality and usability of the public domain through	As above.

<b>Considerations</b>	<b>Comments</b>
innovative built form, wider footpaths and new connections	
f. All new streets should implement water sensitive urban design treatments at the point source across all catchment areas.	No new streets are proposed as part of this Planning Proposal.
g. Provide permeable ground surfaces, where appropriate, to allow rainwater to penetrate the soil.	This will be incorporated in the supporting DCP.
<b>Section 3.5: Community Facilities</b>	
<b>Community Facility Requirements</b>	
a. Consider providing high quality specialised spaces that are shared by developments rather than treating each development as a standalone proposal.	This principle underpins Council's urban design study.  A high-quality new specialised civic and open space is proposed as part of Norton plaza redevelopment in Leichhardt precinct which would contribute in revitalising the Norton Street Centre.
b. Provide opportunities for a variety of experiences and social interaction.	As above.
c. Provide opportunities for structured and unstructured activities and cater to a diverse range of users.	Council's Community Assets Needs Study satisfies this requirement.
d. Create diverse 24-hour activity by providing facilities and spaces for public activity outside regular business hours.	As above.
e. Provide varied spaces for social interaction.	Proposed Norton Street Plaza will provide a unique space on a high street for social interaction.
<b>Section 3.6 Traffic and Transport</b>	
<b>Traffic and Transport Requirements</b>	
a. Improve north-south connectivity across Parramatta Road for all users.	To be actioned by TfNSW/ DPE – also aligned with the findings of Parramatta Road Precinct-wide Traffic and Transport Study.
b. Improve street network permeability across Precincts and Frame Areas, particularly for pedestrians and cyclists.	As above.
c. Improve public and active transport quality, access and connectivity to and within Precincts and Frame Areas.	As above.

Considerations	Comments
d. Support an improved urban environment with areas designated for greater levels of street activity.	As above.
e. Facilitate local access needs for new development to support the needs of residents and businesses.	Local infrastructure improvements will be delivered through Council's s7.11/7.12 Developer Contributions Plan.
f. Encourage travel behaviour change to discourage car use and support more sustainable travel choices such as public and active transport.	<p>The Planning Proposal targets uplift in specific areas which are close to existing public transport nodes plus rely on the committed public transport improvements such as Five Dock Metro Station and Rapid Bus Transit along Parramatta Road.</p> <p>Reduced car parking requirements as recommended in PRCUTS are also included in the Planning Proposal and is supplemented with DPC parking provisions.</p>
<p>g. Within the Rapid Transit Indicative Zone, work with Transport for NSW to integrate bus stops and rapid transit stops into the streetscape, including:</p> <ul style="list-style-type: none"> <li>• ensuring the safety and amenity of transport users and pedestrian passers-by</li> <li>• ensuring safe, efficient and reliable public transport operations</li> <li>• providing convenient street crossings, canopy /awning structures, seating, public lighting, real-time travel information, bins and other required facilities.</li> </ul>	Council looks forward to working with TfNSW to achieve these requirements.
h. Provide an unobstructed and safe pedestrian and cycling network that links residential, employment and retail uses to community facilities, transport nodes and open space within Precincts and Frame Areas.	This will be achieved through Council's Bike Strategy and DCP requirements.
<b>Section 3.7: Street Function</b>	
<b>Street Function Requirements</b>	
a. Progressively implement the Movement and Place Street Function network in accordance with the Precinct Plans and the features identified for each street function type in the Precinct Transport Report, September 2016.	Council seeks TfNSW's support to achieve this requirement.

Considerations	Comments
b. Encourage local traffic calming in residential streets.	As above.

### Section 3.8: Car Parking & Bicycle Parking

#### Car Parking Requirements

a. Off street parking is to be provided in accordance with the maximum rates identified in Table 3.2.

The following Off-Street car parking provisions are incorporated in this Planning Proposal

Category	Residential (maximum space per dwelling)	Other (maximum space per GFA)
Category A (Leichhardt and Taverners Hill Precinct)	<ul style="list-style-type: none"> <li>• Studio – 0</li> <li>• 1 Bed – 0.3</li> <li>• 2 Bed – 0.7</li> <li>• 3 Bed – 1</li> <li>• Visitor – 0</li> </ul>	<ul style="list-style-type: none"> <li>• Commercial: <ul style="list-style-type: none"> <li>○ Commercial and office premises - 1 space per 150sqm</li> <li>○ Restaurants- 1 per 50 sqm</li> <li>○ Retail – 1 space per 100 sqm</li> <li>○ Bulky goods - 1 per 50 sqm</li> </ul> </li> <li>• Industrial – 1 space per 150sqm</li> </ul>
Category B (Kings Bay Precinct)	<ul style="list-style-type: none"> <li>• Studio – 0.3</li> <li>• 1 Bed – 0.5</li> <li>• 2 Bed – 0.9</li> <li>• 3 Bed – 1.2</li> <li>• Visitor – 0.1</li> </ul>	<ul style="list-style-type: none"> <li>• Commercial – <ul style="list-style-type: none"> <li>○ Commercial and office premises: 1 space per 100sqm</li> <li>○ Restaurants- 1 per 50 sqm</li> <li>○ Retail – 1 space per 70 sqm</li> <li>○ Bulky goods - 1 per 50 sqm</li> </ul> </li> <li>• Industrial – 1 space per 120sqm</li> </ul>

These rates are also supported by the preliminary findings of Parramatta Road Precinct-wide Traffic and Transport Study.

Council has used a hybrid of PRCUTS car parking rates and Cardno's alternative parking rates. Justification is provided in the sections below.



Considerations	Comments
b. On-street parking to be integrated to the streetscape and parallel to the kerb	Relevant controls are provided in supporting DCP.
c. Where possible, parking rates should be allocated to buildings (rather than dwellings) to enable the most efficient using of parking within a building	<p>Planning Proposal includes requirement to provide all car parking spaces as unbundled parking.</p> <p>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. PRCUTS notes that <i>'this is not only more equitable but can also reduce the total amount of parking required for a building'</i>.</p> <p>This can be achieved easily without much onus on developers and landowners. In the long run, it could have positive outcomes in relation to reducing reliance on private car dependency.</p>
d. Parking that is unbundled or separated from dwelling and building ownership should be encouraged in all developments. A parking rate reduction of 20% should be considered for buildings with unbundled parking.	Reductions in parking rates are redundant as no minimum car parking requirements are proposed.
e. To plan for the emergence of electric vehicles, 1 electric vehicle charge point should be provided in each new off-street parking facility in the Precinct.	Electric Vehicle charging requirements will be refined and stipulated in the DCP.
<b>Shared Parking Requirements</b>	
a. Shared parking rates should be provided in accordance with the occupancy rates provided in Table 3.3.	This Planning Proposal includes provisions to encourage shared parking. This is further strengthened in the supporting DCP.
b. Shared parking is parking shared by more than one user, which allows parking facilities to be used more efficiently.	As above.
c. Parking requirements for non-residential uses may be shared and potentially reduced where it can be determined that the peak parking requirements occur at different times (either daily or seasonally). Parking rates for shared parking	As above.

Considerations	Comments
shall be calculated by applying the following occupancy rates to the maximum parking requirements for a proposed use.	
<b>Car Share and Ride Share Requirements</b>	
a. On-site parking can be reduced at a rate of 5 parking spaces per 1 car share space where an active car-sharing program is made available to residents and/ or employees and where ride share or other organised carpooling initiatives are available on site.	Reductions in parking rates are redundant as no minimum car parking requirements are proposed.
b. Additional car share should be provided at a rate of 1 space per 20 dwellings without parking and 1 space per 100 dwellings with parking.	Car share parking provisions are being investigated through the Parramatta Road Precinct-wide Traffic and Transport Study. Supporting controls are provided in Council's DCP.
c. Car share will be located in publicly accessible sites, either on-street, in public parking stations or, if provided within a building it should be accessible to all car share members.	As above.
d. The following car share targets have been established for the Precinct: i. 10% - 15% of residents by 2031 ii. 15% of residents by 2050.	As above.
<b>Decoupled Parking Requirements</b>	
a. Where appropriate, sites should be identified for spatially decoupled parking to reduce on-site parking and provide parking that can be transitioned to another use.	This Planning Proposal includes provisions to encourage decoupled parking. This is further strengthened in the supporting DCP.
b. As an alternative to providing on-site parking, where a decoupled parking scheme provided by Council or a private operator is available and the parking spaces will be available to the development when required, developments may pay the decoupled parking operator a one-off set fee per parking space to finance the decoupled parking facility that can be used by both residents, visitors and employees of that development.	As above.

Considerations	Comments
c. Decoupled parking should be unbundled or separated from dwellings and building ownership, where possible. For buildings with decoupled, unbundled parking, a parking rate reduction of 40% on maximum parking rates can be applied.	Reductions in parking rates are redundant as no minimum car parking requirements are proposed.
d. Decoupled parking should be located within walking distance of the following maximum distances with no requirement to cross a Movement Corridor as defined on the Street Function Plan.	Controls are incorporated in the supporting DCP.
e. Decoupled parking will be transitioned to other uses when the following is met: i. major new public transport infrastructure is delivered to the community (e.g.: bus rapid transit, light rail or a major rail upgrade) ii. parking rates for the Precinct are reduced to a more accessible parking classification iii. it is deemed by Council that the parking demand is no longer required.	As above.
f. Where appropriate, decoupled parking should be recommissioned to community facilities, including library, childcare and public open space ahead of private residential or commercial uses.	As above.
<b>Parking and Access Design Requirements</b>	
a. Driveway access from Parramatta Road is to be restricted. Site access should be planned from adjoining roads or laneways behind sites.	The urban design study encourages access to commercial uses fronting Parramatta Road via rear laneways and easements, where possible. Supporting controls are provided in Council's DCP.
b. Where possible, driveway design should emphasise the pedestrian experience.	DCP controls strengthen these requirements.
c. Where possible, parking should be delivered as an asset that can be transitioned to another asset class in the future as car parking requirements are reduced.	This was investigated in Council's DCP, with accompanying guidelines provided.

<b>Considerations</b>	<b>Comments</b>
d. Where possible, basement parking must not protrude above the level of the adjacent street or public domain.	DCP controls strengthen these requirements.
e. For above ground parking, floor to ceiling heights should be a minimum of 3.1 metres to be able to be converted to residential or retail uses, or a minimum 4 metres for commercial uses.	As above.
f. Above grade parking should be screened from street frontages by active uses.	As above.
g. Basement car parking along Parramatta Road must not encroach into the Green Edge setback to ensure deep soil zones can be provided.	As above.
<b>Bicycle Parking Requirements</b>	
a. Bicycle parking is to be provided in accordance with the Table 3.4.	Bicycle parking requirements are provided in the supporting DCP.
b. Bicycle parking should be located in secure but publicly accessible locations with provision made for public bike spaces in addition to those for building occupants.	As above.
c. End-of-trip facilities for non-residential developments should be provided in accordance with Table 3.5.	The Planning Proposal includes provisions to provide end-of-trip facilities for non-residential developments. These is further expanded in the supporting DCP.
d. Where more than one shower/change cubicle is required, separate male and female facilities should be provided with sufficient flexibility incorporated into the design to modify the mix depending on the predominant users.	As above.
<b>Section 3.9: Active Transport</b>	
<b>Active Transport Requirements</b>	
a. Improve street network permeability across the Corridor, particularly for pedestrians and cyclists, by providing active transport routes where indicated on the Precinct Plans.	The Planning Proposal includes provisions for new through-site links as part of redevelopment of Opportunity Sites.  These links alongside additional links to improve accessibility and permeability will be identified in the supporting DCP.

