



# **OUR FAIRER FUTURE PLAN**

**Council's approach for  
new housing in the Inner West**

November 2025

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# 1. INTRODUCTION

Inner West Council recognises the current housing crisis and is committed to creating more housing options across the Local Government Area (LGA). The goal is to increase the number and variety of homes, especially near public transport and town centres.

*Our Fairer Future Plan* outlines Inner West Council's alternative approach to the State Government Housing Reforms – Transport Orientated Development (TOD) and Low and Mid-Rise Housing (LMRH) Programs. The planning changes aim to support new and different types of housing, including affordable housing, and to make planning rules more consistent across the LGA.

The alternative approach offers a local solution for increased housing that respects the area's character while also planning for new social facilities and better public spaces. This approach has been informed by Council's endorsed Principles for Planning, discussed in Section 2, and a suite of technical studies.

Following public exhibition and consideration of community feedback, the *Our Fairer Future Plan* was reported to an Extraordinary Council Meeting on 30 September 2025. Council resolved to endorse the *Our Fairer Future Plan* subject to amendments. This document has been amended accordingly. It is intended that the alternative approach will apply to the Inner West LGA instead of the State Government's TOD and LMRH.

The goals of the alternative approach are to:

- Increase the number of homes in well-connected and well-serviced areas of the Inner West
- Support a mix of land uses (residential, commercial, recreational and community) and diversity of dwelling types within walking distance of Metro, Heavy and Light Rail stations and centres
- Ensure planning controls are based on good design and strong evidence base, while allowing for the infrastructure needed to support more people
- Ensure housing is supported by attractive open spaces and streets and vibrant public places
- Increase the supply of and retain existing affordable housing in the Inner West LGA
- Encourage developments that deliver well-designed buildings, increased accessibility and long-term affordability through building sustainability and resilience
- Apply consistent planning rules across the Inner West LGA.

Underpinned by a comprehensive and evidence-based planning process, this alternative approach gives effect to several State and local strategic planning priorities. It includes changes to planning controls that will allow for around 27,000 new homes, along with new jobs across the LGA. Most of these additional homes are in direct response to the State Government's TOD Reform and the requirement that Council's alternative approach meet or exceed the TOD proposal. The remainder are related to the State Government's LMRH reforms.

## 2. DRIVERS OF CHANGE

This section outlines Inner West Council's response to the key drivers that aim to facilitate new housing and provide consistency across planning controls in the LGA.

### 2.1. Transport Oriented Development Housing Reform

In December 2023, the State Government announced the TOD housing reform to deliver more homes close to transport, jobs and services. As part of this reform, 39 train and Metro stations across NSW were identified for new development. Eight of these were State-led accelerated precincts (TOD Tier 1) and another 31 (subsequently increased to 37) were planned to come into effect between May 2024 and June 2025 (TOD Tier 2).

In the Inner West, one Tier 1 precinct—Bays West—and four TOD Tier 2 stations—Ashfield, Croydon, Dulwich Hill and Marrickville—were identified. In April 2024, the Minister for Planning and Public Places delayed the start of three of the Tier 2 stations until December 2024, and Croydon until January 2025, to give Council time to create its own planning rules. Council's alternative work was required to demonstrate that it could provide at least the same number of homes as the State Government's plan.

On 3 December 2024, Council resolved to prepare an LGA wide Local Environmental Plan (LEP) and seek a further deferral for the Inner West TOD precincts. However, this extension was not granted, and the State Government's TOD controls came into force for the Inner West.

On 10 January 2025, the TOD controls commenced for the Ashfield, Dulwich Hill and Marrickville precincts. Croydon TOD commenced on 31 January 2025.

Properties zoned residential, local centre and commercial centre within 400m of these stations are now subject to controls under Chapter 5 of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP). These controls allow apartment buildings of up to 6 storeys, with approval, within 400 metres of these train stations.

A map showing the affected properties is available on the NSW Planning Portal Spatial Viewer, under the State Environmental Planning Policies – Housing SEPP: <https://www.planningportal.nsw.gov.au/spatialviewer>

The following figures show land in Ashfield, Croydon, Dulwich Hill and Marrickville identified on the TOD Sites Map.

This is a blanket one-size-fits-all approach, rather than a place-based approach, and does not consider matters such as:

- Existing neighbourhood character
- Heritage Conservation Areas (HCAs)
- Flood constraints
- Financial feasibility and likelihood of development occurring.



