

BRIEFING NOTE

To:	All Councillors
From:	Simone Plummer, Director Planning
Date:	27 March 2026
Subject:	Monthly Development Assessment Update on <ul style="list-style-type: none"> • State Significant Developments • Housing Delivery Authority • Regional Planning Panel

Dear Councillors,

Please find below an update on:

- **State Significant Developments**
- **Housing Delivery Authority**
- **Regional Planning Panel**

An updated list of current and determined State Significant Development Applications (SSDAs), within Inner West Council LGA has been reported to the Council meeting on 17 March [\(item 22\)](#). The Council report also includes an update on declared Housing Delivery Authority matters and Regional Planning Panel matters. In lieu of repeating the update in the monthly development assessment update Councillor briefing note, a link is provided to the [Council report](#).

State Significant Developments Applications (SSDA)

In relation to particular applications:

Precinct 75, 67, 73-83 Mary Street, 50-52 Edith Street, and 43 Roberts Street, St Peters (SSD-82639959)

The application seeks a combined development application and concurrent rezoning. The applications involve:

Description of proposal

The application seeks consent for an 'amending DA' to development consent (DA/2021/0800) seeking to increase the approved dwellings from 205 to 471, increase the number of storeys of approved buildings, and reduce non-residential (commercial and industrial) floor space. The amending proposal includes:

- A mixed-use development comprising of 4 buildings between 6 and 9 storeys
- 471 residential apartments (BTR),
- 16 affordable housing
- 7648sqm of non-residential floor space
- 293 car spaces (193 residential, 94 non-residential and 6 shared)

Description of concurrent rezoning proposal

Amend the Inner West Local Environmental Plan (2022) via a self-repealing SEPP to:

- Increase the Height of building development standard from 3m – 29m to 3m – RL 51m
- Increase Floor space ratio development standard from 2.15:1 to 2.42
- Restore the previous planning controls (R2 Low Density Residential zoning and 0.6:1 FSR) for the 67 Mary Street dwelling house
- Amend the wording of site-specific Clause 6.27 to facilitate the proposal



The application was placed on public notification from 14 August to 10 September 2025. In response to the notification period, Council officers reviewed the documentation submitted outlining the proposed development and lodged a submission on 10 September 2025. Whilst the proposal entails an additional 265 dwellings and this would assist with the current housing emergency, the officers review found that the proposed development needed further consideration on amenity and design outcomes. The key issues raised included:

- Residential amenity
- Ongoing servicing of the site and site facilities
- Lack of affordable housing
- Communal open space and site connectivity
- Local Character and Design Excellence
- Strategic merit and loss of employment lands
- Public Benefits and Planning Agreement
- Contaminated land and remediation
- Rezoning and amendments to IWLEP2022
- Development Control Plan
- Consultation with Sydney Airport and Civil Authority

Given the significant changes to the approved development from the past approval (DA/2021/0800) and the likely adverse impacts, Council officers submitted an objection. In response to the submissions received during the public notification period which included Council's submission dated 10 September 2025, the applicant provided amended drawings and documentation which were provided to Council for comment. Council officers lodged a further submission on 17 December 2025. A copy of the submission is included as *Attachment 1*.

Whilst the changes to the original scheme were noted, they were considered largely tokenistic and failed to address Council officers key concerns. The outstanding key issues include:

- Residential amenity
- Lack of affordable housing
- Communal open space and site connectivity
- Local Character and Design Excellence
- Strategic merit and loss of employment lands
- Contaminated land and remediation
- Consultation with Sydney Airport and Civil Authority
- Insufficient on-site car parking or analysis of traffic impacts



307-315 Parramatta Road, Leichhardt (SSD-83721209)

The application seeks a combined development application and concurrent rezoning. The applications involve –

Description of proposal

Construction of a 16-storey mixed-use development consisting of:

- Shop top housing for 154 residential units, 21 of which are affordable living units.
- One (1) ground floor retail premises.
- Four (4) level basement consisting of 153 residential, 9 visitor and 12 retail car parking spaces.
- Public domain works, embellishment and site landscaping.
- Demolition of existing structures and associated site works.
- Remediation of contaminated land.

Description of concurrent rezoning proposal –

Amend the Inner West Local Environmental Plan (2022) via a self-repealing SEPP to:

- Permit a maximum height of building up to 65m.
- Permit a maximum floor space ratio (FSR) up to 6.5:1

Council officers provided an objection to the application, the key matters being –

- Inconsistencies with the strategic planning framework
- Impacts on neighbouring sites and risk of site isolation – including council plans to develop adjoining Hay Street carpark for affordable housing
- Demonstration of architectural or urban design excellence
- Excessive height, scale, and poor built form outcomes
- Inadequate affordable housing contribution
- Lack of supporting local infrastructure
- Heritage impacts
- Landscaping, deep soil and urban forest matters
- Noise, vibration, stormwater, and flooding matters
- Waste, traffic, and parking matters

A copy of Council officers' objection is included as *Attachment 2*.

122-128,130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale (SSD-84024470)

The application seeks a combined development application and concurrent rezoning. The applications involve –

Description of proposal

Construction of a 22-storey mixed -use development consisting of:

- Shop top housing for 281 build -to-rent units, 29 of which are affordable living units.
- Four (4) ground floor retail premises.
- One (1) level basement consisting of 44 car parking spaces
- Demolition of existing structures and associated site works
- Remediation of contaminated land

Description of concurrent rezoning proposal –

Amend the Inner West Local Environmental Plan (2022) to:

- Amend land use zone from E3 – Productivity Support to MU1 – Mixed Use
- Permit a maximum height of building up to 80m
- Permit a maximum floor space ratio (FSR) up to 7.52:1



- Remove part 8 from applying to the proposed develop

The application was on exhibition from 22 January until 18 February 2026. Council officers' have prepared a submission in response which is *Attachment 3*.

Rozelle Village (Former Balmain Tigers site) – Mod 2 – Layout and wind mitigation measures (SSD-68298726)

The application sought to modify the original consent by –

- Internal design alterations to basement levels for additional parking, podium levels, and apartments.
- Alterations to wind mitigation measures, including additional window screening and awnings.

Council officers provided a comment to the application, the key matters being –

- Proposed amendments to in relation to proposed changes to FSR
- Proposed changes to the apartment mix Leichhardt LEP 2000

A copy of Council officers' comment is included as *Attachment 4*.

The application was approved on 12 February 2026.

All applications can be found on the Department's Major Project Website - [Major Projects search | Planning Portal - Department of Planning and Environment](#).

Simone Plummer
Director Planning

Attachments:

1. Council officers' submission – Precinct 75
2. Council officers' submission – 307-315 Parramatta Road
3. Council officers submission - 122-128,130 Pymont Bridge
4. Council officers submission – Rozelle Village – Mod 2 –



Internal Ref: EXTERNAL/2025/0016

17 December 2025

Department of Planning, Housing and Infrastructure

Locked Bag 5022

Parramatta NSW 2124

ATTENTION: Ethan Whiteman

Dear Mr Whiteman,

Inner West Council Response: SSD-82639959

Property: 67,73-83 Mary Street, 50-52 Edith Street & 43 Roberts Street, St Peters

Thank you for the opportunity to review and comment on the revised proposal - Precinct 75 Mixed Use Development State Significant Development Application (SSDA)- Mixed-use development comprising residential apartments (BTR), affordable housing and commercial. Amendment to an existing consent to increase the approved dwellings from 205 to 471 and convert commercial uses to residential.

This letter documents the views of Council officers – not of the elected representatives.

Council acknowledges the current housing emergency and the important contribution this site can make toward addressing it. However, housing growth must be balanced with delivering suitable amenity and high-quality design outcomes that respect and enhance the character of the existing neighbourhood, while also ensuring access to places to work to support a vibrant and sustainable community.



While the changes to the original application are noted, they remain largely tokenistic and fail to address Council's key concerns and Council strongly objects to the proposal in its current form. Reducing the number of proposed studio units is considered essential to achieve improved compliance with critical ADG requirements, such as room sizes, cross-ventilation, solar access, and private open space, and to deliver a basic and acceptable standard of amenity for future residents.

The proposal also includes demolition works that remove previous site constraints and introduce a substantial increase in density, resulting in a development with significantly modified impacts. In light of these changes, Council requests that the application be reviewed by the State Design Review Panel to ensure that design considerations not addressed in the approved application are appropriately assessed under the current SSD application. Several outstanding issues remain that require further consideration. The additional information provided and the applicant's response to Council's original concerns are insufficient to resolve these matters, and Council's initial comments continue to apply.

The applicant's reliance on site constraints is no longer valid, as all but one small building will be demolished, effectively removing these limitations. The SSD application also eliminates the character and sense of place retained in the approved DA, replacing it with a substantially higher-density development and significantly altered impacts.

Council has asked its Architectural Excellence Design Review Panel (AEDRP) to provide comments on the design and amenity outcomes for the SSD application, and their feedback is reiterated below and the minutes are provided in Attachment A. The development proposes unacceptable internal amenity, compromising minimum required access to sunlight and ventilation in an effort to maximise the number of proposed studios.

- The application has essentially ignored the Apartment Design Guide and results in substandard residential accommodation.
- The proposed undersized studios do not readily facilitate occupancy by more than one person, noting that the proposed storage design and layout is inaccessible and impractical.



- The proposed corridors for common access to studio units are of an unacceptable length without adequate access to natural ventilation or sunlight.
- Concern is raised over poor community safety outcomes from the residential entry experience and the number of small apartments opening to a single long corridor.
- The proposed communal open space is inadequate to justify flexibility in the application of ADG requirements, noting specifically that much of the centrally located communal open space is overshadowed and does not provide significant benefit to residents.
- Overall, the lack of internal amenity markets the apartments below the minimum standard of residential accommodation.
- The development does not respond to the locality and provides a generic response led by developer interests rather than architectural excellence.
- The demolition of character buildings results in a uniform site which does not respond to the locality or positively contribute to the surrounding streetscape.
- The proposed elevation and vertical extrusion are inadequately mitigated by a mere change in materiality and represent overwhelming bulk and scale.

As evidenced by the concerns raised above, the proposal does not achieve Architectural Excellence and does not promote the minimum standards for internal amenity for residential development, and it is reiterated that the SSD application be reviewed by the State Design Review Panel to ensure design excellence and, basic and adequate amenity for occupants

Additional responses to specific matters are provided in the table below for your consideration. The table outlines Council's initial concerns alongside the applicant's responses, with Council's corresponding comments on those matters and the amended plans submitted. Council's initial comments remain relevant and continue to apply.



Council's response to applicant's response

Council's initial response	Applicant's response	Council's follow-up response
<p><i>Concurrent Rezoning and proposed changes to IWLEP 2022 relating to increase in FSR, Height of Building and loss of employment uses</i></p>		
<p>a) Loss of Employment uses Currently no more than 50% of the site can be used for residential uses. This will be significantly modified through this proposal, which would increase the residential uses on the site to approximately 80%.</p> <ul style="list-style-type: none"> The Proposal reduces the requirement for employment uses from minimum 50% to approximately 22% of the GFA. Given the current housing crisis, it is acknowledged that there is an opportunity to review the mix of non-residential and residential uses on the site; however, the proposed amendments to the IWLEP raise significant concerns regarding the proposed built form, scale and impacts on the adjacent area. 	<p>An Economic Impact Statement provided with the originally lodged EIS confirms that there is not sufficient demand for 50% of the development to be restricted to non-residential uses and that the need for additional housing significantly outweighs the need for commercial space at the site.</p>	<p>Recent analysis confirms that Precinct 75 is fully occupied by employment uses, with 17,894 sqm of floorspace and 0% vacancy, demonstrating strong market demand and its role as a critical employment hub – contrary to the applicant's EIS which claims there is insufficient demand for 50% of the development to be non-residential uses.</p> <p>This position is reinforced by Council's Employment Lands Study and more recent analysis, which forecast a shortfall of approximately 432,540sqm of employment floorspace by 2036. No new industrial land is being created, and existing sites are increasingly constrained and under threat, making the retention of functional, well-located employment land essential to support jobs, creative industries, and urban services in an accessible location</p>

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		<p>Furthermore, the proposal to reduce employment uses to 22% of GFA is fundamentally inconsistent with Clause 6.27 of the Inner West LEP 2022, which came into effect on 12 August 2022. This clause was introduced specifically to ensure the ongoing provision of employment and service opportunities on the subject land. Reducing employment uses to 22% would undermine the strategic intent of these recently established provisions and permanently diminish the site's ability to support productive activities.</p> <p>The assertion that “the need for additional housing significantly outweighs the need for commercial space” is also incorrect. Council's endorsed Our Fairer Future Plan (OFFP) proposes amendments to facilitate 20,000–30,000 new dwellings over the next 15 years.</p> <p>While additional housing on the subject site is welcomed and contributes to addressing housing needs, it cannot come</p>

Council's initial response	Applicant's response	Council's follow-up response
		<p>at the expense of employment opportunities. Retaining and providing suitable employment space is critical to achieving a balanced, sustainable, and economically vibrant community. A mixed-use approach ensures that growth supports both residential needs and local job creation, allowing people to live and work without needing to travel long distances—an outcome that the currently approved development successfully provides.</p>
<p>b) Proposed FSR and HOB controls The proposed height increases are considered incompatible with the surrounding built form for the following reasons:</p> <ul style="list-style-type: none"> • Building 8 (Edith Street) is proposed at RL 51, equivalent to 9–10 storeys — an increase of 4 storeys. The proponent's justification (p.92) merely states: "Changes to the Edith Street streetscape will also be introduced however these changes to visual impact remain, on balance, is acceptable." This response fails to adequately address the significant 	<p>The proposed Building 6 and 8 heights maximise the residential uplift provided by these buildings in accordance with HDA objectives while remaining below PANS-OPS and OLS height planes which serve as effective height controls for the site. In response to Council concerns with regards to visual impacts for these buildings, which was reiterated in the DPHI Key Issues Letter which requested consideration of the visual impacts of Buildings 6 and 8, a Visual Impact Assessment has been prepared by Colliers Urban Planning at Appendix E.</p>	<p>The Visual Impact Assessment (VIA) has not addressed the following prominent considerations:</p> <p><u>Impacts to low rise residential areas to the east.</u></p> <p>An increased building scale for Building 8 (Edith Street) of 9 storeys will significantly impact the R2 low density residential zones to the east, which predominantly consists of houses, including in Silver Street. This visual impact consideration was highly relevant for the Department's team at the time of assessment of the</p>

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<p>visual impact to the surrounding context of low scale R2 Low Density Residential zone.</p> <ul style="list-style-type: none"> Building 6 (north, near Unwins Bridge Road) is proposed to range from RL 44.3 (8 storeys, +2 storeys) to RL 51 (10 storeys, +2 storeys), directly adjacent to an R2 Low Density Residential zone where the maximum height is 2 storeys. No justification is provided for this substantial increase in scale. 	<p>Viewpoint 1 of the VIA addresses views to Buildings 6 and 7 from Unwins Bridge Road, and Viewpoint 3 addresses views to Buildings 7 and 8 from Unwins Bridge Road.</p> <ul style="list-style-type: none"> Viewpoint 1 was assessed to be of low sensitivity, with considerable magnitude of impact due to the proposal, and an overall significance of impact of low. Viewpoint 3 was assessed to be of medium sensitivity, with considerable magnitude of impact due to the proposal, and an overall significance of impact of moderate. <p>Assessment of the overall proposal against the criteria of sensitivity and magnitude indicates that the overall visual impact is moderate and supported on visual impact grounds. Refer to Section 3.2.2.</p>	<p>Planning Proposal to amend the MLEP 2011. Consequently, adjacent Building A (in Edith Street) was constrained to 5 storeys.</p> <p>Building 8 will have a dominant and overbearing impact on the R2 low density residential zones to the east, including to the rear gardens of dwellings along Silver Street.</p> <p><u>Impact to houses along Unwins Bridge Road.</u></p> <p>Building 6, which is proposed up to 9 storeys, will have a significant impact (not minor as stated in the VIA) to the adjacent sites to the north which are also single storey dwellings.</p> <p>Building 6 which is up to 9 storeys high will have a significant impact (not minor as stated in the VIA) to the adjacent sites to the north, which are single storey houses. Also, Building 6 should provide a substantial upper level setback on its upper storeys to mitigate these impacts.</p> <p>Consequently, a substantial reduction is required to the proposed maximum FSR</p>

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		and height of building on the site to appropriately manage these visual impacts and maintain amenity of the surrounding area.
<p>c) Proposed site-specific provision regarding maximum residential GFA on site</p> <ul style="list-style-type: none"> The proposal seeks to amend the site-specific control that currently limits residential uses to less than 50% of the site, replacing it with a proposed residential GFA of 28,500m² — equivalent to 77.5%. This change effectively overrides the original intent of the provision, which was introduced by the Department during the Planning Proposal process to ensure the site maintains its employment focus. By allowing the site to become predominantly residential under this SSD application, and reducing the non-residential GFA, the relevance and effectiveness of the existing LEP clause — and its intended outcomes — are brought into question. 	<p>Although it is acknowledged that the proposal represents a significant increase in residential floorspace when considered against the DA/2021/0800 approval, the site's strategic outcomes have changed following its designation under the HDA pathway, and therefore continuing to enforce a 50% non-residential provision would neither be desirable or appropriate. Precinct 75 is well placed to deliver additional uplift to help achieve the HDA's housing goals, being a large, consolidated land holding under single ownership, with strong public transport connections and co-located commercial/light industrial land uses, in addition to being 'shovel ready' with construction already well underway. Being also for the purposes of build-to-rent development, it will also help further housing affordability and diversity outcomes in the Inner West LGA. An Economic Impact Statement provided with the originally lodged EIS confirms that</p>	<p>Council reaffirms its position as previously stated.</p>

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	<p>there is not sufficient demand for 50% of the development to be restricted to non-residential uses and that the need for additional housing significantly outweighs the need for commercial space at the site. Furthermore, the project team has ensured that Precinct 75 will continue to deliver a substantive quantum of non-residential floorspace that is in line with the site's new strategic reality. Under the amended proposal, 8,500m² of non-residential floorspace will continue to be delivered (Section 3.1.6) providing opportunity for boutique retail stores, cafes and restaurants, as consistent with the character of the area and co-located with new high-density housing.</p>	
<p>d) Application process and its merit</p> <ul style="list-style-type: none"> Given the scale of changes, and the fact that previous site constraints are technically removed through additional demolition, the development and its application should be assessed comprehensively as a whole. Reliance on existing approvals and site constraints to justify a reduced standard risks facilitating an outcome 	<p>There are different environmental impact assessment requirements under the EP&A Act for 'continuing' and 'new' development in an Amending DA. In assessing the Amending DA, a consent authority is not required to reassess the likely impacts of the existing approved development (in this case, DA/2021/0800) to the extent that it is to be continued under the Amending DA.</p>	<p>SSDA 82639959 seeks to rely on the benefits of the development as a whole including calculating ADG matters, such as solar access and communal open space, across the site in its entirety. In this regard, the proposed residential uplift seeks to benefit from previously approved units when considering the development.</p>

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<p>that comprises the amenity of both future residents and surrounding properties.</p>	<p>That is, SSD 82639559 relies on the existing DA/2021/0800 approval and its associated constraints only insofar where they do not change under the amended scheme. All new and amended elements of the design are therefore subject to appropriate reassessment under SSD 82639959.</p> <p>Notwithstanding, the cumulative impacts arising from the Amending DA and the previously approved DA are considered in all technical studies and planning assessment within the EIS and this Submissions Report.</p>	<p>SSD 82639559 proposes additional demolition, which removes previous site constraints, and a significant increase to density, both of which result in a development as a whole with modified impacts.</p> <p>Demolishing all but one of the existing buildings that are subject to the SSD application would enable more efficient site planning and the provision of essential services and facilities. This could include waste management, storage and parking within a basement beneath the new buildings, which are proposed to accommodate a substantial number of apartments. The current application does not include additional basement levels, and the waste room on the ground floor is undersized. Residents are expected to store bicycles within small apartments, further reducing usable living space. Approving the demolition of all but one building would create an opportunity to design a site that functions effectively.</p>
<p>e) Development Control Plan</p>	<p>Email correspondence has been received by GANSW on 5 May 2025 advising that</p>	<p>Council reaffirms its position. As previously stated, it is requested that the</p>

