



Council's Alternate Approach for New Housing in the Inner West

APPENDIX 3

Draft Design Guides for Housing Investigation Areas

1. Stage 1 HIA Areas (page 3)
2. Stage 2 HIA Areas (page 134)

May 2025

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INNER WEST

Design Guide

Marrickville – Dulwich Hill Precincts

Ashfield – Croydon Precincts



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1.0 Introduction

Inner West Council is working together with the NSW Government to create more well-located homes close to transport, jobs, and services. Parts of Inner West are affected by the NSW Government Housing Reforms policies, including:

- [Transit Oriented Development \(TOD\)](#); and
- [Diverse and Well Located Housing](#) – Low Medium Rise Housing (LMR)

Inner West is undertaking place-based planning to create an alternate approach to the State's Housing Reforms and Strategies. This alternate approach will facilitate new housing opportunities across the LGA aligning with the NSW Government's housing targets. This place-based approach will deliver better outcomes than those provided under blanket controls proposed by the NSW Government housing reforms.

The Master Plans seek to improve housing outcomes for the Inner West community, aiming to create more housing while respecting local characteristics. They focus on four Housing Investigation Areas (HIAs) known as Stage 1 HIA.

Stage 1 HIA

- Marrickville–Dulwich Hill; and
- Ashfield–Croydon.

This Design Guide relates to the **Marrickville–Dulwich Hill and Ashfield–Croydon precincts**.

Inner West's planning approach aims to ensure that housing solutions not only meet quantitative targets but takes a place-based urban design response that enables high density residential in well-connected and accessible areas; low-medium residential density around town centres and light rail stops; and provides transitions to existing low density areas.

The masterplans offer broader benefits, including incentives to encourage redevelopment and identifies sites for the provision of new community infrastructure, such as open space and community facilities.

READ WITH

- Dulwich Hill–Marrickville Master Plan
- Ashfield–Croydon Master Plan
- Inner West Development Control Plan (former Ashfield) 2016
- Marrickville Development Control Plan 2011

1.1 Purpose and Application

This Design Guide applies to land identified for change in the Marrickville – Dulwich Hill and Ashfield – Croydon Master Plans shown in Figure 1 and Figure 2, respectively.

The purpose of this Design Guide is to provide supporting information for these draft Master Plans and should be considered in addition to the existing Development Control Plans (DCP) controls applying in the Inner West.

This Design Guide will also inform the preparation of specific controls for inclusion in the draft Inner West Development Control Plan.

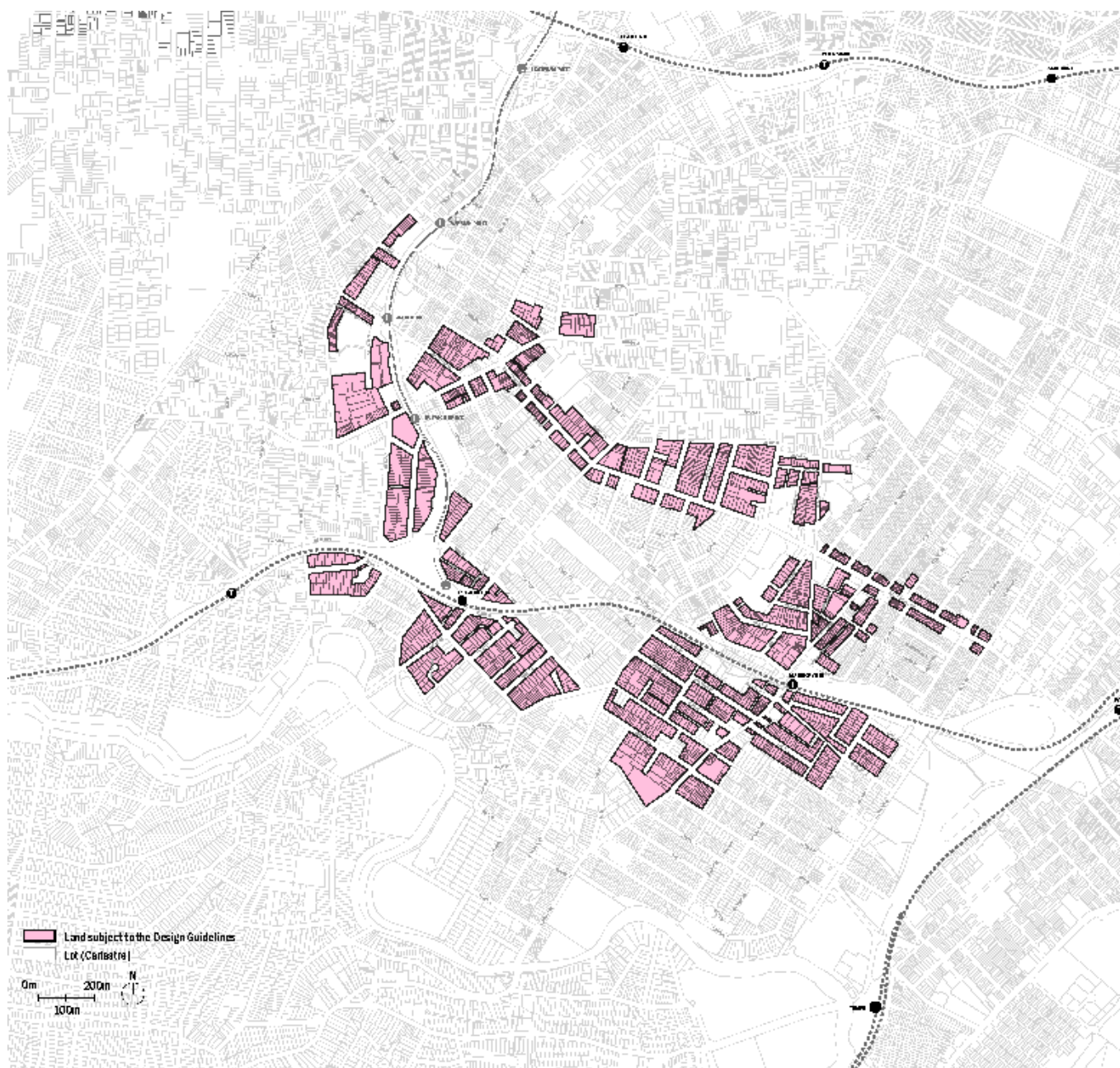


Figure 1: Land Application Map –Marrickville– Dulwich Hill



Figure 2: Land Application Map - Ashfield - Croydon

1.2 How to use this guide

This Design Guide provides an overarching vision for the master planned areas, along with objectives and provisions to guide future development. The master planning has been informed by specialist technical studies.

1.3 Vision

High quality and diversity of housing and jobs within neighbourhoods that are community-oriented, sustainable, and liveable each with a distinct village focus with a network of green, active streets, additional pedestrian links and accessible amenities. Marrickville and Dulwich Hill Precincts will be connected by active corridors, while Ashfield and Croydon Precincts will serve as integrated community hubs with expanded activity, network of shops and services.

The vision is outlined in the Marrickville–Dulwich Hill and Ashfield – Croydon Master Plans.

The vision is supported by the following objectives:

1. Promote a **Country-centred design** that demonstrates a 'starting with Country' approach via critical understanding of place, physical, natural and cultural systems.
2. Lead with **amenity-oriented development**, with **denser housing** located in areas with access to shops, open space, community infrastructure and public transit.
3. Reinforce the urban structure of Marrickville, Dulwich Hill, Ashfield and Croydon by **strengthening centres, main streets, plazas and open space destinations** in addition to reflecting the critical role of the stations.
4. Ensure new development supports **neighbourhood amenity and character** with appropriately scaled street walls, street setbacks, building dimensions and separations.
5. Encourage **active and public transport** through a modal shift from private vehicles.
6. **Support lot amalgamation** that offers increased density, whilst acknowledging the characteristic grain of Sub-Precincts and streets through building and public realm design.
7. Encourage **tree canopies to increase** over time through provision of deep soil and appropriate siting of buildings.
8. Promote **enhanced sustainability** through built form, design and arrangement, materials, biodiversity, and green infrastructure controls.
9. Ensure development **respects heritage** items and provides appropriate interpretation and transitions in scale to the surrounds.

More detailed information is included in the Marrickville–Dulwich Hill and Ashfield–Croydon Master Plans.

Part A

2.0 Precinct Wide Provisions

The following objectives and provisions apply to both the Marrickville–Dulwich Hill and Ashfield–Croydon Precincts, other parts of this Design Guide and should be read in conjunction with the existing DCPs applying across the Inner West. Where a provision is inconsistent with an existing DCP, the provision within this Design Guide will prevail. Where this Design Guide is silent, the existing DCP control will apply.

2.1 Incentives

The following incentives apply to both the Marrickville–Dulwich Hill and Ashfield–Croydon Precincts. Refer to Part B Marrickville–Dulwich Hill and Part C Ashfield–Croydon for precinct-based provisions.

Incentives have been introduced for Council’s alternate approach to State government housing reforms. These involve several FSR/height bonus mechanisms that have been proposed to incentivise:

- Good design
- Environmental sustainability
- Productivity outcomes

Three types of development incentives are proposed within the nominated areas, which include:

- Sustainability incentive
- Minimum Site Area incentive
- Public Realm Incentive

The purpose of the proposed incentives are provided in Table 1.

Table 1: Purpose of proposed incentives

Sustainability incentive	Minimum Site Area Incentive (MSAI)	Public Realm Incentive (PRI)
<ul style="list-style-type: none"> • Achieve above baseline environmental building performance • Lower residential water, gas and electricity consumption whilst increasing human comfortable levels 	<ul style="list-style-type: none"> • Encourage lot amalgamation • Support existing large lots to deliver the intended density and dwelling outcomes • Minimise site isolation in lot amalgamation 	<ul style="list-style-type: none"> • Provide active transport connections to improve urban block permeability, walkability, visual connections and safety • Deliver publicly accessible open space that provides tree canopy cover, habitat for local wildlife and amenity for the community

2.1.1 Minimum Site Area and Public Realm Incentive

Incentives are provided for development that achieves an intended minimum site area and for the provision of publicly accessible space, such as potential active transport connections.

Special Areas are identified in the Master Plan that allow FSR and height bonuses over the base control if sites achieve minimum site area requirements. The level of density/height incentive is determined by

lot size. A sliding scale approach has been adopted, allowing larger density and height incentives for larger lots.

The supporting “Council’s alternate approach to NSW Government Housing Reforms” document and Masterplan provide further details on the minimum site area and public realm incentives. Parts B and C of this Design Guide provide design guidance on Council’s public realm expectations.

2.1.2 Sustainability incentive

A sustainability incentive is in place to encourage high-performing buildings that achieve energy and water targets above the NSW mandatory requirements. Additional floor space equal to 5% of the maximum GFA will be permitted if energy and water minimum performance standards exceed BASIX. The incentive applies to residential and mixed-use development on sites with a minimum area of 1,200sqm and width of 21m.

2.2 Key Sites

Key sites have been identified across the precincts to deliver specific public benefits including open space, active transport links and landscaping. Key sites can access increased FSRs and building heights if developed in accordance with the required land amalgamation pattern and by providing identified infrastructure in the development. The supporting “Council’s alternate approach to NSW Government Housing Reforms” document and Masterplan provide further details on the delivery mechanism and unlocked development potential in the delivery of a key site.

Further information on each of the key sites is included within relevant sub-precinct sections. Sub-precincts with key sites include:

- 3.5 Marrickville Road West
- 3.7 Dulwich Hill Station
- 3.8 Dulwich Hill Village
- 4.8 Ashfield CBD
- 4.12 Iron Cove

2.3 Lot Amalgamation

Objectives

- O1. To ensure lot amalgamation facilitates redevelopment for commercial, business, and residential uses, the delivery of public realm improvements, and promotes the efficient use of land.

Provisions

- P1. Development to demonstrate any proposed building does not prejudice the equitable development of adjacent sites. In some circumstances, a conceptual master plan of the street block will be required, to demonstrate potential compliance with building separation, building setback, height, and floor space ratio controls.
- P2. Development proposals to not result in isolated lots or prevent land parcels from reaching their redevelopment potential.

- P3. Lot amalgamation combines narrow lots and lots in fragmented ownership to achieve the following minimum frontage:

Table 2: Minimum frontage required by zone

Town Centre Mixed Use	Medium & High Density Residential
12m	21m

2.4 Connecting with Country

Objectives

- O1. Demonstrate a Country-positive approach to design, illustrating a net positive impact on all aspects of Country including environmental, social, cultural, both tangible and intangible.
- O2. Establish cultural safety by considering Aboriginal people’s perspectives in planning and design discussions.
- O3. Celebrate Aboriginal culture and language through naming, wayfinding, public art and cultural infrastructure which supports cultural practice.

Provisions

- P1. Development applications for residential flat buildings or mixed-use shop top housing should:
 - a) Provide a statement on how cultural knowledge has been integrated into their submission, for instance in regard to environment, caring for Country and culture, and opportunities for enterprise and economic development
 - b) Demonstrate how Aboriginal culture is celebrated and embedded within building design and cultural narratives are embedded in public art.

2.5 Sustainability and Resilience

Objectives

- O1. 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
 - c) minimise energy consumption and enhances passive solar gain
 - d) supports comfortable use of communal space and the public realm
- O2. To reduce urban heat island effects by incorporating and integrating mechanisms that collectively mitigate the impacts, including:

- a) green infrastructure in the form of landscape and surface treatments that incorporate opportunities for water to permeate the soil, 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

Provisions

- P1. 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
- P2. Non-residential development must meet the performance standards (energy and water) detailed in Table 3.

Table 3: Development threshold and standards for non-residential development

Development type and threshold	Minimum energy target	Minimum water target
<p>Office (base building)</p> <ul style="list-style-type: none"> • A new office building $\geq 1,000\text{m}^2$ nett lettable area (NLA) or more, or • A refurbishment to an existing office building that contains a NLA or $1,000\text{m}^2$ or more, or • An existing office building of $1,000\text{m}^2$ NLA or more with an addition of 500m^2 or more NLA 	<ul style="list-style-type: none"> • Maximum 45 kWh/yr/m^2 of gross floor area (GFA) or, • 5.5 star NABERS Energy Commitment Agreement (CA) + 25% or, • Certified Green Star Buildings rating with a "credit achievement" in Credit 22: Energy Use, or equivalent 	<p>NABERS Water 4 star (5 star where recycled water is available)</p>

<p>Shopping centre development (base building)</p> <ul style="list-style-type: none"> • A new shopping centre containing a gross lettable area – retail (GLAR) of 5,000m² or more • An existing shopping centre of 5,000m² GLAR or more with an addition of 2,500m² or more GLAR 	<ul style="list-style-type: none"> • Maximum 44 kWh/yr/m² of GFA or, • 5 star NABERS Energy CA, or Certified Green Star Buildings rating achieving the “minimum expectation” in Credit 22: Energy Use, or equivalent 	<p>NABERS Water 4 star (5 star where recycled water is available)</p>
<p>Hotel (whole building)</p> <ul style="list-style-type: none"> • A new hotel of 100 rooms or more • A refurbishment to an existing hotel that contains 100 rooms or more 	<ul style="list-style-type: none"> • Maximum 199 kWh/yr/m² of GFA or, • 4.5 star NABERS Energy CA, or • Certified Green Star Buildings rating achieving the “minimum expectation” in Credit 22: Energy Use, or equivalent 	
<p>Serviced Apartments (whole building)</p> <ul style="list-style-type: none"> • A new building with 100 serviced apartments or more • A refurbishment to an existing serviced apartment building that contains 100 serviced apartments or more 	<ul style="list-style-type: none"> • Maximum 199 kWh/yr/m² of GFA or, • 4.5 star NABERS Energy CA, or • Certified Green Star Buildings rating achieving the “minimum expectation” in Credit 22: Energy Use, or equivalent 	

P3. Mitigate urban heat island effects by:

- a) achieving required deep soil and tree canopy (see Tables 4 and 5) through:
 - i) site layout maximising retention of 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 or walls as a component of the landscape and built form design specifically for residential flat buildings over 6 storeys
- 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 (lighter colours) on roofs, facades, glazing or ground surfaces subject to their purpose and aligned to orientation and exposure to sunlight. Brick work however should be dark and red brick to align with the Inner West character
 - ii) where it may cause nuisance due to glare or reflection do not exceed 20% reflectivity (darker colours)

Table 4: Canopy targets and tree planting requirements

Zone	Site area	Canopy target (% of site area) and can be included within the deep soil area	Required tree planting
R3 Medium Density Residential, R4 High Density Residential	Less than 650sqm	15%	For every 350sqm of site area or part thereof, at least one small tree is to be planted in the deep soil area
	650-1,500sqm	20%	For every 275sqm of site area or part thereof, at least one medium tree is to be planted in the deep soil area
	1,500sqm – 3,000sqm	25%	For every 450sqm of site area or part thereof, at least 2 medium trees or one large tree is to be planted in the deep soil area
	Greater than 3,000sqm	35%	For every 300sqm of site area or part thereof, at least one large or 2 medium trees are to be planted in the deep soil area
All development			Basements should not extend beyond the building footprint
Local centres (E1 and E2) where shop top housing is developed		Canopy coverage should be provided via planting on rooftop or other communal open space areas	Deep soil provisions do not apply

Table 5: Assumed tree sizes at maturity

Size category	Minimum diameter spread	Minimum canopy area
Small	6m	28m ²
Medium	8m	50m ²
Large	12m	113m ²

2.6 Streetscape and Public Domain

Objectives

- O1. To improve the amenity and safety of the streetscapes of the Precincts in a manner that:
 - a) contributes to the street character and intended land uses
 - b) ensures built form interfaces well with the streetscape and heritage items
 - 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) protects existing street trees
 - f) positively contributes to water management and is waterwise
 - g) minimises impacts to the ecological values of native species habitats and habitat linkages
 - h) results in a durable and low maintenance public domain
- O2. Ensure new developments minimise wind impacts to protect and enhance amenity, maintain comfortable conditions for pedestrians and encourage tree growth within the public domain.

Provisions

- P1. Development contributes towards enhancing the streetscape for the extent of the street frontage by:
 - i) providing required built form setbacks and a built form that interfaces well with the streetscape, with associated landscaping and deep soil planting
 - j) ensuring the pedestrian movement area is clear of obstacles
 - k) integrating pedestrian entries into the streetscape design
 - l) requiring appropriate landscaping and plantings at the interface with areas of ecological value

Note: More detailed setback requirements are provided in other sections of this design guide.

- P2. Development proposals over six storeys are:
 - m) To be supported by a wind impact assessment that demonstrates compliance with pedestrian comfort and safety in relation to wind impact in the public domain and usable open spaces within the building
 - n) All mitigation measures determined in the wind impact assessment must be incorporated into the building
 - o) Wind mitigation measures must facilitate ground floor activation and must not include opaque panels or walls
 - p) Balconies are to be designed to minimise wind impacts and maximise useability
 - q) Balconies are to be recessed on buildings over 45m high

2.7 Affordable Housing

Objectives

- O1. To increase the supply of well-designed affordable housing to meet community needs and in appropriate locations across the Precinct
- O2. To ensure affordable housing is managed and retained in perpetuity

Provisions

- P1. Affordable housing units:
 - a) Include a range of sizes to cater for different household types
 - b) Are designed and constructed to the same standard as other residential accommodation in the development
 - c) Are distributed throughout the development with a unit mix determined by Council in consideration of affordable housing need and social inclusion
- P2. Affordable housing units are to be provided and managed in accordance with the relevant Affordable Housing Contributions Scheme and Council’s Affordable Housing Policy

Notes:

- 1. 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.”
- 2. Refer to Inner West Affordable Housing Policy 2022 for details of Affordable housing requirements.

2.8 Dwelling Mix

Objectives

- O1. To provide a choice of dwelling types to meet a range of housing demographics.
- O2. To allow dwelling mix flexibility to respond to different residential building types, locations and markets.
- O3. Ensure that development provides a range of dwelling sizes to accommodate for diverse household types and improve housing choice.

Provisions

- P1. Developments with 6 or more dwellings must provide a mix of dwelling types in accordance with the Table 6.

Table 6: Dwelling mix

Dwelling type	Mix
Studio apartments	0-20%
1-bedroom apartments	20-40%
2-bedroom apartments	20-60%
3-bedroom apartments	20-40%
apartments with more than 3 bedrooms	5-30%

- P2. Developments that propose 6 or more dwellings are to:
- d) Contain a minimum of 3 different dwelling sizes
 - e) Provide a mix of apartment types on the ground level
 - f) Ensure that dwellings with 3 or more bedrooms are distributed throughout the development with the majority provided on the ground or lower levels
 - g) Developments containing less than 6 dwellings may vary the mix specified in Table 6 provided a range of dwelling sizes are represented
 - h) Developments containing 6 or more dwellings are to provide 20% of 2 and 3+ bedrooms as family friendly dwellings to accommodate families with children

Notes:

Examples of acceptable outcomes to encourage family friendly dwellings include:

- Wider hallways and entries to allow for improved moveability for prams, children's equipment, sports equipment, or the like
- Provide greater than the minimum area requirements for living rooms and private open space areas
- The private open space is to be clearly visible from the kitchen or living area
- Bedrooms sizes and layouts are to be of a sufficient size to accommodate a variety of children's furniture and office/study furniture for instance, two single beds, bunk beds, desk/table, crib, play areas and the like
- At least one bathroom is to be of a sufficient size to accommodate a bathtub

2.9 Access and Parking

Objectives

- O1. To support a mode shift from the use of private motor vehicles to public and active transport through reduced parking requirements in well located areas
- O2. To establish the operation of car share schemes in developments that provide an alternative to private car ownership and reduce car parking demand
- O3. To ensure transport, access and parking elements are planned and provided in new developments in a way that is safe and functional
- O4. To minimise the number of driveways to maintain the safety and amenity of footpaths and cycleways and to prevent loss of publicly available kerbside parking spaces
- O5. To ensure parking of bicycles and associated end-of-trip-facilities are safe, secure, and convenient as part of promoting cycling as a healthy, sustainable, and space-efficient form of transport
- O6. To ensure Electric Vehicle (EV) charging facilities and, readiness for these facilities, is included in new developments

Provisions

- P1. Car parking rates for residential units to be in accordance with Table 7. These are maximum rates

Table 7: Car Parking rates for residential units

Apartment type	Maximum number of carparking spaces permitted
Studio apartment	0
1 bedroom apartment	0
2 bedroom apartment	0.4
3+ bedroom apartment	1

- P2. Provision of private vehicle parking:
- a) in strata development is listed on a separate title (unbundled) from the development (i.e. separated from dwelling, commercial units and building ownership) and made available only to residents of the building
 - b) includes car share vehicle(s) that:
 - i. are provided at the rate of one space per 20 units that do not have a parking space
 - ii. are located on-site and always publicly available and readily accessible
 - iii. do not result in the maximum car parking rates being exceeded

Notes:

1. **Unbundled parking** means parking that is separated from the cost or rent of a dwelling, commercial units and building ownership.
2. **Car share scheme** means a scheme in which any car share operator provides vehicles for shared use and hires those vehicles exclusively to members of the scheme for occasional use for short periods of time, on demand and on a pay-as-you go basis.

- P3. Vehicle access is located to:
- a) use secondary streets or rear accessways and laneways
 - b) consolidate vehicle access to reduce the number of crossovers through a maximum of one driveway per site or one-way pair
- P4. Basement parking in mixed use development is designed to facilitate break out walls where required
- P5. Pedestrian access to sites must be the primary consideration in site design
- P6. Provide EV ready to use (including cabling, power outlet or charging head) 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
- P7. Bicycle parking complies with the minimum requirements detailed in Table 8:

- a) is in accessible and visible locations for residents, workers and visitors
- b) is secure through provision of bike cages for residents and workers or bike stands for visitors
- c) is provided with ready-to-use electric charging points at a minimum rate of:
 - i. for non-residential development - 1 per 4 bicycle spaces
 - ii. for residential development or shop top housing – 1 per 2 bicycle spaces.

Table 8: 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

- P8. Service delivery times in E1 and E2 zones are restricted to off peak to avoid conflict with peak pedestrian periods on key streets, where practical.

2.10 Heritage and Period Buildings

Objectives

- O1. To ensure development is appropriate to the architectural style and period of construction of the heritage buildings and contributory buildings in a HCA
- O2. To ensure new development sites provide an appropriate transition between new development and heritage buildings and HCAs and contribute positively to the character and reinforce the prominence and legibility of the existing siting and setback patterns
- O3. To ensure new development respects the character of period retail buildings in Marrickville
- O4. To ensure building design has considered relevant guidelines such as the Design Guide for Heritage and Better Placed to conserve the significance of heritage items and HCAs
- O5. To ensure an appropriate transition in scale is provided between existing heritage fabric and new built form
- O6. To ensure changes to lot boundaries do not adversely impact upon the heritage significance of the item or the HCA

Provisions

- P1. The front portion of all buildings that make a positive contribution to the streetscape are to be retained. Where building facades are required to be retained with new development behind, the new development is to align with existing floor levels and fenestration to the retained façade. Also refer to relevant Sub-Precinct controls
- P2. Development of contributory and period buildings must retain the first bays of the building (that part of the building between the first 2 structural columns)
- P3. Historical sub-division patterns are to be interpreted in developments where lots are amalgamated primarily through vertical articulation of the street wall's facade
- P4. Design of buildings in proximity to a heritage item should respond to street alignment and street wall height, floor to floor heights, setbacks above street wall height, and façade articulation elements (including parapets) with bulk and scale that are sympathetic to the heritage item
- P5. Building envelopes within developments adjoining heritage items (including contributory and areas of traditional building character in the Marrickville town centre) are to adopt:
 - a) A street wall/podium height relative to key horizontal features of the adjoining heritage items (i.e. roof line and parapet)
 - b) Be a minimum of 3m to 6m setback (subject to street width) upper-level setback above street wall/podium for buildings up to ten storeys
 - c) An additional 3m upper-level setback for building envelopes over ten storeys
 - d) Side setbacks to heritage items to be a minimum 3m

2.11 Active Street Frontages

Objectives

- O1. Active street frontages reinforce the vitality and liveliness of the public domain
- O2. Active street frontages are provided:
 - a) with ground floor frontages being pedestrian orientated and of a high design quality to add vitality and character of streets
 - b) by incorporating frequent pedestrian entries that open towards the street

Provisions

- P1. Provide active street frontages in centres or mixed-use buildings 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
- P2. 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 an 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 integrated design outcomes, such as 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) locating loading and site vehicle access in alternative locations and not from the primary street
- P3. New developments to incorporate awnings where they align with the existing built form and contribute to a cohesive streetscape experience.

2.12 Built Form

Objectives

- O1. To provide for a high quality and well-designed built form that:
 - a) strengthens the urban character and identity of the precinct
 - b) supports intended land uses and future development outcomes
 - c) is of a bulk and scale and has a site layout that complements the local context, respects heritage items and HCAs
 - d) provides a consistent street wall height that is suited to the street's proportions
 - e) Maintains consistent setbacks that ensure new developments respond appropriately to the streetscape
 - f) requires sensitive transitions between new development and existing dwellings that will not be redeveloped
 - g) minimises adverse amenity impacts
 - h) enhances the public domain for pedestrians
 - i) accommodates its intended function efficiently, whilst also providing flexibility for potential changes in use through appropriate floor to floor heights, access to natural light and careful attention to the arrangement of building structure
- O2. 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
- O3. To ensure development is appropriately scaled, setback and responds to the streetscape where incentives are utilised to increase density above the baseline development standards

Provisions

- P1. Building design:
 - a) includes architectural features and façade articulation to reduce apparent building bulk
 - b) includes a site coverage of up to 60% for residential flat buildings over three storeys in height
 - c) locates pedestrian entries on the primary street frontage and is visible and accessible from the street
 - d) supports street lighting to enhance safety and security
 - e) negates adverse noise and odour emissions from activities, plant or equipment
 - f) is to have a clear base, middle and top, through the application of building materials, façade design and articulation

- g) development should not overshadow communal open space by more than 50% (measured by the area within its designated cadastral boundaries) at 12pm 21 June
- P2. Residential development is to comply with Apartment Design Guide, and result 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) obtaining approval for “controlled activity” by the Sydney Airports and CASA with built form that extends beyond the obstacle limitation surface (OLS)
 - d) locating single aspect dwellings away from the north and west street frontages
 - e) incorporating light wells, atriums, and internal articulation to enhance sun capture and air movement
 - f) retaining privacy and solar access while improving noise impacts for nearby residential development
- P3. Maximum tower floor plates (namely floors above the podium or any part of the building above 8 storeys) for residential buildings are 800sqm
- P4. Maximum building lengths are outlined in Table 9

Table 9: Building length by type

Precinct	Type	Building length
Town centre (E1, E2 & MU1 zones)	Above street wall	40m
	Attached buildings count as a single building for the purposes of floorplate length calculations	
R3 Medium density residential zones	Podium / street wall	Marrickville, Dulwich Hill Precincts: 45m
		Ashfield, Croydon Precincts: 35m
R4 High density residential zones	Podium / street wall	55m
	Above street wall	40m

- P5. Setbacks to be in accordance with Table 10.

Table 10: Setback controls

Type	Street setback	Street wall height	Setback above street wall	Rear setback	Side boundary setback
Town centre mixed use (E1, E2 & MU1 zones)	0m to boundary	3 storeys on streets < 20m 4 storeys on streets > 20m	For Marrickville, Dulwich Hill precincts: 6m on streets <20m 3m on streets >20m	Laneway Nil up to 1 storey and a min. 3m above the first storey No laneway – 6m for the first	Nil for first 6 storeys Min 6m above 6 storeys

			For Ashfield, Croydon precincts: 3m	two floors. Additional setbacks beyond 6m for upper floors	
R3 Medium density residential	3m unless otherwise specified in parts B and C	3 storeys	3m	4.5m	3m
R4 High density residential	3m unless	3 storeys on streets < 20m 4 storeys – streets > 20m	3m	4.5m	3m

Notes:

1. The above controls apply unless specified otherwise in Parts B and C sub-precinct controls.
2. Refer also to Section 2.10 Heritage.

P6. Notwithstanding Table 10 above the setback, street wall and upper level setbacks specified under Parts B and C, setbacks, street wall heights and upper level setbacks will need to be appropriately scaled where incentives for greater density and building height are utilised. Setbacks, street wall heights and upper level setbacks must be in proportion with the streetscape, street width and future desired character of the area.

P7. Floor to floor height-built form to comply with the controls set out in Table 11

Table 11: Floor to floor height

	Mixed use development /shop top housing	Medium Density Residential	High Density Residential
Floor to floor height¹²³	Ground level (1st storey) – 5m 2nd storey – 3.8m 3rd storey and above – 3.2m	Ground level (1st storey) – 4m 2nd storey and above – 3.2m	Ground level (1st storey) – 4m 2nd storey and above – 3.2m
	<p>[Note 1] Ground level floor to floor height includes a slope/topography allowance.</p> <p>[Note 2] Mixed use development: if adjacent to a Heritage Item or period building - aligns with existing floor to floor height</p> <p>[Note 3] Mixed use development - heritage or period buildings ground floor and 2nd storey retain the existing floor to floor height for 3rd floor and above is 3.2m</p>		

P8. Built form design facilitates employment uses on the ground floor within mixed use development:

- a) are compatible with residential uses
- b) provide suitable floor plates for the proposed use and limit ground floor use for services, storage and other business needs, and where required locate these to the rear of the building are larger in scale and designed to provide flexibility to adapt to different uses.

2.13 Transitions to Sensitive Interfaces

Sensitive interfaces include development in R2 zones, Heritage Items, and Heritage Conservation Areas.

Objectives

- O2. To ensure new development provides an appropriate transition in scale and form when located adjacent to low-density residential areas or heritage-sensitive sites.
- O3. To protect the amenity, privacy, and solar access of existing low-scale dwellings and heritage items.
- O4. To reinforce and respect the established character and built form of heritage conservation areas through sensitive design.
- O5. To ensure that the scale, bulk, and articulation of new development responds sympathetically to adjoining sensitive interfaces

Provision

- P1. Development adjoining R2 Low Density Residential zones, 1–2 storey dwellings, heritage-listed items, or HCAs that are not expected to undergo redevelopment must provide a built form transition by:
 - a) stepping of building height and massing away from the interface, and
 - b) Use of additional side setbacks and modulation to reduce visual bulk and improve privacy.
- P2. Building separation adjacent to sensitive interfaces must include a combination of:
 - a) Horizontal modulation, such as a reduced street wall height, and/or
 - b) Vertical modulation, such as additional upper-level setbacks
- P3. At sensitive side interfaces, the maximum street wall height must be:
 - c) 3 storeys for a minimum extent of 3 metres from the side boundary of the building; or
 - d) 6 metres for development over 10 storeys
- P4. Buildings in proximity to heritage items or within HCAs must be designed to respond to:
 - e) Street alignment and prevailing setbacks
 - f) Street wall height and articulation
 - g) Setbacks above the street wall
 - h) Façade detailing and rhythm
- P5. A bulk and scale that is sympathetic to the heritage context

Note: A Heritage Impact Statement may be required to demonstrate how the proposal appropriately addresses the interface with a heritage item or conservation area.

2.14 Medium density development in the Ashfield and Croydon precincts

Objectives

- O1. To ensure medium density development responds appropriately to the streetscape and contributes positively towards the areas future desired character

Provisions

- P1. Built forms for development in the R3 Medium Density Residential zone in the Ashfield and Croydon Precincts is to comply with the controls set out in Table 12 below:

Table 12: Max length of 35m. An instep of at least 4m deep and 3m wide may be utilised as a break in the street wall.

Feature	Control
Maximum façade length facing the street	Max length of 35m. An instep of at least 3m deep and 4m wide may be utilised as a break in the street wall.
Front setback	4m or consistent with the prevailing character of the street block.
Street wall height - podium	Min. 3 storeys
Setback above podium	3m Floors above seven storeys are to be set back 3 metres from the street wall.
Side setback	Attached podiums are not permitted
Setback interface with heritage items	Maximum 3-storey podium and 6m tower setback at interface zones.

2.15 Landscaping

Objectives

- O1. To ensure on-site landscaping provide adequately sized landscaped areas for the use and enjoyment of the community that can sustain substantial tree planting
- O2. To provide high-quality and appropriate landscaped areas and tree planting that:
 - a) enhance the urban landscape and the visual setting of buildings
 - b) positively contribute to streetscape character and the amenity of the public domain
- O3. To provide landscaped areas that incorporate a diverse mix of plant species to increase biodiversity including endemic species to support the local habitat
- O4. To maintain and enhance the amenity of the Inner West through the preservation of appropriate trees and vegetation
- O5. To maximise on-site rainwater filtration and minimise hard-paved areas

O6. To mitigate the impacts of urban heat through cooling benefits from vegetation and canopy cover

Provisions

P1. The percentage of vegetation species planted within a development is to be endemic to the local area in accordance with Table 13

Table 13: Percentage of endemic vegetation required within a development.

Location	% of species planted
Within a wildlife corridor or situated along a blue-green grid link	85%
Not located within a wildlife corridor	50%

Notes:

- 1. See the Inner West plant species list available on Council’s website for details of endemic species.
- 2. This may be varied where a high percentage of non-native species is needed to retain the heritage significance of a heritage item or heritage conservation area

- P2. Landscaped area is to be 40% of the site area, inclusive of the front setback
- P3. Maximise the habitat value of landscaping by providing diverse and continuous canopy and understorey plantings. All landscaped areas must include shrubs and/or groundcovers
- P4. Limitations on lighting intensity to be incorporated in the landscape design when adjacent to areas of high biodiversity value
- P5. In bandicoot protection areas design features in new developments to include some of the following: raised walkways, complex native garden beds in contiguous corridors, limitation of physical barriers to movement, and limitations on lighting intensity
- P6. Maximise water infiltration by maximising permeable surfaces on sites, i.e. minimise the use of impermeable surfaces such as paving
- P7. At least 60% of the front setback of residential flat buildings must be pervious landscaped area
- P8. All landscaped areas are to achieve a minimum dimension no less than 1m
- P9. Where site constraints make it not possible or practical to provide the required landscaped areas at ground level, Council may consider alternate provision of soft landscaping for example raised planters, green walls, or green roof with a minimum soil depth of 500mm
- P10. Include a landscaped area buffer along the entirety of all common boundaries shared with public reserves, drainage corridors, rail corridors or a residential development and industrial and commercial developments
- P11. Green roofs and green walls are to:
 - a) Utilise materials which will be hardy and long lasting in external environments so minimal upkeep is required, and materials should also be environmentally friendly with respect to the amount of energy and water consumed
 - b) Be suitably located to suit the orientation and microclimate conditions
 - c) Be accessible from the building for maintenance purposes only

Part B

3.0 Marrickville–Dulwich Hill

The provisions included in the following sections apply in addition to the general controls in part A and give effect to the place based urban form envisaged by the Master Plan. The Marrickville DCP 2011 continues to apply to all sites and should be read in conjunction with this design guide.

This section applies to the Marrickville–Dulwich Hill Precinct Sub precincts as shown on the map (Figure 3). The controls apply to:

1. Marrickville Town Centre
2. Illawarra Road Marrickville
3. Marrickville Road West of Livingstone Road
4. Dulwich Hill Station
5. Dulwich Hill Village
6. Dulwich Hill North



Figure 3: Marrickville–Dulwich Hill Sub-Precincts

3.1 Marrickville Town Centre

This section applies to the Marrickville Town Centre as identified in Figure 4.



Figure 4: Marrickville Town Centre Sub-Precinct

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscape
- O2. To seize opportunities for increased neighbourhood connectivity and an enhanced public realm

Provisions

- P1. Built form is to comply with the controls set out in Figure 5: Building Setbacks, and Figure 6: Street Wall Heights. In the event of any inconsistencies, the built form controls in this section prevail.