Figure 1: Ashfield TOD Precinct (affected properties shown in blue hatch)



Figure 2: Croydon TOD Precinct (affected properties shown in blue hatch)



Figure 3: Dulwich (affected Hill TOD Precinct properties shown in blue hatch)



Figure 4: Marrickville TOD Precinct (affected properties shown in blue hatch)





## 2.3. Pipeline of housing supply

This Council-led alternative approach aims to provide a steady supply of housing for the Inner West until 2039, and is in line with the following State Government requirements:

- Short-term goal: Meet the Inner West's housing completions target of 7,800 new homes by 2029. This target is part of the National Housing Accord, which aims to build 377,000 new homes in NSW and 1.2 million homes across Australia in the same timeframe
- Long-term goal: To meet or exceed the expected number of new homes in the four Inner West TOD locations. The broader State-wide TOD reform aims to deliver at least 185,000 new homes across NSW over 15 years.

This approach aligns with the Inner West Local Housing Strategy (LHS), which plans for housing until 2039.

A pipeline of housing supply requires the planning controls to be in place and the delivery of necessary infrastructure during the planning period to support population growth. The approach also needs to consider whether development is feasible – meaning whether the planning provisions are likely to be taken up by developers. Council's investigations indicate that the State Government Housing Reforms are unlikely to result in significant development in the short- to medium-term in the Inner West. Feasibility is influenced by factors such as land value, construction costs, and the market demand for new housing. In the Inner West context, two key factors pose challenges – existing land values to achieve land consolidation and elevated construction costs.

*Our Fairer Future Plan* provides a local solution to the State Government's one-size-fits-all controls. It recognises the feasibility challenges and recommends appropriate planning controls, supported by development incentives, to deliver realistic outcomes by 2039.

The Plan has the potential to deliver up to 27,000 dwellings across the Inner West in the medium to long term. This will be achieved through new planning controls in Housing Investigation Areas (HIAs), discussed further in Section 4.2 of this report.

In addition to the *Our Fairer Future Plan*, the Department, in collaboration with Council, has commenced work on the state-led rezoning proposal for Parramatta Road which seeks to deliver up to 8,000 dwellings along the Parramatta Road Corridor close to work in the CBD (the [Inner West Precinct](#)).

The *Our Fairer Future Plan* along with the Parramatta Road Corridor will likely deliver a housing supply pipeline of more than 35,000 dwellings – significantly higher than would be delivered through the state government TOD and LMR reforms.

The planning changes will create the necessary capacity to meet housing demand over the next 15 years.

Council therefore reiterates our request for the immediate removal of TOD and LMRH reforms from the Inner West LGA.

## 2.4. Principles for planning in the Inner West

In May 2024, Council resolved to exhibit planning principles that would guide future amendments to the Inner West Local Environmental Plan (IWLEP) 2022. These were exhibited between June and August 2024 and were largely supported by the community.

These principles and how these relate to Council's Alternate Approach is discussed below:

**Table 1: Principles for Planning in the Inner West**

### **Principle 1: Delivering place-based planning through local planning controls**

Council's alternative approach has been derived from a thorough analysis undertaken as part of a master planning process, to inform changes to planning controls which support new residential opportunities.

This place-based approach recommended changes to planning controls such as land-use zoning, floor space ratio (FSR) and height of building (HOB) etc. considering the unique characteristics and needs of specific areas. Further, the proposal was supported by a Design Guide to inform future Development Control Plan (DCP) amendments which will provide appropriate design guidance to transition from existing low-density neighbourhoods to the medium and high-density areas.

Consistent with this principle, parts of the LGA were strategically selected for inclusion in Council's master plans, whilst certain areas were earmarked as areas of no change to protect the local character, heritage or due to other significant environmental issues such as flooding.

### **Principle 2: Upzoning of precincts around Ashfield, Croydon, Dulwich Hill, and Marrickville train stations**

Council's master planning was undertaken in two stages. Stage 1 related to HIAs around Ashfield, Croydon, Dulwich Hill, and Marrickville train stations (approximately 800m). These areas were investigated in detail through the master planning process and areas were strategically selected within these HIAs for upzoning to support new housing opportunities.

Detailed technical studies such as flooding, transport, heritage etc. were undertaken alongside the master planning to support upzoning in these precincts.

### **Principle 3: Support for increased densities on main streets through shop top housing to protect high value heritage conservation areas from upzoning**

Through the Stage 1 and Stage 2 master planning process, increased densities for shop top housing were investigated in the town centres, on main streets such as Old Canterbury Road, Wardell Road and Liverpool Road in Stage 1 HIA; and Norton Street, Crystal Street and Marion Street in Stage 2 HIA.

Residential high-quality HCAs were generally excluded from upzoning as the building typologies (e.g. pitched roofs, gables, predominant roof features and street pattern) are not compatible with higher-density redevelopment.