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<p>Given the scale and complexity of the proposal, and the proposed removal of the DCP requirement, prior to the approval of this development, the Department should require a Site-Specific Urban Design Framework to be prepared and endorsed by the State Design Review Panel. This will ensure the development is context-sensitive, strategically aligned, and delivers genuine public benefit.</p>	<p>the proposed development does not require formal review and endorsement by the SDRP. The NSW Government Architect may continue to provide advice to DPHI assessment teams as part of the SSD 82639959 assessment process as needed.</p> <p>As discussed at Section 9.48 of the exhibited EIS, the proposal still considers the site-specific controls of the Marrickville DCP and is broadly consistent with the objectives of the DCP except where such consistency would compromise the ability of the site to deliver housing under the HDA programme.</p>	<p>application be reviewed by the State Design Review Panel.</p> <p>The application was reviewed by Council's Architectural Excellence and Design Review Panel who identified a number of concerns that need to be addressed including;</p> <ul style="list-style-type: none"> - ADG has been disregarded resulting in poor amenity - The proposal fails to consider its context - The proposal presents an overwhelming bulk and scale within the site and to adjoining low density residential development
<p><i>Lack of Affordable Housing</i></p>		
<p>To ensure certainty and enforceability, a site-specific clause — similar to Clause 6.25(3)(a)(iv) of IWLEP 2022 should be added to the IWLEP 2022 for this site. This clause should mandate the delivery of up to 15% affordable housing in perpetuity, either on-site or via equivalent cash contributions to Council.</p>	<p>16 out of the 471 dwellings on the site are to be affordable housing, within the meaning of State Environmental Planning Policy (Housing) 2021 (Housing SEPP). In comparison, the DA/2021/0800 approval does not provision for any affordable housing on-site (a monetary contribution was made previously as per the VPA).</p> <p>As part of the HDA programme, the adequacy of the proposed affordable</p>	<p>Council resolved on 30 September 2025 to develop a new Affordable Housing Policy that seeks provision of 20% of overall GFA in perpetuity when further uplift is sought. Noting this a future requirement in the meantime the current requirement is 15%.</p> <p>Council reiterates its previous position regarding this matter. The proposal should</p>



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	<p>housing (being 15% of the floorspace uplift facilitated by SSD 82639959) is considered adequate, as it is consistent with affordable housing offerings of other comparable HDA projects.</p> <p>The enforcement of affordable housing will be determined by DPHI and implemented as necessary per the HDA process.</p>	<p>provide up to 15% affordable housing <u>in perpetuity</u>, either on-site or via equivalent cash contributions to Council.</p> <p>The proposal is significantly different to what was previously considered by Council. The proposal also significantly reduces the provision of non-residential uses on the site and significantly increases the provision of residential uses. This change should be accompanied with a suitable offer for in-perpetuity affordable housing on the site that is commensurate to the proposed increased in the residential GFA.</p> <p>As indicated in Council's Affordable Housing Policy, there is estimated local affordable housing supply gap by 2036 of 9,715 dwellings.</p> <p>Council seeks the Department to require a site-specific clause that requires the proposed development to provide 15% of the overall GFA as in-perpetuity affordable housing dedicated to Council or managed by Tier-1 Community Housing Provider.</p>



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		<p>Council objects to the proposal, which will have significant impacts on the community, results in loss of employment uses and does not provide any net positive social or community benefit.</p>
<p><i>Residential Amenity</i></p>		
<p>a) Building Separation, bulk and scale It is therefore recommended that the upper floors of Buildings 2, 6, 7, and 8 incorporate varied setbacks for the additional storeys, coupled with meaningful façade articulation (including functional balconies with solid balustrades) to ensure acceptable levels of amenity for future residents, while also delivering a sensitive transition in bulk and scale to the adjoining low-density residential context of Unwins Bridge Road. Construction of the development will have significant impact on the canopies of the trees. It appears that extensive canopy pruning will be required.</p>	<p>With regards to these buildings, separation and setbacks are largely constrained by the existing envelopes and building locations under the DA/2021/0800 approval. They remain generally unchanged with what was comprehensively assessed and found to be acceptable under the DA/2021/0800 approval, except for introduction of residential land uses to the upper levels of Buildings 6 and 7. The interface between Buildings 7 and 8, as well as 6 and C, at 7 metres is acknowledged to be a numerical departure from ADG requirements. This is necessitated due to the need to prioritise setbacks to properties to the west following the conversion of these buildings to residential under SSD 82639959, which has in effect shifted the envelopes of these</p>	<p>The location and floorplates of buildings that are subject of the SSD application, approved under DA/2021/0800, relates to buildings retained and of a considerably lesser bulk and scale. SSD 82639959 proposes additional demolition of buildings, which removes previous site constraints associated with the retention of character buildings, which is also discussed elsewhere in this correspondence. Council's previous comments are reiterated, and further amendments to provide meaningful articulation to the proposed buildings of this scale are considered essential to afford basic amenity.</p>

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	<p>buildings east towards Makers Way, as well as needing a viable floorplate to be delivered within the existing Building 6 and 7 envelopes.</p> <p>Importantly, notwithstanding this numerical departure, Building 8 interfaces with a blank wall for Building 7, and Building 6 interfaces with a blank wall for Building C, ensuring that there are no privacy concerns or overlooking across Makers Way. Privacy screens and hoods have been incorporated where appropriate to provide additional visual privacy, including Building C. Further discussion and justification are provided at Section 8.1.2 of the exhibited SSD 82639959 EIS.</p>	<p>Adding new balconies to a building (ie building 6) without increasing setbacks, results in inadequate building separation between Building 6 and Building C with the new balconies compromising Makers Way, providing poor amenity and outlook from the units and for pedestrians utilising the walkway.</p>
<p>b) Natural Ventilation</p> <p>Given the extent of additional demolition now proposed, there is no longer a physical constraint to designing the buildings in a way that achieves compliance (or near compliance) with ADG standards. The opportunity, therefore, exists to reconfigure layouts to deliver significantly improved internal amenity through natural ventilation rather</p>	<p>Under SSD 82639959, 251 out of 471 (53%) of all apartments are naturally cross ventilated. This is a departure of 7% from the ADG recommendation of 60%, and therefore already constitutes 'near compliance', being less than 10%.</p> <p>This variation is largely a consequence of the prioritisation of smaller apartments, such as studios, in the development, which is necessary to respond to market</p>	<p>Council reiterates its previous position regarding this matter. The ADG establishes minimum standards to ensure developments achieve a basic level of amenity. Generally, the proposed 'city starter/stayer' units are undersized, do not include POS areas and lack solar access. The lack of natural ventilation further diminishes any opportunity for a basic amenity outcome to these units.</p>



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<p>than relying heavily on mechanical systems.</p>	<p>demand for build-to-rent housing, but also makes solar access and cross ventilation requirements are naturally more challenging.</p> <p>These variations have been compensated with the significant communal amenities and public open space to be delivered at the Precinct 75 site, as noted elsewhere in this report and the SSD 82639959 EIS.</p> <p>Furthermore, Section 75 of Chapter 2, Part 4 of the Housing SEPP states that the consent authority must be flexible in applying the design criteria set out in the Apartment Design Guide when determining a development application for build-to-rent. This is in recognition that, for build-to-rent housing, an acceptable amenity proposition can be provided through alternative means (not just strict adherence with the Design Criteria in the ADG) such as shared communal facilities, open spaces, etc. tailored towards the requirements of its target demographic, being mostly university students, young adults and young families, who are more likely to</p>	<p>Reliance on communal areas as a substitute for adequate internal space is not considered an appropriate solution.</p> <p>Accordingly, adherence to the minimum requirements should be provided (on a now relatively unconstrained site). It is critical to uphold these minimum living standards to ensure quality housing and prevent the development of inadequate environments that can lead to significant, long-term social challenges. By meeting these standards, we safeguard community wellbeing and promote sustainable, liveable spaces for future generations.</p> <p>Near compliance as suggested by the applicant is not considered suitable nor acceptable in this instance as the site is unconstrained. Therefore, there is scope for the proposal to be further amended achieving compliance with minimum ADG requirements.</p>

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	<p>use communal facilities and open space to socialise, co-work, or do other activities, and less likely to utilise private spaces within apartments.</p> <p>In addition, changes are proposed to the design to incorporate private open space to the smaller apartments facing south-west on Building 6, some of which did not receive natural cross ventilation in accordance with the ADG. As such, the proposed development, as amended, will result in superior residential amenity to the proposal as-lodged.</p> <p>Therefore, on balance, the proposed variation to natural ventilation ADG requirements is considered appropriate in the circumstances.</p>	<p>The absence of compliant natural ventilation, coupled with other concerns identified by Council, could be readily addressed by reducing the number of proposed units. This would allow the remaining units to be reconfigured to meet the minimum natural ventilation requirements.</p> <p>Relying on communal areas as a substitute for adequate internal space and amenity is not an appropriate solution. Residents will spend considerable time in their individual dwellings, and these spaces should meet minimum standards to ensure liveability.</p> <p>Given that the site is now relatively unconstrained, strict compliance with the Apartment Design Guide (ADG) requirements should be achieved. This is critical to avoid creating substandard living environments that could lead to long-term social and urban issues.</p> <p>Near compliance, as proposed by the applicant, is neither suitable nor</p>

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		<p>acceptable in this context. There is clear opportunity for the design to be refined to fully meet ADG minimum standards. For example, the absence of compliant natural ventilation and other identified issues could be readily resolved by reducing the number of proposed units. This would allow the remaining apartments to be reconfigured to achieve proper ventilation and internal amenity.</p> <p>Council is open to considering some isolated non-compliance where justified; however, the argument that apartments need not comply with ADG requirements because of access to communal open space is fundamentally flawed. This approach compromises residential amenity, resulting in undersized rooms that are further burdened with bicycle storage. Such outcomes are not acceptable and do not reflect best practice design.</p> <p>By addressing these issues now, the applicant has an opportunity to deliver a high-quality development that meets</p>



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		community expectations and avoids future amenity concerns.
<p>c) Apartment size and layout In order to provide significant long term housing options with an acceptable level of amenity, units should, at minimum, provide internal size and layout dimensions in accordance with the ADG requirements.</p> <p>A layout reconfiguration of undersized units is recommended, including a broader variety of units to enable a more diverse dwelling mix which incorporate increased internal amenity and private open space for units to encourage long term rental occupancy.</p>	<p>Further to the justification provided above, with regards to apartment size and layout, the (then) Department of Planning and Environment's 'Build-to-rent housing and flexible design fact sheet' (April 2023) further states that additional ADG matters under items 4A (Solar and daylight access), 4D (Apartment size and layout) and 4F (Common circulation spaces) may also be subject to flexibility as long as a high level of amenity continues to be delivered, including that flexibility with regards to apartment size and layout for build-to-rent housing may be appropriate as long as it can be demonstrated that all necessary furniture can fit while still allowing plenty of space for residents to move about.</p> <p>With regards to the ADG apartment size noncompliant units (City Starters and Stayers), Coronation prepared a Precinct 75 Housing Diversity Strategy at Appendix U of the EIS which set out their underlying design intent. These studios are</p>	<p>Council reiterates its previous position regarding this matter. The ADG establishes minimum standards to ensure each dwelling achieves a basic level of amenity. Many of the units fail to comply with multiple ADG requirements, rather than just a single non-compliance. This indicates substandard amenity outcomes for future occupants. While communal areas may offset a single non-compliance, such as the lack of private open space, they do not compensate for inadequate cross-ventilation, undersized units or poor solar access.</p> <p>As previously stated, given that residents are expected to spend considerable time within their private dwellings, and dependence on communal areas as a means of compensating for insufficient internal space is not regarded as an acceptable approach.</p>

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Council's initial response	Applicant's response	Council's follow-up response
	<p>exclusively located within Buildings 6 and 8 in line with the underlying intent for these buildings as being focused on smaller dwellings and are offset by the extensive communal residential amenities readily accessible for these buildings.</p> <p>In response to DPHI comments, further information on these studio apartments including 1:100 drawings of the studio floor plans and sectional elevations with dimensions, details on the fixed/adaptable joinery, spatial and design renders, as well as annotations of design attributes have been provided at Drawings AR51-2-0-00 to AR53-2-0-70 of the Amended Architectural Plans (Appendix C).</p>	<p>The indicative furniture and fittings shown in the response-to-submission package (not the architectural plans) suggest that the 'city starter/stayer' units, intended for two occupants, offer no flexibility. For example, there is no allowance for residents to use their own furniture; the bed is positioned against the wall on three sides, limiting access to one side in essence restricting the dwelling to 1 occupant; the kitchens are located within the hallway; bathroom sinks have not been indicated in all units, bathrooms are adjacent to kitchens; bike storage is proposed within the living areas and the circulation space around the bathroom and laundry requires multiple doors to be opened and closed for the area to function effectively.</p> <p>The poor circulation and layout are directly attributed to the undersized units proposed. The proposal provides no reprieve to offset the poor internal amenity to these undersized units. Most of these units do not have access to a POS area, or the POS area provided is also</p>



Council's initial response	Applicant's response	Council's follow-up response
		<p>undersized and, therefore, ineffective. Consequently, the combination of the undersized units in addition to the other matters raised compounds, resulting in a significantly diminished level of internal amenity for the occupants of each unit which is unlikely to sustain long term renters.</p> <p>As previously stated, a unit size that demonstrates the minimum requirements of the ADG will allow the occupants for each unit to receive a basic level of amenity, which they are entitled to.</p> <p>This matter identified in addition to the other concerns raised by Council could be alleviated by reducing the number of proposed units; thus, allowing the remaining units to be increased in size and subsequently demonstrate the minimum size and layout requirements.</p>
<p>d) Private open space and Balconies Accordingly, it is recommended that private open space for each dwelling be designed to meet the minimum ADG requirements in both area and depth,</p>	<p>The development has been amended so that private open space has now been provided to all southeast facing studio apartments within Building 6 located on levels 1 – 7. For those on levels 1 – 3, the</p>	<p>Council reiterates its previous position regarding this matter. The new balconies proposed as part of the amendments are designed to service already sub-standard units. The poor internal amenity of these</p>

Council's initial response	Applicant's response	Council's follow-up response
<p>ensuring that balconies function as genuine extensions of internal living areas and provide acceptable levels of amenity for long-term residential use.</p>	<p>previously proposed Juliet balconies have been expanded out to 2m², while 2m² balconies are now also proposed for levels 4 – 7 where none previously existed. The balconies will also improve articulation to the Building 6 façade, as well as enabling additional passive surveillance opportunities onto Makers Way below. Refer to Section 3.1.1.</p> <p>It is acknowledged that certain apartments (being north facing studios in Building 6, studios in Building 7, and apartments in Building 8) will continue to not have traditional outdoor private open space due to floorplate constraints unique to these buildings. In this regard, this approach is consistent with the findings of Commissioner Walsh in the proceedings for DA/2021/0800, who concluded that there is no specific regulatory requirement for balconies and wintergardens for these build-to-rent apartments in light of the flexible BTR provisions at Section 75 of the Housing SEPP.</p> <p>The lack of private open space provided to apartments is further offset by the extensive communal residential amenities</p>	<p>units has been previously identified at length and reiterated in this addendum advice.</p> <p>The inclusion of some balconies is an improvement to the previous design; however, the size, scale and number of balconies proposed is a tokenistic design amendment that does not address the core concerns raised by Council. Council reiterates that there are no floor-plate constraints as identified by the applicant as the proposal seeks to undertake substantial demolition works to accommodate the proposed works.</p> <p>It is acknowledged that Building 6 raises concerns regarding visual privacy and building separation in relation to the low-scale residential dwellings along Unwins Bridge Road. In light of this, a more appropriate design response would be to provide units that meet the ADG requirements for internal amenity; thereby, compensating for the absence of POS for the north-west facing units of Building 6. As previously recommended,</p>



Council's initial response	Applicant's response	Council's follow-up response
	<p>readily accessible for these buildings. The significant communal facilities offered by the Precinct 75 project are predominantly located within Buildings 6 and 8 in recognition that these buildings would particularly benefit from quick and easy access to communal facilities without needing to leave the building.</p>	<p>reducing the overall number of units would allow for larger, reconfigured layouts that deliver an improved level of amenity for occupants.</p>
<p>e) Solar access The combined lack of solar access, constrained layouts, and inadequate private open space presents a poor residential outcome and undermines long-term housing quality. It is therefore recommended that substantial reconfiguration of unit layouts, particularly in Building 6, be undertaken to increase the proportion of apartments receiving compliant solar access and to deliver internal amenity consistent with ADG standards.</p>	<p>Similar to apartment size and layout, the (then) Department of Planning and Environment's 'Build-to-rent housing and flexible design fact sheet' (April 2023) further states that additional ADG matters under items 4A (Solar and daylight access), 4D (Apartment size and layout) and 4F (Common circulation spaces) may also be subject flexibility as long as a high level of amenity continues to be delivered. The proposed departments to the solar access ADG recommendations are not significant, being less than 10%. Namely:</p> <ul style="list-style-type: none"> • 302 out to 471 (64.1%) of all apartments receive at least 2 hours of direct sunlight between 9am – 3pm midwinter, slightly less than the 70% recommendation. • 87 out of 471 (18.5%) of all apartments 	<p>The submitted solar access calculations provide a site wide total to justify 64.1% solar access to residential units, which does not achieve the minimum 70% ADG requirement.</p> <p>Notwithstanding, in consideration of the residential units proposed under SSD 82639959, the calculations demonstrate that minimum requirements for Buildings 6 and 8 are inadequate as follows:</p> <p><u>Solar Access greater than 2hours midwinter</u></p> <ul style="list-style-type: none"> • Building 6=57.2% • Building 8=57% <p>Building 6 proposes 36.8% of its units to receive zero hours of sunlight midwinter.</p>

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	<p>receive no direct sunlight between 9am – 3pm midwinter, slightly greater than the maximum 15% recommendation.</p> <p>The SSD 82639959 EIS has demonstrated that the project has maximised solar access to the public and communal open space throughout the precinct that can be accessed by residents:</p> <ul style="list-style-type: none"> • 100% of The Mews will receive over 2 hours direct sunlight in midwinter; • 50.2% of The Lawn will receive over 2 hours direct sunlight, and the rest some degree of direct sunlight, in midwinter; • 56.1% of The Garden will receive over 2 hours direct sunlight, and the rest some degree of direct sunlight, in midwinter; and • 84.9% of the Building 8 rooftop will receive over 2 hours direct sunlight, and 14.4% some degree of direct sunlight, in midwinter. <p>Given the above, the variation to solar access is considered on balance to be acceptable.</p>	<p>In this circumstance, where 36.8% of the proposed dwellings within a building do not receive any solar access in mid-winter, compliance with other ADG requirements is considered to be essential to offset the lack of solar access and ensure basic internal amenity for future occupants.</p> <p>The solar access achieved to units within buildings that are not the subject of this SSD 82639959, does not adequately offset the lack of internal amenity provided to the proposed units.</p> <p>Additionally, as raised elsewhere, the communal open space proposed under SSD 82639959 does not adequately offset the lack of internal amenity to residential units, and cumulative impacts of non compliance with ADG requirements.</p>



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Site Facilities		
<p>f) Waste management Amended architectural plans are recommended showing the number of bins in the bin storage area to be commensurate with the required waste streams where no compaction is utilised. An amended waste management plan is also recommended with all references to compaction removed. Additionally, in order to achieve a superior outcome for the servicing of the site, and the amenity of future occupants, it is recommended that additional basement levels within the proposed buildings 6 and 7 be considered. Accordingly, there is a clear opportunity to deliver a better planning outcome. Increasing on-site parking provision would not only mitigate adverse impacts during the 15-year BTR period but would also address the long-term needs of the locality beyond that period.</p>	<p>An Amended Operational Waste Management Plan (Appendix M) and Waste Response Letter (Appendix N) has been prepared by Elephants Foot with regards to Council's comments on waste. Under the amended strategy, compaction of garbage is no longer proposed, and the bin storage area has been amended to accommodate a no compaction scenario.</p>	<p>Recycling chutes: There are still concerns regarding the use of recycling chutes. However, the inclusion of a cardboard bin in the chute dispensing rooms is considered an improvement as it reduces frequency of blockages in the chute system. Compaction of waste: removed and acceptable. Bin storage has been adequately adjusted for additional storage on site. Collection frequency: Waste management plan has been amended in light of previous feedback to reflect weekly collection of garbage, recycling, and FOGO. While Inner West Council has reservations regarding weekly collection of recycling, a hybrid model can be supported as per previous advice. FOGO Disposal: The amended waste management plan has not been adjusted to reflect the FOGO disposal method. It is noted that the route of transfer is still significantly greater than the</p>