Figure 5: Marrickville Local Centre – Building Setbacks



Figure 6: Marrickville Local Centre – Street Wall Heights

Notes:

1. Special Circumstances in Figure 5 – Refer to Section 3.1.1: Town Centre Plaza -Site Specific Controls
2. Maintain Existing/Heritage – Refer to Section 2.10 Heritage for setback information

P2. A publicly accessible through-site link is to be provided to Council’s satisfaction upon re-development of the sites listed in Table 14 below and identified as a “potential active transport connection” in Figure 4

Table 14: Potential through-site link for active transport

Addresses	Through site-link purpose	Dimensions
Laneway extension between O’Hara Street and Central Avenue Marrickville at the rear of 64-66 Calvert Street	Potential active transport connection	6m width
New connection between Fletcher Street and Francis Street Marrickville at 34 Fletcher Street	Potential active transport connection	6m width
Tuohy Lane extension at 112 and 112A Tuohy Lane to create a connection to Petersham Road	Potential active transport connection	6m width
Expansion of existing laneway between Tuohy Lane and Illawarra Road (at 248 Illawarra Road, Marrickville)	Potential active transport connection	6m width

Notes:

FSR and HOB incentives are available to developments that provide identified public realm enhancements. Please see Section 2.1 Incentives

The following cross sections are indicative of the proposed built form

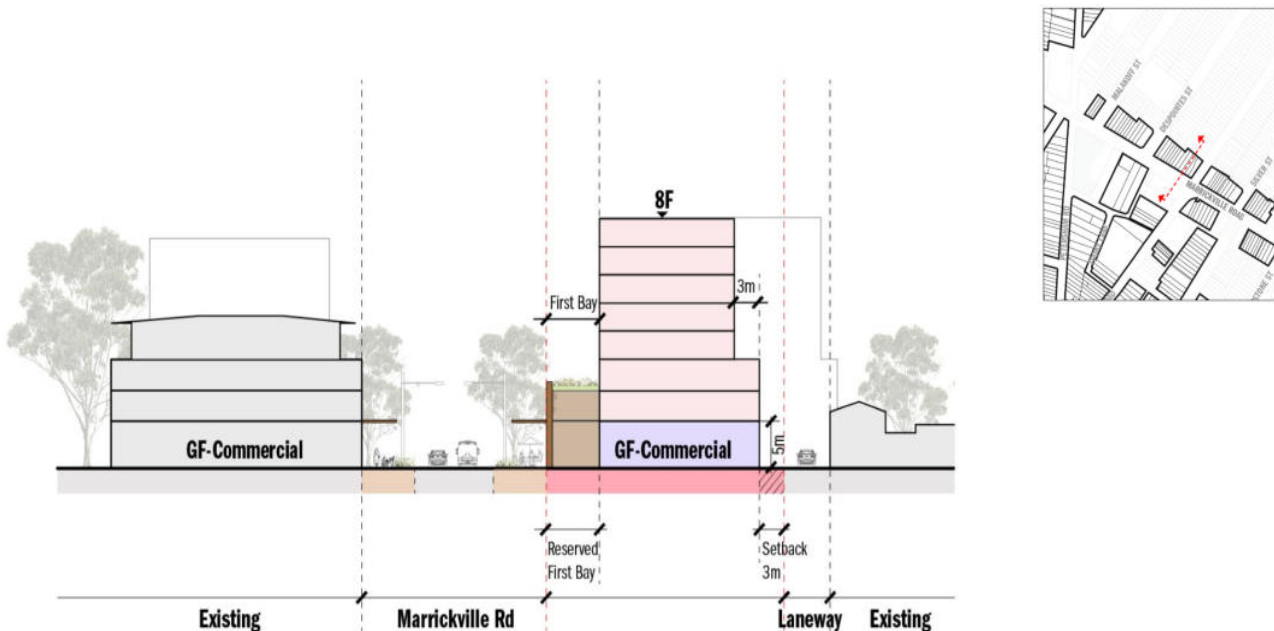


Figure 7: Marrickville Local Centre –Marrickville Road Section

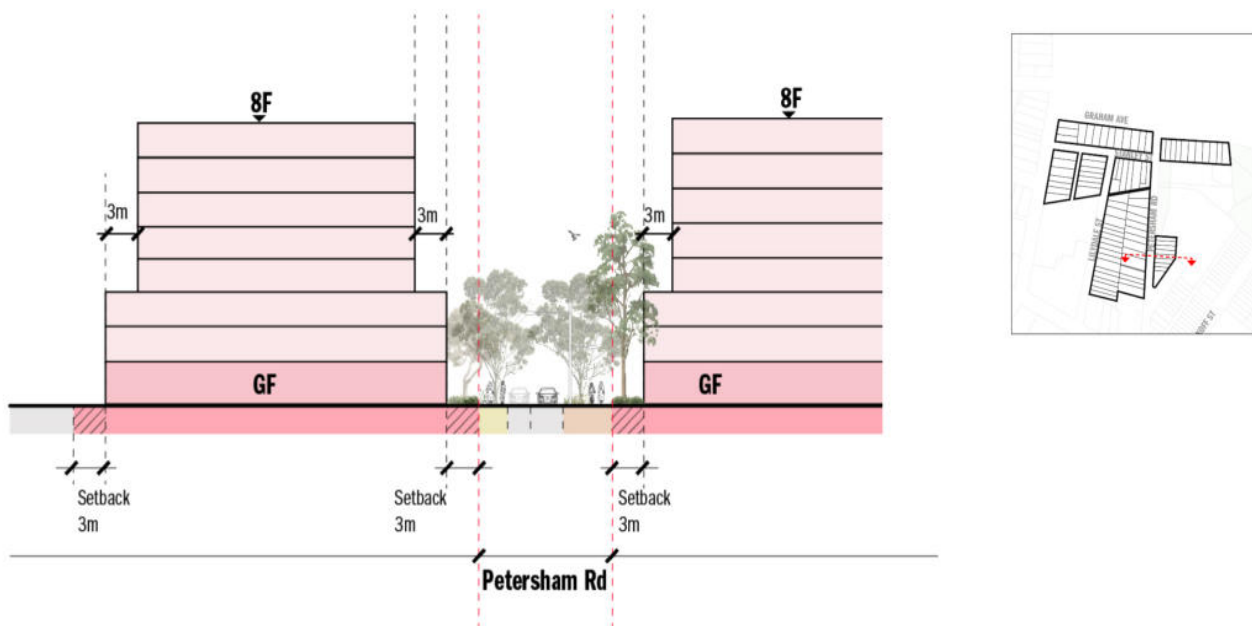


Figure 8: Marrickville Local Centre – Petersham Road Section

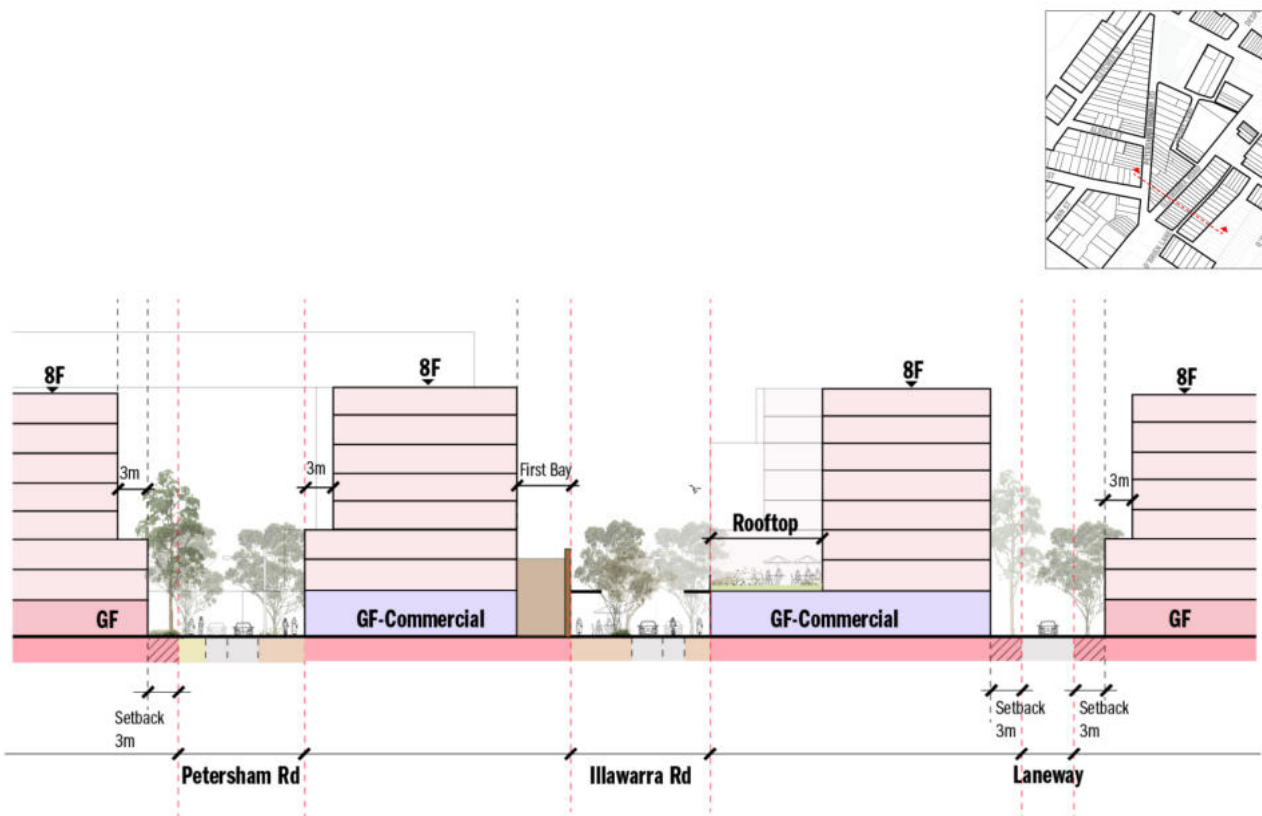


Figure 9: Marrickville Local Centre – Illawarra Road to Petersham Road Section

3.1.1 Town Centre Plaza

Site Specific Controls

Objectives

- O1. Deliver a new public open space/plaza on Illawarra Road and Calvert Street (existing carpark) to provide improved amenity and a central focal area for the community

Provisions

- P1. Develop a minimum 1,200sqm of public space/plaza with seating and planting to provide shade on the existing Calvert Street carpark
- P2. Developments that have a key interface to the new plaza to provide the following:
 - a) 124 - 128 Silver Street and Illawarra Road – activation at ground floor
 - b) 3 metre setbacks to the north and south of the plaza to encourage activation and outdoor seating
 - c) 6 metre tower setbacks on either side of Illawarra Road
 - d) not overshadow the proposed public plaza by more than 50% (measured by the area within in its designated cadastre boundaries) at 12pm on 21 June



Figure 10: Marrickville Local Centre – New Town Centre Plaza Site Plan

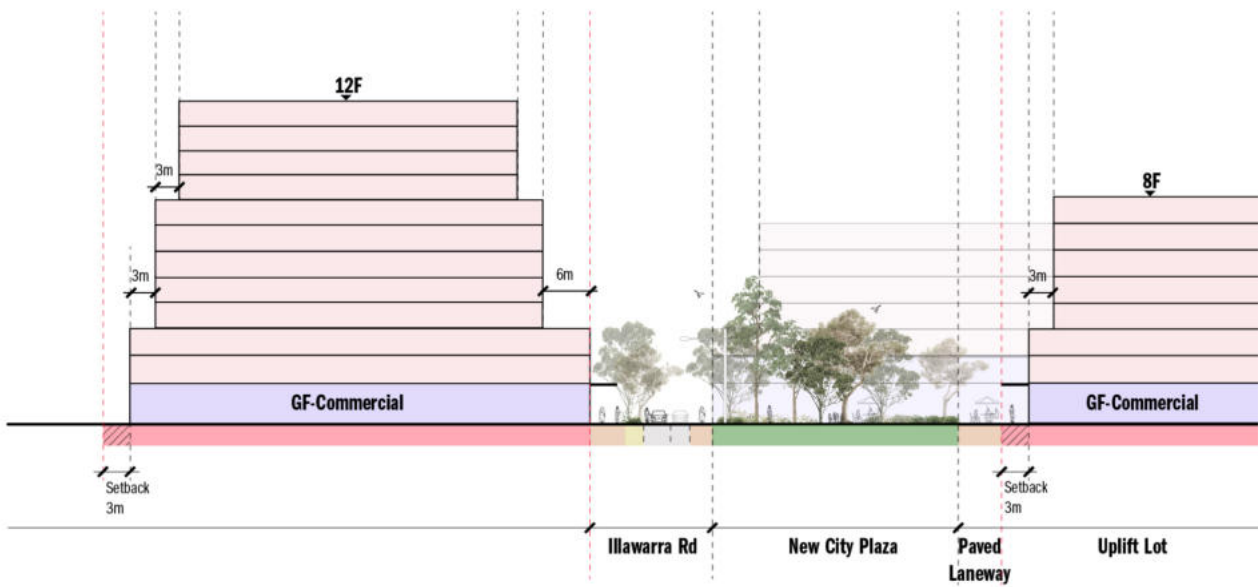


Figure 11: Marrickville Local Centre –Illawarra Road and New Town Plaza Section

3.2 Illawarra Road Marrickville



Figure 12: Illawarra Road Sub Precinct

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscape
- O2. To seize opportunities for increased neighbourhood connectivity and an enhanced public realm

Provisions

- P1. Built form to comply with the controls set out in Part A, Figure 13 Building Setbacks and Figure 14 Street Wall Heights. In the event of any inconsistencies, the built form controls in this section prevail



Figure 13: Illawarra Road Marrickville – Building Setbacks



Figure 14: Illawarra Road Marrickville – Street Wall Heights

Notes:

- 1. Special Circumstances – Refer to Section 3.2.1 3-17 Warbuton Street – Site Specific Controls
- 2. Maintain Existing/Heritage – Refer to Section 2.10 Heritage

P2. A publicly accessible through-site link is to be provided to Council’s satisfaction upon re-development of the sites listed in Table 15 below and identified as a “potential active transport connections”

Table 15: Potential through-site link for active transport

Addresses	Through site-link purpose	Dimensions
New connection between 456 Illawarra Road adjacent to 13 Glen Street (near the southern boundary of 452 Illawarra Road, Marrickville)	Potential new active transport connection across to Glen Street to align with the existing SP2 land adjacent to the property on 438 Illawarra Road, Marrickville	6m width
New connection to extend View Street to the existing link on 456 Illawarra Road, Marrickville (through the middle of 438 Illawarra Road, Marrickville)	Potential active transport connection	6m width
New connection between View Street and Illawarra Road (near the northern boundary of 452 Illawarra Road, Marrickville)	Potential active transport connection	6m width
New connection between Warren Road and Harnett Avenue (16 Warren Rd and 28-30 Harnett Avenue)	Potential active transport connection	6m width

New connection to extend Wrights Avenue to Moncur Street (7 Wrights Avenue and 3 Moncur Street)	Potential active transport connection	6m width
New connection between Grove Street and Blamire Lane (20-22 Grove Street, Marrickville)	Potential active transport connection	6m width
New connection between Blamire Lane and Schwebel Street at 12 Schwebel Street	Potential active transport connection	6m width

The following cross section is indicative of the proposed built form

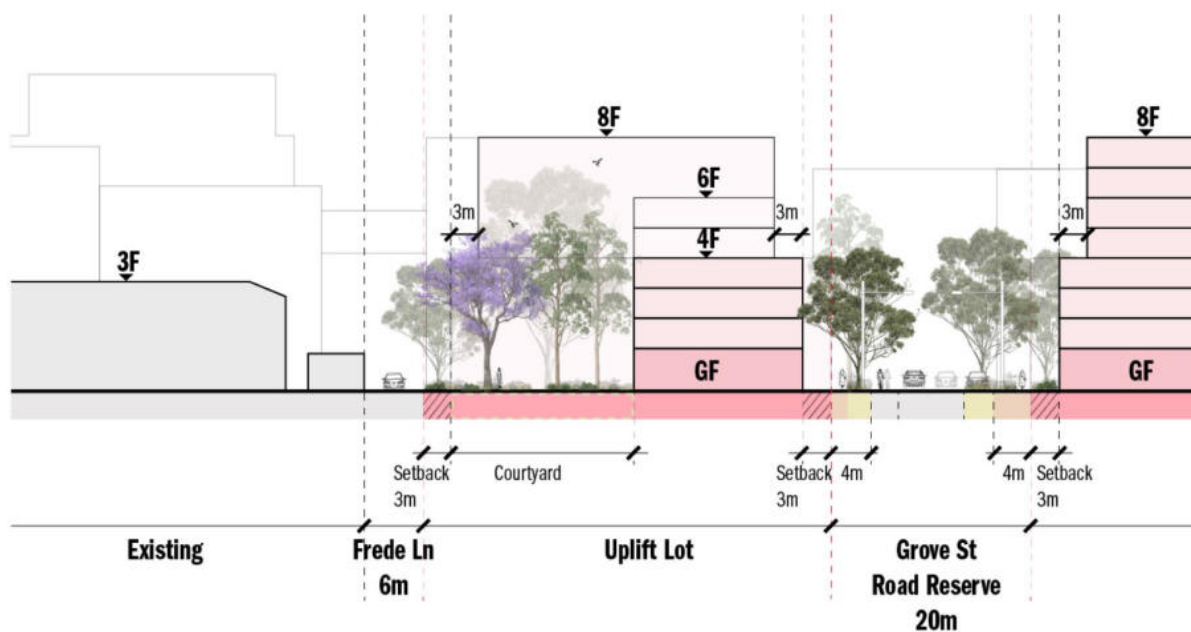


Figure 15: Frede Lane and Grove Street Section

3.2.1 3-17 Warburton Street

Site Specific Controls

Objectives

O1. To enable retention and ongoing health of existing large fig trees along Warburton Street

Provisions

P1. Setback to fig trees along Warburton Street are to be in accordance with Table 16. And Figure 16

Table 16: Fig Tree Setbacks

Storey	Lot 1	Lot 2
Ground	2m	2m
Above ground	4m and up to 7.5m	8.5m



Figure 16: Warburton Street Marrickville – Setback to Fig Trees

3.2.2 McNeilly Park and Surrounds

Site Specific Controls

Objectives

- O1. To enhance the public domain, improve pedestrian experience and safety, and encourage sustainable transport

Provisions

- P1. Built form controls for 27-37 Greenbank Street are included in Table 17 and shown in Figure 17 with an indicative section in Figure 18

Table 17: 27-37 Greenbank Street Setbacks

Street Setback	Park setback to proposed McNeilly Park extension	Street wall	Setback above street wall
3m	2m	4 storeys	3m

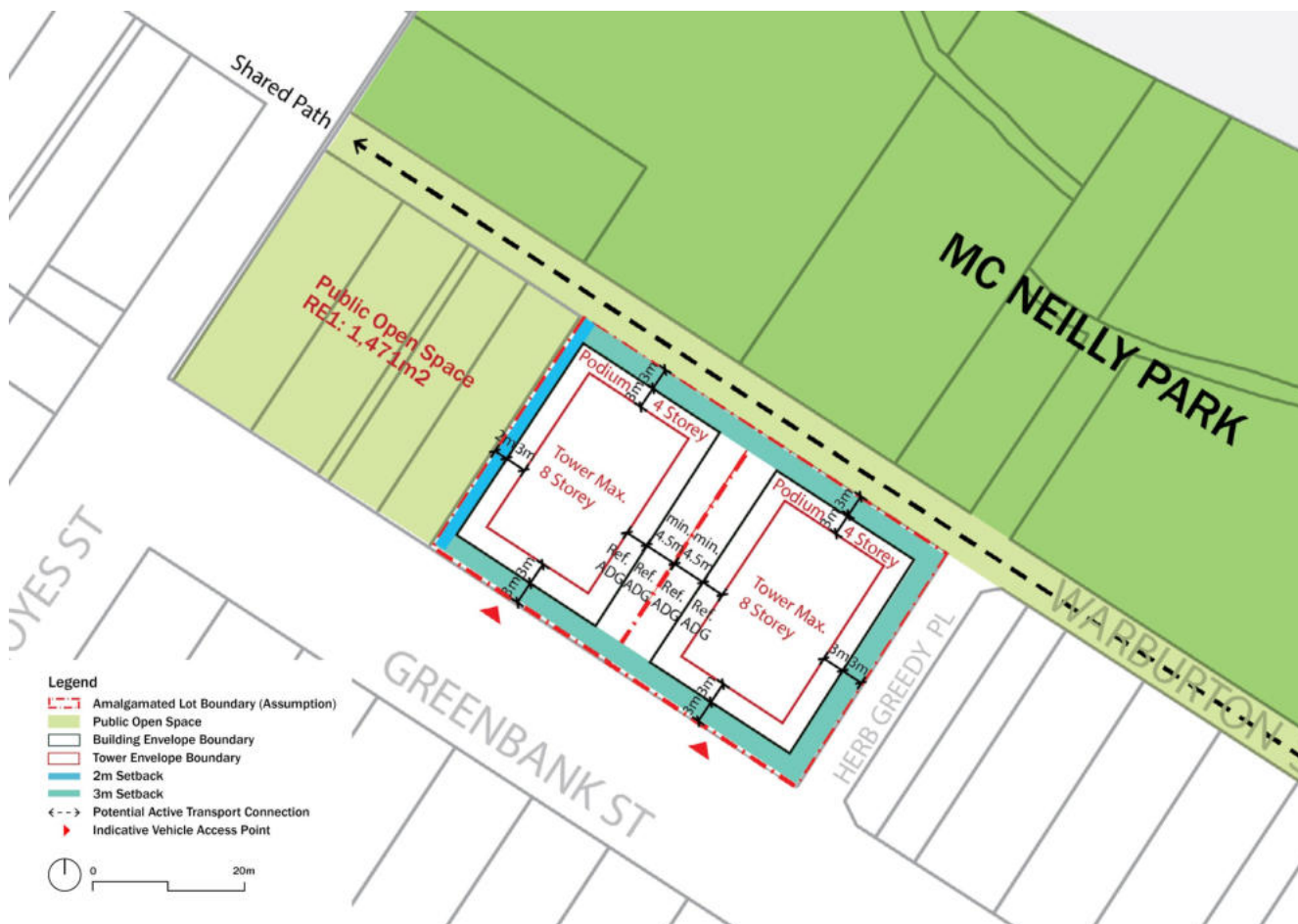


Figure 17: McNeilly Park Site Key Sites Plan

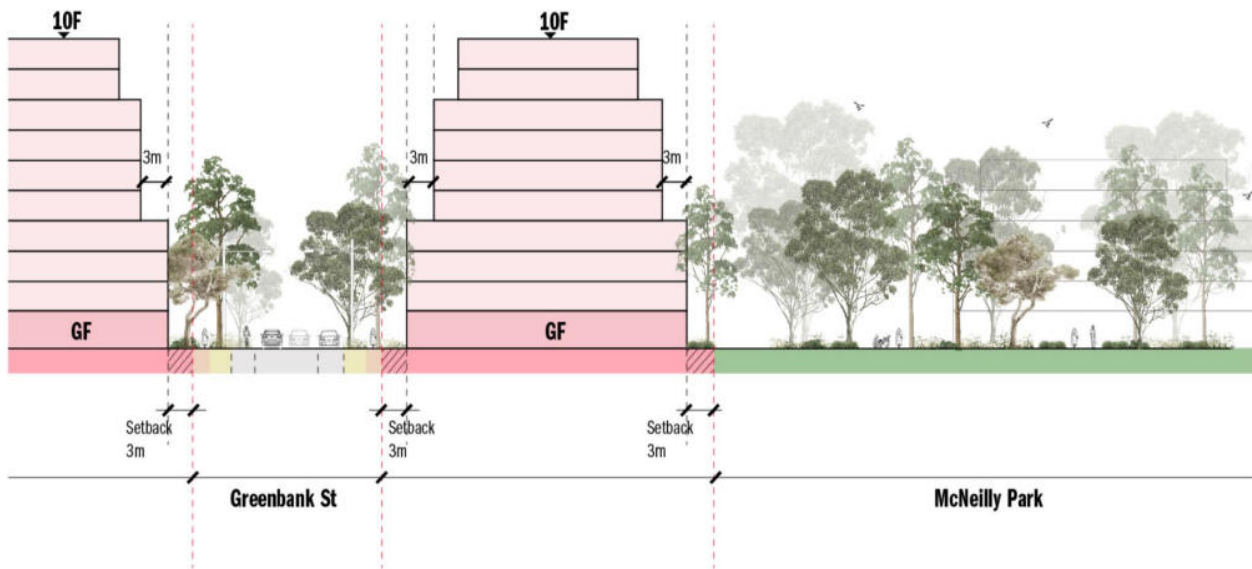


Figure 18: McNeilly Park Interface Section

P2. Vehicular access for development of 9-37 Greenbank Street is to be from Greenbank Street

3.3 Marrickville Road West of Livingstone Road



Figure 19: Marrickville Road West Sub Precinct

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscape
- O2. To seize opportunities for increased neighbourhood connectivity and an enhanced public realm

Provisions

- P1. Built form to comply with the controls set out in Figure 20: Building Setbacks, and Figure 21: Street Wall Heights. In the event of any inconsistencies, the built for controls in this section prevail



Figure 20: Marrickville Road West of Livingstone Road – Building Setbacks



Figure 21: Marrickville Road (West of Livingstone Rd) – Street Wall Heights

The following cross section is indicative of the proposed built form.



Figure 22: Marrickville Road (West of Livingstone Rd) – Marrickville Road Section

- P2. Publicly accessible through-site links are to be provided to Council’s satisfaction upon re-development of the sites listed in Table 18 below and identified as a “potential active transport connection” in Figure 19

Table 18: Potential through-site link for active transport

Addresses	Through site-link purpose	Dimensions
Active transport connection between 18–20 Anderton St and 11–15 Harrison St at Hastings St alignment	Potential active transport connection	6m width
New connection at 25 Woodbury Street and 30 Harrison Street, Marrickville	Potential active transport connection	6m width
New connection at 20–22 Woodbury Street and 19–21 Woodcourt Street Marrickville	Potential active transport connection	6m width
New connection between Marrickville Road and Barnsbury Grove between 419 Marrickville Road and 15 Barnsbury Grove	Potential active transport connection	6m width

3.3.1 359–365 Marrickville Road West & 2–6 Woodbury Street

Site Specific Controls – Key Site

These lots have been identified as a key site and the delivery of the listed key site public benefit is a requisite for the sites to get uplift. The proposed lot amalgamation pattern will result in:

- Lot area of 3,094sqm
- An FSR of 3:1
- Public open space of 1,003sqm
- Maximum HOB of 15 storeys

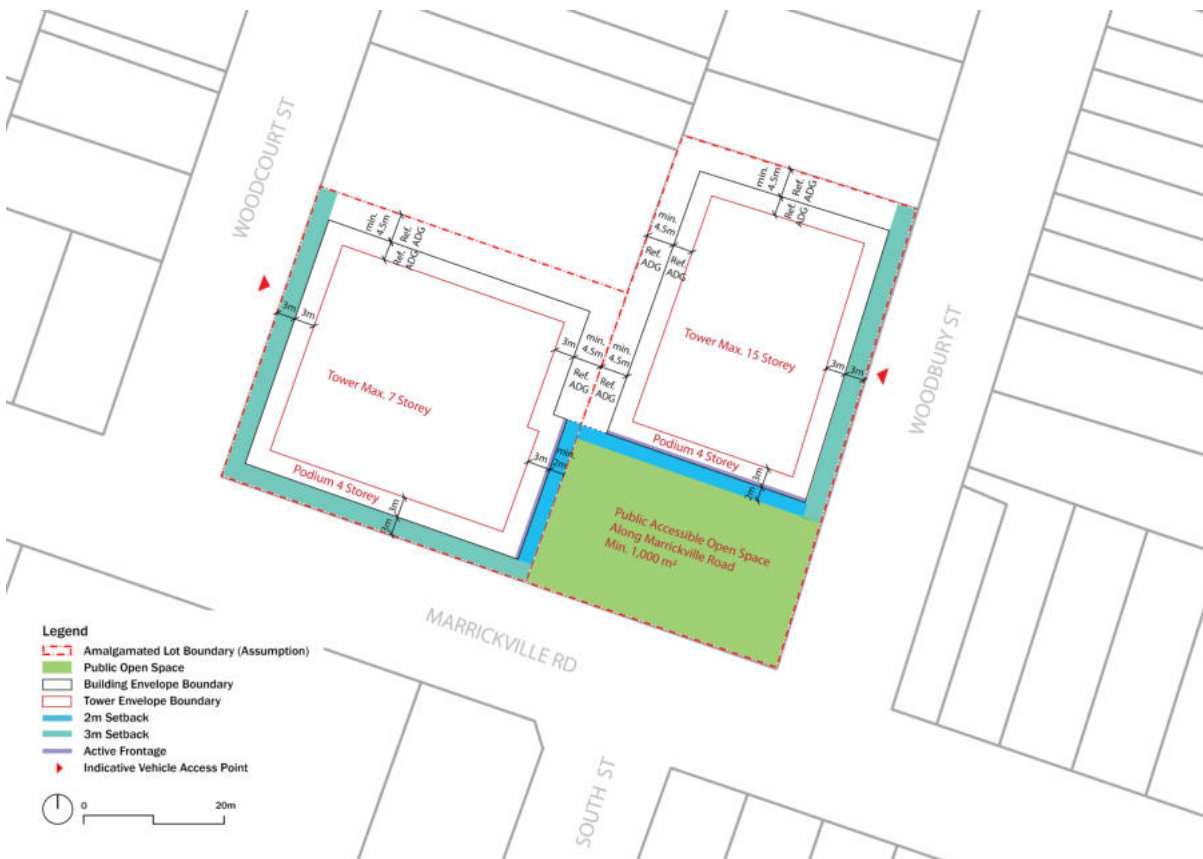


Figure 23: 359–365 Marrickville Road West and 2–6 Woodbury Street Key Site Plan

Objectives

O1. Promote residential development through height and FSR incentives for 359–365 Marrickville Road and 2–6 Woodbury Street, but only where the proposal delivers a public benefit, being a new public open space of 1,000sqm with high amenity located at 359–365 Marrickville Road

Provisions

P1. Land dedication should reflect the general arrangement shown in Figure 23 and is as follows

Table 19: Land dedication controls for 359–365 Marrickville Road and 2–6 Woodbury Street

Address	Lot Area	Public Realm land dedication	FSR (n:1)	Height of Building (HOB)
359–365 Marrickville Road and 2–6 Woodbury Street	3094sqm	1,000sqm	3:1	15 storeys (48.8m)

P2. Built form controls for 359–365 Marrickville Road and 2–6 Woodbury Street are as follows:

- a) Street setback of 3m
- b) Rear setback of 4.5m
- c) Setback to proposed park of 3m
- d) Street wall height of 4 storeys
- e) Setback above street wall of 3m

P3. Development on 367–371 Marrickville Road:

- a) Have a setback of 4.5m from the proposed park boundary
- b) have a 4 storey street wall
- c) be setback 3m above the street wall
- d) is to not overshadow the proposed public open space by more than 50% (measured by the area within in its designated cadastre boundaries) at 12pm on 21 June

3.4 Dulwich Hill Station

This section applies to the Dulwich Hill Station sub-precinct as identified in Figure 24.



Figure 24: Dulwich Hill Station Sub Precinct

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscape
- O2. To seize opportunities for increased neighbourhood connectivity and an enhanced public realm

Provisions

- P1. Built form to comply with the controls set out in Part A, Figure 25: Building Setbacks, Figure 26: Street Wall Heights. In the event of any inconsistencies, the built for controls in this section prevail

Notes:

- 1. Special Circumstances – Refer to Section 3.4.1 45-71 Hercules Street – Site Specific Controls
- 2. Maintain Existing Setback and Street wall height – / Refer to Section 2.10 Heritage

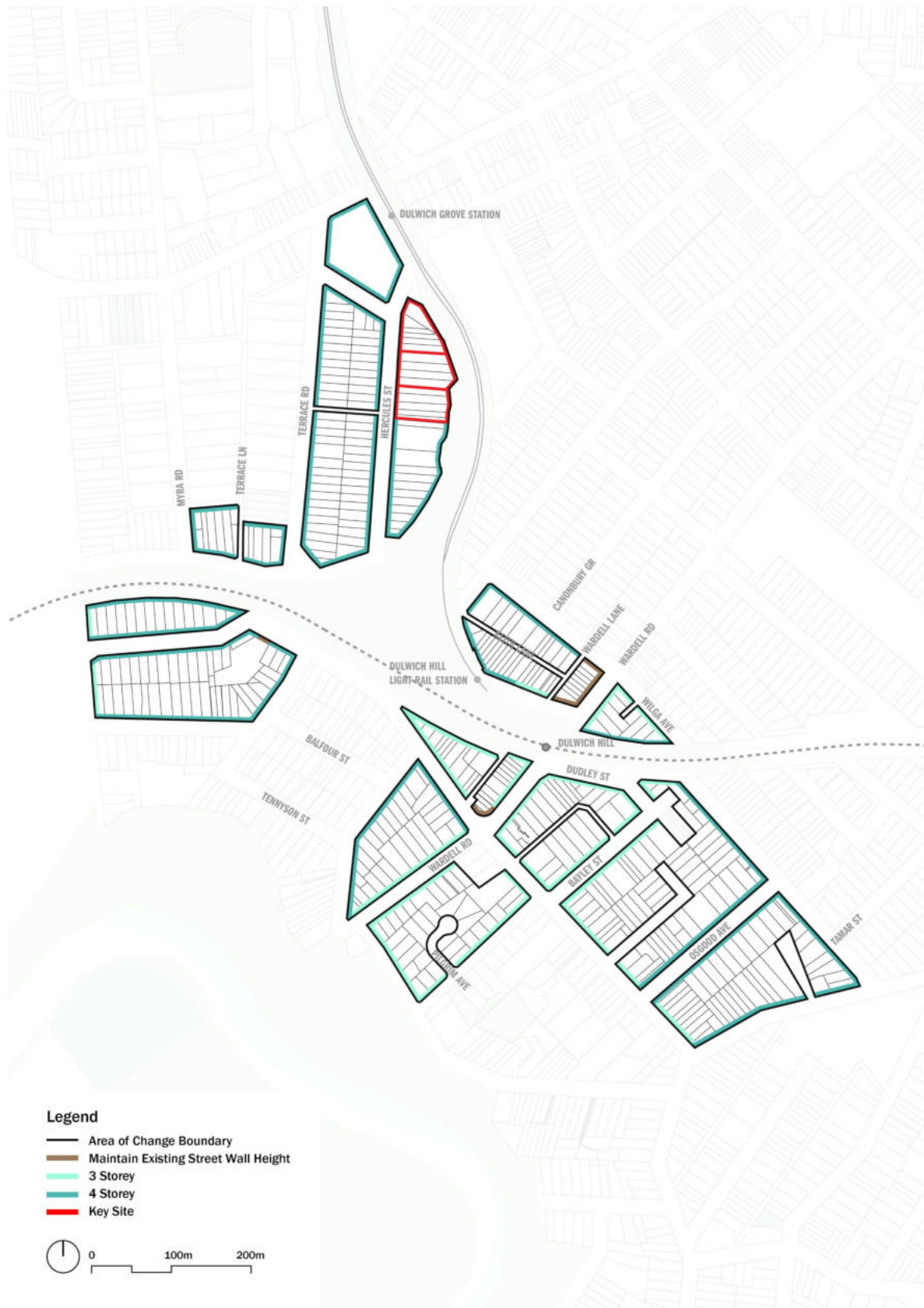


Figure 25: Dulwich Hill Station – Building Setbacks



Figure 26: Dulwich Hill Station – Street Wall Heights

- P2. A publicly accessible through-site link is to be provided to Council’s satisfaction upon re-development of the sites listed in Table 20 below and identified as a “potential active transport connection” in Figure 24 above

Table 20: Potential through-site link for active transport

Addresses	Through site-link purpose	Dimensions
New connection at 23-27 Terrace Road, 48-52 Hercules Street	Potential active transport connection	6m width
New connection at 80-84 Hercules Street and 55-59 Terrace Road	Potential active transport connection	6m width
Expansion of Pilgrim Ave laneway at 8-9 Pilgrim Ave and 276-278 Wardell Road, Marrickville	Potential active transport connection	6m width
New connection between Bayley Street and Wicks Avenue (18-20 Bayley Street, Marrickville)	Potential active transport connection	6m width
Active transport link between 19-21 Beauchamp St and 14 Osgood Ave Dulwich Hill	Potential active transport connection	6m width

3.4.1 45-71 Hercules Street – Key Site

These lots have been identified as a key site and the delivery of the listed public benefit is a requisite for the sites to get uplift. The proposed lot amalgamation pattern will result in the dedication of approximately 1,396sqm for new open space along the GreenWay Corridor and the dedication of approximately 413sqm for an extension of the Hercules Lane.