Considerations	Comments
	Efforts are required from the NSW Government to improve street network permeability across the corridor, including any public domain improvements.
b. Prioritise safe and direct links to rail stations, open spaces and community facilities.	As above.
c. Connect missing links, particularly in the regional network (existing or planned).	As above.
d. Separate bikes from cars, where possible.	This is aligned with Council's LSPS and controls are provided in the DCP/ Council's Public Domain Strategy.
e. Provide bike parking and innovative, high quality and well-designed end of trip facilities that promote multi-modal trips and the efficient use of existing public and private parking facilities.	Bike parking requirements are provided in the DCP.
<b>Section 3.10 Sustainability &amp; Resilience</b>	
1. High performance buildings	<p>The Planning Proposal includes enhanced requirements for high performance buildings. These requirements are based on:</p> <ul style="list-style-type: none"> <li>• For residential development is currently regulated by the Building Sustainability Index (BASIX). Several reviews are underway, including the National Construction Code, that may influence existing tools, methods and requirements. The resulting Planning Proposal incorporates the recommendations of PRUCTS.</li> <li>• Section J of the National Construction Code regulates energy efficiency for small-scale non-residential development. The PRCUTS <i>Sustainability Implementation Plan 2016</i> included requirements for larger scale commercial and shopping centre development. New research and testing, by the City of Sydney (May 2021) has shown the PRUCTS requirements for energy are now outdated. As a result, the Planning Proposal aims to realise the PRCUTS intent for water and enhances energy requirements to match those outlined in the City of Sydney's Planning Proposal (PP-</li> </ul>

Considerations	Comments
	<p>2021-3645) - Performance Standards for Net Zero Buildings.</p> <p>This is further detailed in Appendix 10.</p>
<p>2. Reduced and decoupled strategic parking</p>	<p>Reduced, unbundled and decoupled car parking requirements are included in this Planning Proposal. These are consistent with PRCUTS and further justified by the preliminary findings of the Parramatta Road Precinct-wide Traffic and Transport Study.</p>
<p>3. Urban resilience and infrastructure delivery</p>	<p>The Planning Proposal incorporates specific provisions relating to urban resilience including:</p> <ul style="list-style-type: none"> <li>• Incorporation of green infrastructure to mitigate urban heat island effect</li> <li>• Tree canopy cover targets for R3 and B6 zones.</li> </ul> <p>The principle of infrastructure delivery underpins this Planning Proposal's objectives and provisions.</p>
<p><b>Sustainability and Resilience Requirements</b></p>	
<p>a. Future development should seek to satisfy the requirements set out in Table 3.6</p>	<p>As above.</p>
<p>b. Future development should demonstrate consistency with the smart parking strategies and design principles outlined in Section 3.8 – Car Parking and Bicycle Parking.</p>	<p>As above.</p>
<p>c. Public domain and buildings shall be designed to reduce localised heat created by the urban heat island affect by:</p> <ol style="list-style-type: none"> <li>i. maximising canopy cover on all streets that are designated as being Local, Places for People, or Vibrant on the Street Function Plans</li> <li>ii. targeting canopy cover of at least 60% over all pedestrian spaces (footpaths, trafficable pedestrian areas).</li> <li>iii. maximising the use of vegetation on buildings, including above ground parking facilities. Vegetation, green roofs, green walls, and materials with a high solar reflectance index are encouraged on at least 50% of the surfaces of all buildings. Western</li> </ol>	<p>The Planning Proposal includes the following provisions to reduce localised heat created by the urban heat island effect:</p> <ul style="list-style-type: none"> <li>• Tree canopy and deep soil cover targets in the private domain for R3 and B6 zones.</li> <li>• Where sites are constrained (e.g. existing high-density mixed-use urban sites, existing high streets), consider alternative design solutions for greening.</li> </ul> <p>Tree canopy cover target of at least 60% over all pedestrian spaces, footpaths and streets will be achieved through the Public Domain Strategy.</p>

Considerations	Comments
and northern building facades should be particular areas of focus.	
d. Flow rates from the site should not be more than pre-development site discharge.	Controls are provided in the supporting existing DCPs.
e. Stormwater run-off quality should seek to reduce annual loads of: i. total Nitrogen by 45% ii. total Phosphorus by 65% iii. total suspended solids by 85%	As above.
f. Develop design strategies and management measures to mitigate the impacts of climate change on key infrastructure and assets.	The Planning Proposal is aligned with this requirement and includes an objective to mitigate the impacts of climate change.  DCP controls provide strategies and management measures to mitigate these impacts.

### Built form Guidelines

Table 7: Consistency with P&DG Built form guidelines

Considerations	Comments
<b>4.1 Block Configuration and Site Planning</b>	
<b>Block Configuration and Site Planning Requirements</b>	
a. Respond to the scale of surrounding buildings and definition of the street networks and public spaces. b. Protect and enhance the rich, distinctive and valued character of the Corridor, particularly those elements that contribute to a sense of place and identity. c. Arrange building forms (including heights and massing) to reinforce the future desired structure and character of the area as set out in the relevant Precinct and Frame Area Guidelines. d. Ensure that buildings address the street, laneway, new through-site link or open space. e. Define street edges with low rise buildings or appropriately scaled podiums to create a pedestrian scale at street level. Sleeve larger buildings with finer grain active frontages to the street and public domain. f. Provide appropriate building separation to protect privacy and solar access to private and public property.	PRCUTS block configuration and site planning requirements have been considered thoroughly in undertaking the urban design study. These requirements have resulted in refinement of PRCUTS FSR and HOB recommendations to ensure that new development is responsive to the surrounding local area and contributes to a sense of place and identity.  Noting that PRCUTS spans over 28km, some of its requirements in relation to proposed FSR and HOB are high-level. There are also numerous discrepancies such as mismatch of heights and FSRs, diagrams/maps and corresponding text.  As such, PRCUTS' vision and objectives have been used as a guiding principle in Council's urban design study which has undertaken built form testing at a site-scale.  These block configuration and site planning requirements will be further expanded in the supporting DCP.

Considerations	Comments
<ul style="list-style-type: none"> <li>g. Emphasise building corners on key streets to signify key intersections and enhance public domain legibility.</li> <li>h. Consider possible future development on adjoining sites.</li> </ul>	
<b>Section 4.2: Building Massing, Scale and Building Articulation</b>	
<b>Building Massing and Scale Requirements</b>	
<ul style="list-style-type: none"> <li>a. Relate building height to street width and intended character.</li> <li>b. Buildings, or their individual elements, should be appropriately scaled to address and define the surrounding character.</li> <li>c. Reduce heights, increase setbacks or provide appropriate transitions to heritage buildings and places or sensitive uses.</li> <li>d. Changes in scale should be explored to create interest and enhance the relationship with the public domain.</li> <li>e. The GFA is to be no more than 75% of the building envelope.</li> <li>f. Floor plates above 8 storeys should be limited to 750m<sup>2</sup> GFA to create slender tower forms.</li> <li>g. The maximum building length should not exceed 60m.</li> <li>h. The maximum tower length should not exceed 45 metres and is to be considered in conjunction with tower floor plate controls.</li> <li>i. Identify and express street frontage heights with an upper level tower to create an appropriate street scale, sky views, and minimise wind down draft.</li> </ul>	<p>As above.</p> <p>In relation to 4.2 f., it is noted that Norton Plaza Opportunity site is the only site where the proposed building may be over 8 storeys. The draft Design and Place SEPP seeks to reduce the floorplate above 8 storeys to 700sqm. Any future development on this site will be consistent with the relevant SEPP requirements.</p>
<b>Building Articulation Principles</b>	
<ul style="list-style-type: none"> <li>a. Apply the relevant building articulation principles illustrated in Figures 4.2 - 4.7, based on location.</li> <li>b. The maximum wall length without articulation is 45m.</li> <li>c. Articulate building facades in plan and elevation to reduce the appearance of building bulk and to express the elements of the building's architecture.</li> <li>d. Interpret and respond to the positive attributes of a Precinct or Frame Area by incorporating dominant patterns,</li> </ul>	<p>These principles have been reviewed through the urban design study and are incorporated in the DCP.</p>



Considerations	Comments
<p>textures and compositions into the built form.</p> <p>e. Provide a sense of address and visual interest from the street through the use of insets and projections that create interest and, where relevant, the appearance of finer grain buildings, however, avoid recesses that undermine the safety of the public domain.</p> <p>f. Integrate ventilation louvres and car park entry doors into facade designs where located on street frontages.</p> <p>g. Buildings on corners should address both streets.</p>	
<b>Section 4.3: Setbacks and Street Frontage Heights</b>	
<b>Setbacks and Street Frontage Height Requirements</b>	
<p>a. Provide building setbacks and street frontage heights in accordance with Table 4.1.</p> <p>b. Reinforce street edges that contribute to the character of a historic or heritage conservation area.</p> <p>c. Design setbacks that will contribute positively to the pedestrian environment at street level.</p> <p>d. Retail shop fronts should reinforce the streetscape edge and integrate with footpath activity through transparent store front activity, where possible.</p>	<p>The setbacks and street frontage requirements have been reviewed through the urban design study.</p> <p>Revised requirements are included in Council's supporting DCP.</p> <p>Variations to PRCUTS setbacks and street frontage requirements are sought to achieve positive design outcomes as demonstrated in the urban design study.</p>
<b>Section 4.4: Transition Zones and Sensitive Interfaces</b>	
<b>Transition Zone and Sensitive Interface Requirements</b>	
<p>a. Implement the transitions and sensitive interfaces in accordance with the Guidelines for individual Precincts and Frame Areas illustrated in Figures 4.8 - 4.13.</p> <p>b. Encourage the gradual stepping up of the built form at the interface of existing low-rise development and proposed higher rise development.</p> <p>c. Encourage new development that is sensitive and complementary in scale and site location to surrounding properties of identified heritage and/or streetscape value, and which contributes positively to the desired character of the street or area concerned.</p>	<p>In response to these requirements, the urban design study has recommended variations to PRCUTS building envelope controls (incl. density and building heights).</p> <p>This is particularly relevant to achieve 4.4b and 4.4c.</p>

Considerations	Comments
<b>Section 4.5: Building Typologies</b>	
<b>Residential Building Requirements</b>	
<p>a. Locate residential uses in accordance with the Precinct Plans.</p> <p>b. Provide a minimum floor to floor height of 3.1 metres.</p> <p>c. Ensure ground floor dwellings have a primary street address or are oriented to the public domain and have clear legible entries.</p> <p>d. Comply with the Apartment Design Guide (if relevant).</p>	<p>The Planning Proposal and supporting urban design study are aligned with these requirements.</p> <p>In addition, three B6 zoned sites are identified in Kings Bay to introduce residential uses above ground floor. These sites have been strategically selected to capitalise on the proximity to proposed Sydney Metro Five Dock Station.</p>
<b>Commercial Building Requirements</b>	
<p>a. Locate commercial uses in accordance with the Precinct Plans.</p>	<p>The Planning Proposal is aligned with this requirement.</p>
<p>b. Provide a minimum floor to floor height of 4.0 metres.</p>	<p>The urban design study assumes 5m floor to floor height on ground level and 3.6m on upper levels for commercial uses.</p> <p>This adjustment has resulted in refinement of PRCUTS HOB controls.</p>
<p>c. Provide legible entry/ lobby areas accessed from a public street and address streets to provide surveillance to increase safety and activation of streets.</p>	<p>Supporting controls are included in Council's DCP.</p>
<p>d. Ground floor tenancies and building entry lobbies are to have entries and ground floor levels at the same level as the adjacent footpath or public domain.</p>	<p>As above.</p>
<b>Mixed Use Building Requirements</b>	
<p>a. Provide a range of appropriately sized and configured tenancies that meet commercial or market needs.</p>	<p>This is in line with Council's economic feasibility and urban design study recommendations.</p> <p>This requirement has resulted in variations to proposed building heights especially in Leichhardt precinct.</p> <p>Higher floor to floor heights are proposed on ground and first floor level on B2 zoned land:</p> <ul style="list-style-type: none"> <li>• 5m on ground level for employment uses</li> <li>• 4m on first floor for residential uses to transition into employment uses as the market demand grows.</li> </ul>