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		<p>recommended 30 metres for buildings A and B. This will result in poor resource recovery for the site and poor engagement in the FOGO service which is a mandatory part of waste servicing. This will result in excess strain on the garbage stream at the site with food waste not being properly diverted.</p> <p>Bulky waste storage: The bulky waste storage in the amended architectural plans remains consistent with previous versions and has not been changed in line with Council's previous submission. Bin transfer route: Amended bin transfer route that caused concern is an improvement but would benefit from additional basements.</p> <p>Loading dock and waste servicing: The loading dock still shows a tight turning circle for garbage trucks, with minimal clearance and no change from previous plans.</p> <p>The submitted Loading Dock Management Plan states that delivery vehicles are to only remain in the loading</p>



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		<p>bay for 30 minutes. It is to be noted that waste collections for a property of this size will take significantly longer than this and will prevent access to the larger loading bay for a prolonged period of time.</p> <p>A Resource Recovery Operations Coordinator will be able to confirm timing of servicing at a pre-service inspection in order to ensure access to waste vehicle loading bay.</p> <p>It is also to be noted that Inner West Council's preference for loading dock access is pin code access as FOBs pose operational challenges and have higher costs to replace.</p>
Parking		
<p>g) Parking</p> <p><i>Additionally, in order to achieve a superior outcome for the servicing of the site, and the amenity of future occupants, it is recommended that additional basement levels within the proposed buildings 6 and 7 be considered.</i></p>	<p>No response provided by Applicant to Council's original comments.</p>	<p>Previously highlighted issues regarding lack of parking have not been addressed, and Council's original comments remain applicable.</p> <p>The surrounding residential streets are already heavily constrained, with limited on-street parking availability. Without increased on-site provision, the intensified</p>



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<p><i>Accordingly, there is a clear opportunity to deliver a better planning outcome. Increasing on-site parking provision would not only mitigate adverse impacts during the 15-year BTR period but would also address the long-term needs of the locality beyond that period.</i></p>		<p>density will inevitably lead to parking spillover into adjoining streets, adversely impacting existing residents.</p> <p>The demolition of additional buildings provides the opportunity to extend the basement and provide additional parking to futureproof the site and protect the amenity of the adjacent residents in particular at the end of the 15 year BTR period.</p>
Site Opportunities		
<p>h) Communal open space and site connectivity</p> <p>Notwithstanding the recommendations to increase the internal amenity and private open space of additional residential units, the uplift to the site relies heavily on the 'City Start/Stayer' units, which fall short of the minimum ADG requirements for studio apartments. The focus on undersized units is justified by the applicant based upon the co-location of significant social infrastructure and open space within the site.</p>	<p>As discussed at Section 8.2 of the exhibited EIS, the proposed development provides for a significant residential amenity and communal open space offering, well in exceedance of ADG requirements and typical industry outcomes. Such facilities include:</p> <ul style="list-style-type: none"> • The entirety of level 7 of Building 8 is dedicated to communal facilities, and comprise a lounge area, cinema, co-working, terrace, music room, podcast studio and private dining. • The entirety of level 8 of Building 8 is also dedicated to communal facilities, 	<p>Council's previous comments are reiterated and, notably, improvements to the connectivity of the additional residential units to the communal open space have not been implemented.</p> <p>The proposed expansion of 'The Mews' does not adequately serve as communal open space for the additional residential units as it is located and designed to service the ground floor commercial/light industrial units of Building 6.</p> <p>Given the extent of additional residential units proposed, it is considered that</p>

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<p>Given this justification, and the scale of additional future residents occupying studio apartments, it is considered that communal open space should be increased to compensate for the minimised areas of private open space.</p> <p>In conjunction with the provision of additional private open space to individual residential units, it is recommended to improve direct residential access to 'The Mews' area to encourage its use as communal open space.</p>	<p>and comprise a pool/pool deck, wellness area, sauna and BBQ area.</p> <ul style="list-style-type: none"> Under the amended RTS design, the entirety of level 8 of Building 6 will now accommodate a new commercial gym as discussed at Section 3.1.2. It is intended for the gym to be accessible to all Precinct 75 residents, in addition to visitors who choose to become members of the gym. This will provide further opportunities for active living, including potential for workout spaces, studios for classes, rinse, sauna and steams rooms as well as a wellness lounge and raised floor pools (subject to future fitout). <p>This is further strengthened by a diverse range of landscaped public open space that provide opportunities for community gatherings, centralised activities, but also quieter areas for respite. This includes:</p> <ul style="list-style-type: none"> 'The Lawn' (known as 'The Commons' under DA/2021/0800) as a centrally located highly flexible community and activity space; 	<p>opportunities within the site to extend the communal open space and provide genuine connectivity for residents should be incorporated into the design. Notably, residents of Buildings 6 and 7 would be required to exit via the residential lobbies adjacent to 'Makers Way' and transit around the buildings to access 'The Mews' and this design does not readily facilitate the use of this area by residents.</p> <p>The conversion of the entirety of Level 8 of Building 6, which was communal open space, to a commercial gym results in a decrease in the quantum of communal open space within the site, and concern is raised that these facilities are to be operated commercially, and residents will be required to pay for access to these facilities.</p> <p>The revised proposal now includes additional demolition of Buildings 8 and 2, and this is considered to provide opportunities to extend the communal open space and improve upon the now, largely unconstrained site.</p>

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	<ul style="list-style-type: none"> • 'The Bark Park' (known as 'The Garden' under DA/2021/0800) as a calmer and more tranquil dog park area south of Building B; • 'The Grove' as a residents' communal open space and landscaped walkway between Buildings A and B; • 'Makers Way' central through-site link, supported by the 'North Discover Lane' and 'Mary Street Lane' ancillary linkages; • 'The Mews' as an additional landscaped and respite area north of Building 6 and south of Building 7. This has been significantly expanded under SSD 82639959, as discussed at Section 3.7. • Non-accessible overland flow path located to the east of Buildings A and B. <p>It is therefore evident from the above that a very strong communal amenity proposition will be established at Precinct 75 that integrates with commercial and</p>	<p>A development of this scale provides significant opportunities to provide positive amenity benefits to both the future residents and existing neighbours, and the subject proposal fails to achieve this outcome.</p>



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	<p>light industrial activation opportunities and is tailored to the needs of young families, young adults and university students that comprise build-to-rent housing's core demographic. This quantum and diversity of communal facilities far exceed what is typically provided in a build-to-sell development.</p>	
<p>Local character and Design Excellence</p>		
<p>i) Demolition of character buildings Subclause (6) of Part 6.27 requires that any applicable site-specific development control plan address matters such as the retention of character buildings, landscaping and open space design, and vehicular access arrangements. While it is acknowledged that the current MDCP 2011 Part 9.48 is not formally applicable to State Significant Development (SSD) proposals, the underlying intent of Part 6.27 remains relevant and should be given due consideration in the assessment of this application.</p>	<p>Open space design and vehicular access arrangements remain unchanged under the DA/2021/0800 approval (except for a significant expansion of The Mews under SSD 82639959). With regards to retention of character buildings, it is acknowledged that SSD 82639959 does seek consent for additional demolition when compared to DA/2021/0800 (including Building 2 as discussed at Section 3.5.2 of the exhibited EIS, and Section 3.1.3 above, and Building 8 as discussed at Section 3.1.4). This is due to structural realities that have been discovered since approval as the project construction progresses forward. These buildings have been found to be</p>	<p>Council's previous comments are reiterated to the extent that the proposal incorporates significant demolition of previously retained character buildings, and the extent of demolition of these buildings is inconsistent with the objectives of Part 6.27 of <i>IWLEP2022</i> and results in a detrimental impact on the character of the surrounding area.</p> <p>It is acknowledged that the Applicant submits the additional demolition of Buildings 2 and 8 is structurally necessary. Notwithstanding, if character buildings cannot be retained, then the resultant demolition should be capitalised upon to provide improved site facilities, communal open space and significant</p>

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	<p>structurally compromised and retaining them would present unacceptable safety and compliance outcomes.</p> <p>For the Building 8 façade reconstruction, the replacement façade is to be entirely sympathetic and consistent with the existing design. With regards to Building 2, the project team has capitalised on the opportunity to deliver a significantly improved floorplate and interface with Makers Way at the entrance of the site, with a new double height void space that substantially increases passive surveillance and amenity while providing a superior design outcome to retention of the existing building.</p>	<p>landscaping for future residents of the site and the surrounding area.</p> <p>Furthermore, as demolition of Buildings 2 and 8 was not considered under previous applications, it is reiterated that the SSD application be reviewed by the State Design Review Panel to ensure design excellence.</p>
<p>j) Referral to State Design Review Panel (SDRP)</p> <p>k)</p> <p>Given the scope of works proposed and the fundamental changes to building form, façade treatment, and land use, referral of the application to the SDRP is considered both warranted and necessary.</p> <p>Such referral would not only ensure consistency with the SEARS directions</p>	<p>Email correspondence has been received by GANSW on 5 May 2025 advising that the proposed development does not require formal review and endorsement by the SDRP. The NSW Government Architect may continue to provide advice to DPHI assessment teams as part of the SSD 82639959 assessment process as needed.</p>	<p>Council reaffirms its position as previously stated, it is requested that the application be reviewed by the State Design Review Panel to ensure design excellence.</p>



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<p>but also provide an independent, expert review to confirm that the amended design achieves true design excellence and adequately addresses visual bulk, articulation, and amenity impacts.</p>		
<p>l) Additional demolition of Buildings 2 and 8</p>	<p>This matter raised by Council is in response to the revised proposal seeking additional demolition.</p>	<p>The proposal now seeks to demolish buildings 2 and 8 in their entirety and proposes new buildings, which have not been the subject of a comprehensive design review process.</p> <p>The façade details and character of Building 8 under MOD/2025/0010 provided visual interest and contributed to the character of the streetscape, these elements have now been removed and the new façade treatments have not been assessed. Additionally, the ground floor of Building 8 has been reconfigured to delete a commercial/light industrial use in favour of a plant/transformer rooms to the Edith Street elevation. The new use provides no public benefit nor streetscape activation, whereas the approved design demonstrated this. There is scope to activate the Edith Street elevation given that Building 8 is now to be demolished in</p>

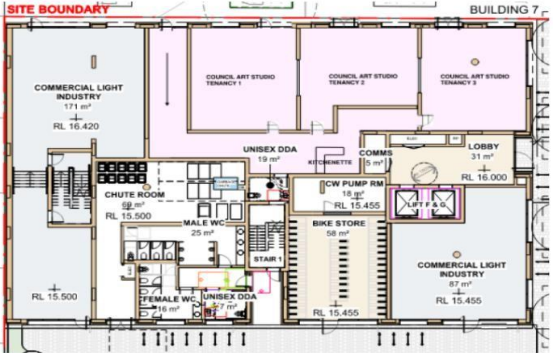
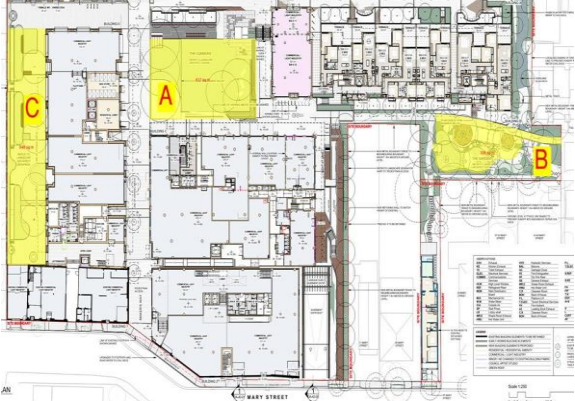


Council's initial response	Applicant's response	Council's follow-up response
		<p>its entirety and, therefore, is void of any site constraints.</p> <p>Furthermore, Building 2 is intended exclusively for commercial purposes with no residential component. Council considers that a further modification application would be the most appropriate assessment pathway for this element of the proposal, rather than proceeding under the SSD process as it does not meet the objective of delivering additional housing.</p> <p>Note: Council has issued a Notice of intent to serve a Development Control Order to demolish and remove the unsafe structure referred to as 'Building 2'.</p>
Public Benefit / Planning Agreement and Contributions		
<p>As part of this renegotiation, the following matters should be confirmed prior to any determination:</p> <p>Timing of the handover of the Council Artist Studio.</p> <p>Confirmation of size – the Artist Studio must be delivered at approximately 270m².</p>	<p>With regards to the matters raised:</p> <ul style="list-style-type: none"> Handover of both the Council Artist Studio and public open space under the VPA, including dedication of the transferred land, will occur prior to the issuance of the Occupation Certificate for Building 7. 	<p>Council officers have met with Coronation and Coronation will provide a revised letter of offer for the VPA.</p>



Council's initial response	Applicant's response	Council's follow-up response
<p>Management structure – details of the long-term management of the Artist Studio, potentially through a committee comprising Council representatives, industry leaders, local artists, and Coronation.</p> <p>Input into finishes – Council involvement in the design and fit-out of the Artist Studio to ensure the space is fit-for-purpose and responds to the needs of both the community and local artists. Accordingly, it is recommended that the Department of Planning, Housing and Infrastructure (DPHI) not determine the SSD application until the revised VPA has been negotiated, agreed, and formally secured between Council and the proponent to ensure that the public benefit reflects the increased scale of development proposed.</p>	<ul style="list-style-type: none"> • The Council Art Studio is to be increased from 239m2 to 250m2. • Council will be offered long-term management of the Council Art Studio as identified in blue in Figure 18 below. • Council will have input into fit-out works, including the partition into individual studios, to ensure that it responds to the needs of both the community and local artists. <p>Furthermore, it is worth highlighting that amendments to the VPA under SSD 82639959 will provide the following additional benefits to Council when compared to DA/2021/0800:</p> <ul style="list-style-type: none"> • Delivery of additional public open space, representing an increase of 55% under the VPA, including: <ul style="list-style-type: none"> ○ The Garden – increase from VPA of 250sqm to approx. 300sqm (Area B in Figure 19). ○ The Mews – 0sqm required by VPA to approx. 650sqm (Area C in Figure 19). ○ The Commons – retained at 600sqm per VPA (Area A in Figure 19). 	

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 <p>Figure 18 Location of Council Art Studio as shown in pink Source: Cox Architecture, Coronation</p>	 <p>Figure 19 Revised and expanded public open space locations to form part of VPA Source: Cox Architecture, Coronation</p>	
<p>Contaminated land and remediation</p>		
<p>The report recommends further investigations to fill data gaps:</p> <ul style="list-style-type: none"> • Following demolition of existing structures regarding the extent of remediation required • To determine the scale of vapour intrusion works. <p>All sampling should be completed prior to demolition and, as per the process for previous reports and proposed works which have been referred to a contaminated land site auditor for review,</p>	<p>Noted. Sampling will be completed prior to demolition with referral to a contaminated land auditor.</p>	<p>The response is unsatisfactory and has not demonstrated that the site will be suitable for the proposed development, including the additional demolition of buildings previously proposed for retention.</p>

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<p>a statement from the Contaminated Land Site Auditor stating that the RAP has been reviewed and found to address all concerns should be provided.</p>		
<p>Landscaping and Tree Management</p>		
<p>The proposal should therefore demonstrate a serious commitment to ecological sustainability, urban heat mitigation, and resident amenity by significantly increasing the quantity, quality, and functionality of deep soil areas and green open spaces across the site.</p>	<p>Precinct 75 will provide for a significant quantum of deep soil. This includes 1,087m² of ADG deep soil (representing 7.1% of the site), plus an additional 1,252m² of on-structure and non-ADG deep soil, which is 223m² more than the existing DA/2021/0800 approval notwithstanding that the site area remains the same.</p> <p>As aforementioned, the development provides for a significant number of green open spaces including 'The Lawn', 'The Bark Park', 'The Grove', 'Makers Way', 'The Mews' (which has been significantly expanded under SSD 82639959), and non-accessible overland flow paths. These open spaces will be landscaped, mitigating urban heat island effects and contribute to ecological sustainability.</p> <p>It is also important to note that, prior to its redevelopment, the Precinct 75 site comprised entirely of hardstand area with</p>	<p>Council's original response raised the opportunities that the proposed demolition affords the site, as reproduced below, and these comments have not been addressed.</p> <p>Given that the revised proposal now incorporates additional demolition, the Applicant is encouraged to take advantage of this opportunity to deliver a superior outcome and improve the amenity of the site through the introduction of purpose-designed deep soil zones that can facilitate growth of significant canopy trees.</p>



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	negligible landscaping. Therefore, the proposal represents a serious improvement from an urban green space perspective.	
Consultation with Sydney Airport and Civil Aviation Safety Authority (CASA)		
This assessment should be undertaken prior to approval, in conjunction with the evaluation of building height impacts, to ensure compliance with airspace safety requirements and to avoid potential conflicts with aviation operations.	Noted. Refer to Section 4.3 below.	Council reaffirms its position as previously stated.
Additional comments		
<p>a) The applicable security bond should be increased in line with Council's current fees and charges, being 1% of the cost of development.</p> <p>b) The currently approved CTMP should remain in place.</p> <p>c) An amended Acoustic Report assessing noise impacts on neighbouring premises from roof top plant equipment should be provided. This report should specifically address the allowable noise levels from plant equipment and confirm that these outputs meet noise criteria at all nearby receptors.</p>	<p>With regards to the matters raised:</p> <ul style="list-style-type: none"> • Noted. • The approved CTMP will largely be retained with updates as necessary to reflect the amended built form (refer CTMP attached to Appendix K of the exhibited EIS). • Assessment of acoustic impacts of rooftop plant will occur at construction certificate stage. This is entirely standard practice for mixed-use developments given that rooftop plant engineering and detailed design is not confirmed at Development Application stage. The lodged Noise and Vibration 	<p>The amended Construction Traffic Management Plan (CTMP) detailed in Appendix K is not supported as it is inconsistent with the currently approved CTMP.</p> <ul style="list-style-type: none"> • Any amended CTMP must adhere to the principle of avoiding access via Roberts Street and Edith Street, which are predominantly residential. • Roberts Street and Edith Street are narrow, two-way streets with parking on both sides, making them unsuitable for large volumes of heavy vehicles. • The use of 19 m articulated vehicles in Edith Street is not supported and these

Council's initial response	Applicant's response	Council's follow-up response
	<p>Impact Assessment (Appendix L of the EIS) confirm that, "Experience with similar projects indicated that it is both possible and practical to treat all mechanical equipment such that the relevant noise levels are achieved."</p>	<p>size vehicles must use Mary Street as previously approved.</p> <ul style="list-style-type: none"> • The maximum vehicle size permitted to use Edith Street shall be restricted to an 8.8 m Medium Rigid Vehicle (MRV). • The use of Roberts Street and/or Lane for construction vehicle access is not supported at all and should not be part of any future submission. <p>Indicative noise output for proposed rooftop plant should be submitted prior to Construction Certificate to verify that the development intends to comply with the relevant acoustic criteria.</p>



Conclusion

In summary, while Council recognises the need to respond to the current housing emergency, the proposed SSD application fails to deliver a balanced, well-designed, and policy-consistent outcome. The proposal represents a substantial departure from the previously approved development, introducing significantly increased residential density, reduced employment floorspace, extensive demolition, and materially altered impacts without adequately addressing Council's longstanding concerns.