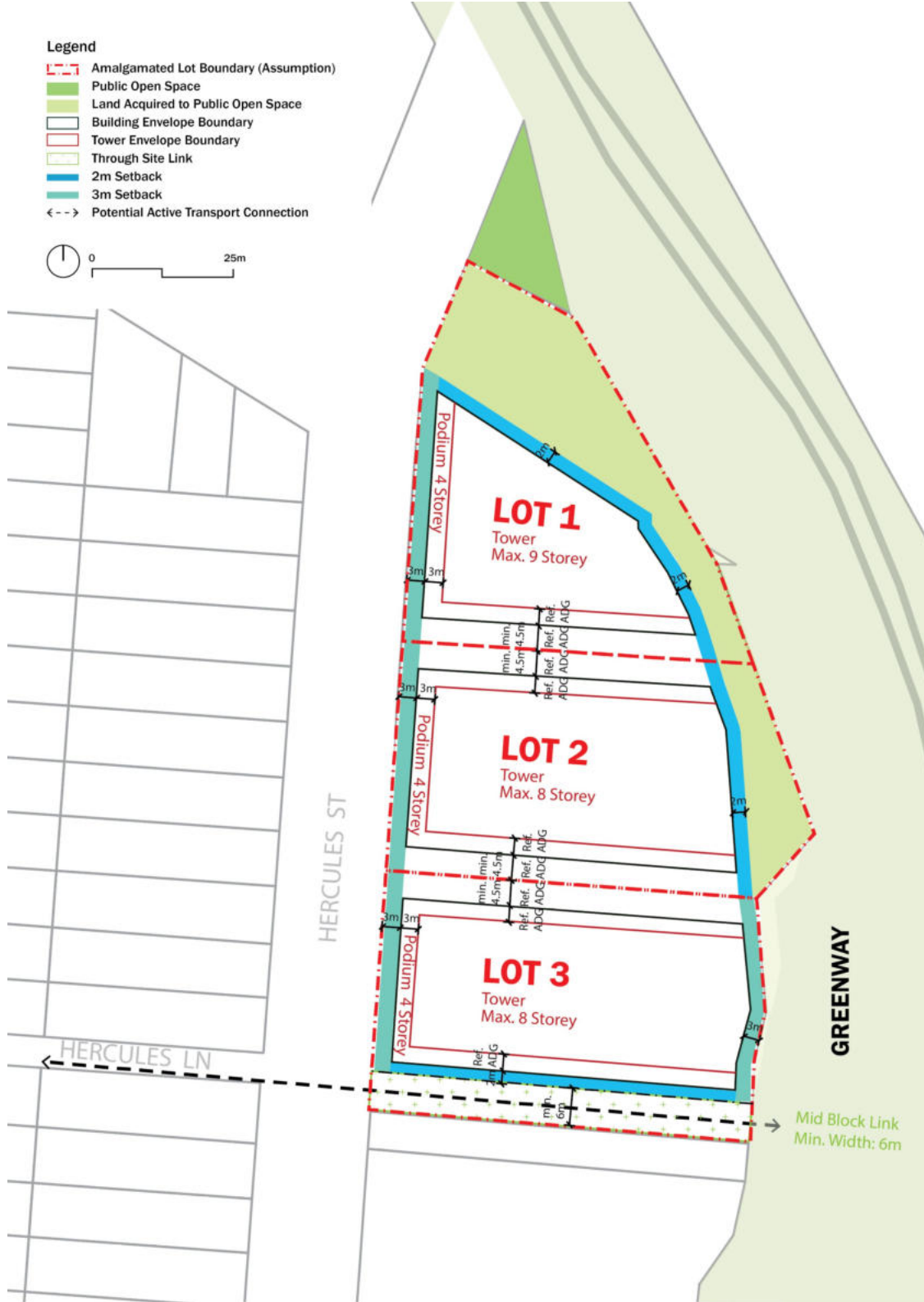


Figure 27: Dulwich Hill Station – 45-71 Hercules Steet Key Sites Plan

Site Specific Controls

Objectives

- O1. Promote residential development through height and FSR incentives for 3 key sites, but only where the proposal delivers public benefits being to:
 - a) Enhance the GreenWay Corridor through dedication of up to 1,396sqm land, and
 - b) Improve pedestrian and cycling accessibility through an extension of Hercules Lane

Provisions

- P1. Land dedication controls for 45-71 Hercules Street are as follows:
 - a) The 3 key sites should reflect the general arrangement illustrated in Figure 27 and as follows:

Table 21: Land dedication controls for 45-71 Hercules Street

Lot/Address	Lot Area	Public Realm land dedication	FSR (n:1)	Height of Building (HOB)
Lot 1 (45-53 Hercules Street)	2910sqm	1059sqm	2.8	9 storeys (29.6m)
Lot 2 (55-61 Hercules Street)	2983sqm	319sqm	2.8	7 storeys (23.2m)
Lot 3 (63-71 Hercules Street)	3028sqm	413sqm	2.8	8 storeys (26.4m)

- P3. Built form controls are as follows:

Table 22: Built form controls for 45-71 Hercules Street

Lot Number	Street setback	Setback to GreenWay	Street Wall	Setback above street wall	Setback to proposed through site link
Lot 1 and Lot 2	3m	2m (rear/side)	4 storey	3m	-
Lot 3	3m	3m	4 storey	-	2m

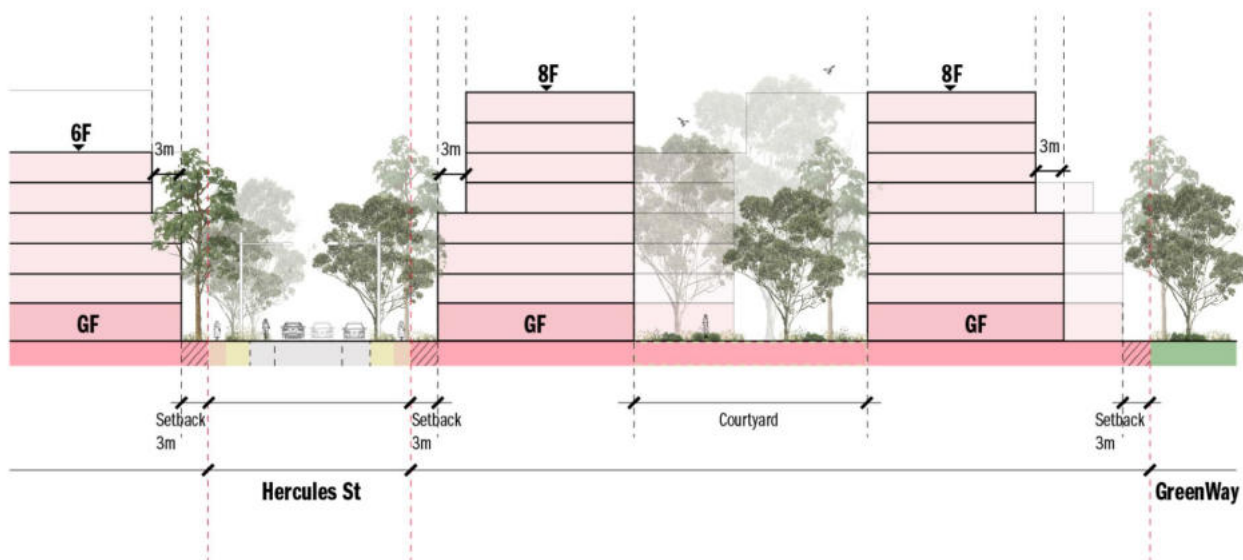


Figure 28: Dulwich Hill Station – Hercules Street Section

3.4.2 Wardell Street (north of the station)

Site Specific Controls

Objectives

- O1. Facilitate the future amalgamation of sites to increase the provision of larger floor plates suitable to accommodate increased retail offerings for the local community

Provisions

- P1. Amalgamation of the site provides high quality-built form to:
 - b) reduce visual bulk and maintain a human-scale environment
 - c) provide articulation and diversity
- P2. This is illustrated in the diagram in Figure 29 and Table 23: Setbacks and controls for Wardell Street Key Sites

Table 23: Setbacks and controls for Wardell Street Sites

Setback	Street Wall	Setback above Street Wall	Tower Heights
0m fronting Wardell Road and Keith Street	4 storeys	Min. 3m tower setback	8-10 (max.) storeys



Figure 29: Proposed lot amalgamation pattern - Wardell Street

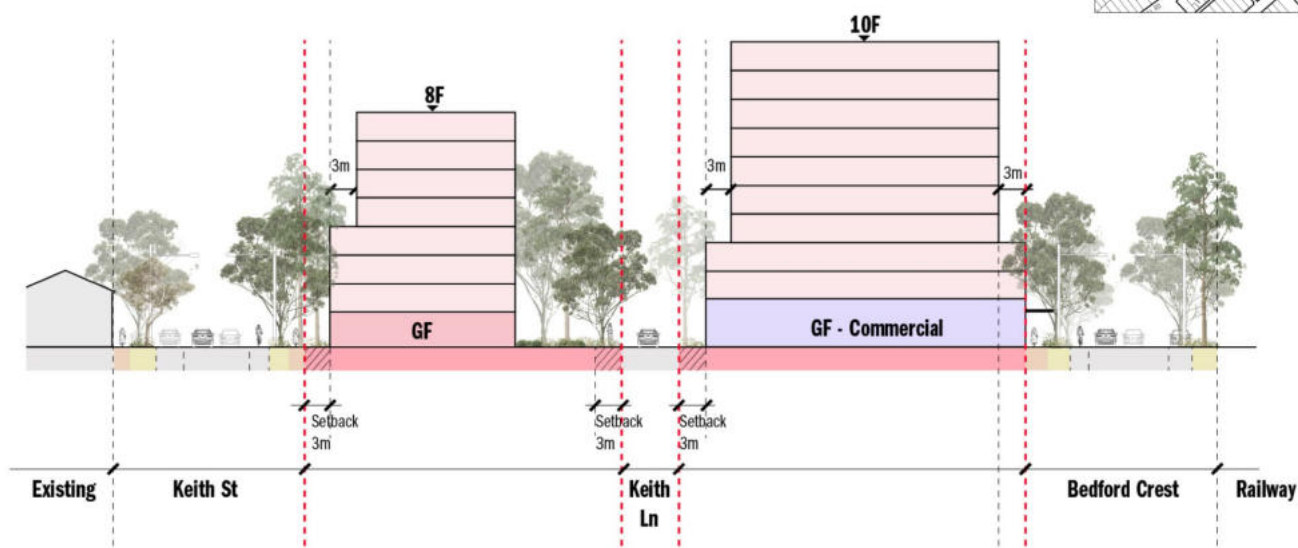
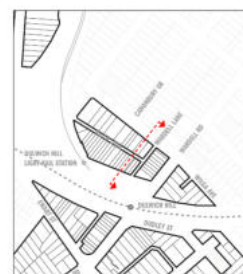


Figure 30: Dulwich Hill Station - Bedford Crescent through Keith Lane/Keith St Section

3.5 Dulwich Hill Village

The section applies to the Dulwich Hill Village sub precinct as identified in Figure 31.



Figure 31: Dulwich Hill Village Sub Precinct Map

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscape
- O2. To seize opportunities for increased neighbourhood connectivity and an enhanced public realm

Provisions

- P1. Built form to comply with the controls set out in Part A, Figure 32: Building Setbacks, and Figure 33: Street Wall Heights. In the event of any inconsistencies, the built form controls in this section prevail



Figure 32: Dulwich Hill Village - Building Setbacks



Figure 33: Dulwich Hill Village – Street Wall Heights

Notes:

1. Special Circumstances – Refer to Section 3.5.1 14–32 Seaview Street & 374–376 New Canterbury Road – Site Specific Controls
2. Maintain existing setbacks and street wall height – Refer to Section 2.10 Heritage

P2. A publicly accessible through-site link is to be provided to Council’s satisfaction upon re-development of the sites listed in Table 24: Potential through-link for active transport below and identified as a “potential active transport connection” in Figure 31 above

Table 24: Potential through-site link for active transport

Addresses	Through site-link purpose	Dimensions
New connection between New Canterbury Road at 525-527 New Canterbury Road, 225-227 Denison Road, 209 Denison Road and/or 147 Constitution Road	Potential active transport connection	6m width
New connection between Constitution Road and Dulwich Street at 110-112 Constitution Road and 15/15A, 17-19 Dulwich Street	Potential active transport connection	6m width

The following cross sections are indicative of the proposed built form.

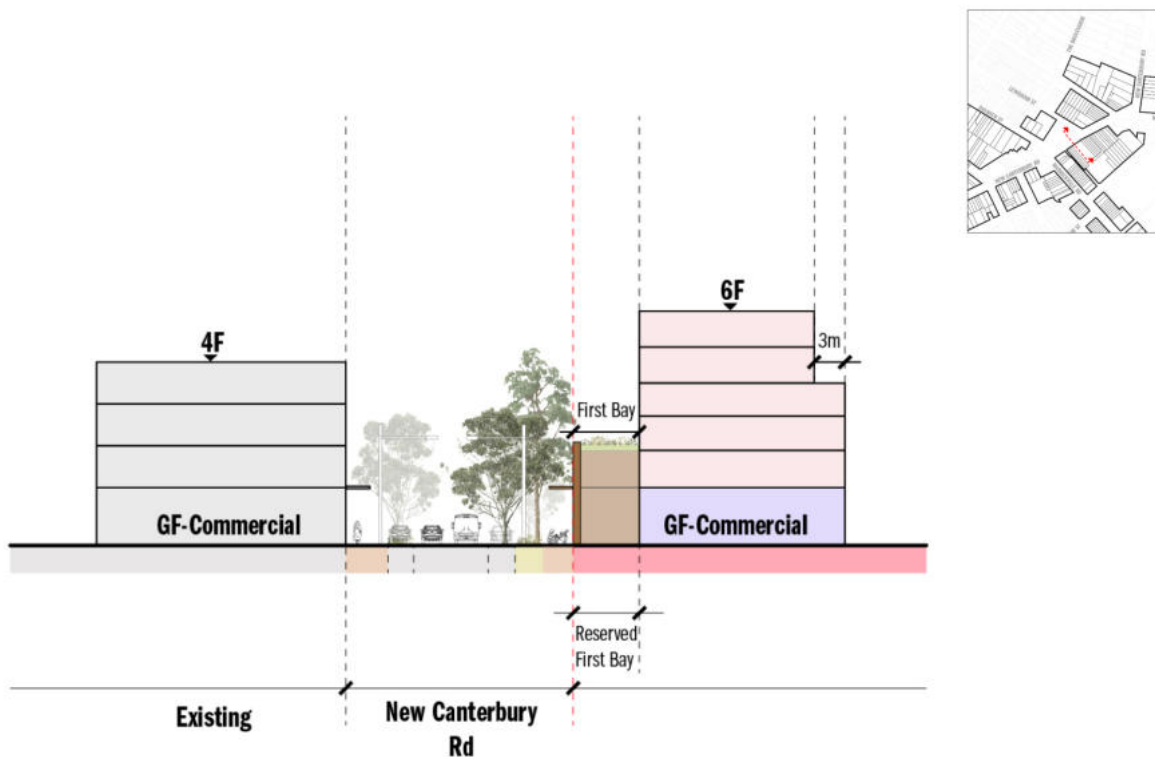


Figure 34: Dulwich Hill Village - New Canterbury Road Section

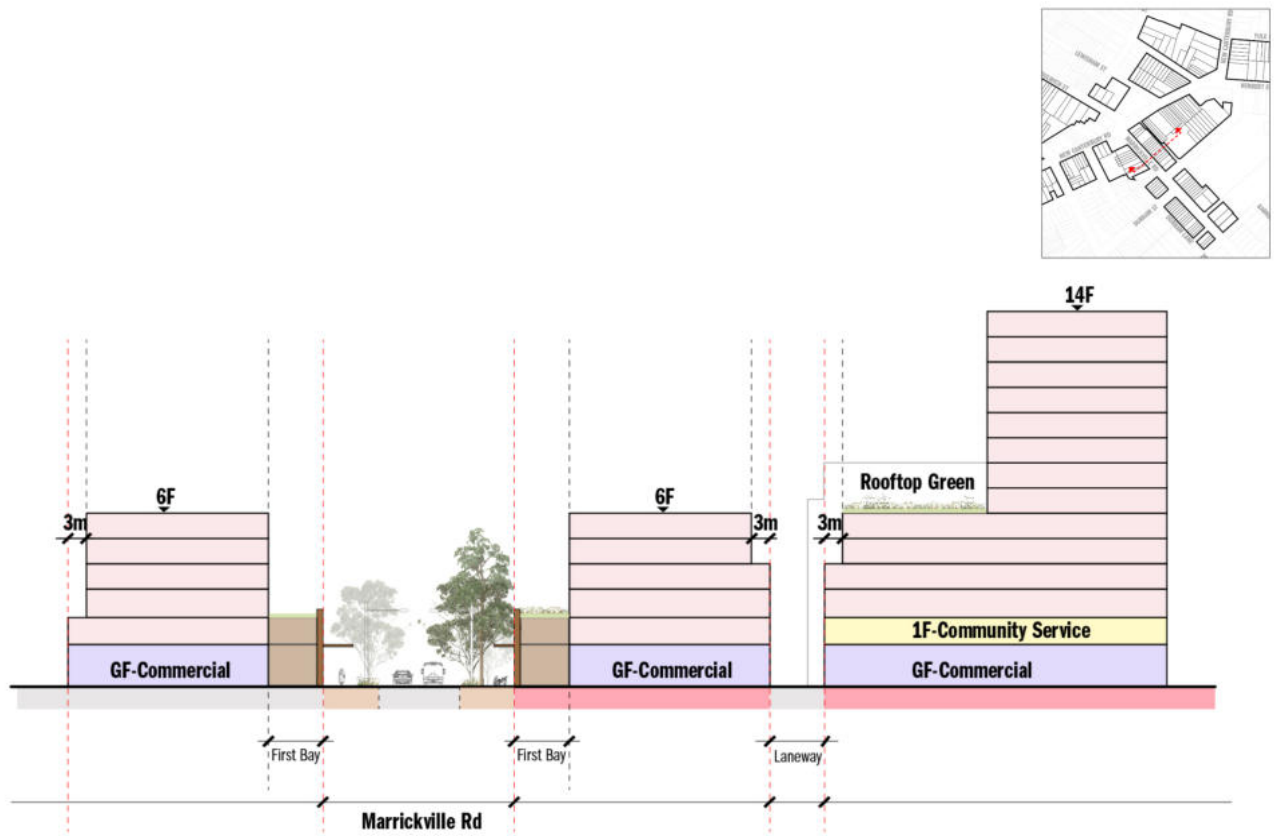


Figure 35: Dulwich Hill Village - Marrickville Road Section

3.5.1 14-32 Seaview Street and 374-376 New Canterbury Road – Key Site

These lots have been identified as a key site and the delivery of the following listed public benefits is a requisite for uplift:

- Public plaza with a minimum area of 2,000sqm
- District-level community/cultural facility of minimum 3,200sqm
- Two active transport connections minimum 6m wide between Seaview Street and New Canterbury Road

The proposed lot amalgamation would result in 6,385sqm. The proposed FSR would be 3.5:1 and HOB being 14 storeys. Refer to Figure 36



Figure 36: Dulwich Hill Village – Seaview Steet Key Sites Plan

Site Specific Controls

Objectives

- O1. To create a vibrant, mixed-use precinct that delivers public benefits, including open space, active transport connections, community infrastructure, and a variety of residential, commercial, and retail offerings
- O2. To ensure new development contributes to a well-designed public domain, supporting active ground-level uses and providing high-quality public spaces
- O3. To protect the solar amenity of the school to the south

- O4. To establish a landmark development that integrates well with the surrounding urban context while providing essential community facilities and affordable commercial spaces
- O5. To promote sustainable and walkable connections and local amenity through the site, linking Seaview Street and New Canterbury Road

Provisions

P1. The 2 lots should reflect the general arrangement illustrated in Figure 36 and as follows:

Table 25: Lot 1 arrangements

Lot Area	FSR (n:1)	Public Realm	Community Function	Height of Building
6,385sqm	3.5	2,000sqm	3,200sqm	14 storeys

Table 26: Lot 2 arrangements

Lot Area	FSR (n:1)	Height of Building
331sqm	3.0	6 storeys

P2. Setbacks are required to reduce bulk and maintain a human-scale interface with the public domain and shall be as set out in Table 27

Table 27: Seaview Street Setbacks

Setback	Street Wall	Above Street Wall
3m	4 storey	3m

- P3. Ground floors to be designed for active uses, such as retail, hospitality, or community services, to promote street-level activity and interaction
- P4. The following public domain elements shall be provided:
 - a) A public plaza with a minimum area of 2,000 square metres is to be delivered within the site, providing a high-quality, publicly accessible space that supports community gathering and events. Commercial floor space may occur wholly below the plaza
 - b) A community facility with a minimum area of 3,200 square metres is to be provided within the site. This facility should include affordable commercial space, not-for-profit tenancies, and a district-level community hub to meet local and regional community needs. This floor space may be delivered over several levels and in more than one building
 - c) A dedicated active transport link, such as a pedestrian and cycling path, is to be delivered to connect Seaview Street and New Canterbury Road. The alignment of this link should be consistent with the active transport network shown in Figure 31 and Figure 36 above
 - d) Appropriate setbacks to buildings to provide for a vehicle access and service lane circulating the key site as shown in Figure 36
 - e) Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid-winter)



Figure 37: Seaview Street – Lot Amalgamation Pattern

3.6 Dulwich Hill North

This section applies to the Dulwich Hill North sub precinct as identified in Figure 38

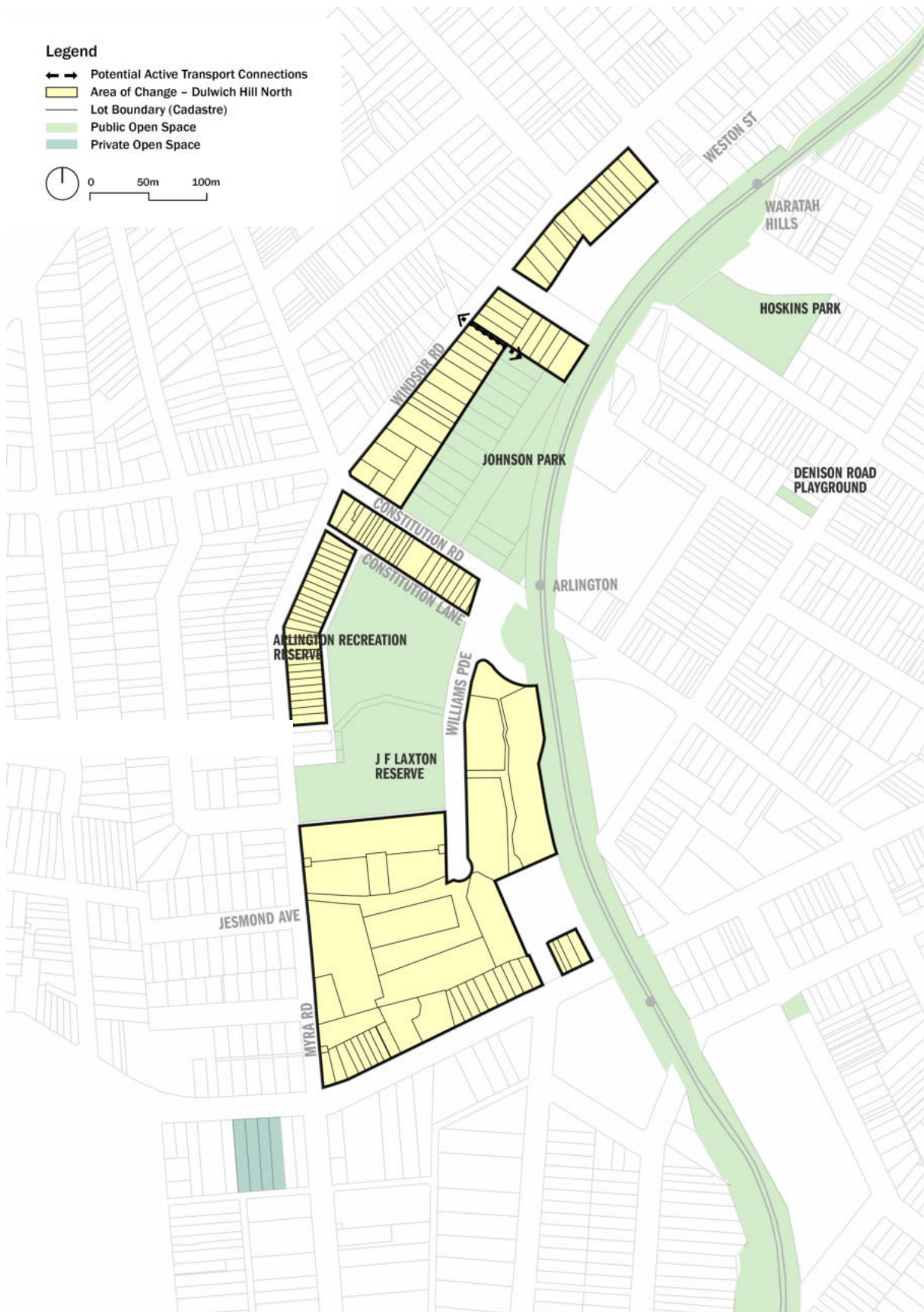


Figure 38: Dulwich Hill North Sub Precinct

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscape
- O2. To seize opportunities for increased neighbourhood connectivity and an enhanced public realm

Provisions

- P1. Built form to comply with the controls set out in Part A, Figure 39: Building Setbacks, and Figure 40: Street Wall Heights. In the event of any inconsistencies, the built for controls in this section prevail



Figure 39: Dulwich Hill North – Building Setbacks



Figure 40: Dulwich Hill North - Street Wall Heights

- P2. A publicly accessible through-site link is to be provided to Council’s satisfaction upon re-development of the sites listed in Table 28 below and identified as a “potential active transport connection” in Figure 38 above

Table 28: Potential through-site link for active transport

Addresses	Through site-link purpose	Dimensions
Existing connection between 95 - 97 Windsor Road Dulwich Hill	Expand existing connection due to density uplift in this area and a need for a more generous connection to the existing open space.	4-6m (2m existing + 1-2m setback on either side for tree planting)

PART C

4.0 Ashfield and Croydon

The structure plan illustrated in the opposite page provides the indicative urban structure for Ashfield – Croydon precinct to accommodate increase in housing capacity whilst responding to local characteristics.

The key directions for the structure plan include:

- Establish key urban spines along primary street corridors that connect key amenities including community infrastructure and open space, as the focus areas for uplift. This includes:
 - East-West corridors*
 - Liverpool Road
 - Elizabeth Street
 - North-South corridors*
 - Frederick Street – Milton Street
 - Bland Street – Holden Street
- Locate medium to high density developments along these key urban spines and areas with potential transformative public realm improvements, i.e. along Iron Cove Creek.
- Locate higher densities along Liverpool Road, north of Ashfield Station and southeast of Croydon Station, reinforcing Ashfield Town Centre and Croydon Local Centres' role and function.
- Proposed heritage de-listing at Bland Street, Charlotte Street and Bruce Street, Ashfield.
- Identify key secondary streets with potential public domain and tree canopy enhancements. These include Edwin Street, Alt Street, Bland Street, Norton Street, Arthur Street, High Street, A'Beckett Avenue, Victoria Street and Loftus Street.
- Create active transport connections at key cul-de-sac streets and long urban blocks to improve accessibility and connectivity to main streets and amenities including stations and open spaces.
- Propose new public open spaces at the following locations:
 - **Lion Street, Ashfield, expanding the existing Lion Street Playground.**
 - **Bruce Street and Elizabeth Street intersection.**
- Identify two key sites to provide public benefits at the following locations:
 - **Ashfield Mall – new public plaza and active transport connections between Liverpool Road and Norton Street.**
 - **Iron Cove Precinct – active transport / open space corridor, new public open space and mid-block active transport connections.**
- Identify areas with significant flood risks for further technical and urban design investigations prior to establishing a suitable density uplift. These include areas within:
 - Heighway Avenue and Thomas Street, Croydon
 - Elizabeth Street, Ashfield, between Bland Street and Alt Street
 - Bland Street – Alt Street, Ashfield
 - Liverpool Road – Thomas Street, Ashfield
 - John Street, Ashfield

4.1 Ashfield and Croydon Precincts



Figure 41: Ashfield and Croydon Sub-precincts

The provisions included in the following sections apply in addition to the general controls in part A and give effect to the place based urban form envisaged by the Master Plan. The Marrickville DCP 2011 continues to apply to all sites and should be read in conjunction with this design guide.

This Section applies to the Ashfield and Croydon Sub-Precincts as shown in Figure 41. The controls apply to:

1. Ashfield East
2. Orpington
3. Parramatta Road
4. Northern Spine
5. Ashfield Centre North
6. Ashfield CBD
7. Southern Spine
8. Southern Village
9. Western Spine
10. Iron Cove
11. Croydon Centre North
12. Croydon Centre South

4.2 Ashfield East

This section applies to the Ashfield East sub-precinct as identified in Figure 42.



Figure 42: Ashfield East sub-precinct map

Built Form

Objectives

- O1. To retain the built form controls in the Inner West DCP for “West Site” and protect the amenity of the adjacent school
- O2. To ensure the new built form responds appropriately to the desired future streetscape
- O3. To seize opportunities for increased neighbourhood connectivity and an enhanced public realm
- O4. To provide improved vehicular access for specific sites

Provisions

- P1. Implement controls ‘West Site’ 95–115 Liverpool Road, Ashfield contained in Part 1, Chapter D of the Comprehensive Inner West DCP 2016, and in addition require a tower at nil setback for 50% of the site frontage to Liverpool Road
- P2. Street wall heights and setbacks must retain views of The Croatian Catholic Church’s façade on Prospect Street
- P3. Vehicular access to 124–127 Carlton Crescent and 104 Liverpool Road is to be provided in accordance with the Table 30 below

Table 29: Ashfield East Through-site link

Site	Vehicular access requirements
124–127 Carlton Crescent, Ashfield	Provide a right of way leading to Prospect Road at the rear boundary of the sites for vehicular access to 90 Liverpool Road to ensure that it and adjacent sites are capable of redevelopment. This is not required if sites at 90–102 Liverpool Road have prior Development Approval which does not require use of Prospect Road for vehicular access.
104 Liverpool Road, Ashfield	Site layout design shall ensure use of the adjacent Council laneway for vehicles enables both entry and exit to Liverpool Road by providing a wider laneway which aligns with existing traffic lights to the satisfaction of the Transport for NSW.

- P4. A publicly accessible through-site link is to be provided to Council’s satisfaction upon re-development of the sites listed in Table 31 below and identified in Figure 42 above

Table 30: Ashfield East Through-site link

Addresses	Through site-link purpose	Dimensions
2 Bruce Street, 24 & 26 Pembroke Street	Active transport link between Wallace Street and Pembroke Street	4.5m minimum width

Note: FSR and HOB incentives are available to developments that provide identified public realm enhancements. Please see Section 4.1 Incentives above.

- P5. Built form to comply with the controls set out in Figure 43: Building Setbacks, Figure 43: Street Wall Heights and Figures 47 to 48: Sections. In the event of any inconsistencies, the built form controls in this section prevail



Figure 43: Ashfield East – Building Setbacks



Figure 44: Ashfield East – Street Wall Heights



Figure 45: Ashfield East – Elizabeth Street (East of Orpington Street) Section

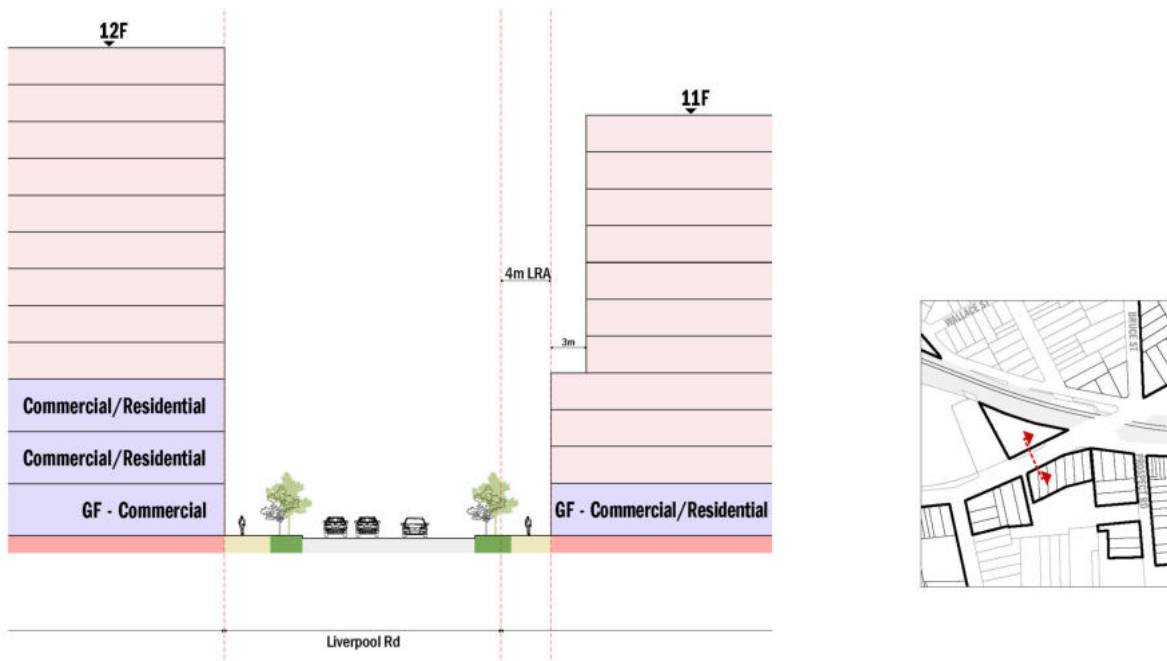


Figure 46: Ashfield East – Liverpool Road between Prospect Road and Victoria Street Section

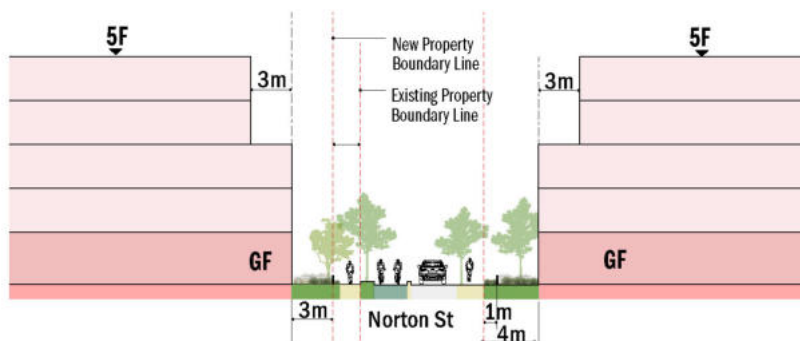


Figure 47: Ashfield East – Norton Street between Queen and Victoria Streets Section

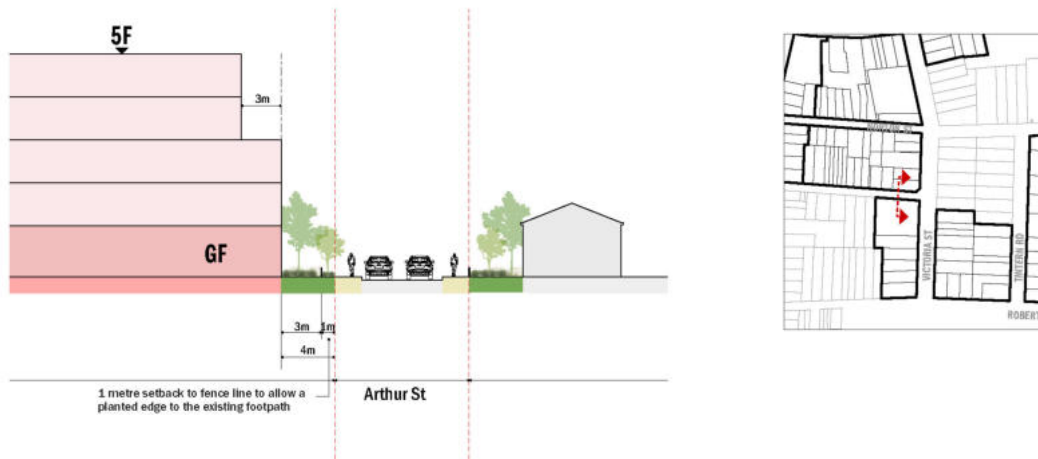


Figure 48: Ashfield East – Arthur Street – Mid-rise interfaces Section

4.3 Orpington

This section applies to the Orpington as identified in Figure 49

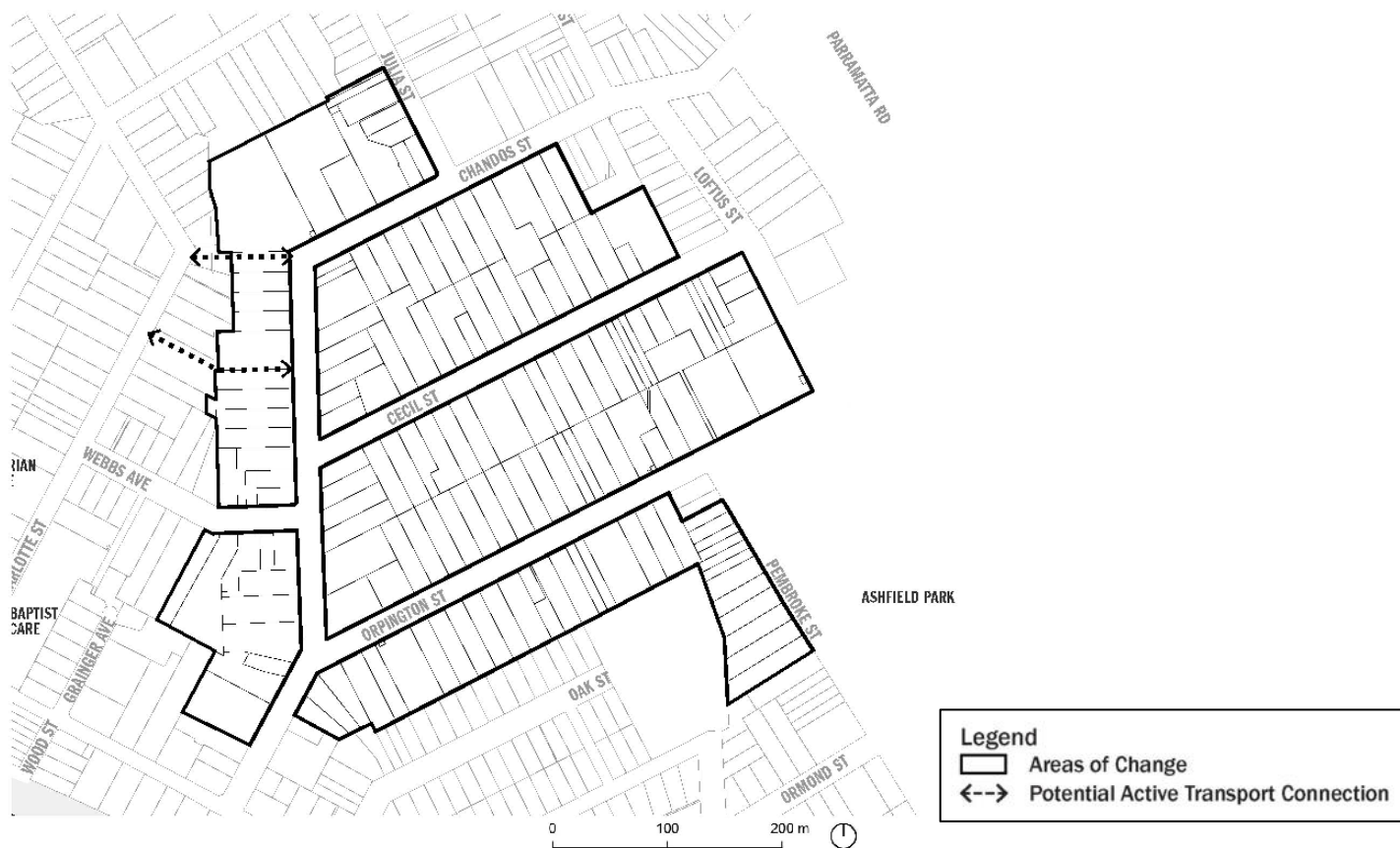


Figure 49: Orpington sub-precinct map

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscape
- O2. To seize opportunities for increased neighbourhood connectivity and an enhanced public realm

Provisions

- P1. Publicly accessible through-site links are to be provided to Council’s satisfaction upon re-development of the sites listed in Table 31 below and identified in Figure 49 above

Table 31: Orpington through-site links

Addresses	Through-site link purpose	Dimensions
49-53 Charlotte Street and 22-24 Chandos Street	Active transport link between Charlotte Street and Chandos Street. <i>Partial delivery is acceptable if the site only has one frontage.</i>	4.5m minimum width
55-61 Charlotte Street and 26-30 Chandos Street	Active transport link between Charlotte Street and Chandos Street. <i>Partial delivery is acceptable if the site only has one frontage.</i>	4.5m minimum width

Note: FSR and HOB incentives are available to developments that provide identified public realm enhancements. Please see Section 2.1 Incentives

P2. Built form to comply with the controls set out Figure 50: Building Setbacks, Figure 51: Street Wall Heights. In the event of any inconsistencies, the built form controls in this section prevail.