Considerations	Comments
b. Incorporate non-retail uses such as supermarkets, gymnasiums, child-care centres, community facilities and medical suites that service the local residential and worker population.	The land uses permitted under existing and proposed zoning would assist in meeting this requirement.
c. Ensure the location of ground floor uses either activates or provides surveillance to the public domain.	The Planning Proposal includes active frontage provisions to facilitate public domain activity and provide surveillance.
d. Create clear legible entries for each use.	This is incorporated in the supporting DCP.
<b>Industrial and Employment Building Requirements</b>	
a. Locate office components on main road frontages	As above.
b. Use high quality materials and an appropriate colour palette where buildings are visible from the public domain and to add visual interest	The Planning Proposal includes provision requiring use of complementary high-quality building materials and finishes.
c. Locate service entries and loading on secondary streets	This is incorporated in the supporting DCP.
d. Provide landscape setbacks on primary streets.	1.5m landscaped setback to Parramatta Road is required for Kings Bay Opportunity Sites as included in the Planning Proposal's site-specific provisions.  For the remaining Kings Bay B6 zoned land, this is required through the supporting built form controls in the DCP.
<b>Section 4.6: Active and Commercial Frontages</b>	
<b>Active and Commercial Frontage Requirements</b>	
<p>a. Locate Active Frontages and Commercial Frontage on streets and fronting open space, urban plaza and public domain generally in accordance with the Guidelines for the relevant Precinct and Frame Area.</p> <p>b. Create a fine grain of Active and Commercial Frontages to ensure an integrated street edge and reduce building massing.</p> <p>c. Encourage ground floor activities to spill out into the public domain to create a vibrant streetscape and promote a sense of community</p> <p>d. Screen large retail tenancies by smaller tenancies for greater street activation and retail variety where appropriate.</p>	<p>PRCUTS requirements for active frontages are included in this Planning Proposal and in the supporting DCP.</p> <p>Reference to commercial frontages is excluded as:</p> <ul style="list-style-type: none"> <li>• Both active and commercial frontages intend to achieve the same objectives in relation to activity and passive surveillance.</li> <li>• Active street frontages are already a defined term in the LEP whereas commercial frontages are not.</li> </ul>

Considerations	Comments
<ul style="list-style-type: none"> <li>e. Provide clearly defined and visible building entries which directly address the street</li> <li>f. Provide awnings or colonnades for weather protection and shade along active frontages.</li> </ul>	
<b>Section 4.7: Building Entries and Fencing</b>	
<b>Building Entry and Fencing Requirements</b>	
<ul style="list-style-type: none"> <li>a. Accentuate building entries through signage, street numbers and landscaping.</li> <li>b. Achieve a fine grain of entries along streets to reinforce activation, movement in and out of buildings, and for multiple 'eyes on the street'.</li> <li>c. Ground floor dwellings should be accessed from the street, where possible.</li> <li>d. Avoid car parking entries and loading docks on main streets. The location and widths of any services, infrastructure and car park entries on Active Frontages must be minimised.</li> <li>e. Where possible, use low level, transparent or partially open fencing is proposed.</li> <li>f. Front fencing should respect existing character or contribute to the future desired character.</li> </ul>	<p>Controls are incorporated in the supporting DCP to ensure compliance with building entry and fencing requirements.</p>
<b>Section 4.8: Amenity</b>	
<b>View Requirements</b>	
<ul style="list-style-type: none"> <li>a. Protect significant views to and from public places</li> <li>b. Configure built form to enhance or frame views to significant places or elements, or support legibility of the area.</li> <li>c. Buildings should not impede key views from the public domain to important public places, parks, heritage buildings and monuments.</li> </ul>	<p>The urban design study is generally consistent with the PRCUTS View requirements.</p> <p>The urban design study guided controls relating to view requirements in the supporting DCP.</p>
<b>Shadowing and Solar Access Requirements</b>	
<ul style="list-style-type: none"> <li>a. Orientate taller elements north-south to minimise overshadowing.</li> </ul>	<p>The Planning Proposal is informed by site-specific testing as detailed in the urban design study including shadowing and solar access analysis to ensure built form</p>
<ul style="list-style-type: none"> <li>b. Manage height of east-west buildings to allow solar access to courtyard</li> </ul>	

Considerations	Comments
spaces and adjoining open space and roads.	outcomes are consistent with PRUCTS and best practice.
c. Maximise direct solar access to adjoining properties.	These requirements are incorporated into the Council's DCP.
d. Minimise shadowing of public and private open space.	
<b>Visual and Acoustic Amenity Requirements</b>	
a. Orient and design development to optimise visual and acoustic privacy between buildings.	The urban design study is generally consistent with the PRCUTS visual and acoustic amenity requirements.  Council has undertaken acoustic assessment for Leichhardt precinct as at Appendix 7.  Specific visual and acoustic amenity objectives and controls are incorporated in the supporting DCP.
b. Configure and landscape internal courtyards to optimise visual privacy whilst also allowing passive surveillance opportunities.	
c. Attenuate noise impacts between residential and non-residential components of mixed-use development.	
d. Employ design measures to minimize loss of privacy.	
<b>Air and Noise Quality Requirements</b>	
a. Development on busy roads (an annual average daily traffic volume of more than 40,000 vehicles) is to consider the provisions of the State Environmental Planning Policy Transport and Infrastructure 2021 and Development Near Rail Corridors and Busy Roads Interim Guidelines.	This Planning Proposal does not hinder the provisions of this SEPP.  Consistency with SEPP Transport and Infrastructure 2021 will be demonstrated at the DA stage.
b. Internal habitable rooms of dwellings are to be designed to achieve internal noise levels of no greater than 50dBA.	Controls are provided in the supporting DCP.
c. Adopt the planning and design approaches and architectural treatments outlined in Figure 4.14 - 4.21 to minimise noise and air quality impacts from abutting busy roads, rail corridors and other noise-generating land uses.	As above.
d. Consider the Indicative Floor Plans at Appendix A when designing development on busy roads.	As above.
<b>Section 4.9: Accessibility, Safety and Security</b>	

Considerations	Comments
<b>A. Accessibility Requirements</b>	
a. Ensure that public buildings and spaces are designed to be universally accessible.	The Planning Proposal and supporting DCP ensure all public buildings and places maximise accessibility for all users.
b. Incorporate accessibility into the design of new buildings, public spaces and the public domain.	As above.
c. Incorporate solutions which lead to an improvement in accessibility and freedom of choice offered to the user.	As above.
d. Accommodate a wide range of ancillary aids and support interactive usage through open space and public domain.	As above.
e. Consider changing lifestyles and changing use of space.	As above.
f. Incorporate adaptable dwelling opportunities to cater for occupants with a disability.	Residential apartments will meet the requirements of the Apartment Design Guide including provision of liveable dwellings.
<b>B. Safety and Security Requirements</b>	
a. Ensure the design for new public spaces, streets and new development minimises crime and supports community safety by applying Crime Prevention Through Environmental Design.	The Planning Proposal and supporting DCP implement objectives and controls to maximise safety and security through design, active frontages, built form, and public domain works.
b. (CPTED)'s Safer by Design Guidelines.	As above.
c. Encourage passive surveillance of streets and other public places.	As above.
d. Ensure ground floor uses to buildings edging public space are predominantly active.	As above.
e. Minimise opportunities for concealment or entrapment by removing or illuminating alcoves or designing alcoves with splayed edges.	As above.
f. Maintain unobstructed sightlines between and around buildings wherever possible.	As above.
g. Remove or redesign any physical features that are known to compromise safety and security.	As above.

Considerations	Comments
h. Improve the quality of lighting in streets, parks and other public spaces.	As above.
i. Create landscapes and physical locations that channel and group pedestrians into target areas	As above and in addition, the location of pedestrian plazas and through-site links are used to enhance active transport and connect vibrant areas.
<b>Section 4.10: Signage and Advertising</b>	
<b>Signage and Advertising Requirements</b>	
a. Signage is to comply with the requirements of former <i>State Environmental Planning Policy No 64-Advertising and Signage</i> .	This Planning Proposal does not hinder the provisions of this former SEPP.
b. Encourage quality signage that contributes positively to the streetscape and creates a sense of place. Advertising signs should complement the design of buildings and the overall character of streets and Precincts and Frame Areas.	The former SEPP is further supported by objectives and controls within the Inner West LEP and DCP to support outcomes for specific locations of the Planning Proposal.
c. The main facades of buildings from the first floor to the rooftop or parapet are to be uncluttered and generally free of signage.	As above.
d. Freestanding signs are not to be located on the top of buildings and should not impact on the skyline when viewed from the street.	As above.
e. Provide appropriate directional, informational and regulatory signage.	As above.
f. Signage must relate to an approved use on the property/site.	As above.
g. Incorporate clear signage for access and egress around public transport and public places.	As above.
h. Signs painted on or applied to the roof of a building are not permitted.	As above.
i. Despite any other requirements, existing signs that have heritage value must be retained where appropriate, preferably in their original location, or adaptively reused.	As above.

## Leichhardt Precinct Guidelines

Table 8: Consistency with P&DG Leichhardt Precinct Guidelines

Considerations	Comments
<b>Section 11.4: Future Character and Identity (Vision)</b>	
Capitalising on the improved, high-capacity public transport connections along Parramatta Road to the CBD.	<p>Subject to the NSW Government's decision to deliver a high-capacity public transport connection.</p> <p>This Planning Proposal is Stage 1 of the PRUCTS Strategy and within the Leichhardt Precinct focusses on Norton Street and its immediate connection with Parramatta Road that is serviced by a variety of bus routes.</p>
Revitalising Norton Street and key sites along Parramatta Road through appropriate intensification of residential and retail uses which are essential to creating a critical mass.	The proposed population, dwellings and job growth in the Leichhardt precinct will support in revitalising Norton Street.
Reinforcing the significant elements of the eight (8) local character areas recognised in the Parramatta Road Corridor Fine Grain Study, September 2016.	<p>This Planning Proposal supports the significant elements of five of the eight-character areas being:</p> <ul style="list-style-type: none"> <li>• 2 - Norton Street - east side</li> <li>• 4 - Balmain Road - west side</li> <li>• 6 - Crystal Street</li> <li>• 7 - Dot Lane between Norton and Balmain Road</li> <li>• 8 - Junction of Parramatta Road and Norton Street.</li> </ul> <p>Council's DCP provides guidance on the significant elements of the local character areas.</p>
For each character area, implementing the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016.	Outcomes for each character area have been further informed by a detailed urban design study.
Maximising east-west connections to improve permeability and create new laneway experiences and connections by incentivising development in appropriate locations.	Consistent, specifically, in relation to character area 2 and 4 where a formalised public link is proposed.
Providing new areas of public open space within the Precinct.	As above.
Providing activated streetscapes and improved public domain particularly on north-south streets to create new 'green fingers'.	Consistent with overall Precinct Planning. Will be progressed through redevelopment or as public domain works by Council.



