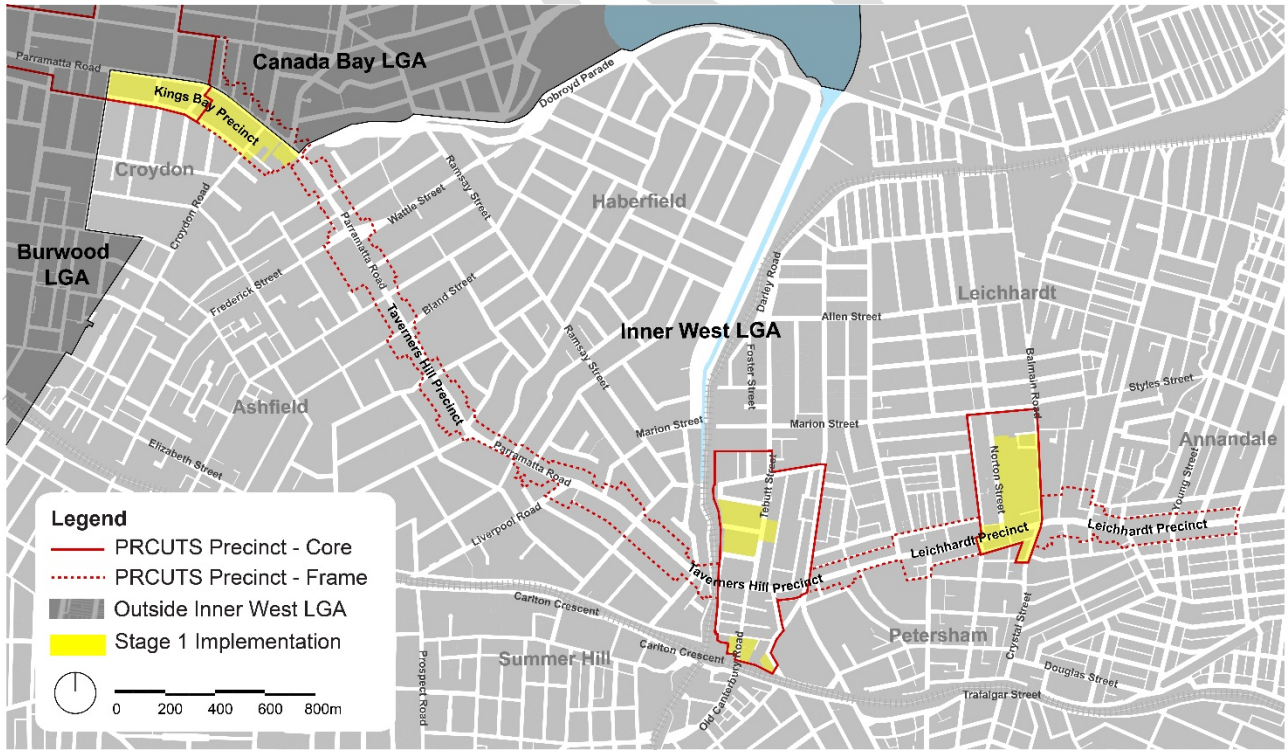
LEP2A – Parramatta Road Corridor Stage 1 – Draft Development Control Plans–to Inner West Development Control Plans

Implementing PRCUTS – Stage 1

Inner West Council is taking a staged approach to implementing the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). Stage 1 of this implementation is identified in Figure 1 and includes:

- The Inner West section of **Kings Bay Precinct**, being the subject of Part D, Section 13 of Inner West Comprehensive (Ashfield) DCP, 2016
- Specific locations in **Taverners Hill Precinct**, including:
  - Taverners Hill North: Tebbutt and Beeson Streets, being the subject of Part G, Section 13 of Leichhardt DCP 2013
  - Taverners Hill South: Old Canterbury Road and Thomas Street, being the subject of Part 9, Section 49 of Marrickville DCP 2011
- Specific locations in **Leichhardt Precinct**:
  - A focussed area centred on Norton Street, Balmain Road and Parramatta Road, being the subject of Part G, Section 14 of the Leichhardt DPC 2013
  - A focussed area centred on Parramatta Road and Crystal Street, being the subject of Part 9, Section 9.50 of Marrickville DCP 2011.

Figure 1: Parramatta Road Corridor Precincts in the Inner West and Stage 1 Implementation locations



Schedule of Amendments

Inner West Comprehensive (Ashfield) DCP 2016

Section/Chapter	Amendment to	Proposed amendment
Contents	Update existing contents list	Update to include new Section 13 – Parramatta Road Corridor Kings Bay Precinct to Part D – Precinct Guidelines
Section 1: Preliminary, Chapter A: Preliminary		
Order of Priority for Applying Guidelines	Modify existing wording – General controls have priority over Precinct Specific Controls or Development Category Controls.	Minor change: Update to reinforce "Plain English" content. Proposed to reword as follows: *General Controls detailed in Part A - Miscellaneous, Part B - Public Domain, Part C - Sustainability, Part E1 - Heritage Items and Conservation Areas and Part F - Development Category Controls, supplement Part D - Precinct Controls. Where Part D - Precinct Controls are silent, Controls in relevant Parts of the DCP prevail.*
Section 2: General Guidelines, Chapter D: Precinct Guidelines		
Part 6 – Enterprise Zone (B6) Parramatta Road	Modify existing wording – This Guideline applies to the following development categories: All development along Parramatta Road generally zoned B6 Enterprise Corridor under the Inner West LEP 2021.	Update Application to exclude Area 1 North by rewording as follows: *This Guideline applies to all development along Parramatta Road generally zoned B6 Enterprise Corridor under the Inner West LEP 2021, excluding B6 Enterprise Corridor zoned land identified as Area 1 North when seeking to rely on Incentive Floor Space Ratio Map, Incentive Height of Buildings Map and Clause X.X of the Inner West LEP 2021. In this circumstances Part 13 Parramatta Road Corridor – Kings Bay Precinct of this DCP prevails over this Part.*
Part 13 – Parramatta Road Corridor – Kings Bay Precinct	Nil – new content	New Section to include Parramatta Road Corridor – Kings Bay Precinct
Section 2: General Guidelines, Chapter G: Definitions		
Definitions	Update to include new definitions	Include the following new definitions: *Through-site link* means a 24 hour publicly accessible walking, cycling or other mobility aid link between two streets and is registered on title as an easement.
Section 2: General Guidelines, Chapter H: Amendments		
Amendment No. 8	Update schedule to include proposed new content	Add to Chapter D Precinct Guidelines: • by inclusion of Part 13 – Parramatta Road Corridor – Kings Bay Precinct, and • associated amendments to Part 6 – B6 Enterprise Corridor and Chapter G – Definitions.

Leichhardt Development Control Plan 2013

Section/Chapter	Existing content	Proposed amendment
Amendment Schedule	Update schedule to include proposed new content	Amendment to include: Part G - Site specific controls to include: • Section 13 – Parramatta Road Corridor – Taverners Hill Precinct • Section 14 – Parramatta Road Corridor – Leichhardt Precinct
Contents	Amend existing	Amend to include Part G – Site specific controls for: • Section 13 – Parramatta Road Corridor – Taverners Hill Precinct • Section 14 – Parramatta Road Corridor – Leichhardt Precinct
Part G: Site Specific Controls		
Contents	Amend existing	Amend to include: • Section 13 – Parramatta Road Corridor – Taverners Hill Precinct • Section 14 – Parramatta Road Corridor – Leichhardt Precinct
Section 1 – Site Specific Control Overview	Amend existing	Amend Figure G1 to include Area 13 - Parramatta Road Corridor – Taverners Hill Precinct and Area 14 - Leichhardt Precinct
C2.2.3.5 Leichhardt Commercial Distinctive Neighbourhood	Amend existing	Amend C2.2.3.5 by inserting before Figure C82: *The Leichhardt Precinct – Parramatta Road Corridor lies within the Leichhardt Commercial Distinctive Neighbourhood. The new desired future character for the Leichhardt Precinct is included in Part G, Section13 and is compatible with the adjoining neighbourhoods in the Leichhardt Commercial Distinctive Neighbourhood.*
Section 13 – Parramatta Road Corridor – Taverners Hill Precinct	Nil – new content	New Section to include Parramatta Road Corridor – Taverners Hill Precinct
Section 14 – Parramatta Road Corridor – Leichhardt Precinct	Nil – new content	New Section to include Parramatta Road Corridor – Leichhardt Precinct
Appendix A - Glossary	Update schedule to include new definitions	*Through-site link* means a 24 hour publicly accessible walking, cycling or other mobility aid link between two streets and is registered on title as an easement.

Marrickville Development Control Plan 2011

Section/Chapter	Existing content	Proposed amendment
Amendment Schedule	Update schedule to include proposed new content	Amendment to include: Part 9 – Strategic Context to include: • 9.49 – Parramatta Road Corridor – Taverners Hill Precinct • 9.50 – Parramatta Road Corridor – Leichhardt Precinct
Contents	Amend existing	Amend to include Chapter 9 – Strategic Context for: • 9.49 – Parramatta Road Corridor – Taverners Hill Precinct • 9.50 – Parramatta Road Corridor – Leichhardt Precinct
Part 9 – Strategic Context		
Contents	Amend existing	Amend to include: • 9.49 – Parramatta Road Corridor – Taverners Hill Precinct • 9.50 – Parramatta Road Corridor – Leichhardt Precinct

Section/Chapter	Existing content	Proposed amendment
Part 9 Introduction	Amend existing	Amend to include: • 9.49 – Parramatta Road Corridor – Taverners Hill Precinct • 9.50 – Parramatta Road Corridor – Leichhardt Precinct Include an update to number of planning precincts in the preamble. Amend map illustrating location of all precincts to include 9.49 and 9.50 precincts. Map included in version online. Marrickville DCP 2011 - 9.0 Precincts Map.pdf Map to show Precinct 50 as being within the boundary of Precinct 35 (as per Precinct 48)
9.1 – Lewisham North (Precinct 1)	Amend existing	Update Application to exclude Parramatta Road Corridor – Taverners Hill Precinct, Area 2 – Taverners Hill South, Old Canterbury Road and Thomas Street by including: After Map of Precinct: Include the following wording – W*hen seeking to rely on Incentive Floor Space Ratio Map, Incentive Height of Buildings Map and Clause X.X of the Inner West LEP 2021 on land identified in blue as Masterplan Sites, Part 9.49 Parramatta Road Corridor – Taverners Hill Precinct prevails of this Section of the DCP.*
9.35 – Parramatta Road (Commercial Precinct 35)	Amend existing	Update Application to exclude Parramatta Road Corridor – Leichhardt Precinct, Area 2 – Parramatta Road Street by including: After Map of Precinct: Add a sub-heading – Exclusions to Parramatta Road (Commercial Precinct 35) Include a map showing Parramatta Road Corridor, Leichhardt Precinct, Area 2 – Parramatta Road. Include the following wording – *When seeking to rely Inner West LEP 2021 Incentive Maps and Clause X.X on land identified as Area 1 – Crystal Street and Area 2 – Parramatta Road in 9.50 Parramatta Road Corridor – Leichhardt Precinct prevails over this Section of the DPC where there is any inconsistency.*
9.49 – Parramatta Road Corridor – Taverners Hill Precinct	Nil – new content	New Section to include Parramatta Road Corridor – Taverners Hill Precinct
9.50 – Parramatta Road Corridor – Leichhardt Precinct	Nil – new content	New Section to include Parramatta Road Corridor – Leichhardt Precinct
Part 10 – Definitions		
	Update schedule to include new definitions	*Through site link* means a 24 hour publicly accessible walking, cycling or other mobility aid link between two streets and is registered on title as an easement.

9.49 Parramatta Road Corridor – Taverners Hill Precinct

9.49.1 Application

Part 9 Strategic Context, Section 9.49 Parramatta Road Corridor – Taverners Hill Precinct applies:

- to that part of Taverners Hill Precinct shown in **Figure 1** Parramatta Road Corridor – Taverners Hill Precinct Land and Application Map as Area 2 – Taverners Hill South: Old Canterbury Road and Thomas Street, and
- where development seeks to rely on the Incentives Floor Space Ratio Map, Incentives Height of Buildings Map and meets Clause X.X of the Inner West LEP 202X.

Where development does not seek to rely on the Incentives provisions, Part 9, Section 9.49 does not apply. In this circumstance, relevant provisions of this DCP apply.

Taverners Hill Precinct comprises of two Areas. As detailed above, this Section applies to Area 2 – Taverners Hill South - Old Canterbury Road that is the subject of this DCP.

Where seeking to rely on Incentives provisions, all development will achieve the Desired Future Character, Objectives and Controls detailed in:

- **Section 9.49.3** that applies to all Areas in the Taverners Hill Precinct, and
- **Section 9.49.4** that applies to Area 2 – Taverners Hill South – Old Canterbury Road and Thomas Street.

These Sections supplement and should be read in conjunction with relevant provisions of this DCP.

Where Part 9, Section 49 applies and there is an inconsistency between Section 9.49 and other provisions of this DCP, this Sections prevails.

Figure 1: Parramatta Road Corridor – Taverners Hill Precinct Land and Application Map

9.49.2 Context

Parramatta Road Corridor Urban Transformation Strategy

Parramatta Road Corridor – Taverners Hill Precinct is one of eight Precincts of the Parramatta Road Corridor Urban Transformation Strategy (PRUCTS).

PRCUTS is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor.

The vision for Parramatta Road Corridor is:
A high-quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.

The vision is supported by seven principles:

1. **Housing choice and affordability**
   Plan for diversity in housing types to accommodate a wide range of community needs, including affordable, family, student and seniors housing.
2. **Diverse and resilient economy**
   Plan for and position the corridor to attract new businesses and support existing business that create a diversity of jobs and promote jobs closer to home.
3. **Accessible and connected**
   Reshape and better connect places and movement networks to better serve customers and encourage sustainable travel.
4. **Vibrant community places**
   Promote quality places and built form outcomes to transform the corridor over time.
5. **Green spaces and links**
   Embellish existing open space and provide for new open spaces that support the recreational needs of the community and encourage active and healthy lifestyles.
6. **Sustainability and resilience**
   Create liveable local Precincts along the corridor that are sustainable, resilient and make Sydney a better place.
7. **Delivery**
   Deliver, drive, facilitate and monitor action.

PRCUTS and Inner West

Four of the eight PRCUTS Precincts are within Inner West Council local government area. These include:

- Part of **Kings Bay Precinct** in Croydon. The remaining areas of Kings Bay Precinct are in Burwood and Canada Bay local government areas.
- **Taverners Hill Precinct** that extends from Petersham in the east to Summer Hill in the west and includes areas in Leichhardt and Lewisham. **Area 2 – Taverners Hill: Taverners Hill South**, being the subject of this DCP.
- **Leichhardt Precinct** in the suburbs of Leichhardt and Petersham.
- Part of **Camperdown Precinct**. The remaining area of Camperdown Precinct is in City of Sydney local government area.

9.49.3 Taverners Hill Precinct

9.49.3.1. Application

Section 9.49.3 applies to the entire Taverners Hill Precinct as identified in Figure 2.

Figure 2: Taverners Hill Precinct

9.49.3.2. Desired Future Character

Taverners Hill Precinct:

- Is strengthened by strategically located new housing that: Housing within the Precinct:
  - serves the needs of people of all ages, abilities and incomes
  - is well located to public transport and open space.
- People enjoy a public domain that:
  - is safe, well design and landscaped

  - has increased access to nearby public open space and sports facilities, the GreenWay linking the Bay Run in the north and Cooks River in the south.
- Living and work environments are sustainable, comfortable as a result of:
  - buildings having a high standard environmental performance
  - integrated water management
  - building design, landscape and materials reducing urban heat effects
  - good facilities for active transport and access to public transport
  - catering for electric charging infrastructure.
- Residents benefit from building design that maximises their amenity while protecting the amenity of nearby residential development.
- Development has respected the historic fabric an character of nearby neighbourhoods.
- Old Canterbury Road and Tebbutt Street form a north-south movement link between Market Place on Marion Street and Lewisham Station at Thomas Street.
- Permeability and mobility have increased through:
  - Tebbutt Street being strengthen as a north-south street
  - additional east-west links between Flood and Tebbutt Streets.
- Reliance on private vehicles has reduced due to:
  - reducing on-site car parking provision
  - setting maximum car parking rates instead of requiring minimum car parking
  - implementing new models such as unbundled parking and shared car use
  - leveraging proximity to public transport networks, including Light Rail at Taverners Hill and Marion, proximity to Lewisham Station, multiple bus routes and rapid transport on dedicated lanes on Parramatta Road.

9.49.3.3. Connectivity and accessibility

Objectives

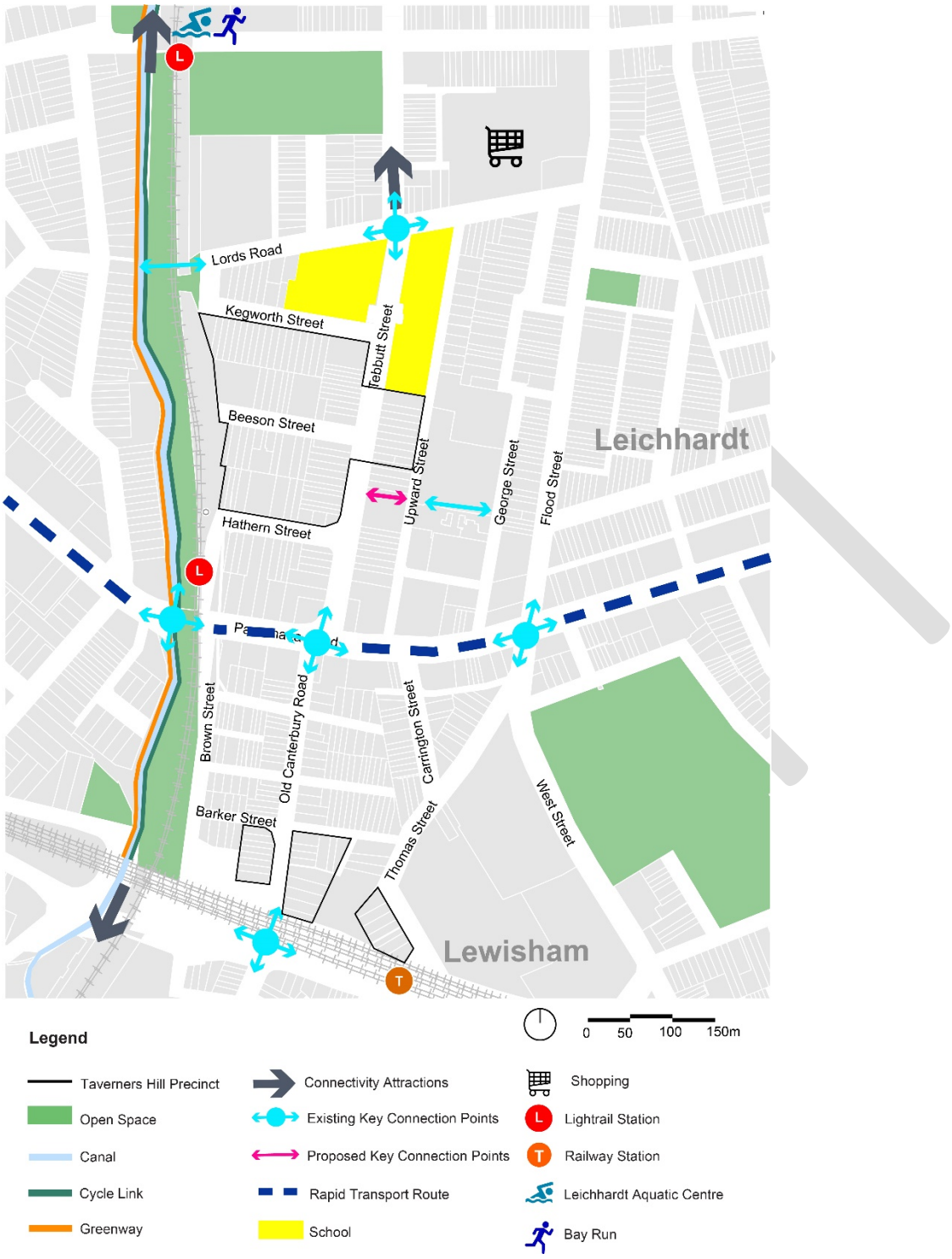
O1. To increase connectivity and accessibility across the Precinct for pedestrians and bike riders by enhancing links to key locations.

Controls

C1. Built form and streetscape treatments reinforce connections identified in Figure 3: Taverners Hill Precinct Connectivity and Accessibility map, including:

a. Parramatta Road and Marion Street
b. Taverners Hill and Marion Light Rail Stations
c. Parramatta River, The Bay Run and Leichhardt Aquatic Centre
d. Market Place and other local shopping areas
e. the Hawthorne Canal GreenWay
f. Lewisham Station.

Figure 3: Taverners Hill Precinct Connectivity and Accessibility Map



9.49.3.4. Streetscape and public domain

Objectives

O2. To improve the amenity and safety of the streetscape in a manner that:
- a. contributes to the street character and intended land uses
- b. is supported by built form that interfaces well with the streetscape
- c. reduces street clutter and improve the visual amenity of the public domain
- d. upgrades verges and pedestrian movement paths
- e. contributes to mitigating urban heat through kerb-side landscaping
- f. protects existing street trees, in the verge or roadway
- g. positively contributes to water management and is waterwise
- h. results in a durable and low maintenance public domain.

Controls

C2. Development contributes towards enhancing the streetscape for the extent of the street frontage by:
- a. providing a pedestrian movement path that is a minimum of 1.5m wide
- b. providing movement paths that are clear of obstacles and integrated into the design of pedestrian and vehicular entries
- c. providing a kerb-side permeable landscaped area for the remaining width of the verge that:
  - i. acts as a soft barrier between pedestrians and traffic lanes
  - ii. retains and protects existing street trees, in the verge or roadway, and includes new trees where appropriate
  - iii. includes species that are hardy and suited to the location, can average 0.9m in height (excludes ground level mown grass) and are a minimum of 50% native
  - iv. includes water sensitive urban design solutions
  - v. does not impede walkers, bike riders and vehicles in traffic lanes or designated on-street parking and does not interfere with sight lines
  - vi. is designed to include, as required, public transport infrastructure, street signage and lighting
  - vii. upgrades the kerb to the required standard for the location
- d. designing the movement path to integrate landscape treatments and/or street tree planting or provide landscape buildouts extending into the road reserve where the verge width does not allow for the required movement path width and a separate landscaped area that is sufficient to sustain vegetation.

Note: Refer to *Inner West Public Domain Design Guide* (202X) for details of road types, footpath area functions and finishes.

9.49.3.5. Development utility infrastructure

Objectives

O3. To reduce the street clutter, provide opportunity for viable street trees and enhance the public domain.

O4. To locate and design mechanical plant and essential services in a way that:
   a. improves the visual amenity of the public domain
   b. does not conflict with landscaping or street tree planting
   c. is located outside the public domain.

Controls

C3. Relocate existing overhead cables underground, and where possible, co-locate with other underground services.

C4. Mechanical plant and essential services equipment are:
   a. contained wholly within the property
   b. located off the street frontage, or
   c. located behind the building line and screened from view, and
   d. integrated with the building and landscape design.

9.49.3.6. Lot amalgamation

Objectives

O5. To promote efficient use of land and orderly redevelopment by:
   a. avoiding isolating lots and reducing development potential
   b. providing intended uses and built form outcomes that make a positive contribution to the streetscape.

Controls

C5. Lot amalgamation does not result in isolated lots that are unviable for redevelopment.

Note: Refer to additional controls in Section 4.49.4.3.

9.49.3.7. Sustainability and resilience

Objectives

O6. To achieve a high standard of environmental building performance that:
   a. reduces greenhouse gas emissions and water use
   b. result in comfortable living environments.

O7. To reduce urban heat island effects through incorporating and integrating a range of mechanisms that collectively mitigate impacts, including:
   a. green infrastructure in the form of landscape and surface treatments that incorporate water storage and treatment while reducing water usage
   b. trees that offer shade to built form, hard surfaces and vegetation

c. building materials and colours that reduce heat impacts, contribute to energy efficiency and thermal comfort and minimise nuisance caused by glare or heat radiation.

Controls

C6. The Building Environmental Performance Report or BASIX certificate demonstrates that the development:

a. achieves a reduction in greenhouse gas emissions and water use
b. results in comfortable living environments
c. includes passive design features such as optimal orientation, increased insulation, effective shading, cross ventilation and lower solar absorptance external surface finishes
d. optimises rooftop solar photovoltaic systems
e. achieves full electrification of utilities including cooking, heating and hot water (heat pumps)
f. achieves an average thermal performance of 7-star NatHERS
g. incorporates ceiling fans in bedrooms and living rooms

C7. Mitigate urban heat island effects by:

a. achieving required tree canopy through:
    i. retaining existing mature trees
    i. including advanced containerised trees (great than 200 litre) of a species that within 10 years will achieve 50%of their potential at maturity
    ii. incorporating trees and vegetation across various storeys (roof tops, terraces, atriums and the like), in addition to, or where necessary, as an alternative to ground level planting
    iii. a combination of the above that collectively achieve, or exceed, tree canopy requirements
b. integrating green roofs and walls as a component of the landscape and built form design specifically in northern and western facing locations
c. incorporating permeable surfaces, rain gardens, and other water sensitive measures in landscape treatments
d. using materials and colours that:
    i. have a high solar reflectance index on roofs, facades, glazing or ground surfaces subject to their purpose and aligned to orientation and exposure to sunlight
    ii. where it may cause nuisance due to glare or reflection do not exceed 20% reflectivity.

9.49.3.8. Access and Parking

Objectives

O8. To enhance the public domain, improve pedestrian experience and safety, and limit the number of vehicle access points throughout the Precinct.

O9. To reduce private vehicle ownership through encouraging car share vehicles and sustainable transport.

O10. To ensure development provides facilities for electric vehicles.

O11. To future proof infrastructure to support increased take-up of electric vehicles.

O12. To ensure vehicle parking and servicing areas are designed to:
   a. reduce their visual impact on the public domain
   b. support all vehicle types anticipated by development including service vehicles
   c. maximise potential adaptation at a future point in time when less parking is required.

O13. To ensure bike riders have sufficient, accessible and secure parking.

Controls

C8. Vehicular access is located to:
   a. reduce the number of access points, as far as practicable
   b. consolidate vehicle access and reduce the number of crossovers through a maximum of one driveway per site or one.

C9. Development includes car share vehicle(s) that:
   a. are located either on-site or on the street at the discretion of council
   b. do not result in the maximum car parking rates being exceeded
   c. are publicly available, and readily accessible at all times.

C10. Provide Level 1 or faster electric vehicle (EV) ready to use parking spaces, at a rate of:
   a. 20% for resident spaces
   b. 10% for visitor spaces, or
   c. as detailed in another Environmental Planning Instrument relevant to the development type.

   Note: An (EV) ready parking space has cabling, power outlet or charging head to the space.

C11. Design electric infrastructure services (distribution boards, conduits and cabling) to ensure 100% of all parking spaces have:
   a. sufficient energy and capacity, preferably from renewable sources
   b. reticulated fixed charging facilities
   c. any future EV charger does not require a cable of more than 50m from the parking space to the EV-ready connection.

C12. On-site ground level exposed car parking is not provided, and parking areas:
   a. are not open structures that are visible from the public domain
   b. where below ground, do not protrude:
      i. above ground level at any point along street frontages
      ii. into setback areas that are identified as landscape area
   c. do not impede the provision of viable vegetation
   d. provide sufficient manoeuvring space to allow vehicles to enter and exit the site in a forward direction
   e. are designed in a manner that encourages opportunities for adaptation to other uses over time.

C13. Bicycle parking:

a. is provided at the rate of:
   i. for residents – 1 space for dwelling
   ii. for visitors – 1 space per 10 dwellings
b. is in accessible and visible locations for residents and visitors
c. is secure through provision of bike cages for residents and bike stands for visitors
d. is provided with ready-to-use electric charging points at a minimum rate of one per two bicycle spaces
e. where there are multiple parking areas, facilities and distributed equally across all locations.

9.49.3.9. Heritage

Objectives

O14. To ensure new development:

a. respects the significance of the Heritage Items and Heritage Conservation Areas
b. in the vicinity of Heritage Items and Heritage Conservation Areas is designed and sited to minimise impacts on the significance of the item.

Controls

C14. To ensure development responds to the Heritage Conservation Area and Heritage Items by:

a. for Heritage Items – conserving and enhancing the significance, character, fabric and features of these buildings and conforming with the Burra Charter
b. for all other buildings – respects the Heritage Conservation Area and Heritage Items by:
c. appropriately siting and designing new development
d. ensuring new development does not physically overwhelm or dominate the heritage significance of items or area
e. using sympathetic materials, colours and finishes that reflect and harmonise with original materials to maintain the character of the items and area.

9.49.3.10. Built form

Objectives

O15. To provide a high-quality building design that:

a. supports intended land uses
b. strengthens the residential character of the area
c. includes architectural features and façade articulation to reduce building bulk
d. minimises overshadowing
e. consolidates vehicle access locations
f. enhances the public domain for pedestrians
g. has clearly defined and accessible residential entries that are visible from the street
h. incorporates lighting that contributes to the quality and safety of the night-time residential environment

i. results in a high amenity internal living environment by taking an integrated and innovative approach to:
   i. the orientation of development and individual dwellings
   ii. addressing road noise impacts
j. protects and enhances the amenity of nearby residential development.

Controls

C15. Building design:
a. minimises vehicle crossovers
b. locates entries:
   i. on the primary street frontage so that it is visible from the street
   ii. at the same level as the street to maximise accessibility for all users
c. where incorporating external lighting it:
   i. is integrated into the building design
   ii. does not cause nuisance or hazard to occupants of the building or nearby buildings
   iii. supports street lighting to enhance safety and security
d. results in comfortable and enjoyable internal environments through using a variety of integrated design solutions to ameliorate noise impacts including but not limited to:
   i. materials and glazing
   ii. angled walls and modulated surfaces
   iii. solid balconies and winter gardens
   iv. screens, louvers and hopper windows
   v. locating single aspect dwellings away from the north and west street frontages
   vi. incorporating light wells, atriums and building articulation to enhance solar access and air movement
e. retains privacy and solar access to nearby residential development.

9.49.3.11. Building materials and finishes

Objectives

O16. To provide building materials, fittings and finishes that are high quality, sustainable and complement the locality.

O17. To reduce building waste by effectively re-using or recycling building materials where demolition or deconstruction of existing development is required to facilitate new development.

Controls

C16. Building materials, fittings and finishes:
a. are durable, high-quality and textured, including brick, to complement materials used in the locality
b. on facades have a light reflectively of 20% or less
c. are sustainable with low embodied carbon such as:
   i. replacement of Portland cement with supplementary cementitious materials (SCMs) in concrete (i.e., 30% SCM across all pre-cast and in-situ cement)

ii. high recycled content in steel
iii. timber framing instead of steel framing
iv. cross laminate timber

d. incorporate recycled materials, where possible.

C17. The Deconstruction Plan demonstrates that the majority of demolished building material, excluding hazardous materials, is integrated into the design and construction of new development by re-using on site or appropriate recycling.

9.49.3.12. Landscaping

Objectives

O18. To ensure on-site landscaping:

a. includes species native to the area
b. is suited to the location
c. provides habitat to enhance biodiversity
d. positively contributes to water management and is waterwise
e. contributes to mitigating urban heat
f. is durable and low maintenance.

Controls

C18. The Landscaping Strategy demonstrates, landscape:

a. is provided in dedicated setbacks
b. includes:
   i. water sensitive urban design solutions
   ii. trees and supporting vegetation
   iii. greening opportunities green roofs and walls, pergolas with climbers, podiums, planters, lawns and gardens, rain gardens and permeable pavement
   iv. 50% native species.

9.49.4 Area 2 – Taverners Hill South: Old Canterbury Road and Thomas Street

9.49.4.1. Application

Section 9.49.4 applies to Area 2 - Taverners Hill South: Old Canterbury Road as shown in Figure 4**.**

Figure 4: Area 2 - Taverners Hill South: Old Canterbury Road and Thomas Street

9.49.4.2. Desired future character

The Desired future character for Area 2 supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 9.49.3 for the Taverners Hill Precinct.

Area 2: - Taverners Hill South: Old Canterbury Road and Thomas Street:

- Has increased residential densities and housing diversity:
  - through lot amalgamation that has avoided lots being isolated from redevelopment opportunities
  - through provision of residential flat buildings as the preferred built form
  - in proximity to the GreenWay and public transport.
- Enhanced public domain and streetscape increases amenity and safety for all users.
- The built form is high quality, suitably scaled, transitions to neighbouring areas and meet the needs of intended uses.
- Residents benefit from building design that maximises their amenity while protecting the amenity of nearby residential developments.
- The landscape character of the area is maintained and enhanced through:
  - retention of mature trees on-site and in the public domain, as much as possible
  - incorporating landscaped front and rear gardens.

9.49.4.3. Lot amalgamation

Objectives

O19. To ensure lot amalgamation promotes the orderly redevelopment of land for intended residential uses and identified built form.

Controls

C19. Lot amalgamation:

a. aligns to Figure 5: Area 2 - Taverners Hill South preferred lot amalgamation pattern, or

b. where a. is not achievable

i. results in a lot size of 720m^2 and has a street frontage of 20m, or

ii. meets the following criteria:

- facilitates basement parking, where on-site parking is provided
- consolidates vehicle access and reduces their impact on pedestrian movement paths
- provides appropriate access for servicing and waste management
- meets landscape area and communal open space requirements
- provides required setbacks
- does not isolate surrounding lots from redevelopment.

Figure 5: Area 2 - Taverners Hill South preferred lot amalgamation pattern

9.49.4.4. Built form

O20. To deliver the preferred building type being residential flat buildings and align building height, design and layout to suit:
   a. the local context and protect the amenity of nearby residential development
   b. lot pattern and depth, street frontage and access arrangement.

Controls

C20. Built form complies with the number of storeys, building envelope, scale and site layout requirements detailed in Table 1.