Figure 50: Orpington – Building Setbacks



Figure 51: Orpington – Street Wall Heights

The following two sections are indicative of the built form

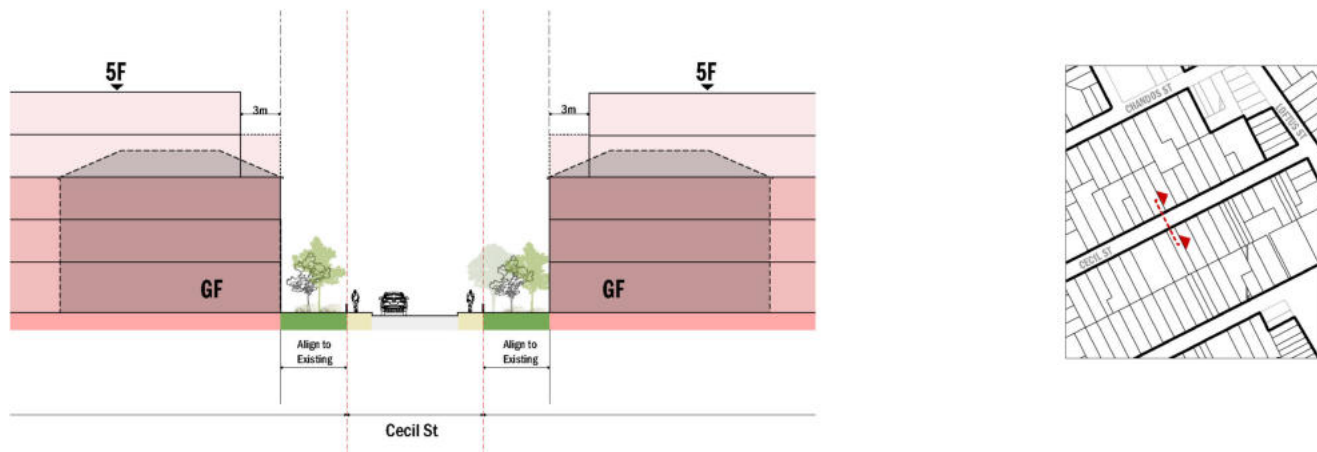


Figure 52: Section through Cecil Street

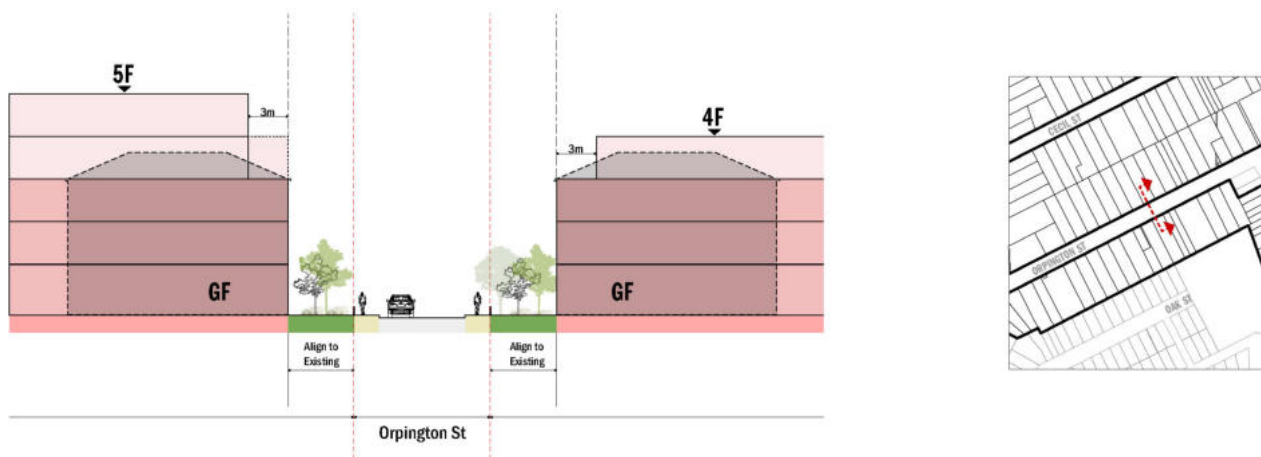


Figure 53: Section through Orpington Street

4.4 Parramatta Road

This section applies to the Parramatta Road as identified in Figure 54.



Figure 54: Parramatta Road sub-precinct map

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscape
- O2. To seize opportunities for increased neighbourhood connectivity and an enhanced public realm

Provisions

- P1. A publicly accessible through-site link is to be provided to Council’s satisfaction upon re-development of the sites listed in Table 32 and identified in Figure 54

Table 32: Parramatta Road Through-site link

Addresses	Through-site link purpose	Dimensions
111-115 Bland Street	Active transport link between Bland Street and Curt Street.	6m minimum width

Note: FSR and HOB incentives are available to developments that provide identified public realm enhancements. Please see Section 2.1 Incentives

- P2. Built form to comply with the controls set out in Figure 55: Building Setbacks, Figure 56: Street Wall Heights. In the event of any inconsistencies, the built form controls in this section prevail



Figure 55: Parramatta Road – Building Setbacks



Figure 56: Parramatta Road – Street Wall Heights

4.5 Northern Spine

This section applies to the Northern Spine sub-precinct as identified in Figure 57

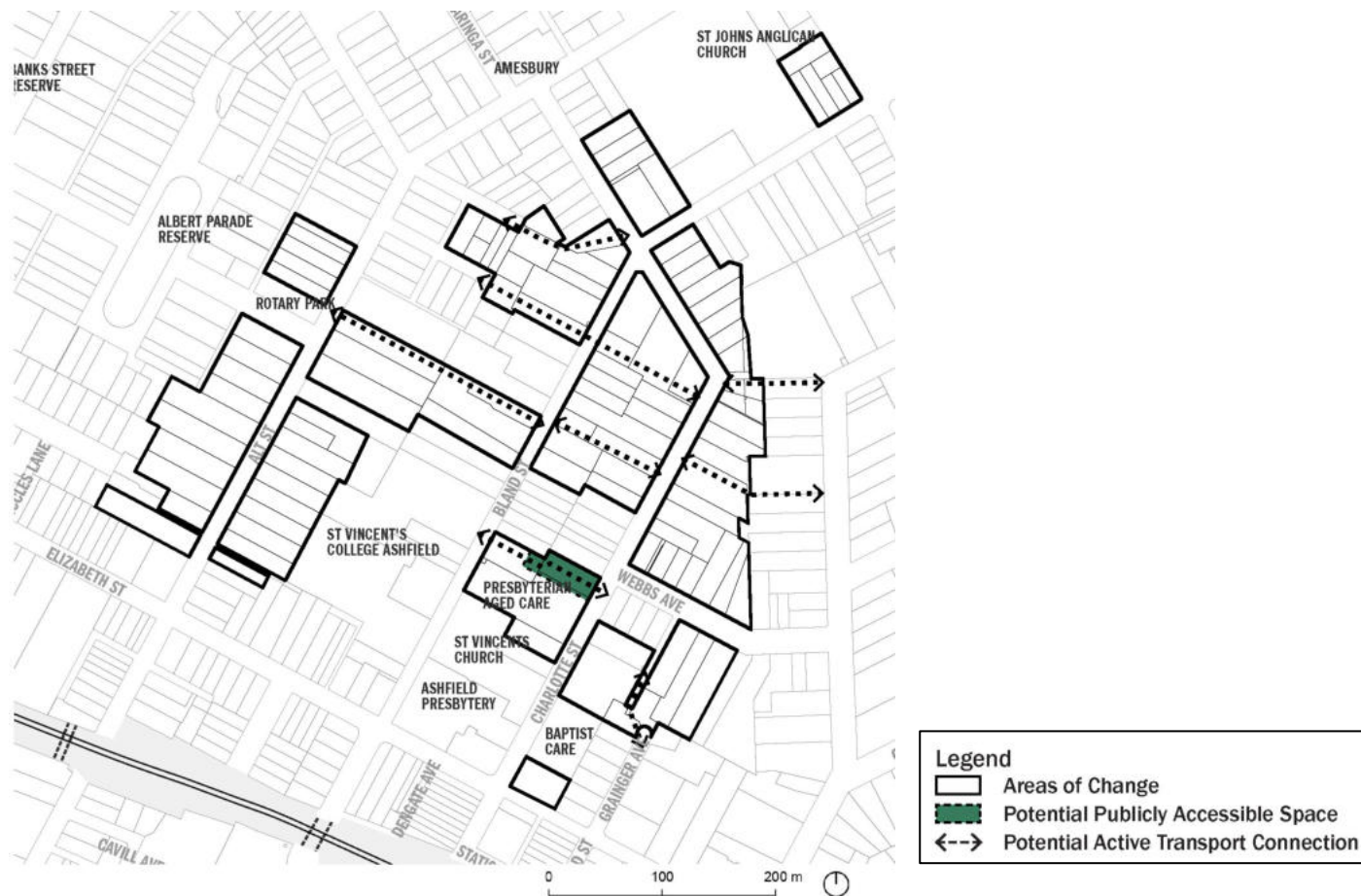


Figure 57: North Spine sub-precinct map

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscape
- O2. To retain views from the Bland Street public domain of St Vincent’s Church spire
- O3. To seize opportunities for increased neighbourhood connectivity and an enhanced public realm

Provisions

- P1. Development fronting Bland Street must follow the alignment of the Presbytery and retain visual line to the St Vincent’s Church spire as seen from the south within the public domain along Bland Street
- P2. Street wall heights identified as ‘refer to provisions’ in Figure 59 must be respond appropriately to the adjacent heritage ite.
- P3. Publicly accessible through-site links are to be provided to Council’s satisfaction upon re-development of the sites listed in Table 33 and identified in Figure 57

Table 33: North Spine Through-site link

Addresses	Through-site link purpose	Dimensions
45-49 Alt Street and 28A, 30-32 Bland Street	Active transport link between Alt Street and Bland Street. <i>Partial delivery is acceptable if the site only has one frontage.</i>	4.5m minimum width
9, 10A Comet Street and 48-52 Bland Street	Active transport link between Comet Street and Bland Street	4.5m minimum width
1, 2A John Street, 54, 56, 56A Bland Street and 76 Charlotte Street	Active transport link between John Street and Bland Street	4.5m minimum width
37-57 Bland Street and 56-62 Charlotte Street	Active transport link between Bland Street and Charlotte Street. <i>Partial delivery is acceptable if the site only has one frontage.</i>	6m minimum width
59-65 Bland Street and 64-68 Charlotte Street	Active transport link between Bland Street and Charlotte Street.	6m minimum width
49-53 Charlotte Street and 22-24 Chandos Street	Active transport link between Charlotte Street and Chandos Street. <i>Partial delivery is acceptable if the site only has one frontage.</i>	4.5m minimum width
55-61 Charlotte Street and 26-30 Chandos Street	Active transport link between Charlotte Street and Chandos Street. <i>Partial delivery is acceptable if the site only has one frontage.</i>	4.5m minimum width
14-16 Grainger Avenue and 16 Webbs Avenue	Active transport link between Grainger Avenue and Webbs Avenue	6m minimum width

Note: FSR and HOB incentives are available to developments that provide identified public realm enhancements. Please see Section 2.1 Incentives

P4. Built form to comply with the controls set out in Figure 58: Building Setbacks, Figure 59: Street Wall Heights. In the event of any inconsistencies, the built form controls in this section prevail



Figure 58: Northern Spine – Building Setbacks



Figure 59: Northern Spine – Street Wall Heights

The following three sections are indicative of the built form

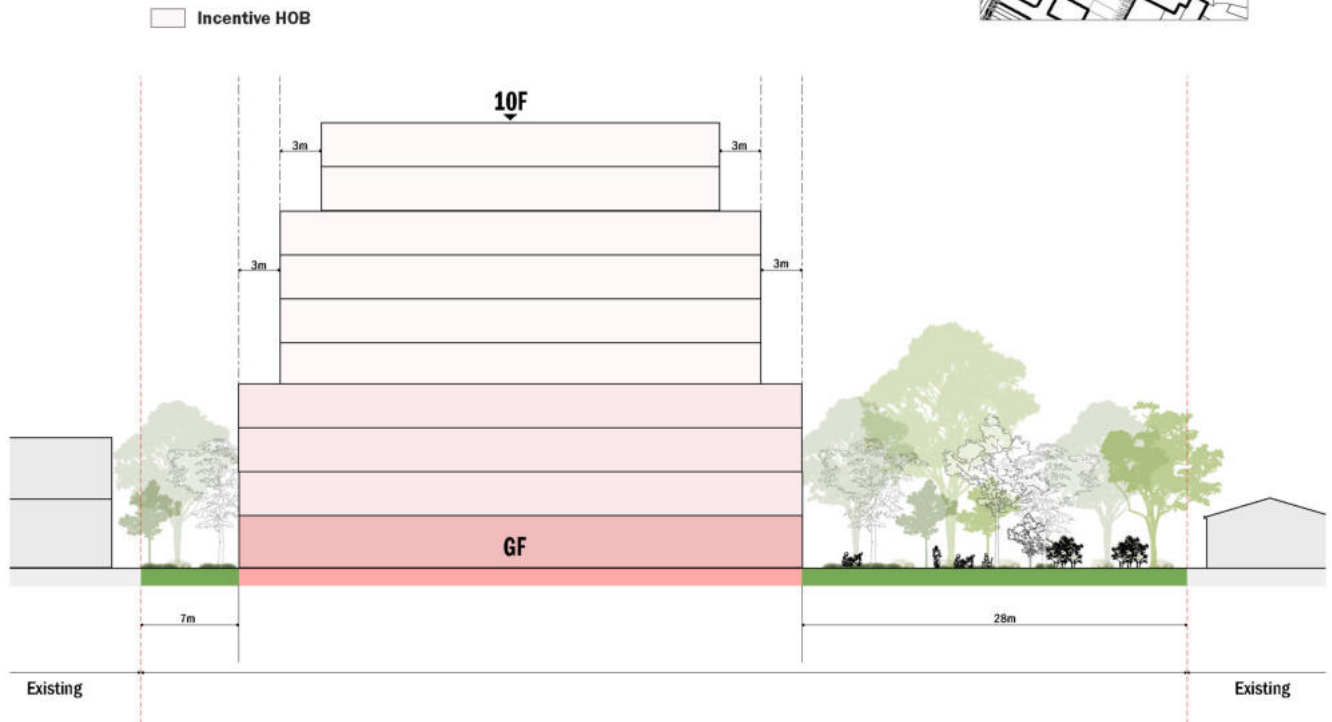


Figure 60: Northern Spine – 40 Charlotte Street Section

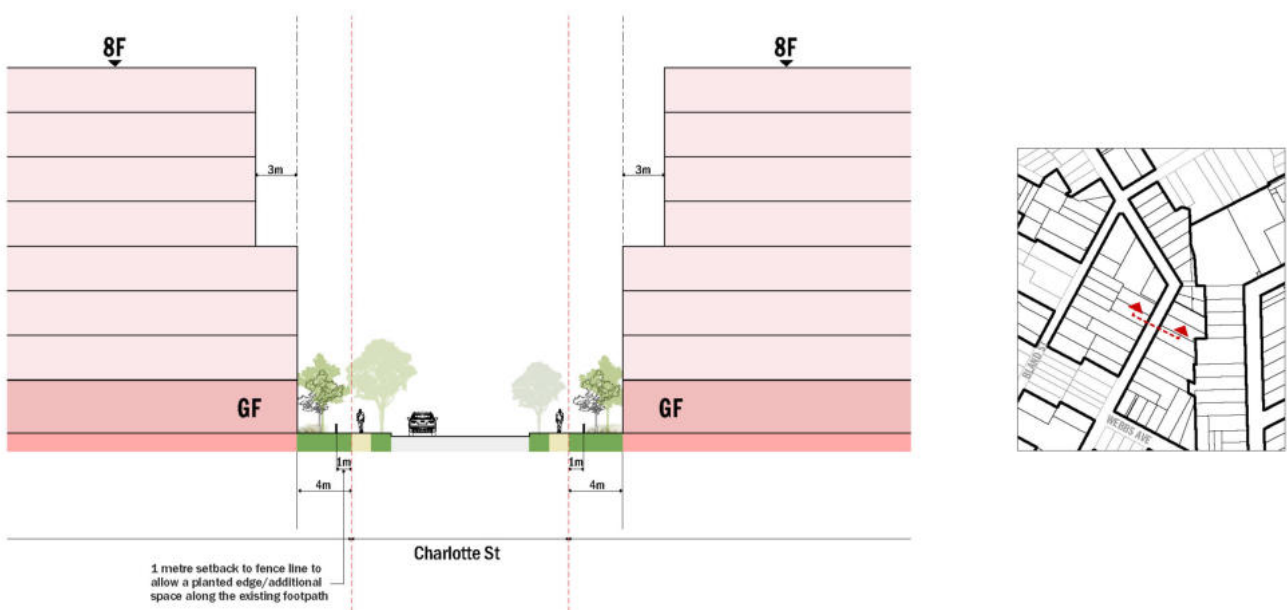


Figure 61: Northern Spine – Charlotte Street north of Webbs Avenue Section

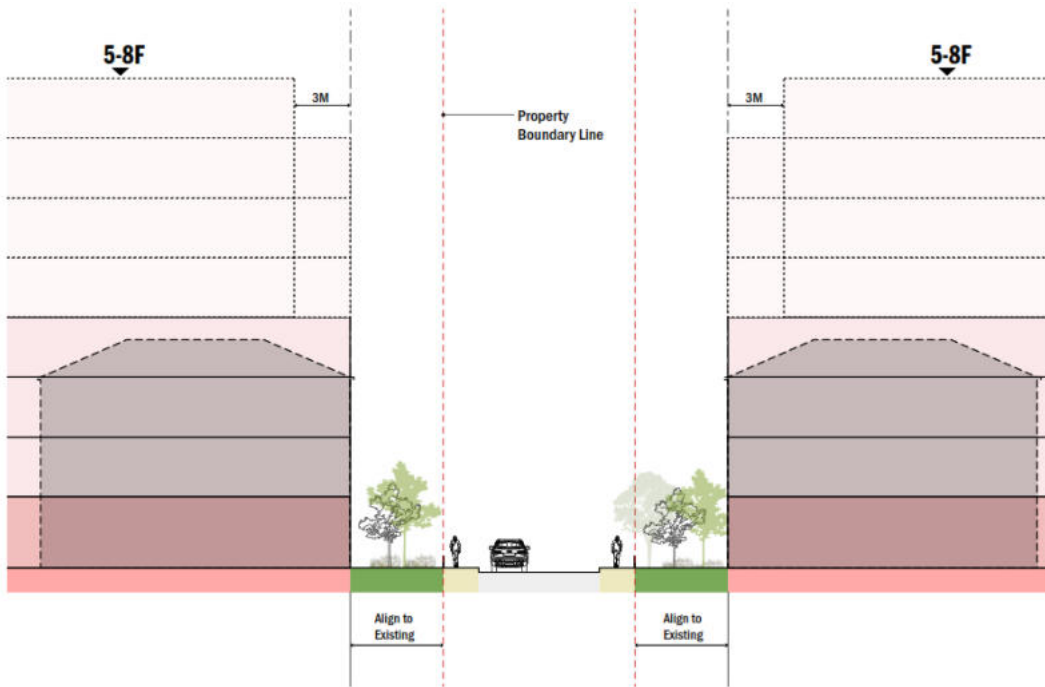


Figure 62: Northern Spine – Development in R3 zones Section

4.5.1 40 Charlotte Street

Site Specific Controls

Objectives

O1. Create improved amenity and a publicly accessible linkage through the site

Provisions

- P1. Redevelopment of the site is to be designed in accordance with the plan in Figure 63 below
- P2. Redevelopment of the site is to retain the visual link to the St Vincent Church spire from the public domain on Bland Street
- P3. Provide a publicly accessible open space area of at least 1,250sqm with a minimum 20m frontage to Charlotte Street. See Figure 63 below
- P4. Provide a publicly accessible through site link between Charlotte Street and Bland Street with a minimum width of 6m. It must make a connect between Charlotte Street and the new publicly accessible open space area fronting Charlotte Street. See Figure 63 below



Figure 63: 40 Charlotte Street indicative built form

4.6 Ashfield Centre North

This section applies to the Ashfield Centre North as identified in Figure 64

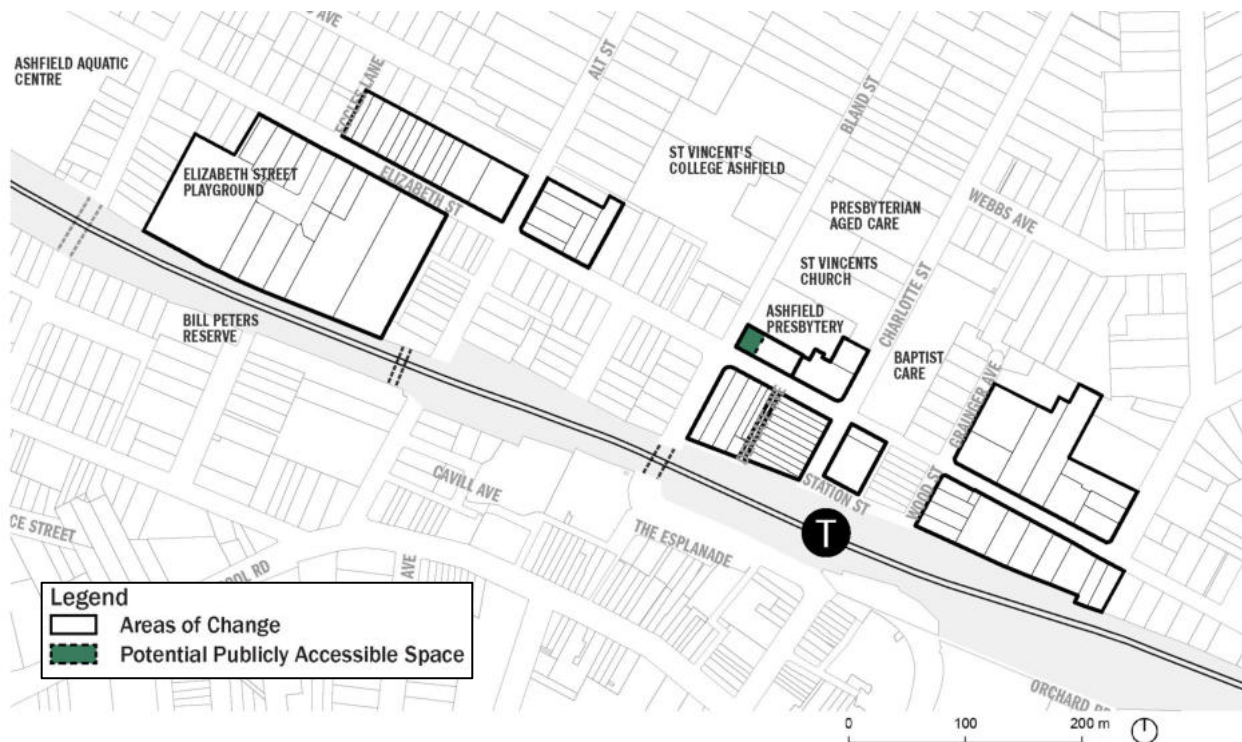


Figure 64: Ashfield Centre North sub-precinct map

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscape
- O2. To ensure building heights and built form respond to the narrow width of Elizabeth Street and provides a consistent street wall height

Provisions

- P1. Built form to comply with the controls set out in Table 34: Built form controls and Figure 65: Building Setbacks, Figure 66: Street Wall Heights. In the event of any inconsistencies, the built form controls in this section prevail

Table 34: Built Form Control – Ashfield Centre North

Built form control	Control for buildings on Elizabeth Street frontages
Street wall length	Max length of 35m, but 55m where active street frontages are provided
Top level setbacks	The two upper floors of buildings over 7 storeys must be setback by a further 2m. Only the top floor must be setback for an 8 storey building.
	Where upper level setbacks are variable in Figure 66
Upper level setbacks for buildings up to 12 storeys	3m setback from street wall A further 2m setback for the top two levels over 7 storeys
Upper level setbacks for buildings up to 12 storeys or greater	6m setback from street wall

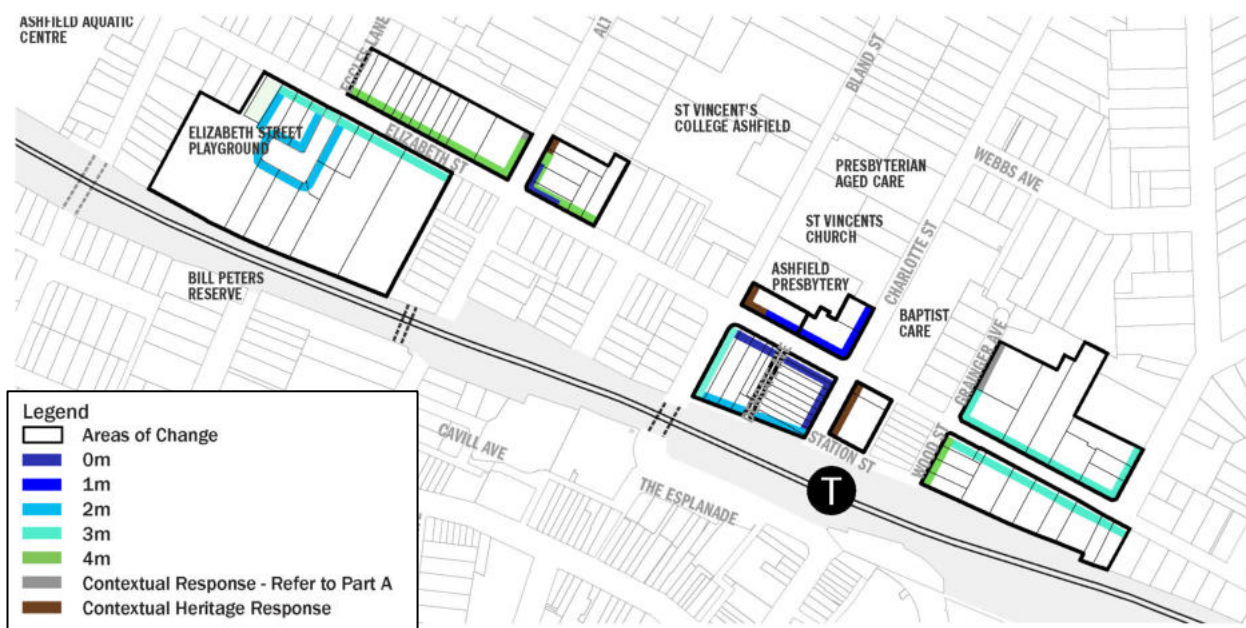


Figure 65: Ashfield Centre North – Building Setbacks

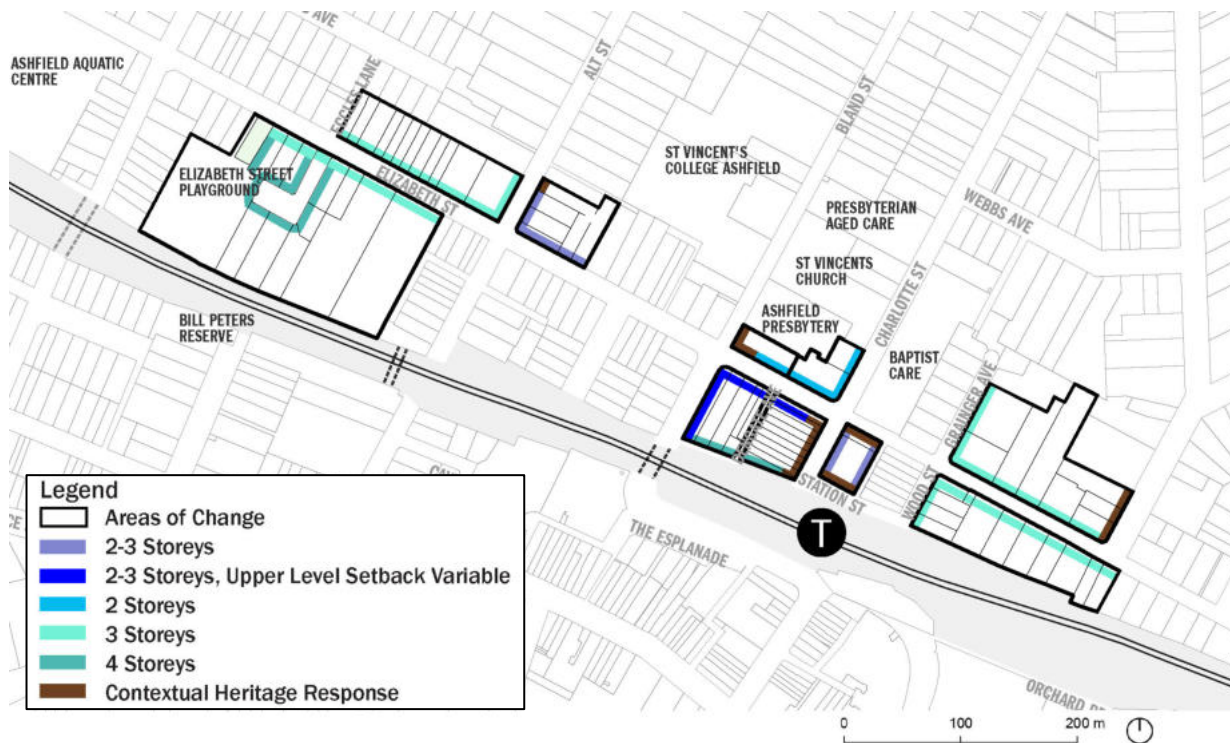


Figure 66: Ashfield Centre North – Street Wall Heights

The following sections are indicative of the built form

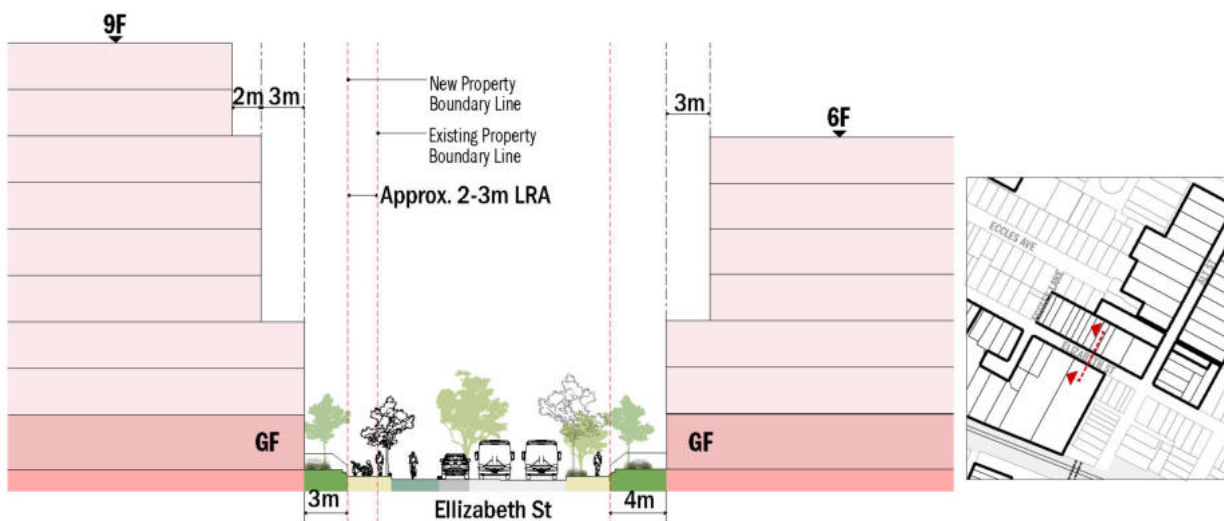


Figure 67: Ashfield Centre North – Elizabeth Street Section (West of Alt Street)

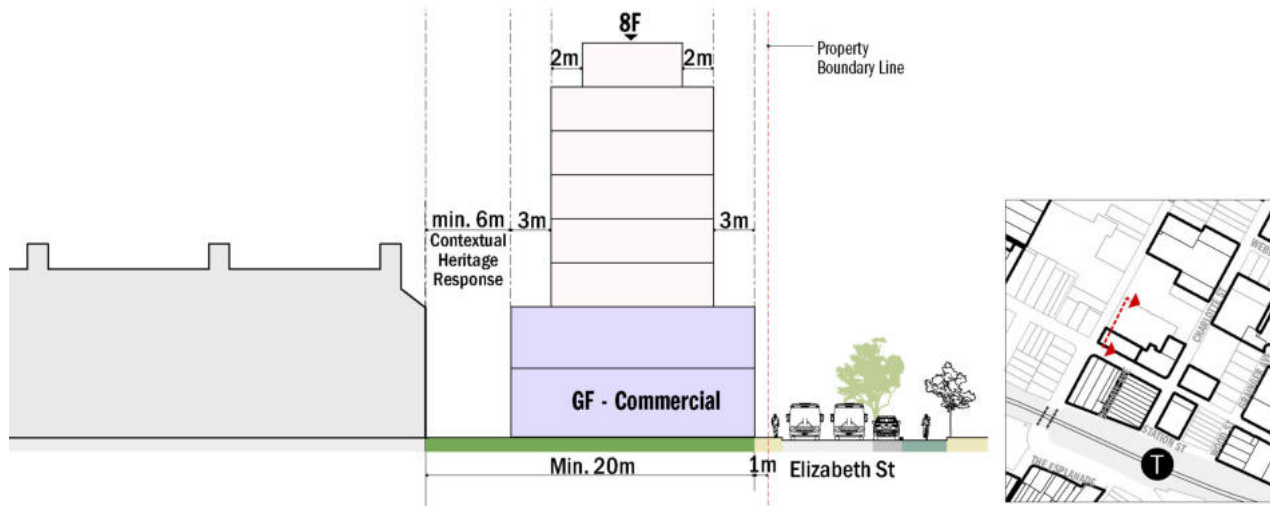


Figure 68: Ashfield Centre North – Elizabeth Street Section (West of Alt Street)

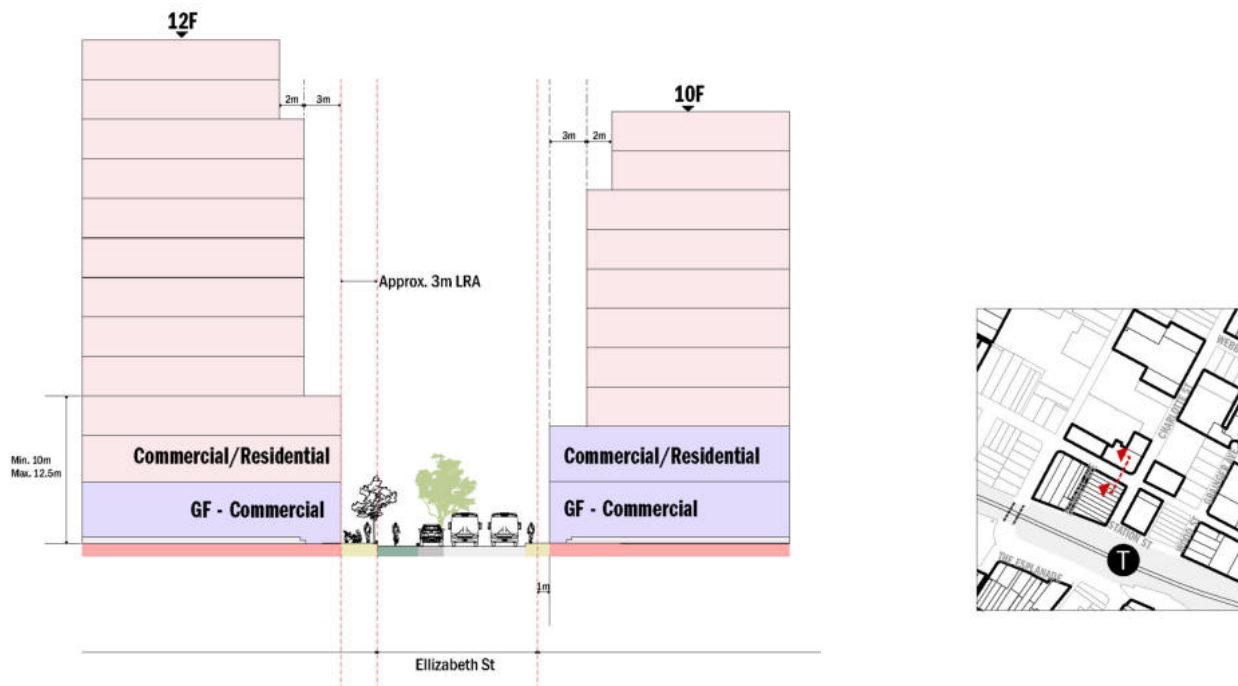


Figure 69: Ashfield Centre North – Elizabeth Street Section (Bland to Charlotte Street)

4.6.1 7 Bland Street

Site Specific Controls

Objectives

O1. To improve amenity and create much needed open space in Ashfield North

Provisions

P1. With redevelopment of the site provide a green space publicly accessible open space with a minimum 20m frontage to Bland Street and a minimum area of 280sqm as identified in the Figure 70 below



Legend	
	Amalgamated Site
	Potential Publicly Accessible Open Space
	Potential Active Transport Connection
	Building Envelope Boundary
	Tower Envelope Boundary
	1m
	Contextual Heritage Response

Figure 70: 7 Bland Street indicative built form

4.7 Ashfield CBD

This section applies to the Ashfield CBD as identified in Figure 71.