Considerations	Comments																				
Enhancing links to Petersham Station by focussing on north-south connectivity across Parramatta Road and along Railway Street.	This Planning Proposal includes the Crystal Street character area but does not dissuade connection to Petersham Station.																				
Reducing parking rates across the Precinct to capitalise on the strong public transport along Parramatta Road.	PRCUTS car parking rates are included in this Planning Proposal's provisions.																				
Incorporating car parking into future development to unlock existing car parks and repurposing them for open space.	Consistent and implemented through the rezoning of existing car park at 2 Hay Street, Leichhardt to RE1 Public Recreation.																				
Proposed Growth Projections	See detailed analysis below.																				
<p>PRCUTS has projections for 1100 new homes by 2050 and 3250 new jobs by 2050 in the Leichhardt precinct by 2050. These projections are flawed as the corresponding assumptions for average apartment size or workspace ratio are inconsistent (See table below).</p> <table border="1"> <thead> <tr> <th></th> <th>BY 2023</th> <th>BY 2050*</th> <th>BY 2023</th> <th>BY 2050*</th> </tr> </thead> <tbody> <tr> <td><b>ADDITIONAL GFA(SQM)</b></td> <td>121,000</td> <td>234,500</td> <td>71,000</td> <td>185,000</td> </tr> <tr> <td><b>DWELLINGS/ JOBS</b></td> <td>880</td> <td>1,100</td> <td>3,250</td> <td>3,602</td> </tr> <tr> <td><b>Corresponding PRCUTS average apartment size or workspace ratio (sqm)</b></td> <td>138</td> <td>213</td> <td>21.8</td> <td>51</td> </tr> </tbody> </table> <p>PRCUTS assumptions for average unit size and workspace ratios appear to be remarkably different for the years to 2023 and those to 2050. It is also noted that these assumptions appear to be quite different to PRCUTS own assumptions for the Camperdown and Taverners Hill precincts.</p> <p>The job projections are of particular concern as an additional employment GFA of 114,000 sqm is forecast between the years 2023 and 2050, which does not correspond with the projected job growth of only 352 jobs in that period. Such a land use scenario would potentially result in a highly unlikely workspace ratio of 342 sqm per employee.</p> <p>Overall, according to PRCUTS, projected retail and commercial job growth for the Leichhardt and Taverners Hill precincts seems to be higher than that for the Camperdown precinct where the PRCUTS recommendations should lead to higher levels of employment in the health and education sectors.</p> <p>Council and DPE have worked together to recalibrate the dwelling projections based on PRCUTS recommended controls. The below table provides the agreed corrected PRCUTS projections. The relevant statistical work was initially undertaken by DPE's Employment, Land-use and Population Analytics team. This was then supplemented and updated by the June 2021 SGS Economics and Planning peer review of the land use projections for Parramatta Road Precinct-wide Traffic and Transport Study by DPE.</p>			BY 2023	BY 2050*	BY 2023	BY 2050*	<b>ADDITIONAL GFA(SQM)</b>	121,000	234,500	71,000	185,000	<b>DWELLINGS/ JOBS</b>	880	1,100	3,250	3,602	<b>Corresponding PRCUTS average apartment size or workspace ratio (sqm)</b>	138	213	21.8	51
	BY 2023	BY 2050*	BY 2023	BY 2050*																	
<b>ADDITIONAL GFA(SQM)</b>	121,000	234,500	71,000	185,000																	
<b>DWELLINGS/ JOBS</b>	880	1,100	3,250	3,602																	
<b>Corresponding PRCUTS average apartment size or workspace ratio (sqm)</b>	138	213	21.8	51																	

Considerations		Comments		
	PRCUTS Corrected (P1)	PRCUTS original (P) (for comparison)	Difference (P) – (P1) PRCUTS Underestimate	% difference PRCUTS Underestimate
Additional dwellings by 2050	2,366	1,100	-1,266	-115%
Additional population by 2050	4,048	2,160	-1,888	-87%

The table above illustrates how PRCUTS has significantly underestimated its dwelling and population projections by 115%. The table below is Council's estimate of the likely number of jobs that would be generated by PRCUTS. These are based on SGS employee/floorspace ratios.

	PRCUTS Corrected (P1)	PRCUTS original (P) (for comparison)	Difference (P) – (P1) PRCUTS overestimate	% difference PRCUTS overestimate
Additional jobs by 2050	759	3,602	+2,843	+374%

The table above shows that PRCUTS recommended land-use zoning and FSRs would result in 2843 fewer jobs by 2050 compared to original PRCUTS job projections for Leichhardt precinct.

Overall, these corrected projections demonstrate that the errors in the original PRCUTS projections are so substantial that these cannot be relied upon.

Council has worked closely with its urban design and economic consultants to determine more accurate additional dwelling and jobs projections that would flow from the uplift in planning controls put forward in this Planning Proposal. The proposed yield estimates for Leichhardt are shown below:

Additional	Stage 1 LEP 2A Short term (2021-2026)
Population	1452
Dwellings	764
Jobs	1378

Proposed Indicative Land use mix

This Planning Proposal is Stage 1 for the Leichhardt Precinct and aims to deliver the following GFA:

Commercial:

- Current – 12,324m<sup>2</sup>
- Proposed – 42,628m<sup>2</sup>
- Uplift of – 30,304m<sup>2</sup>

Residential:

- Current – 74,976m<sup>2</sup>
- Proposed -132,694m<sup>2</sup>
- Uplift - 57,718m<sup>2</sup>

## Section 11.5: Open Space, Linkages and Connections and Public Domain

### Open space requirements

Considerations	Comments
a. Convert the northern end of Petersham Street into a new 300m <sup>2</sup> pocket park.	This is being implemented through the Parramatta Road Public Domain Urban Amenity Improvement Plan (UAIP). See Appendix 13.
b. Provide a new urban plaza or park midway along Norton Street.	Consistent. This is a key public domain component for redevelopment of Norton Street Plaza.
c. 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.	Consistent. See previous comment regarding at grade car park on Hay Street. A cycle link will be created through Dot Lane by the Parramatta Road UAIP.
d. Wherever possible, provide a series of connected open spaces through future development to achieve a diverse sequence of open spaces, uses and active frontages.	Consistent.
e. Rethink the design and security arrangements of Leichhardt Public School to allow the school playground to be used publicly after school hours (whilst maintaining school security requirements during school hours).	Department of Education are the lead delivery agent.
<b>Linkage and Connection Requirements</b>	
a. Create new green lungs on north-south oriented streets that are perpendicular to Parramatta Road.	Consistent with overall Precinct Planning. Will be progressed through redevelopment or as public domain works by Council.
b. Break up long blocks and provide new laneways to create a network of high-quality pedestrian prioritised links.	As above.
c. Provide new walking and cycling connections between Norton Street and Balmain Road and on Dot Lane to connect Renwick Street and Albion Street.	Consistent. The Dot Lane cycle link will be created through the Parramatta Road UAIP.
d. Upgrade the following walking and cycling links: <ul style="list-style-type: none"> <li>i. Norton Street between Parramatta Road and Marion Street.</li> <li>ii. Parramatta Road between Renwick Street and Catherine Street.</li> <li>iii. the existing north-south links on Renwick Street and Railway Street.</li> </ul>	Consistent. As above.
e. Provide new strategic cycle links on Dot Lane and across Parramatta Road to connect Railway Street.	The Dot Lane cycle link will be created through the Parramatta Road UAIP.

<b>Considerations</b>	<b>Comments</b>
<b>Public Domain Requirements</b>	
a. Refer to Corridor wide Guidelines at Section 3.	See previous comments.
b. Street trees along should be protected and enhanced.	Consistent.
<b>Section 11.6 Street Function and Precinct Transport</b>	
<b>Precinct Transport Requirements</b>	
a. Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.	TfNSW is the lead delivery agent. Parramatta Road Precinct-wide Traffic and Transport Study completed.
b. Refer to additional Corridor-wide Guidelines at Section 3.	See previous comments.
<b>11.7 Fine Grain</b>	
<b>Fine Grain Requirements</b>	
a. Demonstrate consistency with the objectives and key guidelines for the relevant character area as set out in the Parramatta Road Corridor Fine Grain Study, September 2016. Character areas are shown in Figure 11.12.	See previous comments.
<b>11.8 Green Edge Setbacks, Transitions and Activity and Commercial Zones</b>	
<b>Setback and Transition Requirements</b>	
a. Maintain and reinforce a zero-lot setback to Parramatta Road. A zero-lot setback is not required where an Indicative Zone for Rapid Transit is identified.	Generally consistent - setback on all frontages, street wall heights and additional setback between development were informed by detailed site-specific urban design testing.  Due to the uncertainty regarding the location of Rapid Transit Superstop, the Planning Proposal includes provisions for proposed development to be designed with consideration of future transport infrastructure.
b. Demonstrate consistency with the typical section for Parramatta Road illustrated in Figure 11.13.	Generally consistent – as above.
c. Reinstate the zero-lot setback to Norton Street through all new development. Setbacks should only be provided to accommodate new open space or plazas as required by Section 11.5.	Generally consistent – as above.  Setback and transition requirements will be incorporated in the supporting DCP.

Considerations	Comments
d. Upper level setbacks may be provided on deep blocks on the eastern side of North Street so long as the predominant 2-3 storey street wall is preserved.	Consistent.
e. Provide setbacks consistent with Section 4 of the Guidelines in all other areas of the Precinct and Frame Area.	Generally consistent – see previous comments.
f. Provide a built form transition consistent with Figure 11.14 to new open space on Norton Street and Hay Street to ensure that at least 50% of the open space will receive a minimum of 3 hour direct solar access between 11am and 3pm on 21 June.	Generally consistent – as above.
g. Provide a built form transition consistent with Figure 11.15 to existing built form.	Consistent.
<b>Active Zone Requirements</b>	
a. Active Frontages are to be provided in the locations illustrated in Figure 11.13.	The Planning Proposal includes active street frontage provisions – consistent with PRCUTS.
b. New Through Site Links and Prioritised Pedestrian Links should be lined with Active Frontages.	Consistent.
c. An Active Frontage may only be replaced by the addition of new public open space, urban plaza or addition of new east-west connections.	Consistent.
d. The ground level of development along the full length of Parramatta Road must be a non-residential use.	Consistent.
e. Active Frontages provided along Parramatta Road, Norton Street, Crystal Street and Balmain Road must also consider the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016.	Consistent.
f. The ground floor level of Active and Commercial Frontages is to match the street level.	Generally consistent. Term ‘commercial frontage’ not used within the Planning Proposal.
g. Provide consistent paving, street furniture, signage, planting and lighting along Active Frontages.	Consistent as it applies to this Planning Proposal.

Considerations	Comments
	Detailed Public Domain Guidelines are informed via the Public Domain Strategy and enforced through the supporting DCP.
<b>Section 11.9 Consistency with Recommended Planning Controls</b>	
<ul style="list-style-type: none"> <li>a. Land zoning</li> <li>b. Building Height</li> <li>c. Densities</li> </ul>	<p>Generally consistent.</p> <p>The Planning Proposal's Land zoning, Building Heights and Densities have been further informed by detailed site-specific urban design testing.</p> <p>Any variations to PRCUTS recommended Planning Controls is explained and justified in Architectus' Urban Design Study at Appendix 2.</p>

### Taverners Hill Precinct Guidelines

Table 9: Consistency with P&DG Taverners Hill Precinct Guidelines

Considerations	Comments
<b>Section 10.4: Future Character and Identity (Vision)</b>	
Positioning Taverners Hill as a transit-oriented development to capitalise on the existing rail service provision and the rapid transit network along Parramatta Road.	<p>Subject to the NSW Government's decision to deliver a high-capacity public transport connection.</p> <p>This Planning Proposal is Stage 1 of the PRUCTS Strategy and within Taverners Hills includes locations in proximity to Lewisham Station and Taverners Hill Light Rail Station.</p>
Encouraging appropriately scaled residential uses and a mix of employment and non-residential uses and a variety of creative industries.	Generally consistent. Stage 1 locations are predominantly residential and encourage diversification of existing housing stock.
Retaining the heritage and fine grain industrial character and appropriately transitioning new, higher-density development to existing areas and conservation areas.	The Planning Proposal's FSR/HOB incentive mechanism will assist in achieving this vision.
Providing clearly defined, high quality and safe pedestrian and cycling linkages to both light and heavy rail stations and across Parramatta Road.	Guidance is delivered via Council's Bike Strategy and Public Domain Strategy.
Enhancing access to open space areas to the north, the GreenWay as well as Leichhardt (Norton Street) in the east.	As above.
Creating pockets for urban spaces and high pedestrian activity by introducing new	As above.