Table 1: Built form – storeys, building envelope, scale and site layout requirements

Location	**Old Canterbury Road west and Barker Street east**	**Old Canterbury Road east**	**Thomas Street**
Refer to:	Figure 5	Figure 6 – Northern site and Figure 7 – Southern site	Figure 8
Maximum storeys	3-storey	5-storey	4-storey
Street wall	2-storey		
Floor to floor	First storey, ground floor – 4m Second storey and above – 3.1m		
Front setback to primary street frontage	4m	3m for public domain improvements and additional 3m to built form	6m
Above ground front setback	Additional 3m above the second storey		
Rear setback	7m	Minimum of 6m	4m - 12m
Side setbacks	Minimum of 3m	Minimum of 3m	Minimum of 6m
Above ground side setback	Not applicable	Additional 3m above second story	Not applicable
Vehicle access location	Old Canterbury Road or Barker Street	Northern Site - Barker Street Southern Site – Old Canterbury Road	Thomas Street

Figure 5: Indicative Old Canterbury Road west and Barker Street east – storeys, building envelope, scale and site layout – plan, section and axonometric

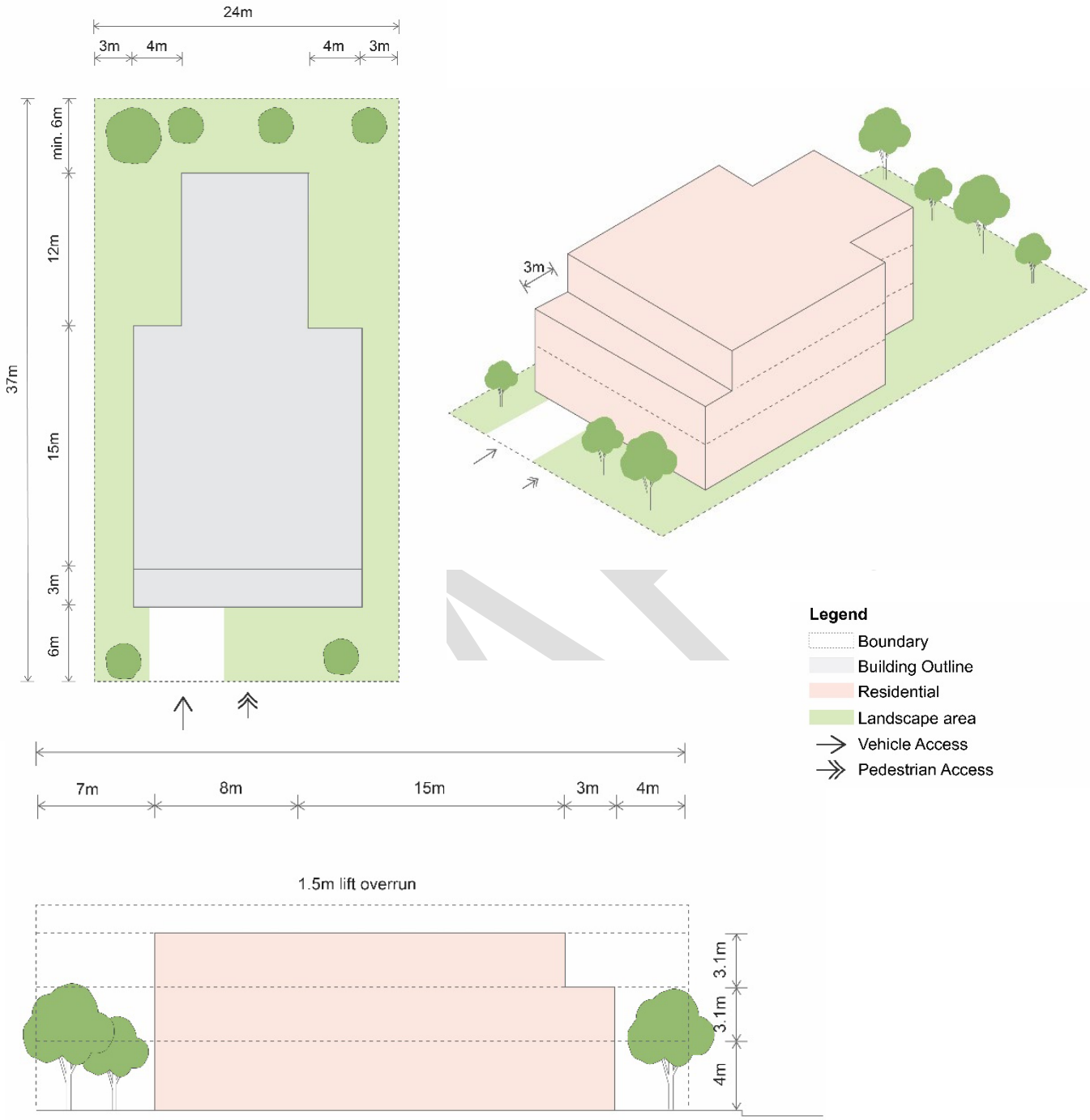


Figure 6: Indicative Old Canterbury Road east – northern site - storeys, building envelope, scale and site layout – plan, section and axonometric

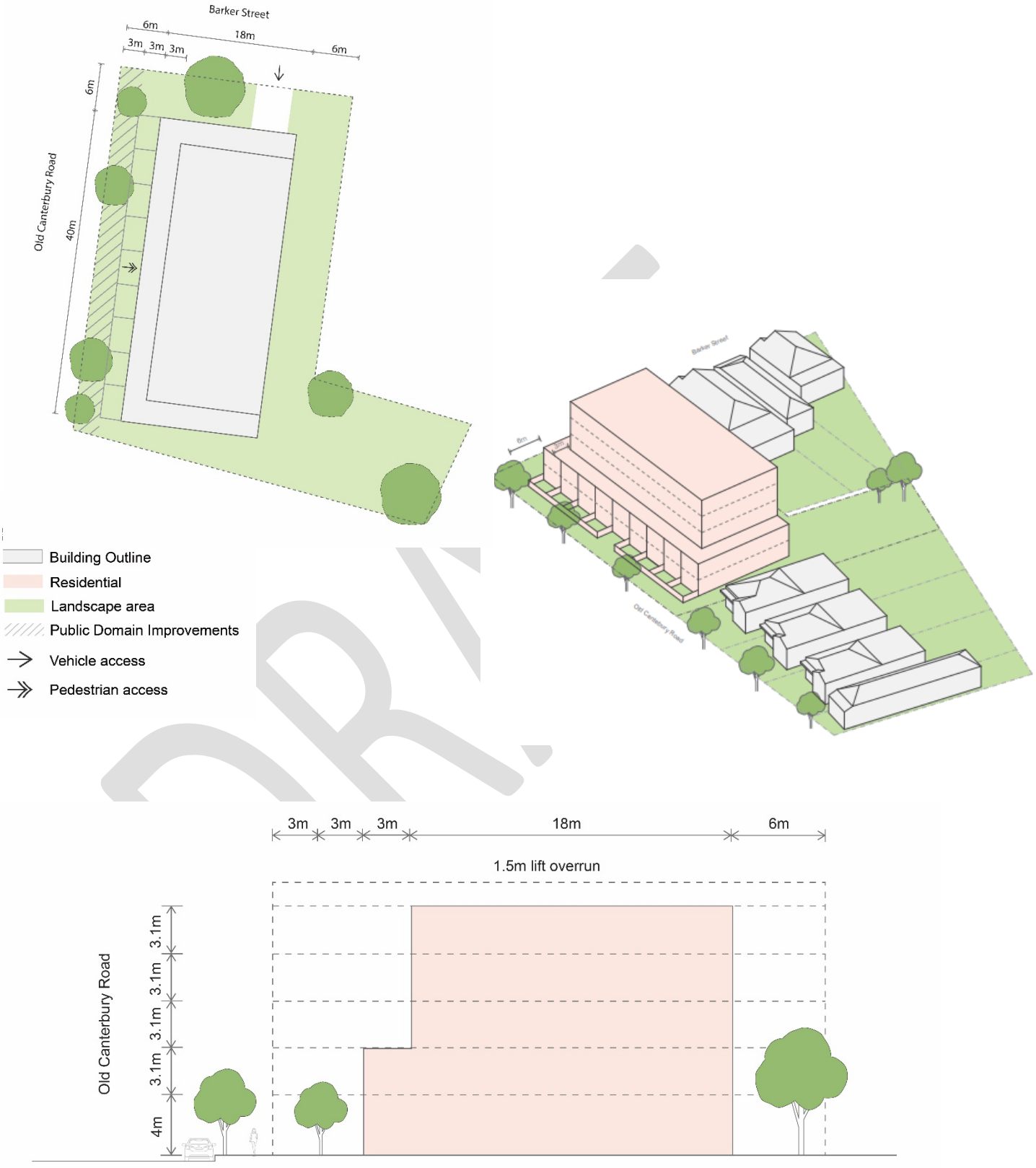
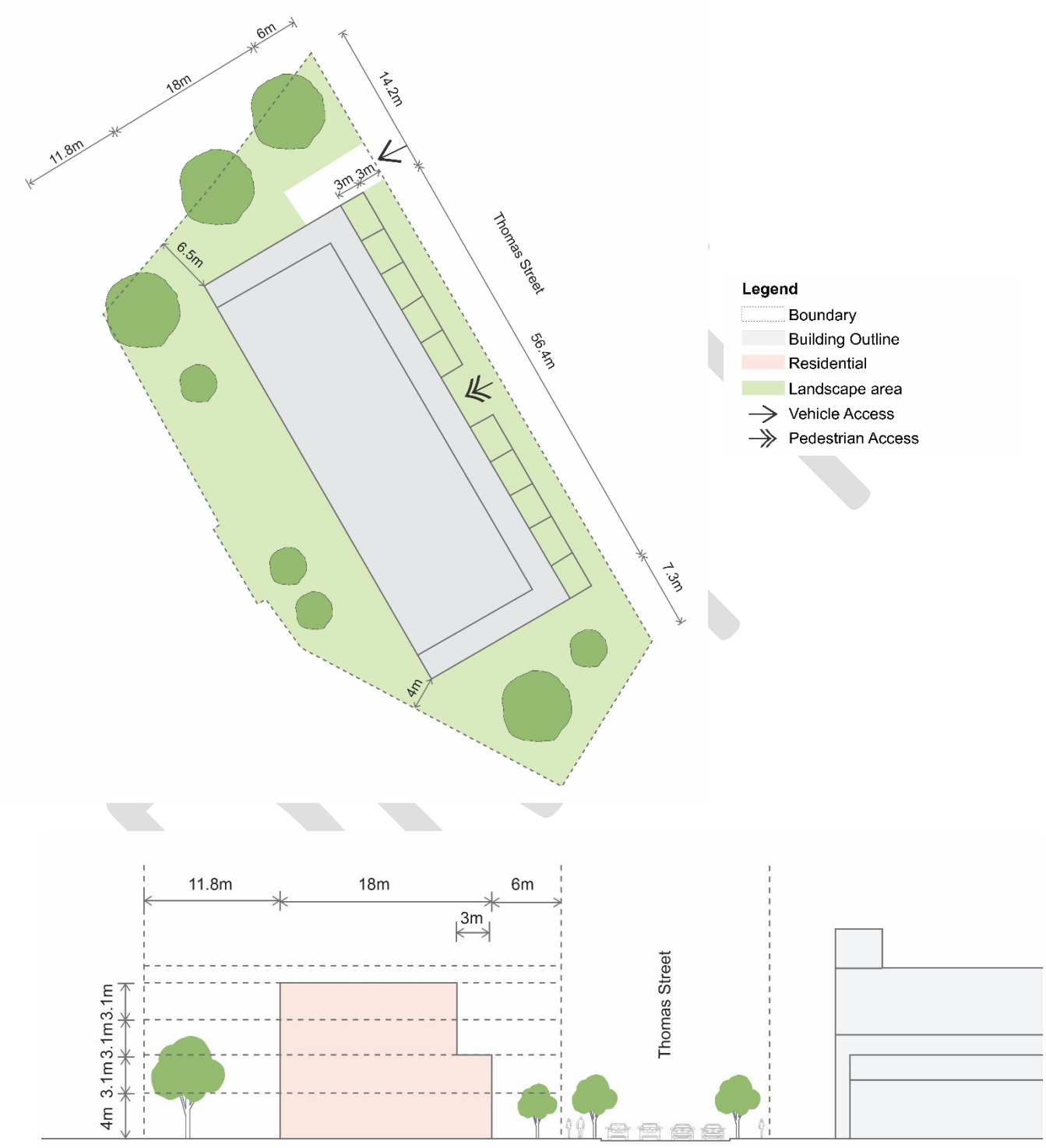


Figure 7: Indicative Old Canterbury Road east – southern site – storeys, building envelope, scale and site layout – plan, section and axonometric

Figure 8: Indicative Thomas Street – storeys, building envelope, scale and site layout – plan and section



9.49.4.5. Landscaping

Objectives

O21. To maintain and enhance the landscaped and leafy character of the area.

O22. To extend the public domain and enhance pedestrian amenity on Old Canterbury Road east.

Controls

C21. Maintain and enhance the landscape character by:

a. providing landscaping in the required front and rear setbacks
b. minimising driveways and crossovers
c. retaining existing on-site vegetation, especially mature trees, as much as possible.

C22. Provide streetscape and pedestrian movement improvements on Old Canterbury Road east that contributes towards enhanced public domain.

Note: Landscaping requirements should be read in conjunction with Section 9.49.3.2 Streetscape and public domain, 9.49.3.7 Sustainability and resilience and 9.49.3.12.

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9.50 Parramatta Road Corridor – Leichhardt Precinct

9.50.1 Application

Part 9, Strategic Context, Section 9.50, Parramatta Road Corridor – Leichhardt Precinct applies:

- to that part of Leichhardt Precinct shown in **Figure 1** as Area 1 and Area 2, and
- where development seeks to rely on the Incentives Floor Space Ratio Map, Incentives Height of Buildings Map and meets Clause X.X of the Inner West LEP 202X.

Where development does not seek to rely on the Incentives provisions Part 9, Section 50 does not apply. In this circumstance, relevant provisions of this Section apply.

Leichhardt Precinct has five Areas that are identified on Figure 1. Each Area has varying functions and intended outcomes. As detailed above, this DCP applies to two of those Areas:

- Area 1 – Parramatta Road, being the southern side
- Area 2 – Crystal Street.

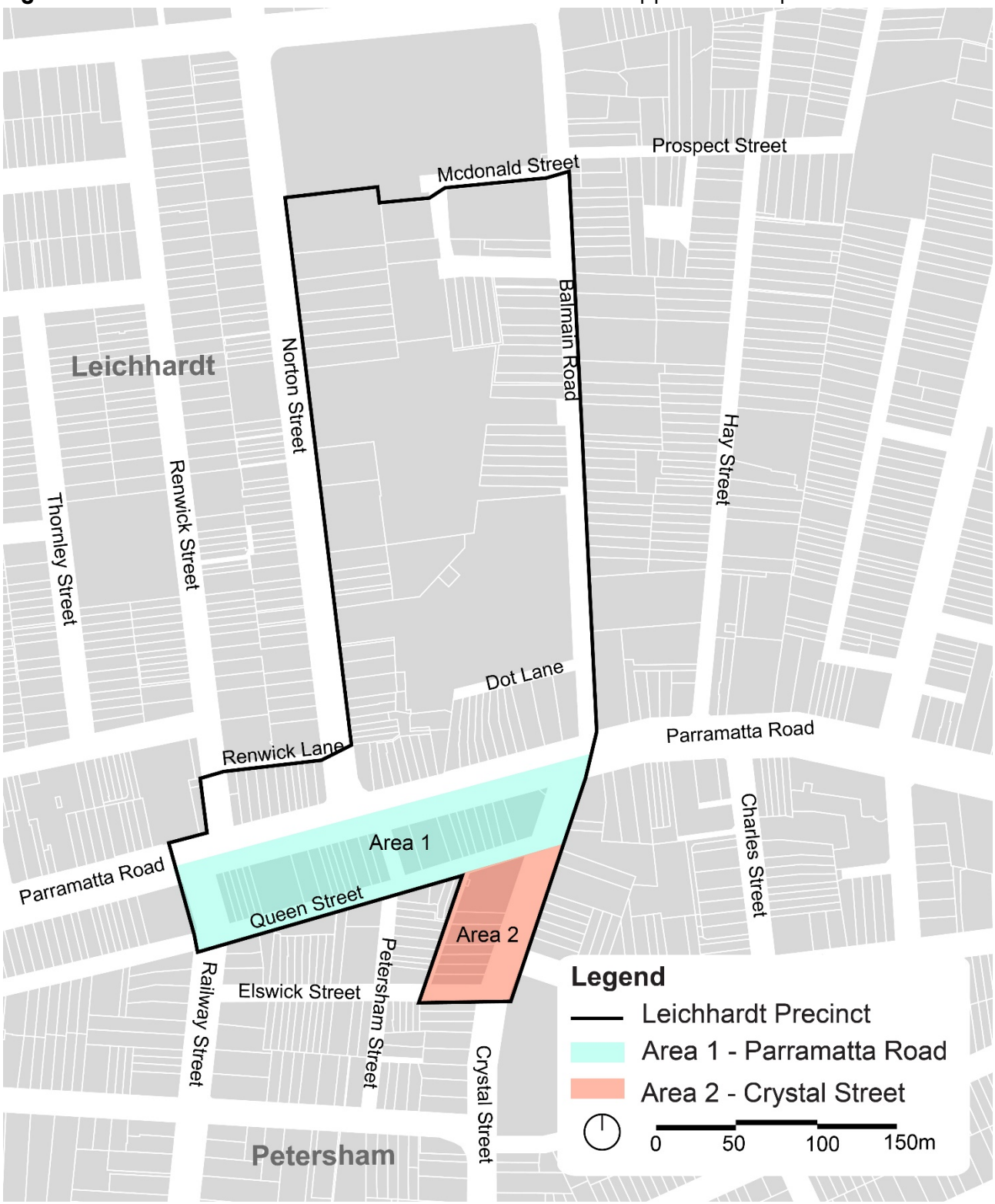
Where seeking to rely on incentive provisions, all development will achieve the Desired Future Character, Objectives and Controls detailed in:

- **Section 9.50.3** that applies to all Areas in the Leichhardt Precinct, and as applicable
- **Section 9.50.4** that applies to Area 1 – Parramatta Road, or
- **Section 9.50.5** that applies to Area 2 – Crystal Street.

These Sections supplement and should be read in conjunction with relevant provisions of this DCP.

Where Part 9, Section 9.50 applies and there is an inconsistency between **Section 9.50** and other provisions of this DCP, this Section prevails.

Figure 1: Parramatta Road Corridor: Leichhardt Precinct Land Application Map



9.50.2 Context

Parramatta Road Corridor Urban Transformation Strategy

Parramatta Road Corridor – Leichhardt Precinct is one of eight Precincts of the Parramatta Road Corridor Urban Transformation Strategy (PRUCTS).

PRCUTS is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor.

The vision for Parramatta Road Corridor is:
A high-quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.

The vision is supported by seven principles:

1. **Housing choice and affordability**
   Plan for diversity in housing types to accommodate a wide range of community needs, including affordable, family, student and seniors housing.
2. **Diverse and resilient economy**
   Plan for and position the corridor to attract new businesses and support existing business that create a diversity of jobs and promote jobs closer to home.
3. **Accessible and connected**
   Reshape and better connect places and movement networks to better serve customers and encourage sustainable travel.
4. **Vibrant community places**
   Promote quality places and built form outcomes to transform the corridor over time.
5. **Green spaces and links**
   Embellish existing open space and provide for new open spaces that support the recreational needs of the community and encourage active and healthy lifestyles.
6. **Sustainability and resilience**
   Create liveable local Precincts along the corridor that are sustainable, resilient and make Sydney a better place.
7. **Delivery**
   Deliver, drive, facilitate and monitor action.

PRCUTS and Inner West

Four of the eight PRCUTS Precincts are within Inner West Council local government area. These include:

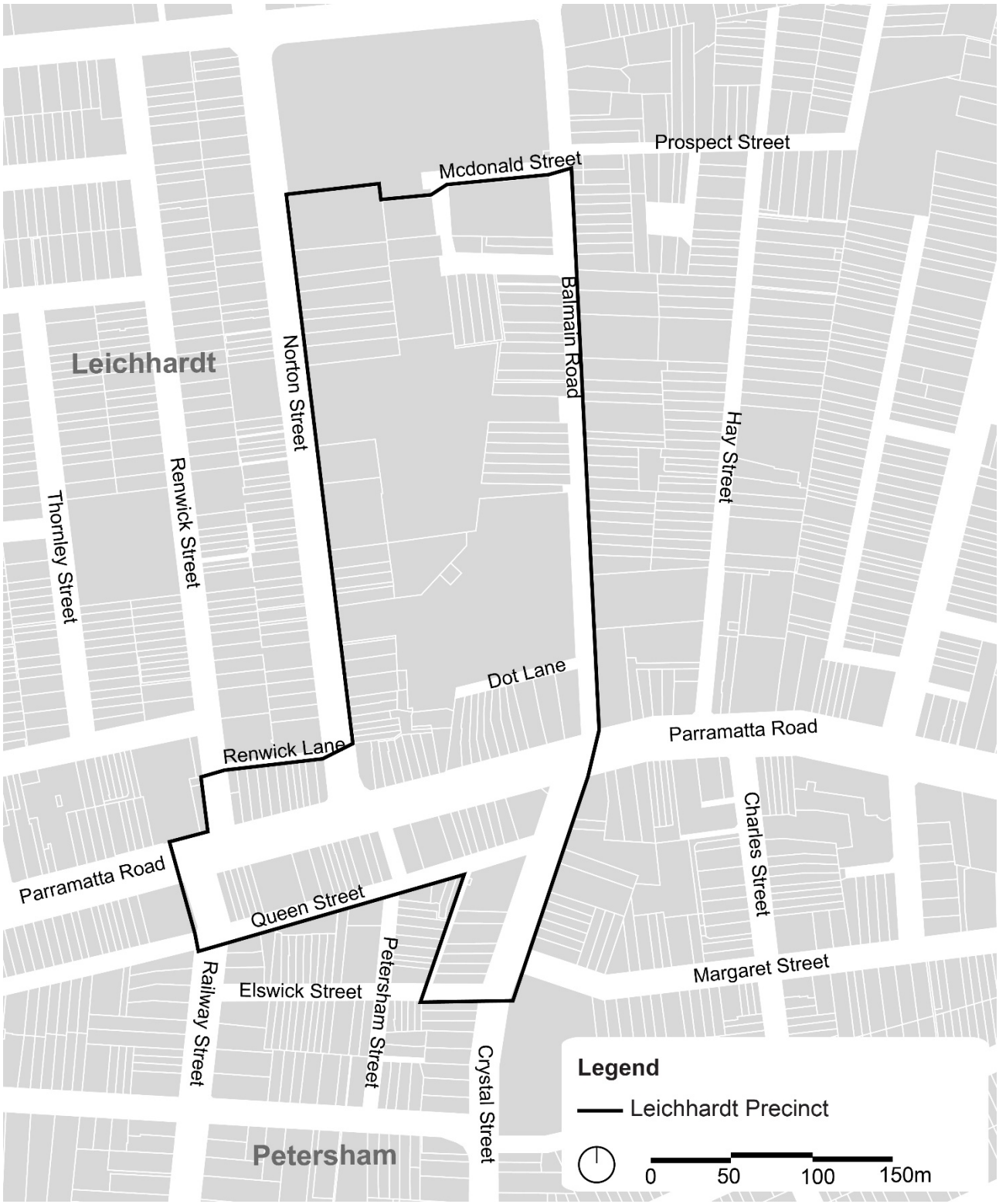
- Part of Kings Bay Precinct in Croydon that extends from Lang Street, Croydon in the west to Iron Cove Creek in the east. The remaining areas of Kings Bay Precinct are in Burwood and Canada Bay local government areas.
- Taverners Hill Precinct that extends from Petersham in the east to Summer Hill in the west and includes areas in Leichhardt and Lewisham.
- Leichhardt Precinct in the suburbs of Leichhardt and Petersham.
- Part of Camperdown Precinct. The remaining area of Camperdown Precinct is in City of Sydney local government area.

9.50.3 Leichhardt Precinct

9.50.3.1 Application

Section 9.50.3 applies to the entire Leichhardt Precinct as identified in Figure 2.

Figure 2: Leichhardt Precinct



9.50.3.2 Leichhardt Precinct Desired Future Character

- Norton Street is a strong vibrant and bustling activity strip that creates a sense of community and is supported by increased residential density.
- Parramatta Road provides affordable small-scale retail and employment premises and where new development respects heritage and the fine grain character of the streetscape.
- Housing within the Precinct is well located and diverse, serving the needs of people of all ages, abilities and incomes.
- Busy pedestrian routes provide access to and from key destinations within the Precinct and new east-west pedestrian connections breaking down large blocks on Norton Street.
- People enjoy a public domain that is well-designed, activated and landscaped.
- The iconic views and vistas along Parramatta Road and north-south streets, of historic landmarks at street junctions and glimpses to the city skyline remain.
- Living and work environments are sustainable and comfortable as a result of:
  - buildings having a high standard environmental performance
  - integrated water management
  - building design, landscape and materials reducing urban heat effects
  - building design reducing noise and air quality improvements
  - promoting active and public transport
  - catering for electric charging infrastructure.
- The built form is high quality, suitably scaled, transitions to neighbouring areas and meets the needs of intended uses.
- Taller buildings are concentrated between Norton Street and Balmain Road which protects the lower scale and well recognised streetscape along Norton Street and Parramatta Road.
- Residents benefit from building design that maximises their amenity while protecting the amenity of nearby developments.
- Community facilities and civic services such as library, town hall and schools support the Precinct.
- Pedestrians and bike riders benefit from:
  - Enhanced connections across Parramatta Road and along Railway Street to Petersham Station
  - Increased east-west permeability
  - Safe cycling connections north-south.
- Reliance on private vehicles has reduced to support sustainable living through:
  - reducing on-site car parking provision for origin and destination locations
  - setting maximum car parking rates instead of requiring minimum car parking
  - implementing new models such as unbundled parking and shared car use
  - leveraging proximity to public transport networks, including rapid transport on dedicated lanes on Parramatta Road.

9.50.3.3 Connectivity and accessibility

Objectives

O1. To increase connectivity, permeability and accessibility across the Precinct for pedestrians and bike riders by enhancing links between workplaces and residential areas to key locations.

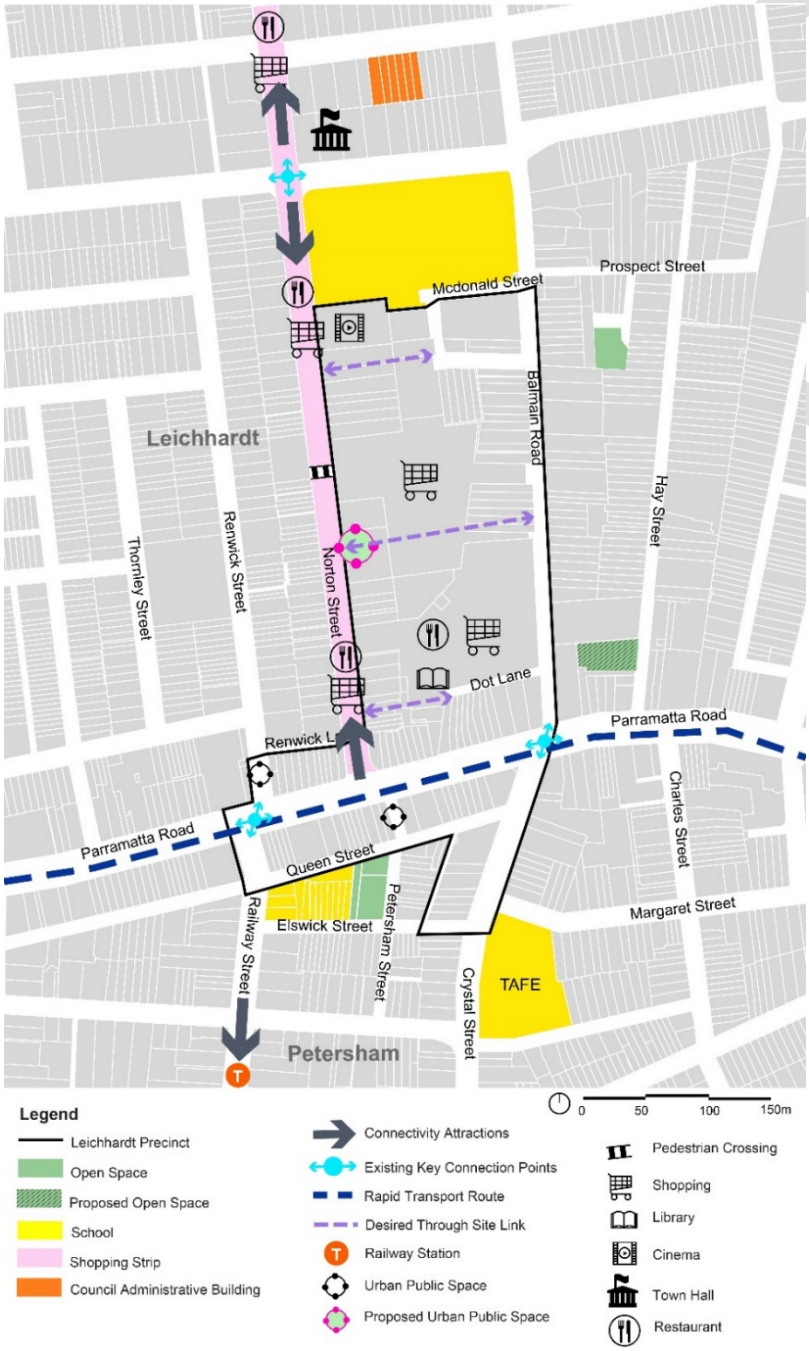
Controls

C1. Built form and streetscape treatments reinforce pedestrian and cycling connections identified in Figure 3: Leichhardt Precinct connectivity and accessibility map, including:

a. North-south connections within the Precinct and to Petersham Train Station

b. East-west connections between Balmain Road and Norton Street.

Figure 3: Leichhardt Precinct connectivity and accessibility map



9.50.3.4 Streetscape and public domain

Objectives

O2. To improve the amenity and safety of the streetscape of the Precinct in a manner that:
- a. contributes to the street character and intended land uses
- b. is supported by built form that interfaces well with the streetscape and heritage
- c. reduces street clutter and improves the visual amenity of the public domain
- d. reinstates or upgrades the footpath to provide enhanced public domain
- e. results in a durable and low maintenance public domain.
- f. protects existing trees
- g. positively contributes to water management and is waterwise.

Controls

C2. Development:
- a. delivers required built form setbacks
- b. ensures that pedestrian movement area is clear of obstacles
- c. integrates pedestrian and vehicular entries into the streetscape design.

Notes

Refer to:

1. *Inner West Public Domain Design Guide* (202X) for details of road types, footpath area functions and finishes.
2. Controls related to built form and landscaping as detailed in Sections 9.50.4 and 9.50.5 are relevant to each Area within the Precinct.

9.50.3.5 Development utility infrastructure

Objectives

O3. To reduce street clutter, provide opportunity for viable street trees and enhance the public domain.

O4. To locate and design mechanical plant and essential services in a way that:
- a. improves the visual amenity of the public domain
- b. does not conflict with landscaping or street tree planting
- c. is located outside the public domain.

Controls

C3. Relocate existing overhead cables underground, and where possible, co-locate with other underground services.

C4. Mechanical plant and essential services equipment are:
- a. contained wholly within the property
- b. located:
  - i. off the primary street frontage, or
  - ii. behind the building line and screened from view, and
- c. integrated with the building and landscape design.

9.50.3.6 Affordable housing

Objectives

O5. To increase the supply of well-designed affordable housing in the Inner West to meet community needs and in appropriate locations across Leichhardt Precinct.

O6. To ensure affordable housing is managed and retained as affordable housing in perpetuity.

Controls

C5. Affordable housing units:
   a. include a range of sizes to cater for different household sizes
   b. are designed and constructed to the same standard as other residential accommodation in the development.

C6. Affordable housing units are to be proved and managed in accordance with the relevant Affordable Housing Contributions Scheme.

Note: *Affordable housing* has a statutory definition under the NSW Environmental Planning and Assessment Act 1979 of "housing for very low income households, low income households or moderate income households, being such households as are prescribed by the regulation or are as provided for in an environmental planning instrument."

9.50.3.7 Lot amalgamation

Objectives

O7. To promote efficient use of land and orderly redevelopment by:
   a. avoiding isolating lots and reducing development potential
   b. providing intended uses and built form outcomes that make a positive contribution to the streetscape.

Controls

C7. Lot amalgamation:
   a. does not result in isolated lots that are unviable for redevelopment to the scale and intensity desired for the area.
   b. combines narrow lots and lots in fragmented ownership.

9.50.3.8 Sustainability and resilience

Objectives

O8. To achieve a high standard of environmental building performance that:
   a. reduces greenhouse gas emissions and water use
   b. results in comfortable living and working environments.

O9. To reduce urban heat island effects through incorporating and integrating mechanisms that collectively mitigate the impacts, including:
   a. green infrastructure in the form of landscape and surface treatments that incorporate water storage and treatment while reducing water usage
   b. trees that offer shade to the built form, hard surfaces and vegetation

c. building materials and colours that reduce heat impacts, contribute to energy efficiency and thermal comfort, and minimise nuisance caused by glare or heat radiation.

Controls

C8. The Building Environmental Performance Report or BASIX certificate demonstrates that the development:

a. achieves a reduction of greenhouse gas emissions and water use
b. results in comfortable living and working environments
c. includes passive design features such as optimal orientation, increased insulation, effective shading, cross ventilation and lower solar absorptance external surface finishes
d. optimises rooftop solar photovoltaic systems
e. achieves full electrification of utilities including cooking (other than in commercial kitchens), heating and hot water (heat pumps)
f. for residential development:
    i. achieves an average thermal performance of 7-star NatHERS
    ii. incorporates ceiling fans in bedrooms and living rooms.

C9. Mitigate urban heat island effects by:

a. Achieving required tree canopy through:
    i. retaining existing mature trees
    ii. including advanced containerised trees (greater than 200 litre) of a species that within 10 years will achieve 50% of their potential at maturity
    iii. incorporating trees and vegetation across various storeys (roof tops, terraces, atriums, and the like), in addition to, or where necessary, as an alternative to ground level planting
    iv. a combination of the above that collectively achieves, or exceeds, the tree canopy requirements.
b. integrating green roofs and walls as a component of the landscape and built form design specifically in northern and western facing locations
c. incorporating permeable surfaces, rain gardens, and other water sensitive measures in landscape treatments
d. using materials and colours that:
    i. have a high solar reflectance index on roofs, facades, glazing or ground surfaces subject to their purpose and aligned to orientation and exposure to sunlight
    ii. where it may cause nuisance due to glare or reflection do not exceed 20% reflectivity.

9.50.3.9 Access and parking

Objectives

O10. To enhance the public domain, improve pedestrian experience and safety, and limit the number of vehicle access points throughout the Precinct.

O11. To reduce private vehicle ownership through encouraging car share vehicles and sustainable transport.

O12. To maximise efficient use of non-residential car parking by incorporating shared use of parking spaces subject to peak demand of various building uses.

O13. To ensure development provides facilities for electric vehicles.

O14. To future proof infrastructure to support increased take-up of electric vehicles.

O15. To ensure vehicle parking, servicing and loading areas are designed to:
- a. reduce their visual impact on the public domain
- b. support all vehicle types anticipated by development including service vehicles and loading areas
- c. maximise potential adaptation at a future point in time when less parking is required.

O16. To ensure delivery areas prioritise servicing outside peak pedestrian activity for key streets.

O17. To ensure bike riders have sufficient accessible and secure parking.

O18. To provide on-site workers facilities for employment generating uses that encourage active transport commuting, healthy workplaces and cater for worker needs.

Controls

C10. Vehicular access is located to:
- a. use secondary streets or rear accessways and laneways
- b. reduce the number of crossovers through a maximum of one driveway per site or one-way pair.

Note: Refer to additional Controls relevant to specific Areas within the Precinct in Sections 9.50.4 and 9.50.5.

C11. Development includes car share vehicle(s) that:
- a. are located either on-site or on the street at the discretion of Council
- b. do not result in the maximum car parking rates being exceeded
- c. are publicly available and readily accessible at all times.

C12. Where shared use of car parking spaces is included, they are determined on a case-by-case basis dependant on anticipated tenancies/uses.

C13. Provide electric vehicle (EV) ready to use car parking spaces:
- a. for non-residential development – Level 3, or faster, at a rate of 10% for all spaces – dedicated and visitor
- b. for residential development – Level 1, or faster, at a rate of:
  - i. 20% for resident spaces
  - ii. 10% for visitor spaces, or

iii. as detailed in another Environmental Planning Instrument relevant to the development type.

Note: An EV ready parking space has cabling power outlet or charging head to the space.

C14. Design electric infrastructure services (distributions boards, conduits and cables) to ensure:
- a. sufficient energy and capacity, preferably from renewable sources
- b. reticulated fixed charging facilities cater for a minimum of:
  - i. for non-residential development - 50% of all parking spaces
  - ii. for residential development – 100% of all parking spaces.
- c. any future EV charger does not require a cable of more than 50m from the parking space to the EV-ready connection.

C15. On-site ground level exposed car parking is not provided, and parking areas:
- a. are concentrated below ground or sleeved by other uses
- b. are not open structures that are visible from the public domain
- c. where below ground:
  - i. do not protrude:
    - above ground level at any point along street frontages
    - into setbacks areas that are identified as landscape areas.
  - ii. are designed to facilitate break out walls where required
- d. do not impede the provision of viable vegetation
- e. are designed to accommodate all vehicle types anticipated by the development
- f. provide sufficient manoeuvring space to allow vehicles to enter and exit the site in a forward direction
- g. are designed in a manner that encourage opportunities for adaptation to other uses over time.

C16. Service delivery times are restricted to avoid conflict with peak pedestrian periods on key streets, where practical.

C17. Bicycle parking:
- a. complies with the minimum requirements detailed in Table 1
- b. is in accessible and visible locations for residents, workers and visitors
- c. is secure through provision of bike cages for residents and workers or bike stands for visitors
- d. is provided with ready-to-use electric charging points at a minimum rate of:
  - i. for non-residential development - one per four bicycle spaces
  - ii. for residential development – one per two bicycle spaces
  - iii. where there are multiple parking areas, facilities are distributed equally across all locations.

Table 1: Minimum bicycle parking

Land Use	Resident/Worker	Visitor
Residential	1 space per dwelling	1 space per 10 dwellings
Commercial	1 space per 150m^2 GFA	1 space per 400m^2 GFA
Retail	1 space per 250m^2 GFA	2 spaces + 1 per 100m^2 GFA
Industrial	1 per 250m^2 GFA	1 space per 500m^2 GFA

C18. On-site workers facilities:
- a. comply with the minimum requirements detailed in Table 2
- b. are in secure locations
- c. where more than one shower/change cubicle is required, separate and equal numbers of male and female facilities are provided.

Table 2: Minimum worker facilities for all employment generating uses

Anticipated number of workers	Personal Lockers	Showers and change cubicles
0-49	1 per 2 workers	1 unisex
50 - 99	1 per 3 workers	2
100-199	1 per 4 workers	4
200+	1 per 5 workers	+ 1 per 200 workers

9.50.3.10 Active Street Frontages

Objectives

O19. Active street frontages are provided to reinforce the vitality and liveliness of the public domain.

O20. Active street frontages are provided:
- a. with ground floor frontages that are pedestrian orientated and of a high design quality to add vitality to streets
- b. by incorporating frequent pedestrian entries that open towards the street.

Controls

C19. Provide active street frontages by including the following uses at street level:
- a. shops, commercial premises and other employment uses
- b. commercial and residential lobbies and reception areas
- c. public buildings or community facilities.

C20. Active street frontages contribute to the liveliness and vitality of streets by:
- a. providing a minimum of 70% of the ground floor frontage as transparent glazing with a predominantly unobstructed view from the adjacent footpath to at least a depth of 6m within the building
- b. maximising entries, display windows, customer service areas and key activities to provide pedestrian interest and interaction

c. minimising blank walls, fire escapes, service doors, plant and equipment hatches
d. providing elements of visual interest, such as display cases, or creative use of materials where fire escapes, service doors and equipment hatches cannot be avoided
e. providing a high standard of finish and appropriate level of architectural detail for building facades
f. providing passive surveillance to enhance safety and security
g. providing ground floor pedestrian entry at the same level as the street to maximise accessibility for all users
h. not including driveways and service entries
i. if including security measures, using grilles or screens that are fitted internally and are a minimum of 60% perforated/ transparent when closed.