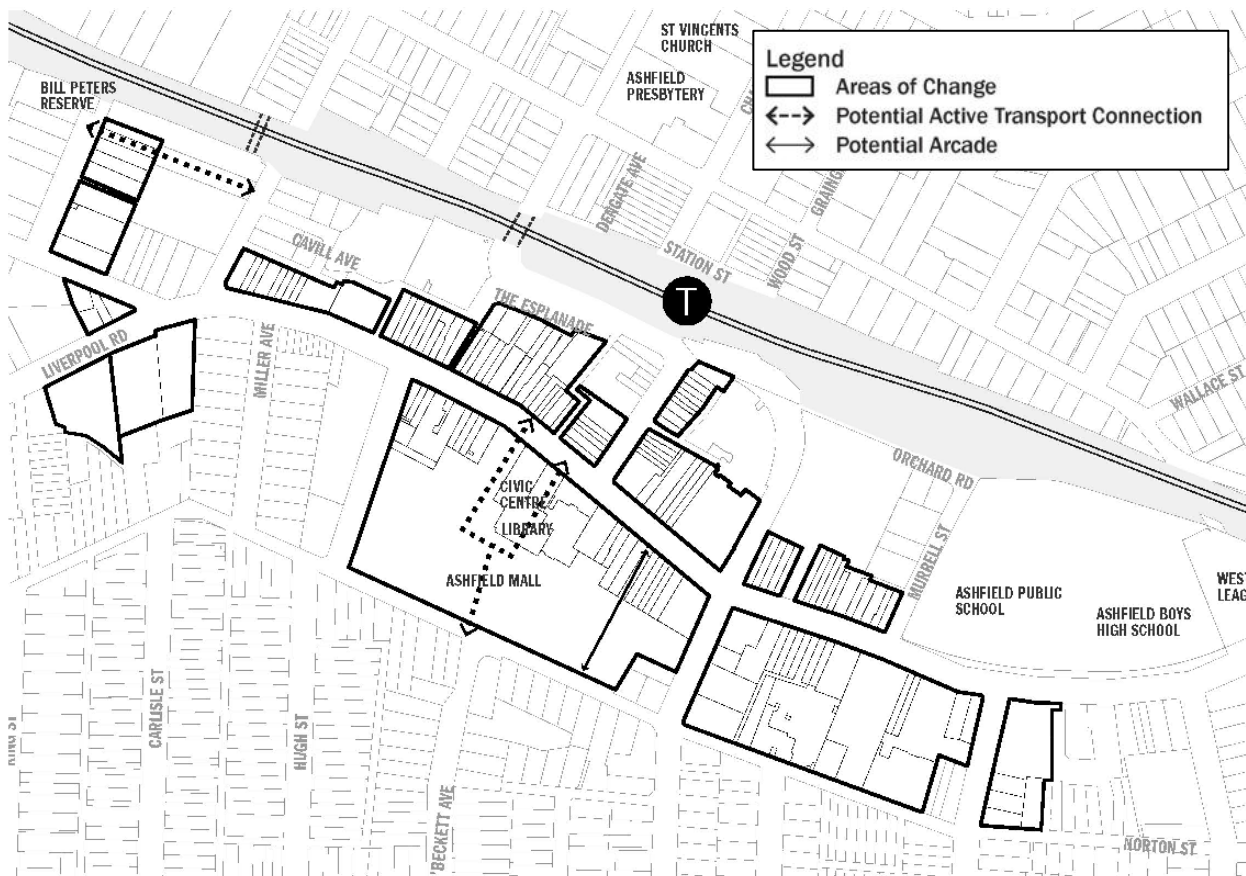


Figure 71: Ashfield CBD sub-precinct map

Built Form

Objectives

- O1. To ensure building height and built form:
 - a) Facilitate redevelopment and revitalisation of the Ashfield CBD for new housing and a mix of commercial uses
 - b) Encourages improved design and streetscape outcomes along Norton Street, Holden Street and Liverpool Road to define arrival into the CBD
 - c) responds appropriately to the desired future streetscapes
- O2. To maintain uniform street and tower setbacks to Liverpool Street, Elizabeth Street and Holden Street that will:
 - a) complement the prevailing street setback of existing development
 - b) facilitate appropriate building transitions to reduce visual bulk and overshadowing while maintaining high-quality urban design
 - c) ensure the street wall height and tower setback enable the retention of the shop top street character and an appropriate street width to building height scale

- d) ensure an appropriate transition of height of buildings and allow a stepping of scale between main streets and local streets
- e) support an active and pedestrian-friendly streetscapes and provide for retention and new landscaping

O3. To seize opportunities for increased neighbourhood connectivity and an enhanced public realm

Provisions

P1. Built form to comply with the controls set out in Table 35: Built form controls and Figure 72 Building Setbacks, Figure 73 Street Wall Heights,. In the event of any inconsistencies, the built form controls in this section prevail

Table 35: Built Form Controls – Ashfield CBD

Built form controls on Liverpool Road, Holden Street and Hercules Street	
Street wall length	Continuous façade above the street wall height is a minimum of 35m. A continuous street wall on the ground floor is a maximum of 55m, then an articulation of 6m x 4m is provided.
Upper level setbacks (buildings up to 11 storeys)	6m from the street wall with the top two floors recessed by a further 3m.
Upper level setbacks (buildings over 11 storeys)	9m from the street wall for the entire tower
Built form controls on Markham Avenue, Chessell Lane, Fox Lane and The Esplanade	
Ground floor front setback with colonnades	Colonnades may be provided when a minimum 3m ground floor setback is provided with a minimum ceiling height of 4.5m and the colonnade wraps around a corner

P2. Publicly accessible through-site link is to be provided to Council’s satisfaction upon re-development of the sites listed in Table 36 below and identified in Figure 71 above

Table 36: Through-site link – Ashfield CBD

Addresses	Through-site link purpose	Dimensions
258-260 Liverpool Road	Active Transport link between Liverpool Road to a future connection to pass through the Ashfield Mall site.	6m minimum width

Note: FSR and HOB incentives are available to developments that provide identified public realm enhancements. Please see Section 2.1 Incentives

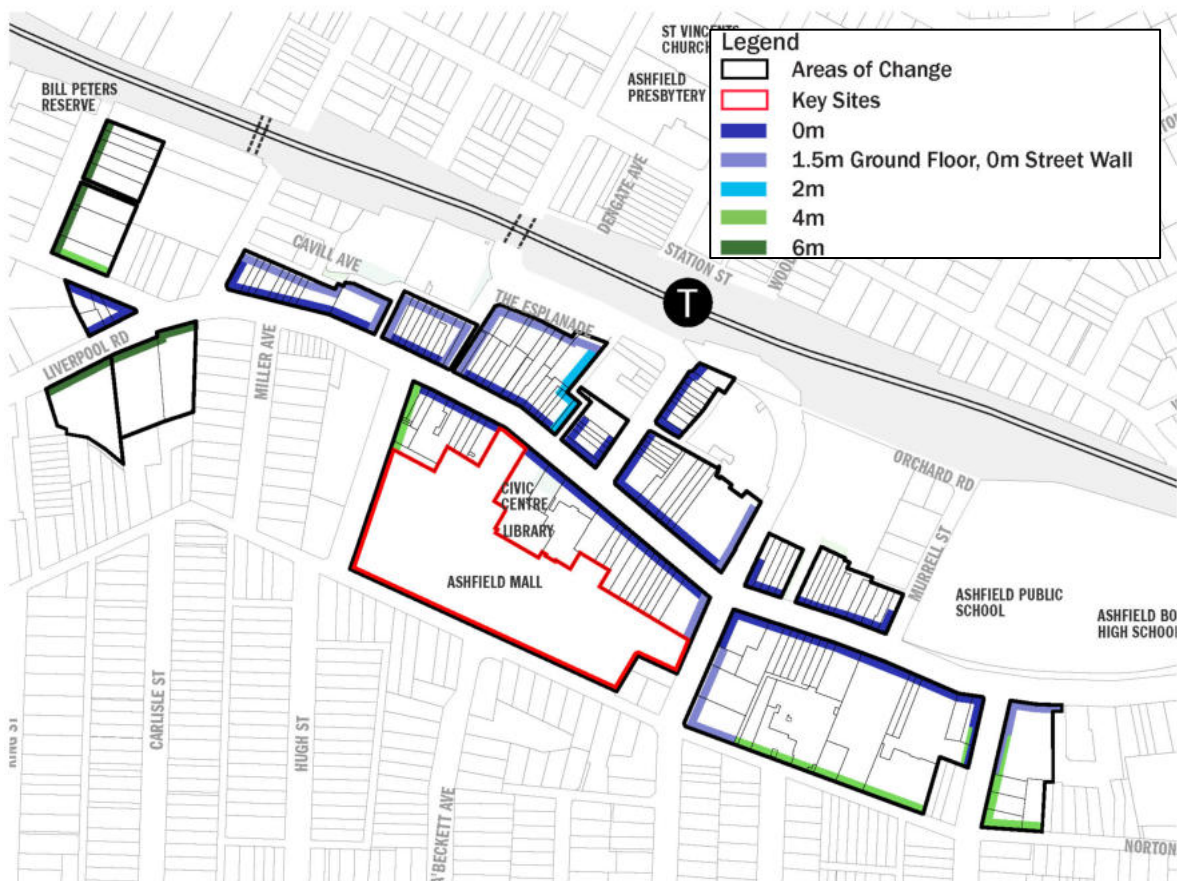


Figure 72: Ashfield CBD – Building Setbacks

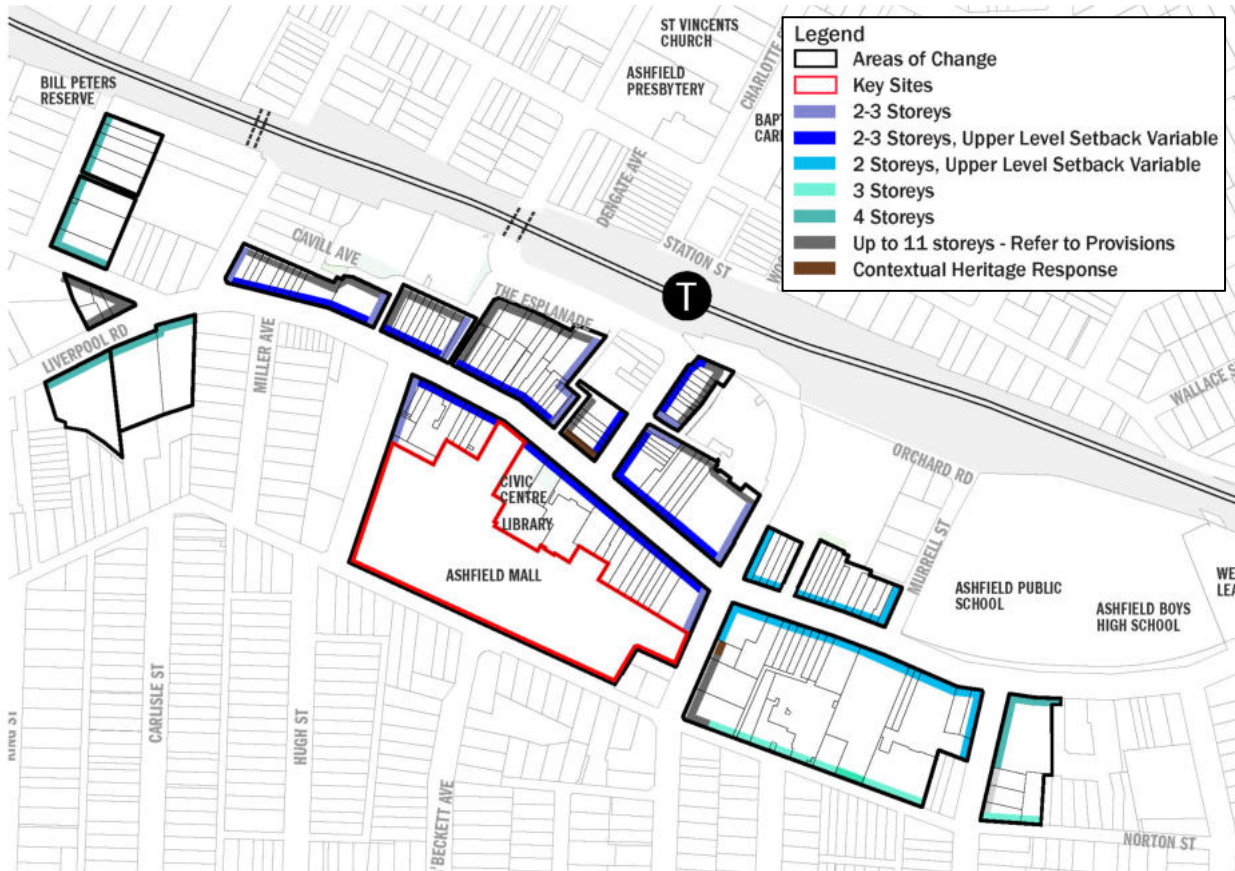


Figure 73: Ashfield CBD – Street Wall Heights

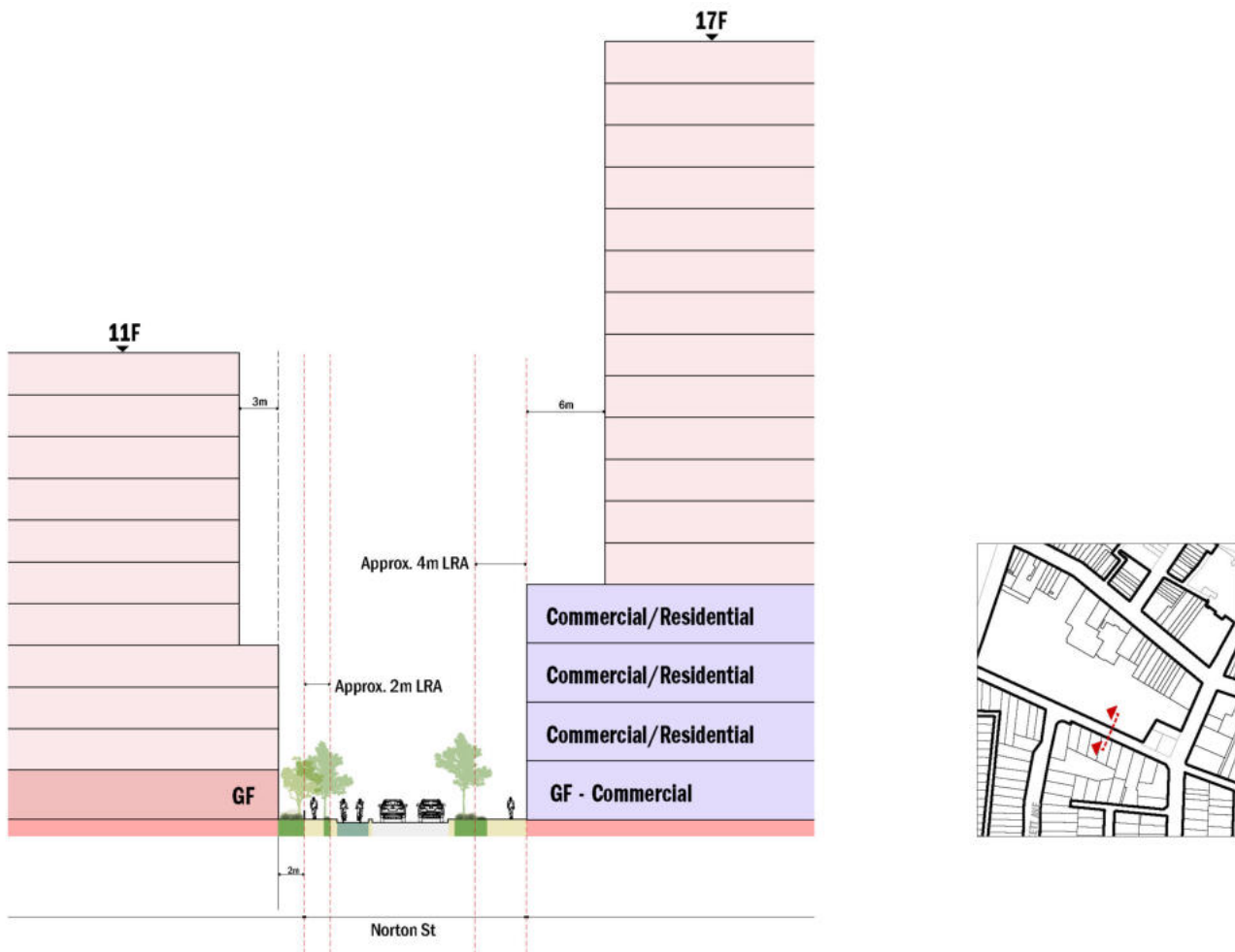


Figure 74: Ashfield CBD – Norton Street Section – 17 Storey (Knox to Holden Street)

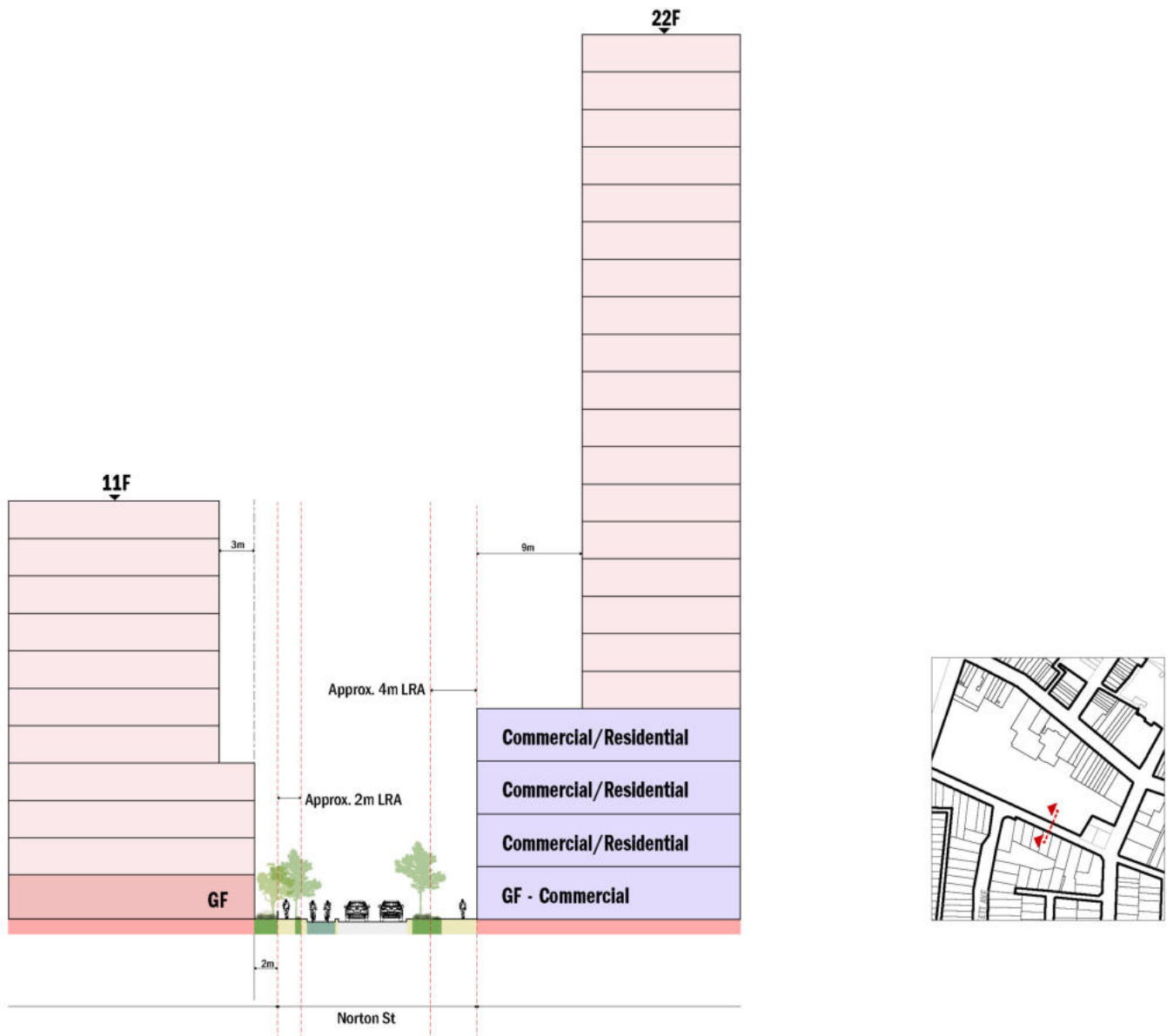


Figure 75: Ashfield CBD – Norton Street Section – 22 Storey (Knox to Holden Street)

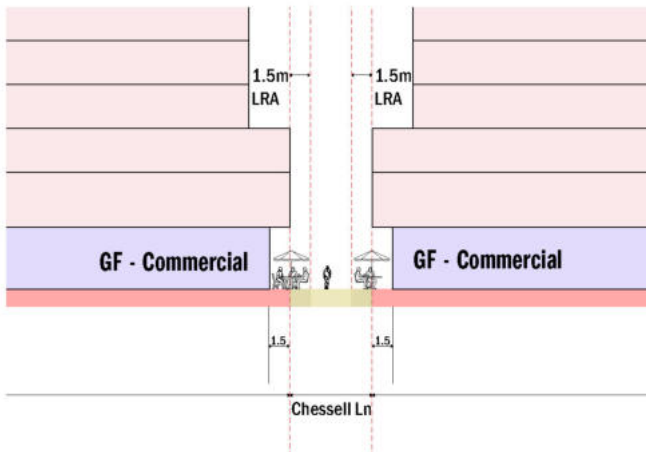


Figure 76: Ashfield CBD – Chessell Lane Section

4.7.1 Ashfield Mall

Ashfield Mall has been identified as a key site and the delivery of the listed public benefit is a requisite for the site to get uplift. Activation of the key site will result in:

- FSR of 4:1
- Maximum height of 76m (22 storeys) varied across the site
- Public open space of 2,000sqm
- Provision of two through-site links

Site Specific Controls

Objectives

- O1. Encourage the redevelopment of Ashfield Mall and;
- a) enhance the identity of the centre and connect the CBD to Norton Street, A'Beckett Avenue, and ultimately Pratten Park
 - b) encourage economic growth, employment and reinforce the status of Ashfield as a centre
 - c) with a mix of uses and enhanced publicly accessible linkages through the site with a public plaza gathering area integrating with Council's Civic facility

Provisions

- P1. Redevelopment of Ashfield Mall is to provide public benefits and be consistent with Figure 77 below, including:
- a) Enhancing connections to Norton Street and Pattern Park through open air linkages from Liverpool Road to Norton Street and Holden Street
 - b) Taller built form must demonstrate development can be achieved on consolidated lots to the south
 - c) Provide a public space plaza with a minimum area of 2,000sqm and width of 20m fronting Liverpool Road, to the satisfaction of the Council

- d) Allow direct sunlight to a minimum of 50% of the public space for a minimum of 2 hours between 9 am and 3 pm on 21 June
 - e) one main through-site link minimum 9m wide open to the sky accessible 24/7 to all abilities, designed and located as to allow a direct connection between civic services, Liverpool Road and Norton Street, and further to A'Beckett Avenue and Pratten Park
 - f) Existing vehicular access and right-of-way to adjoining properties from Holden Street and Knox Street to be retained (minimum 7m wide) with improved overall public access and amenity including footpaths
 - g) Improved amenity along Norton Street through acquisition of 4m reservation along the southern boundary for public domain upgrades
 - h) Minimise the impact of parking areas, vehicular traffic, ingress and egress, particularly along Norton Street
- P2. Upper level setbacks along the Norton Street frontage vary depending on the building height in floors. A building up to 17 floors is required to have a 6m upper level setback. Buildings higher than 17 floors must have a minimum upper level setback of 9m. This is demonstrated in Figures 74 and 75 above

4.8 Southern Spine

This section applies to the Southern Spine as identified in Figure 78.

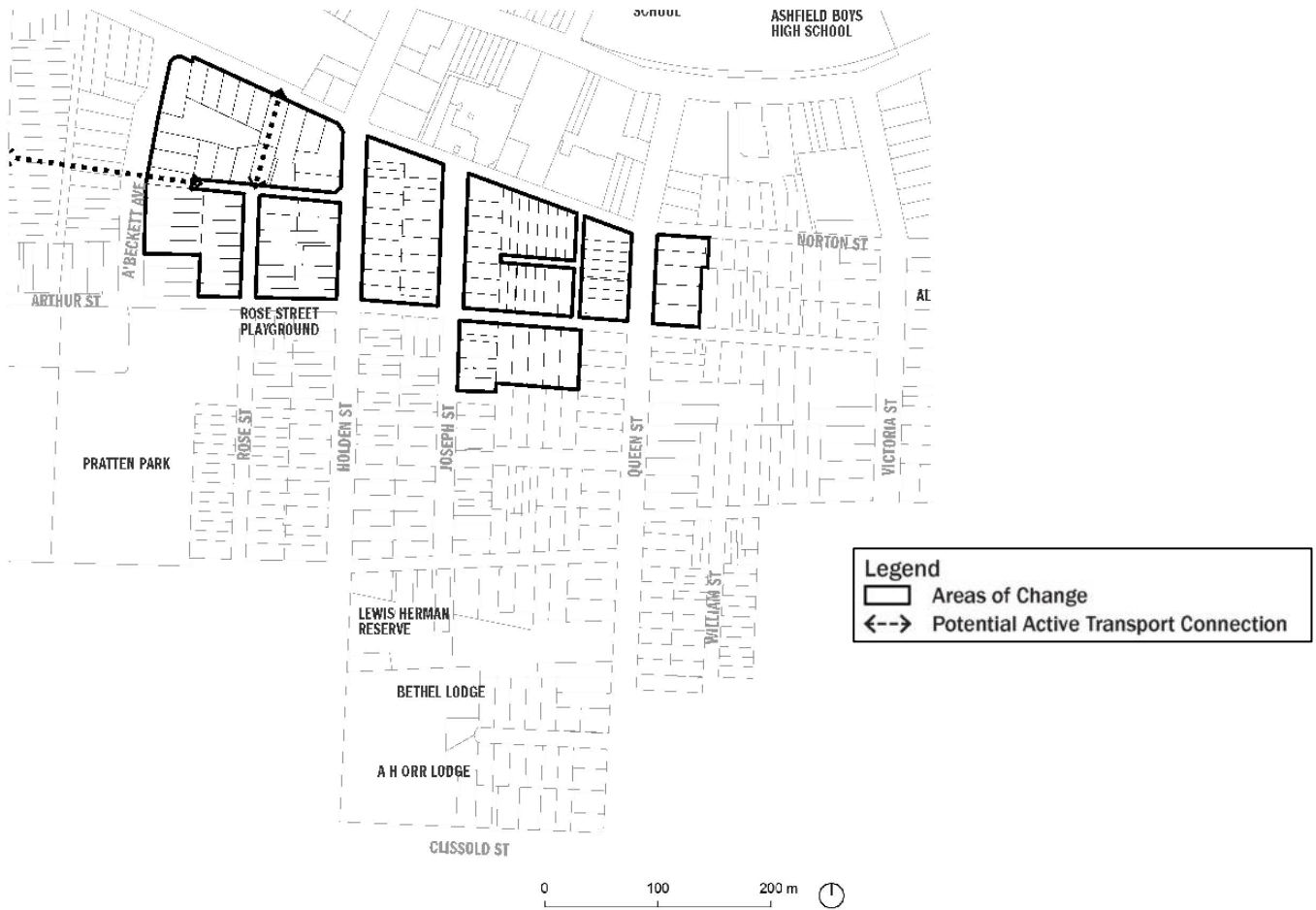


Figure 78: Southern Spine sub-precinct map

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscape
- O2. To seize opportunities for increased neighbourhood connectivity and an enhanced public realm

Provisions

- P1. Publicly accessible through-site links are to be provided to Council’s satisfaction upon re-development of the sites listed in Table 37 below and identified in Figure 78 above

Table 37: Southern Spine Through-site link

Addresses	Through-site link purpose	Dimensions
15-19 A’Beckett Avenue	Active Transport link between Rose Street and A’Beckett Avenue	6m minimum width
48-52 Norton St and 1, 3 and 3A Rose St, Ashfield	Active Transport link between Norton Street and Rose Street	4.5m minimum width

Note: FSR and HOB incentives are available to developments that provide identified public realm enhancements. Please see Section 4.1 Incentives above.

- P2. Built form to comply with the controls set out in Table 38: Built form controls and Figure 79: Building Setbacks, Figure 80: Street Wall Heights. In the event of any inconsistencies, the built form controls in this section prevail

Table 38: Built form control for Holden Street

Built form control for Holden Street	
Street wall length	Continuous façade above the street wall height is a minimum of 35m. A continuous street wall on the ground floor is a maximum of 55m, then an articulation of 6m x 4m is provided.



Figure 79: Southern Spine – Building Setbacks



Figure 80: Southern Spine – Street Wall Heights

The following sections are indicative of the built form

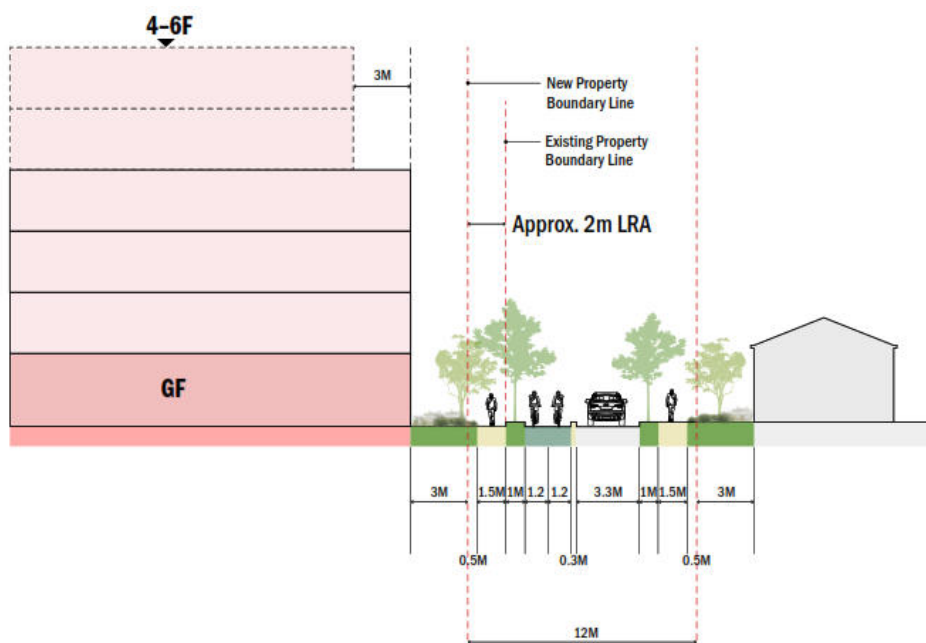


Figure 81: Southern Spine – Norton Street Section

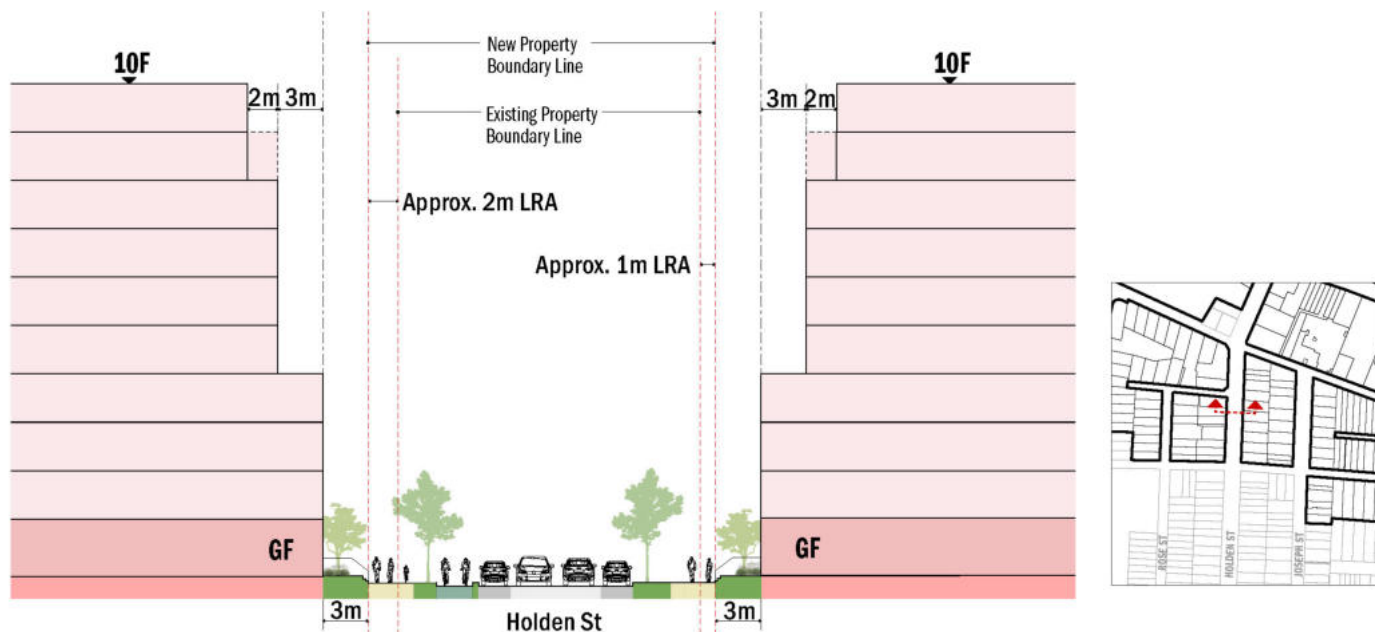


Figure 82: Southern Spine – Holden Street Section

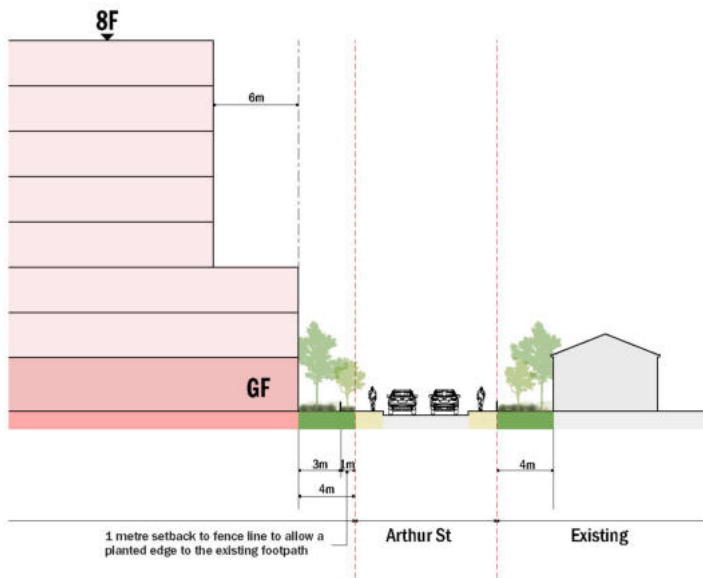


Figure 83: Southern Spine – Arthur Street – High Density Interface

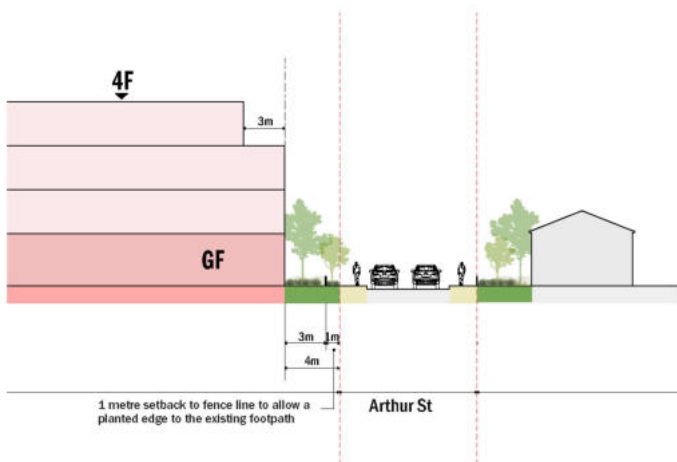


Figure 84: Southern Spine – Arthur Street – Mid Density Interface

4.9 Southern Village

This section applies to the Southern Spine as identified in Figure 85



Figure 85: Southern Village sub-precinct map

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscape
- O2. To seize opportunities for increased neighbourhood connectivity and an enhanced public realm

Provisions

- P1. Publicly accessible through-site links are to be provided to Council’s satisfaction upon re-development of the sites listed in Table 39 below and identified in Figure 85 above

Table 39: Southern Village Through-site link

Addresses	Through-site link purpose	Dimensions
12-16 A'Beckett Avenue	Active transport link between A'Beckett Avenue and laneway off Hugh Street	Minimum width 6m
14, 16 and 16A Hugh Street	Active transport link between A'Beckett Avenue and Hugh Street	Minimum width 6m
35-41 Arthur Street and 2 A'Beckett Avenue	Active transport link between A'Beckett Avenue and Hugh Street	Minimum width 6m

52 Carlisle Street	Active transport link between Carlisle Street and Hugh Street	Minimum width 6m
43-45 Carlisle Street	Active transport link between Carlisle Street and Hugh Street	Minimum width 6m
19-20 Brunswick Parade	Active transport link between Shepherd Street and Brunswick Parade	Minimum width 6m

Note: FSR and HOB incentives are available to developments that provide identified public realm enhancements. Please see Section 4.1 Incentives above.