The application does not achieve acceptable standards of residential amenity, with widespread non-compliance with the Apartment Design Guide relating to unit size, solar access, natural ventilation, building separation, private open space, and internal layout. These shortcomings are compounded by an over-reliance on communal facilities to offset poor internal amenity, an approach Council considers fundamentally flawed and inconsistent with best-practice design. Given that the site is now largely unconstrained due to proposed demolition, there is clear opportunity to reduce unit numbers, improve layouts, and achieving ADG requirements.

The proposal also undermines the strategic and statutory objectives for the site by significantly reducing employment uses, contrary to Clause 6.27 of the Inner West LEP 2022 and Council's endorsed employment strategies. Evidence demonstrates strong demand for employment floorspace and a forecast shortfall across the LGA, making the loss of employment capacity on this site unacceptable. Additional housing, while supported in principle, cannot be delivered at the expense of jobs, economic activity, and long-term community sustainability.

Further concerns remain unresolved in relation to visual impacts on surrounding low-density residential areas, excessive building height and scale, inadequate setbacks to other sites and within the site itself, insufficient parking provision, substandard waste management arrangements, poor communal open space connectivity, poor architectural expression, loss of character and streetscape quality, and construction traffic impacts on local residential streets.

Council also maintains that the scale and nature of the amended proposal warrants referral to the State Design Review Panel to ensure design excellence and that all



design issues arising from the substantially altered scheme are properly and independently assessed. In addition, the significant increase in residential GFA must be accompanied by a commensurate provision of in-perpetuity affordable housing, consistent with Council policy and demonstrated local need.

It is relevant to note that the applicant is currently failing to comply with the current construction management approvals and appears to have adopted an approach that is built on unacceptable residential and environmental impacts, along with associated penalties, as part of their operating model. This indicates a deliberate choice to incur fines rather than construct in accordance with regulatory requirements, raising serious concerns about ongoing non-compliance and disregard for statutory obligations

For these reasons, Council objects to the proposal in its current form. Council requests that the Department require substantial redesign, referral to the State Design Review Panel, retention of meaningful employment uses, delivery of 15% in-perpetuity affordable housing, and compliance with applicable planning controls and design standards to ensure the development delivers a genuinely balanced, high-quality, and sustainable outcome for both future residents and the existing community.

If you need any further information in relation to the above response, please contact Council's Team Leader, Development Assessment, Ferdinand Dickel on (02) 9392 5125 or email ferdinand.dickel@innerwest.nsw.gov.au

Yours faithfully,

A handwritten signature in black ink, appearing to read "Simone Plummer".

Simone Plummer

Director Planning

Enclosed-

Attachment A- Minutes of Inner West Architectural Excellence and Design Review Panel- 16 December 2025



Internal Ref: EXTERNAL/2025/0009

2 February 2026

Department of Planning, Housing and Infrastructure

Locked Bag 5022

Parramatta NSW 2124

ATTENTION: Lachlan Hutton

Dear Mr Hutton,

Inner West Council Response: SSD-83721209
Property: 307-315 Parramatta Road, Leichhardt

Thank you for the opportunity to review and comment on the proposal - Development State Significant Development Application (SSDA) - *Construction of a 16 storey building with a total of 154 residential units including the provision for 21 affordable living units (for 15 years), ground floor retail premises, basement parking, associated site works and concurrent rezoning at 307-315 Parramatta Road, Leichhardt.*

This submission is made by council officers, not the elected representatives.

Council acknowledges the urgent need for new housing and recognises the strategic importance of this site; however, the proposal cannot currently be supported.

In its current form, the proposal undermines the orderly redevelopment of the Parramatta Road corridor. It fails to provide the necessary setbacks and transitions, including to the Council owned Hay Street Carpark earmarked for 100% affordable housing, and it isolates adjoining sites to the east and west, preventing them from achieving their reasonable development potential.

The proposal's built form, visual bulk, and amenity outcomes are unacceptable. The development compromises the fine grain character of Parramatta Road, and delivers poor amenity for future residents. These are concerns echoed by Council's Architectural Excellence Design Review Panel. Given the scale of departures from best practice design principles, Council strongly recommends referral to the State Design Review Panel.

Furthermore, the application seeks a substantial uplift in height and density without providing the necessary public benefits, including critical infrastructure upgrades, public domain works, and affordable housing contributions essential to support higher-density development.

The SSD represents a fundamental departure from all applicable State and local planning frameworks, including the emerging State-Led Rezoning, the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), and Council's Our Fairer



Future Plan (OFFP). These frameworks consistently envisage moderate mid-rise development of 6–8 storeys, not a 16-storey dual-tower scheme of the scale proposed here.

The proposal does not respond to PRCUTS transport modelling, fails to provide required traffic mitigation, and adds pressure to a constrained local street network already at capacity.

For these reasons, and as detailed in the Attachment A, Council cannot support the proposal. Key issues requiring resolution include:

- Inconsistencies with the strategic planning framework
- Impacts on neighbouring sites and risk of site isolation
- Demonstration of architectural or urban design excellence
- Excessive height, scale, and poor built-form outcomes
- Inadequate affordable housing contribution
- Lack of supporting local infrastructure and public domain works
- Heritage impacts
- Landscaping, deep soil and urban forest matters
- Noise, vibration, stormwater, and flooding matters
- Waste, traffic, and parking matters

Despite the significant concerns outlined above, Council acknowledges there is meaningful opportunity to support a well-designed redevelopment of this strategically located site, provided the fundamental issues identified in this submission, as attached, are comprehensively addressed.

Council requests that the proposal undergo a State Design Review Panel process, given the scale of departure from best-practice design principles already identified by the Architectural Excellence and Design Review Panel. This is required for the proposal to demonstrate design excellence as per *Inner West Local Environmental Plan 2022* Clause 6.

A revised scheme that delivers design excellence with integrated public benefits including infrastructure, public domain improvements, and an increased percentage of affordable housing dedicated in perpetuity would be supported.

Constructive and early consultation with Council will be essential to achieving a coordinated, precinct-appropriate built form that delivers high-quality design and amenity outcomes for future residents and the wider community, protects the development potential of adjoining sites, and supports Council's strategic and affordable housing objectives.



In the meantime, if you need any further information in relation to the above response, please contact:

Gunika Singh

Team Leader Strategic Planning

(02) 9392 5726

gunika.singh@innerwest.nsw.gov.au

Katerina Lianos

Senior Planner Development Assessment

(02) 9392 5850

katerina.lianos@innerwest.nsw.gov.au

Yours faithfully

A handwritten signature in black ink, appearing to read 'Simone Plummer'.

Simone Plummer
Director Planning

Enclosed

Attachment A: Consolidated Inner West Council Officer comments.

Attachment B: Inner West Architectural Excellence Design Review Panel (AEDRP) comments

Attachment A

4 February 2026

1. Consistency with Strategic Planning Framework

The site is identified in State and local strategies to deliver housing, and Council supports this objective. The scale of the proposed development, however, significantly exceeds what these strategies envisage and does not demonstrate that it will result in good built form outcomes.

The table below outlines State and local planning strategies relevant to the subject site, including their proposed FSR and HOB recommendations which have been considered by this application:

There are four key State and Council strategic planning frameworks applying to the site, all of which identify an EI Local Centre zoning with building heights generally ranging from 6 to 8 storeys and FSRs between 3:1 and 3.75:1 depending on incentives. Together, these strategies show a consistent planning intent for moderate midrise development, while final controls under the current State-led rezoning process are still to be confirmed. See below. –rise development, while final controls under the current State-led rezoning process are still to be confirmed.

a) Inner West Precinct State-Led Rezoning (Parramatta Road)



Figure 1. NSW Government Indicative Study Area (14 September 2025) – Annotated by Council



In September 2025, the State Government announced the *Inner West Precinct State-Led Rezoning*, for sections along the Parramatta Road corridor in the Leichhardt and Camperdown precincts, to deliver up to 8,000 new homes.

As part of the State-led rezoning initiative, DPHI will be required to consider housing opportunities, local and state infrastructure, affordable housing requirements, active transport connections, new open space, retail and commercial opportunities, as well as improvements to the public domain.

Considering the State-led rezoning is in the early stages of development and without knowing the built form, height and density, land use, and infrastructure objectives for the site and the broader precinct, the SSD proposal is considered to be premature.

If the proposed development was to be progressed, it sets a dangerous precedent for the broader precinct, as DPHI is still undertaking investigations to inform the planning framework. The State-led process provides for a comprehensive and coordinated approach to establishing the planning controls that can support higher density development, together with the delivery of required infrastructure and ensuring place-based outcomes.

The SSD pathway does not provide for the rigorous testing required to demonstrate how the proposed development will proportionately respond to the significant growth envisaged for the precinct. Therefore, the proposal should be deferred until there is a clear vision in place, with a supporting structure plan and design guidance for the State-led rezoning. In the absence of the outcomes of State led rezoning and if the proposal was to proceed, it must be at least consistent with PRCUTS and Council's OFFP as discussed below.

b) Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)

PRCUTS is the endorsed State strategy for the Parramatta Road corridor and carries statutory weight under Section 9.1 Local Planning Direction. Any rezoning must be consistent with this Direction or demonstrate how it delivers a superior planning outcome.

The proposed development significantly exceeds PRCUTS recommended controls and does not align with the vision or design objectives for the corridor. It provides insufficient justification for major departures from PRCUTS controls, including those relating to built form, height and massing, setbacks and separation, car parking, deep soil and tree canopy, and affordable housing.



The proposal is inconsistent with the PRCUTS objectives outlined below:

PRCUTS Planning and Design Guidelines

- *11.5 Open Space, Linkages and Connections and Public Domain:* The proposal does not consider the desired 'Public Transport Super Stop' along Parramatta Road in Leichhardt precinct. TfNSW are currently preparing a Transport Study to support the State-led rezoning for Parramatta Road. Further consultation with DPHI's Rezoning team and TfNSW is required to understand the implications for this site.
- *11.7 Fine Grain:* The proposal does not consider the Fine Grain Character Area 1 objectives in the [Parramatta Road Corridor Fine Grain Study](#):
 - Does not maintain key views along Parramatta Road.
 - Does not preserve or protect the historic character of the corridor with respects to scale and parapets (in contrast to new built forms on the southern side of Parramatta Road).
 - Does not provide the 2-storey street wall, consistent with the existing fine grain buildings.
 - Does not protect historic corner buildings (by not providing transitions to heritage item east of the site).
 - Does not provide the recommended 8m setback to upper levels to reduce the visual impact of the development on the streetscape.
 - Does not provide the recommended transition to lower built forms (by stepping down the development within the 45-degree angle at 1.5m height from the street edge).
 - Does not provide the recommended 18-20m building depth for the upper levels.
- *11.9 Recommended Planning Controls:* The proposal does not provide sufficient urban design justification for its significant deviation from the recommended heights, densities and built form plans for the Leichhardt precinct (refer to Table 1 above).

Implementation Plan 2016–2023: Out of Sequence Checklist

- *Criteria 1 Strategic Objectives, Land Use and Development:* The proposal is inconsistent with recommended planning controls and does not provide sufficient urban design justification.
- *Criteria 2 Integrated Infrastructure Delivery Plan:* The proposal does not provide detail regarding delivery of infrastructure in regard to open space, public domain, community infrastructure utilities and services. The proposed laneway reservation is not supported by a planning mechanism. See detailed comments in the below sections.



- *Criteria 3 Stakeholder Engagement:* By utilising the HDA pathway, the SSD proposal has not undertaken the stakeholder engagement requirements for PRCUTS.

Section 4 of this submission provides further detail as to how the proposed built form does not achieve a better outcome than PRCUTS and hinders the development potential of adjacent sites.

c) Our Fairer Future Plan (OFFP)

Council's OFFP is the place-based framework for Inner West including parts of the Parramatta Road corridor and is currently with DPHI for finalisation. It establishes design requirements for street wall heights and setbacks, heritage, car parking, deep soil, tree canopy and building sustainability. The site, located in the Parramatta Road East Sub-Precinct, can achieve up to 4.65:1 FSR and 36.95m HOB (10 storeys) where incentive criteria are met.

The SSD proposal does not respond to OFFP design requirements, including concentrating higher densities at block corners, need for a conceptual block-level master plan to avoid lot isolation, and providing appropriate transitions and setbacks to sensitive areas. The reference scheme significantly exceeds OFFP controls—by approximately 34% in FSR and 60% in height—and fails to ensure that surrounding sites can also achieve the uplift envisioned under the OFFP.

d) Departures between EOI and SSD

The proposed height and density represent a major departure from the original EOI supported by the HDA and Minister for Planning. The scheme has intensified across assessment stages – from an 8 storey, 110-unit proposal to 10 storeys at Planning Proposal Scoping stage, and now a substantially larger SSD proposal of 16 storeys.

The SSD application does not demonstrate how the increased scale contributes to precinct-wide planning, protects the development potential of neighbouring sites, or aligns with the desired future character. The uplift lacks adequate justification and is not matched by commensurate public benefits.

2. Impact on Neighbouring Sites

a) Isolation of adjoining sites along Parramatta Road

The proposed development creates a risk of isolating the adjoining properties at 325–327 and 297–303 Parramatta Road, limiting their ability to be redeveloped in an orderly and coordinated manner.



The proposal's indicative massing for the adjoining properties at 325–327 and 297–303 Parramatta Road does not account for all required setbacks applicable to these sites, resulting in significant constraints on their redevelopment potential, particularly for any development over 6 storeys. This is well below the assumed 9 storey envelope tested in the proponent's massing, meaning the proposal overstates what neighbouring sites can support, misrepresents future context, and results in an inconsistent built form at the Parramatta Road and Hay Street corner.

Amalgamation of the subject site with the adjoining lots should be pursued to avoid isolation and achieve a more coordinated, higher quality development across the block. If amalgamation is not feasible, the assessment must consider the *Karavellas* planning principle—quality development across the block. If amalgamation is not feasible, the assessment must consider the following questions are raised to determine whether a site will be isolated by a development:

- Firstly, is amalgamation of the sites feasible?
- Secondly, can orderly and economic use and development of the separate sites be achieved if amalgamation is not feasible?

Further, a schematic design analysis has not been undertaken for the corner site to demonstrate its ability to be reasonably redeveloped without being unfairly burdened with building separation requirements resulting from the SSD proposal.

If redevelopment of the corner sites relies solely on Hay Street for vehicle access, additional traffic management—such as turn restrictions—may be required. Alternative access solutions should be considered by the SSD to avoid unfairly constraining these sites.

b) Impacts on Council's Hay Street Carpark Affordable Housing development

The proposal will adversely affect the potential development of the adjacent Council-owned public car park which Council has identified for delivery of 100% affordable housing as part of any future redevelopment. Under OFFP and using the Affordable Housing SEPP, the site could achieve up to 2.95:1 FSR and 36.95m (10 storeys), significantly above what is assumed in the SSD's urban design report.

The reduced envelope is driven largely by the overscale 6 storey podium on the SSD site and maximising its solar access, resulting in building modulation that benefits the SSD site but penalises the carpark site (see below image). The

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proposed massing would result in burdening Council-owned site to provide additional setbacks, which should be equally distributed between the sites. It also fails to consider key site-specific controls, including required upper-level setbacks to Hay Street and side setbacks to the northern boundary.

Overall, the SSD proposal fails to account for the full redevelopment capacity of adjacent sites and does not demonstrate how overshadowing, solar access and built form impacts from a compliant redevelopment would be accommodated in its design.

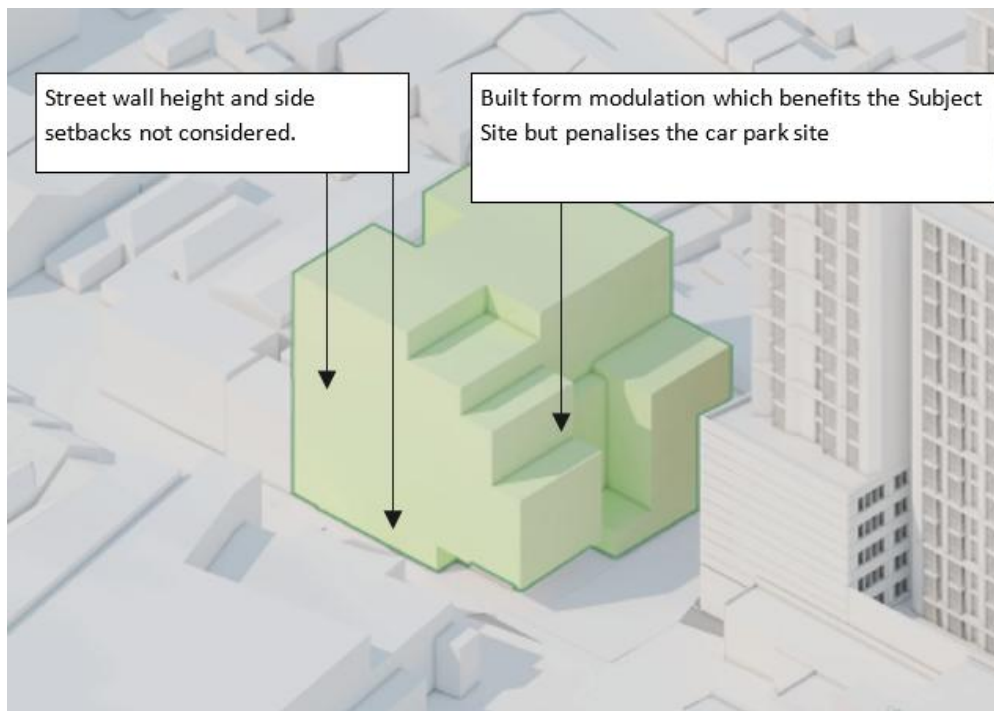


Figure 2. Indicative envelope of Hay Street Carpark Site

3. Design Excellence

a) IWLEP 2022 Clause 6.9

IWLEP 2022 Clause 6.9 Design Excellence requires that developments exhibit the highest standard of architectural and urban design as part of the built environment. It applies to any proposed development that is equal to, or greater than, 14m in height.

Clause 6.9 (3) of the LEP states that *Development consent must not be granted for development to which this clause applies unless the consent authority considers that the development exhibits design excellence.*



Given that the department is the consent authority for the proposed rezoning and SSD, it must be satisfied that the development exhibits design excellence as required for the matters listed in 6.9 (4):

- (a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,*
- (b) whether the form and external appearance of the development will improve the quality and amenity of the public domain,*
- (c) whether the development detrimentally impacts on view corridors and landmarks,*
- (d) whether the development detrimentally impacts on land protected by solar access controls established in the relevant development control plan,*
- (e) the requirements of the relevant development control plan,*
- (f) how the development addresses the following matters—*
 - (i) the suitability of the land for development,*
 - (ii) existing and proposed uses and use mix,*
 - (iii) heritage issues and streetscape constraints,*
- (iv) the relationship of the development with other existing or proposed development on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,*
- (v) bulk, massing and modulation of buildings,*
- (vi) street frontage heights,*
- (vii) environmental impacts, including sustainable design, overshadowing, wind and reflectivity and visual and acoustic privacy,*
- (viii) the achievement of the principles of ecologically sustainable development,*
- (ix) pedestrian, cycle, vehicular and service access, circulation and requirements, including the permeability of any pedestrian network,*
- (x) the impact on, and proposed improvements to, the public domain, including landscape design,*
- (xi) the relationship of the development with the street and building frontage.*



In Council's view, the proposal is significantly incompatible with the surrounding context and does not demonstrate design excellence. This view is affirmed by Council's Architectural Excellence and Design Review Panel (AEDRP) to which this proposal was referred to for independent feedback. Refer to the below section for AEDRP's advice.

b) Inner West Architectural Excellence Design Review Panel (AEDRP)

Council's AEDRP provided comments on the design and amenity outcomes for the application. Their feedback is reiterated below, and the minutes are provided in Attachment B. A number of matters were identified that need to be addressed including:

- The proposal will limit the potential of neighbouring properties to provide housing and other uses, including but not limited to overshadowing and other amenity impacts and inadequate setbacks.
- The proposal does not adequately address the heritage qualities of the site.
- The proposal does not acknowledge urban design possibilities, especially the proposed east-west linkages along the northern boundary of the site and the potential civic interfaces and nodes.
- The poor-quality sequence of movement to the entry, formal expression and lack of amenity and safety of the residential address is highlighted.
- The proposed architectural language of the proposal is lacking in the appropriate level of articulation, materiality and response to different edge conditions and orientations, and the façade does not complement the level of articulation found in the significant buildings along Parramatta Road.
- The proposal will set a precedent for new high-rise development along Parramatta Road. Compliance with the ADG setback and building separation requirements requires the complete redesign of the proposal including height, setbacks and materials with a considered urban design at the ground plane.