9.50.3.11 Built form

Objectives

O21. To provide for a high-quality built form and design that:
a. strengthens the urban character and identity of the Precinct
b. supports intended land uses
c. promotes a positive image for businesses
d. is of a bulk and scale and has a site layout that complements the local context
e. minimises adverse amenity impacts
f. enhances the public domain for pedestrians
g. incorporates lighting that contributes to the quality and safety of the night-time urban environment, is sustainable and easy to maintain
h. does not create nuisance or hazard from glare, noise and odour for pedestrians, motorists, or occupants of nearby buildings.

O22. To ensure development for residential purposes achieves a high-quality living environment and mitigates urban hazards by taking an integrated and innovative approach to:
a. address road and aircraft noise, and air quality impacts
b. the orientation of development and individual dwellings
c. minimise the need for mechanical ventilation and heating or cooling.
d. protect and enhance the amenity of nearby residential development.

O23. To provide appropriate employment uses on the ground floor in mixed used development that:
a. are compatible with the residential uses above
b. are separated from residential uses through subdivision
c. safeguard the provision and viability of business uses
d. provide large floor plates and high ceilings to ensure functionality and flexibility in accommodating a diverse range of business uses.

Controls

C21. Building design:
a. includes architectural features and façade articulation to reduce building bulk
b. emphasises building corners at intersections

c. does not result in overshadowing or loss of privacy
d. locates pedestrian entries:
    i. on the primary street frontage and visible from the street
    ii. at the same level as the street to maximise accessibility for all users
e. where incorporating external lighting it:
    i. is integrated into the building design and highlights distinctive architectural features
    ii. is energy efficient, high quality, durable and low maintenance
    iii. does not cause nuisance or hazard to occupants of the building or nearby buildings
    iv. minimises light spill into the night sky
    v. supports street lighting to enhance safety and security.
f. negates adverse noise and odour emissions from activities, plant or equipment.

C22. Residential building design results in comfortable and enjoyable internal environments through:
a. meeting the required standards for residential development near busy roads
b. ensuring buildings are designed to achieve internal noise levels as detailed in AS 2021
c. employing a variety of integrated mechanisms to ameliorate negative impacts including but not limited to:
    i. materials and glazing,
    ii. angled walls and modulated surfaces
    iii. solid balconies and winter gardens
    iv. screens, louvers and hopper windows
    v. locating single aspect dwellings away from the north and west street frontages
    vi. incorporating light wells, atriums and internal articulation to enhance sun capture and air movement
    vii. incorporating acoustic measures to reduce noise impacts
d. retaining privacy and solar access while improving noise impacts for nearby residential development.

C23. Building design facilitates employment uses on the ground floor:
a. are compatible with residential uses
b. provide a minimum GFA for business activities:
    i. where GFA is 500m2 or more – a minimum of 75% of GFA for business activities
    ii. where GFA is less than 500m^2 – a minimum of 50% of GFA for business activities
c. locate services, storage and other business needs off street frontages
d. are larger in scale and designed to provide flexibility to adapt to different uses.
e. include a stratum subdivision scheme to delineate land use separation, ownership structures and obligations to the overall building regarding requiring owners' corporation consent for the submission of development applications and complying development certificates for employment uses separate from residential uses.

9.50.3.12 Building materials and finishes

Objectives

O24. To provide building materials, fittings and finishes that are high-quality, sustainable and complement the locality.

O25. To reduce building waste by effectively re-using or recycling building materials where demolition or deconstruction of existing development is required to facilitate new development.

Controls

C24. Building materials, fittings and finishes:
- a. are durable, of high-quality and textured, to complement materials used in nearby buildings
- b. on facades have a light reflectivity of 20% or less
- c. are sustainable with low embodied carbon such as:
  - i. replacement of Portland cement with supplementary cementitious materials (SCMs) in concrete (i.e., 30% SCM across all pre-cast and in-situ cement)
  - ii. high recycled content in steel
  - iii. timber framing instead of steel framing
  - iv. cross laminate timber
- d. be made from or incorporate recycled materials, where possible.

C25. The Deconstruction Plan demonstrates that the majority of demolished building materials, excluding hazardous materials, are integrated into the design and construction of new development by re-using on-site or through appropriate recycling.

9.50.3.13 Landscaping

Objectives

O26. To ensure on-site landscaping:
- a. includes species native to the area
- b. is suited to the location
- c. provides habitat to enhance biodiversity
- d. positively contributes to water management and is waterwise
- e. contributes to mitigating urban heat
- f. is durable and low maintenance.

Controls

C26. The Landscaping Strategy demonstrates, landscape:
- a. is provided in dedicated setbacks
- b. include:
  - i. water sensitive urban design solutions
  - ii. trees and supporting vegetation
  - iii. greening opportunities including green cover, green roofs, green walls, pergolas with climbers, podiums, planters, lawns and gardens, rain gardens and permeable pavements

iv. 50% native species.

9.50.3.14 Views

Objectives

O27. To reinforce view corridors and vistas with buildings, structures, public art or landscape treatments.

Controls

C27. Development maintains and, where possible, enhances views as identified in Figure 4: Leichhardt Precinct Key Views Map:

a. to the City skyline
b. to landmark buildings
c. to street vistas identified.

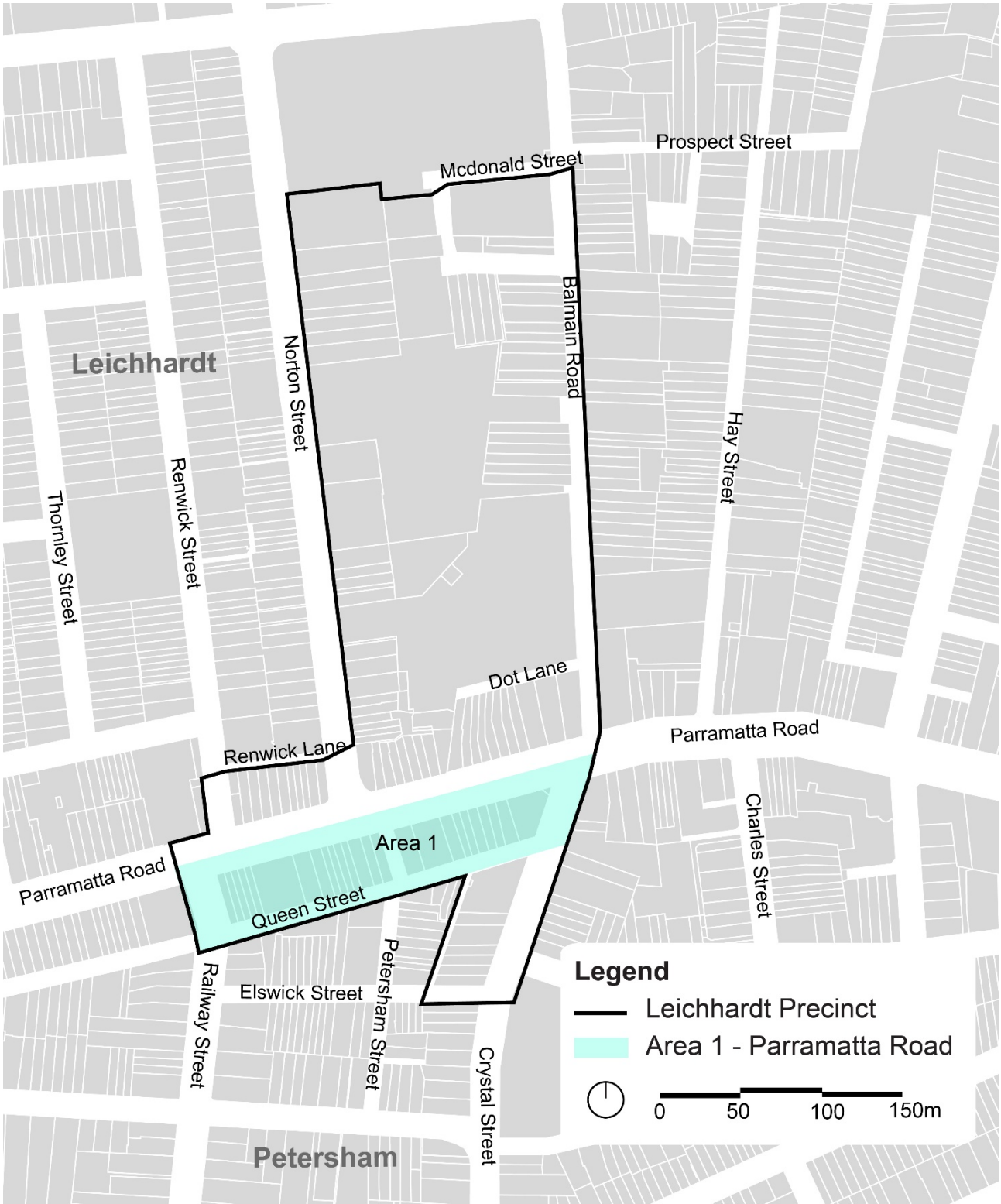
Figure 4: Leichhardt Precinct key views

9.50.4 Area 1 – Leichhardt: Parramatta Road

9.50.4.1 Application

Section 9.50.4 applies to Area 1 – Leichhardt: Parramatta Road as shown in Figure 5.

Figure 5: Area 1 – Leichhardt: Parramatta Road



9.50.4.2 Desired Future Character

The Desired Future Character for Area 1 supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 9.50.3.2 for the Leichhardt Precinct.

Leichhardt: Area 1 – Parramatta Road

- Continues as a productive economic corridor that attracts investment and new employment opportunities.
- Is reinvigorated as a retail / business high street in its appearance and function.
- Its heritage significance is protected and revitalised with new development that respected the original built form.
- Pedestrians and bike riders benefit from the new urban space, Petersham Street Park, that has enhanced connectivity between Parramatta Road and Queen Street.
- New built form:
  - is high quality
  - responds to and retains the heritage fabric and fine grain appearance of the area
  - is cohesive and presents a consistent street wall to Parramatta Road
  - positively interacts with the street
  - protects solar access, privacy and amenity of surrounding residential uses.

9.50.4.3 Heritage

Objectives

O28. To ensure development responds to the historic built form of the location by:
  a. for Heritage Items - conserving and enhancing the significance, character, fabric and features of these buildings and conforming with the Burra Charter
  b. for Contributory Buildings – restoring or reconstructing, altered or missing fabric of buildings
  c. for all other buildings – being sympathetic to key architectural or streetscape features found in the Heritage Conservation Area (HCA)
  d. not negatively impacting on Heritage Items outside Area 1 – Parramatta Road of the Leichhardt Precinct.

Controls

C28. Development responds sensitively to heritage and proactively retains, restores and enhances the heritage features of the location by:
  a. demonstrating that achievement of the floor space ratio and height of buildings incentive provisions does not have an adverse impact on the Heritage Items or the HCA, including Contributory Buildings in the HCA
  b. for Heritage Items - alterations to the existing fabric are limited to restoration
  c. for Heritage Items and Contributory Buildings as identified in Figure 6: Parramatta Road Heritage Features new built form:
    i. is sympathetic and clearly distinguishable from the existing architecture
    ii. complements the scale, form and materials of the streetscape and its desired future character including wall heights and roof forms

iii. pays particular attention to the transition from old to new and respects the existing façade and parapet in a way that ensures its architectural design remains a predominant feature
iv. retains existing openings, and no new openings are introduced into the façade, including the parapet
v. retains existing floor to floor heights and where new floor levels are introduced, these do not intersect with existing openings
vi. evidences the original narrow fine grain width of shop fronts

d. for all development:
i. retain the prominence of Heritage Items and landmark buildings in the immediate streetscape and surrounding area
ii. use sympathetic materials, colours and finishes to harmonise with the character of the HCA
iii. retain, or where required replace, suspended awnings to ensure consistency with adjoining and original fabric.

Notes:

1. Refer to Figures 7 and 8 for indicative images of the integration of existing building facades in HCAs and preferred fine-grained built form.
2. Refer to Part 8 Heritage of this DCP for detailed controls and guidelines.
3. Relevant Architectural Style Sheets for Parramatta Road Commercial Precinct Heritage Conservation Area include:
   - Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1.
   - Federation styles. Refer to Section 8.5.2.

Figure 6: Area 1 – Leichhardt: Parramatta Road Heritage Items and Contributory Buildings

Figure 7: Integration of existing building facades in HCA

Figure 8: Preferred fine-grained built form

9.50.4.4 Lot amalgamation

Objectives

O29. To ensure development that relies on lot amalgamation results:

a. in a built form character that retains the existing fine-grain appearance on Parramatta Road
b. in orderly and efficient land use.

Controls

C29. Development that relies on lot amalgamation:

a. evidences the original subdivision pattern in the resulting built form and shop front pattern
b. where basement levels are provided, the resulting lot is a minimum of 17m wide and retains a fine-grain built form appearance to Parramatta Road.

9.50.4.5 Built form

Objectives

O30. To ensure building height:

a. facilitates economic growth and new housing
b. responds appropriately to the heritage character of Parramatta Road
c. protects the amenity of surrounding land uses
d. provides a consistent street wall to Parramatta Road that is suited to the street proportions and defines the street edge.

O31. To ensure storey height:
   a. at the ground and first storey, allows for a variety of uses and provides flexibility to cater for change over time
   b. above ground, is suited to intended land uses
   c. retains existing floor to floor heights for Heritage Items and Contributory Buildings.

O32. To maintain a consistent setback to Parramatta Road and ensure new built form responds appropriately to the desired future character streetscape.

O33. To provide setbacks to Queen Street that:
   a. support access for a range of vehicle types expected by the development
   b. increase in depth aligned to building height to provide a built form transition, and ensure solar access, amenity and privacy to the surrounding residential properties.

O34. To provide clearly defined and accessible business and residential lobbies and entries.

Controls

C30. Building height:
   a. does not exceed six storeys
   b. has a street wall to Parramatta Road of four storeys
   c. responds appropriately to Heritage Items through reduced height or transitioning heights to match the item.

C31. Floor to floor height:
   a. for first storey at ground level is 5m
   b. for second storey is 4m
   c. for third storey and above:
      i. for residential uses is 3.1m
      ii. for non-residential uses 3.6m
      iii. for Heritage Items or Contributory Buildings - retains the existing floor to floor height.

C32. Parramatta Road setback:
   a. for Heritage Items or Contributory Buildings:
      i. retains existing setback, and
      ii. ensures the façade of the Heritage Item or Contributory Building is a distinct feature that may require higher storeys to be setback from the boundary
   b. for other buildings – zero
   c. for fifth and sixth storey - 6-8m.

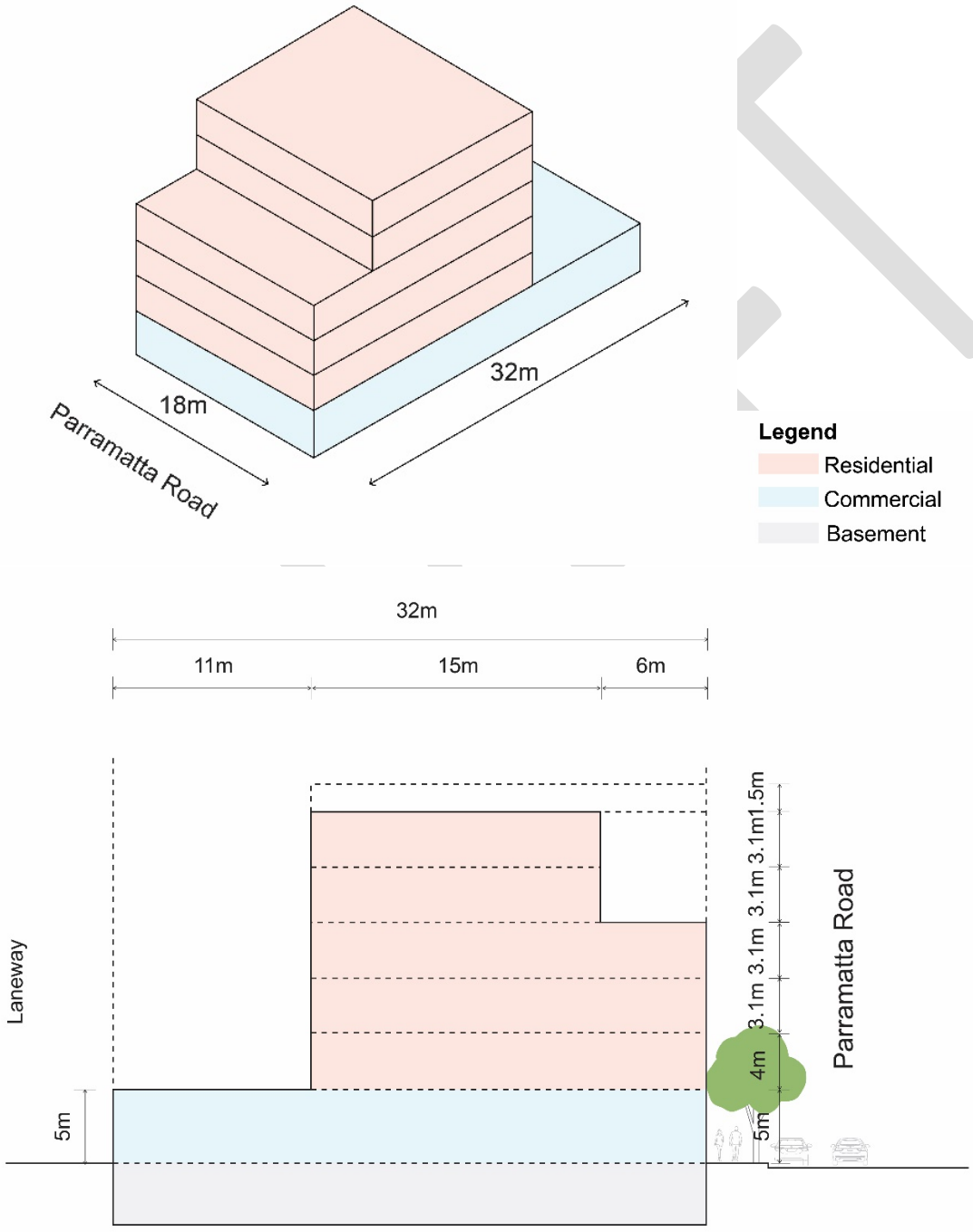
C33. Queen Street setback:
   a. for ground floor - zero
   b. above ground floor – determined on a site-by-site basis by demonstrating that the development:
      i. can achieve appropriate solar access and visual privacy
      ii. will not impact the amenity, including solar access and visual privacy, of existing or future residential properties
      iii. will enhance the casual surveillance and safety of Queen Street.

C34. Locate:

a. the primary pedestrian access for ground floor employment uses on Parramatta Road
b. residential pedestrian access on Queen Street.

Notes: Figure 9 provides an indication of built form bulk, scale and site layout including storeys, street wall, floor heights and setbacks.

Figure 9: Indicative built form bulk and scale including storeys, floor heights, setbacks landscape areas and access – section, plan and axonometric views



9.50.4.6 Vehicle and service access locations

Objective

O35. To ensure vehicle and service access is via secondary street maintaining the primary function of Parramatta Road.

Control

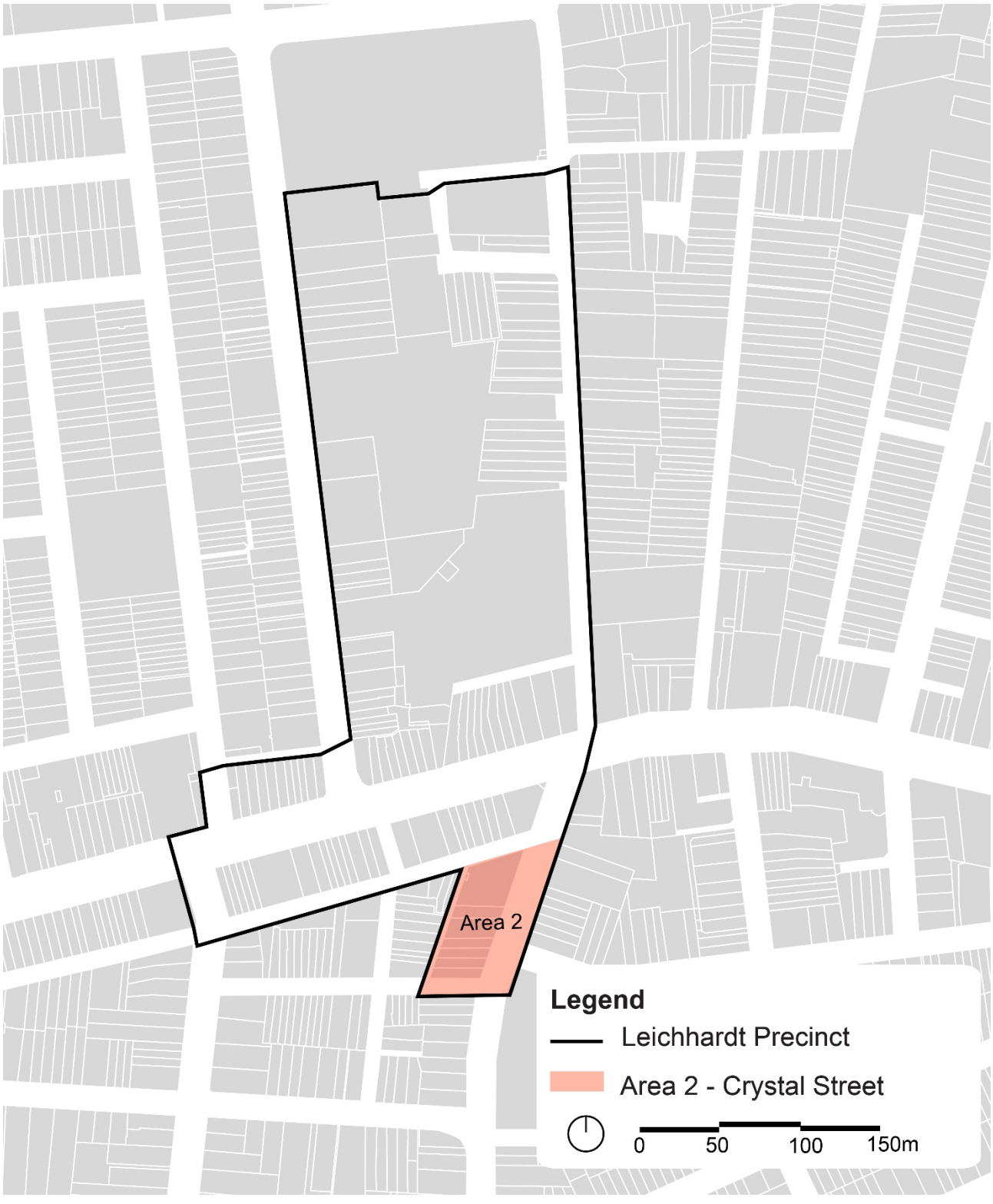
C35. Vehicle and service access is from Queen Street.

9.50.5 Area 2 – Leichhardt: Crystal Street

9.50.5.1 Application

Section 9.50.5 applies to Area 2 – Leichhardt: Crystal Street as shown in Figure 10.

Figure 10: Area 2 – Leichhardt: Crystal Street



9.50.5.2 Desired Future Character

The Desired Future Character for Area 2 supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 50.9.3 for the Leichhardt Precinct.
Leichhardt: Area 2 – Crystal Street

- Has delivered a suitable scaled transition from Parramatta Road to land uses to the south and complements the Heritage Item at 27 Crystal Street.
- Is supported by lot amalgamation that uses land efficiently, is suited to intended uses and has avoided lots being isolated from future redevelopment.
- Residential flat buildings, as the preferred development type, has contributed to new housing in the area.
- Its built form:
  - is high quality architecture
  - is cohesive and presents a consistent street wall that defines Crystal Street
  - protects solar access, privacy and amenity of surrounding residential uses.
- Has provided consolidated vehicle access locations which creates safe walking and cycling environment.
- Public domain has been enhanced through provision of landscaping in the front setbacks and new street trees.

9.50.5.3 Lot amalgamation

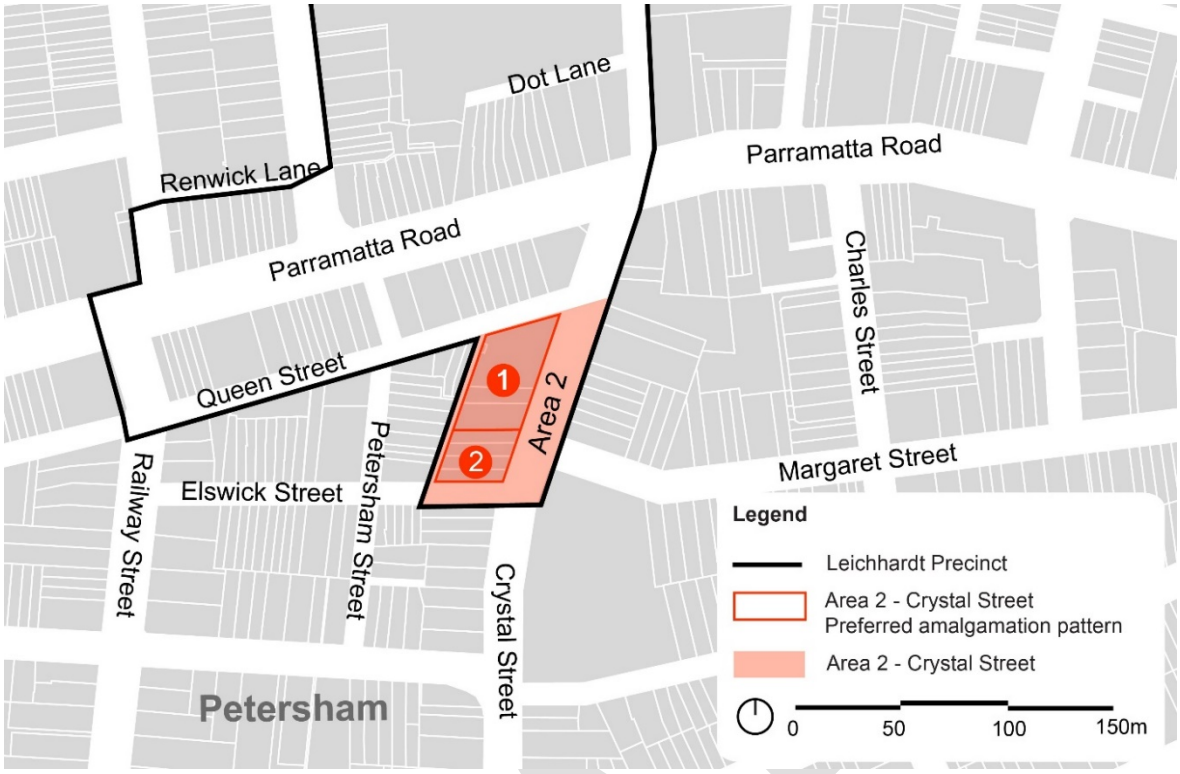
Objectives

O36. To ensure lot amalgamation promotes the orderly redevelopment of land for intended residential uses and identified built form.

Controls

C36. Lot amalgamation:
  a. aligns with Figure 11: Area 2 – Crystal Street preferred lot amalgamation pattern, or
  b. achieves the following criteria:
    i. facilitates basement parking, where on-site parking is provided
    ii. provides appropriate access for servicing and waste management
    iii. meets landscape area and communal open space requirements
    iv. provides required setbacks.

Figure 11: Area 2 – Leichhardt: Crystal Street preferred lot amalgamation pattern



9.50.5.4 Built form

Objectives

O37. To ensure building height:
- a. is suited to intended uses, being residential flat buildings
- b. provides a transition from Parramatta Road to development to the south and west
- c. is sympathetic to the surrounding scale of low density dwellings to the west
- d. ensures solar access and amenity is maintained to surrounding residential land uses.

O38. To ensure storey height is suited to support residential uses.

O39. To require setbacks that:
- a. define the street edge
- b. reduce the apparent bulk and scale of buildings
- c. provides for landscaped area within the front setback
- d. facilitates the widening of Petersham Lane to allow for public domain improvements, landscaping and passive surveillance.

Controls

C37. Building height:
- a. does not exceed the maximum building height and is equivalent to five storeys
- b. has a street wall to Crystal Street, Queen Street and Petersham Lane of four storeys and an overall height of five storeys
- c. has a street wall to Elswick Street of five storeys.

C38. Floor to floor height:
   a. for ground level 4m
   b. for upper storeys is 3.1m.

C39. Setbacks:
   a. to Crystal Street is 3m, with an additional 5m setback for the fifth storey
   b. to Queen Street is 2m with an additional 5m setback to the fifth storey
   c. to Elswick Street is zero across all storeys
   d. to Petersham Lane is 5m, of which 3m is for widening of Petersham Lane, and an additional 5m setback to the fifth floor.

Note: Figure 12 indicates the built form bulk, scale and site layout.

9.50.5.5 Vehicle, service and pedestrian access locations

Objectives

O40. To minimise pedestrian/vehicle conflict along Crystal Street.

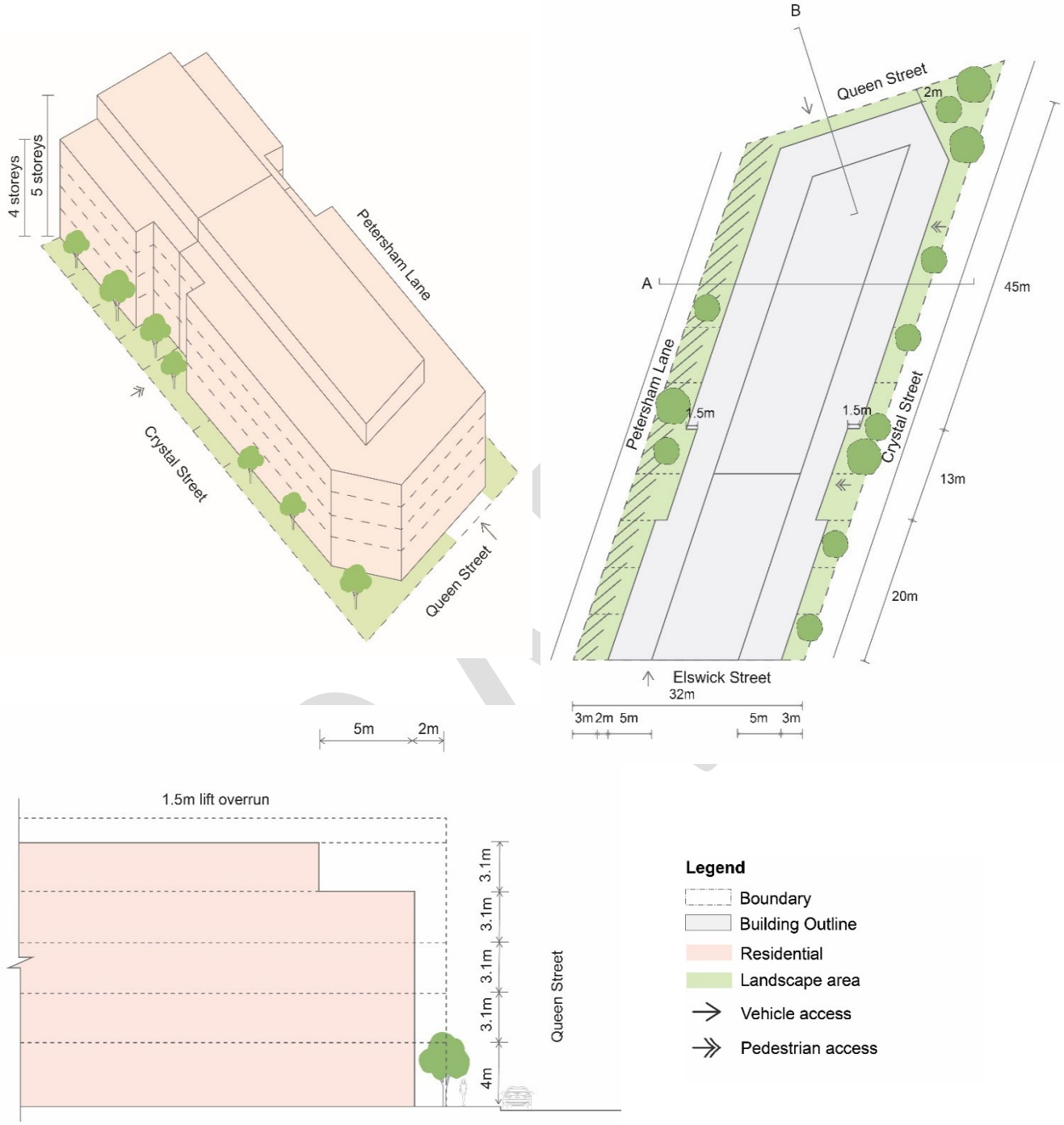
O41. To provide clearly defined residential entries that are visible from the primary street frontage.

Controls

C40. Vehicle and service access is from Queen Street or Elswick Street.

C41. The primary pedestrian access is focussed on Crystal Street.

Figure 12: Area 2 – Leichhardt: Crystal Street – indicative built form bulk, scale and site layout – plan, sections and axonometric



9.50.5.6 Landscaping

Objectives

O42. To mitigate heat island impacts and soften the hardscape of building elements.

Controls

C42. Provide landscaping and greening opportunities through:

a. 3m landscaped setback along Crystal Street, including basement
b. new street trees along Crystal Street
c. new street trees and vegetation along Petersham Lane
d. ensuring that location of basement does not preclude opportunities for viable tree planting and greening.

9.50.5.7 Petersham Lane

Objectives

O43. To improve the existing conditions of the laneway and provide enhanced public-domain opportunities for landscaping and passive surveillance.

Controls

C43. Provide an enhanced public domain through 5m setback to the built form including:

a. providing public access 24 hours a day, seven days a week by virtue of 3m easement to Council
b. construction of new footpath and associated landscaping for pedestrians
c. new landscaping and greening opportunities on the kerbside and within the site.

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13 Parramatta Road Corridor – Taverners Hill Precinct

13.1 Application

Chapter G, Section 13 Parramatta Road Corridor: Taverners Hill Precinct applies:

- to that part of Taverners Hill Precinct shown in **Figure 1:** Parramatta Road Corridor – Taverners Hill Precinct Land Application Map as Area 1 – Taverners Hill North: Tebbutt and Beeson Streets, and
- where development seeks to rely on the Incentives Floor Space Ratio Map, Incentives Height of Buildings Map and meets Clause X.X of the Inner West LEP 202X.

Where development does not seek to rely on the Incentives provisions, Part G, Section 13 does not apply. In this circumstance, relevant provisions of this DCP apply.

Taverners Hill Precinct comprises of two Areas. As detailed above, this Section applies to Area 1 – Taverners Hill North: Tebbutt and Beeson Streets.

Where seeking to rely on Incentives provisions, all development will achieve the Desired Future Character, Objectives and Controls detailed in:

- **Section 13.3** that applies to all Areas in the Taverners Hill Precinct, and
- **Section 13.4** that applies to Area 1 – Taverners Hill North: Tebbutt and Beeson Streets.

These Sections supplement and should be read in conjunction with relevant provisions of this DCP.

Where Part D, Section 13 applies and there is an inconsistency between this Section and the other provisions of this DCP, this Section prevails.

Figure 1: Parramatta Road Corridor – Taverners Hill Precinct Land Application Map

13.2 Context

Parramatta Road Corridor Urban Transformation Strategy

Parramatta Road Corridor – Taverners Hill Precinct is one of eight Precincts of the Parramatta Road Corridor Urban Transformation Strategy (PRUCTS).

PRCUTS is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor.

The vision for Parramatta Road Corridor is:
A high-quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.

The vision is supported by seven principles:

1. **Housing choice and affordability**
   Plan for diversity in housing types to accommodate a wide range of community needs, including affordable, family, student and seniors housing.
2. **Diverse and resilient economy**
   Plan for and position the corridor to attract new businesses and support existing business that create a diversity of jobs and promote jobs closer to home.
3. **Accessible and connected**
   Reshape and better connect places and movement networks to better serve customers and encourage sustainable travel.
4. **Vibrant community places**
   Promote quality places and built form outcomes to transform the corridor over time.
5. **Green spaces and links**
   Embellish existing open space and provide for new open spaces that support the recreational needs of the community and encourage active and healthy lifestyles.
6. **Sustainability and resilience**
   Create liveable local Precincts along the corridor that are sustainable, resilient and make Sydney a better place.
7. **Delivery**
   Deliver, drive, facilitate and monitor action.

PRCUTS and Inner West

Four of the eight PRCUTS Precincts are within Inner West Council local government area. These include:

- Part of **Kings Bay Precinct** in Croydon that extends from Lang Street, Croydon in the west to Iron Cove Creek in the east. The remaining areas of Kings Bay Precinct are in Burwood and Canada Bay local government areas.
- **Taverners Hill Precinct** that extends from Petersham in the east to Summer Hill in the west and includes areas in Leichhardt and Lewisham. **Area 1 - Taverners Hill: Taverners Hill North**, being the subject of this DCP.
- **Leichhardt Precinct** in the suburbs of Leichhardt and Petersham.
- Part of **Camperdown Precinct**. The remaining area of Camperdown Precinct is in City of Sydney local government area.

13.3 Taverners Hill Precinct

13.3.1. Application

Section 13.3 applies to the entire Taverners Hill Precinct as identified in Figure 2.