P3. Built form to comply with the controls set out in Figure 86: Building Setbacks, Figure 87: Street Wall Heights. In the event of any inconsistencies, the built form controls in this section prevail.



Figure 86: Southern Village – Building Setbacks



Figure 87: Southern Village – Street Wall Height

The following section is indicative of the built form

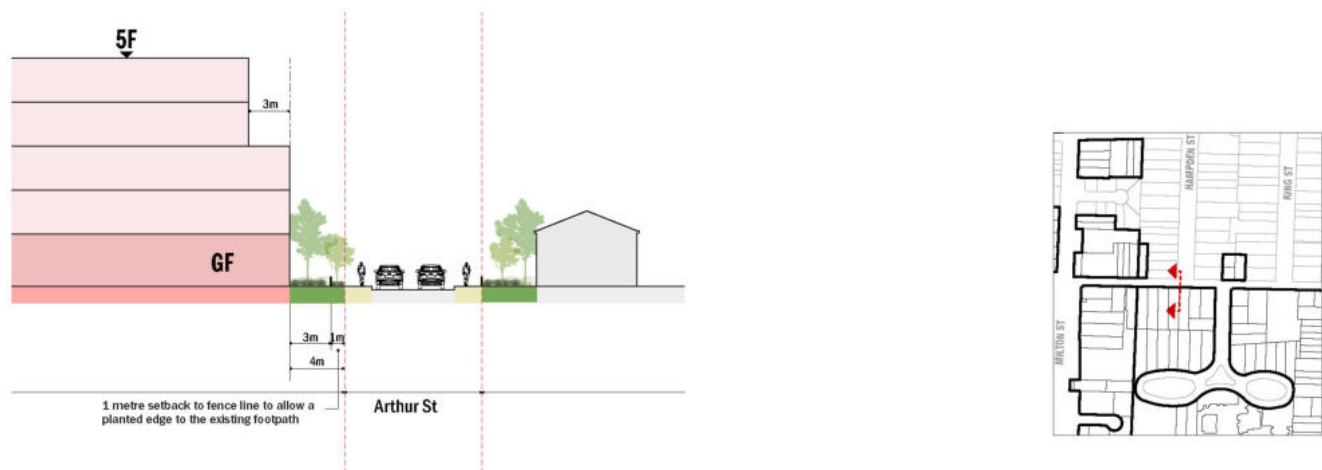


Figure 88: Southern Village – Arthur Street Section – Mid Rise Interface

4.10 Western Spine

This section applies to the Western Spine as identified in Figure 89



Figure 89: Western Spine sub-precinct map

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscape
- O2. Retain Liverpool Road Planning controls from the Inner West DCP
- O3. Encourage redevelopment at Elizabeth Street and Frederick Street intersection to improve current interface condition and respond to future road widening
- O4. To seize opportunities for increased neighbourhood connectivity and an enhanced public realm

Provisions

- P1. Sites identified as refer to provisions on the setbacks map in Figure 90 are to be provided as follows:

Affected street	Control
Frederick Street	3m from the new land reservation boundary – to be confirmed by Transport for NSW considering the distance of future road lanes
Heighway Avenue	Widen the laneway so it at least 7m wide and provide a 3m setback from the laneway

- P2. Publicly accessible through-site links are to be provided to Council’s satisfaction upon re-development of the sites listed in Table 40 below and identified in Figure 89 above

Table 40: Western Spine Through-site link

Addresses	Through-site link purpose	Dimensions
8 Lion Street and 43-45 Milton Street	Active transport link between Lion Street and Milton Street <i>Partial delivery is acceptable if the site only has one frontage.</i>	Minimum width 6m
14-16 The Avenue	Active transport link between Heighway Avenue and The Avenue	Minimum width 6m
7A Brunswick Parade and 98 Milton Street	Active transport link between Brunswick Parade and Milton Street	Minimum width 4.5m

Note: FSR and HOB incentives are available to developments that provide identified public realm enhancements. Please see Section 2.1 Incentives above.

- P2. Built form to comply with the controls set out in Figure 90: Building Setbacks and Figure 91: Street Wall Heights. In the event of any inconsistencies, the built form controls in this section prevail



Figure 90: Western Spine – Building Setbacks



Figure 91: Western Spine – Street Wall Heights

The following sections are indicative of the built form

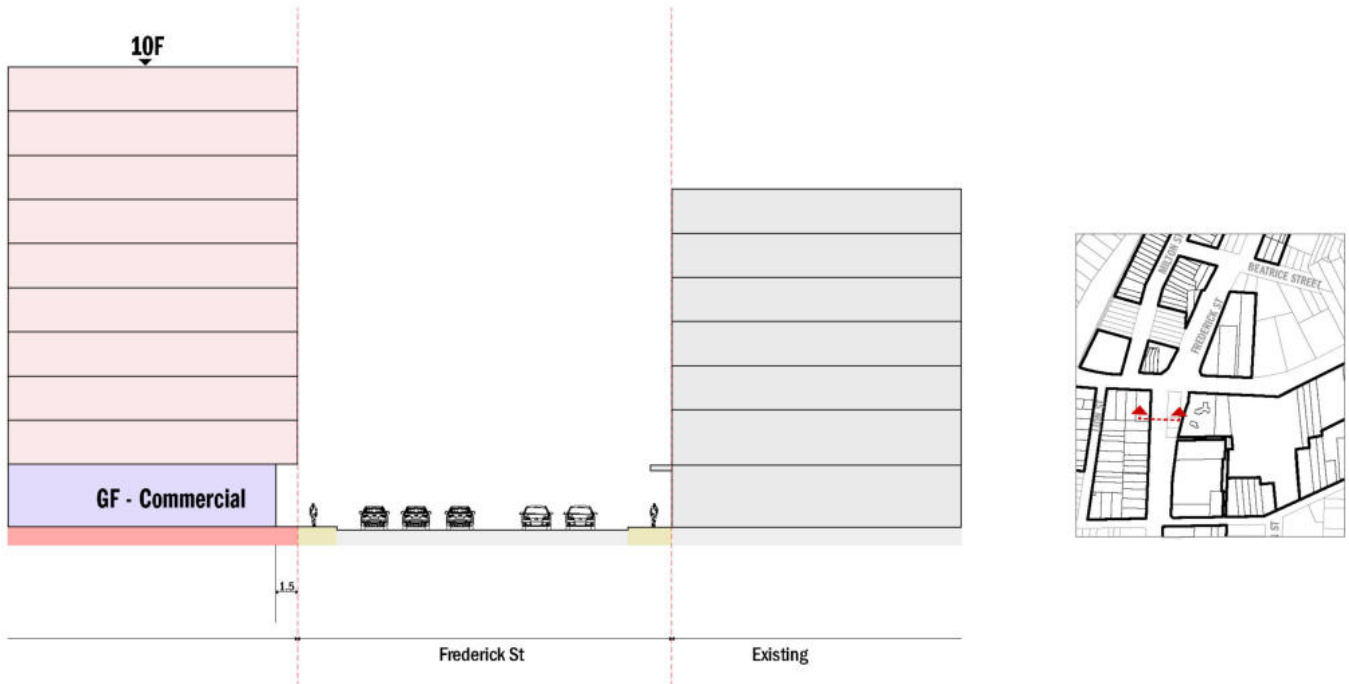


Figure 92: Western Spine – Section through Frederick Street/Milton Street

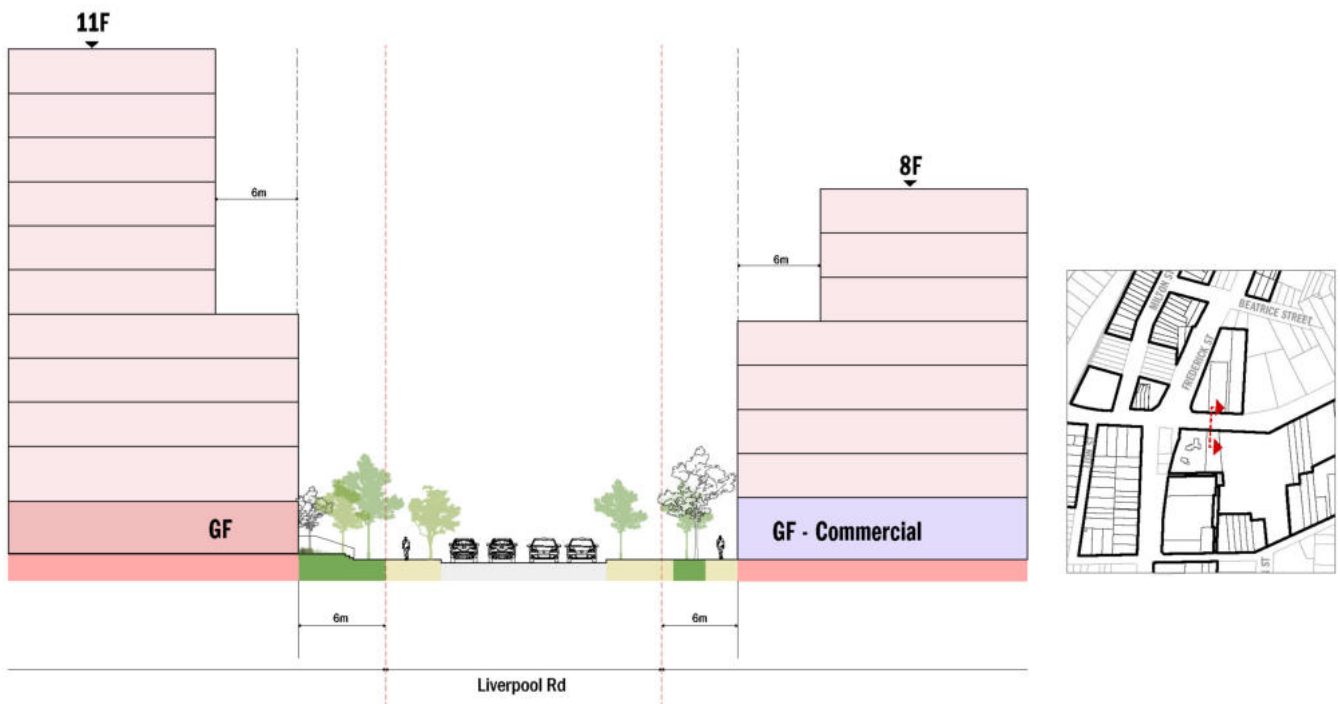


Figure 93: Western Spine – Section through Liverpool Road

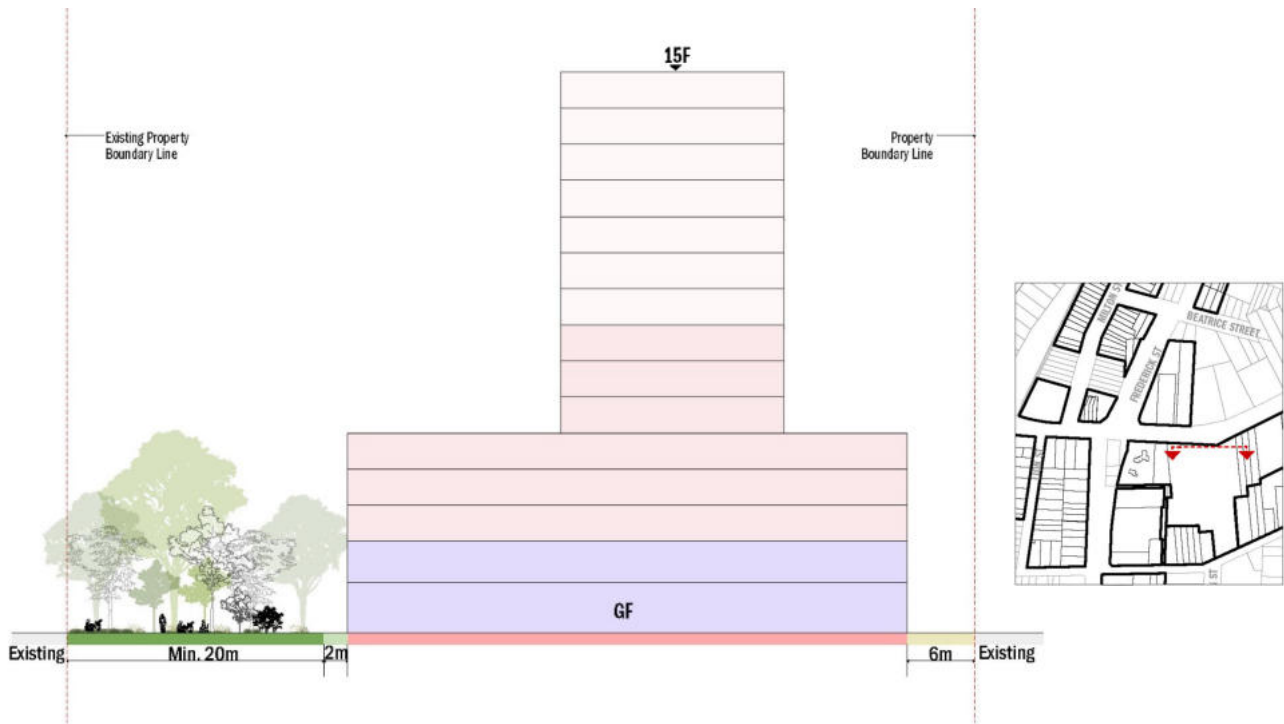


Figure 94: Western Spine – Section through Frederick Street/ Milton Street

4.10.1 374 Liverpool Road (Ashfield RSL)

Site Specific Controls

Objectives

- O1. Create improved amenity and publicly accessible linkage through the site to provide pedestrian connection to the broader area and create a safe environment.

Provisions

- P1. Redevelopment of the site includes:
 - a) a publicly accessible open space with a minimum area 1,250sqm and a minimum width of 20m fronting Liverpool Road.
 - b) A publicly accessible through-site-link connecting Liverpool Road to Norton Street with a minimum width of 6m. The link must connect through the 1,250sqm of new open space on site.

P2. Built form to comply with the controls set out in Table 41 Built form controls and Figure 95

Table 41: Built form control – 374 Liverpool Road

Built form control	
Height	Taller building/tower along Liverpool Road and transition down to the southern edge.
Street Wall height	Podium is 5 storeys at Liverpool Street 5m setback to the tower
Front setbacks	6m from Liverpool Road 3m from Norton Street
Side setback	5m from the publicly accessible open space and through-site-link

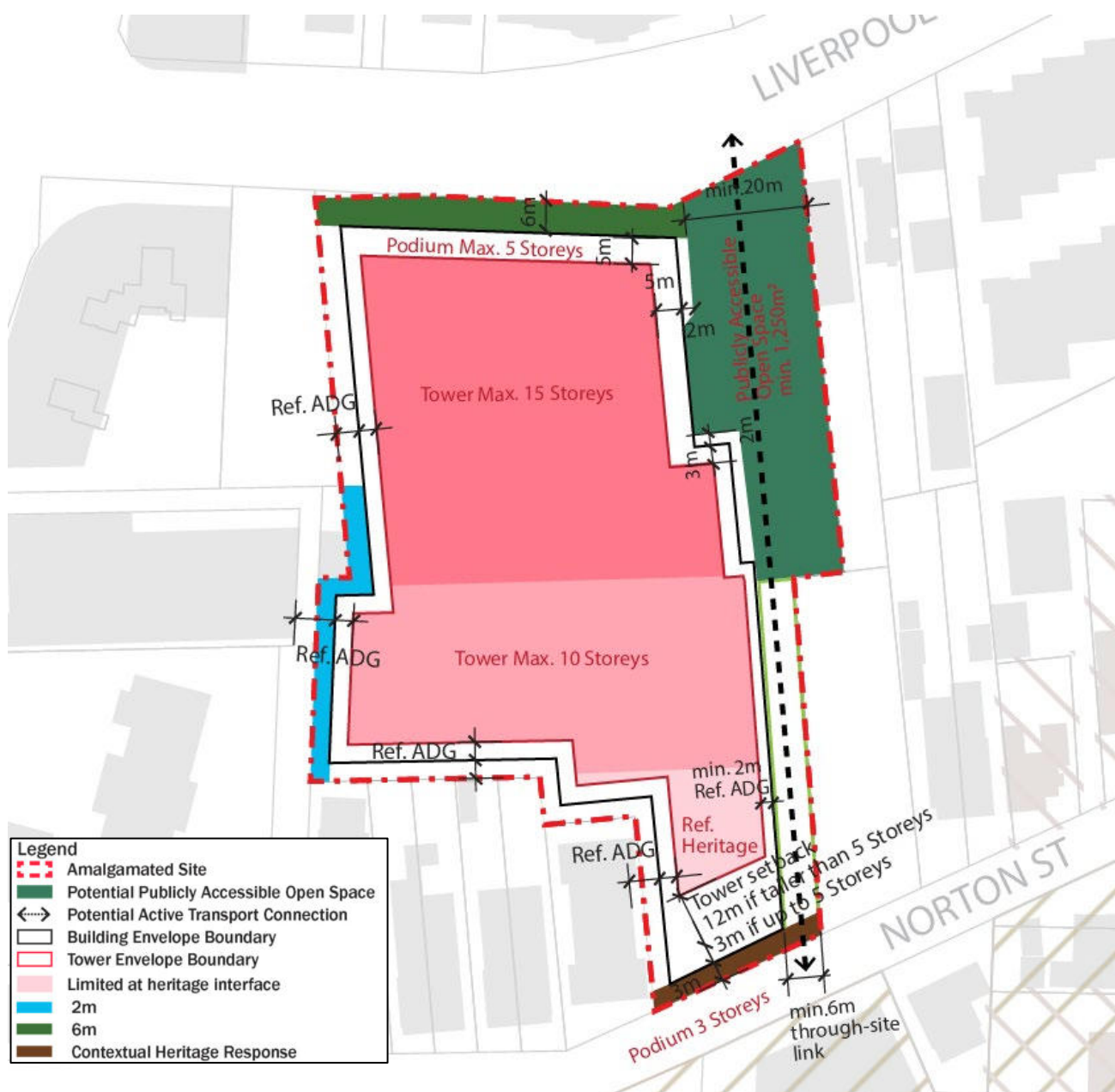


Figure 95: 374 Liverpool Road indicative built form

4.11 Iron Cove

This section applies to the Iron Cove as identified in Figure 96



Figure 96: Iron Cove sub-precinct map

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscape
- O2. To seize opportunities for increased neighbourhood connectivity and an enhanced public realm

Provisions

- P1. Setbacks on Frederick Street are to be 3m from the land reservation line
- P2. A Publicly accessible through-site link is to be provided to Council’s satisfaction upon re-development of the site listed in Table 42 below and identified in Figure 96 above

Table 42: Through-site link – Iron Cove

Addresses	Through site-link purpose	Dimensions
2A Banks Street and 54-56 Frederick Street	Continuation of the active transport link to be delivered by a key site 7B (see 4.12.1 Key Sites below) between Etonville Parade and Frederick Street.	Minimum width 6m

Note: FSR and HOB incentives are available to developments that provide identified public realm enhancements. Please see Section 2.1 Incentives above.

- P2. Built form to comply with the controls set out in Figure 97: Building Setbacks, Figure 98: Street Wall Heights, In the event of any inconsistencies, the built form controls in this section prevail.



Figure 97: Iron Cove – Building Setbacks



Figure 98: Iron Cove – Street Wall Heights

4.11.1 Key Sites

Twelve key sites have been identified in the Iron Cove sub precinct to require development that responds to activating new public spaces along the creek. Table 43 below defines the relevant addresses and site-specific controls of each key site in the Iron Cove sub precinct. This is also illustrated in Figures 99 and 100

Table 43: Key sites & site-specific controls – Iron Cove

Lot #	Address	Associated public benefit	Proposed FSR/HOB subject to delivery of public benefit
1A	68, 70A, 74, 76 John St, Croydon	Land dedication for a landscaped/ active transport corridor minimum 6m wide adjoining Iron Cove Creek	FSR 2.5:1 HOB 30m (8 storeys) Lower scale as it adjoins R2
1B	2, 4, 6 Gregory Ave, Croydon	Land dedication for a landscaped/ active transport corridor minimum 6m wide adjoining Iron Cove Creek	FSR 2.5:1 HOB 30m (8 storeys) Lower scale as it adjoins R2
2	56-66 John Street, 1, 3 Vine Street	Land dedication for a landscaped/ active transport corridor minimum 10m wide adjoining Iron Cove Creek	FSR 2.5:1 HOB 36.5m (11 storeys) Multi-building development of lower scale as it adjoins R2, allow taller component away from sensitive interfaces
3	7-15 Hedger Avenue, 5-7 Vine Street, Ashfield	Land dedication for a landscaped/ active transport corridor minimum 6m wide adjoining Iron Cove Creek New public open space with a minimum area of 800m ² and 20m minimum dimension	FSR 2.8:1 HOB 39.5m (11 storeys) Allow additional height, flexible street wall and setbacks to facilitate OS delivery
4	9-15 Gregory Ave 1-5 Hunt St, Croydon	Land dedication for a landscaped/ active transport corridor minimum 10m wide adjoining Iron Cove Creek	FSR 2.7:1 HOB 33.5m (9 storeys) Relatively lower scale as it adjoins part R2
5	2-18 Hedger Avenue & 80 Frederick Street, Ashfield	Land dedication for a landscaped/ active transport corridor minimum 10m wide adjoining Iron Cove Creek	FSR 2.8:1 HOB 39.5m (11 storeys) Height allows smaller footprints to address flooding
6	1-9 Banks St, Ashfield	Land dedication for a landscaped/ active transport corridor minimum 10m wide adjoining Iron Cove Creek	FSR 2.8:1 HOB 39.5m (11 storeys) Height allows smaller footprints to address flooding
7A	2-12 Banks St, Ashfield	Land dedication for a landscaped/ active transport corridor minimum 10m wide adjoining Iron Cove Creek	FSR 2.8:1 HOB 39.5m (11 storeys) Height allows smaller footprints to address flooding
7B	25 Etonville Pde, Ashfield	Land dedication for a landscaped/ active transport	FSR 2.8:1 HOB 39.5m (11 storeys)

		corridor minimum 10m wide adjoining Iron Cove Creek Through-site link min. 6m wide towards Frederick St for future connection to Albert Pde	Height allows smaller footprints to address flooding
7C	1-7 Mackay St, Ashfield	Land dedication for a landscaped/ active transport corridor minimum 10m wide adjoining Iron Cove Creek	FSR 2.8:1 HOB 39.5m (11 storeys) Height allows smaller footprints to address flooding
8	2-8 Mackay Street and 4A Etonville Pde, Ashfield	Land dedication for a landscaped/ active transport corridor minimum 10m wide adjoining Iron Cove Creek Retain existing right-of-way to 25 Etonville Pde - relocation along Mackay Street allowed	FSR 3.3:1 HOB 39.5m (11 storeys) Less flood affected, additional FSR to encourage redevelopment of existing strata to achieve the intended continuous landscaped corridor
9	179, 181, and 183 Elizabeth St, Ashfield	Land dedication for a landscaped/ active transport corridor minimum 10m wide adjoining Iron Cove Creek	FSR 3:1 HOB 39.5m (11 storeys) Encourages development at the gateway to the creek corridor while allowing additional height for articulation given adjoining heritage

Objectives

- O1. To revitalise Iron Cove Creek to help enable reconnection to Country and to activate new public spaces along the creek.
- O2. To provide a continuous landscaped corridor to create a more natural environment and connected habitat for wildlife
- O3. To improve creek surroundings through amenity driven development that is consistent with Inner West's Iron Cove Creek Master Plan
- O4. To create new active transport connections between Ashfield and Croydon, with improved access to Centenary Park, Albert Parade Park and broader Ashfield North
- O5. To support the emerging neighbourhood centre near John Street to service broader existing and new community
- O6. To encourage built form, canopy and landscaped areas within private development that complement the corridor.

Provisions

- P1. The top floor of buildings over 10 storeys must be setback by a further 3m
- P2. Development must address and activate new public spaces along Iron Cove Creek.
- P3. Private gardens fronting the creek to include medium sized tree plantings

- P4. Horizontal articulation in building façade is encouraged to complement the surrounding landscape
- P5. Retention of existing native trees and vegetation is encouraged to achieve a more natural character and pedestrian-friendly atmosphere

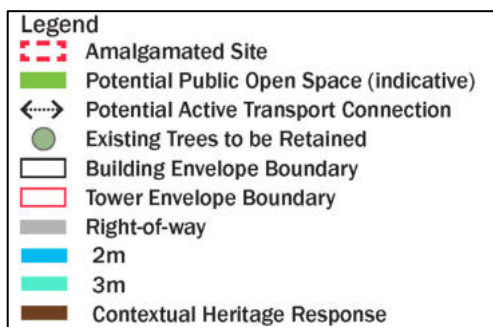


Figure 99: Key sites detailed plan

Legend	
	Amalgamated Site
	Potential Public Open Space (indicative)
	Potential Active Transport Connection
	Existing Trees to be Retained
	Building Envelope Boundary
	Tower Envelope Boundary
	1.5m Ground Floor, 0m Street Wall
	2m
	3m
	Contextual Heritage Response
	Refer to Provisions



Figure 100: Key sites detailed plan



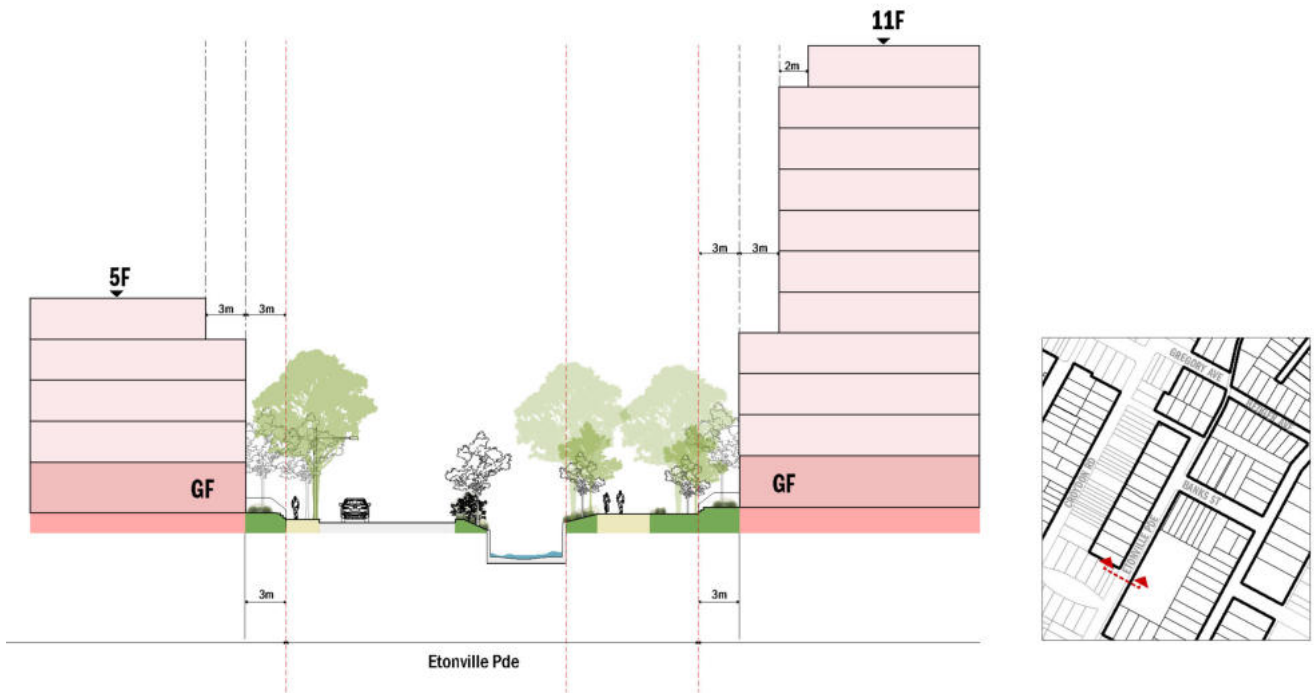


Figure 101: Key Sites Section – Etonville Parade Interfaces



Figure 102: Key Site Section – Banks Street Reserve Interface

4.12 Croydon Centre North

This section applies to the Croydon Centre North sub-precinct as identified in Figure 103.

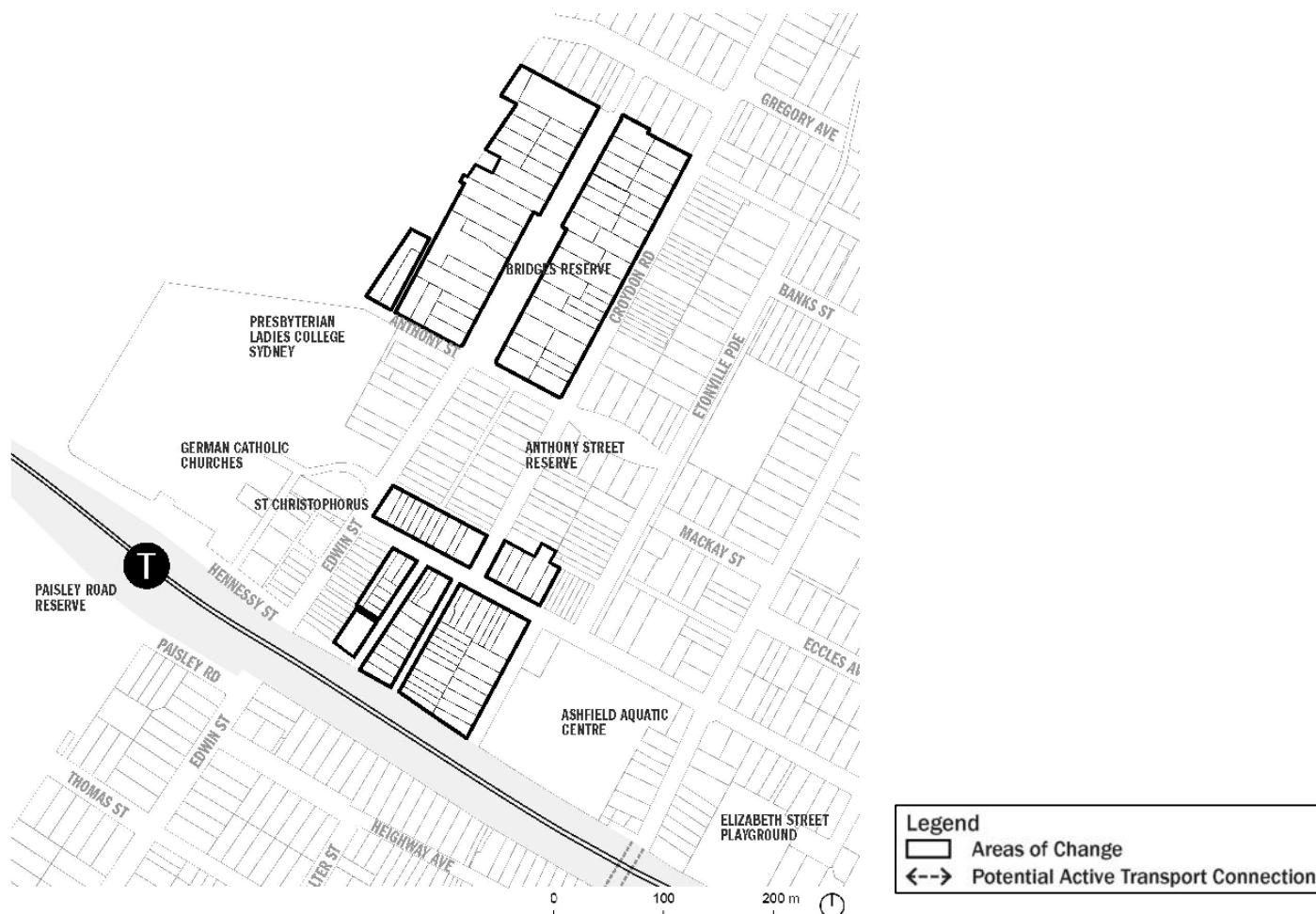


Figure 103: Croydon Centre North sub-precinct map

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscapes.

Provisions

- P1. Modulation and orientation of taller buildings to respond to surrounding conservation areas and areas and R2 zoned areas
- P2. Setbacks on Croydon Road are to be consistent with the prevailing pattern of development on the street block
- P3. Upper level setbacks where identified as variable on Elizabeth Street must relate to preserving vistas to and respond to the scale of St Christophorous Church
- P4. Built form to comply with the controls set out in Figure 104: Building Setbacks, Figure 105: Street Wall Heights. In the event of any inconsistencies, the built form controls in this section prevail.