Considerations	Comments																				
laneways and pedestrian prioritised linkages which enhance permeability, provide activated streetscapes, and link new developments, key uses and activities across the Precinct.																					
Completing missing links along the GreenWay at Parramatta Road and Longport Street.	GreenWay Missing Links Project is underway. Note Longport Street is outside PRCUTS boundaries.																				
Designing for the impact of major through-traffic roads.	Efforts are required by State Government to implement traffic calming measures along major thorough-traffic roads such as Old Canterbury Road and Paramatta road in Taverners Hill precinct.  Consistency with the Transport and Infrastructure SEPP 2021 and Busy Roads Guidelines will be demonstrated at the DA stage.																				
Addressing aircraft noise.	Consistent. Taverners Hill Precinct is impacted by ANEF 15.																				
Proposed Growth Projections	See detailed analysis below.																				
<p>PRCUTS has projections for 1300 new homes by 2050 and 4100 new jobs by 2050 in the Taverners Hill precinct by 2050. These projections are flawed as the corresponding assumptions for average apartment size or workspace ratio are inconsistent (See table below).</p> <table border="1"> <thead> <tr> <th></th> <th>BY 2023</th> <th>BY 2050*</th> <th>BY 2023</th> <th>BY 2050*</th> </tr> </thead> <tbody> <tr> <td><b>ADDITIONAL GFA(SQM)</b></td> <td>47,000</td> <td>217,000</td> <td>35,000</td> <td>385,000</td> </tr> <tr> <td><b>DWELLINGS/ JOBS</b></td> <td>451</td> <td>1350</td> <td>3720</td> <td>4110</td> </tr> <tr> <td><b>Corresponding PRCUTS average apartment size or workspace ratio (sqm)</b></td> <td>104</td> <td>161</td> <td>9</td> <td>94</td> </tr> </tbody> </table> <p>Like Leichhardt above, PRCUTS assumptions for average unit size and workspace ratios appear to be remarkably different for the years to 2023 and those to 2050.</p> <p>PRCUTS envisages an additional employment GFA of 350000 sqm between 2023 and 2050 but a corresponding increase of only 390 jobs in the same period. This would potentially result in an average workspace ratio of 897 sqm per employee which is extremely unlikely.</p> <p>Council and DPE have worked together to recalibrate the dwelling projections based on PRCUTS recommended controls. The below table provides the agreed corrected PRCUTS projections. The relevant statistical work was initially undertaken by DPE's Employment, Land-use and Population Analytics team. This was then supplemented and updated by the June 2021 SGS Economics and Planning peer review of the land use projections for Parramatta Road Precinct-wide Traffic and Transport Study by DPE.</p>			BY 2023	BY 2050*	BY 2023	BY 2050*	<b>ADDITIONAL GFA(SQM)</b>	47,000	217,000	35,000	385,000	<b>DWELLINGS/ JOBS</b>	451	1350	3720	4110	<b>Corresponding PRCUTS average apartment size or workspace ratio (sqm)</b>	104	161	9	94
	BY 2023	BY 2050*	BY 2023	BY 2050*																	
<b>ADDITIONAL GFA(SQM)</b>	47,000	217,000	35,000	385,000																	
<b>DWELLINGS/ JOBS</b>	451	1350	3720	4110																	
<b>Corresponding PRCUTS average apartment size or workspace ratio (sqm)</b>	104	161	9	94																	

Considerations		Comments		
	PRCUTS Corrected (P1)	PRCUTS original (P) (for comparison)	Difference (P) – (P1) PRCUTS Underestimate	% difference PRCUTS Underestimate
Additional dwellings by 2050	2,690	1,350	-1,340	-99%
Additional population by 2050	4,391	3,265	-1,126	-34%

The table above illustrates how PRCUTS has significantly underestimated its projections by approximately 100%. The table below is Council's estimate of the likely number of jobs that would be generated by PRCUTS. These are based on SGS employee/floorspace ratios.

	PRCUTS Corrected (P1)	PRCUTS original (P) (for comparison)	Difference (P) – (P1) PRCUTS overestimate	% difference PRCUTS overestimate
Additional jobs by 2050	351	4110	+3759	+1070%

The table shows that PRCUTS recommended land-use zoning and FSRs would result in 3759 fewer jobs by 2050 compared to original PRCUTS job projections for Taverners Hill precinct.

Overall, these corrected projections demonstrate that the errors in the original PRCUTS projections are so substantial that these cannot be relied upon.

Council has worked closely with its urban design and economic consultants to determine more accurate additional dwelling and jobs projections that would flow from the uplift in planning controls put forward in this Planning Proposal. The proposed yield estimates for Taverners Hill are shown below. Note this Planning Proposal does not include any employment lands and therefore, there is no change to number of existing jobs.

Additional	Stage 1 LEP 2A Short term (2021-2026)
Population	876
Dwellings	438

Proposed Indicative Land use mix

This Planning Proposal (Stage 1 – LEP2A PRCUTS) is focussed on residential areas for the Taverners Hill Precinct and aims to deliver the following GFA:

Residential:

- Current – 22,873m<sup>2</sup>
- Proposed - 47,209m<sup>2</sup>
- Uplift – 24,336m<sup>2</sup>

### Section 10.5: Open Space, Linkages and Connections and Public Domain

#### Open space requirements

a. Provide a new urban plaza or park midway along Tebbutt Street to Flood Street.

Link between Upward Street and George Street has already been delivered through the redevelopment of Kolotex and Labelcraft sites.

Links between Tebbutt Street and Upward Street, and George Street and Flood



Considerations	Comments
	Street are outside the study area of this Planning Proposal. These will be investigated and implemented through future works.
b. Wherever possible, provide a series of connected open spaces through future development to achieve a diverse sequence of open spaces, uses and active frontages.	Generally consistent – although mostly falls outside the Planning Proposal boundary.
c. Rethink the design and security arrangements of Kegworth Public School to allow the school playground to be used publicly after school hours (whilst maintaining school security requirements during school hours).	Department of Education are the lead delivery agent.
d. Promote roof top communal open space.	Incorporated in the supporting DCP.
<b>Linkage and Connection Requirements</b>	
a. Create new green lungs on north-south oriented streets that are perpendicular to Parramatta Road.	Consistent with overall Precinct Planning. Will be progressed via redevelopment or public domain works by Council.
b. Provide a new east-west link on Nestor Lane to connect Carrington Street, Old Canterbury Road and Brown Street and improve east-west access to the GreenWay.	The east-west link along Nestor Lane will not be pursued as it is impractical to be delivered. Extending Nestor Lane west to the edge of the precinct to link to Greenway would lead into an embankment along Brown Street due to difference in ground level.
c. Break up long blocks between Tebbutt Street and George Street to provide high quality pedestrian-prioritised links that improve permeability and create a connected network of open spaces, linkages and connections.	<p>A new through-site link is proposed between Tebbutt Street and Upward Street which is to the south of the are covered by this Planning Proposal.</p> <p>Council’s Flood Engineers have requested for this connection to be moved south of what is proposed in PRCUTS to provide a through-site link which can accommodate an overland flowpath with a new stormwater connection/culvert underground to manage the flooding impacts.</p> <p>This link is outside the scope of the current Planning Proposal and will be dealt through future works.</p>
d. Prioritise Lords Road, Tebbutt Street north of Parramatta Road and Carrington Street for pedestrians.	To be achieved via Council’s Public Domain Planning.

<b>Considerations</b>	<b>Comments</b>
e. Strengthen the distinct laneway character of George Street and Upward Street, while also improving safety and amenity.	This has already been delivered partially through the redevelopment of Kolotex and Labelcraft sites.
f. Promote Flood Street as the one of the primary pedestrian and cycle connections, between Petersham Park and Lewisham Station to the south, and MarketPlace Leichhardt to the north.	Flood Street is outside the scope of this Planning Proposal.  Improvements to public domain will be achieved through Council's Public Domain Planning.
g. Improve the pedestrian amenity on Parramatta Road to achieve a high pedestrian activity area.	Parramatta Road is a State Classified Road.  Efforts are required from TfNSW to achieve this vision.
<b>Public Domain Requirements</b>	
a. Refer to Corridor wide Guidelines at Section 3.	See previous comments.
b. Street trees along should be protected and enhanced.	See previous comments.
<b>Section 10.6 Street Function and Precinct Transport</b>	
<b>Precinct Transport Requirements</b>	
a. Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.	TfNSW is the lead delivery agent.  Parramatta Road Precinct-wide Traffic and Transport Study is currently underway.
b. Refer to additional Corridor-wide Guidelines at Section 3.	See previous comments.
<b>10.7 Fine Grain</b>	
<b>Fine Grain Requirements</b>	
a. Demonstrate consistency with the objectives and key guidelines for the relevant character area as set out in the Parramatta Road Corridor Fine Grain Study, September 2016. Character areas are shown in Figure 10.12.	This Planning Proposal supports the significant elements of three of the eight-character areas being: <ul style="list-style-type: none"> <li>• 3 – Lewisham North</li> <li>• 4 – Kegworth School</li> <li>• 5 – George Street</li> </ul> Council's DCP expands on the significant elements of the local character areas .
<b>10.8 Green Edge Setbacks, Transitions and Activity and Commercial Zones</b>	
<b>Setback and Transition Requirements</b>	
a. Green Edge setbacks are to be provided in the locations illustrated in Figure 10.13.	There are no sites with Green Edge setbacks in this Planning Proposal.
b. Maintain and reinforce a zero-lot setback to Parramatta Road east of Hawthorne	At this stage, the Planning Proposal area excludes sites along Parramatta Road.

Considerations	Comments
Canal. A zero-lot setback is not required where an Indicative Zone for Rapid Transit is identified.	
c. Demonstrate consistency with the typical section for Parramatta Road illustrated in Figure 10.16.	As above.
d. Reinstate the zero-lot setback to Tebbutt Street through all new development. Setbacks should only be provided at the intersection of Tebbutt Street and Parramatta Road to amplify the prominence of Precincts entry.	Generally consistent for the area of Tebbutt Street within Planning Proposal Stage 1. Setbacks have been further informed by detailed site-specific urban design testing.
e. Upper level setbacks may be provided on deep blocks on Parramatta Road, Tebbutt Street and elsewhere throughout the Precinct so long as the predominant 2-3 storey street wall is preserved in the location identified by the Parramatta Road Corridor Fine Grain Study, September 2016.	Generally consistent. As above.
f. Provide setbacks consistent with Section 4 of the Guidelines in all other areas of the Precinct and Frame Area.	Generally consistent. Detailed built form controls (incl. setbacks, transitions and street frontages) incorporated in the supporting DCP.
g. Provide a built form transition consistent with Figure 10.14 to edge of Precinct.	As above.
h. Provide a built form transition consistent with Figure 10.15 to heritage items and heritage conservation areas.	As above.
<b>Active Zone Requirements</b>	
a. Active Frontages are to be provided in the locations illustrated in Figure 10.13.	<p>Inconsistent. Figure 10.13 identifies active frontages along eastern edge of Tebbutt Street.</p> <p>PRCUTS and further urban design testing in this location has identified R3 Medium Density Residential with Residential Flat Buildings as the preferred land use. This is in line with the existing R1 General Residential zoning of these sites.</p> <p>Residential development will facilitate the objectives of active frontages through passive surveillance but do not meet the 'active frontage' definition as being primarily retail as described in the PRC P&amp;DG.</p>
b. At least the ground floor level of development along the full length of	This location is not included in Planning Proposal Stage 1.