Figure 2: Taverners Hill Precinct

13.3.2. Desired Future Character

Taverners Hill Precinct:

- Is strengthened by strategically located new housing that:
  - serves the needs of people of all ages, abilities and incomes
  - is well located to public transport and open space.
- People enjoy a public domain that:

  - is safe, well designed and landscaped
  - has increased access to nearby public open space and sports facilities, the GreenWay linking the Bay Run in the north and Cooks River in the south.
- Living environments are sustainable and comfortable as a result of:
  - buildings having a high standard environmental performance
  - integrated water management
  - building design, landscape and materials reducing urban heat effects
  - good facilities for active transport and access to public transport
  - catering for electric charging infrastructure.
- Residents benefit from building design that maximises their amenity while protecting the amenity of nearby residential development.
- Development has respected the historic fabric and character of nearby neighbourhoods.
- Old Canterbury Road and Tebbutt Street form the primary north-south movement link between Market Place on Marion Street and Lewisham Station at Thomas Street.
- Permeability and mobility have increased through:
  - Tebbutt Street being strengthened as a north-south street
  - additional east-west links between Flood and Tebbutt Streets.
- Reliance on private vehicles has reduced due to:
  - reducing on-site car parking provision
  - setting maximum car parking rates instead of requiring minimum car parking
  - implementing new models such as unbundled parking and shared car use
  - leveraging proximity to public transport networks, including Light Rail at Taverners Hill and Marion, proximity to Lewisham Station, multiple bus routes and rapid transport on dedicated lanes on Parramatta Road.

13.3.3. Connectivity and accessibility

Objectives

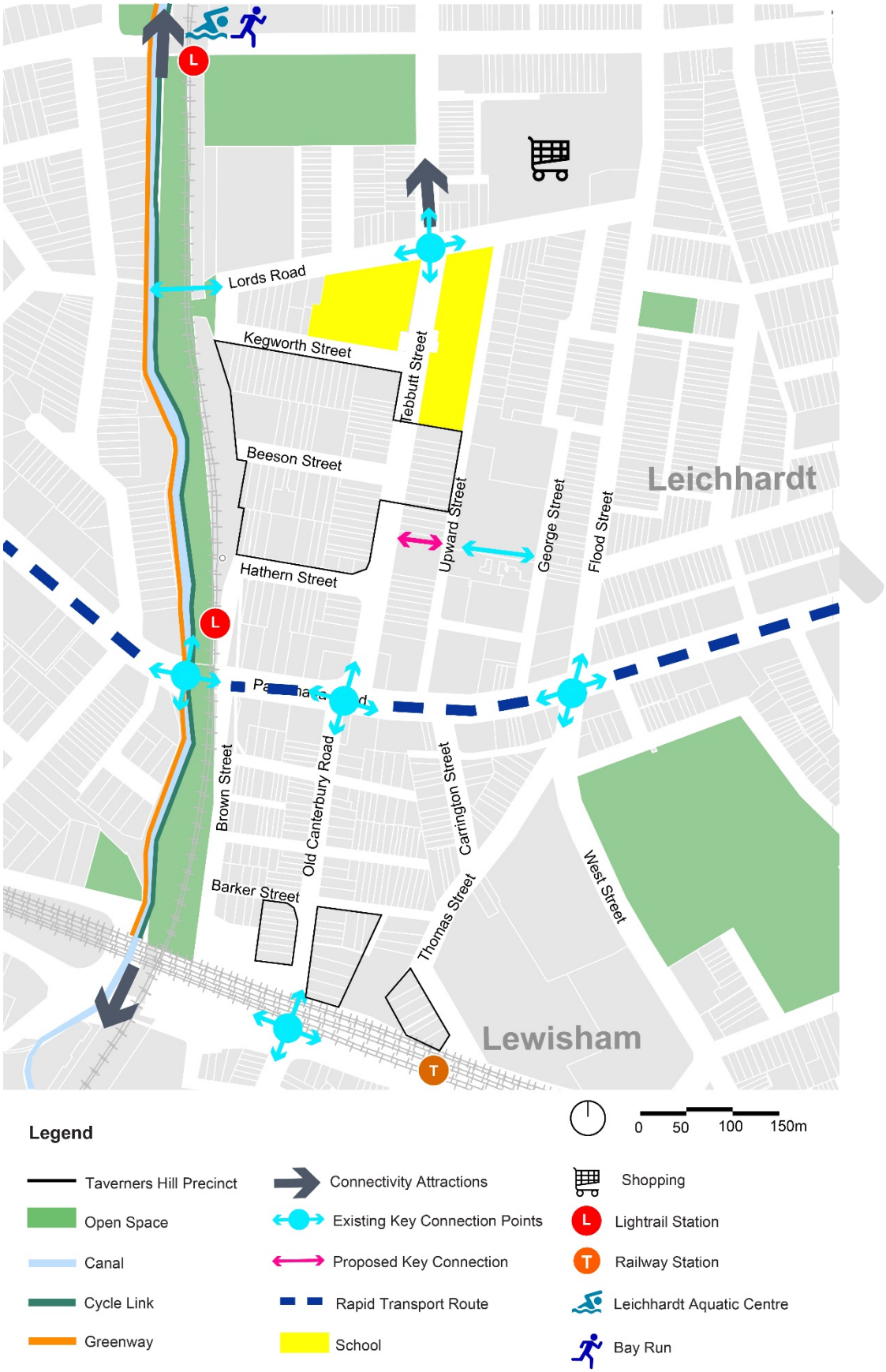
O1. To increase connectivity and accessibility across the Precinct for pedestrians and bike riders by enhancing links to key locations.

Controls

C1. Built form and streetscape treatments reinforce connections identified in Figure 3: Taverners Hill Precinct connectivity and accessibility map, including:

a. Parramatta Road and Marion Street
b. Taverners Hill and Marion Light Rail Stations
c. Parramatta River, the Bay Run and Leichhardt Aquatic Centre
d. Market Place and other local shopping areas
e. Hawthorne Canal GreenWay
f. Lewisham Station.

Figure 3: Taverners Hill Precinct Connectivity and Accessibility Map



13.3.4. Streetscape and public domain

Objectives

O2. To improve the amenity and safety of the streetscape in a manner that:
- a. contributes to the street character and intended land uses
- b. is supported by built form that interfaces well with the streetscape
- c. reduces street clutter and improve the visual amenity of the public domain
- d. upgrades verges and pedestrian movement paths
- e. contributes to mitigating urban heat through kerb-side landscaping
- f. protects existing street trees, in the verge or roadway
- g. positively contributes to water management and is waterwise
- h. results in a durable and low maintenance public domain.

Controls

C2. Development contributes towards enhancing the streetscape for the extent of the street frontage by:
- a. providing a pedestrian movement path that is a minimum of 1.5m wide
- b. providing movement paths that are clear of obstacles and integrated into the design of pedestrian and vehicular entries
- c. providing a kerb-side permeable landscaped area for the remaining width of the verge that:
  - i. acts as a soft barrier between pedestrians and traffic lanes
  - ii. retains and protects existing street trees, in the verge or roadway, and includes new trees where appropriate
  - iii. includes species that are hardy and suited to the location, can average 0.9m in height (excludes ground level mown grass) and are a minimum of 50% native
  - iv. includes water sensitive urban design solutions
  - v. does not impede walkers, bike riders and vehicles in traffic lanes or designated on-street parking and does not interfere with sight lines
  - vi. is designed to include, as required, public transport infrastructure, street signage and lighting
  - vii. upgrades the kerb to the required standard for the location
- d. designing the movement path to integrate landscape treatments and/or street tree planting or provide landscape buildouts extending into the road reserve where the verge width does not allow for the required movement path width and a separate landscaped area that is sufficient to sustain vegetation.

Note: Refer to *Inner West Public Domain Design Guide* (202X) for details of road types, footpath area functions and finishes.

13.3.5. Development utility infrastructure

Objectives

O3. To reduce the street clutter, provide opportunity for viable street trees and enhance the public domain.

O4. To locate and design mechanical plant and essential services in a way that:
   a. improves the visual amenity of the public domain
   b. does not conflict with landscaping or street tree planting
   c. is located outside the public domain.

Controls

C3. Relocate existing overhead cables underground, and where possible, co-locate with other underground services.

C4. Mechanical plant and essential services equipment are:
   a. contained wholly within the property
   b. located off the street frontage, or
   c. located behind the building line and screened from view, and
   d. integrated with the building and landscape design.

13.3.6. Lot amalgamation

Objectives

O5. To promote efficient use of land and orderly redevelopment by:
   a. avoiding isolating lots and reducing development potential
   b. providing intended uses and built form outcomes that make a positive contribution to the streetscape.

Controls

C5. Lot amalgamation does not result in isolated lots that are unviable for redevelopment.

Note: Refer to additional controls in Section 4.49.4.3.

13.3.7. Sustainability and resilience

Objectives

O6. To achieve a high standard of environmental building performance that:
   a. achieves a reduction in greenhouse gas emissions and water use
   b. result in comfortable living environments.

O7. To reduce urban heat island effects through incorporating and integrating a range of mechanisms that collectively mitigate impacts, including:
   a. green infrastructure in the form of landscape and surface treatments that incorporate water storage and treatment while reducing water usage
   b. trees that offer shade to built form, hard surfaces and vegetation

c. building materials and colours that reduce heat impacts, contribute to energy efficiency and thermal comfort and minimise nuisance caused by glare or heat radiation.

Controls

C6. The Building Environmental Performance Report or BASIX certificate demonstrates that the development:
   a. achieves a reduction in greenhouse gas emissions and water use
   b. results in comfortable living environments
   c. includes passive design features such as optimal orientation, increased insulation, effective shading, cross ventilation and lower solar absorptance external surface finishes
   d. optimises rooftop solar photovoltaic systems
   e. achieves full electrification of utilities including cooking, heating and hot water (heat pumps)
   f. achieves an average thermal performance of 7-star NatHERS
   g. incorporates ceiling fans in bedrooms and living rooms.

C7. Mitigate urban heat island effects by:
   a. achieving required tree canopy through:
      i. retaining existing mature trees
      ii. including advanced containerised trees (greater than 200 litre) of a species that within 10 years will achieve 50% of their potential at maturity
      iii. incorporating trees and vegetation across various storeys (roof tops, terraces, atriums, and the like), in addition to, or where necessary, as an alternative to ground level planting
      iv. a combination of the above that collectively achieve, or exceed, tree canopy requirements
   b. integrating green roofs and walls as a component of the landscape and built form design specifically in northern and western facing locations
   c. incorporating permeable surfaces, rain gardens, and other water sensitive measures in landscape treatments
   d. using materials and colours that:
      i. have a high solar reflectance index on roofs, facades, glazing or ground surfaces subject to their purpose and aligned to orientation and exposure to sunlight
      ii. where it may cause nuisance due to glare or reflection do not exceed 20% reflectivity.

13.3.8. Access and Parking

Objectives

O8. To enhance the public domain, improve pedestrian experience and safety, and limit the number of vehicle access points throughout the Precinct.

O9. To reduce private vehicle ownership through encouraging car share vehicles and sustainable transport.

O10. To ensure development provides facilities for electric vehicles.

O11. To future proof infrastructure to support increased take-up of electric vehicles.

O12. To ensure vehicle parking and servicing areas are designed to:
   a. reduce their visual impact on the public domain
   b. support all vehicle types anticipated by development including service vehicles
   c. maximise potential adaptation at a future point in time when less parking is required.

O13. To ensure bike riders have sufficient, accessible and secure parking.

Controls

C8. Vehicular access is located to:
   a. reduce the number of access points, as far as practicable
   b. consolidate vehicle access and reduce the number of crossovers through a maximum of one driveway per site or one-way pair.

C9. Development includes car share vehicle(s) that:
   a. are located either on-site or on the street at the discretion of council
   b. do not result in the maximum car parking rates being exceeded
   c. are publicly available, and readily accessible at all times.

C10. Provide Level 1 or faster electric vehicle (EV) ready to use car parking spaces, at a rate of:
   a. 20% for resident spaces
   b. 10% for visitor spaces, or
   c. as detailed in another Environmental Planning Instrument relevant to the development type.

   Note: An EV ready parking space has cabling, power outlet or charging head to the space.

C11. Design electric infrastructure services (distribution boards, conduits and cabling) to ensure 100% of all parking spaces have:
   a. sufficient energy and capacity, preferably from renewable sources
   b. reticulated fixed charging facilities
   c. any future EV charger does not require a cable of more than 50m from the parking space to the EV-ready connection.

C12. On-site ground level exposed car parking is not provided, and parking areas:
   a. are not open structures that are visible from the public domain
   b. where below ground, do not protrude:
      i. above ground level at any point along street frontages
      ii. into setback areas that are identified as landscape areas
   c. do not impede the provision of viable vegetation
   d. provide sufficient manoeuvring space to allow vehicles to enter and exit the site in a forward direction
   e. are designed in a manner that encourages opportunities for adaptation to other uses over time.

C13. Bicycle parking:

a. is provided at the rate of:
   i. for residents – 1 space per dwelling
   ii. for visitors – 1 space per 10 dwellings
b. is in accessible and visible locations for residents and visitors
c. is secure through provision of bike cages for residents and bike stands for visitors
d. is provided with ready-to-use electric charging points at a minimum rate of one per two bicycle spaces
e. where there are multiple parking areas, facilities are distributed equally across all locations.

13.3.9. Heritage

Objectives

O14. To ensure development:

a. respects the significance of Heritage Items
b. in the vicinity of Heritage Items is designed and sited to minimise impacts on the significance of the item.

Controls

C14. To ensure development responds to historic built form in the location by:

a. for Heritage Items - conserving and enhancing the significance, character, fabric and features of these buildings and conforming with the Burra Charter
b. for all other buildings – respects the items by:
   i. appropriately siting and designing new development
   ii. ensuring new development does not physically overwhelm or dominate the items
   iii. using sympathetic materials, colours and finishes that reflect and harmonise with original materials to maintain the character of the items.

13.3.10.Built form

Objectives

O15. To provide a high-quality building design that:

a. supports intended uses
b. strengthens the residential character of the area
c. includes architectural features and façade articulation to reduce building bulk
d. minimises overshadowing
e. consolidates vehicle access locations
f. enhances the public domain for pedestrians
g. has clearly defined and accessible residential entries that are visible from the street
h. incorporates lighting that contributes to the quality and safety of the night-time residential environment
i. results in a high amenity internal living environment by taking an integrated and innovative approach to:
   i. the orientation of development and individual dwellings

ii. maximise solar access and cross ventilation
iii. addressing road noise impacts

j. protects the amenity of nearby residential development.

Controls

C15. Building design

a. minimises vehicle crossovers
b. locates entries:
   i. on the primary street frontage so they are visible from the street
   ii. at the same level as the street to maximise accessibility for all users
c. where incorporating external lighting it:
   iii. is integrated into the building design
   iv. does not cause nuisance or hazard to occupants of the building or nearby buildings
   v. supports street lighting to enhance safety and security
d. results in comfortable and enjoyable internal environments through using a variety of integrated design solutions to ameliorate noise impacts including but not limited to:
   i. materials and glazing
   ii. angled walls and modulated surfaces
   iii. solid balconies and winter gardens
   iv. screens, louvers and hopper windows
   v. locating single aspect dwellings away from the north and west street frontages
   vi. incorporating light wells, atriums and building articulation to enhance solar access and air movement
e. retains privacy and solar access to nearby residential development.

13.3.11. Building materials and finishes

Objectives

O16. To provide building materials, fittings and finishes that are high quality, sustainable and complement the locality.

O17. To reduce building waste by effectively re-using or recycling building materials where demolition or deconstruction of existing development is required to facilitate new development.

Controls

C16. Building materials, fittings and finishes:

a. are durable, high-quality and textured, including brick, to complement materials used in the locality
b. on facades have a light reflectivity of 20% or less
c. are sustainable with low embodied carbon such as:
   i. replacement of Portland cement with supplementary cementitious materials (SCMs) in concrete (i.e., 30% SCM across all pre-cast and in-situ cement)
   ii. high recycled content in steel

iii. timber framing instead of steel framing
iv. cross laminate timber

d. incorporate recycled materials, where possible.

C17. The Deconstruction Plan demonstrates that the majority of demolished building material, excluding hazardous materials, is integrated into the design and construction of new development by re-using on site or appropriate recycling.

13.3.12. Landscaping

Objectives

O18. To ensure on-site landscaping:

a. includes species native to the area
b. is suited to the location
c. provides habitat to enhance biodiversity
d. positively contributes to water management and is waterwise
e. contributes to mitigating urban heat
f. is durable and low maintenance.

Controls

C18. The Landscaping Strategy demonstrates, landscape:

a. is provided in dedicated setbacks
b. include:
   i. water sensitive urban design solutions
   ii. trees and supporting vegetation
   iii. greening opportunities green roofs and walls, pergolas with climbers, podiums, planters, lawns and gardens, rain gardens and permeable pavement
   iv. 50% native species.

13.4 Area 1 – Taverners Hill North: Tebbutt and Beeson Streets

13.4.1. Application

Section 13.4 applies to Area 1 – Taverners Hill North: Tebbutt and Beeson Streets as shown in Figure 4**.**

Figure 4: Area 1 – Taverners Hill North: Tebbutt and Beeson Streets

13.4.2. Desired future character

The Desired future character for Area 1 supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 13.3 for the Taverners Hill Precinct.

Area 1 -Taverners Hill North Precinct: Tebbutt and Beeson Streets:

- Has increased residential densities and housing diversity:
  - through lot amalgation that has avoided lots being isolated from redevelopment opportunities
  - through provision of residential flat buildings as the preferred built form
  - in proximity to the GreenWay and public transport.
- Enhanced public domain and streetscape increases amenity and safety for all users.
- The built form is high quality, suitably scaled, transitions to neighbouring areas and meet the needs of intended uses.
- Residents benefit from building design that maximises their amenity while protecting the amenity of nearby residential developments.
- The landscape character of the area is maintained and enhanced through:
  - retention of mature trees on-site and in the pubic domain, as much as possible
  - incorporating landscaped front and rear gardens.

13.4.3. Lot amalgamation

Objectives

O19. To ensure lot amalgamation promotes the orderly redevelopment of land for intended residential uses and identified built form.

Controls

C19. Lot amalgamation:

a. aligns to Figure 5: Area 1 - Taverners Hill North preferred lot amalgamation pattern, or

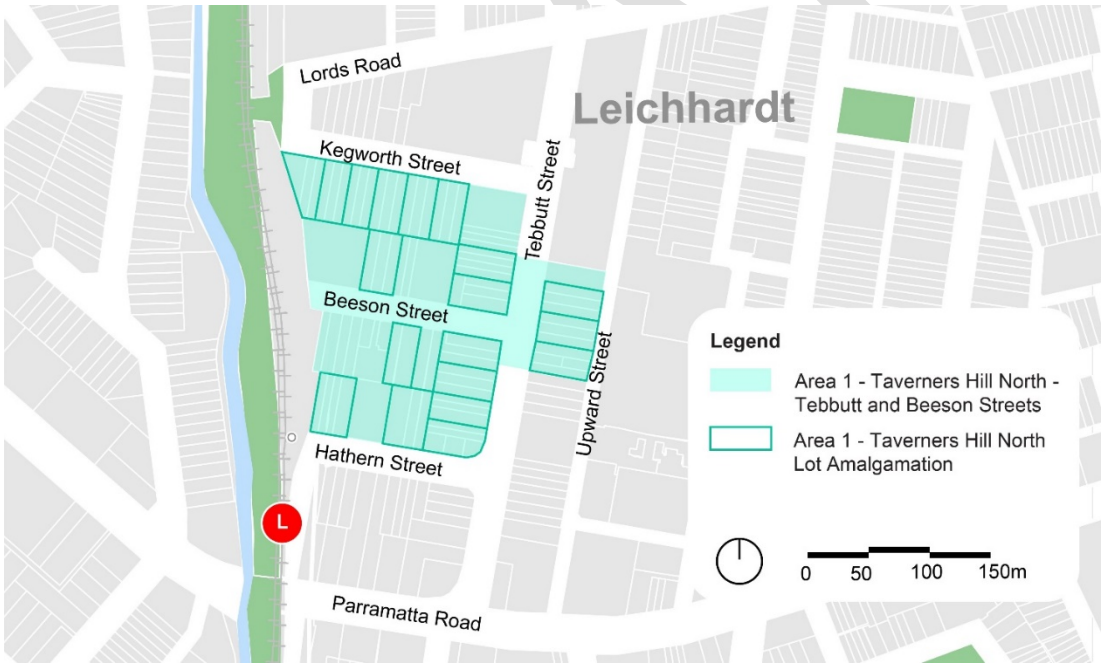
b. where a. is not achievable:

i. results in a lot size of 720m^2 and has a primary street frontage width of 20m, or

ii. meets following criteria:

- facilitates basement parking, where on-site parking is provided
- consolidates vehicle access and reduces their impact on pedestrian movement paths
- provides appropriate access for servicing and waste management
- meets landscape area and communal open space requirements
- provides required setbacks
- does not isolate surrounding lots from redevelopment.

Figure 5: Area 1 – Taverners Hill North preferred lot amalgamation pattern



13.4.4. Built form

O20. To deliver the preferred building type being residential flat buildings and align building height, design and layout to suit:

a. the local context and protect the amenity of nearby residential development

b. lot pattern and depth, street frontage and access arrangement.

Controls

C20. Built form complies with the number of storeys, building envelope, scale and site layout requirements detailed in Table 1.

Table 1: Built form – storeys, building envelope, scale and site layout requirements

Location	Kegworth, Tebbutt and Beeson Streets	Beeson, Tebbutt and Hathern Streets	Tebbutt and Upward Streets
Refer to:	Figure 6 and 7	Figure 6 and 8	Figure 6 and 9
Equivalent storeys	3 storey	4 storey	6 storey
Street wall	2 storey	3 storey	4 storey street wall to Tebbutt Street only
Floor to floor	First storey, ground floor – 4m Second storey and above – 3.1m		
Front setback to primary street frontage	4m		4m to Tebbutt Street
Rear setback	11m		13.5m to Upward Street
Side setback	3m		6m and additional 1.5m above the fourth storey
Above ground floor setback to primary street frontage	Additional 3m above the second storey	Additional 3m above the third storey	Additional 3m above the fourth storey fronting Tebbutt Street
Above ground setback to secondary street frontage	n/a		Additional 10m above the fourth storey fronting Upward Street

Figure 6: Indicative Area 1 – Taverners Hill North – typical site layout of built form on three lot amalgamation for residential flat buildings

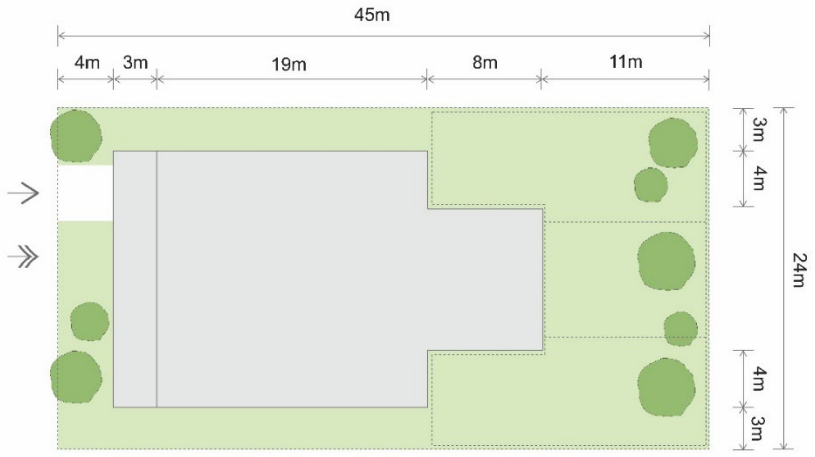


Figure 7: Indicative Kegworth, Tebbutt and Beeson Streets – storeys, building envelope, scale and site layout – section and axonometric

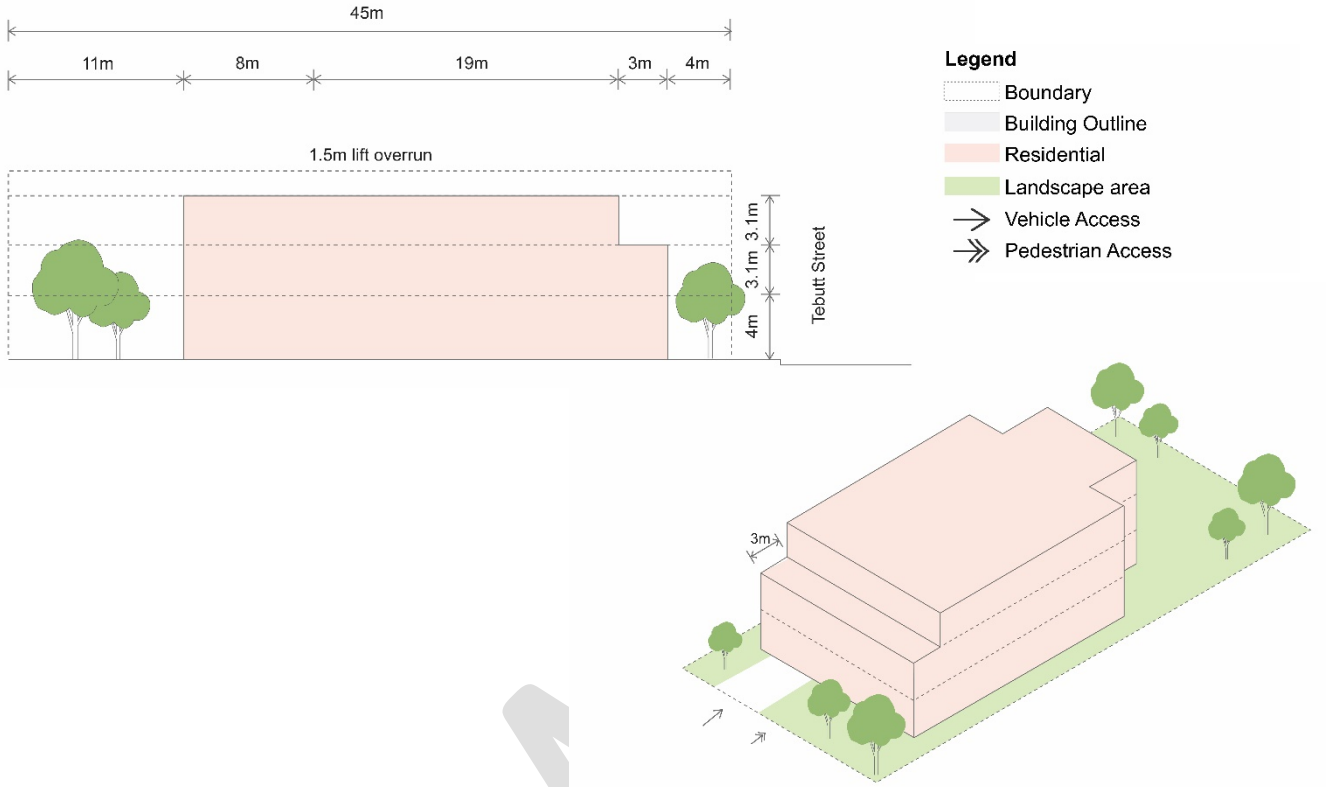


Figure 8: Indicative Beeson, Tebbutt and Hathern Streets - storeys, building envelope, scale and site layout – section and axonometric

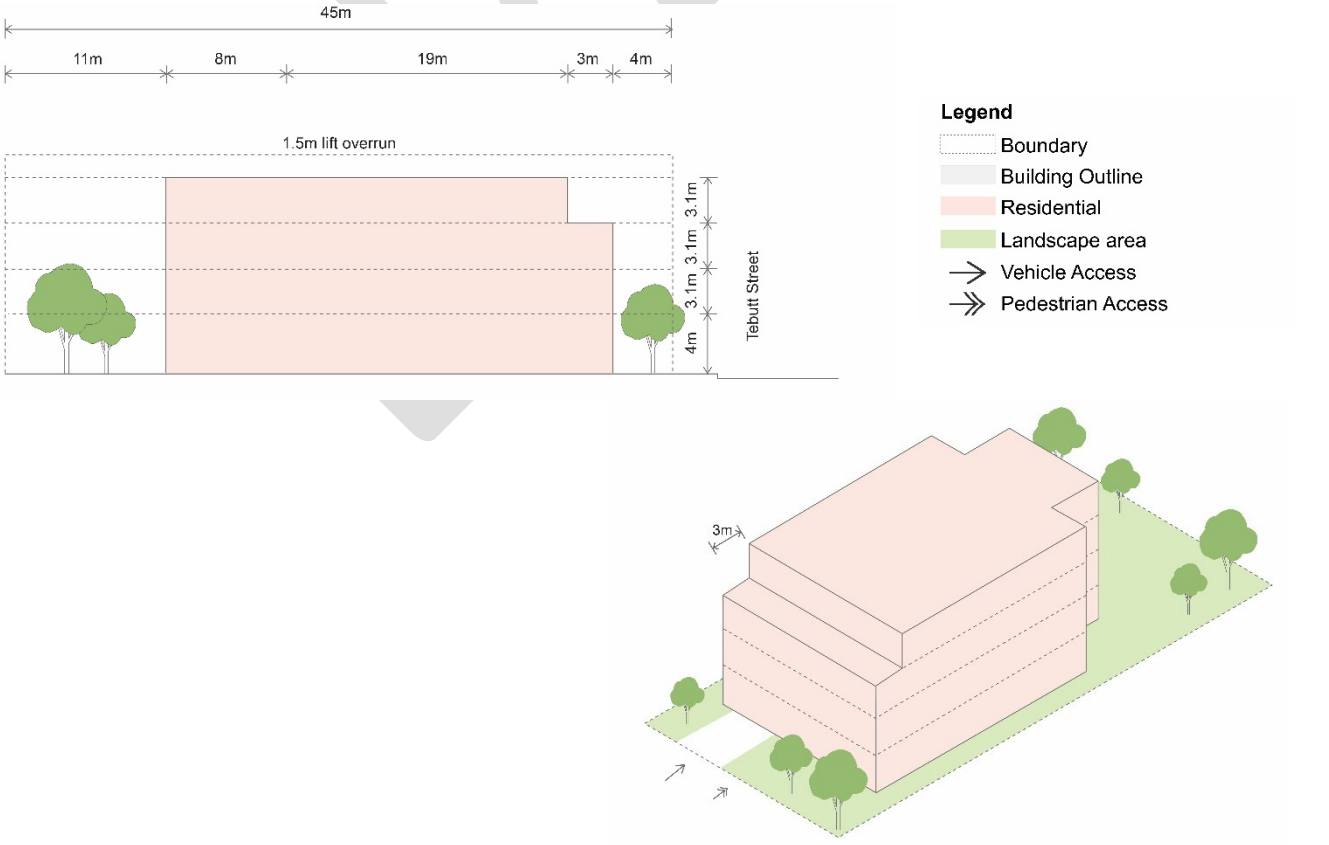
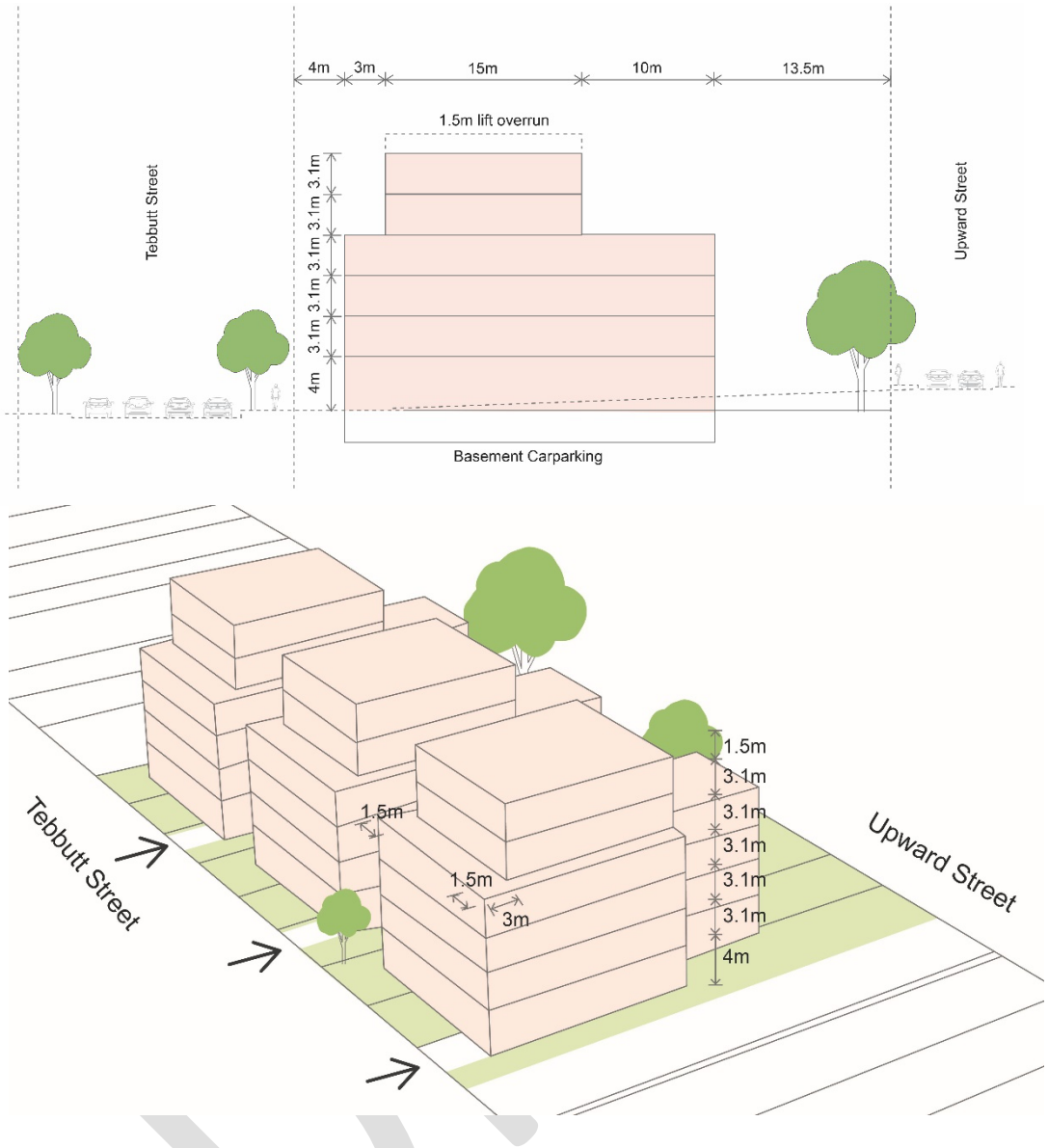


Figure 9: Tebbutt and Upward Streets – storeys, building envelope, scale and site layout – section and axonometric



13.4.5. Landscaping

Objectives

O21. To maintain and enhance the landscaped and leafy character of the area.

Controls

C21. Maintain and enhance the landscape character by:

a. providing a 4m setback in the required front and rear setbacks
b. minimising driveways and crossovers
c. retaining existing on-site vegetation, especially mature trees, as much as possible.

Note: Landscaping requirements should be read in conjunction with Section 9.49.3.2 Streetscape and public domain, 9.49.3.7 Sustainability and resilience and 9.49.3.12.

14 Parramatta Road Corridor – Leichhardt Precinct

14.1 Application

Part G, Site Specific Controls, Section 14, Parramatta Road Corridor – Leichhardt Precinct applies:

- to that part of Leichhardt Precinct shown in **Figure 1:** Parramatta Road Corridor: Leichhardt Precinct Land Application Map as Area 1, Area 3, Area 4 and Area 5, and
- where development seeks to rely on the Incentives Floor Space Ratio Map, Incentives Height of Buildings Map and meets Clause X.X of the Inner West LEP 202X.

Where development does not seek to rely on the Incentives provisions, Part G, Section 14 does not apply. In this circumstance, relevant provisions of this DCP apply.

The Leichhardt Precinct has five Areas that have varying functions and intended outcomes. As detailed above, this Section applies to four of those Areas:

- Area 1 – Parramatta Road, being the northern side
- Area 3 – Norton Street East
- Area 4 – Norton Street Opportunity Site
- Area 5 – Balmain Road.