Figure 104: Croydton Centre North – Building Setbacks



Figure 105: Croydon Centre North – Street Wall Heights

The following sections are indicative of the built form

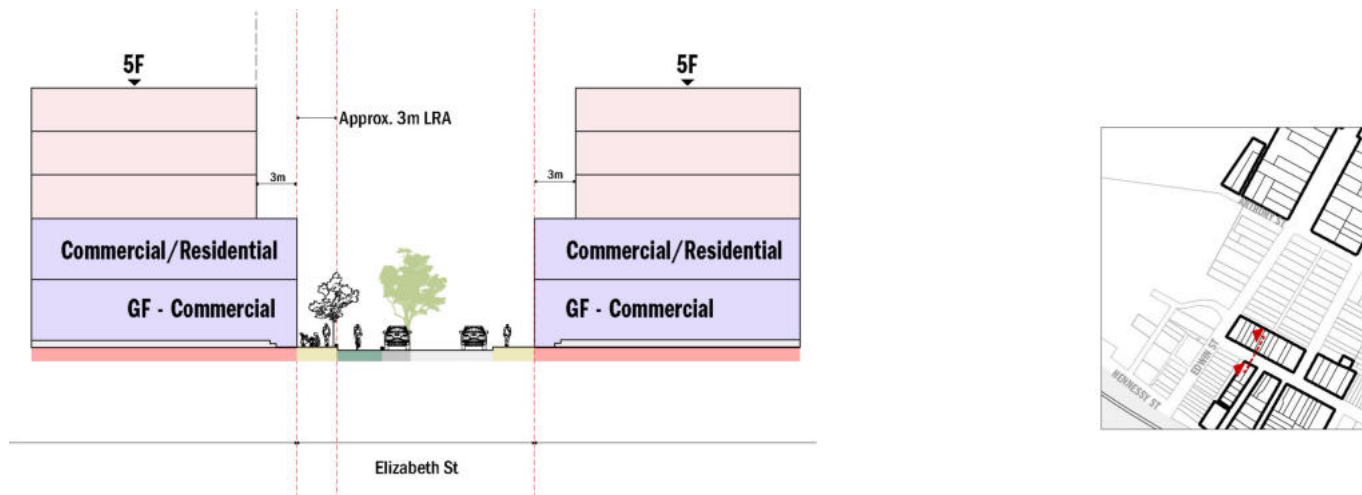


Figure 106: Croydon Centre North – Elizabeth Street west of Croydon Road Section

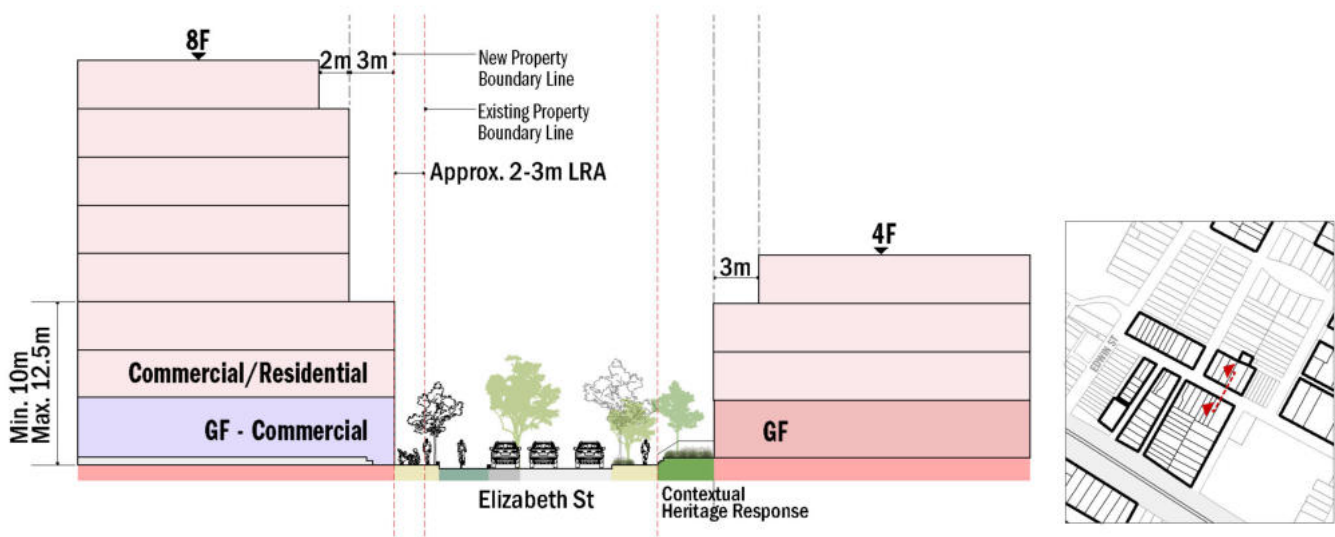


Figure 107: Croydon Centre North – Elizabeth Street west of Etonville Parade Section

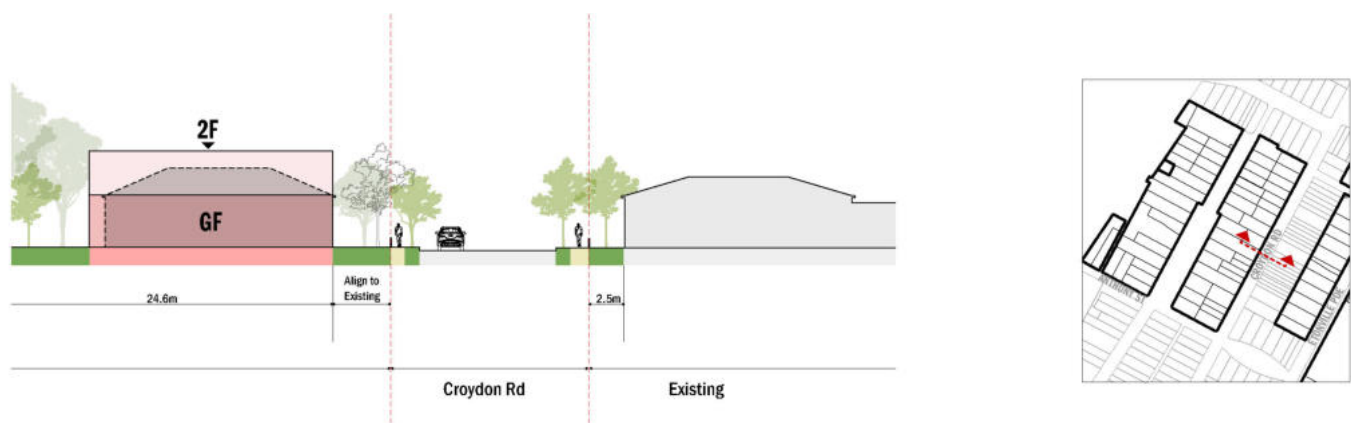


Figure 108: Croydon Centre North – Croydon Road Section

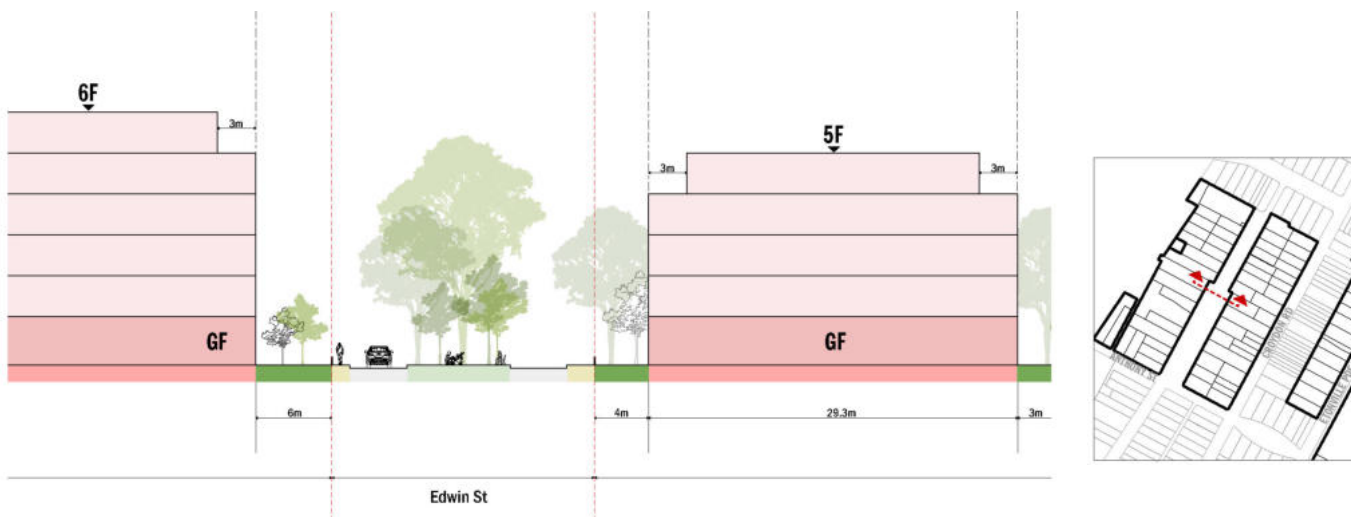


Figure 109: Croydon Centre North – Edwin Street

4.13 Croydon Centre South

This section applies to the Croydon Centre South as identified in Figure 110

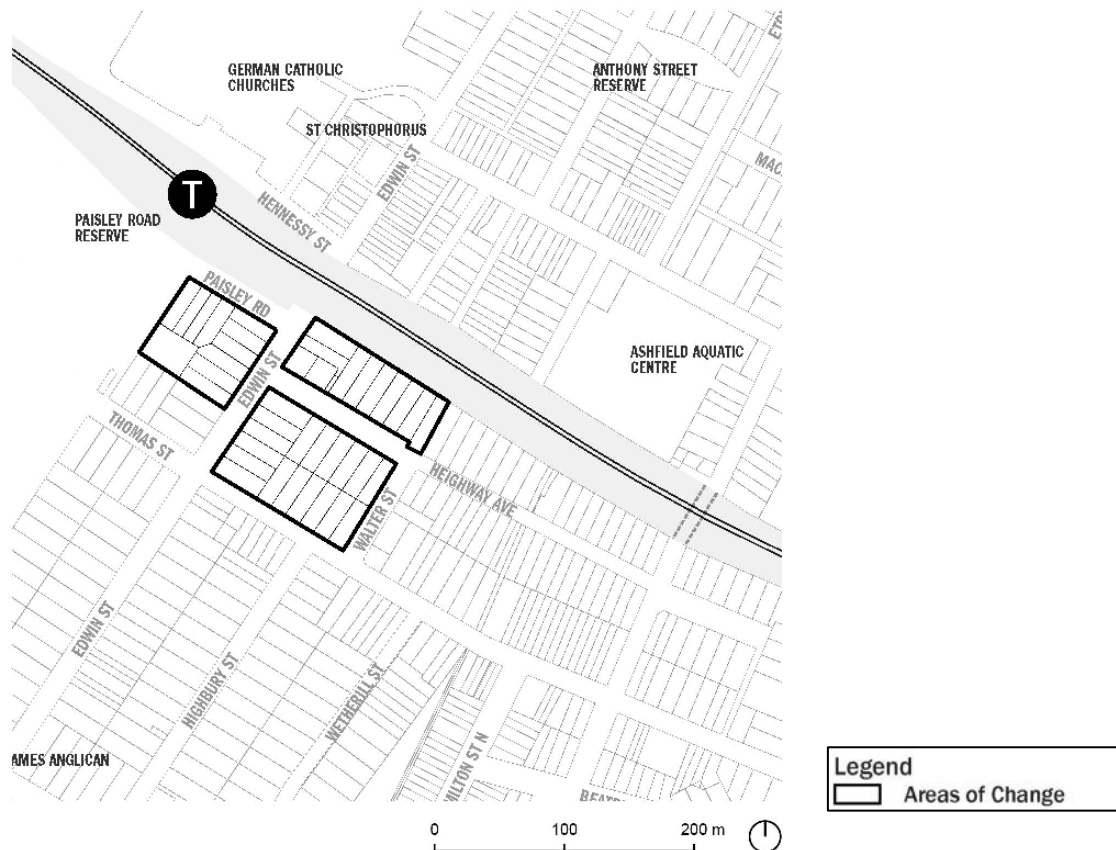


Figure 110: Croydon Centre South sub-precinct map

Built Form

Objectives

- O1. To ensure the new built form responds appropriately to the desired future streetscape

Provisions

- P1. Built form to comply with the controls set out in Figure 111: Building Setbacks, Figure 112: Street Wall Heights. In the event of any inconsistencies, the built form controls in this section prevail



Figure 111: Croydton Centre South – Building Setbacks



Figure 112: Croydton Centre South – Street Wall Heights

The following sections are indicative of the built form

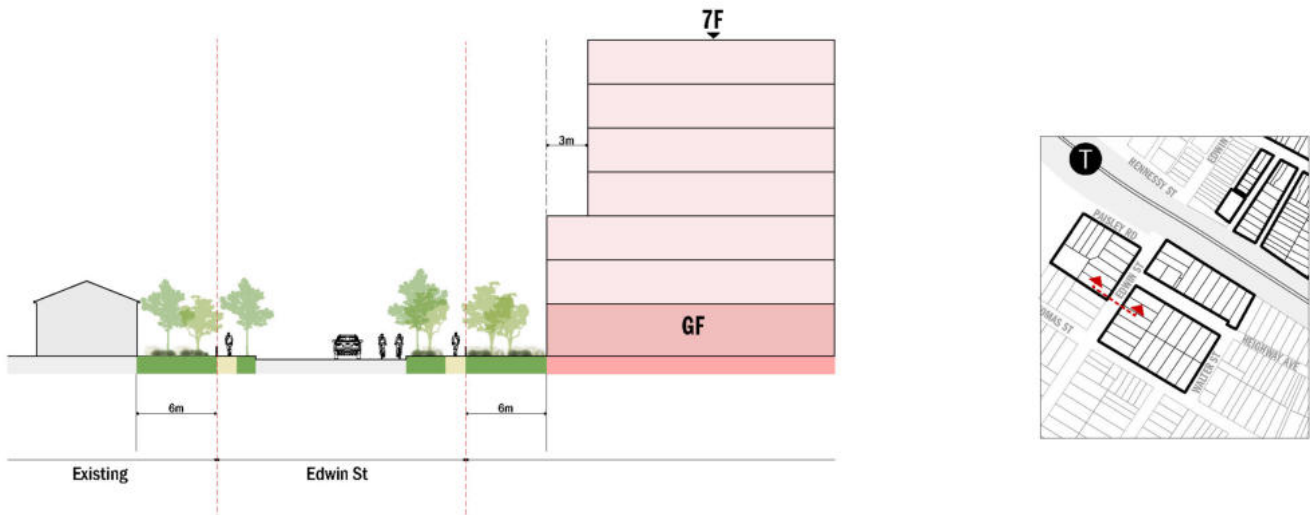


Figure 113: Croydon Centre South – Edwin Street south of Highway Avenue Section

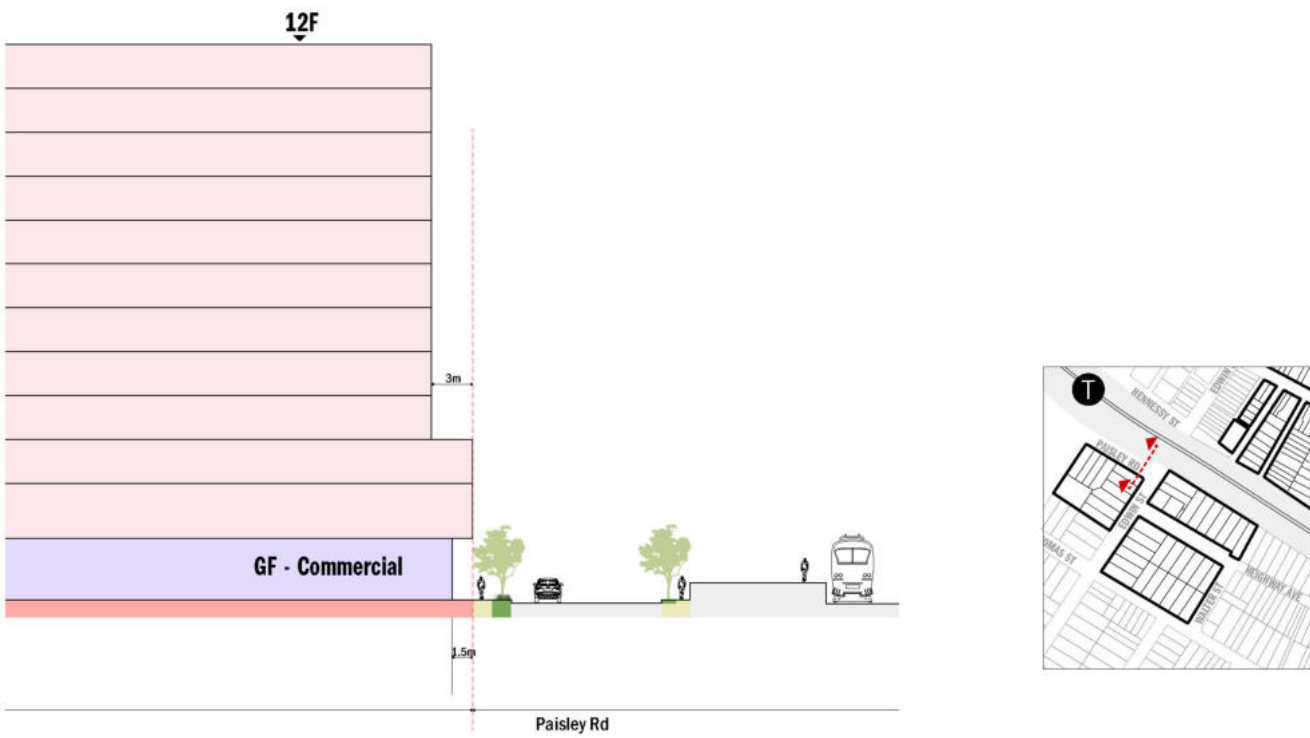


Figure 114: Croydon Centre South – Paisley Road Section

INNER WEST

Design Guide

HIA Stage 2 – Leichhardt, Lewisham, Stanmore, Petersham, St Peters
& Sydenham Precincts



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1.0 Introduction

Inner West Council is working together with the NSW Government to create more well-located homes close to transport, jobs, and services. Parts of Inner West are affected by the NSW Government Housing Reforms policies, including:

- [Transit Oriented Development](#) (TOD); and
- [Diverse and Well located Housing](#) – Low Medium Rise Housing (LMR)

Inner West is undertaking place-based planning to create an alternate approach to the State's Housing Reforms and Strategies. This alternate approach will facilitate new housing opportunities across the LGA aligning with the NSW Government's housing targets. This place-based approach will deliver better outcomes than those provided under blanket controls proposed by the NSW Government Housing reforms.

This Master Plan seeks to improve housing outcomes for the Inner West community, aiming to create more housing while respecting local characteristics. They focus on four Housing Investigation Areas (HIAs) and classified under two stages, being:

This Design Guide relates to the HIA Stage 2 – Leichhardt, Petersham, Stanmore, Lewisham, St Peters and Sydenham Precincts.

Inner West's planning approach aims to ensure that housing solutions not only meet quantitative targets but takes a place-based urban design response that enables high density residential in well-connected and accessible areas; low-medium residential density around town centres and light rail stops; and provides transitions to existing low density areas.

The Master Plan offer broader benefits, including incentives to encourage redevelopment.

READ WITH

- **Housing Investigation Area Stage 2 Master Plan**
- **Marrickville Development Control Plan 2011**
- **Leichhardt Development Control Plan 2013**

1.1 Purpose and Application

This Design Guide applies to certain land identified in Figure 1: Land Application Map and known as Housing Investigation Area Stage 2 – Leichhardt, Petersham, Stanmore, Lewisham, St Peters and Sydenham Precincts.

The purpose of this Design Guide is to provide supporting information for this draft Master Plan and should be considered in addition to the existing Development Control Plans (DCP) controls applying in the Inner West.

This Design Guide will also inform the preparation of specific controls for inclusion in the draft Inner West Development Control Plan.

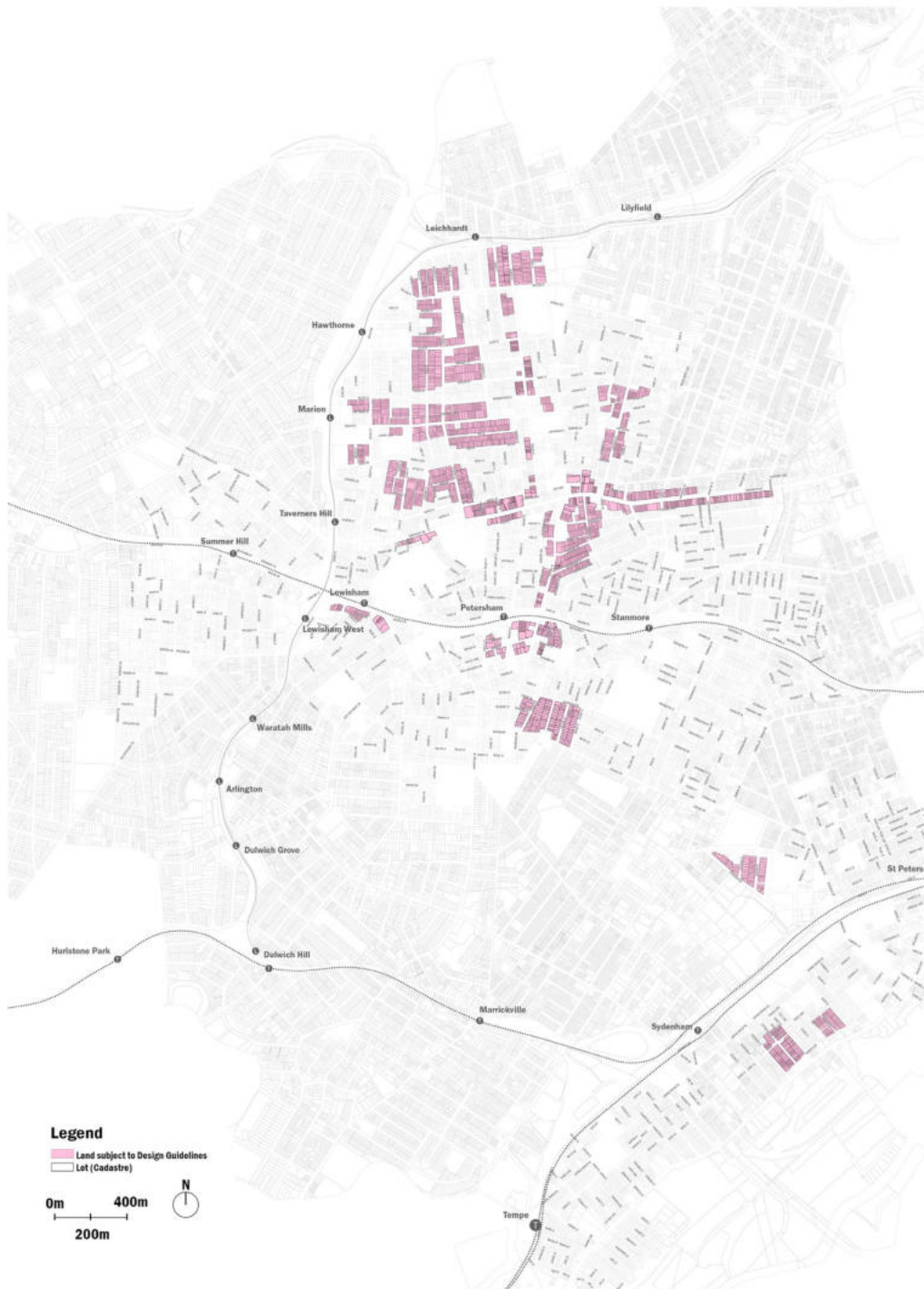


Figure 1: Land Application Map

The boundary has been identified based on walking catchments to stations, access to local centres, close to public open space and where land uses are predominantly residential. Broader areas of uplift opportunity have been identified across parts of Leichhardt, along Crystal Street, near to Marrickville Metro, areas between Addison Road and Newington College and near to Sydenham Station. The place-based approach identifies 15 sub-precincts within the area identified for increased housing and employment in-fill development.

1. Elswick Street North
2. Leichhardt North
3. Norton Street North
4. Norton Street South
5. Marion Street
6. Catherine Street
7. Taverners Hill
8. Parramatta Road West
9. Parramatta Road East
10. Crystal Street North
11. Crystal Street South
12. Lewisham Station
13. Addison Road
14. Marrickville Metro
15. Sydenham

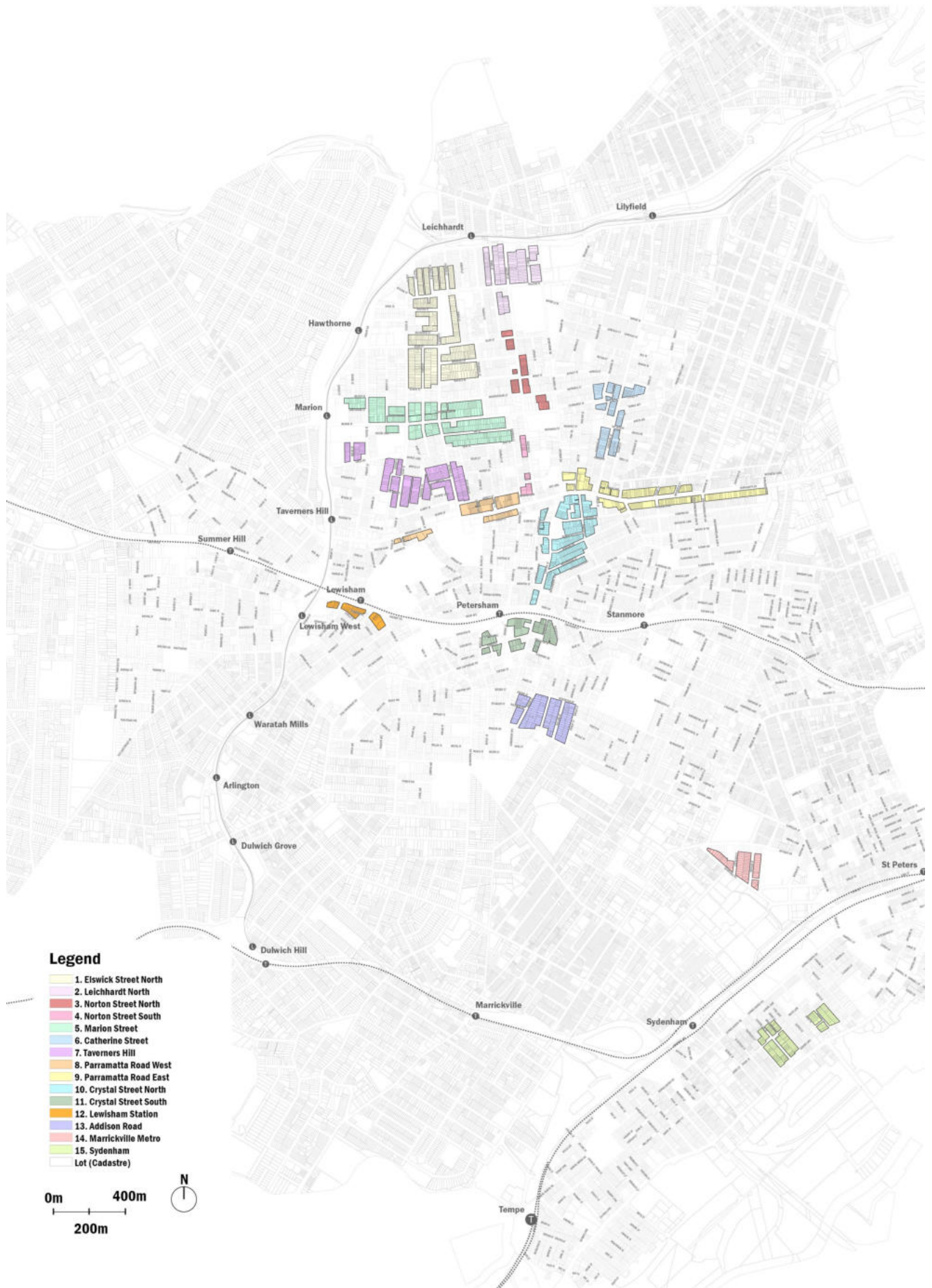


Figure 2: HIA Stage 2 Sub Precincts Map

1.2 Vision

A network of distinct village-like neighbourhoods that provide a focus for new housing in dense, sustainable and liveable ways. Neighbourhoods across Leichhardt, Lewisham, Petersham and Sydenham are socially, culturally and economically connected, supported by a green and active circuit of shady streets. Each neighbourhood supports an integrated network of activity, living and community corridors. Each neighbourhood supports amenity-oriented development – around centres, community infrastructure, parks and stations.

The vision is outlined in the Stage 2 Master Plan.

The vision is supported by the following objectives:

1. Promote a **Country-centred design** that demonstrates a 'starting with Country' approach via critical understanding of place, physical, natural and cultural systems.
2. Lead with **amenity-oriented development**, with **denser housing** located in areas with access to shops, open space, along busier road corridors, community infrastructure and public transit.
3. Ensure new development supports strengthening the centres with corresponding **neighbourhood amenity and character** with appropriately scaled street walls, street setbacks, building dimensions and separations.
4. Encourage **active and public transport** through a modal shift from private vehicles.
5. **Support lot amalgamation** that offers increased density, whilst acknowledging the characteristic grain of Sub-Precincts and streets through building and public realm design.
6. Encourage **tree canopies to increase** over time through provision of deep soil and appropriate siting of buildings.
7. Promote **enhanced sustainability** through built form, design and arrangement, materials, biodiversity and green infrastructure controls.
8. Ensure development **respects heritage** items and provides appropriate interpretation and transitions in scale to the surrounds.
9. Achieving the Parramatta Road Corridor Urban Transformation Strategy outcomes.

2.0 General Controls

The following objectives and provisions apply to the Stage 2 HIA precincts, other parts of this Design Guide and should be read in conjunction with the existing DCPs applying across the Inner West. Where a provision is inconsistent with an existing DCP, the provision within this Design Guide will prevail. Where this Design Guide is silent, the existing DCP control will apply.

2.1 Connecting with Country

Objectives

- O1. Demonstrate a Country-positive approach to design, illustrating a net positive impact on all aspects of Country including environmental, social, cultural, both tangible and intangible
- O2. Establish cultural safety by considering Aboriginal peoples perspectives in planning and design discussions
- O3. Celebrate Aboriginal culture and language through naming, wayfinding, public art and cultural infrastructure which supports cultural practice

Provisions

- P1. Development applications for residential flat buildings or mixed-use shop top housing should:
- P2. Provide a statement on how cultural knowledge has been integrated into their submission, for instance in regard to environment, caring for Country and culture, and opportunities for enterprise and economic development
- P3. Demonstrate how Aboriginal culture is celebrated and embedded within building design and cultural narratives are embedded in public art

2.2 Streetscape and Public Domain

Objectives

- O1. To improve the amenity and safety of the streetscapes in a manner that:
 - a) contributes to the street character and intended land uses
 - b) ensures built form interfaces well with the streetscape and heritage items
 - 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) protects existing street trees
 - f) positively contributes to water management and is waterwise
 - g) minimises impacts to the ecological values of native species habitats and habitat linkages, and
 - h) results in a durable and low maintenance public domain
- O2. Ensure new developments minimise wind impacts to protect and enhance amenity, maintain comfortable conditions for pedestrians and encourage tree growth within the public domain

Provisions

- P1. 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, with associated landscaping and deep soil planting
 - b) ensuring the pedestrian movement area is clear of obstacles
 - c) integrating pedestrian entries into the streetscape design
 - d) requiring appropriate landscaping and plantings at the interface with areas of ecological value
- P2. Development should not overshadow existing and proposed open space by more than 50% (measured by the area within its designated cadastre boundaries) at 12pm on 21 June

Note: More detailed setback requirements are provided in other sections of this design guide.

2.3 Affordable Housing

Objectives

- O1. To increase the supply of well-designed affordable housing to meet community needs and in appropriate locations across the Precinct
- O2. To ensure affordable housing is managed and retained in perpetuity

Provisions

- P1. Affordable housing units:
- a) Include a range of sizes to cater for different household types
 - b) Are designed and constructed to the same standard as other residential accommodation in the development
 - c) Are distributed throughout the development with a unit mix determined by Council in consideration of affordable housing need and social inclusion
- P2. Affordable housing units are to be provided and managed in accordance with the relevant Affordable Housing Contributions Scheme and Council's Affordable Housing Policy

Notes:

1. 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."

2. Refer to Inner West Affordable Housing Policy 2022 for details of Affordable housing requirements.

2.4 Dwelling Mix

Objectives

- O1. To provide a choice of dwelling types to meet a range of housing demographics
- O2. To allow dwelling mix flexibility to respond to different residential building types, locations and markets

O3. Ensure that development provides a range of dwelling sizes to accommodate for diverse household types and improve housing choice

Provisions

P1. Developments with 6 or more dwellings must provide a mix of dwelling types in accordance with the Table 1 below

Table 1: Dwelling mix

Dwelling type	Mix
Studio apartments	0-20%
1-bedroom apartments	20-40%
2-bedroom apartments	20-60%
3-bedroom apartments	20-40%
apartments with more than 3 bedrooms	5-30%

P2. Developments that propose 6 or more dwellings are to:

- a) Contain a minimum of 3 different dwelling sizes
- b) Provide a mix of apartment types on the ground level
- c) Ensure that dwellings with 3 or more bedrooms are distributed throughout the development with the majority provided on the ground or lower levels
- d) Developments containing less than 6 dwellings may vary the mix specified in Table 3 provided a range of dwelling sizes are represented
- e) Developments containing 6 or more dwellings are to provide 20% of 2 and 3+ bedrooms as family friendly dwellings to accommodate families with children

Note: Examples of acceptable outcomes to encourage family friendly dwellings include:

- Wider hallways and entries to allow for improved moveability for prams, children’s equipment, sports equipment, or the like
- Provide greater than the minimum area requirements for living rooms and private open space areas
- The private open space is to be clearly visible from the kitchen or living area
- Bedrooms sizes and layouts are to be of a sufficient size to accommodate a variety of children’s furniture and office/study furniture for instance, two single beds, bunk beds, desk/table, crib, play areas and the like
- At least one bathroom is to be of a sufficient size to accommodate a bathtub

2.5 Lot Amalgamation

Objective

O4. To ensure lot amalgamation facilitates redevelopment for commercial, business, and residential uses, the delivery of public realm improvements, and promotes the efficient use of land

Provisions

P1. Development to demonstrate any proposed building does not prejudice the equitable development of adjacent sites. In some circumstances, a conceptual master plan of the street

block may be required, to demonstrate potential compliance with building separation, building setback, height and floor space ratio controls

- P2. Development proposals to not result in isolated lots or prevent land parcels from reaching their redevelopment potential
- P3. Lot amalgamation:
 - a) combines narrow lots and lots in fragmented ownership to achieve the minimum site frontage in Table 2
 - b) achieves the following criteria:
 - i) achieves required landscape area and communal open space
 - ii) provides required setbacks
 - iii) consolidates vehicle access and reduces their impact on pedestrian movement paths
 - iv) provides appropriate access for servicing and waste management
 - v) facilitates basement parking where on-site parking is provided

Table 2: Minimum site frontage

Town Centre Mixed Use	Medium & High Density Residential
12m	21m

2.6 Sustainability and Resilience

Objectives

- O1. 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
 - c) minimise energy consumption and enhances passive solar gain
 - d) supports comfortable use of communal space and the public realm
- O2. To reduce urban heat island effects by incorporating and integrating mechanisms that collectively mitigate the impacts, including:
 - a) green infrastructure in the form of landscape and surface treatments that incorporate opportunities for water to permeate the soil, 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

Provisions

- P1. 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

P2. Non-residential development must meet the performance standards (energy and water) detailed in Table 3

Table 3: Development threshold and standards for non-residential development

Development type and threshold	Minimum energy target	Minimum water target
<p>Office (base building)</p> <ul style="list-style-type: none"> • A new office building $\geq 1,000\text{m}^2$ nett lettable area (NLA) or more, or • A refurbishment to an existing office building that contains a NLA or $1,000\text{m}^2$ or more, or • An existing office building of $1,000\text{m}^2$ NLA or more with an addition of 500m^2 or more NLA 	<ul style="list-style-type: none"> • Maximum 45 kWh/yr/m^2 of gross floor area (GFA) or, • 5.5 star NABERS Energy Commitment Agreement (CA) + 25% or, • Certified Green Star Buildings rating with a “credit achievement” in Credit 22: Energy Use, or equivalent 	<p>NABERS Water 4 star (5 star where recycled water is available)</p>
<p>Shopping centre development (base building)</p> <ul style="list-style-type: none"> • A new shopping centre containing a gross lettable area – retail (GLAR) of $5,000\text{m}^2$ or more • An existing shopping centre of $5,000\text{m}^2$ GLAR or more with an addition of $2,500\text{m}^2$ or more GLAR 	<ul style="list-style-type: none"> • Maximum 44 kWh/yr/m^2 of GFA or, • 5 star NABERS Energy CA, or Certified Green Star Buildings rating achieving the “minimum expectation” in Credit 22: Energy Use, or equivalent 	
<p>Hotel (whole building)</p> <ul style="list-style-type: none"> • A new hotel of 100 rooms or more • A refurbishment to an existing hotel that contains 100 rooms or more 	<ul style="list-style-type: none"> • Maximum 199 kWh/yr/m^2 of GFA or, • 4.5 star NABERS Energy CA, or • Certified Green Star Buildings rating achieving the “minimum expectation” in Credit 22: Energy Use, or equivalent 	<p>NABERS Water 4 star (5 star where recycled water is available)</p>

<p>Serviced Apartments (whole building)</p> <ul style="list-style-type: none"> • A new building with 100 serviced apartments or more • A refurbishment to an existing serviced apartment building that contains 100 serviced apartments or more 	<ul style="list-style-type: none"> • Maximum 199 kWh/yr/m² of GFA or, • 4.5 star NABERS Energy CA, or • Certified Green Star Buildings rating achieving the “minimum expectation” in Credit 22: Energy Use, or equivalent 	
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P3. Mitigate urban heat island effects by:

- a) achieving required deep soil and tree canopy through:
 - i) site layout maximising retention of 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 in Tables 4 and 5
- b) integrating green roofs or walls as a component of the landscape and built form design specifically for residential flat buildings over 6 storeys
- 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 (lighter colours) on roofs, facades, glazing or ground surfaces subject to their purpose and aligned to orientation and exposure to sunlight. Brick work however should be dark and red brick to align with the Inner West character
 - ii) where it may cause nuisance due to glare or reflection do not exceed 20% reflectivity (darker colours)

Table 4: Canopy targets and tree planting requirements

Zone	Site area	Canopy target (% of site area) and can be included within the deep soil area	Required tree planting
	Less than 650sqm	15%	For every 350sqm of site area or part thereof, at least one small

R3 Medium Density Residential, R4 High Density Residential			tree is to be planted in the deep soil area
	650-1,500sqm	20%	For every 275sqm of site area or part thereof, at least one medium tree is to be planted in the deep soil area
	1,500sqm – 3,000sqm	25%	For every 450sqm of site area or part thereof, at least 2 medium trees or one large tree is to be planted in the deep soil area
	Greater than 3,000sqm	35%	For every 300sqm of site area or part thereof, at least one large or 2 medium trees are to be planted in the deep soil area
All development			Basements should not extend beyond the building footprint
Local centres (E1 and E2) where shop top housing is developed		Canopy coverage should be provided via planting on rooftop or other communal open space areas	Deep soil provisions do not apply

Note: the following table defines the assumed tree size at maturity.

Table 5: Assumed tree sizes at maturity

Size category	Minimum diameter spread	Minimum canopy area
Small	6m	28m ²
Medium	8m	50m ²
Large	12m	113m ²

Note 1: Deep soil zones must comply with the minimum dimensions specified in the Apartment Design Guide and be consolidated where possible to allow for meaningful planting.

Note 2: For local centre shop top housing development, deep soil provisions do not apply, given the urban context and built form typology.

2.7 Transitions to Sensitive Interfaces

Sensitive interfaces include development in R2 zones, heritage items, and heritage conservation areas.