### **Principle 4: Providing density incentives for the amalgamation of land in areas identified for upzoning**

Council's alternative approach includes a number of FSR and HOB bonus mechanisms to incentivise good design, environmental sustainability, active transport and productivity outcomes.

One of the key drivers of density bonuses is to incentivise lot amalgamations for larger site areas, as the existing lots are either fragmented or not wide/deep enough to support large densities without amalgamation.

The master plan identified where FSR and HOB incentives would apply over the mapped base FSR and HOB control, if sites achieve minimum site area requirements. The level of FSR and HOB incentive depends on site area, with larger sites receiving greater incentives based on a sliding scale.

Certain lots were also identified for public realm incentives to contribute towards new through-site links, footpath widening and open spaces which would substantially benefit the wider area. These sites will be given FSR and HOB bonuses for delivering specified public realm improvements.

Further, a new Gross Floor Area (GFA) incentive of 5% meets energy and water requirements which exceed the baseline State Government requirements in the *State Environmental Planning Policy (Sustainable Buildings) 2022* for residential uses.

**Principle 5: Increased residential densities around light rail stations**

Both Stage 1 and Stage 2 of Council's HIA master planning investigated increased residential densities around light rail stations.

For Stage 2, areas around light rail stations were investigated in detail and sub-areas unconstrained by flooding, heritage and employment lands were strategically selected for upzoning to support new housing opportunities.

There may be further opportunities to increase residential densities around light rail stations, which would be investigated through a future master planning process. For example, Stage 2 excludes lots that are flood affected, however it is noted that some areas may have potential for additional housing subject to further flooding investigations.

**Principle 6: Incentives for the conversion of land owned by religious and faith-based organisations for social and affordable housing**

Council's alternative approach includes a local provision to incentivise the provision of affordable and social housing on land owned by faith-based organisations. A mission of faith-based organisations is to provide more social and affordable housing. The provision will create a flexible mechanism to provide more affordable housing in perpetuity through changes to land use permissibility. This is discussed further in Section 4.3 of this report.

**Principle 7: Progression of the new Special Entertainment Precincts which Council is currently undertaking consultation on**

This alternative approach includes a new Special Entertainment Precinct (SEP) in Ashfield. Refer to Section 4.3. Ashfield will join the Enmore Road SEP which is already in-force, along with SEPs in Balmain, Dulwich Hill, Leichhardt, Marrickville, Marrickville North and Rozelle, which were finalised on 4 July 2025 while *Our Fairer Future Plan* was on public exhibition.

**Principle 8: Protecting and expanding existing employment lands to attract increased employment and new industries.**

Employment Zoned Lands (E3 and E4 zoned) have been excluded from the uplift in Council's HIA master plans, to retain the continuous supply of employment land for the growing Inner West population.

Future Council work will also investigate opportunities to expand and intensify these employment lands as Council's Employment and Retail Lands Strategy has identified a deficit in employment land supply to meet the future demand. Further, any future work will have to be cognisant of the NSW Department of Planning, Housing and Infrastructure's (DPHI) [Industrial Lands Action Plan](#) released in January 2025 which outlines an approach to secure, manage and monitor the supply of industrial lands across NSW.

**Principle 9: The finalisation of the Parramatta Road Corridor Stage 1 program through the rezoning of parts of Leichhardt, Taverners Hill and Kings Bay precincts**

In accordance with Council's resolution of 21 May 2024, the Parramatta Road Stage 1 Planning Proposal was sent to the State Government for finalisation. This was to be a State-assessed Planning Proposal with DPHI appointed as the Planning Proposal Authority to progress the proposal.

This alternative approach includes rezoning of additional parts of Parramatta Road Corridor (areas that are not constrained by flooding, heritage, employment lands etc.).

Subsequently, on 14 September 2025, the NSW Labor Government and Inner West Council announced an agreement to partner on rezoning land along the Parramatta Road Corridor that could deliver around 8,000 new homes. The investigation area for the rezoning would cover the section of Parramatta Road within the Inner West from Camperdown to Taverners Hill. Consequently, the Parramatta Road Stage 1 Planning Proposal is not being progressed by DPHI.

**Principle 10: Support for the suburb of Haberfield being listed on the State Heritage register and being excluded from upzoning**

Council's nomination of State Heritage listing of Haberfield is to be progressed by the State Government. For the purposes of Council's alternative approach, Haberfield has been excluded from any upzoning.

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**Principle 11:** *Support for the Master Planning of the Bays Precinct with dwelling targets to be determined on Government owned land prior to consideration of any additional rezoning in adjoining suburbs*

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Bays West is an Accelerated TOD Precinct and master planning is being prepared by DPHI. Community consultation of the draft master plan is anticipated in 2025. (Note: As at end November 2025 exhibition had not begun).