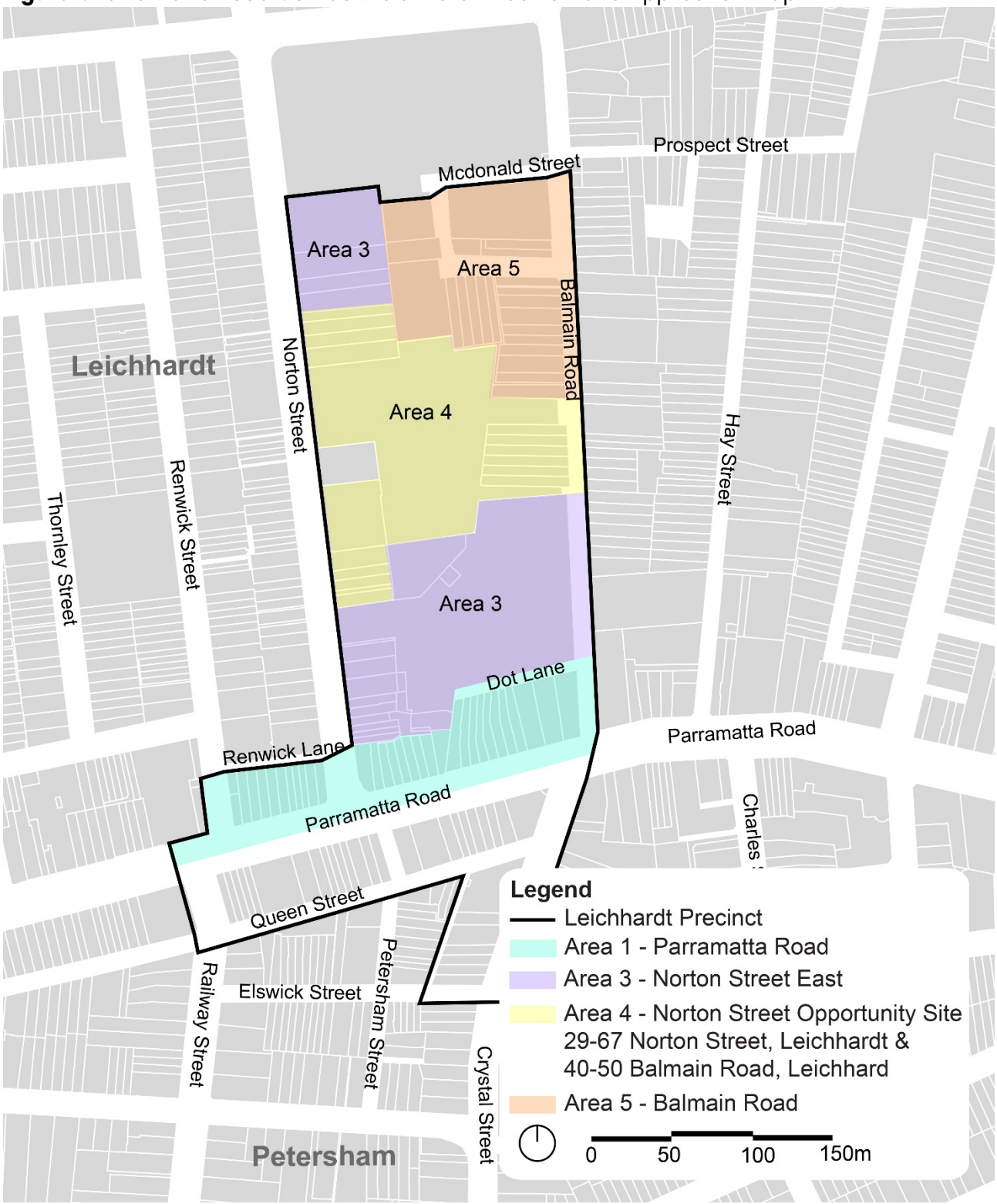
Where seeking to rely on incentive provisions, all development will achieve the Desired Future Character, Objectives and Controls detailed in:

- **Section 14.3** that applies to all Areas in the Leichhardt Precinct, and as applicable
- **Section 14.4** that applies to Area 1 – Parramatta Road, or
- **Section 14.5** that applies to Area 3 – Norton Street East, or
- **Section 14.6** that applies to Area 4 - Norton Street Opportunity Site
- **Section 14.7** that applies to Area 5 – Balmain Road

These sections supplement and should be read in conjunction with relevant provisions of this DCP.

Where Part G Section 14 applies and there is an inconsistency between this Section and the other provisions of this DCP, this Section prevails.

Figure 1: Parramatta Road Corridor: Leichhardt Precinct Land Application Map



14.2 Context

Parramatta Road Corridor Urban Transformation Strategy

Parramatta Road Corridor - Leichhardt Precinct is one of eight Precincts of the Parramatta Road Corridor Urban Transformation Strategy (PRUCTS).

PRCUTS is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor.

The vision for Parramatta Road Corridor is:
A high-quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.

The vision is supported by seven principles:

1. **Housing choice and affordability**
   Plan for diversity in housing types to accommodate a wide range of community needs, including affordable, family, student and seniors housing.
2. **Diverse and resilient economy**
   Plan for and position the corridor to attract new businesses and support existing business that create a diversity of jobs and promote jobs closer to home.
3. **Accessible and connected**
   Reshape and better connect places and movement networks to better serve customers and encourage sustainable travel.
4. **Vibrant community places**
   Promote quality places and built form outcomes to transform the corridor over time.
5. **Green spaces and links**
   Embellish existing open space and provide for new open spaces that support the recreational needs of the community and encourage active and healthy lifestyles.
6. **Sustainability and resilience**
   Create liveable local Precincts along the corridor that are sustainable, resilient and make Sydney a better place.
7. **Delivery**
   Deliver, drive, facilitate and monitor action.

PRCUTS and Inner West

Four of the eight PRCUTS Precincts are within Inner West Council local government area. These include:

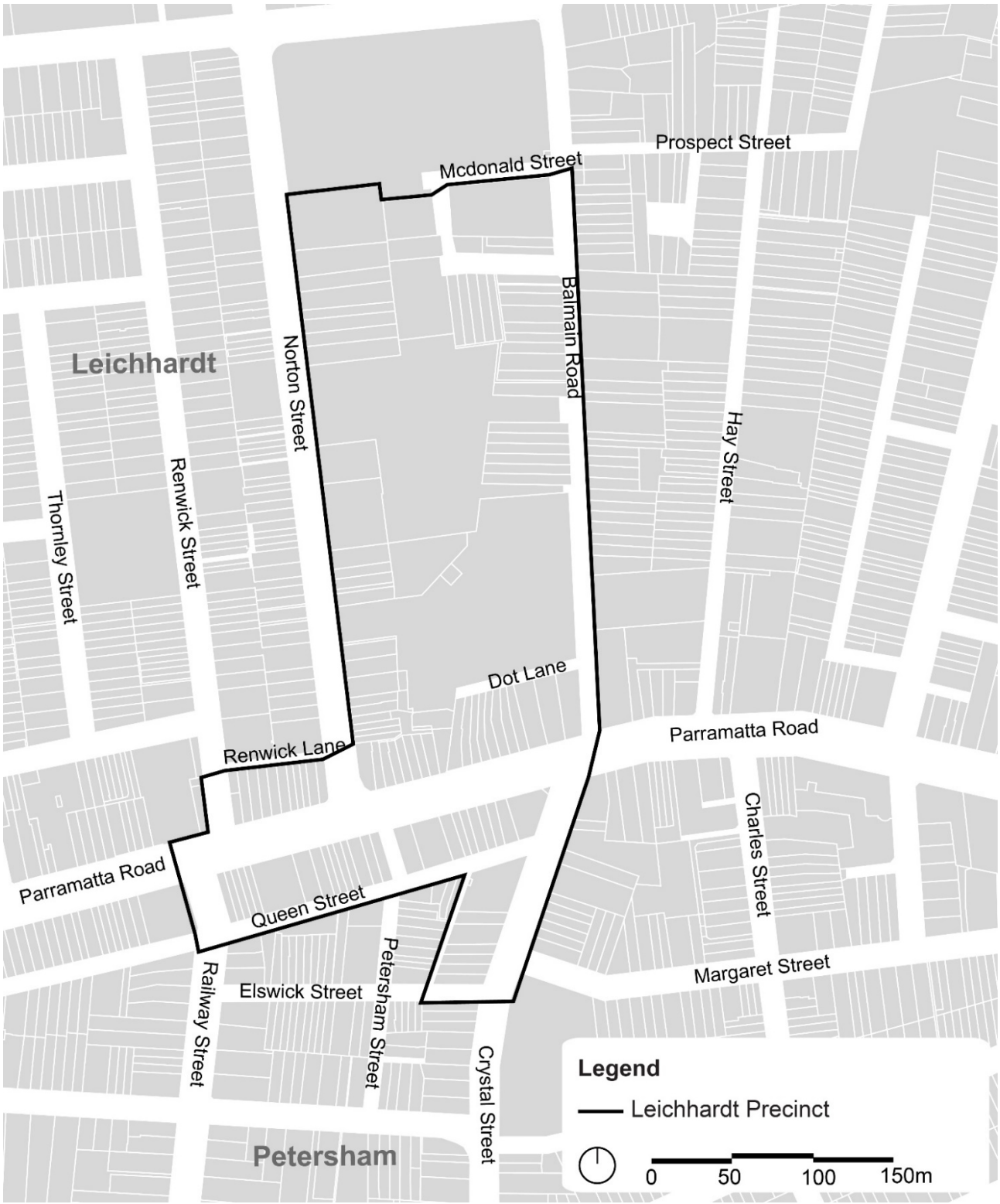
- Part of Kings Bay Precinct in Croydon that extends from Lang Street, Croydon in the west to Iron Cove Creek in the east. The remaining areas of Kings Bay Precinct are in Burwood and Canada Bay local government areas.
- Taverners Hill Precinct that extends from Petersham in the east to Summer Hill in the west and includes areas in Leichhardt and Lewisham.
- **Leichhardt Precinct** in the suburbs of Leichhardt and Petersham.
- Part of Camperdown Precinct. The remaining area of Camperdown Precinct is in City of Sydney local government area.

14.3 Leichhardt Precinct

14.3.1 Application

Section 14.3 applies to the entire Leichhardt Precinct as identified in Figure 2.

Figure 2: Parramatta Road Corridor: Leichhardt Precinct



14.3.2 Leichhardt Precinct Desired Future Character

- Norton Street is a strong vibrant and bustling activity strip that creates a sense of community and is supported by increased residential density.
- Parramatta Road provides affordable small-scale retail and employment premises and where new development respects heritage and the fine grain character of the streetscape.
- Housing within the Precinct is well located and diverse, serving the needs of people of all ages, abilities and incomes.
- Busy pedestrian routes provide access to and from key destinations within the Precinct and new east-west pedestrian connections breaking down large blocks on Norton Street.
- People enjoy a public domain that is well-designed, activated and landscaped.
- The iconic views and vistas along Parramatta Road and north-south streets, of historic landmarks at street junctions and glimpses to the city skyline remain.
- Living and work environments are sustainable and comfortable as a result of:
  - buildings having a high standard environmental performance
  - integrated water management
  - building design, landscape and materials reducing urban heat effects
  - building design reducing noise and air quality improvements
  - promoting active and public transport
  - catering for electric charging infrastructure.
- The built form is high quality, suitably scaled, transitions to neighbouring areas and meets the needs of intended uses.
- Taller buildings are concentrated between Norton Street and Balmain Road which protects the lower scale and well recognised streetscape along Norton Street and Parramatta Road.
- Residents benefit from building design that maximises their amenity while protecting the amenity of nearby developments.
- Community facilities and civic services such as library, town hall and schools support the Precinct.
- Pedestrians and bike riders benefit from:
  - Enhanced connections across Parramatta Road and along Railway Street to Petersham Station
  - Increased east-west permeability
  - Safe cycling connections north-south.
- Reliance on private vehicles has reduced to support sustainable living through:
  - reducing on-site car parking provision for origin and destination locations
  - setting maximum car parking rates instead of requiring minimum car parking
  - implementing new models such as unbundled parking and shared car use
  - leveraging proximity to public transport networks, including rapid transport on dedicated lanes on Parramatta Road.

14.3.3 Connectivity and accessibility

Objectives

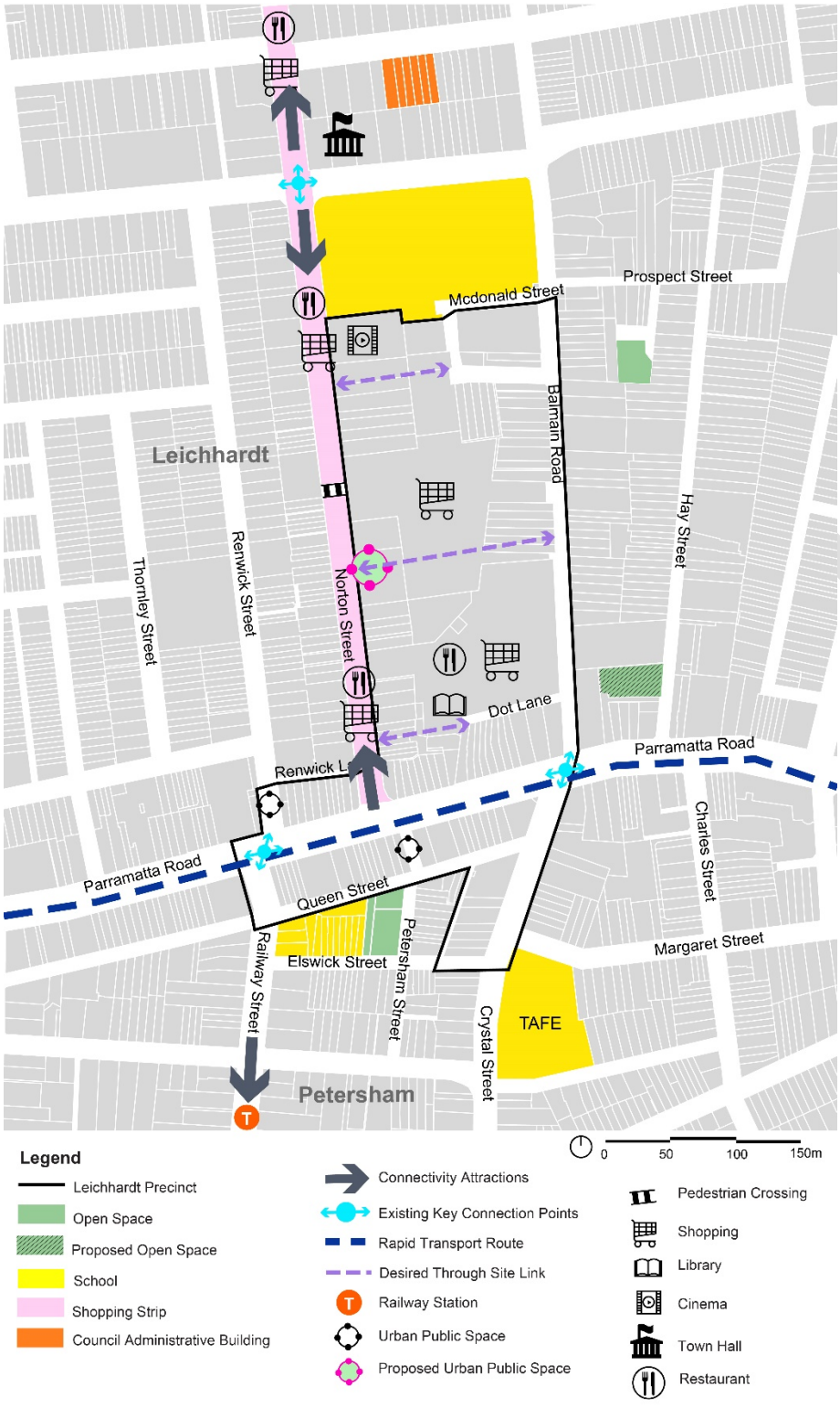
O1. To increase connectivity, permeability and accessibility across the Precinct for pedestrians and bike riders by enhancing links between workplaces and residential areas to key locations.

Controls

C1. Built form and streetscape treatments reinforce connections identified in Figure 3: Leichhardt Precinct Connectivity and Accessibility map, including:

a. North-south connections between the Precinct and Petersham Train Station
b. East-west connections to improve permeability
c. A midblock through-site link between Balmain Road and Norton Street.

Figure 3: Leichhardt Precinct Connectivity and Accessibility Map



14.3.4 Streetscape and public domain

Objectives

O2. To improve the amenity and safety of the streetscape of the Precinct in a manner that:
- a. contributes to the street character and intended land uses
- b. is supported by built form that interfaces well with the streetscape
- c. reduces street clutter and improves the visual amenity of the public domain
- d. reinstating or upgrading the footpath to meet required standards
- e. protects existing street trees
- f. positively contributes to water management and is waterwise
- g. results in a durable and low maintenance public domain.

Controls

C2. Development:
- a. delivers required built form setbacks
- b. ensures the pedestrian movement area is clear of obstacles
- c. integrates pedestrian entries into the streetscape design

Notes

Refer to:

1. *Inner West Public Domain Design Guide* (202X) for details of road types, footpath area functions and finishes.
2. Controls related to built form and landscaping as detailed in Sections 14.4, 14.5 and 14.6 as relevant to each Area within the Precinct.

14.3.5 Development utility infrastructure

Objectives

O3. To reduce street clutter, provide opportunity for viable street trees and enhance the public domain.

O4. To locate and design mechanical plant and essential services in a way that:
- a. improves the visual amenity of the public domain
- b. does not conflict with landscaping or street tree planting
- c. is located outside the public domain.

Controls

C3. Relocate existing overhead cables underground, and where possible, co-locates with other underground services.

C4. Mechanical plant and essential services equipment are:
- a. contained wholly within the property
- b. located:
  - i. off the primary street frontage, or
  - ii. behind the building line and screened from view, and
  - iii. integrated with the building and landscape design.

14.3.6 Affordable housing

Objectives

O5. To increase the supply of well-designed affordable housing in the Inner West to meet community needs and in appropriate locations across Leichhardt Precinct.

O6. To ensure affordable housing is managed and retained as affordable rental housing in perpetuity.

Controls

C5. Affordable housing units:
   a. include a range of sizes to cater for different household sizes
   b. are designed and constructed to the same standard as other residential accommodation in the development.

C6. Affordable housing units are to be provided and managed in accordance with the relevant Affordable Housing Contributions Scheme.

Note:
Affordable housing has a statutory definition under the NSW Environmental Planning and Assessment Act 1979 of "housing for very low income households, low income households or moderate income households, being such households as are prescribed by the regulation or are as provided for in an environmental planning instrument."

14.3.7 Lot amalgamation

Objectives

O7. To promote efficient use of land and orderly redevelopment by:
   a. avoiding isolating lots and reducing development potential
   b. providing intended uses and built form outcomes that make a positive contribution to the streetscape.

Controls

C7. Lot amalgamation:
   a. does not result in isolated lots that are unviable for redevelopment to the scale and intensity desired for the area.
   b. combines narrow lots and lots in fragmented ownership.

14.3.8 Sustainability and resilience

Objectives

O8. To achieve a high standard of environmental building performance that:
   a. reduces greenhouse gas emissions and water use
   b. results in comfortable living and working environments.

O9. To reduce urban heat island effects through incorporating and integrating mechanisms that collectively mitigate the impacts, including:
   a. green infrastructure in the form of landscape and surface treatments that incorporate water storage and treatment while reducing water usage

b. trees that offer shade to the built form, hard surfaces and vegetation
c. building materials and colours that reduce heat impacts, contribute to energy efficiency and thermal comfort, and minimise nuisance caused by glare or heat radiation.

Controls

C8. The Building Environmental Performance Report or BASIX certificate demonstrates that the development:
   a. achieves a reduction of greenhouse gas emissions and water use
   b. results in comfortable living and working environments
   c. includes passive design features such as optimal orientation, increased insulation, effective shading, cross ventilation and lower solar absorptance external surface finishes
   d. optimises rooftop solar photovoltaic systems
   e. achieves full electrification of utilities including cooking (other than in commercial kitchens), heating and hot water (heat pumps)
   f. for residential development:
      i. achieves an average thermal performance of 7-star NatHERS
      ii. incorporates ceiling fans in bedrooms and living rooms.

C9. Mitigate urban heat island effects by:
   a. Achieving required tree canopy through:
      i. retaining existing mature trees
      ii. including advanced containerised trees (greater than 200 litre) of a species that within 10 years will achieve 50% of their potential at maturity
      iii. incorporating trees and vegetation across various storeys (roof tops, terraces, atriums, and the like), in addition to, or where necessary, as an alternative to ground level planting
      iv. a combination of the above that collectively achieves, or exceeds, the tree canopy requirements.
   b. integrating green roofs and walls as a component of the landscape and built form design specifically in northern and western facing locations
   c. incorporating permeable surfaces, rain gardens, and other water sensitive measures in landscape treatments
   d. using materials and colours that:
      i. have a high solar reflectance index on roofs, facades, glazing or ground surfaces subject to their purpose and aligned to orientation and exposure to sunlight
      ii. where it may cause nuisance due to glare or reflection do not exceed 20% reflectivity.

14.3.9 Access and parking

Objectives

O10. To enhance the public domain, improve pedestrian experience and safety, and limit the number of vehicle access points throughout the Precinct.

O11. To reduce private vehicle ownership through encouraging car share vehicles and sustainable transport.

O12. To maximise efficient use of non-residential car parking by incorporating shared use of parking spaces subject to peak demand of various building uses.

O13. To ensure development provides facilities for electric vehicles.

O14. To future proof infrastructure to support increased take-up of electric vehicles.

O15. To ensure vehicle parking, servicing and loading areas are designed to:
   a. reduce their visual impact on the public domain
   b. support all vehicle types anticipated by development including service vehicles and loading areas
   c. maximise potential adaptation at a future point in time when less parking is required.

O16. To ensure delivery areas prioritise servicing outside peak pedestrian activity for key streets.

O17. To ensure bike riders have sufficient accessible and secure parking.

O18. To provide on-site workers facilities for employment generating uses that encourage active transport commuting, healthy workplaces and cater for worker needs.

Controls

C10. Vehicular access is located to:
   a. use secondary streets or rear accessways and laneways
   b. reduce the number of crossovers through a maximum of one driveway per site or one-way pair.

   Note: Refer to additional Controls relevant to specific Areas within the Precinct in Sections 14.4, 14.5 and 14.6.

C11. Development includes car share vehicle(s) that:
   a. are located either on-site or on the street at the discretion of council
   b. do not result in the maximum car parking rates being exceeded
   c. are publicly available and readily accessible at all times.

C12. Where shared use of car parking spaces is included, they are determined on a case-by-case basis dependant on anticipated tenancies/uses.

C13. Provide electric vehicle (EV) ready to use car parking spaces:
   a. for non-residential development – Level 3, or faster, at a rate of 10% for all spaces – dedicated and visitor
   b. for residential development – Level 1, or faster, at a rate of:
      i. 20% for resident spaces
      ii. 10% for visitor spaces, or
      iii. as detailed in another Environmental Planning Instrument relevant to the development type.

   Note: An EV ready parking space has cabling power outlet or charging head to the space.

C14. Design electric infrastructure services (distributions boards, conduits and cables) to ensure:
   a. sufficient energy and capacity, preferably from renewable sources
   b. reticulated fixed charging facilities cater for a minimum of:
      i. for non-residential development - 50% of all parking spaces
      ii. for residential development – 100% of all parking spaces.
   c. any future EV charger does not require a cable of more than 50m from the parking space to the EV-ready connection.

C15. On-site ground level exposed car parking is not provided, and parking areas:
   a. are concentrated below ground or sleeved by other uses
   b. are not open structures that are visible from the public domain
   c. where below ground:
      i. do to not protrude:
         - above ground level at any point along street frontages
         - into setbacks areas that are identified as landscape areas
      ii. are designed to facilitate break out walls where required
   d. do not impede the provision of viable vegetation
   e. are designed to accommodate all vehicle types anticipated by the development
   f. provide sufficient manoeuvring space to allow vehicles to enter and exit the site in a forward direction
   g. designed in a manner that encourages opportunities for adaptation for other uses over time.

C16. Service delivery times are restricted to avoid conflict with peak pedestrian periods on key streets, where practical.

C17. Bicycle parking:
   a. complies with the minimum requirements detailed in Table 1
   b. is in accessible and visible locations for residents, workers and visitors
   c. is secure through provision of bike cages for residents and workers or bike stands for visitors
   d. is provided with ready-to-use electric charging points at a minimum rate of:
      i. for non-residential development - one per four bicycle spaces
      ii. for residential development – one per two bicycle spaces
      iii. where there are multiple parking areas, facilities are distributed equally across all locations.

Table 1: Minimum bicycle parking

Land Use	Resident/Worker	Visitor
Residential	1 space per dwelling	1 space per 10 dwellings
Commercial	1 space per 150m^2 GFA	1 space per 400m^2 GFA
Retail	1 space per 250m^2 GFA	2 spaces + 1 per 100m^2 GFA
Industrial	1 per 250m^2 GFA	1 space per 500m^2 GFA

C18. On-site workers facilities:
   a. comply with the minimum requirements detailed in Table 2
   b. are in secure locations
   c. where more than one shower/change cubicle is required, separate and equal numbers of male and female facilities are provided.

Table 2: Minimum worker facilities for all employment generating uses

Anticipated number of workers	Personal Lockers	Showers and change cubicles
0-49	1 per 2 workers	1 unisex
50 - 99	1 per 3 workers	2
100-199	1 per 4 workers	4
200+	1 per 5 workers	+ 1 per 200 workers

14.3.10 Active Street Frontages

Objectives

O19. Active street frontages are provided to reinforce the vitality and liveliness of the public domain.

O20. Active street frontages are provided:
   a. with ground floor frontages that are pedestrian orientated and of a high design quality to add vitality to streets
   b. by incorporating frequent pedestrian entries that open towards the street.

Controls

C19. Provide active street frontages by including the following uses at street level:
   a. shops, commercial premises and other employment uses
   b. commercial and residential lobbies and reception areas
   c. public buildings or community facilities.

C20. Active street frontages contribute to the liveliness and vitality of streets by:
   a. providing a minimum of 70% of the ground floor frontage as transparent glazing with a predominantly unobstructed view from the adjacent footpath to at least a depth of 6m within the building
   b. maximising entries, display windows, customer service areas and key activities to provide pedestrian interest and interaction
   c. minimising blank walls, fire escapes, service doors, plant and equipment hatches
   d. providing elements of visual interest, such as display cases, or creative use of materials where fire escapes, service doors and equipment hatches cannot be avoided
   e. providing a high standard of finish and appropriate level of architectural detail for building facades
   f. providing passive surveillance to enhance safety and security
   g. providing ground floor pedestrian entry at the same level as the street to maximise accessibility for all users

h. not including driveways and service entries
i. if including security measures, using grilles or screens that are fitted internally and are a minimum of 60% perforated/ transparent when closed.

14.3.11 Built form

Objectives

O21. To provide for a high-quality built form and design that:
a. strengthens the urban character and identity of the Precinct
a. supports intended land uses
b. promotes a positive image for businesses
c. is of a bulk and scale and has site layout that complements the local context
d. minimises adverse amenity impacts
e. enhances the public domain for pedestrians
f. incorporates lighting that contributes to the quality and safety of the night-time urban environment, is sustainable and easy to maintain
g. does not create nuisance or hazard from glare, noise and odour for pedestrians, motorists, or occupants of nearby buildings.

O22. To ensure development for residential purposes achieves a high-quality living environment and mitigates urban hazards by taking an integrated and innovative approach to:
a. address road and aircraft noise, and air quality impacts
b. the orientation of development and individual dwellings
c. minimise the need for mechanical ventilation and heating or cooling
d. protect and enhance the amenity of nearby residential development.

O23. To provide appropriate employment uses on the ground floor in mixed used development that:
a. are compatible with the residential uses above
b. are separated from residential uses through subdivision
c. safeguard the provision and viability of business uses
d. provide large floor plates and high ceilings to ensure functionality and flexibility in accommodating a diverse range of business uses.

Controls

C21. Building design:
a. includes architectural features and façade articulation to reduce building bulk
b. emphasises building corners at intersections
c. does not result in overshadowing or loss of privacy
d. locates pedestrian entries:
i. on the primary street frontage and is visible from the street
ii. at the same level as the street to maximise accessibility for all users
e. where incorporating external lighting it:
i. is integrated into the building design and highlights distinctive architectural features
ii. is energy efficient, high quality, durable and low maintenance

iii. does not cause nuisance or hazard to occupants of the building or nearby buildings
iv. minimises light spill into the night sky
v. supports street lighting to enhance safety and security.
vi. negates adverse noise and odour emissions from activities, plant or equipment

C22. Residential building design results in comfortable and enjoyable internal environments through:
a. meeting the required standards for residential development near busy roads
b. ensuring buildings are designed to achieve internal noise levels as detailed in AS 2021
c. employing a variety of integrated mechanisms to ameliorate negative impacts including but not limited to:
i. materials and glazing,
ii. angled walls and modulated surfaces
iii. solid balconies and winter gardens
iv. screens, louvers and hopper windows
v. locating single aspect dwellings away from the north and west street frontages
vi. incorporating light wells, atriums and internal articulation to enhance sun capture and air movement
vii. incorporating acoustic measures to reduce noise impacts
d. retaining privacy and solar access while improving noise impacts for nearby residential development.

C23. Building design facilitates employment uses on the ground floor:
a. are compatible with residential uses
b. provide a minimum GFA for business activities:
i. where GFA is 500m^2 or more – a minimum of 75% of GFA for business activities
ii. where GFA is less than 500m^2 – a minimum of 50% of GFA for business activities
c. locate services, storage and other business needs off street frontages
d. are larger in scale and designed to provide flexibility to adapt to different uses.
e. include a stratum subdivision scheme to delineate land use separation, ownership structures and obligations to the overall building regarding requiring owners' corporation consent for the submission of development applications and complying development certificates for employment uses separate from residential uses.

14.3.12 Building materials and finishes

Objectives

O24. To provide building materials, fittings and finishes that are high are high-quality, sustainable and complement the locality.

O25. To reduce building waste by effectively re-using or recycling building materials where demolition or deconstruction of existing development is required to facilitate new development.

Controls

C24. Building materials, fittings and finishes:
- a. are durable, of high-quality and textured, to complement materials used in nearby buildings
- b. on facades have a light reflectivity of 20% or less
- c. are sustainable with low embodied carbon such as:
  - i. replacement of Portland cement with supplementary cementitious materials (SCMs) in concrete (i.e., 30% SCM across all pre-cast and in-situ cement)
  - ii. high recycled content in steel
  - iii. timber framing instead of steel framing
  - iv. cross laminate timber
- d. be made from or incorporate recycled materials, where possible.

C25. The Deconstruction Plan demonstrates that the majority of demolished building materials, excluding hazardous materials, are integrated into the design and construction of new development by re-using on-site or through appropriate recycling.

14.3.13 Landscaping

Objectives

O26. To ensure on-site landscaping:
- a. includes species native to the area
- b. is suited to the location
- c. provides habitat to enhance biodiversity
- d. positively contributes to water management and is waterwise
- e. contributes to mitigating urban heat
- f. is durable and low maintenance.

Controls

C26. The Landscaping Strategy demonstrates, landscape:
- a. is provided in dedicated setbacks
- b. include:
- c. water sensitive urban design solutions
- d. trees and supporting vegetation
- e. greening opportunities including green cover, green roofs, green walls, pergolas with climbers, podiums, planters, lawns and gardens, rain gardens and permeable pavements
- f. 50% native species.

14.3.14 Views

Objectives

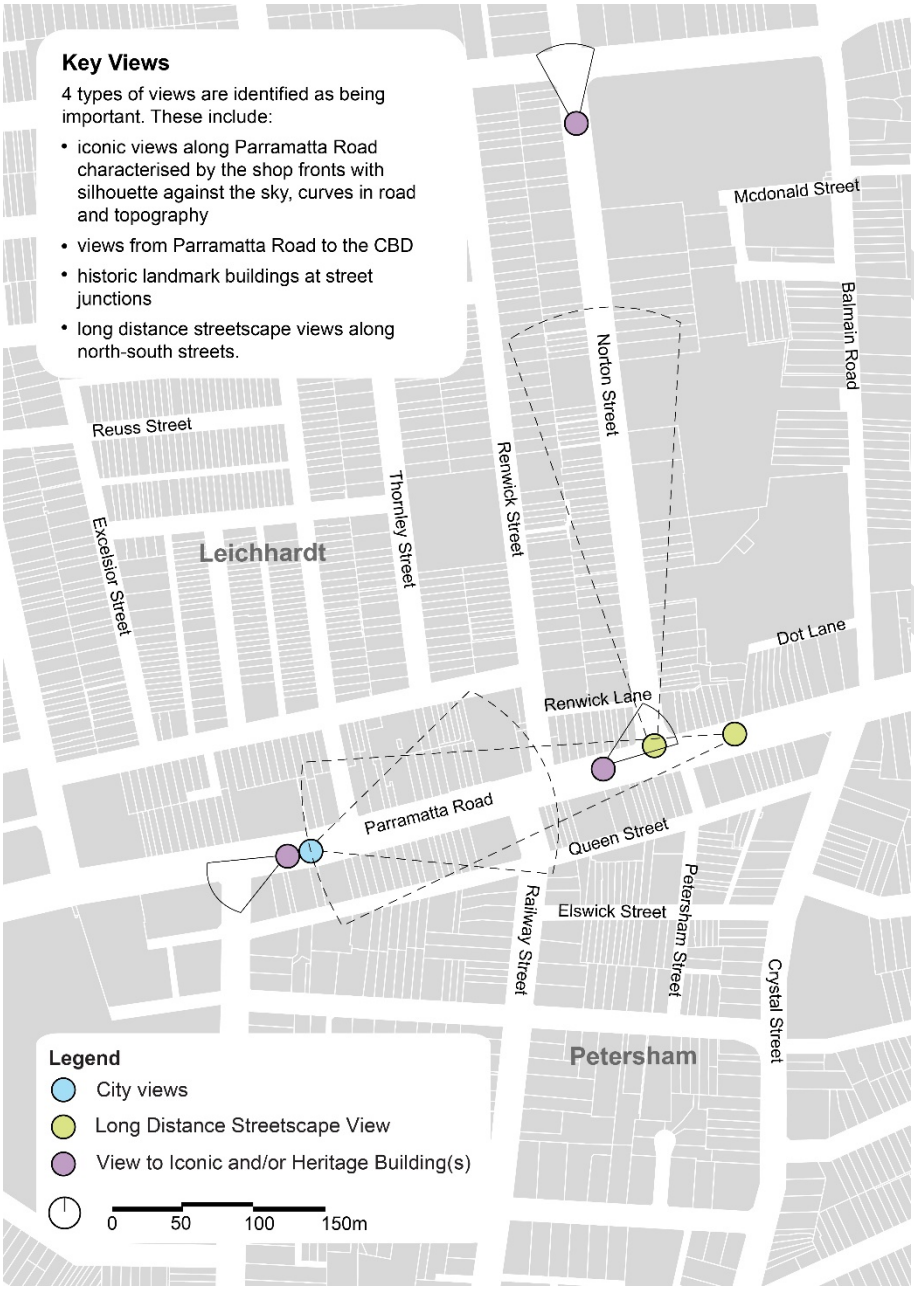
O27. To reinforce view corridors and vistas with buildings, structures, public art or landscape treatments.

Controls

C27. Development maintains and, where possible, enhances views as identified in Figure 4: Leichhardt Precinct Key Views Map:

a. to the City skyline
b. to landmark buildings
c. to street vistas identified.

Figure 4: Leichhardt Precinct key views

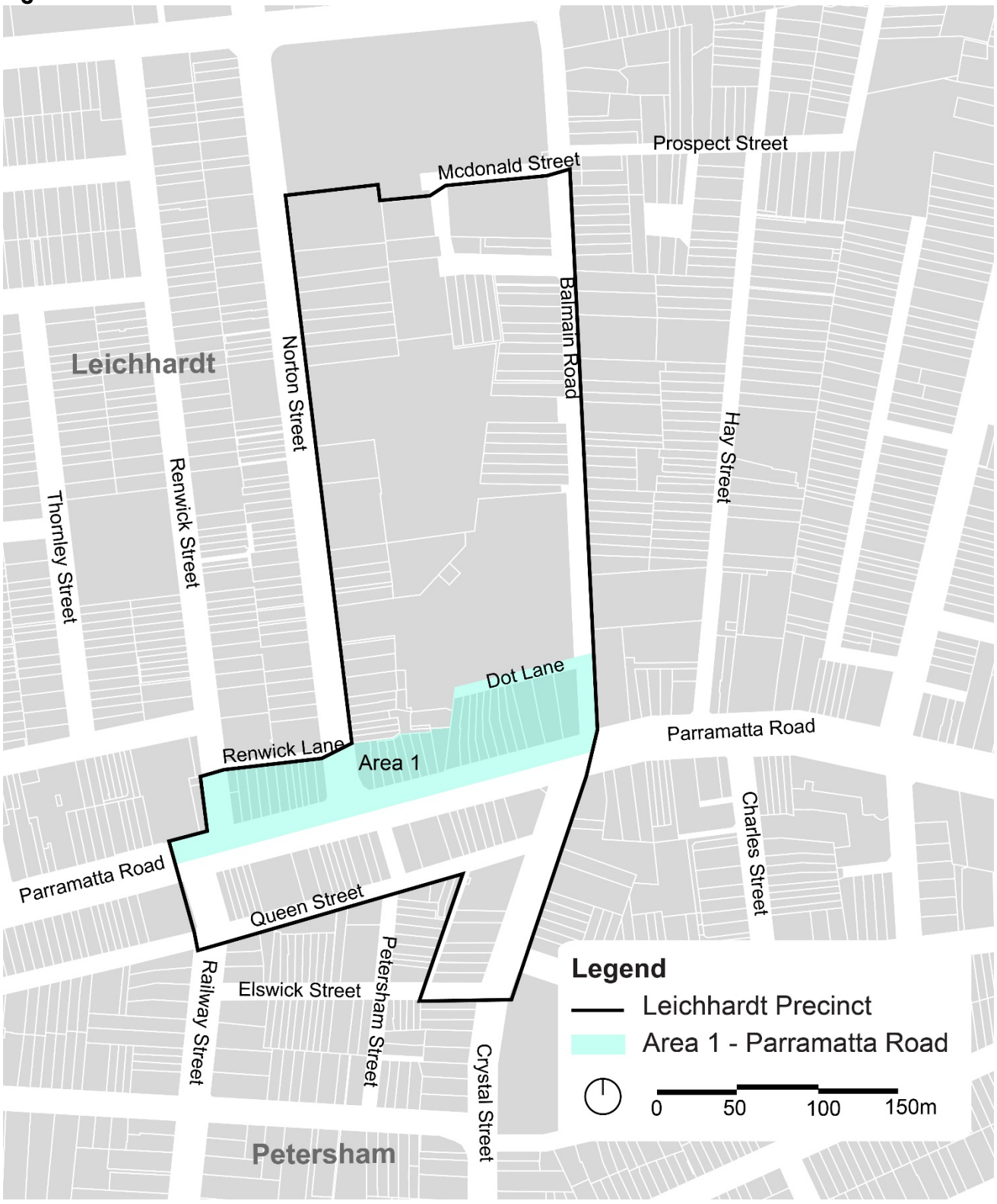


14.4 Area 1 – Leichhardt: Parramatta Road

Application

Section 14.4 applies to Area 1 – Leichhardt: Parramatta Road as shown in Figure 5.