<b>Considerations</b>	<b>Comments</b>
Parramatta Road must be provided as a non-residential use.	
c. New Through Site Links and Prioritised Pedestrian Links should be lined with Active Frontages.	No new through site links are proposed in Taverners Hill precinct as part of this Planning Proposal.  Proposed residential development along Tebbutt Street will provide passive surveillance to complement the vision of the prioritised pedestrian link.
d. An Active Frontage may only be replaced by the addition of new public open space, urban plaza or addition of new east-west connections.	See above.
e. Active and Commercial Frontages must also consider the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016.	See above.
f. The ground floor level of Active and Commercial Frontages is to match the street level.	See above.
g. Provide consistent paving, street furniture, signage, planting and lighting along Active and Commercial Frontages.	Consistent as it applies to this Planning Proposal.  Detailed Public Domain Guidelines informed via the Public Domain Strategy are enforced through the supporting DCP.
<b>Section 10.9 Consistency with Recommended Planning Controls</b>	
a. Land zoning b. Building Height c. Densities	The Planning Proposal's Land zoning, Building Heights and Densities have been further informed by detailed site-specific urban design testing.  Any variations to PRCUTS recommended Planning Controls is explained and justified in Architectus' Urban Design Study at Appendix 2.

### **Kings Bay Precinct Guidelines**

*Table 10: Consistency with P&DG Kings Bay Precinct Guidelines*

<b>Considerations</b>	<b>Comments</b>
<b>Section 10.4: Future Character and Identity (Vision)</b>	
Creating a new village centre that complements but does not compete with the nearby Five Dock Town Centre.	N/A. Mixed-use village precinct location within Canada Bay local government area.

	The proposed mixed-uses on King's Bay Opportunity Sites will complement Canada Bay's village centre.
Creating high quality public areas that help to define a new character and identity for the new village centre and urban plaza or square.	N/A – within Canada Bay local government area.
Improving walking and cycling paths to open space and the foreshore.	The Planning Proposal includes provisions for a new through-site link along Iron Cove Creek to link to the Bay Run/foreshore to the north. It is Council's intention to create a secondary Greenway along this Corridor.  Through site-link to facilitate walking and cycling by breaking up long block between Byron Street and Croydon Road is encouraged through the supporting DCP.
Ensuring new development interfaces well with Parramatta Road and existing neighbourhoods.	Detailed testing was undertaken specifically where B6 Enterprise Zone has a rear interface with residential development on Dalmar Street.  The testing has informed this Planning Proposal's land use and built form recommendations.
Opening up the views from Parramatta Road east towards open space and foreshore networks.	N/A - within Canada Bay local government area.
Widening narrow roads such as William Street and minimising traffic in the surrounding streets.	N/A - within Canada Bay local government area.
Creating a new separated regional cycleway along Gipps Street, Patterson Street and Queens Road from Concord Road to Henley Marine Drive, Five Dock.	N/A - within Canada Bay local government area.
Proposed Growth Projections	See detailed response below.
<p>PRCUTS Implementation Plan does not specifically state Inner West's contribution to 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 Council estimates around 100 new dwellings and 275 new jobs would be in the Inner West.</p> <p>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.</p> <p>Specific sites to the west of the precinct were investigated and excluded from this Planning Proposal because they are already built up to the urban design study recommended maximum potential. Additionally, existing industrial zoned sites along West St are excluded until the completion of DPE's Employment Zones Reform.</p>	

Council has worked closely with its urban design and economic consultants to determine more additional dwelling and jobs projections that would flow from the uplift in planning controls put forward in this Planning Proposal. The proposed yield estimates for Kings Bay are shown below:

<b>Additional</b>	<b>Stage 1 LEP 2A Short term (2021-2026)</b>
Population	1030
Dwellings	515
Jobs	644

This Planning Proposal will over-deliver PRCUTS aspirations for the area. This is to capitalise the precinct's proximity to the proposed new public transport opportunities.

Proposed Indicative Land use mix	<p>Consistent as relevant to Inner West local government area within the Precinct, including the core and frame, and aims to deliver the following GFA:</p> <p>Commercial:</p> <ul style="list-style-type: none"> <li>• Current – 63,375m<sup>2</sup></li> <li>• Proposed – 80,317m<sup>2</sup></li> <li>• Uplift – 16,942m<sup>2</sup></li> </ul> <p>Residential:</p> <ul style="list-style-type: none"> <li>• Current – 23,922m<sup>2</sup></li> <li>• Proposed – 49,835m<sup>2</sup></li> <li>• Uplift – 25,913m<sup>2</sup></li> </ul>
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**Section 9.5: Open Space, Linkages and Connections and Public Domain**

**Open space requirements**

a. Provide a new green linear park at least 15 metres wide between Queens Road and Parramatta Road along the western side of William Street.	N/A - within Canada Bay local government area.
b. Provide a new north-south village plaza or square connecting Spencer Street to Queens Road. The exact location and configuration of the plaza/square is to be determined as part of a future planning proposal(s).	N/A - within Canada Bay local government area.
c. Provide new public open space areas on larger sites to increase the overall quantum of local open space in the Precinct. The indicative location and configuration of these open space areas is shown on Figure 9.5 and to be determined as part of a future planning proposal(s).	N/A - within Canada Bay local government area.
d. Provision of three new synthetic multi-purpose playing fields on Charles Heath Reserve.	N/A - within Canada Bay local government area.

<p>e. Construction of the new Inner West Central Recreation Facility to facilitate the unlocking and reconfiguration of existing sports courts and sports stadiums to provide a wider variety of open space programs.</p>	<p>This is addressed through Council's Recreational Needs Study.</p>
<p><b>Linkage and Connection Requirements</b></p>	
<p>a. Wherever possible, break up long blocks with new high-quality pedestrian prioritised links, and particularly where new connections facilitate access to the new local village or open space.</p>	<p>See previous comments.</p>
<p>b. Create 'green streets' through implementation of recommended building setbacks along Parramatta Road and William Street and provision of tree planting and landscaping.</p>	<p>Green Edge Setback of 6m along Parramatta Road was investigated as part of the urban design study and is recommended to be replaced with a reduced 1.5m setback for the following reasons:</p> <ul style="list-style-type: none"> <li>• 6m setback all along Parramatta Road is impractical as development occurs in an ad-hoc way.</li> <li>• 6m setback is envisaged to provide walking and cycling links along Parramatta Road. Council's Transport Team has advised that these links should be accommodated within the existing carriageway. Relying on all developments to be developed in a coordinated manner and provide 6m width for walking and cycling is unrealistic.</li> <li>• Instead of the 6m front setback, rear setback of 9m is proposed to protect the amenity of residents along Dalmar Street.</li> <li>• Reduced 1.5m setbacks would soften the built form and provide opportunities for deep soil and landscaping.</li> </ul> <p>Refer to the issue Green Edge Setbacks in Kings Bay Urban Design Study (Appendix 2).</p>
<p>c. Construct the regional cycleway along Gipps Street, Patterson Street, and Queens Road.</p>	<p>N/A - within Canada Bay local government area.</p>
<p>d. Provide a new strategic cycle link along Walker Street to Queens Road and Barnwell Park.</p>	<p>N/A - within Canada Bay local government area.</p>
<p>e. Provide a new strategic cycle link along William Street/Short Street/Grogan</p>	<p>N/A - within Canada Bay local government area.</p>

Streets/Acton Street and Monash Parade to Wangal Park. Connect the new strategic cycle to existing cycle routes in Lucas Road and Princes Street.	
f. Provide a cycle link along Acton Street to Queen Street to promote travel to Croydon Station.	N/A - within Canada Bay local government area.
g. Improve accessibility to the Iron Cove Creek corridor including investigation into new pedestrian links.	Consistent. 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.
h. Where possible, provide links that can accommodate both pedestrians and cyclists.	This is achieved through Council's Bike Strategy and Public Domain Strategy.
<b>Public Domain Requirements</b>	
a. Refer to Corridor wide Guidelines at Section 3.	See previous comments.
<b>Section 9.6 Street Function and Precinct Transport</b>	
<b>Precinct Transport Requirements</b>	
a. Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.	TfNSW is the lead delivery agent. Parramatta Road Precinct-wide Traffic and Transport Study is complete. Precinct transport report for Kings Bay is required to be updated to take into account the recently committed public transport infrastructure - Sydney metro station at Five Dock. Canada Bay's 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. Further discussion of traffic considerations and actions applicable to the Inner West component of the Kings Bay precinct will be completed at a later date.
b. Refer to additional Corridor-wide Guidelines at Section 3.	See previous comments.
<b>9.7 Fine Grain</b>	
<b>Fine Grain Requirements</b>	
a. Development on the southern boundary of the Precinct should be a maximum of three storeys to ensure a transition over	Generally consistent. Detailed urban design testing has informed built form outcomes including buildings heights.



the existing laneways to rear gardens of dwellings south of the Precinct.	Maximum three storey building height is recommended along Dalmar Street.
b. Where possible, provide doors and windows at the ground and first floors to provide passive surveillance opportunities to Wychbury Lane.	N/A - within Burwood local government area.
c. Use high quality and textured materials, including brick, to complement materials used in adjoining residential dwellings.	The Planning Proposal includes provisions requiring new developments to use high quality materials and finishes complimentary to adjoining dwellings.
d. Enhance the pedestrian link through King Edward Street from Wychbury Lane to Parramatta Road.	N/A - within Burwood local government area.
e. Future development on King Edward Street between Wychbury Lane and Parramatta Road should be oriented to address the street and existing open space. Side and rear fencing should be avoided.	N/A - within Burwood local government area.
f. Noise and odour emissions from non-residential uses should be minimised.	The supporting DCP will include appropriate noise and air pollution mitigation measures.
<b>9.8 Green Edge Setbacks, Transitions and Activity and Commercial Zones</b>	
<b>Setback and Transition Requirements</b>	
a. Green Edge setbacks are to be provided in the locations illustrated in Figure 9.7.	Inconsistent. See previous comments.
b. Provide a minimum 6 metre green edge setback to Parramatta Road to provide wider footpaths and facilitate street tree planting. Greater setbacks may be required where an Indicative Zone for Rapid Transit is identified.	6m Green Edge setback is to be replaced with reduced front setback of 1.5m. See previous comments.  Due to the uncertainty regarding the location of Rapid Transit Superstop, the Planning Proposal includes provisions for proposed development to be designed with consideration of future transport infrastructure.
c. Demonstrate consistency with the typical section for Parramatta Road as illustrated in Figure 9.11 and Spencer Street as illustrated in Figure 9.10.	Generally consistent – as above.
d. Provide the minimum required setbacks along all other streets in the Precinct and Frame Area as identified in Section 4.	See above.
e. Provide a built form transition consistent with Figure 9.9 to any new open space to ensure that at least 50% of the open space will receive a minimum of 3 hour	Consistent, where applicable. Detailed overshadowing and solar analysis has been undertaken as part of the urban design study.

direct solar access between 11am and 3pm on 21 June.	
f. Provide built form transitions consistent with Figure 9.8 - Figure 9.9 to schools, heritage items and existing residential development.	Consistent, where applicable. Detailed built form controls (incl. setbacks, transitions and street frontages) will be incorporated in the supporting DCP.
<b>Active Zone Requirements</b>	
a. Active and Commercial Frontages are to be provided in the locations illustrated in Figure 9.7	Generally consistent. The Planning Proposal aligns to PRUCTS intents. The term 'commercial frontage' is not used within the Planning Proposal as it is not defined in the LEP.  Active frontage is used as relevant to the zone and anticipated land uses to achieve the same objectives.
b. At least the ground and first floor levels of development along the full length of Parramatta Road must be a non-residential use.	Generally consistent except for Opportunity Sites where non-residential uses are mandated on the ground floor but not on the first floor.  These sites have been strategically selected to provide residential opportunities to capitalise on the proximity to proposed Five Dock Metro Station.
c. New Through Site Links, Prioritised Pedestrian Links and open space areas (including public plazas) should be lined with Active Frontages, wherever possible. Adjacent to proposed open space areas, Active Frontages should reflect the function and purpose of the proposed open space. Sympathetic uses such as community facilities, childcare centres and small kiosks/cafes should be explored.	See previous comments.
d. An Active Frontage can be replaced with a Commercial Frontage if Council forms the view that an appropriate use is provided.	Consistent with this requirement, 'Active frontages' are required along Parramatta road and parts of Croydon Road.
e. The ground floor level of Active and Commercial Frontages is to match the street level.	Consistent.
f. Provide consistent paving, street furniture, signage, planting and lighting along Active and Commercial Frontages.	Consistent as it applies to this Planning Proposal.  Detailed Public Domain Guidelines are informed via the Public Domain Strategy and enforced through the supporting DCP.
<b>Section 9.9 Consistency with Recommended Planning Controls</b>	

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>a. Land zoning</li> <li>b. Building Height</li> <li>c. Densities</li> </ul> | <p>The Planning Proposal's Land zoning, Building Heights and Densities have been further informed by detailed site-specific urban design testing.</p> <p>Any variations to PRCUTS recommended Planning Controls is explained and justified in Architectus's Urban Design Study at Appendix 2.</p> |
|--|---|

## 7.5 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 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, a planning proposal in the Parramatta Road 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 Transportation Strategy 2016* and the *Parramatta Road Corridor Urban Implementation Plan 2016-2023*.