As evidenced by the matters raised above, the proposal does not achieve design excellence, results in poor amenity including to neighbouring sites, and fails to consider its context.

c) State Design Review Panel

Given the scope of the works proposed, it is requested that the application be reviewed by the State Design Review Panel to ensure design excellence and that all design matters are properly and independently assessed.

4. Built Form and Urban Design

In addition to the comments provided by the AEDRP, the following comments are provided regarding the design considerations of the Apartment Design guide (ADG):

a) Podium and Tower Configuration

- A 55 metre long, 6 storey podium creates a continuous wall like built form along the northern boundary, which is considered visually bulky and inappropriate.
- Despite some façade articulation, the design does not sufficiently break down the bulk, contributing to poor visual and urban design outcomes.
- The podium height and limited upper-level setbacks also create ADG building separation matters and shift the burden of additional setbacks onto the neighbouring Hay Street Carpark site, reducing its redevelopment potential.



Figure 3. Indicative built form

b) Dual Tower Form

- The dual tower configuration (11–15 storeys) increases height, visual bulk, and overshadowing impacts, and lacks a sensitive height transition to Parramatta Road and neighbouring sites.
- Upper level setbacks of only 3m from Levels 1–15 do not comply with Council’s draft Design guide of OFFP, which requires a minimum 6m setback above five storeys.

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- Insufficient separation distance between the tower forms and non-compliance with ADG, particularly in between habitable rooms at the upper levels, represents an overdevelopment of the site which will compromise the amenity of the future residents and surrounding existing residents.
- Unless the subject site is amalgamated with the adjacent sites, its width is not sufficient to accommodate dual tower form that is ADG compliant and can respectfully meet all the required building setbacks and separation distances.

c) Building Setbacks and Separations

- The proposed side setbacks (4.25m and 6.1–6.8m) for the tower components do not comply with ADG requirements, which requires:
 - Minimum 6m setbacks for 5–8 storeys, and
 - Minimum 12m setbacks for 9+ storeys where habitable rooms face each other.
- The proposed 10.6m tower separation is also significantly below ADG minimums, which require:
 - 12m separation up to 4 storeys,
 - 18m for 5–8 storeys, and
 - 24m for 9+ storeys between habitable rooms.
- Although the design uses reeded glazing to mitigate privacy impacts, this does not address the fundamental non-compliances with setbacks and separation and is not considered to be an acceptable design response.
- Increased setbacks with single storey tower form will assist with meeting ADG requirements.

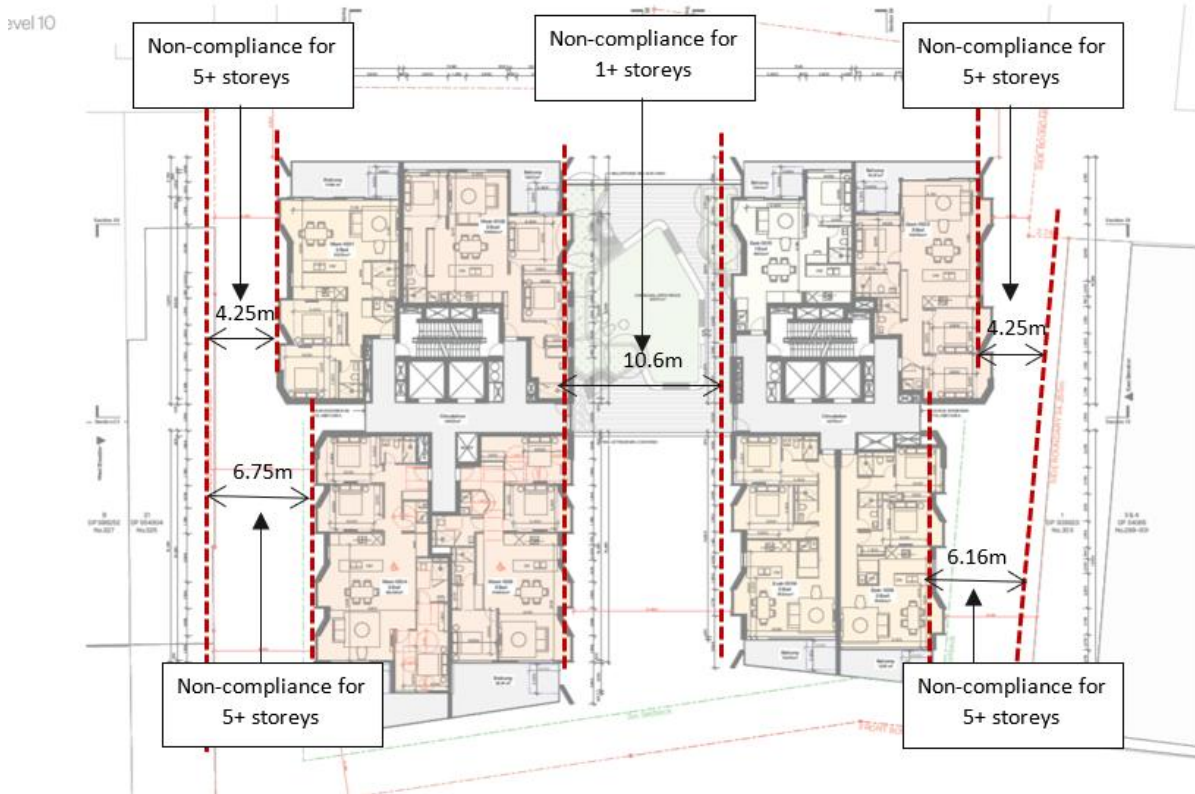


Figure 4. Proposed building setbacks and separation and non-compliance tower form

d) Communal Open Space Provision

- The communal open space area has been miscalculated and should not include any laneway widening/ground floor setbacks reserved for public domain improvements to meet the 25% communal open space requirements of the ADG.

e) Solar Access and Overshadowing

- The proponent's solar access analysis incorrectly assumes that neighbouring sites remain undeveloped, which misrepresents the level of solar access that will be achieved for both units and communal open space within the proposed development.
- The proposal has not analysed solar access impacts based on the likely future development envelopes of adjacent sites, contrary to ADG requirements for contextual testing. This omission may significantly alter the results presented. Although the proponent claims compliance for unit solar access (71.4% receiving 2 hours sunlight; 13.6% with no sunlight), these results may not be valid if (when) the surrounding sites are tested incorporating their future development potential, including Council-owned car park site.
- The majority of the units that do not receive solar access are nominated as the affordable units.



- Communal open space solar analysis is incomplete, with no assessment demonstrating that the principal usable part of the space receives the required minimum 2 hours of sunlight in mid-winter.
- Further overshadowing analysis is required to understand the impact on the future developments to the south of Parramatta Road. The proposed 16 storey tower form will overshadow any proposed developments to the south, resulting in poor amenity and solar access for future residents and limiting the development potential of these sites.
- The SSD proposal must be reassessed with overshadowing and solar access modelling that incorporates future development potential on all neighbouring sites.

f) ADG Deep Soil and Tree Canopy Calculations

- ADG requires 7% of the site area to be provided as deep soil with minimum 6m dimensions for sites over 1,500sqm. Inner West Tree Management DCP and PRCUTS set a minimum 25% tree canopy cover consistent with the GANSW Greener Places Strategy but the proposal provides only 23sqm (1%) of deep soil, which is significantly below requirements.
- It is recommended that consideration be given to increasing the deep soil areas to allow for the planting of some large canopy trees that will more appropriately suit the scale of the proposal and provide a greater contribution to achieving canopy cover targets.
- The tree species proposed along the northern boundary are small trees and considered inappropriate in scale. Additionally, in order to maximise the benefit that can be yielded from the deep soil, much larger trees are required.
- It is recommended that landscaping, including some deep soil for trees, is incorporated to the eastern and western edges of the site and to the Parramatta Road frontage.
- It is recommended that the soil volumes for 'on podium/slab' planters are sufficient to sustain some small and medium trees to provide additional canopy cover and provide a layered (trees, shrubs and groundcovers) planting outcome. Layered planting has the potential to offer some habitat benefit.

g) Gross Floor Area Calculation

- The Urban Design Study's Gross Floor Area (GFA) calculations exclude portions of the Level 10–15 circulation corridors. By omitting these areas, the study understates the total GFA, which in turn is likely to result in a higher actual Floor Space Ratio (FSR) than what has been reported.



5. Affordable Housing

The SSD proposal includes an affordable housing component of only 10% (or 21 units) for a period of 15 years. The application is not consistent with Council's endorsed policy nor PRCUTS.

PRCUTS (pg. 33 Vision for Parramatta Road Corridor Strategy document) requires minimum 5% of new housing be provided as affordable housing in perpetuity, and that it caters for diverse needs. Recent rezoning proposals approved by the Department, such as for 67-75 Lords Road, Leichhardt in the Parramatta Road Corridor have committed to this requirement.

Further at its meeting on 30 September 2025, Council resolved C0925(2), Item 1 *Our Fairer Future Plan*, to require a 20% affordable housing contribution for any additional floor space beyond the baseline provision on upzoned sites, secured in perpetuity and managed by a registered community housing provider. Council's Affordable Housing Policy also requires 15% of total residential units to be affordable housing.

Where the affordable housing target is not feasible, the land value uplift associated with the proposed development should be calculated in accordance with Council's Affordable Housing Policy and Voluntary Planning Agreement (VPA) Policy and a supporting offer to provide affordable housing contributions in perpetuity should be made.

The proposal is not supported given the lack of genuine commitment to provide affordable housing despite seeking a substantial increase in FSR than what is currently permitted or envisaged in the strategic planning framework for the site.

The proposed development should be supported by an economic feasibility assessment evaluating the financial viability of the project at the proposed FSR (which is not supportable), including the cost of in perpetuity affordable housing, and detailing the mechanism for delivering the affordable housing i.e. supporting LEP clause requiring delivery of affordable housing units on site or equivalent monetary contributions to Council to provide affordable housing elsewhere.

Where on-site affordable housing is provided, it should also ensure that the affordable housing component is well-integrated into the overall design of the residential accommodation and is provided with sufficient amenity. An appropriate mix of apartment sizes, including three-bedroom units, is also strongly encouraged to provide options that can accommodate a range of household types.



Preliminary discussions have been held whereby the residential units are proposed to be managed by Bridge Housing, community housing provider, for a minimum of 15 years. These discussions should be formalised and a binding agreement entered as part of the development approval process.

6. Local infrastructure

a) Alignment of Growth and Infrastructure

- Advancing the proposal ahead of the State’s precinct-wide planning, LEP provisions, and Section 7.11 local infrastructure review, noting that the site sits within DPHI’s Parramatta Road Precinct planning investigation area. The rezoning of Parramatta Road in collaboration with Council and State agencies – particularly in State-significant precincts – requires careful, comprehensive assessment that considers environmental and social impacts, identifies future infrastructure needs, and involves close consultation with councils and communities.
- The s9.1 Ministerial Direction (1.5) and the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), including its 2021 Implementation Update, require rezonings to align with corridor-wide strategies, deliver housing and jobs, and be supported by necessary infrastructure. PRCUTS specifically envisaged that rezonings would be underpinned by place-based LEP and DCP controls and accompanied by identified local infrastructure improvements, including Section 7.11 contribution plans and future land dedications.
- The local infrastructure considerations (or public benefits) prescribed by PRCUTS include:
 - Enhancement to the local road network to ensure orderly development to accommodate growth, including public domain improvements to Catherine Street, Leichhardt.
 - Promotion of the East-West cycle way providing a new laneway active transport link into the Leichhardt Precinct (affecting the northern rear aspect of this proposal).
 - Amenity and landscaping improvements for the pedestrian experience along Parramatta Road and laneways.
 - Movement and accessibility upgrades to existing bus stops along Parramatta Road.

An illustration of the public domain improvements to the Catherine Street intersection is shown below.

LEIGHARDT WEST



Figure 5. The envisioned public domain improvements to Catherine Street. Source: PRCUTS Urban Amenity Improvement Works: Leighardt Precinct (page 33).

b) Road widening for public domain improvements

- Reference is drawn to page 67 to Appendix 7 of the Urban Design Report, in particular the statement that “When the Hay Street car park is redeveloped, a portion of the 307-315 site can be acquired to allow for future road widening and a 2-way vehicle connection between Hay and Redmond Street”. The diagram accompanying the statement is provided below, noting the red shaded area as the applicant’s earmarked future land dedication area. The future land dedication is also stated on page 14 of Appendix 10 Stormwater Plans. The applicant’s statements acknowledges that road dedication is required to facilitate the surrounding lots’ redevelopment.

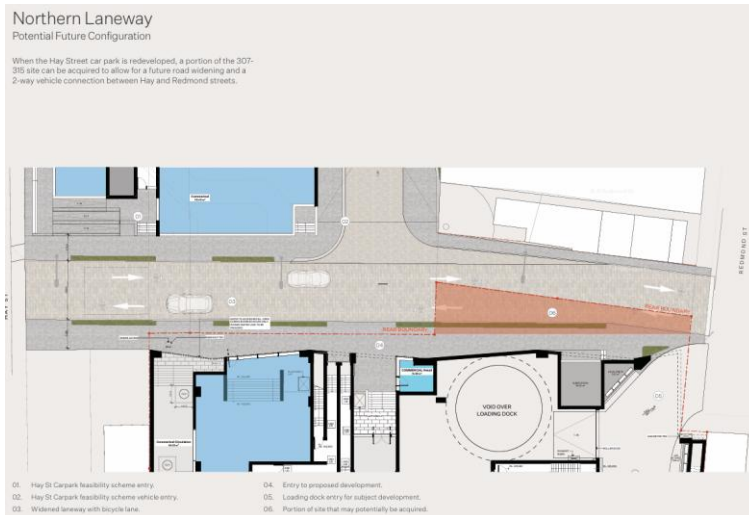


Figure 6. Applicant's indication of a future land dedication for public road shown in red shaded area for the northern laneway, Appendix 7 Urban Design Report (page 67)

- PRCUTS Urban Amenity Improvement Plan provides a framework for public domain and active transport improvements to support the uplift in residential densities. The Strategy identified a cycle link through Dot Lane that runs from Hay Street to Norton Street, with improvements connecting the existing cycle path along the northern boundary of the subject site.
- The SSD proposal considers a potential 12m wide laneway reserve between the subject site and Council's Hay Street Carpark site. It does not however clarify how this will be facilitated. It also does not provide adequate setbacks to achieve this 12m width. For example, at the intersection with Redmond Street, the proposal seeks to contribute to the public domain with 1.2m land dedication which will only facilitate 6.4m width for the laneway, against its own vision to provide 12m wide laneway.
- The proposal lacks a coordinated approach for the laneway improvement and undermines State and local planning for the public domain to align with changes to land use and growth in the Parramatta Road corridor. It comes ahead of the planning undertaken for the delivery of improved public domain and local infrastructure in these locations and will jeopardise Council's ability to provide a safe access and cycleway connection in this location.
- A minimum width of 9m is required to facilitate the cycleway/shared zone connection. This means that a minimum 4m wide dedication from the northeast portion of the site is required.
- This will allow this laneway to continue along Redmond St which is also currently 9m wide.

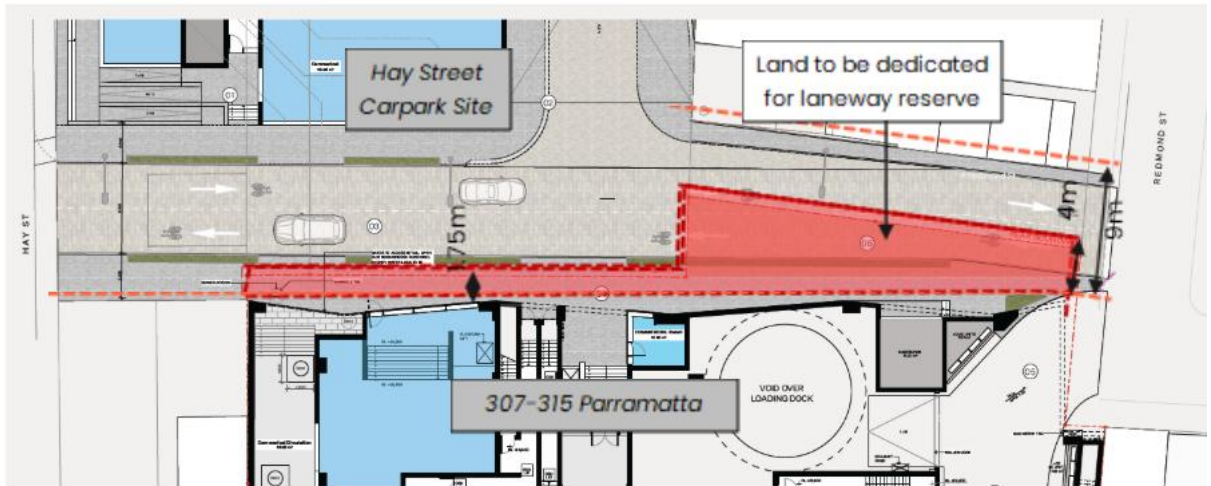


Figure 7. Land to be dedicated to Council to accommodate 9m wide laneway reserve between Redmond Street and Hay Street.

- The proposal must dedicate this land to facilitate the public domain improvements. The design should also be amended, including siting of the development and access, and extent of the basement encroachment, consistent with Council’s aspirations.
- c) Planning Mechanisms & Conditions of Consent**
- It is emphasised that this proposal does not include a letter of offer to enter into planning agreement (VPA) with Council or the State Government. In Appendix 2B, the applicant states under the title of public benefits that “*council has the opportunity to acquire land from Ceerose to deliver this laneway*” (page 4). This inference that Council will need to acquire this land at market rates in an area experiencing significant uplift is contrary to the long-held principle in the NSW Planning system that developers are to help deliver public infrastructure as communities grow.
 - The SSD application does not demonstrate sufficient strategic planning merits to allow the progression of this proposal ahead of the State Government’s precinct-wide planning studies and should be refused at this time. Notwithstanding, should the SSD rezoning application be progressed, and in the absence of local planning agreement, Council requests that the Department utilise satisfactory arrangement clauses under section 7.2 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) to:
 - Secure land dedication for public infrastructure (local road dedication) between Redmond St and Council’s car park (13 Hay St) that facilitates a public road width of 9m that accommodates a shared way, footpaths and landscaping, as a condition of rezoning and at no cost to Council.



- That the developer must undertake domain improvement works to Redmond Street (between Catherine Street and the development site) to accommodate a shared use cycleway, at no cost to Council.
- That traffic mitigation measures along Redmond Street in the north south direction be implemented to prevent rat-running along narrow laneways to the development site, at no cost to Council.
- The development consent should further require the payment of section 7.11 monetary contributions. The suggested wording of this condition is shown below:
 - Developer Contributions
 - Prior to the issue of the first Construction Certificate, the Applicant must provide written evidence to the Certifier that a monetary contribution pursuant to the provisions of the Inner West Local Infrastructure Contributions Plan 2023 has been paid to Council. Council must be contacted for calculation of required contributions.

d) Creative spaces and Artist studio for community access

Consideration should also be given to the provision of retail/commercial space at ground floor level with an activated street frontage accessible at ground level for community access and use. This can include dedicated car parking spaces in proximity to encourage and support uses such as community meetings, activity rooms, library and shared co-workspaces etc. This will provide opportunity for spill out into and use of the adjacent share way green space.

7. Heritage Conservation

The site is located within the Parramatta Road Heritage Conservation Area (HCA). Significant characteristics for commercial buildings that are evident within this precinct, include street wall heights, façade alignments and design, building height and associated bulk and materiality. Any infill development on the Site should respect the characteristic elements of the HCA to ensure an appropriate transition within the streetscape.

a) Street wall heights

A defining characteristic of the Parramatta Road HCA is the strong, continuous street wall, built to the front boundary and which is defined by, and reinforces, the road alignment of Parramatta Road.