Figure 5: Area 1 – Leichhardt: Parramatta Road



Area 1 – Leichhardt: Parramatta Road Desired Future Character

The Desired Future Character for Area 1 supplements and should be read in conjunction with the Desired Future Character detailed in Section 14.3 for the Leichhardt Precinct.

Leichhardt: Area 1 – Parramatta Road

- Continues to provide its role as a productive economic corridor that attracts investment and new employment opportunities.
- Is reinvigorated as a retail business high street in its appearance and function.
- Its heritage significance is protected and revitalised with new development that respected the original built form.
- Pedestrians and bike riders benefit from the new urban shared space, Renwick Street, which enhances connectivity between Renwick Street and Railway Street.
- New built form:
  - is high quality
  - responds to and retains the heritage fabric and fine grain appearance of the area
  - is cohesive and presents a consistent street wall to Parramatta Road
  - positively interacts with the street
  - protects solar access, privacy and amenity of surrounding residential uses.
  - maximises amenity for residents by mitigating noise impacts including aircraft noise.

14.4.1 Heritage

Objectives

O28. To ensure development responds to the historic built form of the location by:

a. for Heritage Items - conserving and enhancing the significance, character, fabric and features of these buildings
b. for Contributory Buildings – restoring or reconstructing, altered or missing fabric of buildings
c. for all other buildings – be sympathetic to key architectural or streetscape features found in the Heritage Conservation Area (HCA)
d. do not negatively impact on Heritage Items outside Area 1 – Parramatta Road of the Leichhardt Precinct.

Controls

C28. Development responds sensitively to heritage and proactively retains, restores and enhances the heritage features of the location by:

a. demonstrating that achievement of the floor space ratio and height of buildings incentive provisions does not have an adverse impact on the Heritage Items or the HCA, including Contributory Buildings in the HCA
b. for Heritage Items: alterations to the existing fabric is limited to restoration
c. for Heritage Items and Contributory Buildings as identified in Figure 6: Parramatta Road Heritage Features:
d. new built form:
   i. is sympathetic and clearly distinguishable from the existing architecture
   ii. complements the scale, form and materials of the streetscape and its desired future character including wall heights and roof forms

iii. pays particular attention to the transition from old to new and respects the existing façade and parapet in a way that ensures its architectural design remains a predominant feature
iv. retains existing openings, and no new openings are introduced into the façade, including the parapet
v. retains existing floor to floor heights and where new floor levels are introduced, these do not intersect with existing openings
vi. evidences the original narrow fine grain width of shop fronts

e. for all development:
i. retain the prominence of Heritage Items and landmark buildings in the immediate streetscape and surrounding area
ii. use sympathetic materials, colours and finishes to harmonise with the character of the HCA
iii. retain, or where required replace, suspended awnings to ensure consistency with adjoining and original fabric.

Notes: Refer to Figures 7 and 8 for indicative images of the integration of existing building facades in HCAs and preferred fine-grained built form.

Figure 6: Leichhardt: Parramatta Road Heritage Items and Contributory Buildings

Figure 7: Integration of existing building facades in HCA

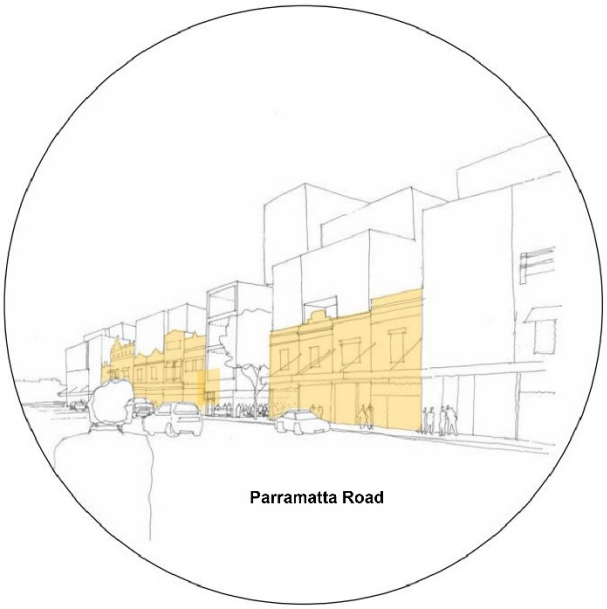


Figure 8: Preferred fine-grained built form

14.4.2 Lot Amalgamation

Objectives

O29. To ensure development that relies on lot amalgamation results:
- a. in a built form character that retains the existing fine-grain appearance of Parramatta Road
- b. in orderly and efficient land use.

Controls

C29. Development that relies on amalgamation:
- a. evidences the original subdivision pattern in the resulting built form and shop front pattern
- b. where basement levels are proposed, the resulting lot is a minimum of 17m wide and retains a fine-grain built form appearance to Parramatta Road
- c. does not isolate or prevent surrounding lots from redeveloping.

14.4.3 Built form

Objectives

O30. To ensure building height:
- a. facilitates economic growth and new housing
- b. responds appropriately to the heritage character of Parramatta Road
- c. protects the amenity of surrounding land uses
- d. provides a consistent street wall to Parramatta Road that is suited to the street proportions and defines the street edge.

O31. To ensure storey height:
   a. at the ground and first storey, allows for a variety of uses and provides flexibility to cater for change over time
   b. above ground, is suited to intended land uses
   c. retains existing floor to floor heights for Heritage Items and Contributory Buildings.

O32. To maintain a consistent setback to Parramatta Road and ensure new built form responds appropriately to the existing and desired future streetscape.

O33. To provide setbacks to rear streets that:
   a. support access for a range of vehicles expected by the development
   b. increase in depth aligned to building height to provide a built form transition, and amenity and privacy of surrounding properties
   c. define the street edge
   d. provide passive surveillance.

Controls

C30. Building height:
   a. does not exceed six storeys
   b. has a street wall of:
      i. four storeys to Parramatta Road
      ii. one storey to Renwick Lane
      iii. four storeys to Dot Lane
   c. responds appropriately to Heritage Items through reduced height or transitioning heights to match the item.

C31. Floor to floor height:
   a. for first storey at ground level is 5m
   b. for second storey is 4m
   c. for third storey and above:
      i. for residential is 3.1m
      ii. for non-residential uses is 3.6m
      iii. for Heritage Items or Contributory Buildings - retains the existing floor to floor height.

C32. Parramatta Road setback:
   a. for Heritage Items or Contributory Buildings:
      i. retains existing setback, and
      ii. ensures the façade of the Heritage Item or Contributory Building is a distinct feature that may require higher storeys to be setback from the boundary
   b. for other buildings – zero
   c. for fifth and sixth storey - 6-8m.

C33. Renwick Lane and Dot Lanes setback:
   a. For first storey at ground floor - zero
   b. for second storey and above determined on a site-by-site basis by demonstrating that the development:
      i. can achieve appropriate solar access and visual privacy

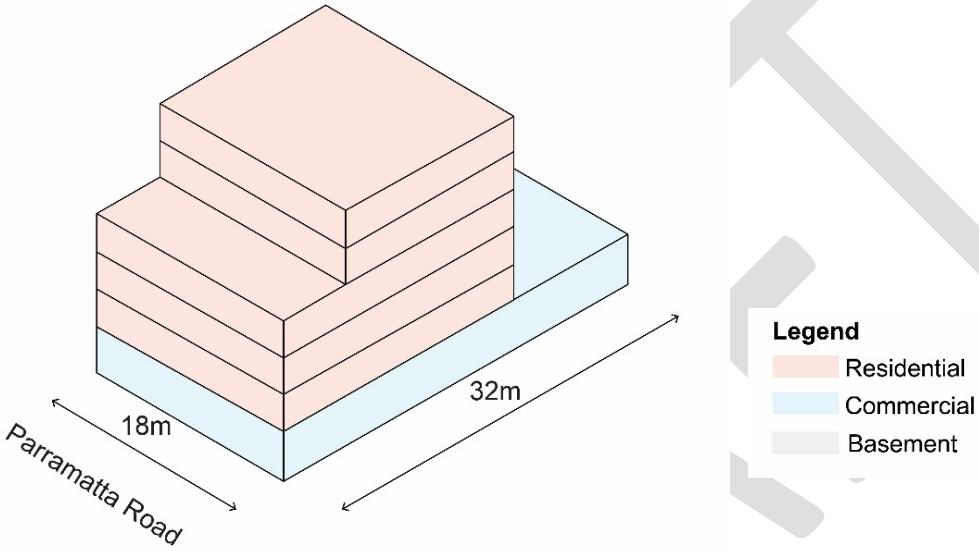
ii. will not impact the amenity including solar access and visual privacy of existing or future residential properties

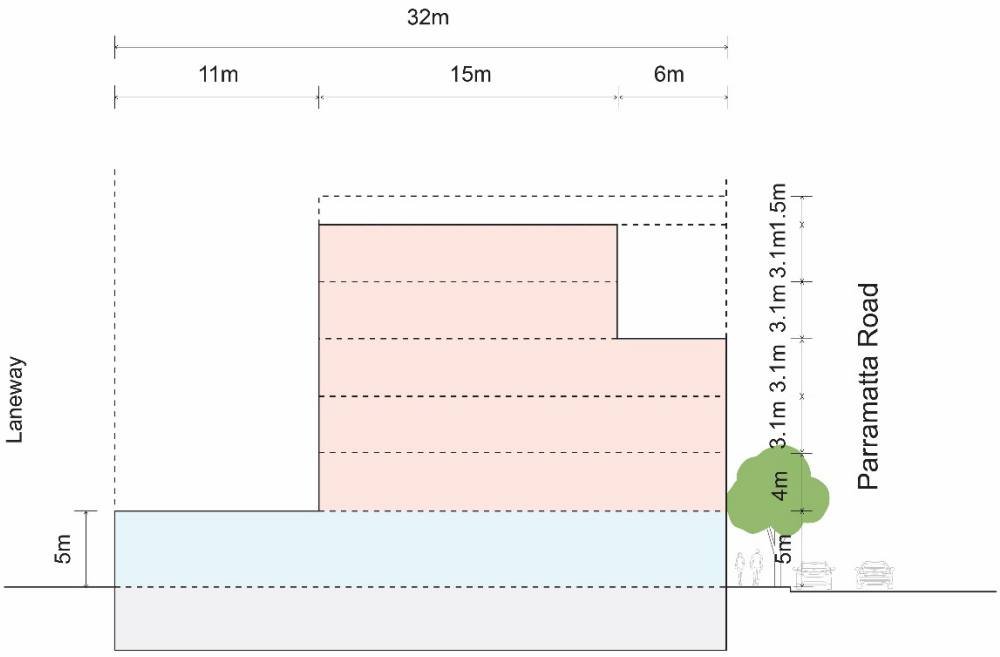
iii. will enhance the casual surveillance of Renwick Street.

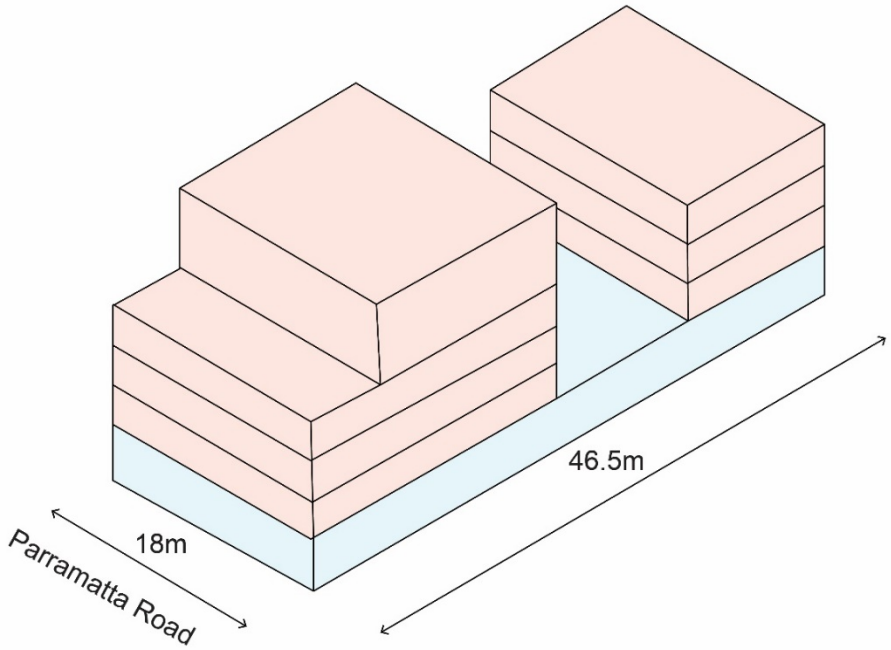
Notes:

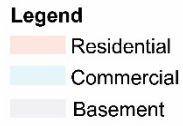
1. Figure 9 depicts indicative built form bulk, scale and site layout on shallower lots (32m) being the typical size between Parramatta Road and Renwick Lane.
2. Figure 10 depicts indicative built form bulk, scale and site layout on deeper lots (46.5m) being the typical size between Parramatta Road and Dot Lane.

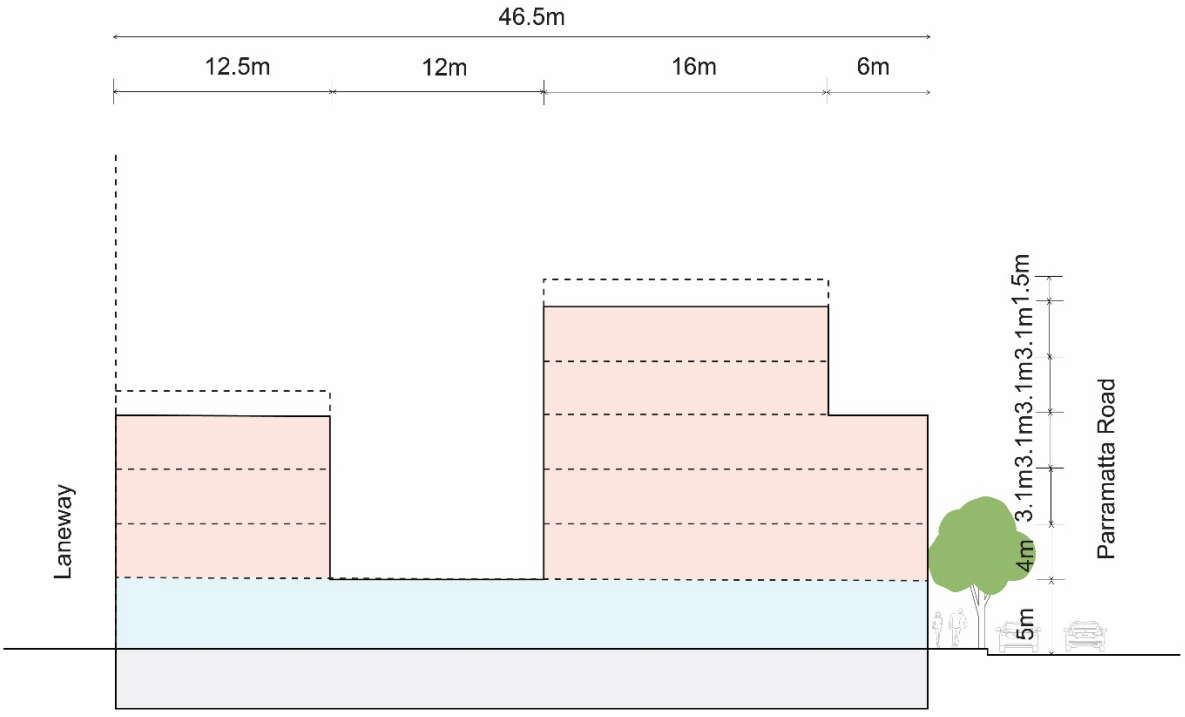
Figure 9: Indicative Area 1 - Parramatta Road shallow lot (32m) - built form bulk, scale and site layout – axonometric and section






46.5m
18m
Parramatta Road


Legend
Residential
Commercial
Basement


46.5m
12.5m
12m
16m
6m
Laneway
3.1m
3.1m
3.1m
3.1m
1.5m
4m
5m
Parramatta Road

14.4.4 Vehicle and service access locations

Objective

O34. To ensure vehicle and service access is from existing laneways and secondary streets and maintains the primary function of Parramatta Road.

Control

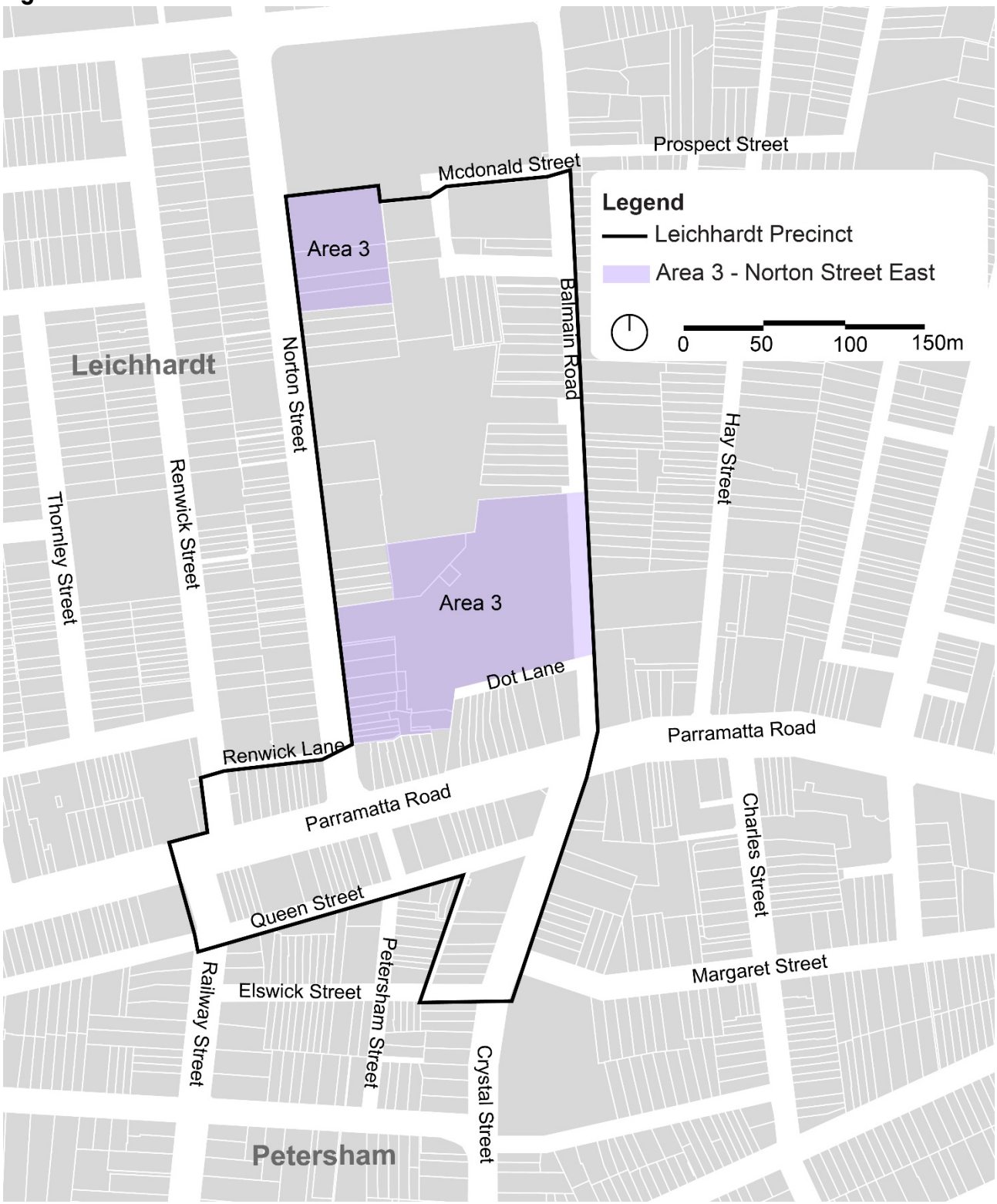
C34. Vehicle and service access is from Renwick Lane or Dot Lane.

14.5 Area 3 – Leichhardt: Norton Street East

14.5.1 Application

Section 14.5 applies to Area 3 – Leichhardt: Norton Street East as shown in Figure 11.

Figure 11: Area 3 – Leichhardt: Norton Street East



14.5.2 Desired Future Character

The Desired Future Character for Area 3 supplements and should be read in conjunction with the Desired Future Character for Leichhardt Precinct detailed in Section 14.3.

Leichhardt: Area 3 Norton Street East

- Norton Street is revitalised through intensification of residential and commercial uses.
- It maintains its high-street character through active street uses and enhanced public domain.
- The local heritage of Norton Street is reflected in the retention of contributory building facades, fine-grain built form, a three to four storey street wall and active ground floors interacting with the street.
- East west through links between Balmain Road and Norton Street provide permeability for pedestrians and cyclists.

14.5.3 Heritage

Objectives

O35. To ensure development responds to the historic built form of the HCA by:

a. For Contributory buildings - restoring or reconstructing, altered or missing fabric of buildings
b. not negatively impacting on Heritage Items outside of Area 3 Norton Street East

Controls

C35. Development responds sensitively to heritage and proactively retains, restores and enhances the heritage features of the location by:

a. demonstrating that achievement of the floor space ratio and height of buildings incentive provisions do not have an adverse impact on Heritage Items or the HCA, including Contributory Buildings that support the HCA
b. for Contributory Buildings as identified in Figure 6: Parramatta Road Heritage Features new built form:
    i. is sympathetic and clearly distinguishable from the existing architecture
    ii. complements the scale, form and materials of the streetscape and its desired future character including wall heights and roof forms
    iii. pays particular attention to the transition from old to new and respects the existing façade and parapet in a way that ensures its architectural design remains a predominant feature
    iv. retains existing openings, and no new openings are introduced into the façade, including the parapet
    v. retains existing floor to floor heights and where new floor levels are introduced, these do not intersect with existing openings
    vi. evidences the original narrow fine grain width of shop fronts.

14.5.4 Lot amalgamation

Objectives

O36. To ensure development that relies on lot amalgamation results:

a. in a built form character that retains the existing fine-grain appearance on Parramatta Road
b. in orderly and efficient land use.

Controls

C36. Lot amalgamation:
a. ensures lots are of a size and dimension that optimises their redevelopment potential
b. requires lots with no rear lane access to have a minimum 30m frontage

14.5.5 Built form

Objectives

O37. To ensure building height:
a. facilitates economic growth and new housing
b. responds appropriately to heritage items
c. protects the amenity of surrounding land uses

O38. To ensure storey height:
a. at the ground and first storey, allows for a variety of uses and provides flexibility to cater for change over time
b. above ground, is suited to intended land uses
c. retains existing floor to floor heights for Contributory Buildings.

O39. To maintain a consistent setback to Norton Street and ensures new built form responds appropriately to the desired future streetscape.

O40. To maintain a consistent setback to Balmain Road and ensure new built form responds appropriately to the desired future streetscape.

Controls

C37. Building height:
a. does not exceed six storeys
b. has a street wall to Norton Street of three or four storeys depending on the location.

C38. Floor to floor height:
a. for first storey at ground level is 5m
b. for second storey is 4m
c. for third storey and above:
i. for residential uses is 3.1m
ii. for non-residential uses is 3.6m
iii. for Contributory Buildings - retain the existing floor to floor height

C39. Norton Street setback:
a. for Contributory Buildings:
i. retains existing setback, and
ii. ensures the façade of the Contributory Building is a distinct feature that may require higher storeys to be set back from the boundary to be setback from the boundary
b. for other buildings is zero

c. for fifth and sixth storey – 3m.

C40. Balmain Road setback:

a. for one to five stories is 5m
b. for six storeys and above is 8m.

14.5.6 Vehicle and service access locations

Objective

O41. To minimise vehicle and pedestrian conflict along Norton Street.

Controls

C41. Vehicle and service access to Norton Street is minimised wherever possible through:

a. provision of minimal car parking, and increased use of public and sustainable transport modes
b. providing access via secondary streets or easements where possible
c. maintaining or, where possible, reducing existing number of vehicle cross-over locations
d. no new driveway access locations
e. amalgamation of lots to provide consolidated access for vehicular cross-overs
f. breakout walls to allow for shared use of basements.

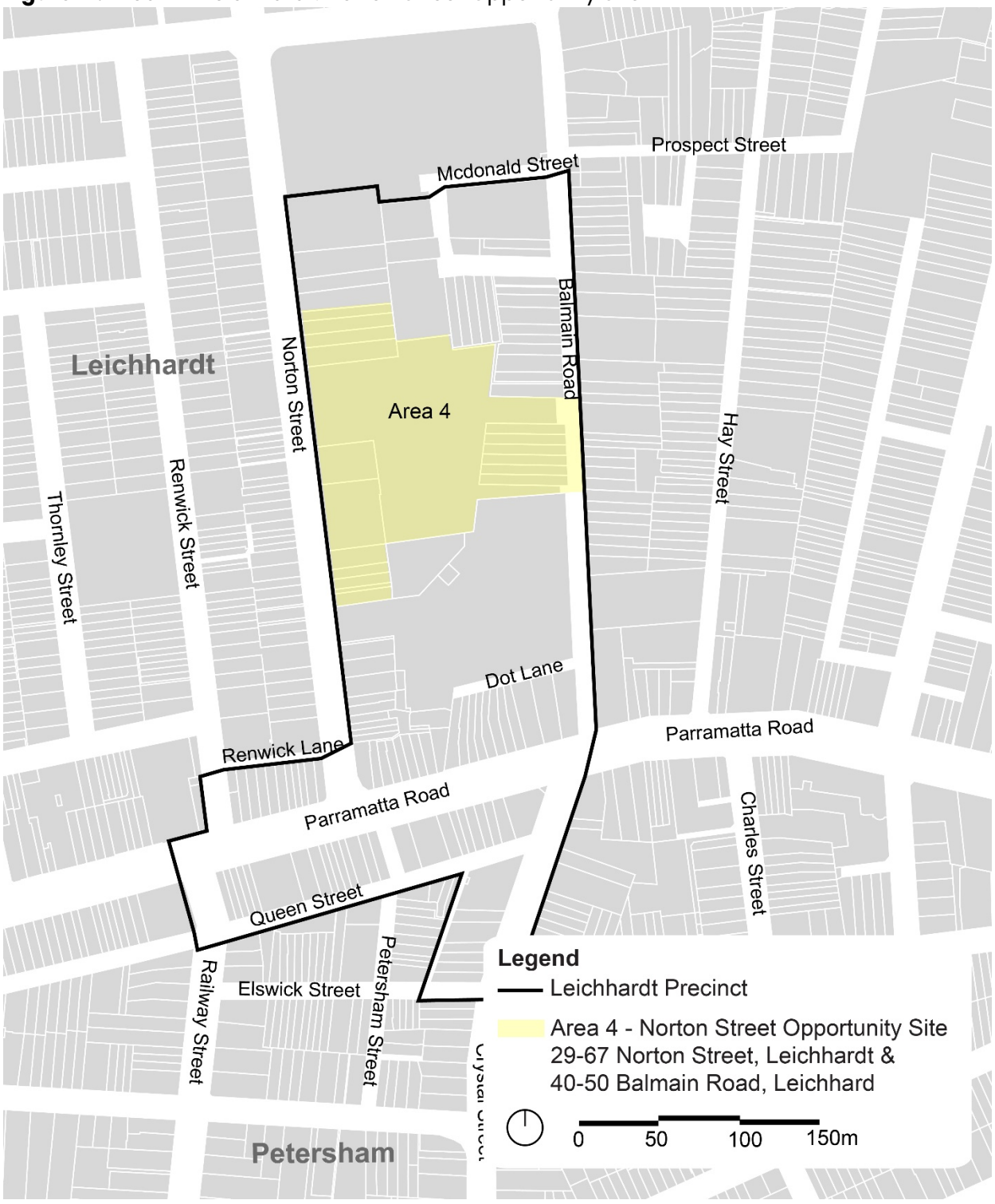
14.6 Area 4 – Leichhardt: Norton Street Opportunity Site

14.6.1 Application

Section 14.6 applies to Area 4 – Leichhardt: Norton Street Opportunity Site as shown in Figure 12 and comprises:

- 29-67 Norton Street Leichhardt
- 40-50 Balmain Road, Leichhardt.

Figure 12: Area 4 – Leichhardt: Norton Street Opportunity Site



14.6.2 Desired Future Character

The Desired Future Character for Area 4 supplements and should be read in conjunction with the Desired Future Character detailed in Section 14.3 for Leichhardt Precinct.

Leichhardt: Area 4 – Norton Street Opportunity Site:

- Is the core of commercial activity and businesses on Norton Street.
- Supports Norton Street's historic role as a high street and its growing community.
- There is an enhanced public domain and improved permeability through new east-west connections between Norton Street and Balmain Road.
- The landscaped urban plaza is a vibrant meeting place and activity hub on Norton Street.
- Its built form is high quality architecture and maximises amenity for residents.

14.6.3 Lot amalgamation

Objectives

O42. To ensure lot amalgamation facilitates redevelopment for commercial, business and residential uses, including delivering an urban plaza and through-site link as public places.

Controls

C42. Lot amalgamation aligns with Figure 13: Preferred lot amalgamation pattern - Norton Street Opportunity Site.

Figure 13: Preferred lot amalgamation pattern – Norton Street Opportunity Site

14.6.4 Built form

Objectives

O43. To ensure building height:
   a. is suited to intended uses
   b. has a bulk and scale which reflects the surrounding context and desired future character
   c. retains solar access and privacy for residential dwellings.

O44. To provide setbacks that:
   a. create a consistent street wall to Norton Street
   b. to provide a setback to Balmain Road that facilitates a landscaped setback that extends across all storeys including the basement
   c. reduce the apparent bulk and scale of buildings
   d. facilitate new connections between Balmain Road and Norton Street
   e. create a green public open space/plaza fronting Norton Street.

O45. To ensure storey height:
   a. at the ground and first storeys, allows for a variety of uses and provides flexibility to cater for change over time
   b. above ground, is suited to intended land uses.

Controls

C43. Building height does not exceed nine storeys and varies within the sub-sites. The building height should be generally consistent in form and scale as follows:

Sub-Site 1

   a. provide a consistent street wall to Norton Street of four storeys and an overall height of six storeys.

Sub-Site 2

   a. provide a consistent street wall to Norton Street of three storeys and an overall height of seven storeys
   b. locate taller building elements to the rear of the site.

Sub-Site 3

   a. provide a consistent street wall to Norton Street of three storeys and overall height of four storeys
   b. to Balmain Road is five storeys and an overall height of eight storeys
   c. within the site - ranges between three storeys and nine storeys
   d. the nine storey component is located central to the site to minimise overshadowing and visual bulk and scale to Norton Street and Balmain Road.

C44. Development is to comply with the following setbacks:

Sub-site 1

   a. Setback to Norton Street:
      i. for one to four storeys is zero
      ii. for fourth storey and above is 3m
   b. Setback to the north and existing buildings:
      i. for one to four storeys is 25m

ii. for fifth storey and above is 28m

c. Setback to the rear is variable, being 0-14m demonstrating that the development meets its objectives.

Note: Refer to Section 14.6.6 for through-site link and urban plaza.

Sub-site 2

a. setback to Norton Street:
   i. for one to three storeys is zero
   ii. for fourth storey is 1.5m
   iii. for fifth storey and above is 17m
b. setback to the rear is variable, being 9-12m demonstrating that the development meets its objectives.

Sub-site 3

a. setback to Balmain Road:
   i. for one to five storeys is 5m, including the basement
   ii. for sixth storey and above is 8m
b. buildings within the site setback to create an 18m wide through-site link from Balmain Road to Norton Street.

Note: Refer to Section 14.6.6 for through -site link.

C45. Floor to floor height:
   a. for ground level is 5m
   b. for second storey is 4m
   c. for third storey and above:
      i. for non-residential uses is 3.6m
      ii. for residential uses is 3.1m.

Notes: Refer to Figures 14 to 18 for indicative site layout, built form, bulk and scale, including storeys, setbacks, through site link and public space/urban plaza.

14.6.5 Landscaping

Objectives

O46. To ensure landscaping is provided:
   a. in the setback along Balmain Road that:
      i. enhances pedestrian amenity
      ii. contributes to defining the intersection with the through-site link
   b. to the through-site link and urban plaza that incorporates landscaping that provides shade and ground cover suited to the environment and purpose
   c. achieves 40% tree canopy cover across the site.

Controls

C46. The Landscaping Strategy demonstrates, landscaping:
   a. in the setback along Balmain Road:
      i. includes deep soil planting and mature tree planting with appropriate setbacks to the basement

ii. is designed to enhance amenity and prioritise pedestrian movement along Balmain Road

b. to the through-site link and urban plaza:
   i. is designed to include tree canopy and greening for shade and improved thermal comfort
   ii. incorporates drought tolerant species
c. complies with the required tree canopy of 40% across the site.

Note: Landscaping requirements should be read in conjunction with Sections 14.3.4, 14.3.8 and 14.3.13.

14.6.6 Through-site link and urban plaza

Objectives

O47. To provide a new through-site link from Balmain Road to connect with a new urban plaza on Norton Street that:
   a. increases east-west block permeability
   b. provides a safe space for walking and offers universal access
   c. is visually and physically well connected to its surroundings
   d. incorporates landscape treatments, street furniture, public art and materials that are high quality, fit for purpose, durable and sustainable.

O48. To create an urban plaza on Norton Street which connects with the proposed through link to Balmain Road that:
   a. provides a vibrant community hub and meeting place that can be used for events and gatherings
   b. ensures all landscape treatments, street furniture, public art and materials are high quality, fit for purpose, durable and sustainable.

Controls

C47. Development provides a through-site link that:
   a. delivers a minimum 18m wide through-site link open to the sky that will connect to a proposed urban public space at Norton Street
   b. provides unrestricted access 24 hours a day seven days a week
   c. is registered as an easement on title
   d. is designed so that the level change between Norton Street and Balmain Road does not restrict access to all users
   e. is well designed to provide:
      i. outdoor seating and lighting, appropriate for afterhours use
      ii. a continuous path for all users including people with prams, wheelchair users, children/adults on bikes and scooters, whilst discouraging commuter cycling
      iii. a clear line of sight between each end of the through-site link is designed to be stepped and landscaped to appropriately transition between the Balmain Road and Norton Street levels
      iv. seating for a variety of uses and users
   f. integrates with Balmain Road streetscape and reinforces the intersection

g. is designed so that adjoining developments minimise overshadowing and provide passive surveillance
h. incorporates active ground floor frontages for its full extent
i. incorporates awnings for the full extent of the through-site link that are:
    i. translucent to provide wind and weather protection
    ii. are a minimum of 5m above the public space
    iii. do not impact on landscaping or the provision of trees
j. provides way finding signage.

C48. Development:

a. delivers an urban public space with a minimum width of 25m on the Norton Street frontage
b. provides unrestricted access 24 hours a day, seven days a week
c. is registered as an easement on title
d. is well designed and landscaped to provide:
    i. outdoor seating and lighting
    ii. a flexible space that is capable of being used as a place for events and gatherings
    iii. seating for a variety of uses and users
    iv. infrastructure, such as three phase power, waste facilities and drinking water to support a range of activities
    v. a continuous path for all users including people with prams and wheelchair users
e. incorporates awnings on all frontages that:
    i. provide wind and weather protection
    ii. are a minimum of 5m above the public space
    iii. do not impact on landscaping or the provision of trees
f. incorporates active frontages.