Objectives

- O1. To ensure new development provides an appropriate transition in scale and form when located adjacent to low-density residential areas or heritage-sensitive sites
- O3. To protect the amenity, privacy, and solar access of existing low-scale dwellings and heritage items

- O4. To reinforce and respect the established character and built form of heritage conservation areas through sensitive design
- O5. To ensure that the scale, bulk, and articulation of new development responds sympathetically to adjoining sensitive interfaces

Provisions

- P1. Development adjoining R2 Low Density Residential zones, 1–2 storey dwellings, heritage-listed items, or HCAs that are not expected to undergo redevelopment must provide a built form transition by:
 - a) stepping of building height and massing away from the interface, and
 - b) Use of additional side setbacks and modulation to reduce visual bulk and improve privacy
- P2. Building separation adjacent to sensitive interfaces must include a combination of:
 - a) Increased side setbacks, and
 - b) Horizontal modulation, such as a reduced street wall height, and/or
 - c) Vertical modulation, such as additional upper-level setbacks
- P3. At sensitive side interfaces, the maximum street wall height must be 3 storeys for a minimum extent of 3 metres from the side boundary of the building
- P4. Buildings in proximity to heritage items or within heritage conservation areas must be designed to respond to:
 - a) Street alignment and prevailing setbacks
 - b) Street wall height and articulation
 - c) Setbacks above the street wall
 - d) Façade detailing and rhythm
- P5. A bulk and scale that is sympathetic to the heritage context

Note: A Heritage Impact Statement (HIS) may be required to demonstrate how the proposal appropriately addresses the interface with a heritage item or conservation area.

2.8 Equitable Development

- O1. To ensure that new development does not compromise the future development potential of adjoining or nearby sites
- O2. To facilitate orderly, coordinated, and efficient urban development across sites and precincts
- O6. To prevent the creation of isolated lots or development outcomes that restrict adjoining landowners from achieving compliant and functional redevelopment
- O7. To ensure appropriate built form transitions are achieved at zone boundaries or when adjoining lower-scale developments

Provisions

- P1. Development proposals must demonstrate that the proposed building form does not prejudice the equitable development of adjoining or nearby sites

- P2. Council may require a conceptual master plan or envelope study of the street block to illustrate how building separation, setbacks, height, and floor space ratio controls can be equitably applied across multiple sites
- P3. Development must not result in:
- a) The creation of isolated or undersized lots, or
 - b) Situations where adjoining lots are unable to achieve their full redevelopment potential, including compliance with the NSW Apartment Design Guide (ADG)
- P4. Where a development site adjoins a different zone or lower-scale development (e.g. R2 zone or heritage site), the setback and separation requirements of the lower-scale site must be applied to the subject development site at the shared boundary

Note: Equitable development principles must be demonstrated through site analysis and justification in the development application, particularly for sites that rely on shared access, outlook, or separation distances.

2.9 Access and Parking

Objectives

- O1. To ensure transport, access and parking elements are planned and provided in new developments in a way that is safe and functional
- O2. To support a mode shift from the use of private motor vehicles to public and active transport
- O3. To minimise the number of driveways to maintain the safety and amenity of footpaths and cycleways and to prevent loss of publicly available kerbside parking spaces
- O4. To ensure parking of bicycles and associated end-of-trip facilities are safe, secure, and convenient as part of promoting cycling as a healthy, sustainable, and space-efficient form of transport
- O8. To ensure electric vehicle (EV) charging facilities and, readiness for these facilities, is included in new developments
- O9. To establish the operation of car share schemes in developments that provide an alternative to private car ownership and reduce car parking demand

Provisions

- P1. Vehicle access is located to:
- a) use secondary streets or rear accessways and laneways
 - b) consolidate vehicle access to reduce the number of crossovers through a maximum of one driveway per site or one-way pair
- P2. Pedestrian access to sites must be the primary consideration in site design
- P3. Provision of private vehicle parking:
- a) in strata development is listed on a separate title (unbundled) from the development (i.e. separated from dwelling, commercial units and building ownership)
 - b) includes car share vehicle(s) that:
 - i) are provided at the rate of one space per 20 units that do not have a parking space
 - ii) do not result in the maximum car parking rates being exceeded

iii) are always publicly available and readily accessible

c) Car parking rates for residential units to be in accordance with Table 6

Notes:

1. **Unbundled parking** means parking that is separated from the cost or rent of a dwelling, commercial units and building ownership.

2. **Car share scheme** means a scheme in which any car share operator provides vehicles for shared use and hires those vehicles exclusively to members of the scheme for occasional use for short periods of time, on demand and on a pay-as-you go basis.

Table 6: Car Parking rates for residential units

Development type	Maximum number of carparking spaces permitted	
	Minimum	Maximum
Residential		
Studio apartment	0	0
1 bedroom apartment	0	0.3
2 bedroom apartment	0	0.7
3+ bedroom apartment	0	1
Visitor	0	0

- P4. Provide EV ready to use (including cabling, power outlet or charging head) 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
- P5. Service delivery times in E1 zones are restricted to off peak to avoid conflict with peak pedestrian periods on key streets, where practical
- P6. Bicycle parking:
 - a) complies with the minimum requirements detailed in Table 7
 - 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) all new residential development to provide designated on-site bicycle parking that’s easy to access for daily use and separate to other storage facilities
 - e) is provided with ready-to-use electric charging points at a minimum rate of:
 - i) for non-residential development – 1 per 4 bicycle spaces
 - ii) for residential development or shop top housing – 1 per 2 bicycle spaces

Table 7: 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

2.10 Heritage and Period Buildings

Objectives

- O1. Ensure development is appropriate to the architectural style and period of construction of the heritage and contributory buildings in a HCA
- O2. New development sites provide an appropriate transition between new development and heritage buildings and HCAs and contribute positively to the character and reinforce the prominence and legibility of the existing siting and setback patterns
- O3. New development to respect the character of period buildings in Marrickville
- O4. The design of new development has considered relevant guidelines such as the Design Guide for Heritage and Better Placed to conserve the significance of heritage items and HCAs
- O5. To ensure an appropriate transition in scale is provided between existing heritage fabric and new built form
- O6. To ensure changes to lot boundaries do not adversely impact upon the heritage significance of the item or the conservation area

Provisions

- P1. The front portion of all buildings that make a positive contribution to the streetscape are to be retained. Where building facades are required to be retained with new development behind, the new development is to align with existing floor levels and fenestration to the retained façade. Also refer to relevant Sub-Precinct controls
- P2. Development of contributory and period buildings are to retain the first bays of the building (that part of the building between the first 2 structural columns)
- P3. Re-interpret the historical subdivision lot pattern when lots are amalgamated for new development
- P4. Design of buildings in proximity to a heritage item should respond to street alignment and street wall height, floor to floor heights, setbacks above street wall height, and façade articulation elements (including parapets) with bulk and scale that are sympathetic to the heritage item
- P5. Building envelopes for developments adjoining heritage items (including contributory and period buildings) are to adopt:

- a) A street wall/podium height relative to key horizontal features of the adjoining heritage items (i.e. roof line and parapet)
- b) Be a minimum of 3m to 6m setback (subject to street width) upper-level setback above street wall/podium for buildings up to ten storeys
- c) An additional 3m upper-level setback for building envelopes over ten storeys

2.11 Active Street Frontages

Objectives

- O1. Active street frontages reinforce the vitality and liveliness of the public domain.
- O2. Active street frontages are provided:
 - a) with ground floor frontages being pedestrian orientated and of a high design quality to add vitality and character to streets
 - b) by incorporating frequent pedestrian entries that open towards the street

Provisions

- P1. Provide active street frontages in centres or mixed-use buildings 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
- P2. Active street frontages contribute to the liveliness and vitality of streets by: providing a minimum of 70% of the ground floor frontage as transparent glazing with an unobstructed view from the adjacent footpath to at least a depth of 6m within the building:
 - d) maximising entries, display windows, customer service areas and key activities to provide pedestrian interest and interaction
 - e) minimising blank walls, fire escapes, service doors, plant and equipment hatches
 - f) providing integrated design outcomes, such as creative use of materials where fire escapes, service doors and equipment hatches cannot be avoided
 - g) providing a high standard of finish and appropriate level of architectural detail for building facades
 - h) providing passive surveillance to enhance safety and security
 - i) providing ground floor pedestrian entry at the same level as the street to maximise accessibility for all users
 - j) not including driveways and service entries
 - k) locating loading and site vehicle access in alternative locations and not from the primary street
- P3. New developments must incorporate awnings where they align with the existing built form and contribute to a cohesive streetscape experience

2.12 Built Form

Objectives

- O1. To provide for a high quality and well-designed built form that:
 - a) strengthens the urban character and identity of the Precinct
 - b) supports intended land uses and future development outcomes
 - c) is of a bulk and scale and has site layout that complements the local context, respects heritage items and conservation areas
 - d) provides a consistent street wall height that is suited to the street's proportions
 - e) Maintains consistent setbacks that ensure new developments respond appropriately to the streetscape
 - f) requires sensitive transitions between new development and existing dwellings that will not be redeveloped
 - g) minimises adverse amenity impacts
 - h) enhances the public domain for pedestrians
 - i) accommodates its intended function efficiently, whilst also providing flexibility for potential changes in use through appropriate floor to floor heights, access to natural light and careful attention to the arrangement of building structure
- O3. 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.
- O4. 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 floor plates that are appropriate for the use and high ceilings to ensure functionality and flexibility in accommodating a diverse range of uses in the future
- O2. To promote a finer grain of development by setting maximum building lengths, supporting architectural diversity, walkability, and a human-scale street environment

Provisions

- P1. Building design:
 - a) includes architectural features and façade articulation to reduce apparent building bulk
 - b) includes a site coverage of up to 60% for residential flat buildings over three storeys in height
 - c) locates pedestrian entries on the primary street frontage and is visible and accessible from the street
 - d) supports street lighting to enhance safety and security
 - e) negates adverse noise and odour emissions from activities, plant or equipment

- f) is to have a clear base, middle and top, through the application of building materials, façade design and articulation
 - g) development should not overshadow communal open space by more than 50% (measured by the area within its designated cadastral boundaries) at 12pm 21 June
- P2. Residential development, should comply with Apartment Design Guide, and result 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) using a variety of integrated built form design, construction techniques and acoustic solutions to ameliorate negative impacts including but not limited to:
 - i) materials and glazing choices to provide a contextual design response
 - ii) angled walls and modulated surfaces
 - iii) solid balconies and winter gardens
 - iv) screens, louvres and hopper windows
 - d) obtaining approval for “controlled activity” by the Sydney Airports and CASA with built form that extends beyond the obstacle limitation surface (OLS)
 - e) locating single aspect dwellings away from the north and west street frontages
 - f) incorporating light wells, atriums and internal articulation to enhance sun capture and air movement
 - g) retaining privacy and solar access while improving noise impacts for nearby residential development
- P3. Built form design facilitates employment uses on the ground floor within mixed use development:
- a) are compatible with residential uses
 - b) activate the street frontage
 - c) provide suitable floor plates for the proposed use and limit ground floor use for services, storage and other business needs, and where required locate these to the rear of the building
 - d) are larger in scale and designed to provide flexibility to adapt to different uses
- P4. Maximum building lengths are outlined in the Table 8

Table 8: Maximum building length

Zone	Building length (m)
E1 Local Centre & MUI Mixed use	40m
R4 High Density Residential	55m for podium 40m above street wall
R3 Medium Density Residential	45m

P5. Floor to floor height-built form to comply with the controls set out in Table 9

Table 9: Floor to floor height

	Mixed use development /shop top housing	Medium Density Residential	High Density Residential
Floor to floor height¹²³	Ground level (1st storey) – 5m 2nd storey – 3.8m 3rd storey and above – 3.2m	Ground level (1st storey) – 4m 2nd storey and above – 3.2m	Ground level (1st storey) – 4m 2nd storey and above – 3.2m
	<p>[Note 1] Ground level floor to floor height includes a slope/topography allowance.</p> <p>[Note 2] Mixed use development: if adjacent to a Heritage Item or period building – aligns with existing floor to floor height</p> <p>[Note 3] Mixed use development – heritage or period buildings ground floor and 2nd storey retain the existing floor to floor height for 3rd floor and above is 3.2m</p>		

2.13 Landscaping

Objectives

- O1. To ensure on-site landscaping provide adequately sized landscaped areas for the use and enjoyment of the community that can sustain substantial tree planting
- O2. To provide high-quality and appropriate landscaped areas and tree planting that:
 - a) enhance the urban landscape and the visual setting of buildings
 - b) positively contribute to streetscape character and the amenity of the public domain
- O3. To provide landscaped areas that incorporate a diverse mix of plant species to increase biodiversity including endemic species to support the local habitat
- O4. To maintain and enhance the amenity of the Inner West through the preservation of appropriate trees and vegetation
- O5. To maximise on-site rainwater filtration and minimise hard-paved area
- O6. To mitigate the impacts of urban heat through cooling benefits from vegetation and canopy cover

Provisions

- P1. The percentage of vegetation species planted within a development must be endemic to the local area in accordance with Table 10:

Table 10: Vegetation species

Location	% of species planted
Within a wildlife corridor or situated along a blue-green grid link	85%
Not located within a wildlife corridor	50%

Notes

1. See the Inner West plant species list available on Council's website for details of endemic species.

2. This may be varied where a high percentage of non-native species is needed to retain the heritage significance of a heritage item or heritage conservation area

- P2. Landscaped area is to be 40% of the site area, inclusive of the front setback
- P3. Maximise the habitat value of landscaping by providing diverse and continuous canopy and understorey plantings. All landscaped areas must include shrubs and/or groundcovers
- P4. Limitations on lighting intensity to be incorporated in the landscape design when adjacent to areas of high biodiversity value
- P5. In Bandicoot protection areas design features in new developments to include some of the following: raised walkways, complex native garden beds in contiguous corridors, limitation of physical barriers to movement, and limitations on lighting intensity
- P6. Maximise water infiltration by maximising permeable surfaces on sites, i.e. minimise the use of impermeable surfaces such as paving
- P7. All landscaped areas are to achieve a minimum dimension no less than 1m
- P8. Where site constraints make it not possible or practical to provide the required *landscaped areas* at ground level, Council may consider alternate provision of soft landscaping for example raised planters, green walls, or green roof with a minimum soil depth of 500mm
- P9. Include a *landscaped area* buffer along the entirety of all common boundaries shared with public reserves, drainage corridors, rail corridors or a residential development and new industrial and commercial developments
- P10. Green roofs and green walls are to:
 - a) Utilise materials which will be hardy and long lasting in external environments so minimal upkeep is required, and materials should also be environmentally friendly with respect to the amount of energy and water consumed
 - b) Be suitably located to suit the orientation and microclimate conditions
 - c) Be accessible from the building for maintenance purposes only
- P11. At least 60% of the front setback of residential flat buildings must be pervious landscaped area

2.14 Setbacks

Objectives

- O1. To maintain uniform street and tower setbacks that will:
 - a) complement the prevailing street setback of existing development
 - b) facilitate appropriate building transitions to reduce visual bulk and overshadowing while maintaining high-quality urban design
 - c) ensure the street wall height and tower setback enables the retention of the shop top street character and an appropriate street width to building height scale
 - d) ensure an appropriate transition of height of buildings and allow a stepping of scale between main streets and local streets
 - e) support an active and pedestrian-friendly streetscape and provide for retention and new landscaping

- O2. To maintain a consistent setback and ensure new built form responds appropriately to the existing and desired future streetscape
- O3. To establish a consistent and cohesive streetscape that maintains a human-scale built form
- O4. To ensure that new development integrates sensitively with heritage items, preserving their visual prominence and character
- O5. To manage building heights and setbacks in a way that reduces bulk and maintains sky views from the street level
- O6. 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

Provisions

P1. Built form to comply with the controls set out in Table II Built form controls

Table II: Built Form Controls

	E Local Centre and MUI Mixed Use Zones	Residential 3 storeys	Residential 4 storeys or greater
Minimum Frontage for a residential flat building or shop to housing	12m	21m	4 to 6 storeys: 21 m Over 6 storeys: 35m
Street Setback	0m	3m Catherine Street Sub Precinct: a lesser front setback to a minimum of 1.5 metres may be approved where the prevailing street setback is less than 3 metres.	3m
Street Wall Height	2 storeys for period properties within an HCA, except where the period building is taller, then the taller height prevails. 2 storeys within Marion Street sub precinct	3 storeys	3 storeys for sites where the street reserve is less than 20 metres wide 4 storeys for sites where the street reserve is 20 metres wide or greater

	<p>3 storeys in the Crystal Street North and Crystal Street South sub precincts</p> <p>4 storeys elsewhere</p>		
Side Setbacks	<p>Mandatory 0m side setback for the height of the street wall</p> <p>Side setbacks may be applied after the first occupiable bay of the building for the height of the street wall</p> <p>Parramatta Road East and West Sub Precincts: 0m setbacks to side boundaries up to six storeys.</p>	4m	4.5 metres or per NSW Apartment Design Guide minimum separation distances assuming equitable distribution of the separation distance across neighbouring properties
Rear setback (lots with no rear or side laneway)	<p>6m for the first two floors (except where a laneway exists)</p> <p>Additional setbacks beyond 6m for upper floors</p> <p>per NSW Apartment Design Guide minimum separation distances</p>	4.5m, except where there are primary openings, where 6 metres applies.	4.5m or per NSW Apartment Design Guide minimum separation distances assuming equitable distribution of the separation distance across neighbouring properties
Laneway setback	3m	3m	3m

P2. Notwithstanding Table 11 above the setbacks and street walls will need to be appropriately scaled where incentives for greater density and building height are utilised. Setbacks and street walls must be in proportion with the streetscape, street width and future desired character of the area.

3.0 Site Specific Controls

3.1 Norton Street North



Figure 3: Norton Street North Sub Precinct Map

3.1.1 Leichhardt Service Centre & Car Park

- O1. To facilitate the redevelopment of the Leichhardt Service Centre and car park site as a civic and community-focused precinct that will:
 - a) reinforce the civic character of the Marion Street and Wetherill Street block through the siting and design of new buildings, and
 - b) provide for high-quality community infrastructure including a new library and municipal administration facilities integrated with complementary residential development
- O2. To ensure new development responds to the established and desired future scale, character, and civic prominence of surrounding streets and buildings
- O3. To protect the visual prominence of Leichhardt Town Hall, particularly the clock tower, by ensuring subservient built form and appropriate setbacks
- O4. To achieve built form outcomes that support amenity, visual quality, and compliance with building standards and apartment design requirements

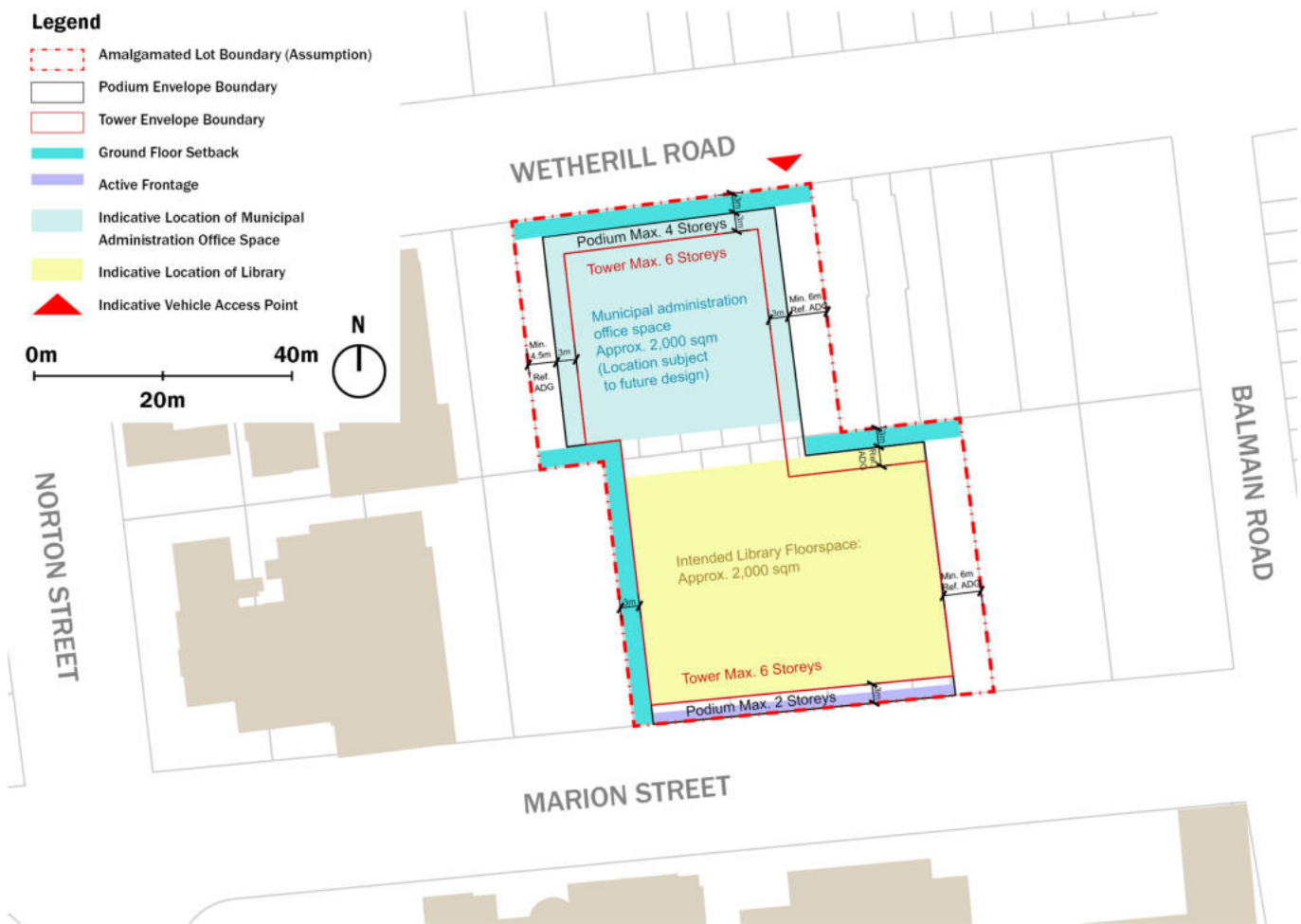


Figure 4: Leichhardt Service Centre site controls

Provisions

- P1. Development must provide principally community functions on the site, including a minimum of 2,000sqm of library floor space and 2,000sqm of municipal administration (office) space
- P2. Residential development may be located above the community and municipal administration functions, provided it complements the civic use of the lower levels
- P3. The library must be sited on Marion Street to reinforce the civic presence of this street block in coordination with Leichhardt Public School and Leichhardt Town Hall
- P4. The municipal administration space must be located at ground and first floor levels fronting Wetherill Street, continuing the established civic character of the street, which includes the Post Office and Uniting Church
- P5. New buildings must maintain street wall heights that are consistent with the adjacent buildings, reinforcing a cohesive streetscape and human scale
- P6. Development above two storeys must be set back a minimum of 3 metres from the street frontage to reduce visual bulk and maintain a transition in scale
- P7. The overall height of buildings must remain subservient to the Leichhardt Town Hall clock tower, ensuring its ongoing prominence in the local skyline
- P8. Side setbacks must comply with the National Construction Code (NCC) and the NSW Apartment Design Guide (ADG) to maintain amenity, privacy, and solar access for adjoining sites, as illustrated in Figure 4

3.1.2 Site Access Controls

- O1. To prioritise pedestrian amenity and safety along the Norton Street frontage by minimising vehicle crossovers
- O2. To encourage efficient and coordinated vehicle access using existing rights-of-way, easements, or shared access arrangements
- O3. To provide flexibility for future development while ensuring a clear access strategy that supports an active public domain
- O4. To enable site access design that balances servicing requirements with high-quality urban and streetscape outcomes

Provisions

- P1. Development along the Norton Street frontage must prioritise continuous and safe pedestrian access, with vehicle access points minimised and located away from primary pedestrian areas
- P2. Where a right-of-way or vehicle access easement currently exists, it must be used as the primary access point for parking, loading and servicing activities
- P3. New driveways directly from Norton Street are discouraged. Where no alternative access is available, vehicle access must be shared between adjoining sites in accordance with the preferred access arrangements shown in Figure 5 to reduce the number of individual driveways and maintain active frontages
- P4. Vehicle crossovers must be narrow, consolidated, and designed to minimise visual and physical disruption to the footpath and streetscape
- P5. Proposals must demonstrate how access arrangements align with the long-term access structure of the precinct and contribute to a safe and legible public domain

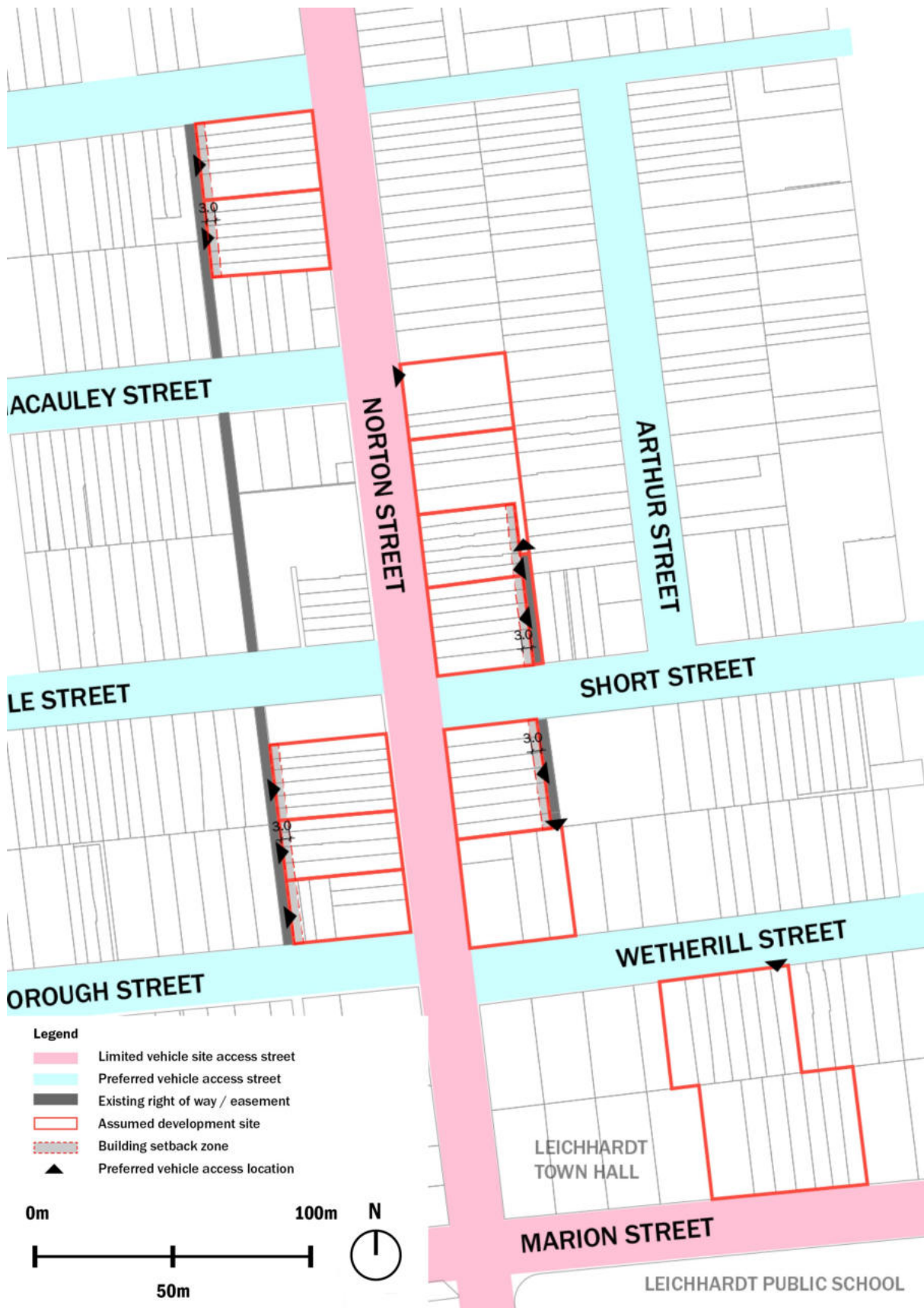


Figure 5: Norton Street North Access Guide

3.2 Norton Street South

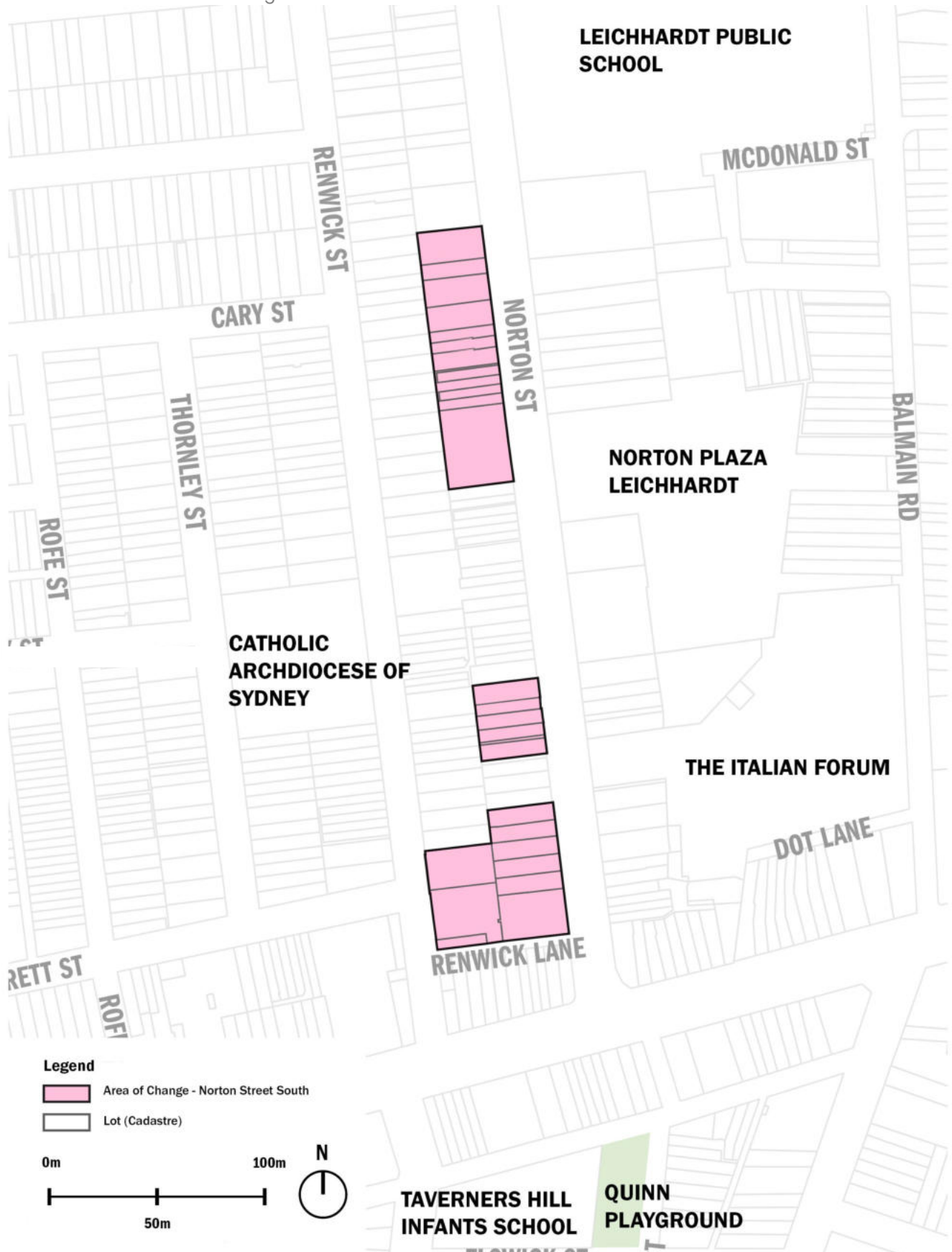


Figure 6: Norton Street South Sub Precinct Map

3.2.1 Site Access Controls

Objectives

- O1. To prioritise pedestrian amenity and safety along the Norton Street frontage by minimising vehicle crossovers
- O2. To encourage efficient and coordinated vehicle access using existing rights-of-way, easements, or shared access arrangements
- O3. To provide flexibility for future development while ensuring a clear access strategy that supports an active public domain
- O4. To enable site access design that balances servicing requirements with high-quality urban and streetscape outcomes

Provisions

- P1. Development along the Norton Street frontage must prioritise continuous and safe pedestrian access, with vehicle access points minimised and located away from primary pedestrian areas
- P2. Where a right-of-way or vehicle access easement currently exists, it must be used as the primary access point for parking, loading and servicing activities
- P3. New driveways directly from Norton Street are discouraged. Where no alternative access is available, vehicle access must be shared between adjoining sites in accordance with the preferred access arrangements shown in Figure 7 to reduce the number of individual driveways and maintain active frontages
- P4. Vehicle crossovers must be narrow, consolidated, and designed to minimise visual and physical disruption to the footpath and streetscape
- P5. Proposals must demonstrate how access arrangements align with the long-term access structure of the precinct and contribute to a safe and legible public domain

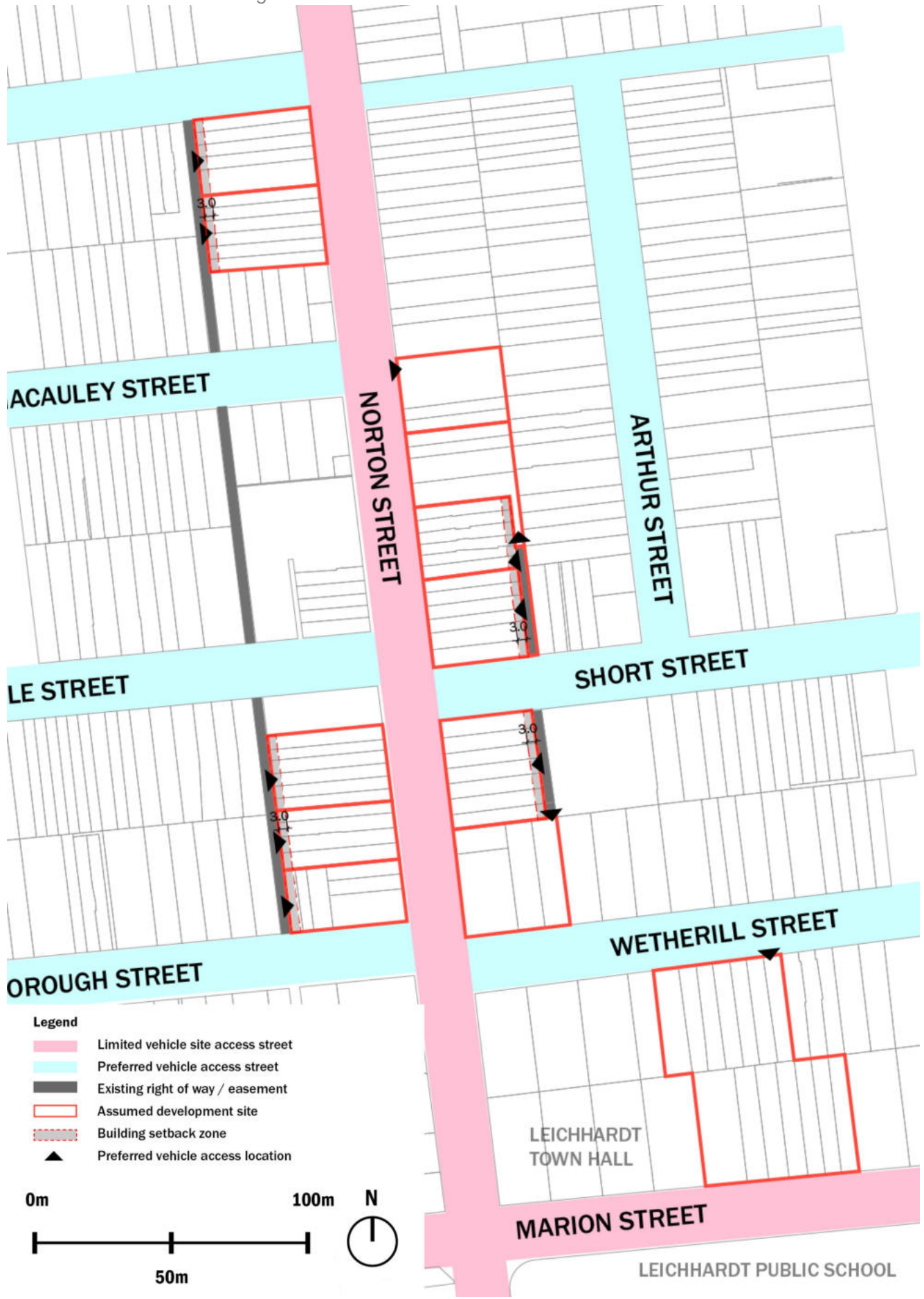


Figure 7: Norton Street South Access Guide

3.3 Marion Street



Figure 8: Marion Street Sub Precinct Map

3.3.1 Site Access Controls

Objectives

- O1. To prioritise pedestrian safety and amenity along the Marion Street frontage by minimising vehicle access points
- O2. To consolidate and manage vehicle access through rear lanes and shared entry points to reduce the impact of crossovers on the public domain
- O3. To guide future development in enabling a connected laneway network that supports access, servicing, and long-term site functionality
- O4. To ensure that development responds to the desired future access layout while maintaining flexibility for varying site configurations

Provisions

- P1. Development must provide vehicle access from existing laneways for parking, servicing and loading, where available
- P2. Vehicle access from Marion Street is strongly discouraged and will only be permitted where no feasible alternative exists

- P3. Where no existing laneway is present, development must be set back as required to allow for the future delivery of a laneway, in accordance with strategic access plans
- P4. The preferred vehicle access points for key development sites are shown in Figure 9. These are indicative only and should be used as a guide to inform site planning
- P5. Future investigation area laneways are identified in yellow in the accompanying diagrams and are intended to guide the long-term structure of rear access across the precinct
- P6. Where practical, vehicle access points should be consolidated between adjacent developments to minimise the number of crossovers
- P7. All site access must ensure that pedestrian movement along Marion Street remains continuous, unobstructed, and prioritised in both design and operation



Figure 9: Marion Street Town Centre Access Guide