The proposal includes a two-storey brick podium façade at ground and first floor that is largely built to the front boundary. In principle, this approach is appropriate, however, refinements are necessary to ensure that the proposed street façade



responds appropriately to the significant features and character of the Parramatta Road HCA as identified within the Parramatta Road Corridor Heritage Assessment.

b) Façade Alignment

The street façade includes a recessed entry at ground and first floor level that disrupts the consistent building line along this section of Parramatta Road. This visual break detracts from the significance of the Parramatta Road HCA. The façade treatment of this recess, with a lightweight screen, further emphasises this 'break' by utilising a lightweight material that contrasts with the solid masonry walls that define the Parramatta Road street wall.

The alignment of the facades at ground and first floor do not relate precisely to the road alignment, as is characteristic of commercial buildings along Parramatta Road. The break in the façade results in the legibility of the road alignment (in particular the 'kink' evident at this section) being diminished.

It is recommended that the recess at ground and first floor be deleted and the whole of the front façade at ground and first floor to be built to the front boundary, with nil setback.

c) Façade Design

To improve the façade design and presentation to Parramatta Road, the following design changes are recommended:

- The ground and first floor front façade should reinforce the solid "street wall" that forms part of the significance of the HCA.
- The façade at first floor includes large openings that are not complementary to the ratio of solid-to-void characteristic of the upper levels of commercial buildings along Parramatta Road. The large, open voids at first floor level (serving balconies behind) result in a façade that reads as a 'screen' rather than an external wall and diminishes the solid street wall that defines Parramatta Road. This is further emphasised by the drawings' intention that trees and vegetation could be seen through the façade.
- The southern façade at first floor level should be redesigned to comprise window openings that reflect the scale and proportion of contributory buildings along Parramatta Road and reinforce the
- It is recommended that the former fenestration detail and the splayed shopfront entry details are reinterpreted in the design of the fenestration at ground floor to Parramatta Road (for retail areas).



- The location of the fire stairs and carport exhaust rise at the southeastern corner of the building results in irregularities to the Parramatta Road façade, which is uncharacteristic of the consistent rhythm of shopfronts and facades that form part of the significance of the Parramatta Road. It is recommended these elements be relocated to the northern side of the building or integrated into the façade's pattern of vertical bays that complement the fine grain commercial development characteristic of Parramatta Road.

d) Height and Bulk

The proposed development, comprising 16 storeys and a rooftop level, with a six storey podium is excessive in height and bulk and is not in keeping with the existing or desired character of the Parramatta Road HCA, which is characterised by largely two storey shop top development. The height and bulk of the towers behind detract from the prominence of the two-storey street wall form (as identified in the statement of significance). Increased setback of the towers from Parramatta Road and reduced height may mitigate the impact of the proposal on the significance of the HCA.

The proposed height of the development is highly out of character and context with the 2 storey contributory buildings in the streetscape and the prominent form of the of the Albert Palais heritage item building.

e) Demolition

Nos. 307, 309, and 311-313 are identified as detracting from the HCA and their demolition will have no impact on the significance of the HCA. No. 315 is identified as being a neutral item in the HCA. Section 3.5 of the Parramatta Road Corridor Heritage Assessment recommends the following for neutral buildings:

Demolition of neutral buildings will be considered where it can be demonstrated that:

- a) restoration of the building is not reasonable; and
- b) the replacement building will not compromise the heritage significance of the heritage conservation area.

The southern first-floor façade of No. 315 is of some architectural interest, and features a simple parapet with central pediment, decorative mouldings and original timber sash windows evenly spaced along the façade. While it is currently painted an unsympathetic colour and windows are painted over, these elements would be capable of being easily reversed. The retention of the upper level façade



is encouraged and would improve the relationship of the new development with the streetscape and HCA.

f) Impact on heritage items in the vicinity

The heritage items in the vicinity comprise 1-2 storey buildings. The podium is six storeys in height and does not provide an appropriate transition in scale between the 15 storey towers and the heritage items in the vicinity, resulting in a development that will visually dominate these items. A reduction in scale is recommended to the north elevation and stepping additional levels back from the northern boundary to mediate the change in scale.

The proposed development will diminish views towards the Albert Palais building, particularly when viewed from the east, looking west. The statement of significance for the Albert Palais includes the following:

The building occupies a prominent corner and is a landmark and townscape element in this section of Parramatta Road.

Views of the building, in particular its distinctive parapet, clearly outlined by the open sky behind, will be diminished as a result of the new building, which will eliminate any open sky behind the Albert Palais.

g) Material

The extensive use of glazing, in particular to the balcony balustrades is not in keeping with the character of the Parramatta Road HCA, which is characterised by heavy masonry facades and vertically proportioned windows of traditional proportions and scale above ground level. The extent of glazed elements should be reduced.

8. Trees

Three trees are located within the carpark to the north of the site, this being:

- Trees 1 and 2 - *Cupaniopsis anacardioides* (Tuckeroo).
- Tree 3 - *Morus nigra* (Black Mulberry).

These trees can be viably retained however will require pruning. The pruning has been detailed in the Arboricultural Impact Assessment (AIA) and considered acceptable provided it is undertaken by a qualified Arborist (min AQF Level 3) in accordance with AS4373 - Pruning of amenity trees.



Additional pruning for scaffolding and or hoarding is not supported and any such structures must be designed and installed in liaison with an AQF Level 5 Arborist as recommended in Section 9.2 of the AIA.

To ensure the viable retention of the trees in relation to ground surface works and finished levels within the Notional Root Zones (NRZ), the recommendations detailed in Section 9.3 and 9.4 of the AIA must be adhered to. It is recommended that a Project Arborist (AQF Level 5) is appointed to review the final plans in regard to proposed finished levels and supervise all works within the NRZ of the trees, including ground protection and pruning. It should be noted that level changes that will impact the structural integrity or ongoing health of the trees is not supported.

9. Noise and Vibration

The site is located within the 25-30 ANEF band Australian Noise Exposure Forecast (2039) Contour, which should be addressed in the acoustic report. Additionally, an acoustic report should be provided to address the noise emissions from the operation of the development including but not limited to noise emissions from any plant equipment (e.g. mechanical ventilation systems, refrigeration condensers, air conditioning units, road traffic noise intrusion, aircraft noise intrusion).

10. Waste Management

The following matters regarding the proposed waste management plan are to be addressed:

- Turntable - The submitted Waste Management Plan, Architectural Plans and Transport Impact Statement propose a turntable to be established in the loading dock to allow for waste servicing. This is not supported by Inner West Council and the Leichhardt DCP 2013 Part C section 1.11, C36 which only permits turntables in the event there is no viable alternative for vehicles to enter and exit the area in a forward direction. Approved turntables are subject to breaking down which prevents collection crews from servicing the site.
- Commercial waste generation and storage – It is recommended for a retail space of this size that the waste storage be able to accommodate a high waste generating tenancy. Please demonstrate that the commercial waste storage area can accommodate a higher waste generating tenancy.

11. Stormwater and Flooding

The following matters regarding the proposal are to be addressed:



- The basement must be “tanked” in accordance with the minimum requirements of Water NSW and DPHI as set out in DPHI’s “Minimum requirements for building site groundwater investigations and reporting Information for developers and consultants, January 2021” Guide.
- The stormwater design shall be amended to allow for direct connection to Council’s Stormwater System in Catherine Street rather than Redmond Street. Redmond Street does not have an overland flow path available, and any surcharge of the system will inundate the properties adjacent in particular 8 and 10 Catherine Street.

It is requested that the proposal be amended to address the aforementioned stormwater and flooding matters identified.

12. Public Domain

The following matters regarding the proposal are to be addressed:

- Page 67 of the Urban Design Report indicates a future through connection (Northern Lane) linking Redmond St and Hay St considering the Hay St Carpark re-development. The land required do facilitate the Northern Lane must be dedicated to Council as part of this redevelopment of the site.
- The full length of the laneway is to be designed and delivered as a 10 km/h shared zone, in accordance with relevant Transport for NSW (TfNSW) and Local Traffic Committee requirements.
- The proponent should design and deliver the length of the Northern Lane for its full frontage at the rear. This will create a safer, and higher-quality street environment that benefits both the community and the development. The-connection will encourage more street activity and improve passive surveillance between residents and pedestrians.
- Further design development of the laneway should be undertaken in consultation with Council to ensure alignment with relevant Council policies.
- A 2mx2m splay corner shall be provided and dedicated to Council at the intersections of the Northern Lane and Redmond Street to allow for adequate sight distance to pedestrians and cyclist.
- Suitable street lighting shall be provided to the widened Northern Lane serviced via underground power.
- The existing substation shall be relocated to a suitable location so as to allow for the full construction of the Northern Lane in Future

It is requested that the proposal be amended to address the aforementioned public domain matters identified.

13. Traffic and Parking

The following matters regarding the proposal are noted:

- Council does not support the use of car parking rates based on Leichhardt DCP 2013 for the proposed high density residential development. The site should be subject to maximum car parking rates under PRCUTS (Leichhardt Precinct) and Council’s Our Fairer Future Plan. The aim is to reduce reliance on car parking for developments located in well serviced-centres, close to high-frequency public transport. Based on the maximum rates under PRCUTS and Our Fairer Future Plan, the current proposal should provide no more than 112 residential parking spaces, and 12 retail parking spaces. The proposed development however exceeds these maximum rates by providing 41 additional residential car spaces and 1 additional retail car space. However, given Council’s other concerns with the built form which request the reduction of proposed density and height, the proposed parking rates will have to be adjusted accordingly to match the PRCUTS car parking rates.
- All vehicle access and servicing of the site shall be from the rear widened Northern Lane including collection of waste.
- An internal loading dock shall be provided for the development and must be suitable to accommodate Council’s waste vehicle. Collection of waste and servicing of the site shall not occur from the adjacent road reserve.
- The vehicle access to the basement car park shall be relocated to the rear Northern Lane. The current proposed access off Redmond Street is too close to the intersection of the Northern Lane and will interfere with its operation and result in conflict between vehicles accessing the Northern Lane and vehicles entering or leaving the basement. This will result in an unsafe and confusing traffic and pedestrian environment.
- Vehicle access must be a minimum of 6m from intersections including the intersections of the widened Northern Lane in accordance with the requirements of AS2890.1
- The proposed basement vehicle access location may have limited sight distance between exiting vehicles and vehicles from Hay Street Car Park. Ensure safety assessment is undertaken.
- Swept path analysis is required to show that visitors in the basement car park can turn around at the residential boom gate.
- Ensure DDA compliance: accessible parking spaces are located near the primary accessible entrance/lift.

It is requested that the proposal be amended to address the aforementioned vehicular access and parking matters identified.



14. Bicycle Parking

Bicycle parking should be provided for residents, workers, customers and residential visitors in accordance with LDCP 2013 and PRCUTS.

All bike parking should be easy to use and easily accessible for daily use.

AS 2890.3 has Class A, B and C parking types.

Class B bike parking (bike racks inside a room/cage) should be provided for residents separate to storage lockers.

Class C bike parking (bike racks) should be provided for customer and residential visitors, located on-site, at street level, near building entry points, easily visible and easy to use.

15. Intersection Performance

SIDRA Intersection analysis was provided as part of the TIA report, however, it appears that network model assessment was not undertaken. For example, the existing AM Peak 95th percentile queue on Catherine Street at the Catherine Street/Parramatta Road intersection model shows that it queues passed Redmond Street intersection. This would also mean that vehicles from Redmond Street can access Parramatta Road during peak hours and would result in long delays, this was not captured in the model for Redmond Street/Catherine Street intersection.

The network assessment should include Albion Street/Catherine Street intersection due to its close proximity to Redmond Street/Catherine Street intersection.

Furthermore, analysis for post-development traffic should use expected proposed development's opening year background traffic rather than existing background traffic (year 2024) and including any cumulative traffic generated by known development within the road network, this is to provide a more realistic representative of the future network performance when the proposed development is completed.

16. Transport Considerations

Generally, it is considered that the current proposal represents an over development of the site, particularly in relation to the precedent that would be established should the proposed rates of on-site parking provision be approved and potentially rolled out across other future developments.

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The development, as it currently stands, proposes to provide a relatively high rate of on-site parking provision. This rate of provision is based on assumptions related to previous future scenario for Parramatta Road, not the future now envisaged for the corridor. Should such rates be applied along the corridor, for its newly envisaged development scenario, it is likely that significant traffic congestion would result; jeopardising the efficiency of the corridor's public transport services.

Concern is therefore expressed that this proposal does not consider the overall future development of the Corridor, and that potentially, that this proposal disproportionately uses up network capacity rather than working harmoniously within the constraints of the future Corridor. It is considered that any future developments in the Corridor should address the achievement of an equitably distributed of travel demand for all future development sites.

While it is recognised that it is Council's responsibility to ensure that controls are in place to encourage equity across the Corridor, the very dynamic planning environment for Parramatta Road has resulted in the need for newer controls which will constrain parking and encourage increased public and active transport utilisation.

Should the proposal's rate of on-site parking provision be approved and a precedent set for future nearby developments it is likely that the operational integrity of the following key intersections could be jeopardised:

Parramatta Road with:

- Catherine Street
- Balmain Road/Crystal Street
- Norton Street.

Should the integrity of these intersections be jeopardised it is likely that the reliability of bus services along Parramatta Road would be significantly impacted. This could potentially result in a decline in public transport mode share, counter to Council and the State's vision for Parramatta Road.

In saying this, it must be noted that, in order for the overall Corridor to be developed at the levels envisaged by the State Government, increasing rather than decreasing mode share is essential.

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In relation to more specific issues for consideration, it is requested that the development provide enhanced opportunities for active and public transport, including but not limited to:

- Creation of a shared zone in the East-West section of Redmond Street and the link between Redmond Street and the existing Hay Street car park.
- While the link between Redmond St and the Hay Street car park is currently operating with less than 6 metres of carriageway width, it is considered that the space to the south of the link should be provided to Council to accommodate the shared zone, including pedestrian respite space in the public domain. It should be noted that Redmond Street and this link are an integral part of priority cycling route that runs parallel to Parramatta Road (in Albion Street, Dot Lane and Albert St.) between Susan Street and Flood Street. As this route evolves, it is likely to serve a sub-regional or regional function.
- To maintain safety and amenity, traffic associated with the development should be focused on the east-west section of Redmond Street. In order to reduce the likelihood site related traffic using the north-south section of Richmond Street, the development should provide traffic calming to assist in reducing vehicle speeds and maintaining, or improving, amenity in the neighbourhood. This should be carried out as part of both a traffic management scheme and a 'good neighbour' program.

Detailed design of the proposal's access from Redmond Street should include careful consideration of safety, including movements from the north to the site, because of poor sightlines and complex movements near its access point.]

Further, As PRCUTS is supported by a section 9.1 Ministerial Direction, and TfNSW Guide to Transport Impact Assessment mandates that any TIA must consider the strategic directions outlined in government strategy documents (page 12). As none of the above transport matters have been considered, and the proposal is absent of public benefits being secured by either a State or local planning agreement, the application does not meet the requirements set out by the SEARS.

The review of applicant's response to the PRCUTS Implementation Plans (Appendix 1G) finds the responses are inadequate in lieu of substantial omission of the relevant PRCUTS considerations outlined above. These omissions will likely have consequences on the safety and amenity for pedestrians, cyclists, and bus commuters, service vehicle drivers, may isolate the redevelopment of surrounding

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lots by impeding vehicle access to Redmond St via the Catherine St/Parramatta Road intersection, and encouraging rat-running in the north/south direction along Redmond St.

Architectural Excellence & Design Review Panel

Meeting Minutes & Recommendations

Site Address:	307-315 Parramatta Road LEICHHARDT
Proposal:	State Significant Development Application (SSDA) - Construction of a 16 storey building with a total of 154 residential units including the provision for 21 affordable living units (for 15 years), ground floor retail premises, basement parking, associated site works and concurrent rezoning at 307-315 Parramatta Road, Leichhardt.
Application No.:	EXTERNAL/2025/0009
Meeting Date:	20 January 2026
Previous Meeting Date:	-
Panel Members:	Diane Jones (Chair) Jocelyn Jackson Jean Rice
Apologies:	-
Council staff:	Gunika Singh- Strategic Planning Hadi Nurhadi- Strategic Planning Katerina Lianos Iain Betts Minna Kilpelainen Helen Wan Sinclair Croft
Guests:	-
Declarations of Interest:	None
Applicant or applicant's representatives to address the panel:	N/A

Background:

1. The Architectural Excellence & Design Review Panel reviewed and discussed the proposal through an online conference.
2. The Panel acknowledges that the proposal is subject to Chapter 4 – State Environmental Planning Policy (SEPP) Housing 2021 - Design of residential apartment development - and the NSW Apartment Design Guide (ADG) applies to the proposal.

Discussion & Recommendations:

1. Site Planning and Urban Design:

- a. The Panel understands that a Strategic Design Study was prepared by Hassell for the subject site as part of the background work for Council's Our Fairer Futures. The Study determined a 10-storey height is appropriate for the site. The Study also noted that future development of the site should comply with ADG requirements.
- b. The Panel notes that the proposal, while providing housing on the subject site, will limit the potential of neighbouring properties to provide housing and other uses. It would particularly isolate and limit development on the adjoining properties on each side and to the rear.
- c. Therefore, the proposal should comply with ADG setback requirements.
- d. The overshadowing impacts to future residential developments on the southern side of Parramatta Road should not inhibit the development of those sites in terms of density, layout and amenity.
- e. Similarly, the proposal will have an adverse impact on the amenity of the northern neighbours to the site
- f. Further, the separation distances between the buildings within the site should comply with the ADG requirements.
- g. The consideration of the impact on the development of the adjoining sites is critical as it will affect future development along the whole Parramatta Road corridor.
- h. The Panel agrees that the proposal does not adequately address the heritage qualities of the site, which is located within the Parramatta Road Heritage Conservation Area and opposite the Parramatta Road Commercial Precinct Heritage Conservation Area. The site is within the vicinity of a number of several heritage items, notably the Albert Palais.
- a. The potential civic interfaces and nodes are not taken into account and the urban design possibilities are not acknowledged by the proposal, especially the proposed east-west linkages along the northern boundary of the site.
- j. The Panel highlighted that this proposal will set a precedent for new high-rise development along Parramatta Road. Compliance with the ADG setback and building separation requirements requires the complete redesign of the proposal including height, setbacks and materials with a considered urban design at the ground plane. Moreover, the proposed architectural language of the twin towers is lacking in the appropriate level of articulation, materiality and response to different edge conditions and orientations.
- k. The Panel noted that the design of the residential entry lobbies and lift cores to the towers provide little amenity and would be significantly improved by the provision of natural light and outlook.

2. Ground Plane Configuration and Landscape Design:

- a. The Panel highlighted the poor-quality sequence of movement to the entry, formal expression and lack of amenity and safety of the residential address. The residential pedestrian access is at the rear of the site via a laneway shared with vehicles, with inadequate space outside the entry doors. The proposal does not acknowledge that this will be an important node in the development of the future east-west link proposed by Council. The applicant should also consider the benefit of a street address with access from Parramatta Road.
- b. The Panel notes that a 1.7m setback for a shared laneway needs to be dedicated to Council for the east-west cycleway link.
- c. The Panel encourages improved landscaping and urban design treatment on the edges of the site and to Parramatta Road.

3. Architectural Resolution:

- a. The Panel recommends the applicant consider this site as a major node, given its close proximity to the corner of the intersection of Parramatta Road and Hay Street.

- b. At street level, the large fire stairs and services proposed to the southern, front facade alienate a large part of the facade to Parramatta Road. It is not clear how this area will be serviced given the location of fire-rated horizontal exit passageways. The façade does not complement the level of articulation found in the significant buildings along Parramatta Road.
- c. The architectural expression of the building is without an appropriate level of modelling and articulation for large built form which will be visible from all parts of the suburb. The façade requires a higher and more refined level of detail and considered response to edge conditions (such as view lines and orientation). Different height towers should be considered.
- d. Reservations were expressed about glazed balustrading without any solid areas to shield some areas of the balconies from view.
- e. The materials and colours proposed for the towers should be complementary to the heritage items in the vicinity, including the Albert Palais and to the Heritage Conservation Area.