Figure 14: Norton Street Opportunity Site – plan view

Figure 15: Norton Street Opportunity Site – axonometric view from Norton Street

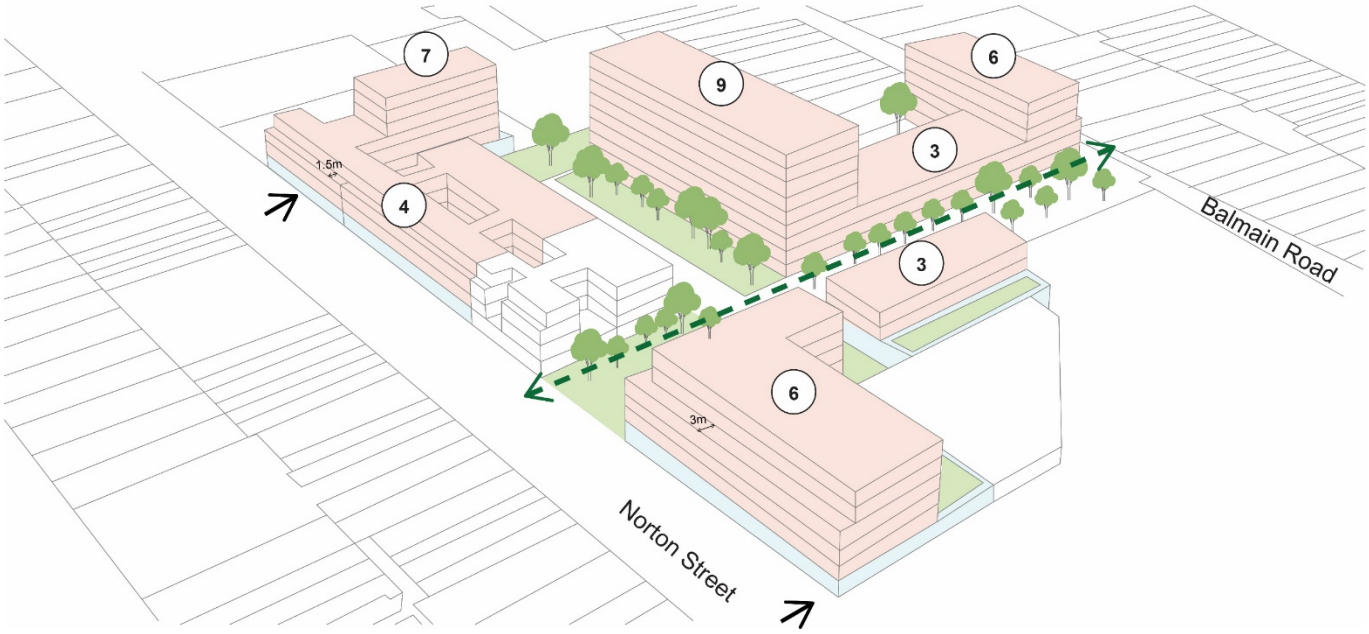


Figure 16: Norton Street Opportunity Site - axonometric view from Balmain Road

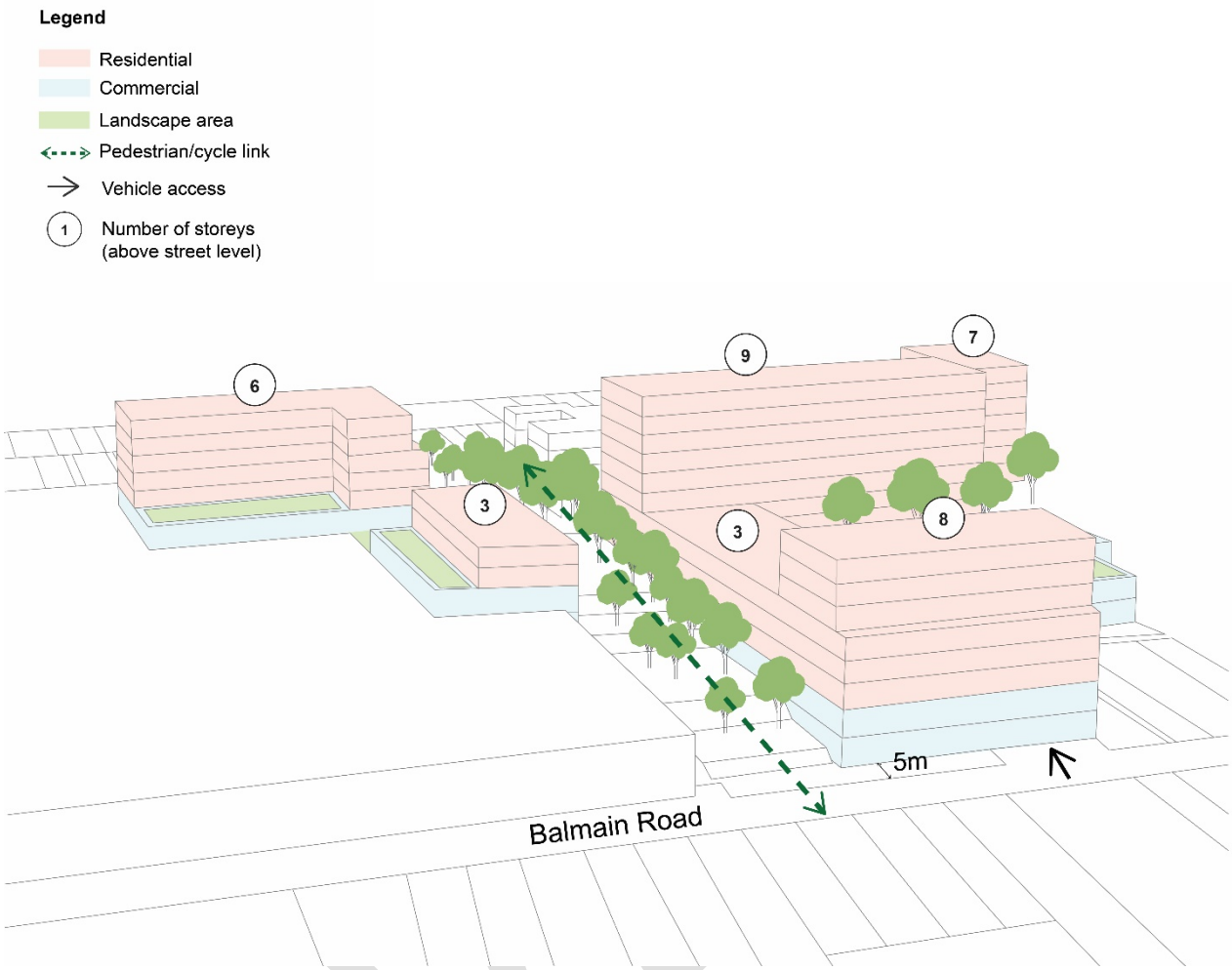


Figure 17: Norton Street Opportunity Site - axonometric view from Balmain Road and MacDonald Street

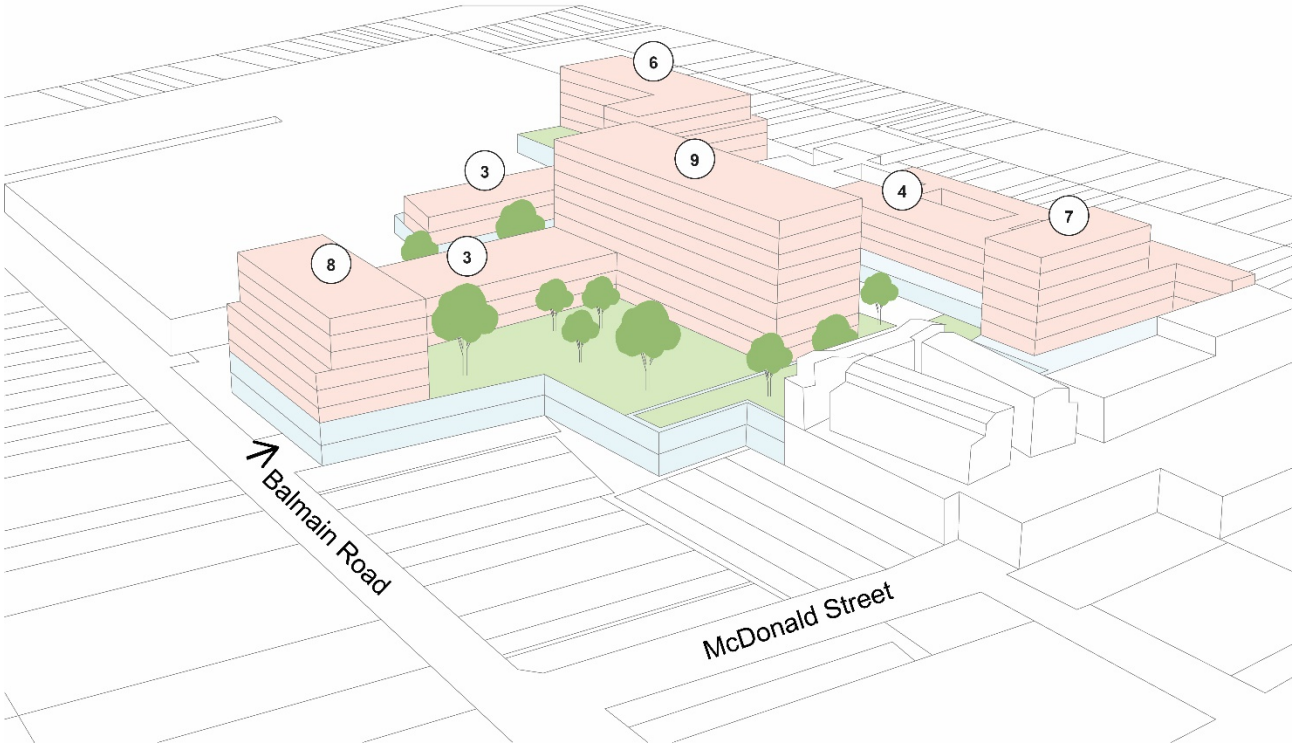
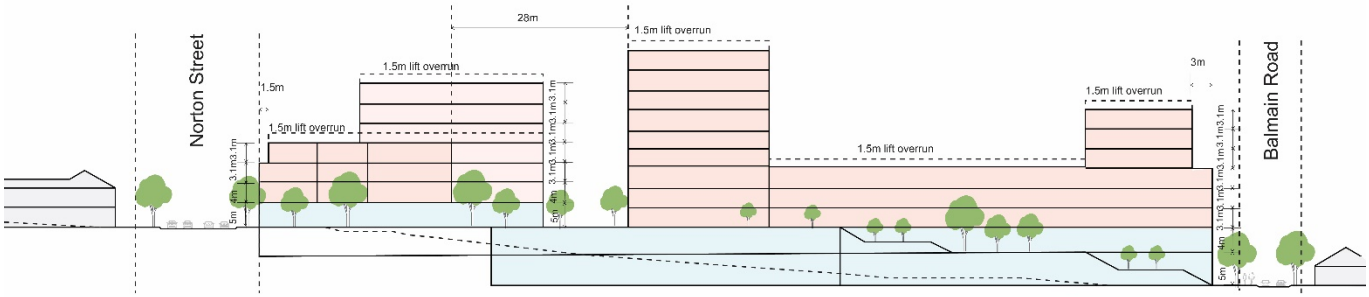


Figure 18: Norton Street Opportunity Site – section view



14.5.7 Vehicle and service access locations

Objectives

O49. To minimise pedestrian conflict by minimising the number of vehicle driveways along Norton Street.

Controls

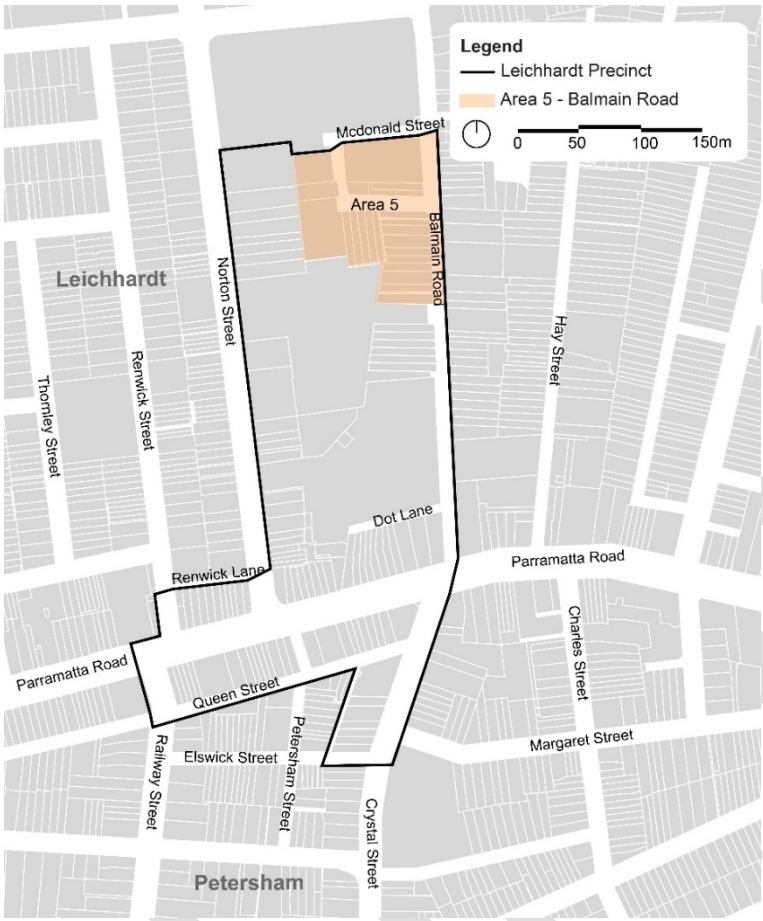
C49. Balmain Road is prioritised for vehicle and service access.

14.7 Area 5 – Leichhardt: Balmain Road

14.7.1 Application

Section 14.6 applies to Area 5 – Leichhardt: Balmain Road as shown in Figure 19.

Figure 19: Area 5– Leichhardt: Balmain Road



14.7.2 Desired Future Character

The Desired Future Character of this site supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 14.2.

Leichhardt: Area 5 –Balmain Road

- Has provided a diverse range of residential dwellings in an area close to Leichhardt town centre, public transport, schools and community and civic services.
- Its built form:
    - Is high quality architecture
    - has responded sensitively to scale of surrounding buildings and heritage items
    - protects solar access, privacy and amenity of surrounding residential uses
- public domain has been enhanced through provision of landscaping and new street trees
- has facilitated delivery of an east -west through-site link to Norton Street

Refer to Section 14.3 for relevant controls.

14. Parramatta Road Corridor – Kings Bay Precinct

14.1 Application

Chapter D, Section 14 Parramatta Road Corridor: Kings Bay Precinct applies:

- to the land identified in **Figure 1:** Parramatta Road Corridor: Kings Bay Precinct Land Application Map, and
- where development seeks to rely on the Incentives Floor Space Ratio Map, Incentives Height of Buildings Map and meets Clause X.X of the Inner West LEP 202X.

Where development does not seek to rely on the incentive provisions, Chapter D, Section 14 does not apply. In this circumstance, relevant provisions of this DCP apply.

Kings Bay Precinct comprises three Areas that are identified on Figure 1. Each Area has varying functions and intended outcomes. The Areas are:

- Area 1 – Kings Bay: Parramatta Road Employment
- Area 2 – Kings Bay: Dalmar Street
- Area 3 – Kings Bay: Opportunity Sites.

Where seeking to rely on Incentives provisions, all development will achieve the Desired Future Character, Objectives and Controls detailed in:

- **Section 14.3** that applies to all Areas in the Kings Bay Precinct, and as applicable
- **Section 14.4** that applies to Area 1 – Kings Bay: Parramatta Road Employment, or
- **Section 14.5** that applies to Area 2 – Kings Bay: Dalmar Street, or
- **Section 14.6** that applies to Area 3 – Kings Bay: Opportunity Sites.

These Sections supplement and should be read in conjunction with relevant provisions of this DCP.

Where Part D, Section 14 applies and there is an inconsistency between this Section and the other provisions of this DCP, this Section prevails.

Figure 1: Parramatta Road Corridor: Kings Bay Precinct Land Application Map

14.2 Context

Parramatta Road Corridor Urban Transformation Strategy

Parramatta Road Corridor - Kings Bay Precinct is one of eight Precincts of the Parramatta Road Corridor Urban Transformation Strategy (PRUCTS).

PRCUTS is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor.

The vision for Parramatta Road Corridor is:
A high-quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.

The vision is supported by seven principles:

1. **Housing choice and affordability**
   Plan for diversity in housing types to accommodate a wide range of community needs, including affordable, family, student and seniors housing.
2. **Diverse and resilient economy**
   Plan for and position the corridor to attract new businesses and support existing business that create a diversity of jobs and promote jobs closer to home.
3. **Accessible and connected**
   Reshape and better connect places and movement networks to better serve customers and encourage sustainable travel.
4. **Vibrant community places**
   Promote quality places and built form outcomes to transform the corridor over time.
5. **Green spaces and links**
   Embellish existing open space and provide for new open spaces that support the recreational needs of the community and encourage active and healthy lifestyles.
6. **Sustainability and resilience**
   Create liveable local Precincts along the corridor that are sustainable, resilient and make Sydney a better place.
7. **Delivery**
   Deliver, drive, facilitate and monitor action.

PRCUTS and Inner West

Four of the eight PRCUTS Precincts are within Inner West Council local government area. These include:

- Part of Kings Bay Precinct in Croydon that extends from Lang Street, Croydon in the west to Iron Cove Creek in the east. The remaining areas of Kings Bay Precinct are in Burwood and Canada Bay local government areas. The Inner West section of **Kings Bay Precinct**, being the subject of Part D, Section 14 of this DCP.
- Taverners Hill Precinct that extends from Petersham in the east to Summer Hill in the west and includes areas in Leichhardt and Lewisham.
- Leichhardt Precinct in the suburbs of Leichhardt and Petersham.
- Part of Camperdown Precinct. The remaining area of Camperdown Precinct is in City of Sydney local government area.

14.3 Kings Bay Precinct

14.3.1 Application

Section 14.3 applies to the entire Kings Bay Precinct as identified in Figure 2.

Figure 2: Kings Bay Precinct

14.3.2 Desired future character

Kings Bay Precinct:

- Parramatta Road is a productive economic corridor that is active and attracts investment and new businesses and employment opportunities.
- Housing within the Precinct is well located and diverse, serving the needs of people of all ages, abilities and incomes.
- People enjoy a public domain that is safe, well-designed and landscaped.
- Pedestrians and bike riders benefit from:
  - increased connections between Parramatta Road and Dalmar Street
  - links to the open space along Iron Cove Creek.
- Lot amalgamation has optimised redevelopment opportunities and made efficient use of land.
- Living and working environments are sustainable and comfortable as a result of:
  - buildings having a high standard of environmental performance
  - integrated water management
  - building design, landscape and materials reducing urban heat effects
  - good facilities for active transport and access to public transport
  - catering for electric charging infrastructure.
- The built form is high quality, suitably scaled, transitions to neighbouring areas and meet the needs of intended uses.

- Residents benefit from building design that maximises their amenity while protecting the amenity of nearby residential development.
- Consolidated, access locations reduce vehicle movements to and from Parramatta Road and across the Precinct.
- Reliance on private vehicles has reduced to support sustainable living through:
  - reducing on-site car parking provision for origin and destination locations
  - setting maximum car parking rates instead of requiring minimum car parking
  - implementing new models such as unbundled parking and shared car use
  - leveraging proximity to public transport networks, including Sydney Metro at Five Dock, Croydon Station and rapid transport on dedicated lanes on Parramatta Road.

14.3.3 Connectivity and accessibility

Objectives

O1. To increase connectivity and accessibility across the Precinct for pedestrians and bike riders by enhancing links between workplaces and residential areas to key locations.

O2. To enhance local connectivity between Dalmar Street and Parramatta Road.

O3. To deliver an active green transport link along Iron Cove Creek that will form a component of the green corridor between Ashfield Aquatic Centre and the Bay Run.

Controls

C1. Built form and streetscape treatments reinforce the connections identified in Figure 3: Kings Bay Precinct connectivity and accessibility map, including:

a. Spencer Street urban village centre
b. Sydney Metro Five Dock Station
c. Croydon Railway Station
d. Iron Cove Creek, Parramatta River and the Bay Run
e. public open space and recreation facilities in the locality
f. Queens Road cycling link.

C2. Where a desired through-site link is identified on Figure 3, lot amalgamation and development contribute to through-site links and mid-block connections to increase connectivity between Dalmar Street and Parramatta Road.

C3. Refer to Controls detailed in Section 14.6, Area 3 - Kings Bay: Opportunity Sites for Iron Cove Creek active green transport link as identified in Figure 3.

Figure 3: Kings Bay Precinct connectivity and accessibility map

14.3.4 Streetscape and public domain

Objectives

O4. To improve the amenity and safety of the streetscape in a manner that:

a. contributes to the street character and intended land uses
b. is supported by built form that interfaces well with the streetscape
c. reduces street clutter and improve the visual amenity of the public domain
d. upgrades verges and pedestrian movement paths
e. contributes to mitigating urban heat through kerb-side landscaping
f. protects existing street trees, in the verge or roadway
g. positively contributes to water management and is waterwise
h. results in a durable and low maintenance public domain.

Controls

C4. Development contributes towards enhancing the streetscape for the extent of the street frontage by:

a. providing required built form setbacks and a built form that interfaces well with the streetscape
b. providing a pedestrian movement path that is:

i. a minimum of 1.8m wide on Parramatta Road and intersecting streets for a length of 20m, or
ii. a minimum of 1.5m wide on all other streets

c. providing movement paths that are clear of obstacles and integrated into the design of pedestrian and vehicular entries
d. providing a kerb-side permeable landscaped area for the remaining width of the verge that:
   i. acts as a soft barrier between pedestrians and traffic lanes
   ii. retains and protects existing street trees, in the verge or roadway, and includes new trees where appropriate
   iii. includes species that are hardy and suited to the location, can average 0.9m in height (excludes ground level mown grass) and are a minimum of 50% native
   iv. includes water sensitive urban design solutions
   v. does not impede walkers, bike riders, vehicles in traffic lanes or designated on-street parking and does not interfere with vehicle sight lines
   vi. is designed to include, as required, public transport infrastructure, street signage and lighting
e. designing the movement path to integrate landscape treatments and/or street tree planting or provide landscaped buildouts extending into the road reserve where the verge width does not allow for the required movement path width and a separate landscaped area that is sufficient to sustain vegetation.

Notes

1. Refer to *Inner West Public Domain Design Guide* (202X) for details of road types, footpath area functions and finishes.
2. Refer to Figure 4 for examples of streetscape and building setback landscaping.
3. Controls related to built form and landscaping as detailed in Sections 14.4, 14.5 and 14.6 as relevant to the development location.

14.3.5 Development utility infrastructure

Objectives

O5. To reduce street clutter, provide opportunity for viable street trees and enhance the public domain.

O6. To locate and design mechanical plant and essential services in a way that:
   a. improves the visual amenity of the public domain
   b. does not conflict with landscaping or street tree planting
   c. is located outside the public domain.

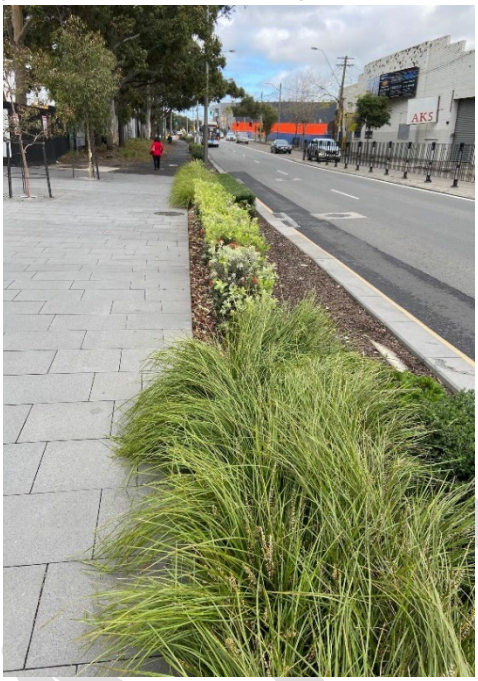
Controls

C5. Relocate existing overhead cables underground, and where possible, co-locate with other underground services.

C6. Mechanical plant and essential services equipment are:
   a. contained wholly within the property
   b. located off the primary street frontage, or

c. located behind the building line and screened from view, and
d. integrated with the building and landscape design.

Figure 4: Examples of streetscape verge and façade planting

14.3.6 Lot amalgamation

Objectives

O7. To promote efficient use of land and orderly redevelopment by:
a. avoiding isolating lots and reducing development potential
b. providing intended uses and built form outcomes that make a positive contribution to the streetscape.

Controls

C7. Lot amalgamation:
a. does not result in isolated lots that are unviable for redevelopment to the scale and intensity desired for the area
b. combines narrow lots and lots in fragmented ownership.

Note: Refer to additional Controls in Section 14.4.3 for Area 1 or 14.5.3 for Area 2.

14.3.7 Sustainability and resilience

Objectives

O8. To achieve a high standard of environmental building performance that:
   a. reduces greenhouse gas emissions and water use
   b. results in comfortable living and working environments.

O9. To reduce urban heat island effects through incorporating and integrating mechanisms that collectively mitigate the impacts, including:
   a. green infrastructure in the form of landscape and surface treatments that incorporate water storage and treatment while reducing water usage
   b. trees that offer shade to the built form, hard surfaces and vegetation
   c. building materials and colours that reduce heat impacts, contribute to energy efficiency and thermal comfort, and minimise nuisance caused by glare or heat radiation.

Controls

C8. The Building Environmental Performance Report or BASIX certificate demonstrates that the development:
   a. achieves a reduction in greenhouse gas emissions and water use
   b. results in comfortable living and working environments
   c. includes passive design features such as optimal orientation, increased insulation, effective shading, cross ventilation and lower solar absorptance external surface finishes
   d. optimises rooftop solar photovoltaic systems
   e. achieves full electrification of utilities including cooking (other than in commercial kitchens), heating and hot water (heat pumps)
   f. for residential development:
      i. achieves an average thermal performance of 7-star NatHERS
      ii. incorporates ceiling fans in bedrooms and living rooms.

C9. Mitigate urban heat island effects by:
   a. achieving required tree canopy through:
      i. retaining existing mature trees
      ii. including advanced containerised trees (greater than 200 litre) of a species that within 10 years will achieve 50% of their potential at maturity
      iii. incorporating trees and vegetation across various storeys (roof tops, terraces, atriums, and the like), in addition to, or where necessary, as an alternative to ground level planting
      iv. a combination of the above that collectively achieve, or exceed, tree canopy requirements
   b. integrating green roofs and walls as a component of the landscape and built form design specifically in northern and western facing locations
   c. incorporating permeable surfaces, rain gardens, and other water sensitive measures in landscape treatments
   d. using materials and colours that:

i. have a high solar reflectance index on roofs, facades, glazing or ground surfaces subject to their purpose and aligned to orientation and exposure to sunlight
ii. where it may cause nuisance due to glare or reflection do not exceed 20% reflectivity.

14.3.8 Access and parking

Objectives

O10. To enhance the public domain, improve pedestrian experience and safety, and limit the number of vehicle access points throughout the Precinct.

O11. To reduce private vehicle ownership through encouraging car share vehicles and sustainable transport.

O12. To maximise efficient use of non-residential car parking by incorporating shared use of parking spaces subject to peak demand of various building uses.

O13. To ensure development provides facilities for electric vehicles.

O14. To future proof infrastructure to support increased take-up of electric vehicles.

O15. To ensure vehicle parking, servicing and loading areas are designed to:
a. reduce their visual impact on the public domain
b. support all vehicle types anticipated by development including service vehicles and loading areas
c. maximise potential adaptation at a future point in time when less parking is required.

O16. To ensure delivery areas prioritise servicing outside peak pedestrian activity for key streets.

O17. To ensure bike riders have sufficient accessible and secure parking.

O18. To provide on-site workers facilities for employment generating uses that encourage active transport commuting, healthy workplaces and cater for worker needs.

Controls

C10. Vehicular access is located to:
a. reduce the number of access points from Parramatta Road
b. use secondary streets or rear accessways and laneways
c. consolidate vehicle access to reduce the number of crossovers through a maximum of one driveway per site or one-way pair.

Note: Refer to additional Controls relevant to specific Areas within the Precinct in Sections 14.4, 14.5 and 14.6.

C11. Development includes car share vehicle(s) that:
a. are located either on-site or on the street at the discretion of council
b. do not result in the maximum car parking rates being exceeded
c. are publicly available and readily accessible at all times.

C12. Where shared use of car parking spaces is included, they are determined on a case-by-case basis dependant on anticipated tenancies/uses.

C13. Provide electric vehicle (EV) ready to use car parking spaces:
   a. for non-residential development – Level 3, or faster, at a rate of 10% for all spaces – dedicated and visitor
   b. for residential development – Level 1, or faster, at a rate of:
      i. 20% for resident spaces
      ii. 10% for visitor spaces, or
      iii. as detailed in another Environmental Planning Instrument relevant to the development type.

Note: An EV ready parking space has cabling, power outlet or charging head to the space.

C14. Design electric infrastructure services (distributions boards, conduits and cables) to ensure:
   a. sufficient energy and capacity, preferably form renewable sources
   b. reticulated fixed charging facilities cater for a minimum of:
      i. for non-residential development - 50% of all parking spaces
      ii. for residential development – 100% of all parking spaces
   c. any future EV charger does not require a cable of more than 50m from the parking space to the EV-ready connection.

C15. On-site ground level exposed car parking is not provided, and parking areas:
   a. are concentrated below ground or sleeved by other uses
   b. are not open structures that are visible from the public domain
   c. where below ground:
      i. do not protrude:
         - above ground level at any point along street frontages
         - into setbacks areas that are identified as landscape areas
      ii. are designed to facilitate break out walls, where required
   d. do not impede the provision of viable vegetation
   e. are designed to accommodate all vehicles anticipated by the development
   f. provide sufficient manoeuvring space to allow vehicles to enter and exit the site in a forward direction
   g. are designed in a manner that encourages opportunities for adaptation for other uses over time.

C16. Service delivery times are restricted to avoid conflict with peak pedestrian periods on key streets, where practical.

C17. Bicycle parking:
   a. complies with the minimum requirements detailed in Table 1
   b. is in accessible and visible locations for residents, workers and visitors
   c. is secured through provision of bike cages for residents and workers or bike stands for visitors
   d. is provided with ready-to-use electric charging points at a minimum rate of:
      i. for non-residential development - one per four bicycle spaces
      ii. for residential development – one per two bicycle spaces
      iii. where there are multiple parking areas, facilities are distributed equally across all locations.

Table 1: Minimum bicycle parking

Land Use	Resident/Worker	Visitor
Residential	1 space per dwelling	1 space per 10 dwellings
Commercial	1 space per 150m^2 GFA	1 space per 400m^2 GFA
Retail	1 space per 250m^2 GFA	2 spaces + 1 per 100m^2 GFA
Industrial	1 per 250m^2 GFA	1 space per 500m^2 GFA

C18. On-site workers facilities:
- a. comply with the minimum requirements detailed in Table 2
- b. are in secure locations
- c. where more than one shower/change cubicle is required, separate and equal numbers of male and female facilities are provided.

Table 2: Minimum worker facilities for all employment generating uses

Anticipated number of workers	Personal lockers	Showers and change cubicles
0-49	1 per 2 workers	1 unisex
50 - 99	1 per 3 workers	2
100-199	1 per 4 workers	4
200+	1 per 5 workers	+ 1 per 200 workers

14.3.9 Active street frontages

Objectives

O19. Active street frontages are provided to reinforce the vitality and liveliness of the public domain.

O20. Active street frontages are provided:
- a. with ground floor frontages being pedestrian orientated and of a high design quality to add vitality to streets
- b. by incorporating frequent pedestrian entries that open towards the street.

Controls

C19. Provide active street frontages by including the following uses at street level:
- a. shops, commercial premises and other employment uses
- b. commercial and residential lobbies and reception areas
- c. public buildings or community facilities.

C20. Active street frontages contribute to the liveliness and vitality of streets by:
- a. providing a minimum of 70% of the ground floor frontage as transparent glazing with a predominantly unobstructed view from the adjacent footpath to at least a depth of 6m within the building

b. maximising entries, display windows, customer service areas and key activities to provide pedestrian interest and interaction
c. minimising blank walls, fire escapes, service doors, plant and equipment hatches
d. providing elements of visual interest, such as display cases, or creative use of materials where fire escapes, service doors and equipment hatches cannot be avoided
e. providing a high standard of finish and appropriate level of architectural detail for building facades
f. providing passive surveillance to enhance safety and security
g. providing ground floor pedestrian entry at the same level as the street to maximise accessibility for all users
h. not including driveways and service entries
i. if including security measures, using grilles or screens that are fitted internally and are a minimum of 60% perforated/ transparent when closed.

14.3.10 Built form

Objectives

O21. To provide a high-quality built form and design that:
a. supports intended land uses
b. promotes a positive image for businesses along Parramatta Road
c. is of a bulk and scale and has site layout that complements the local context
d. minimises adverse amenity impacts
e. enhances the public domain for pedestrians
f. incorporates lighting that contributes to the quality and safety of the night-time urban environment, is sustainable and easy to maintain
g. does not create nuisance or hazard from glare, noise and odour for pedestrians, motorists, or occupants of nearby buildings.

O22. To ensure development for residential purposes achieves a high-quality living environment and mitigates urban hazards by taking an integrated and innovative approach to:
a. address road noise and air quality impacts
b. the orientation of development and individual dwellings
c. minimise the need for mechanical ventilation and heating or cooling
d. protect the amenity of nearby residential development.

Controls

C21. Building design:
a. includes architectural features and façade articulation to reduce building bulk
b. emphasises building corners at intersections
c. does not result in overshadowing or loss of privacy
d. locates pedestrian entries:
    i. on the primary street frontage and visible from the street
    ii. at the same level as the street to maximise accessibility for all users
e. where incorporating external lighting it:

i. is integrated into the building design and highlights distinctive architectural features
ii. is energy efficient, high quality, durable and low maintenance
iii. does not cause nuisance or hazard to occupants of the building or nearby buildings
iv. minimises light spill into the night sky
v. supports street lighting to enhance safety and security

f. negates adverse noise and odour emissions from activities, plant or equipment.

C22. Residential development results in comfortable and enjoyable internal environments as a through:

a. meeting the required standards for residential development near busy roads
b. using a variety of integrated design solutions to ameliorate negative amenity impacts including but not limited to:
   i. material and glazing choices
   ii. angled walls and modulated surfaces
   iii. solid balconies and winter gardens
   iv. screens, louvres and hopper windows
   v. locating single aspect dwellings away from the north and west street frontages
   vi. incorporating light wells, atriums and internal articulation to enhance sun capture and air movement
   vii. incorporating acoustic measures to reduce noise impacts
c. retaining privacy and solar access while improving noise impacts for nearby residential development.

14.3.11 Building materials and finishes

Objectives

O23. To provide building materials, fittings and finishes that are high quality, sustainable and complement the locality.

O24. To reduce building waste by effectively re-using or recycling building materials where demolition or deconstruction of existing development is required to facilitate new development.

Controls

C23. Building materials, fittings and finishes:

a. are durable, of high-quality and textured, including brick, to complement materials used in the locality
b. on facades have a light reflectivity of 20% or less
c. are sustainable with low embodied carbon such as:
   i. replacement of Portland cement with supplementary cementitious materials (SCMs) in concrete (i.e., 30% SCM across all pre-cast and in-situ cement)
   ii. high recycled content in steel
   iii. timber framing instead of steel framing
   iv. cross laminate timber

d. incorporate recycled materials, where possible.

C24. The Deconstruction Plan demonstrates that the majority of demolished building materials, excluding hazardous materials, are integrated into the design and construction of new development by re-using on-site or through appropriate recycling.

14.3.12 Landscaping

Objectives

O25. To ensure on-site landscaping:
- a. includes species native to the area
- b. is suited to the location
- c. provides habitat to enhance biodiversity
- d. positively contributes to water management and is waterwise
- e. contributes to mitigating urban heat
- f. is durable and low maintenance.

Controls

C25. The Landscaping Strategy demonstrates, landscape:
- a. is provided in dedicated setbacks
- b. include:
  - i. water sensitive urban design solutions
  - ii. trees and supporting vegetation
  - iii. greening opportunities including green roofs and walls, pergolas with climbers, podiums, planters, lawns and gardens, rain gardens and permeable pavement
  - iv. 50% native species.

14.4 Area 1 – Kings Bay: Parramatta Road Employment

14.4.1. Application

Section 14.4 applies to Area 1 – Kings Bay: Parramatta Road Employment as shown in Figure 5.

Figure 5: Area 1 – Kings Bay: Parramatta Road Employment

14.4.2. Desired future character

The Desired Future Character for Area 1 supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 14.3 for the Kings Bay Precinct.

Kings Bay: Parramatta Road Employment

- Is supported by lot amalgamation that uses land efficiently, is suited to intended uses and has avoided lots being isolated from future redevelopment.
- Development provides suitable floorplates and flexible spaces that accommodate a mix of medium to large format businesses.
- New accessways and use of existing laneways and side streets reduce vehicle access to and from Parramatta Road.
- Footpath upgrades, landscaping and reduced street clutter enhance the public domain, attracting pedestrians and businesses and creating a vibrant place for people.
- Development siting:
  - provides setback to Parramatta Road and intersecting streets allowing for landscaping to soften the built form
  - facilitates substantial landscaping along the rear boundary adjoining residential development and providing for rear access

- increases accessibility by providing for desired through-site links, in specific locations.

- Its built form:
  - is cohesive and presents a consistent street wall that defines Parramatta Road
  - provides active frontages that positively interact with the street through ground and mezzanine floors that are glazed and visually accessible
  - has protected solar access, privacy and amenity for nearby residential uses.

14.4.3. Lot amalgamation

Objectives

O26. To facilitate lot amalgamation that:

a. results in lots of a sufficient size to deliver intended land uses

b. reduces, or removes, where possible, direct access to or from Parramatta Road.

Controls

C26. Lot amalgamation:

a. aligns with Figure 6: Area 1 – Kings Bay: Parramatta Road Employment preferred lot amalgamation pattern where a specific lot pattern is identified, or

b. in other circumstances, achieves a minimum street frontage of 25m

c. does not result in battle-axe lots

d. facilitates access from intersecting streets or rear accessways.

Note: Refer to additional Controls in 14.3.6 Lot amalgamation.