This proposal relies on c) above to demonstrate its strategic merit. This 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 the 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 Clause 1.5 of the Ministerial Direction 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 Implementation Update 2021

In addition, the Planning Proposal is consistent with the PRCUTS Implementation Update 2021, which outlines 6 new and amended implementation actions for consideration:

1. Timing of release
2. Public Transport
3. Active Transport

4. Road Improvements and upgrades
5. Funding Framework or satisfactory arrangements
6. Open Space

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.

## **7.6 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:

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

See Figure 6 below which identifies the location of abovementioned projects.

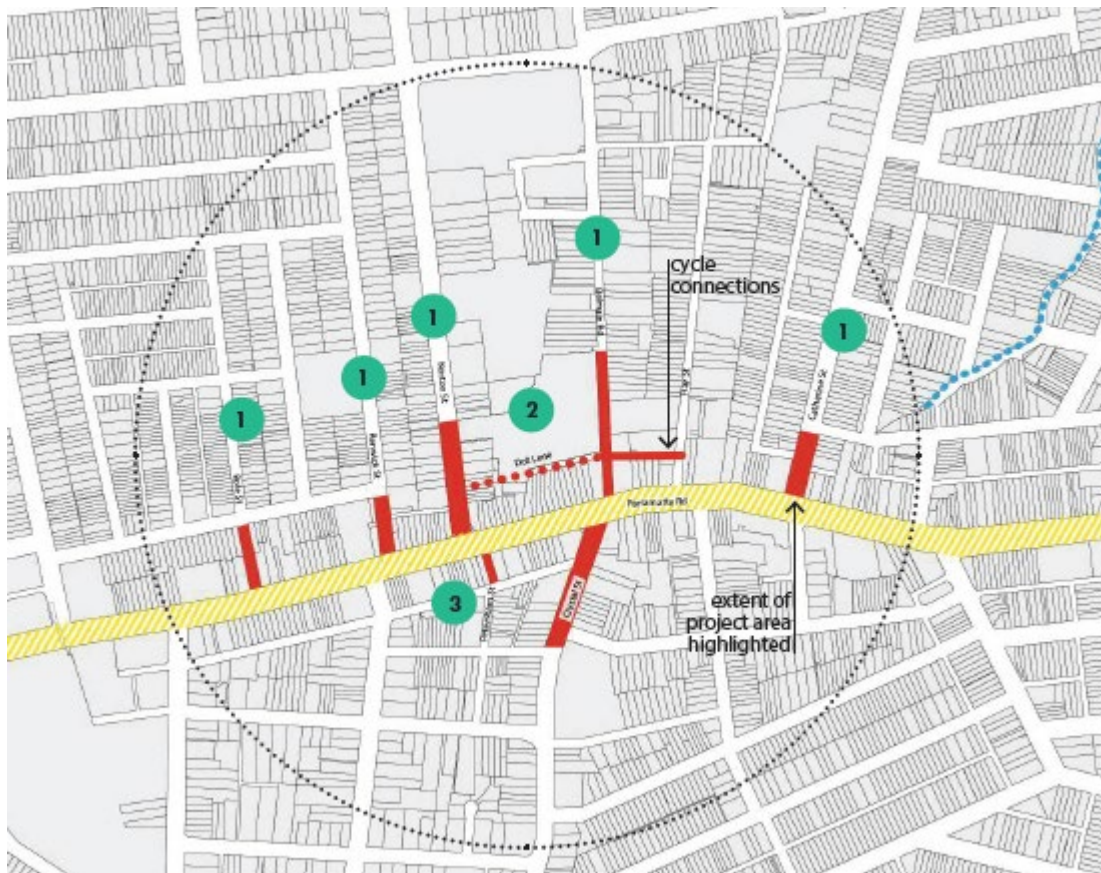


Figure 2 – Location of Leichhardt precinct UAIP works

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

### 7.7 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 Developer Contributions Plan under s7.11/7.12 of the Act. 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.

Nevertheless, Council's preliminary findings indicate that funds collected through s7.11/7.12 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.

Consequently, Council has investigated value share mechanism to capture a proportion of the increased land value to fund these works. This is to be implemented through Planning Proposal's provisions for Community Infrastructure Contributions which would be negotiated via Planning Agreements. The Parramatta Road Corridor Infrastructure Schedule forms

basis of the proposed infrastructure works to be undertaken through the Community Infrastructure Contributions (CIC).

Note for the purposes of Council's Value Share Study, higher end of SIC 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. The Value Share Study (Appendix 9) concludes that it is feasible to implement a precinct-based contribution 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- LEP2A area only. For infrastructure works relevant to this Planning Proposal (Stage 1 – LEP2A), refer to Appendix 14.

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

### **Consistency with Parramatta Road Corridor 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.

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.

The 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. Inherently 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.

#### 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 DPE	Short term
2	Local road improvements *	Council to refine recommended local road improvements through local infrastructure planning and detailed design	Council and DPE	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 DPE	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 DPE	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 3 – 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 DPE.'*

The 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 PRCUTS vision of a healthier, more sustainable, more liveable Corridor.

Further, Canada Bay's 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. Further discussion of traffic considerations and actions applicable to the Inner West component of the Kings Bay precinct will be completed at a later date.

## 7.8 Consistency with PRCUTS Reference Reports

- **Fine Grain Study** - The relevant principles have been discussed in the P&DG section above.
- **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 the Planning Proposal are based on the PRCUTS 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 [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.

## 8.0 Variations sought to PRCUTS

In preparing this Planning Proposal, the planning controls outlined in PRUCTS were tested through detailed urban design analysis. Appendix 2 of the Planning Proposal includes urban design studies for Leichhardt, Taverners Hill and Kings Bay Precincts.

Below is a summary of the PRCUTS controls which have been refined through the evidence-based work undertaken to inform the Planning Proposal.

### 8.1 Variations sought to PRCUTS Leichhardt precinct recommendations

Area/ Site	PRCUTS	Proposed controls	Justification
40-50 Balmain Road, Leichhardt	LZN R3 Medium Density Residential	LZN B2 Local Centre	Existing B2 zoning to be retained to include these sites as part of the Norton Plaza Opportunity Site.  Refer to detailed site-specific testing in Urban Design Study.
2 Hay Street, Leichhardt	LZN B2 Local Centre FSR 3:1 HOB 22m	LZN RE1 Public Recreation FSR – N/A HOB – N/A	To align with the PRCUTS proposed open space recommendations (p.239 of the P&DG).
8-14 McDonald Street, Leichhardt	LZN B2 Local Centre	LZN R3 Medium Density Residential	These sites are currently zoned R1 General Residential.  Allowing employment uses along McDonald Street would not be a good outcome. Employment uses are to be focused along Norton Street.
2-14 McDonald Street, Leichhardt 56-76A Balmain Road, Leichhardt	HOB 17m	HOB 18m	The height has been adjusted to account for lift over-runs and based on site-specific testing outcomes of the urban design testing.
23 Norton Street, Leichhardt (Italian Forum)	FSR 1:1	FSR 3:1	PRCUTS theoretically reduced the existing maximum permissible FSR of this site from 1.5:1 to 1:1.  Council's proposed FSR has been adjusted to reflect existing built form which is above FSR 1.5:1 and apply the same FSR as adjoining sites.

Area/ Site	PRCUTS	Proposed controls	Justification
97 Norton Street, Leichhardt	FSR 1.9:1 HOB 17m	FSR 3:1 HOB 23m	Refer to the Urban Design Study.
B2 Local Centre along Parramatta Road and Norton Street	HOB 22m	HOB 23m	Assumed high floor to floor height for first floor to allow flexibility and potentially transition to employment uses in future if there is market demand.
B2 Local Centre Opportunity Site - Norton Plaza	HOB 22m	HOB 23m to 30.5m	Additional height to incentivise the opportunity to create a new plaza along Norton Street and a new through-site link between Norton Street and Balmain Road.  Refer to detailed site-specific testing in Urban Design Study.
R3 Medium Density along Crystal Street, Petersham	FSR 3:1 HOB 22m	FSR 2.2:1 HOB 18m	Refer to detailed site-specific testing in Leichhardt Urban Design Study.

## 8.2 Variations sought to Taverners Hill precinct recommendations

Area/ Site	PRCUTS	Proposed controls	Justification
35-53 Old Canterbury Road, Lewisham	FSR 2.2:1 HOB 17m	FSR 1.1:1 -1.2:1 HOB 18m	Refer to detailed site-specific testing in Taverners Hill Urban Design Study.
40-54 Old Canterbury Road, Lewisham 2-6 Barker Street, Lewisham	FSR 1.4:1	FSR 1:1	Built form testing has demonstrated that PRCUTS FSRs need to be refined in this location. No changes to PRCUTS HOB controls.  Refer to detailed site-specific testing in Taverners Hill Urban Design Study.
42-54 Thomas Street, Lewisham	FSR 1.4:1 HOB 12m	FSR 1:1 HOB 15m	FSR and HOB have been adjusted in response to the site-specific issues as detailed in Taverners Hill Urban Design Study.
Block between Hathern and Beeson Street in Leichhardt	FSR 1:1 and 1.4:1 HOB 8.5m and 12m	FSR 1.4:1 HOB 15m	FSR and HOBs were rationalised across the block in response to the context.  Refer to detailed site-specific testing in Taverners Hill Urban Design Study.

Area/ Site	PRCUTS	Proposed controls	Justification
Block between Hathern and Kegworth Street in Leichhardt	FSR 1:1 and 1.4:1 HOB 8.5m and 12m	FSR 1:1 HOB 12m	FSR and HOBs were rationalised across the block in response to the context.  Refer to detailed site-specific testing in Taverners Hill Urban Design Study.
Block between Tebbutt Street and Upward Street in Leichhardt	LZN B4 Mixed Use FSR 1.4:1 HOB 17m	LZN R3 Medium Density Residential FSR 1.5:1 HOB 21m	R3 Medium Density Residential is the preferred land use and is aligned with the existing R1 General Residential zoning.  Testing and recent development east of Upward Street identified potential for higher density and height in this location.  Refer to detailed site-specific testing in Taverners Hill Urban Design Study.