Conclusion:

1. Recognising its independent, expert and advisory role, the Panel does not support the proposal in its current form at this State Significant Development Application stage. The proposal should be redesigned to address the matters listed above.
2. If this was a DA to IWC, given the number of more detailed matters requiring further refinement and resolution, particularly in relation to the overall architectural and landscape design expression and character, the Panel would request that a complete redesigned proposal be submitted for further review as part of a new application.
3. The Panel draws attention to the relevance of the NSW Government Parramatta Road Corridor Urban Transformation Strategy, the Strategic Design Study covering the site by Hassell, IWC's Our Fairer Futures strategy and the Apartment Design Guide.



Internal Ref: EXTERNAL/2025/0008

5 March 2026

Department of Planning, Housing and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

ATTENTION: Lachlan Hutton

Dear Lachlan,

SSD-84024470 - Mixed-use development at Pyrmont Bridge/Parramatta Road

Thank you for the opportunity to comment on the State Significant Development Application (SSDA) for the proposed 22-storey mixed-use development at 122-130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale. This proposal includes 281 build-to-rent units (with 15% affordable housing), ground floor retail, and associated site works, alongside concurrent rezoning.

This submission is made by Council officers, not elected representatives. While Council recognises the urgent need for new housing and the strategic importance of this site, the proposal is not supported in its current form. Several fundamental matters require review, as outlined in Attachment A and summarised in the points below:

- Inconsistency with the Inner West Precinct State-Led Rezoning and PRCUTS
- Insufficient strategic and procedural justification
- Lack of masterplan and cumulative impact analysis
- Impacts on future development and built form outcomes
- Inadequate provision of affordable housing
- Unresolved site servicing and traffic issues
- Airport Obstacle Limitation Surfaces (OLS) concerns
- Waste, traffic, and parking matters
- Compliance issues with Apartment Design Guide (ADG), Housing SEPP, and NCC

The essence of Council's concerns is that the application should not be considered in isolation but within the broader planning context. This includes other

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State Significant Development applications and the ongoing State-led rezoning of the Parramatta Road Corridor (particularly the Inner West Precinct including Camperdown-Annandale). The absence of precinct-wide master planning restricts both Council's and the Department's ability to assess how the proposed development's built form, infrastructure and land use will integrate with adjacent sites and the wider renewal area.

The SSD pathway is insufficient for rigorous testing of a proposal such as this, given the absence of a masterplan to provide an appropriate framework for development. Council therefore calls for deferral of the proposal until a clear precinct vision and structure plan are in place.

Council requests a joint meeting with relevant Department teams and recommends the proposal undergo a State Design Review Panel process to ensure design excellence, in accordance with Inner West Local Environmental Plan 2022 Clause 6.

Notwithstanding the concerns raised above, and in further detail in the Attachment, Council acknowledges the opportunity for a well-designed redevelopment of this site.

In the meantime, if you need any further information in relation to the above response, please contact:

Gunika Singh
Team Leader Strategic Planning
(02) 9392 5726
gunika.singh@innerwest.nsw.gov.au

Eric Wong
Senior Planner Development
Assessment
(02) 9392 5229
Eric.Wong@innerwest.nsw.gov.au

Yours faithfully,



Simone Plummer
Director Planning

Enclosed

Attachment A: Consolidated Inner West Council Officer comments.

Attachment B: Inner West Architectural Excellence Design Review Panel (AEDRP) comments

5 March 2026

Attachment A - Consolidated Inner West Council Officer comments

SSD-84024470 - Mixed-use development at Pyrmont Bridge/Parramatta Road

1. Inconsistent with Inner West Precinct State-Led Rezoning (Parramatta Road)

In September 2025, the State Government announced the Inner West Precinct State-Led Rezoning for parts of the Parramatta Road corridor within the Leichhardt and Camperdown precincts, with capacity for up to 8,000 additional dwellings. The State-led process will consider affordable housing, active transport, open space, retail and commercial uses, and public domain improvements, and is intended to establish an integrated planning framework for density, infrastructure delivery and place-based outcomes. Exhibition of the rezoning is anticipated in late 2026.

As the subject site is located within the Camperdown precinct and given the early stage of the State-led rezoning process, key parameters relating to built form, height, density, land use and infrastructure are yet to be determined. In this context, the proposal is considered premature. Progressing the development at this stage risks pre-empting the outcomes of the State-led investigations and undermining the coordinated approach intended to guide future development across the precinct. The SSD pathway does not provide sufficient scope to rigorously test whether the proposal appropriately responds to the scale of growth envisaged. Accordingly, the proposal should be deferred until a clear precinct vision, supported by a structure plan and design guidance, is established.

2. Inconsistent with Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)

PRCUTS is the endorsed State strategy for the Parramatta Road corridor and has statutory force under Section 9.1 of the Local Planning Directions. Any rezoning must be consistent with this Direction or be supported by a clear and robust strategic justification, which has not been demonstrated.

The proposal significantly exceeds the height and floor space ratio envisaged under PRCUTS and does not align with the strategy's vision or design objectives. Insufficient justification has been provided for the proposed departures from PRCUTS controls, including those relating to land use, built form, height and



massing, setbacks, site separation, car parking, deep soil provision, tree canopy and affordable housing.

As the site is located within the PRCUTS Camperdown precinct, the SSD must demonstrate consistency with PRCUTS or deliver a demonstrably superior planning outcome. This has not been achieved, as the proposal fails to provide accessible open space, meaningful connectivity, or substantive public domain improvements.

3. Issues in relation to Site Planning and Urban Design/proposed rezoning

The proposal seeks to redevelop a light industrial site for high-density residential use. However, significant concerns remain regarding the absence of supporting infrastructure, insufficient public domain improvements, and the lack of clearly articulated public benefits to justify the scale of uplift proposed.

The site is not supported by an overarching master plan or public domain framework to guide coordinated precinct-wide development. In the absence of such a framework, the proposal cannot be adequately assessed in terms of cumulative impacts on built form, urban character, amenity, or public benefit.

Approval of the proposal in its current form would risk establishing an undesirable precedent for comparable developments, particularly on large consolidated sites north of Pymont Bridge Road pursuing similar rezoning outcomes.

Further rezonings and SSDs within the precinct have the potential to deliver up to 2,000 additional dwellings, resulting in a substantial population increase that requires strategic, precinct-wide planning oversight. The application does not provide sufficient strategic analysis to assess these cumulative impacts or to support Council's consideration of the proposal.

a) Inadequate Strategic and Procedural Justification

The proposal seeks significant changes to zoning, floor space ratio and building height. The proposal does not provide sufficient strategic analysis or justification to support these changes, and the Rezoning Report fails to demonstrate consistency with the relevant statutory and strategic planning framework. For these reasons, and those outlined below, Council considers the progression of the application to be premature.

In addition, the supporting technical studies, including the Economic Impact Assessment, do not adequately address the SEARS requirements or sufficiently assess potential impacts on surrounding land uses.



b) Absence of Masterplan and Cumulative Impact Analysis

The Camperdown Precinct, bounded by Johnstons Creek, Mallett Street and Parramatta Road, does not currently have a comprehensive structure plan. Such a framework is essential to assess cumulative impacts, coordinate future development and achieve coherent planning outcomes.

In the absence of a precinct-wide structure plan, the proposal's claimed public domain benefits cannot be adequately substantiated or tested for feasibility or alignment with long-term precinct objectives. This also limits the ability of the Department and Council to assess how the proposed built form, infrastructure requirements and land use mix would integrate with adjoining sites and the broader renewal area.

These deficiencies are fundamental and should be resolved prior to any rezoning. To assist in addressing these matters, Council officers request a joint meeting with the Department's State Significant Development Assessment Team and the State-led rezoning team responsible for preparing the Parramatta Road Corridor master plan. It is recommended that the Government Architect NSW (GANSW) provide design leadership and strategic input to this process.

4. Site Isolation and Future Development Potential

The proposal does not adequately consider the redevelopment potential of adjoining land, particularly 114 Pyrmont Bridge Road, nor does it demonstrate how coordinated redevelopment could be achieved across the immediate area. An integrated, precinct-based approach is required to ensure that any uplift in planning controls is proportionate and achievable for both the subject site and surrounding properties.

This should include genuine consideration of lot consolidation to avoid site isolation and to ensure that adjoining sites are not constrained or precluded from future redevelopment. Protecting the redevelopment potential of neighbouring land is critical to achieving coherent precinct renewal and supporting local and regional housing objectives, particularly in the context of the ongoing housing emergency. In the absence of a clear and feasible framework for coordinated development, the proposal risks undermining these objectives.

5. Inadequate provision of Affordable Housing

The proposal provides 15% affordable housing for a limited period of 10 years. Notwithstanding endorsement of the EOI by the Housing Delivery Authority, this is inconsistent with the Housing SEPP, which requires affordable housing to be secured for a minimum period of 15 years. Given the scale of uplift sought,



including a substantial increase in floor space ratio beyond what is currently permitted or envisaged for the site, the proposal does not demonstrate a genuine commitment to the provision of affordable housing and is not supported.

At its meeting on 30 September 2025, Council resolved C0925(2), Item 1 *Our Fairer Future Plan*, to require a 20% affordable housing contribution for any additional floor space above the baseline provision on upzoned sites, secured in perpetuity and managed by a registered community housing provider. In addition, Council's Affordable Housing Policy requires a minimum of 15% of total residential dwellings to be affordable housing.

Where these targets cannot be met, the land value uplift associated with the proposal should be calculated in accordance with Council's Affordable Housing Policy and Voluntary Planning Agreement (VPA) Policy, and an offer to deliver affordable housing contributions in perpetuity should be provided.

The application should be supported by a detailed economic feasibility assessment demonstrating the financial viability of the development at the proposed floor space ratio, including the cost of delivering affordable housing in perpetuity. The assessment should clearly identify the mechanism for delivery, whether through an LEP provision requiring on-site affordable housing or an equivalent monetary contribution to Council.

Where affordable housing is provided on site, it should be well integrated within the development, achieve an appropriate standard of amenity, and include a suitable mix of dwelling sizes, including three-bedroom apartments, to accommodate a range of household types.

6. Issues in relation to site servicing and traffic impacts of the proposed large scale development

Concerns are raised regarding site servicing and traffic impacts associated with the proposed large-scale development. The submitted drawings do not adequately demonstrate that heavy vehicle access and manoeuvring, including for waste collection, removals and servicing vehicles, can be safely accommodated without adversely affecting adjoining roads or neighbouring properties.

Given the proposed transition from a single-storey light industrial use to a higher-density mixed-use development, it is essential that vehicle access and movement are satisfactorily resolved to ensure surrounding streets and laneways can safely accommodate intensified traffic conditions.



Under Clause 8.3(2) of the Inner West LEP 2022, development consent must not be granted unless the consent authority has considered traffic impacts on Cahill Lane, Cahill Street, Gordon Street, Mathieson Street, Parramatta Road, Pyrmont Bridge Road and Water Street. Accordingly, traffic and servicing issues must be fully resolved prior to the granting of any consent.

a) Due to the narrow road widths in Cahill Street and Mathieson Street, the current vehicle access arrangement is unsatisfactory

Mathieson Street and Cahill Street are of insufficient width to safely accommodate two-way traffic or small rigid vehicles in their current configuration. The constrained road widths also limit opportunities for adequate footpaths, landscaping and public domain improvements, resulting in poor amenity for future residents. Approval of the proposal without consideration of a wider public domain framework would compromise the intended amenity outcomes for this high-density precinct.

The submitted swept path diagrams do not accurately reflect on-site conditions. They indicate that vehicles can only access the proposed driveway in the absence of on-street parking on Cahill Street and require vehicles to mount the kerb to complete manoeuvres. On this basis, the diagrams demonstrate that vehicles cannot safely enter the proposed driveway as designed.

The swept path analysis for waste collection vehicles is more problematic, relying on the removal of on-street parking on both Mathieson Street and Cahill Street and kerb mounting to access the loading and turntable area. The diagrams confirm that waste vehicles are unable to safely manoeuvre into the loading area under the current design.

The proposal relies on the removal of on-street parking without consultation with Council, which would render the surrounding road network unworkable from a servicing and traffic perspective and result in unacceptable vehicle queuing on local streets.

Accordingly, access arrangements for basement parking and waste servicing must be resolved through design amendments contained wholly within the site and without reliance on the removal of on-street parking. Failing this, the proposal is not supported until a broader transport and servicing structure plan is prepared.

b) Due to the narrow road widths in Cahill Street and Mathieson Street, Vehicle access should be left-in/left-out from Pyrmont Bridge Road

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The previous application for the site (SSD-59354958) acknowledged the access constraints and was designed to provide internal access between Pymont Bridge Road and Cahill Street, with left-in/left-out vehicle access from Pymont Bridge Road. Given Pymont Bridge Road's 40 km/h speed environment, this approach was considered appropriate and distinct from Parramatta Road. Having regard to the existing road widths, Council considers this to be the only feasible access arrangement, and the current proposal would require substantial amendment to accommodate it.

Where left-in/left-out access from Pymont Bridge Road cannot be achieved, the development footprint must be significantly reduced to enable the widening of both Cahill Street and Mathieson Street. This would include splayed intersections to facilitate heavy vehicle manoeuvring while maintaining on-street parking and satisfactory two-way traffic movements.

Any land required for road widening must be dedicated to Council, free of encumbrances, with no basement or structural encroachments.

A minimum widening of 3.0 metres in Cahill Street and 4.5 metres in Mathieson Street is required to achieve safe vehicle access and appropriate pedestrian infrastructure. Minimum footpath widths of 3.0 metres in Cahill Street and 3.5 metres in Mathieson Street are also required to support pedestrian amenity. Additional setbacks beyond these widths will be necessary to achieve appropriate urban design outcomes, public domain improvements and street tree planting, as outlined elsewhere in this response.

7. Issues in relation to the Ground plane, Landscaping Strategy and Public Domain Design

In its current form, the proposal does not provide an adequate landscaping strategy and would result in adverse streetscape impacts. The design largely replicates the existing building footprint and fails to improve connections between lanes and streets or to enhance tree canopy and the quality of the public realm.

Alternative design configurations that strengthen pedestrian and vehicle movement, improve street legibility, and deliver a higher-quality urban outcome commensurate with the scale and ambition of the proposal should be incorporated into a revised design.

a) Ground Plane Design and Landscape Strategy

Further development of the landscaping strategy is required for both the public domain and the subject site. This should include the provision of deep soil zones and adequate allowance for canopy trees, supported by appropriate layout and

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planting setbacks on both sides of the road to enhance long-term streetscape quality, pedestrian amenity and urban character.

The submitted plans do not clearly demonstrate tree planting within nominated deep soil areas, with several trees appearing to be located within built structures. In addition, there appears to be insufficient above- and below-ground soil volume to support the number of trees proposed at the Pymont Bridge Road and Mathieson Street corner, with the remainder largely confined to planter boxes. This level of planting is inadequate to achieve satisfactory urban design outcomes.

As outlined above, the preferred outcome is to amend the design to provide internal access between Pymont Bridge Road and Cahill Street, with left-in/left-out vehicle access from Pymont Bridge Road. Where this approach is not pursued, both Cahill Street and Mathieson Street will require widening. To support an appropriate landscaping outcome, additional setbacks beyond the required road widening widths will also be necessary.

b) Public Domain Design

Council previously identified Mathieson Street between Parramatta Road and Cahill Street as a Shared Zone, supported by a 3.0-metre land dedication along the western edge of the site to widen the street. This approach is embedded in the Inner West Local Environment Plan 2022 (Part 8) and Leichhardt DCP 2013 (Part G, Section 13), which apply specifically to the site.

The current proposal necessitates a comprehensive redesign of the surrounding street network, including road widening and public domain works, which should be informed by an overarching master plan. Given the anticipated increase in pedestrian volumes, further Local Area Traffic Management investigations are required to ensure that network safety and liveability are not compromised.

From a public domain perspective, the Mathieson Street interface, shared zone and dedicated land should operate as an integrated whole that improves pedestrian access along the street and into and out of the site, and delivers an engaging, safe and active streetscape.

Concerns are raised that the proposed treatments create an unnecessary separation between the street and the building frontage along Mathieson Street, with ramps, stairs and deep soil zones forming a wall-like condition. While the topography presents challenges, the proposal should demonstrate design solutions that reduce this separation through wider connections and alternative responses to level changes, achieving a cohesive public domain with strong visual permeability.

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Notwithstanding these concerns, the proposed raised deck and active frontage at the north-western corner of Mathieson Street and Cahill Street, as well as the pedestrian laneway along the eastern boundary, are supported.

c) Public Domain Improvements

The development is required to deliver high-quality public domain finishes within both the dedicated land and setback areas, as follows:

- Pymont Bridge Road and Parramatta Road footpaths: Concrete unit pavers (Pebble Crete PPX 1804 120D Honed or approved equivalent), 600 × 400 × 40–60 mm, laid in stretcher bond.
- Mathieson Street and Cahill Street footpaths (including dedicated land): Brick pavers (228 × 114 × 50 mm Full Cream Cobble pavers from Namoi Valley Bricks or approved equivalent).
- Street trees: Street trees are to be provided along Pymont Bridge Road and Mathieson Street, with species selection to be confirmed by Council's Public Tree Team. Trees along Mathieson Street are to be installed with adequate soil volumes as determined by the Public Tree Team. Tree surrounds are to comprise Citygreen GLCA150 Invisigrates (or approved equivalent) with matching paver infill. Trees along Pymont Bridge Road are to be planted within mulched garden beds.
- Landscaping: Deep soil garden beds incorporating trees, shrubs and groundcovers are to be provided in accordance with Council's DCP, including appropriate soil depth, soil volume, mulch and subsoil drainage.
- Services and lighting: All overhead power lines are to be undergrounded, and new public lighting is to be installed to Ausgrid steel standard lighting pole specifications.
- Integration with PRUAIP: Public domain works along Pymont Bridge Road must align with Council's design under the Parramatta Road Urban Amenity Improvement Program (PRUAIP), including intersection upgrades and the provision of a separated cycleway.

8. Issues in relation to Parking, Loading/Unloading and traffic

There are a number of issues relating to Parking, Active transport and Loading/Unloading that need to be fully resolved before consent should be given. It appears that the development has not considered traffic generation and



cumulative impact in the area after 15 years of built-to-rent when it reverts to a normal residential flat building development. The Traffic and Transport Study should also adequately respond to the actions from the Precinct-wide Traffic and Transport Study (Cardno, 2022).

c) Parking

While Council supports a mode shift from private vehicles to public transport, the proposal does not adequately address the supporting infrastructure required to accommodate residents and visitors travelling to and from the site. Accordingly, an additional level of car parking should be provided, consistent with the Housing SEPP, along with enhanced active and public transport infrastructure.

The provision of off-street parking is inadequate. Based on 281 dwellings, a minimum of 56 residential parking spaces is required (0.2×281), in addition to 6 spaces for the retail component, resulting in a total minimum requirement of 62 spaces.

Increased car-share provision is also required to support the scale of development. Council recommends a minimum of four dedicated car-share spaces, accessible to all users 24/7.

The proposal cannot rely on the removal of on-street parking to resolve access or servicing constraints. A dedicated service vehicle bay for trades, deliveries and postal services is required, along with a resident wash bay.

d) Active Transport

Council does not agree with the proponent's assertion that the site is walkable in terms of distance or the quality of available pedestrian infrastructure. The existing road reserves on Cahill Street and Mathieson Street do not accommodate two-way traffic and are insufficient to provide footpath widths capable of supporting the population increase associated with 281 dwellings.

The proposal also claims that the site is within walking distance of Broadway Shopping Centre, the nearest retail centre. However, the walking distance is approximately 2 kilometres, equating to around a 25-minute walk each way, which does not support the proponent's walkability claims.