Figure 6: Area 1 – Kings Bay: Parramatta Road Employment preferred lot amalgamation pattern

14.4.4. Built form

O27. To ensure building height:
   a. is appropriate for the location and anticipated land uses while protecting the amenity of adjoining residential development to the south
   b. provides consistent street wall to Parramatta Road that is suited to the street proportions and defines and reinforces the street edge.

O28. To ensure storey height:
   a. at the ground level, allows for a variety of uses, the potential for a mezzanine and flexibility to cater for change over time
   b. above ground, is suited to employment land uses.

O29. To ensure building floorplates are of sufficient size to support intended medium to large scale uses.

O30. To provide a front setback that:
   a. facilitates a landscaped green edge along the front façade
   b. extends across all storeys, including the basement, so that the built form accommodates landscape areas
   c. allows for public domain improvements along Parramatta Road.

O31. To provide rear setbacks that:
   a. support a range of vehicular movements expected by the development
   b. provide adequate landscaping to create a buffer between employment and residential uses
   c. facilitate the provision of a continuous rear access easement to basement car parking between Lang and Scott Streets
   d. increase in depth aligned to building height to provide a built form transition, and protect solar access, amenity and privacy to residential properties to the south.

O32. To provide side setbacks that:
   a. define the street by meeting the site boundary line, or
   b. facilitate connectivity and accessibility from Dalmar Street to Parramatta Road where desired through-site links are identified, or
   c. on corner lots of Lang, Byron and Scott Streets:
      i. reinforce the visual prominence of the street corner
      ii. provide opportunity to enhance the public domain though landscaping, street tree planting and footpath upgrades.

   Note: Refer to Figure 3: Kings Bay Precinct Connectivity and Accessibility Map for location of desired through-site links.

O33. To provide shelter for pedestrians at key activity locations.

Controls

C27. Building height:
   a. does not exceed four storeys
   b. provides a four-storey street wall to Parramatta Road.

C28. Floor to floor height is a minimum of:
   a. at the first storey, ground level – 5m
   b. for upper storeys - 3.6m.

   Notes:

   1. Floor to floor heights include a slope/topography allowance.
   2. Refer to Figure 7 for indicative built form bulk and scale requirements.

C29. Building floorplates:
   a. at the ground floor support active employment uses by providing a minimum of:
      i. where GFA is 500m^2 or more – a minimum of 75% of GFA for business activities
      ii. where GFA is less than 500m^2 – a minimum of 50% of GFA for business activities
   b. locate services, storage and other business needs to the rear of the building
   c. are larger in scale and designed to provide flexibility and ability to adapt to different uses.

C30. Front setback is 1.5m across all storeys and including the basement to facilitate a public domain improvements and landscaping.

   Note: Refer to additional Controls detailed in Section 14.3.4 Streetscape and public domain and 14.3.12 Landscaping.

C31. Rear setback:
   a. between Lang and Byron and Byron and Scott Streets includes an accessway as detailed in Figure 8: Access Easement for the full extent of the rear setback providing access to basement parking
   b. is minimum of 9m at ground level and:
      i. includes a 3m wide landscaped area to the southern boundary that is unobstructed by any basement structure
      ii. provides a 6m wide area for vehicle movement
   c. increases by 5m per floor above the second storey.

C32. Side setbacks are:
   a. zero; or
   b. 2m if the lot is identified as the location of a desired through-site link on Figure 4: Precinct Connectivity and Accessibility Map in Section 14.3.3, or
   c. on corner lots - built form design is splayed at the corner by a minimum of 3 x 3m.

C33. Building design incorporates awnings:
   a. at entries and lobbies
   b. that extend to the front property boundary
   c. do not impact on landscaping or provision of street trees
   d. cantilever from the top of the ground floor.

Note: Read built form requirements in conjunction with 14.3.10 Built form and 14.3.11 Building materials and finishes.

Figure 7: Indicative built form bulk and scale including storeys, floor heights, setbacks landscape areas and access – section, plan and axonometric views

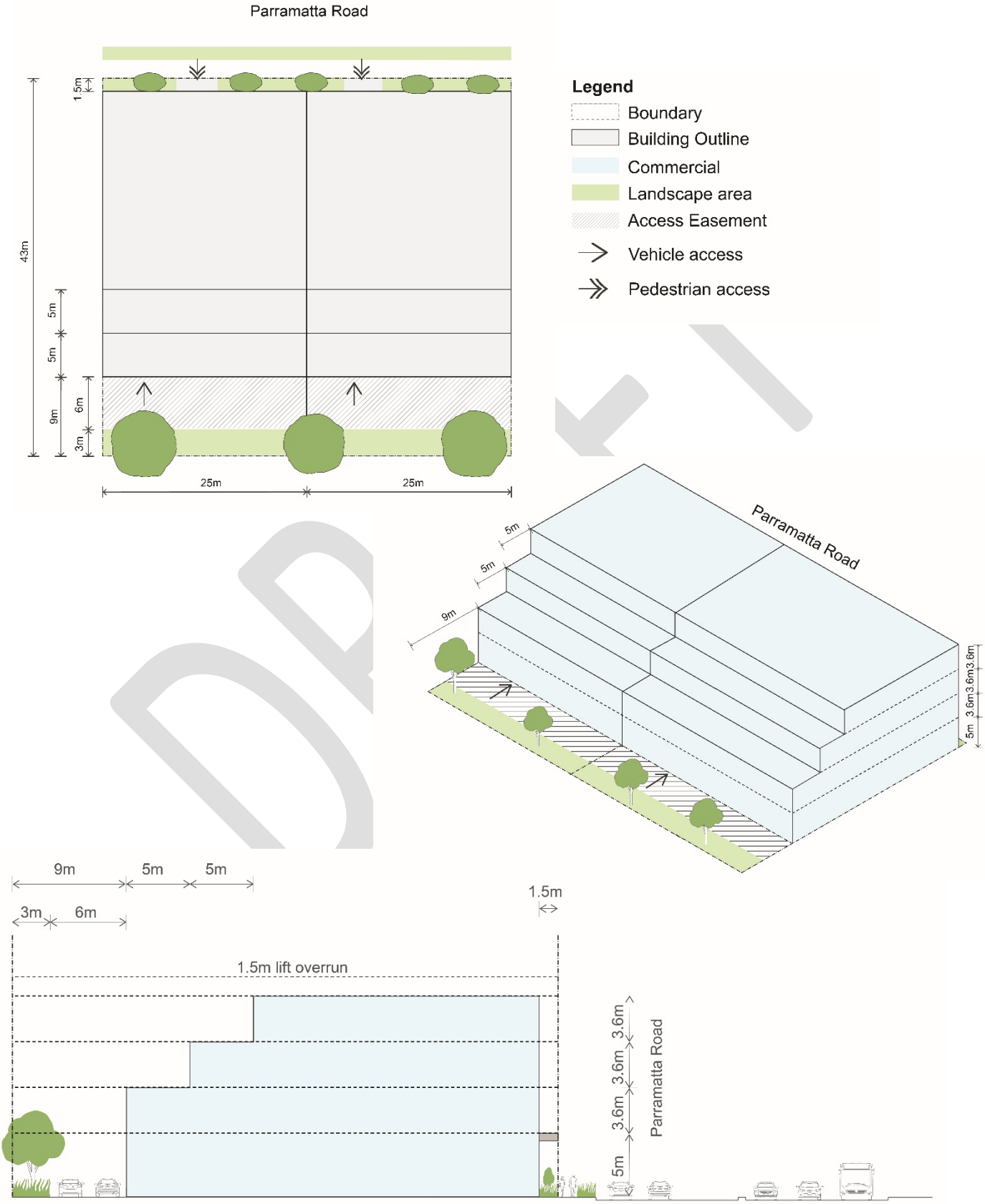


Figure 8: Access Easement

14.4.5. Landscaping

Objectives

O34. To ensure on-site landscaping:

a. in the front setback - softens the building façade and enhances pedestrian amenity on Parramatta Road

b. in the rear setback - achieves a vegetated visual barrier between employment uses and residential development to the south.

Controls

C34. Provide appropriate landscaping:

a. in the front setback - is designed as an integral element of the built form design and does not cause impediment to the pedestrian movement area

b. in the rear setback - will result in a continuous tree canopy appearance when viewed from residential development to the south.

Note: Landscaping requirements should be read in conjunction with Section 14.3.4 Streetscape and public domain, 14.3.7 Sustainability and resilience, and 14.3.12 Landscaping.

14.5 Area 2 – Kings Bay: Dalmar Street

14.5.1 Application

Section 14.5 applies to Area 2 – Kings Bay: Dalmar Street as shown in Figure 9.

Figure 9: Area 2 – Kings Bay: Dalmar Street

14.5.2 Desired future character

The Desired Future Character for Area 2 supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 14.3 for the Kings Bay Precinct.

Kings Bay: Dalmar Street

- Has delivered suitably scaled residential development that responds to the local context and provides a transition from the employment uses on Parramatta Road to the lower density residential area south of Dalmar Street.
- Footpath upgrades, landscaping and reduced street clutter enhance the public domain.
- Accessibility is increased by providing through-site links, in specific locations.
- Redevelopment is supported by lot amalgamation suited to intended uses and avoids lots being isolated from development opportunities.
- Residential flat buildings, as the preferred development type, has increased housing diversity in the location.
- Residents benefit from building design that maximise their amenity while protecting solar access, privacy and amenity of existing residential development to the south.
- The existing street character is retained through landscaped front garden setbacks.

14.5.3 Lot amalgamation

Objectives

O35. To ensure lot amalgamation promotes the orderly redevelopment of land for intended residential uses and identified built form.

Controls

C35. Lot amalgamation:

a. aligns to Figure 10: Area 2 – Kings Bay: Dalmar Street preferred lot amalgamation pattern, or

b. where a. is not achievable:

i. results in a lot size of 720m^2 and has a street frontage as detailed in Table 3, or

ii. meets the following criteria:

- facilitates basement parking, where on-site parking is provided
- consolidates vehicle access and reduces their impact on pedestrian movement paths
- provides appropriate access for servicing and waste management
- meets landscape area and communal open space requirements
- provides required setbacks
- does not isolate surrounding lots from redevelopment.

Figure 10: Area 2 - Kings Bay: Dalmar Street preferred lot amalgamation pattern

14.5.4 Built form

Objectives

O36. To deliver the preferred building type being residential flat buildings and align building design and layout to lot pattern and depth, street frontage and access arrangements.

O37. To provide an appropriate built form that:

a. has an appropriate height for its context and provides a transition between employment related uses to the north on Parramatta Road and low scale residential on the southern side of Dalmar Street

b. is responsive to the desired future character of the area and does not result in adverse amenity impacts on adjacent properties.

Controls

C36. Lot layout and building types are as identified in Figure 11: Residential flat building types based on:

a. Type 1A - Narrow lot infill with lot depth of approximately 46m

b. Type 1B - Narrow lot infill on deep lot with lot depth of approximately 56m

c. Type 1C - Narrow lot infill - Croydon Road corner lot

d. Type 2 - Row house – between Byron and Scott Streets.

Figure 11: Residential flat building types

C37. Built form:

a. complies with the number of storeys, building envelope, scale and site layout requirements detailed in Table 3
b. where identified as a location for a Desired Through-site link on Figure 3: Precinct Connectivity and Accessibility Map in Section 14.3.4 provide an additional side setback of 2m.

Table 3: Built form – storeys, building envelope, scale and site layout requirements

Building type	Type 1 (A and B)	Type 1C	Type 2
Description	Narrow lot infill	Narrow lot infill corner of Croydon Road and Dalmar or West Street	Row house between Byron and Scott Streets
Refer to	Figures 12 and 13	Figure 14	Figure 15
Minimum street frontage	20m	35m	30m
Maximum storeys	3-storey	4-storey	3-storey
Street wall	2-storey	• 4-storey street wall to Croydon Road, and • 3-storey to West Street or Dalmar Street	2-storey
Floor to floor storey heights	First storey, ground floor – 4m Second storey and above – 3.1m		
Above ground setback	Increase by 3m for the third storey	Increase by 3m for the fourth storey fronting West or Dalmar Streets	Increase by 3m for the third storey
Front, corner and rear setbacks	6m		
Side setback	3m	6m	6m for corner lots, otherwise 3m

14.5.5 Landscaping

Objectives

O38. To maintain and enhance the landscaped character that relates to the existing streetscape.

Controls

C38. Maintain and enhance the landscape character by:

a. providing a 6m setback for a landscaped front garden
b. minimising driveways and crossovers
c. retaining existing vegetation, especially mature trees, as much as possible.

Note: Landscaping requirements should be read in conjunction with 14.3.4 Streetscape and public domain, 14.3.6 Sustainability and resilience, and 14.3.11 Landscaping.

Figure 12: Indicative Type 1A Narrow Lot Infill for 46m lot depth – storeys, building envelope, scale and site layout requirements - plan and section views

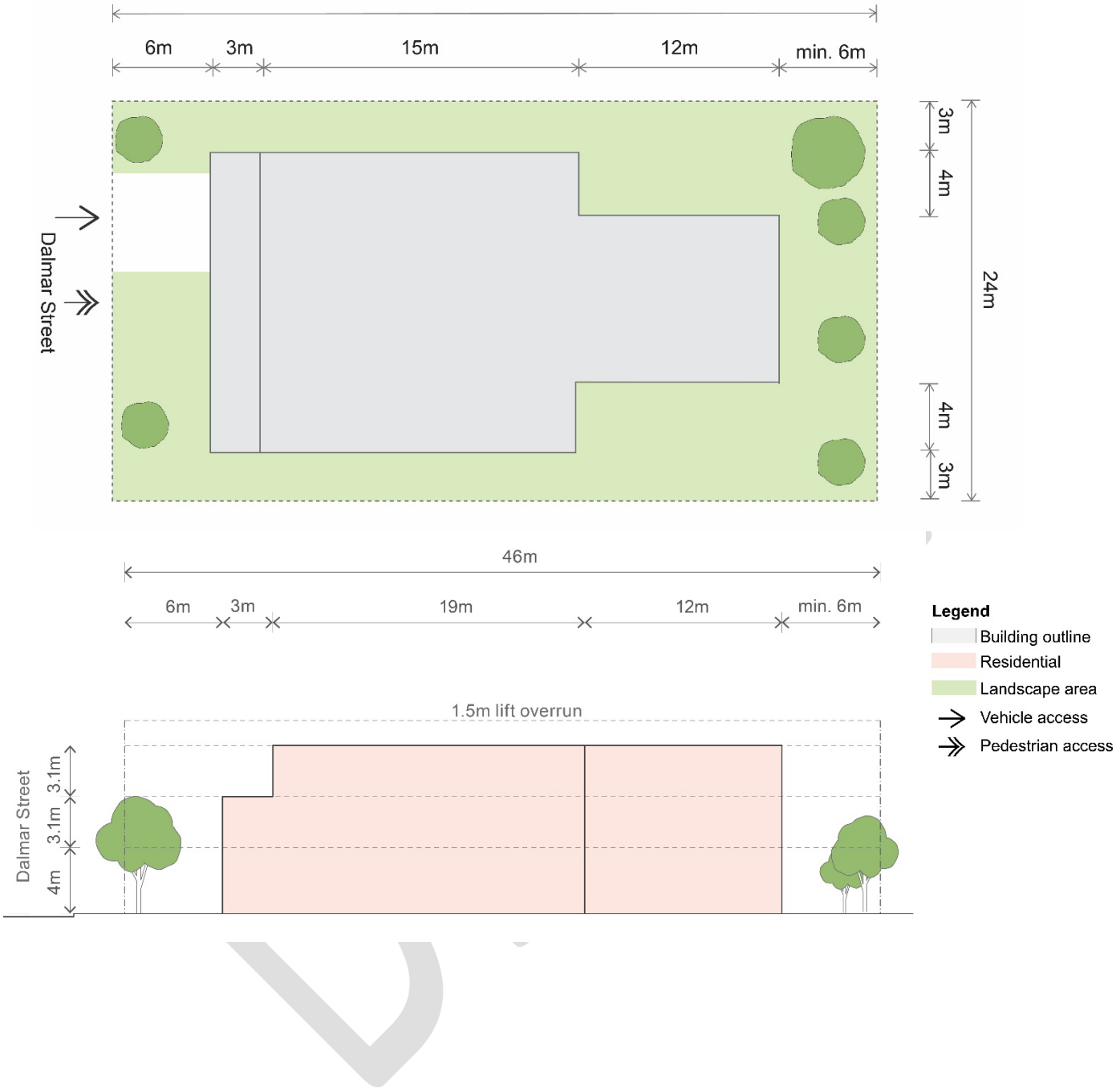


Figure 13: Indicative Type 1B Narrow Lot Infill for 56m lot depth – storeys, building envelope, scale and site layout requirements - plan and section views

Figure 14: Indicative Type 1C – Narrow Lot Infill Croydon Road corner – storeys, building envelope, scale and site layout requirements - plan and axonometric views

Figure 15: Indicative Type 2 Row House – storeys, building envelope, scale and site layout requirements - plan view and axonometric views

14.6 Area 3 – Kings Bay: Opportunity Sites

14.6.1. Application

Section 14.6 applies to land in Area 3 – Croydon Road of Kings Bay Precinct as shown in Figure 16.

Area 3 comprises:

- Opportunity Site 1: 612–624 Parramatta Road and 210 Croydon Road
- Opportunity Site 2: 590–610 Parramatta Road and 236-237 Croydon Road.
- Opportunity Site 3: 582-584 Parramatta Road, Croydon.

Figure 16: Area 3 – Kings Bay: Opportunity Sites

14.6.2. Desired future character

The Desired Future Character for Area 3 supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 14.3 for the Kings Bay Precinct.

Kings Bay: Opportunity Sites

- Reinvigorate these key locations in the Precinct.
- Enliven the important intersection at the corner of Parramatta Road and Croydon Road.
- Have active employment land uses on the ground floor with residential uses above.
- Are supported by lot amalgamations that use land efficiently, is suited to intended uses and avoids lots being isolated from redevelopment.
- There is an enhanced public domain due to increased setbacks, footpath upgrades, landscaping and reduced street clutter.
- Pedestrians and bike riders benefit from a new open space with a shared path that delivers the Iron Cove Creek active green transport link.

- Consolidated access from Croydon Road and rear lanes reduces vehicle access to and from Parramatta Road.
- The adaptive reuse of the Electricity Substation at 590 Parramatta Road, Croydon has conserved the heritage significance, character, fabric and features of the heritage listed building.
- Its built form:
  - is high-quality architecture
  - is cohesive and presents a consistent street wall that defines Parramatta Road and is appropriately scaled to transition along Croydon Road
  - positively interacts with the street through ground and mezzanine floors that are highly glazed and visually accessible.

14.6.3. Lot amalgamation

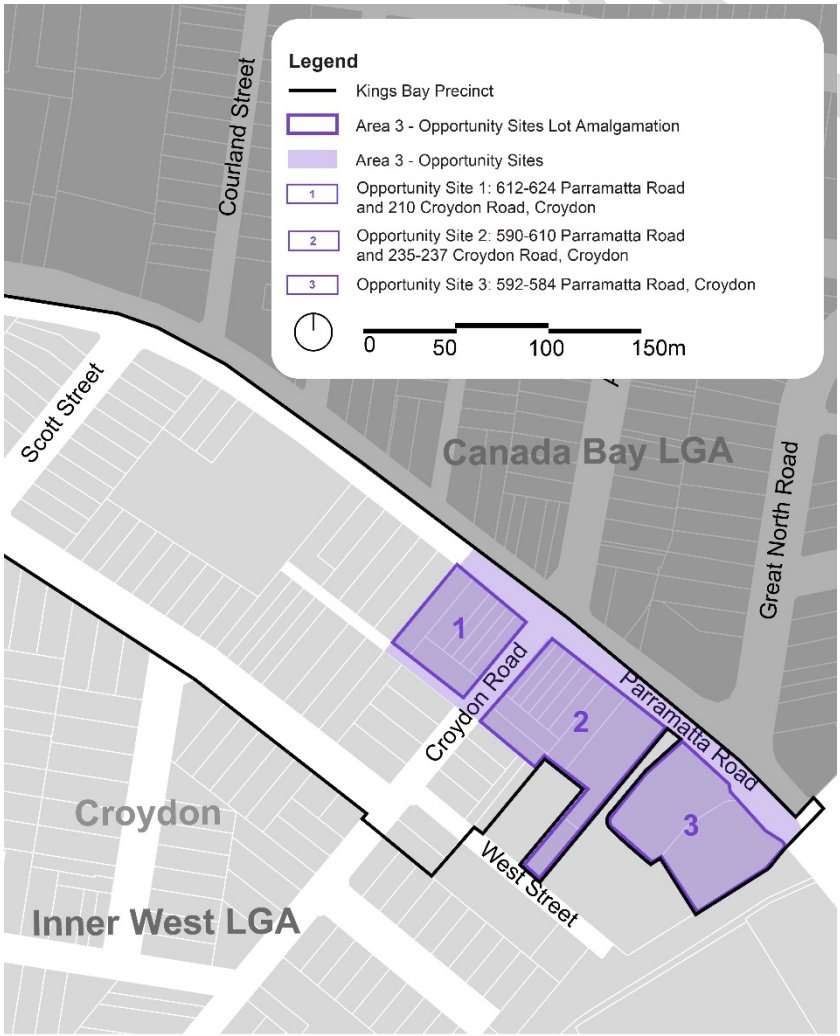
Objectives

O39. To ensure lot amalgamation promotes the orderly redevelopment of land for intended uses and does not isolate or prevent redevelopment of lots.

Controls

C39. Lot amalgamation aligns to Figure 17: Area 3 – Kings Bay: Opportunity Sites preferred lot amalgamation pattern.

Figure 17: Area 3 – Kings Bay: Opportunity Sites preferred lot amalgamation pattern



14.6.4. Built form

O40. To ensure building height:
   a. is appropriate for the location and anticipated land uses while protecting the amenity of nearby residential development
   b. provides consistent street wall on Croydon Road and Parramatta Road that is suited to the street proportions and defines and reinforces the street edge.

O41. To provide storey heights:
   a. at ground level that allows for a variety of uses, the potential for a mezzanine and provides flexibility to adapt to changing market conditions over time
   b. above ground floor that is suited to residential uses.

O42. To ensure ground floor and basement setbacks:
   a. support intended building typologies
   b. provide a landscaped area on the Parramatta Road building frontage
   c. for Opportunity Sites 1 and 2, on the corner of Croydon Road:
      i. reinforce the visual prominence of the street corner
      ii. provide for public domain enhancement on Croydon Road
   d. for Opportunity Site 3:
      i. contribute to rationalised vehicle egress and protects the adjoining heritage item
      ii. facilitate an active green transport link along Iron Cove Creek
      iii. provide substantial landscaping along the side and rear boundaries.

O43. To ensure above ground floor setbacks are provided to:
   a. reduce the bulk and scale of development
   b. retain solar access, amenity and privacy for nearby residential properties
   c. retain the prominence and landmark qualities of the heritage item.

O44. To provide appropriate employment uses on the ground floor that:
   a. are compatible with the residential uses above
   b. are separated from residential uses through subdivision
   c. safeguard the provision and viability of business uses
   d. provide large floor plates and high ceilings to ensure functionality and flexibility in accommodating a diverse range of business uses.

O45. To provide clearly defined and accessible business and residential lobbies and entries.

O46. To improve the interface of the public domain and the built form for pedestrians and residents by:
   a. providing shelter at key activity locations
   b. ensuring visual access to the interior.

O47. To minimise land use conflict between employment and residential uses by:
   a. ensuring acceptable residential amenity and the ongoing viability of employment uses on site and on surrounding sites
   b. providing a built form construction that attenuates noise and vibration between residential and business uses.

Controls

C40. Building height:

a. for Opportunity Sites 1 and 2:
   i. is equivalent to five storeys
   ii. has a street wall of four storeys to Parramatta Road and one storey to Croydon Road
   iii. for 590 Parramatta Road, Croydon retains its existing height to Parramatta Road frontage with any additions clearly distinguishable from the fabric of the heritage item
b. for Opportunity Site 3:
   i. is equivalent to six storeys
   ii. has a street wall of four storeys to Parramatta Road.

C41. Floor to floor height is a minimum of:

a. for first storey, at ground level – 5m
b. for residential uses above the first storey - 3.1m
c. for 590 Parramatta Road retains the existing proportions.

C42. Built form setbacks at the ground and basement levels are at a minimum of:

a. for Opportunity Sites 1 and 2:
   i. to Parramatta Road – 1.5m
   ii. to Croydon Road – 3m
   iii. for 590 Parramatta Road - retain zero front setback
   iv. side and rear – zero.
b. for Opportunity Site 3:
   i. along Parramatta Road frontage – is a minimum of 1.5m at the narrowest point of the lot increasing in width from this point to provide additional landscaping while facilitating building articulation
   ii. on the western side boundary - provide an appropriate transition to the adjoining heritage item and incorporate existing egress easement arrangements, as necessary
   iii. to Iron Cove Creek – is a minimum of 8m at its narrowest point and averages 12m across the boundary with the creek
   iv. to the rear – is a minimum of 6m at the narrowest point and averages 12m across the boundary with residential to the south.

C43. Above ground setbacks:

a. facilitate built form articulation, separation distances and communal open space
b. are a minimum of:
   i. to Parramatta Road – additional 6m for the fifth storey
   ii. to Croydon Road – additional 3m above the first storey
   iii. for Opportunity Site 1 to the rear laneway – additional 6m above the first storey
   iv. for Opportunity Site 2 - additional 9m above the first storey where adjoining residential land to the south or the Heritage Item at 590 Parramatta Road Croydon.

Note: Refer to Figures 18 and 19 that indicate built form, bulk and scale including storeys, floor heights, setbacks landscape areas and access for Opportunity Sites.

Figure 18: Indicative Opportunity Sites 1 and 2 – storeys, building envelope, scale and site layout requirements - plan and axonometric views

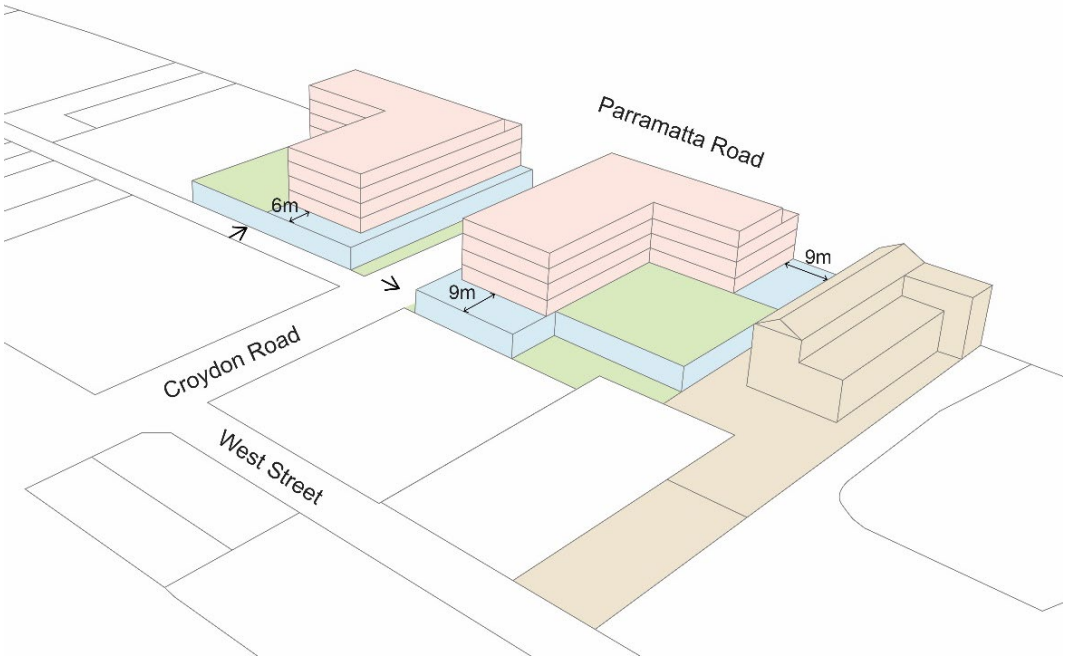
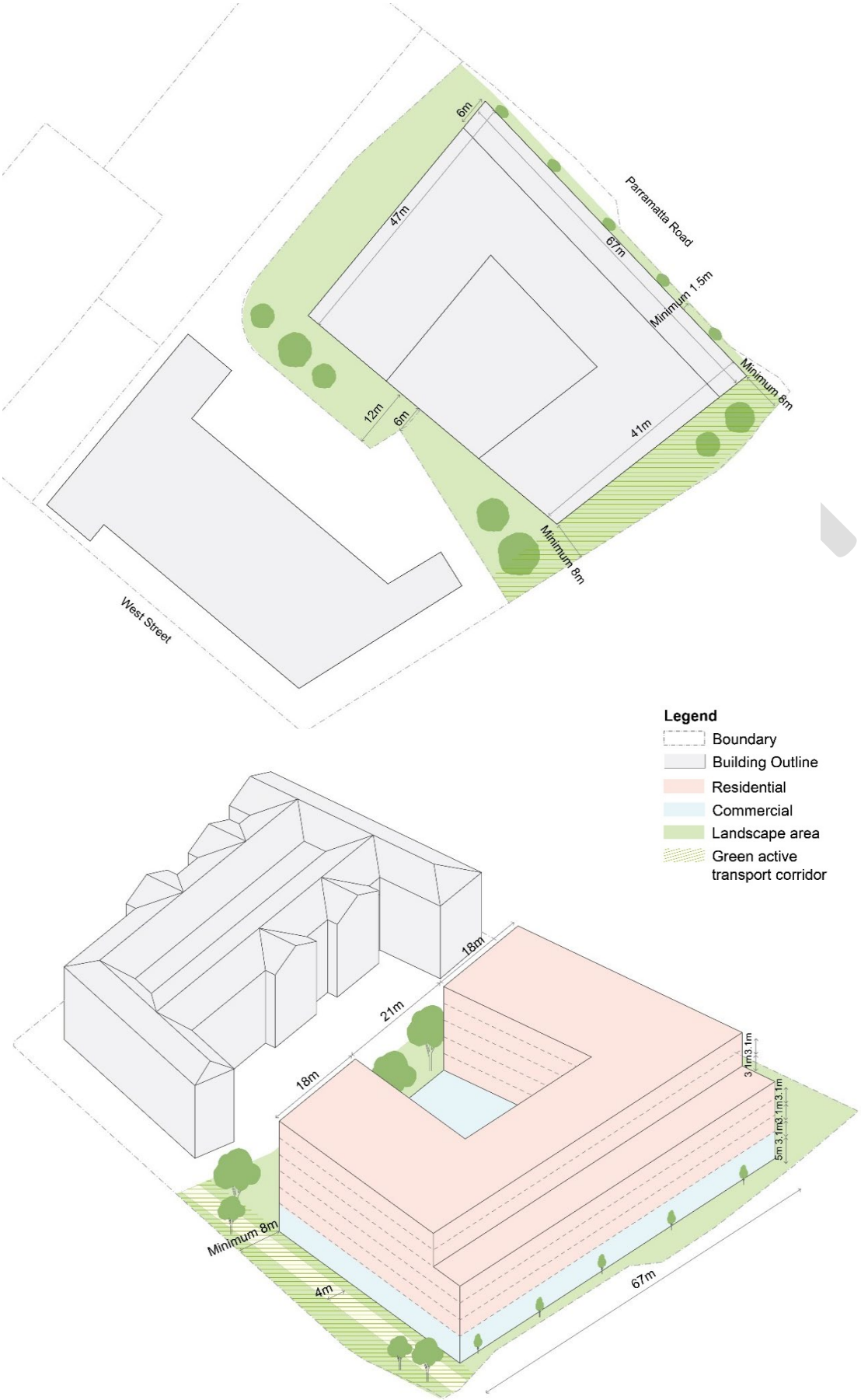


Figure 19: Indicative Opportunity Site 3 - storeys, building envelope, scale and site layout requirements – plan and axonometric views



C44. Building design facilitates employment uses on the ground floor that:
   a. are compatible with residential uses
   b. provide suitable floorplates by providing:
      i. where GFA is 500m^2 or more – a minimum of 75% of GFA for business activities
      ii. where GFA is less than 500m^2 – a minimum of 50% of GFA for business activities
   c. locate services, storage and other business needs off street frontages
   d. are larger in scale and designed to provide flexibility to adapt to different uses
   e. include a stratum subdivision scheme to delineate land use separation, ownership structures and obligations to the overall building regarding requiring owners' corporation consent for the submission of development applications and complying development certificates for employment uses separate from residential uses.

C45. Locate:
   a. the primary pedestrian access for ground floor employment uses on Parramatta Road
   b. residential pedestrian access on Croydon Road for Opportunity Sites 1 and 2
   c. residential pedestrian access along the side boundary for Opportunity Site 3
   d. ground floor entries at the same level as the street to maximise accessibility for all users.

C46. The building façade along Parramatta Road and Croydon Road incorporates awnings:
   a. at entries and lobbies
   b. that extend to the property boundary
   c. do not impact on landscape areas or tree planting
   d. cantilever from the top of the ground floor.

C47. The Acoustic Report demonstrates the adequacy of the design, construction methods and materials so that land use conflicts are minimised between employment and residential uses through, among other methods:
   a. implementing a minimum 400mm thick floor slab, or alternate treatment, for acoustic attenuation
   b. incorporating construction methods and materials that insulate against noise and vibration transmission, on-site and from surrounding employment uses
   c. designing and locating services and equipment (plant, goods lifts) to minimise amenity impacts.

14.6.5. Heritage

Objectives

O48. To conserve and enhance the heritage significance of the Heritage Item at 590 Parramatta Road, Croydon and demonstrate that achievement of the floor space ratio and height of buildings incentives provisions will not have any negative impact on the item.

Controls

C48. The Heritage Impact Statement demonstrates that the development and any proposed works:
   a. within the heritage item site:

i. result in the positive adaptive reuse of the item in a manner that retains heritage significance and existing built form
ii. retains the existing built form fabric, façade, openings and windows, internal proportions and levels
iii. that all new building elements are appropriately sited and designed to not dominate the scale and character of the item

b. on Opportunity Site 2: 590–610 Parramatta Road, Croydon and 236-237 Croydon Road, Croydon:
i. appropriately site and design development to respect and respond to the item
ii. ensure development does not physically overwhelm or dominate the item
iii. using sympathetic materials, colours and finishes that reflect and harmonise with materials of the item.

14.6.6. Vehicle and service access locations

Objectives

O49. To ensure vehicle and service access:
a. reduces vehicular movements from Parramatta Road
b. does not impact on achieving an active street frontage
c. prioritises pedestrian movement along Parramatta Road
d. does not result in an unsafe pedestrian or cycling environment
e. does not visually dominate the Parramatta Road streetscape
f. makes use of existing laneways, secondary streets and Croydon Road.

Controls

C49. Vehicle and service access:
a. for Opportunity Site 1 - the rear accessway laneway off Croydon Road
b. for Opportunity Site 2:
i. from Croydon Road
ii. creates a splayed corner at the intersection of Parramatta Road and Croydon Road to facilitate improved public transport
c. for Opportunity Site 3:
i. in either a consolidated location, or using different locations for ingress and egress
ii. incorporates existing access easement arrangements, where appropriate
iii. results in the realignment or removal of the slip lane to enhance the public domain and pedestrian movement
iv. minimise visual dominance of accessways across the site by incorporating tree planting and ground level landscaping while ensuring unobstructed sightlines for egress to Parramatta Road.

14.6.7. Landscaping

Objectives

O50. To ensure landscaping is provided in the front setbacks along Parramatta Road and Croydon Road that:

a. softens the appearance of building façade
b. enhances pedestrian amenity
c. contributes to defining this important intersection.

Controls

C50. The Landscaping Strategy demonstrates, landscape:

a. in the front setback to Parramatta Road is a minimum of 1.5m, supports ground floor employment uses, and enhances amenity on Parramatta Road
b. is designed to prioritise pedestrian movement along Parramatta Road and Croydon Road specifically at business and residential entries
c. forms an integral element of the built form design including green roofs, terraces, walls and other features
d. interconnects with, and contributes to, landscaping in the Iron Cove Creek active green transport link for Opportunity Site 3.

Note: Landscaping requirements should be read in conjunction with Section 14.3.4 Streetscape and public domain, 14.3.7 Sustainability and resilience and 14.3.12 Landscaping.

14.6.8. Iron Cove Creek active green transport link

Objectives

O51. To provide a new public open space and active green transport link adjoining Iron Cove Creek that:

a. supports the rehabilitation and greening of the corridor
b. provides a public walking and cycling shared path that will contribute to the broader active and green transport corridor along the creek
c. incorporates consolidated landscape areas suitable to accommodate significant tree plantings and other vegetation, and provide optimal growing conditions
d. includes lighting and furniture to encourage use of the corridor and places to dwell
e. facilitates casual surveillance of the corridor
f. is dedicated to council.

Controls

C51. Development:

a. delivers a minimum 8m wide public corridor that incorporates a 4m shared walking and cycling path
b. integrates the built form and landscape area between the communal and public open space so that no barriers, such as solid fences, impede visual access on the boundary
c. incorporates a mix of trees and low-level landscape that:
    i. does not impede sight lines
    ii. provides shade

iii. provides habitat to enhance biodiversity

d. incorporates facilities including seating, lighting, drinking water, wayfinding and interpretive signage to maximise use of the public open space
e. provides a glazed façade and terraces to the ground floor of the employment uses and balconies to residential development that activate and overlook the corridor.

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