### 8.3 Variations sought to Kings Bay Precinct recommendations

Area/ Site	PRCUTS	Proposed controls	Justification
B6 Enterprise Corridor along Parramatta Road	HOB 21m	HOB 17.5m	HOBs refined to mitigate adverse amenity impacts to the residential area to the south. No changes proposed to FSR controls.  Refer to Kings Bay Urban Design Study.
Opportunity Sites	LZN B6 Enterprise Corridor  FSR 2.4:1 HOB 21m	LZN B6 + residential flat buildings as an additional permitted use FSR 2.1:1 and 2.4:1 HOB 19m and 22m	To capitalise on the proximity to the proposed Five Dock Metro Station. FSR and HOBs have been adjusted to achieve an appropriate residential built form outcome.  Refer to Kings Bay Urban Design Study.
202-208, 227-233 Croydon Road, Croydon	FSR 1.4:1 HOB 12m	FSR 1.3:1 HOB 15m	Built form testing has demonstrated that PRCUTS FSR and HOBs need to be refined in this location and in response to the adjacent proposed opportunity sites.

Area/ Site	PRCUTS	Proposed controls	Justification
			Refer to the detailed site-specific testing in Kings Bay Urban Design Study.
R3 Medium Density Residential along Dalmar Street	FSR 1.4:1	FSR 1:1	Built form testing has demonstrated that PRCUTS FSRs need to be refined in this location. No changes to PRCUTS HOB controls.  Refer to the detailed site-specific testing in Kings Bay Urban Design Study.

In addition to the development standard matters outlined above, there are minor refinements proposed to PRCUTS P&DG recommendations such as setbacks, frontages, street wall heights etc. These are summarised below and also detailed in the previous section which provides detailed assessment against the P&DG.

#### 8.4 Variations sought to Parramatta Road Planning and Design Guidelines

PRUCTS	Planning Proposal variation and justification
<b>All Precincts</b>	
Use of terms commercial frontages	All 'commercial frontages' to be replaced with 'active frontages'.  The term 'commercial frontage' is not included in the Planning Proposal.  Both active and commercial frontages intend to achieve the same principle of vibrancy and activity in the public domain.  Since 'active frontages' is already a defined term in the IWLEP, it is proposed to be also applied to all PRCUTS proposed commercial frontages.
High performing buildings	The Planning Proposal is consistent with residential requirements for high-performing buildings and seeks to enhance the PRCUTS requirements for commercial uses.  Refer to Planning Proposal Appendix 10.
Car parking rates	The Planning Proposal takes forward PRCUTS recommendations to adopt maximum car parking rates instead of minimums. It also encourages shared use of parking through unbundled, decoupled car parking and shared car parking schemes.

<b>PRUCTS</b>	<b>Planning Proposal variation and justification</b>
	<p>The Planning Proposal is generally consistent with the car parking rates except for specialist uses such as restaurants and bulky goods, where the rates have been adjusted based on Cardno's Parramatta Road precinct-wide traffic and transport study. Slightly higher maximum car parking rates are recommended due to the demand generated by these specialist uses.</p>
<b>Leichhardt Precinct</b>	
<p>Location of proposed open space and through-site links between Norton Street and Balmain Road along Norton Street</p>	<p>PRCUTS proposes two through-site links between Norton Street and Balmain Road through the Norton Plaza Site. These links have been reviewed and rationalised to provide one large link 18m wide connected with the proposed open space along Norton Street which has the potential to significantly improve the public domain along Norton Street.</p> <p>Refer to detailed site-specific testing of the Opportunity site in Leichhardt Urban Design Study.</p>
<p>Maintain and reinforce a zero-lot setback to Parramatta Road.</p> <p>A zero-lot setback is not required where an Indicative Zone for Rapid Transit is identified.</p>	<p>Setback on all frontages, street wall heights and additional setbacks between developments were informed by detailed site-specific urban design testing. Minor refinements are proposed as justified in the Urban Design study.</p> <p>Due to the uncertainty regarding the location of Rapid Transit Superstop, the Planning Proposal includes provisions for proposed development to be designed with consideration of future transport infrastructure.</p>
<b>Taverners Hill Precinct</b>	
<p>Active frontages along Tebbutt Street</p>	<p>As discussed previously, this Tebbutt Street block is to be rezoned to R3 Medium Density Residential.</p> <p>Since no employment uses are proposed, the requirement to provide active frontages is redundant.</p> <p>The proposed residential development will facilitate the objectives of active frontages through passive surveillance but not provide active frontages as such.</p>
<b>Kings Bay Precinct</b>	

PRUCTS	Planning Proposal variation and justification
<p>Create 'green streets' through implementation of recommended 6m building setbacks along Parramatta Road and provision of tree planting and landscaping.</p>	<p>Green Edge Setback of 6m along Paramatta Road was investigated as part of the urban design study and is recommended to be replaced with a reduced 1.5m setback for the following reasons:</p> <ul style="list-style-type: none"> <li>• 6m setback all along Parramatta Road is impractical as development occurs in an ad-hoc way.</li> <li>• 6m setback is envisaged to provide walking and cycling links along Parramatta Road. Council's Transport Team has advised that these links should be accommodated within the existing carriageway. Relying on all developments to be developed in a coordinated manner and provide 6m width for walking and cycling is unrealistic.</li> <li>• Instead of the 6m front setback, rear setback of 9m is proposed to protect the amenity of residents along Dalmar Street.</li> <li>• Reduced 1.5m setbacks would soften the built form and provide opportunities for deep soil and landscaping.</li> </ul> <p>Refer to the issue Green Edge Setbacks in Kings Bay Urban Design Study (Appendix 2).</p>

## 8.5 Variations sought to PRCUTS Staging Plan

### 'Out of Sequence' Parramatta Road Implementation Plan 2016-2023 and the Parramatta Road Precinct-wide Traffic and Transport Study

The proposal is inconsistent with the staging identified in the Parramatta Road Implementation Plan 2016 – 2023. This is justified because it will deliver better outcomes than envisaged in the Parramatta Road Implementation Plan 2016 – 2023.

Parramatta Road Strategy was adopted in 2016, but its implementation has been delayed. The difficulties encountered in undertaking the Parramatta Road Precinct-wide Traffic and Transport Study required by PRCUTS lie at the heart of this delay. Completion of the transport study is essential to understand the impacts on the existing transport network that would be generated by the levels of development envisaged in PRCUTS and to identify infrastructure improvements required to support the consequent future growth in the corridor.

The nexus between the impacts on the existing transport and necessary infrastructure improvements will inform the State Infrastructure Contributions Levy and local council developer contributions for sites in the corridor. The nexus cannot be defined properly without completion of the transport study.



In the interim, the Planning Proposal includes provisions that make clear the necessity of aligning the timely implementation of the future transport infrastructure on Parramatta Road with the design and realisation of new development. The outcomes of precinct-wide traffic and transport study must be known and a commitment from NSW State Government for provision of on-street rapid mass transit along Parramatta Road in place prior to any development consent being granted for rezoned sites in this Planning Proposal.

In addition, this study and its detailed consideration of PRCUTS documents has demonstrated that variations to PRCUTS are necessary as the Strategy:

- is out-of-date having been adopted in 2016 and any associated background studies to inform its preparation were prepared between 2014-2016.
- is a relatively broad-brush document spanning 20km from Camperdown to Granville based on limited local place-based assessments.
- has numerous discrepancies including significant underestimation of proposed number of dwellings and over-estimation of the number of jobs – as demonstrated in this study and inconsistencies between text and maps.

Whilst the PRCUTS Implementation Plan 2016-2023 boundaries were initially considered by Council to for implementation under this Stage – 1 Planning Proposal, the final development yields proved insufficient to address DPE's requirement that the Proposal meet a short to medium term shortfall of 1600 dwellings in the Inner West. The Implementation Plan 2016-2023 area also includes rezoning of several areas of employment lands, which are subject to DPE's current Employment Zones Reform project. Council is also awaiting formal feedback from DPE in relation to its EaRLS. Until the completion of these DPE exercises, it was considered prudent to exclude employment lands from this Planning Proposal.

Consequently, Council has updated the PRCUTS Staging Plan to give it sufficient merit to be supported. This Plan considered existing levels of infrastructure and relied on the timely provision of State and local infrastructure improvements to ensure infrastructure keeps pace with growth to sustain a resilient Inner West. This approach of development having to be aligned with infrastructure provision is consistent with the objectives of the Eastern City District Plan 2018.

The Planning Proposal is also largely consistent with the Staging Plan proposed in the Parramatta Road Corridor Implementation Plan Update 2021. The Implementing Plan update expands the release area boundaries to include core precincts identified with solid red boundary in PRCUTS. This would mean that Leichhardt and Taverners Hill are fully consistent with the Staging Plan in the Implementation Plan Update 2021. For Kings Bay, Council proposes to bring forward development in the frame areas which is outside the core precinct as well as the release area. This move is in line with the committed transport infrastructure improvements committed in the corridor including Sydney Metro Station at Five Dock which will be within 800m walking catchment of this area.

The Planning Proposal has demonstrated it has strong merit to proceed to Gateway with conditions that it should be updated post-exhibition to align with the recommendations of the PRCUTS Transport study. The Planning Proposal also includes a satisfactory agreement clause for State Infrastructure contributions to alleviate the concerns regarding infrastructure improvements. These contributions would be informed by the PRCUTS transport study once finalised.

The Proposal is consistent with the PRCUTS vision and objectives and importantly it has updated elements of PRCUTS to also align with the visions and priorities of more recent

Greater Sydney Commission/ State/ Council policies. The proposal and its timing should therefore not be assessed against PRCUTS alone, but also be assessed in the context of these State and local Strategies.

Consequently Ministerial Direction 1.5 is fully satisfied.

## 9.0 Conclusion

NSW Government's 2016 Parramatta Road Corridor Urban Transformation Strategy identifies the need to revitalise Parramatta Road. The Strategy has been further reinforced by more recent policy work including GSC's Greater Sydney Region Plan 2018, Eastern City District Plan 2018, Council's March 2020 GSC endorsed Local Strategic Planning Statement, March 2020 Local Housing Strategy, March 2020 Integrated Transport Strategy and August 2020 Employment and Retail Lands Strategy.

These State Government and Council strategic planning policies demonstrate the extensive collaborative complementary post PRCUTS adoption work that has been undertaken to facilitate its implementation and deliver its goal of revitalising the Corridor.

The Planning Proposal – Parramatta Road Corridor Stage 1 (LEP Phase 2A) has been crafted to align with the PRCUTS vision and these more recent policies. It puts forward an innovative set of outcomes which will boost urban renewal of parts of the Corridor. These outcomes broadly accord with PRCUTS principles and any variations to PRCUTS it proposes are improvements that respond to recent and emerging strategic planning issues.

Council has undertaken detailed technical studies for the Parramatta Road Corridor dealing with urban design, heritage, feasibility, value capture, contamination, flooding, recreation and community needs. These studies and Council's own strategic plans support this Planning Proposal. This ensures that a place-based approach is implemented in the Corridor to provide new residential and employment opportunities commensurate with the provision of new and improved infrastructure.

In addition, Principle 7 of PRCUTS Vision recommends "*Regular monitoring of the delivery of outcomes in accordance with the objectives and vision of the Strategy and periodic review of the Strategy and Implementation Tool Kit (particularly the Implementation Plan 2016 - 2023)*". The Planning Proposal and its supporting studies have now reviewed and updated PRCUTS recommendations.

The Planning Proposal embodies this arc of policy development from inception of the PRCUTS initiative in 2014 through the adoption of the Region and District Plan to Council's LSPS and associated strategies in the proposition it puts forward. The Planning Proposal demonstrates that it will deliver the core PRCUTS vision and objectives with some variations that will result in better outcomes.

**Consequently, this study fully satisfies the section 9.1 Ministerial Direction 1.5.**

Finally, successful implementation of PRCUTS requires coordination and collaboration between Council and State Government, especially relating to transport and infrastructure. Council looks forward to working with the NSW Government to ensure that PRCUTS' vision and objectives can be proactively realised.