Public Transport

Increased public transport provision is anticipated along Parramatta Road. Council supports improved public transport and considers that, at a minimum, mid-tier



public transport (such as trackless tram, light rail or bus rapid transit) should be delivered to support the scale of uplift proposed.

Should the proposal be approved, Council recommends that conditions be imposed requiring the proponent to deliver, or contribute proportionately to, the following infrastructure:

- pedestrian infrastructure, including footpaths, crossings, shade and seating, particularly towards Camperdown Park, RPA and the University of Sydney;
- contributions towards the delivery of mid-tier public transport along Parramatta Road;
- footpath widening and improved shade along Parramatta Road; and
- contributions to safe cycling routes, either integrated with mid-tier public transport along Parramatta Road or on suitable alternative routes where carriageway constraints apply.

e) Green Travel Plan

The Green Travel Plan (GTP) is critical to enabling residents to travel to and from the development. Council is not able to issue parking permits to new developments due to limited kerbside capacity, particularly given the scale of 281 dwellings.

To ensure the effectiveness of the GTP, the following requirements should be addressed:

- clearly state that both off-street and on-street parking is limited and that no residential or commercial parking permits will be issued for the development, establishing a clear baseline with no reliance on private vehicle use;
- be tailored to the site and its predominantly build-to-rent (BTR) nature;
- establish baseline travel behaviour and include measurable targets, such as a 20% mode shift towards public transport by 2036; and
- require the final GTP and bi-annual monitoring data to be submitted to Council to ensure accountability.

The GTP should also clearly confirm that street parking availability is very limited and that residents are not eligible for parking permits within the area.

f) Loading/Unloading

As the proposal is a build-to-rent development, a dedicated residential loading and unloading area is required. Queuing on-street for the loading bay will not be supported due to the constrained road network. A booking system and/or an off-street waiting bay should be incorporated within the ground-floor design.

Turntables are not supported due to concerns regarding reliability and maintenance, particularly where waste vehicles may be unable to exit the site



safely in the event of failure. The loading dock must be designed to allow all vehicle movements to occur in a forward direction without reliance on a turntable.

Swept-path analysis is required for Council's waste vehicles at the intersections of Parramatta Road and Mathieson Street, and Mathieson Street and Cahill Street. These swept paths must inform any required road widening. It is noted that the current Traffic Impact Assessment indicates impacts on on-street parking and requires heavy vehicles to mount kerbs and footpaths, which is not acceptable.

A Loading Dock Management Plan must be submitted to address the management of retail deliveries, commercial and residential waste collection, and residential removalist activity, and to demonstrate how conflicts will be minimised and traffic congestion on surrounding streets avoided.

The proposed layout raises concerns, including the apparent disconnection between Retail Tenancy 01 and the loading dock, and a corridor width of approximately 1.49 metres, which is insufficient for removalist movements between the loading dock and residential lifts.

A dedicated service vehicle bay is required for trades, delivery and postal services. Given the limited parking provision, a designated ride-share and taxi pick-up and drop-off area should also be provided.

g) Construction Traffic

- Due to the site's proximity to a school, construction vehicle movements along Mathieson Street and Cahill Street, including concrete pours, are restricted to outside school zone hours.
- Full road closures during school term will not be supported on Mathieson Street. Full road closure of Cahill Street will also not be supported, given the need to maintain access to adjoining businesses.
- All construction vehicles are to enter and exit the site via Pyrmont Bridge Road only. A work zone is to be established adjacent to the site to facilitate loading and unloading activities.

h) Road Network

A Shared Zone should be investigated for Mathieson Street and Cahill Street. Given the anticipated increase in pedestrian volumes associated with the proposed development, further Local Area Traffic Management (LATM) investigations are required to ensure that road network safety and liveability are maintained.

9. Design issues in relation to Waste



The proposal does not comply with Council's waste servicing requirements. In particular, the use of 1100-litre bins is not supported, as the largest bins serviced by Council are 660 litres.

The proposal also includes compaction of general waste, which is not permitted due to the increased risk of bin damage, excessive bin weights and associated work health and safety concerns for site staff and collection crews. In addition, the waste system is designed for collection frequencies greater than those provided by Council. All waste facilities must be designed to accommodate Council's collection regime of weekly garbage and FOGO services and fortnightly recycling.

Council does not support the use of FOGO chutes. Concerns include the degradation of compostable liners, corrosion and blockages caused by food waste acidity, high ongoing maintenance requirements, pest management issues, and reliance on liners that may be subject to future regulatory change. The Waste Management Plan does not address chute cleaning or maintenance.

A preferred alternative is the provision of 240-litre FOGO bins at the base of each lift core, located in a room adjacent to the lift, with the main waste storage area accommodating sufficient bins at a rate of one 240-litre bin per ten dwellings. This arrangement would require sealed lift floors to prevent odour transfer from potential leakage.

Where waste facilities are not designed in accordance with Council's requirements, Council reserves the right to refuse servicing. In such circumstances, the development would incur ongoing costs associated with out-of-scope waste servicing for the life of the development.

10. Proposed height exceeds Airport Obstacle Limitation Surfaces (OLS)

At a maximum height of 93.8m AHD, the proposed development will penetrate the OLS Inner Horizontal Surface by approx. 12.6 metres, and careful consideration of the submission from Sydney Airport is required.

It should be noted that Sydney Airport's Comment of The Proposed Activity dated 15 October 2025 stated the following:

- *Sydney Airport does not support the development of any permanent structure that intrudes into the Obstacle Limitation Surfaces as defined by the International Civil Aviation Organization (ICAO).*
- *The Obstacle Limitation Surfaces were developed to ensure the safety of aircraft operations in the vicinity of airports, and these surfaces should be protected to maintain the safety of present and future aircraft operations.*

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- Furthermore, Sydney Airport believes that the approval of developments that penetrate the OLS allows for the increase in height of other adjacent potential developments using the shielding principle, which compounds the issues surrounding Airspace Protection. At a maximum height of 93
- 8m AHD, the proposed development will penetrate the OLS Inner Horizontal Surface by approx. 12.6 metres.

Council concurs with the above concerns and considers that the Obstacle Limitation Surfaces (OLS) must be adhered to. Allowing penetration of the OLS supported by the installation of aviation lighting would establish an undesirable precedent.

A reduction in building height of at least 12.6 metres (approximately 4–5 storeys) is considered an appropriate response for this site. This would also assist in addressing broader issues associated with the proposal, including traffic and movement impacts arising from the high number of dwellings on a constrained site.

11. Stormwater Design

The basement is to be fully tanked in accordance with the minimum requirements of WaterNSW and the Department of Planning, Industry and Environment, as set out in *Minimum Requirements for Building Site Groundwater Investigations and Reporting* (January 2021).

Where WaterNSW permits a drained basement, groundwater may only be discharged to Council's stormwater system where it meets the following criteria:

- compliance with the ANZECC (2000) 95% Marine Water Guidelines;
- compliance with EPA-endorsed guidelines where the ANZECC guidelines are silent;
- pH between 6.5 and 8.5;
- no visible oil or grease; and
- no substances toxic to aquatic life.

The site stormwater system is required to connect directly to Council's stormwater drainage system.

The stormwater treatment train must incorporate soft landscaped measures, such as raingardens, and must not rely solely on proprietary engineered systems, including cartridge or media filters.

12. Contributions, Public Benefit and Community Uses

[Inner West Local Infrastructure Contributions Plan 2023](#)



When the Inner West Local Infrastructure Contributions Plan 2023 was prepared, no additional local infrastructure or services to support a residential population were identified for this area. This reflected the existing strategic planning framework, including PRCUTS, the Local Housing Strategy, Local Strategic Planning Statement, Employment and Retail Lands Strategy and the Inner West LEP, which identified the site and surrounding land for employment and health-related uses.

The Section 9.1 Ministerial Direction (1.5) and the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), including its 2021 Implementation Update, require rezonings to align with corridor-wide strategies, deliver housing and jobs, and be supported by appropriate infrastructure. PRCUTS envisages that rezonings would be underpinned by place-based LEP and DCP controls and accompanied by identified local infrastructure improvements, including Section 7.11 contribution plans and future land dedications.

The local infrastructure considerations prescribed by PRCUTS include enhancements to the local road network to support orderly growth, public domain improvements (including new passive open space, enhancement to walking links, cycling links and upgrades to the Pyrmont Bridge Road/Parramatta Road intersection), amenity and landscaping upgrades for the pedestrian environment along Parramatta Road and laneways, and improvements to access and facilities at existing bus stops along Parramatta Road.

Should the development be approved, a condition should be imposed requiring the payment of Section 7.11 monetary contributions in accordance with the Inner West Local Infrastructure Contributions Plan 2023.

13. Public Benefit

The proposal does not demonstrate sufficient public benefit to justify the rezoning sought. In relying on the following matters to satisfy the “public interest” test under Section 4.15 of the *Environmental Planning and Assessment Act 1979*, the proposal falls short. The requested uplift in development potential for this site is significant (from 1:1 to 7.52:1). No real public benefits are proposed, and no feasibility analysis was undertaken to justify this position. Council is currently completing a feasibility analysis for this site and this information can be provided separately to the Department.

The provision of 15% affordable housing for a period of only 10 years is inconsistent with the Housing SEPP, which requires a minimum duration of 15 years, and with Council’s Affordable Housing Policy, which seeks affordable housing to be secured in perpetuity.

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The claimed “substantial public domain upgrades” are not adequately quantified and do not constitute a public benefit. The referenced 800 sqm is not a secured outcome through a Planning Agreement and is likely already required under the Apartment Design Guide.

While a 3.0-metre land dedication along Mathieson Street and a new through-site link between Pyrmont Bridge Road and Cahill Street are proposed, these measures alone are insufficient to offset the scale and impacts of the development. At a minimum, land dedications of 3.0 metres in Cahill Street and 4.5 metres in Mathieson Street should be secured at no cost to Council, either through conditions of consent and/or a site-specific clause in the Inner West LEP.

To appropriately respond to the scale and impact of the proposal, a Voluntary Planning Agreement (VPA) should be pursued. At a minimum, the VPA should provide for the dedication, widening, landscaping and embellishment of the adjoining shared zones along Mathieson Street and Cahill Street, including connections to cycleways and associated public domain infrastructure.

14. Issues in relation to achieving compliance with Apartment Design Guide (ADG) and Housing SEPP requirements, NCC Compliance

A number of issues have been identified in relation to compliance with the Apartment Design Guide (ADG) and Housing SEPP requirements.

The proposed communal and private open space relies on the continued retention of low-rise development on adjoining sites to achieve adequate solar access. Future redevelopment, particularly to the north, has the potential to significantly reduce solar access, adversely affecting both the proposed development and neighbouring properties.

The location of bicycle storage above ground level is not supported. Bicycle storage should be relocated to the basement. Where this cannot be achieved, the lift configuration should, at a minimum, be redesigned to a larger, double-sided arrangement to improve bicycle access and circulation and to reduce conflicts between cyclists and pedestrians. This issue is exacerbated by the proposal’s non-compliance with ADG lift requirements.

The solar access analysis is inadequate. The submitted sun diagrams do not sufficiently assess overshadowing impacts on nearby buildings and do not consistently measure solar access at 1 metre above finished floor level, as required by the ADG and Housing SEPP.

While the design report indicates minor non-compliance, noting that 63% of dwellings receive a minimum of two hours of solar access, Council’s review

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indicates that a substantial number of single-aspect east-facing studio apartments receive limited solar access, generally between 9:00 am and 10:00 am only. As a result, the following dwellings are unlikely to achieve the required two hours of solar access: Levels 04–09 (30 dwellings) and Levels 10–20 (88 dwellings), totalling 118 dwellings, or approximately 42% of the development. This represents non-compliance with ADG Clause 4A (Solar and Daylight Access).

The proposal provides a maximum of 16 dwellings per floor served by three lifts. Given the total of 281 dwellings, this results in each lift serving approximately 94 dwellings, which does not comply with ADG Clause 4F (Common Circulation and Spaces).

The proposal also fails to provide the required motorcycle parking spaces under Leichhardt DCP 2013 and does not meet off-street parking requirements, resulting in non-compliance with ADG Clause 3J (Bicycle and Car Parking).

In addition, the lift lobby dimensions should be revised to ensure compliance with the NCC. The absence of glazing at the southern end of the circulation corridor results in poor amenity within this long, shared space and should be addressed by introducing glazing to provide improved daylight and outlook.

15. Acoustic report

Council is not satisfied with the submitted *SSD Noise and Vibration Impact Assessment* (Project No. 250586) prepared by Pulse White Noise Acoustics Pty Ltd dated 28 November 2025. The report does not adequately assess the potential noise impacts of the proposed development on the nearest residential receivers.

A revised noise and vibration impact assessment prepared by a suitably qualified and experienced acoustic consultant is required. The revised report must demonstrate compliance with the *Protection of the Environment Operations Act 1997*, the NSW EPA *Noise Policy for Industry*, and relevant standards.

The assessment is to address, at a minimum:

- noise impacts on the most affected residential premises;
- car park operations;
- loading dock activities, including waste collection and deliveries;
- increased vehicle movements;
- communal open space areas;
- retail tenancies;
- all proposed plant and equipment;
- road, rail and aircraft noise intrusion;
- cumulative noise impacts from concurrent operation of all sources at maximum

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capacity; and

- proposed mitigation measures, monitoring and compliance arrangements.

The Environmental Impact Statement (Ref: SSD-84024470), prepared by FPD Planning and dated 12 December 2025, should be revised to address these deficiencies. While the EIS concludes that the proposal complies subject to the recommendations of the acoustic report, this conclusion is incomplete, as the assessment does not adequately evaluate noise and vibration impacts on the closest residential receivers.

To ensure a robust and defensible assessment, the EIS must include a comprehensive noise and vibration analysis that specifically considers impacts on nearby residential properties.

16. Provision of creative studio space with active frontages at ground level

Consideration should be given to providing creative studio spaces with active ground-level frontages in lieu of standard retail or commercial uses, to support activation and engagement with the adjoining green shareway. In addition, a portion of the ground-floor commercial area could be allocated for community use, supported by conveniently located dedicated parking. This would facilitate community meetings, activity spaces and shared workspaces that respond to local needs and enhance the social value of the development.



Internal Ref: EXTERNAL/2025/0023

8 January 2026

Department of Planning, Housing and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

ATTENTION: Victor Casasanta

Dear Victor,

Inner West Council Response: SSD-68298726-Mod-2- Rozelle Village, mixed use development with affordable housing (MOD)

Thank you for the opportunity to comment on the proposed modification application (MA) to the proposed Rozelle Village State Significant Development Application (SSDA). This letter documents the views of Council officers, not of the elected representatives.

1. Proposed amendments to in relation to proposed changes to FSR

It is recognised that the current approved FSR for the residential component exceeds the numerical requirements under *Leichhardt LEP 2000* and the MA will result in a further non-compliance. Whilst it is acknowledged that a formal section 4.6 exception is not required for a MA, it is considered that the justification submitted has not demonstrated that it is appropriate, for example -

- The justification provides: *“The proposed residential FSR aligns with reforms to increase housing supply...”*

Comment: This justification does not align with the proposal as the MA reduces the total number of dwellings from 227 to 224 dwellings. There also does not appear to be any assessment with regard to the non-compliance of the Diverse Housing provisions under *Clause 19(6) of Leichhardt LEP 2000*, which considers the mix of housing supply.

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- The justification provides: *“The LLEP does not contemplate current policy direction to increase provision of market and affordable housing in accessible locations...”*

Comment: It is considered that previously approved amending DA took into the provision of market and affordable housing. As a result, it is not considered that this justification has adequate merit, particularly as the outcome of the additional breach which is the reduction of the floor area for the club premises. It is recommended that further justification be sought.

The justification provides: *“The extent of additional GFA and specifically residential GFA proposed by this modification is very minor in comparison to the approved development....”*

Comment: The additional non-compliance appears to be 40sqm, which in the context of the GFA of the entire development may not be high, the consequence of the change is that it reduces GFA of another use within the entire development. The justification against the entire development and all the uses in terms of the GFA distribution, i.e. the residential GFA against other uses GFA, is not considered to have been appropriately made.

As mentioned, the non-compliance directly relates to the reduction of GFA that is associated with the floor area dedicated to the approved club premises. The viability of the club premises was of importance to *Part 3 Amended controls on specific sites under Leichhardt LEP 2000*. It is considered that to adequately justify further non-compliances, the MA should provide clear evidence that the club premises can and will continue to be viable as a result of the proposed MA.

For assistance, as part of the planning proposal for the subject site, there is a site specific DCP established for this site under Leichhardt DCP 2000 – Part D1 and the following objectives are applicable:

D1.4 General objectives	<ul style="list-style-type: none">• O1. To ensure the long term viability of Balmain Leagues Club on the site, for the benefit of the local community.• O2. To achieve high quality urban design for the Precinct and integration of the Precinct with the surrounding areas.
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	<ul style="list-style-type: none"> • O3. To enable the redevelopment of the Balmain Leagues Club Precinct as a consolidated parcel. • O4. To achieve design excellence which provides high quality built form that responds to the existing and future context. • O5. To minimise the impact to the surrounding HCA and heritage items. • O6. To locate tower forms along Victoria Road and provide transition in scale to the surrounding low scale areas. • O7. To provide low scale and density buildings along Waterloo Street. • O8. To improve the Victoria Road and Waterloo Street streetscapes and to enhance the existing streetscape along Darling Street. • O9. To improve the pedestrian environment, connectivity and activity within the Precinct and along surrounding road and retail street frontages. • O10. To provide a publicly accessible plaza and network of laneways in the Precinct with maximised amenity. • O11. To promote development that links to and contributes to the ongoing vibrancy and viability of the Rozelle Commercial Centre. • O12. To promote housing diversity through a mix of dwelling types. • O13. To promote affordable housing within the precinct. • O14. To achieve high quality residential amenity. • O15. To promote high quality landscaping, public art, signage, and ecologically sustainable development.
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It is considered that to satisfy the first objective (O1) - *“To ensure the long term viability of Balmain Leagues Club on the site, for the benefit of the local community”*, it would be appropriate when there is a reduction of the floor area of the club premises, that evidence be provided to satisfy this objective. This is considered particularly appropriate when the proposal seeks further non-compliances which directly affect this objective. It is recommended that further justification be sought.

2. Proposed changes to the apartment mix Leichhardt LEP 2000

As mentioned, it is not considered that the MA has addressed *Clause 19(6) of Leichhardt LEP 2000* which outlines:

(6) **Diverse housing** Consent must not be granted for development that will provide 4 or more dwellings, unless it provides a mix of dwelling types in accordance with the following Table, to the nearest whole number of dwellings—

Table

Dwelling type	Percentage to be provided
Bedsitter or one bedroom dwelling	Minimum 25%
Three or more bedroom dwelling	Maximum 30%



The proposed MA appears to result in 28 x one bedroom dwellings (12.5% of total dwellings) and 69 x three bedroom dwellings (30.8% of total dwellings) which does not comply with the Clause. Again, whilst a formal section 4.6 exception is not required, it is considered that the non-compliance be appropriately justified. It is recommended that further justification be sought.

3. Proposed changes to the basement car parking layout

The rationale of the proposed basement layouts and the MA of the associated conditions are understood and acceptable.

4. Proposed changes to waste management layout

The comments made in the original Amending DA regarding the configuration of the waste areas in the loading dock and around crossing the active loading dock for collection remain relevant. As mentioned, during the pre-waste servicing inspection, if there is concern raised by Council's Resource Recovery Operations Supervisor, a site caretaker/member of staff may be required to be available on site during waste collections. This would be to assist with manoeuvring of waste and recycling bins when the bins are emptied and ensure WHS standards are met for Council and site staff.

Conclusion

The above comments are intended to assist DPHI and the applicant in the ensuring that the MA is appropriately made and considered. Inner West Council requests that these matters, particularly those relating to the club premises, be carefully considered and addressed as was intended as part of the strategic direction for the site.

If you need any further information in relation to the above response, please contact Council's Assessment Planner Eric Wong on 02 9392 5529 or email Eric.Wong@innerwest.nsw.gov.au.

Yours faithfully,

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Ruba Osman
Senior Manger Development Assessment (Acting)