In accordance with Principle 11, suburbs surrounding Bays West Precinct (1.2km radius), such as Lilyfield, Rozelle and Balmain, are excluded from the uplift in the master plans.

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**Principle 12:** *Support for the State Government policy of 30% of all new housing on government owned land to be maintained in perpetuity as public housing*

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This position is supported, and Council will continue to advocate for this with the State Government.

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**Principle 13:** *Setting a target of 1,000 or more new public housing dwellings to be delivered on State Government and Council owned land*

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This target is supported and will continue to be delivered through new public housing on State Government and Council owned land.

A number of State and Council owned sites are within the HIAs and identified for uplift through the master plan. The uplift will support the delivery of additional housing opportunities, including affordable housing, on these sites. Mandatory affordable housing contributions on the sites being uplifted as part of the master plan will further facilitate the increased supply of affordable housing in the LGA.

Note: Council resolved at the Extraordinary Council Meeting 30 September 2025 to “Seek a compact with the NSW Government to achieve our goal of 1000 new social housing dwellings over the next 10 years”..

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**Principle 14:** *Incorporating the NSW Government’s Pattern Book for improved design into Council’s planning controls*

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Council’s alternative approach included Design Guides that included intended built form outcomes to drive good development outcomes. The Design Guides will inform the Draft Inner West DCP. The NSW Government Pattern Books now available for various housing types, and opportunities for the content to inform the draft Inner West DCP will be considered.

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### 3. PLANNING FRAMEWORK

This document outlines amendments to planning controls in lieu of the State Government’s standardised TOD controls and Low to Mid Rise Housing (LMRH) controls. The aim of the alternative controls is to provide place-specific appropriate outcomes that deliver housing growth in line with state and local strategic planning frameworks and ensure that housing growth is well-located and supported by infrastructure.

Table 2 outlines the proposed and future amendments to the planning framework in line with this alternative approach:

**Table 2: Proposed and future amendments to the planning framework**

Planning document	Relationship to this work
Inner West Local Environmental Plan (LEP) 2022	<p>Amendments to the IWLEP 2022 include changes to land use zones and development standards, such as FSR and HOB, to enable uplift in the selected parts of HIAs and to rationalise/ harmonise existing controls across the LGA.</p> <p>Associated LEP amendments include affordable housing, development incentives, key sites, land reserved for acquisition and diverse housing. Refer to Section 4.</p>
Draft Inner West Development Control Plan (DCP)	<p>This is a wider strategic planning project which requires harmonisation of the three existing DCPs (three former LGAs).</p> <p>Council’s alternative approach included Design Guides containing detailed provisions regarding the intended built form and streetscape outcomes – these provisions will be used to inform the draft Inner West DCP.</p>
Inner West Local Infrastructure Contributions Plan 2023 (CP)	<p>Underpinning this alternative approach is the Social Infrastructure Needs Study which provides infrastructure priorities to support new housing in the Inner West. These priorities will inform the development of a future Inner West Infrastructure Delivery Plan and amendments to the Inner West CP.</p>
State Environmental Planning policy (Housing) 2021 (Housing SEPP)	<p>The controls in this document are an alternative to the State Government’s TOD and LMRH controls which are currently prescribed in Chapters 5 and 6 of the Housing SEPP, respectively.</p> <p>If this alternative approach is supported, amendments will be required to the Housing SEPP to exempt Inner West from the application of TOD and LMRH.</p>

### 3.1. Consistency with State Planning Framework

The following State Government strategic planning directions and guidelines were considered in the preparation of this alternative approach:

- A Metropolis of Three Cities, Greater Cities Commission
- Eastern City District Plan 2018, Greater Cities Commission
- Guidance to Transport Oriented Development 2021, DPHI
- Connecting with Country, Government Architect NSW
- Sydney Green Grid, Government Architect NSW
- Better Placed, Government Architect NSW
- Greener Places, Government Architect NSW
- Biodiversity in Place, Government Architect NSW
- Local Character and Place Guidelines 2021, NSW DPHI
- Future Transport 2056, Transport for NSW
- Parramatta Road Corridor Urban Transformation Strategy, NSW Government 2016.

The following legislative framework also informed the preparation of this alternative approach:

- Environmental Planning and Assessment Act 1979
- Environmental Planning and Assessment (Statement of Expectations) Order 2024; in particular the reference to Part 2, Chapter 4 Heads of Consideration (h) *Whether the Council has been identified as having a key responsibility in the delivery of housing supply by the State government.*
- State Environmental Planning Policies (SEPPs):
  - Housing
  - Transport and Infrastructure
  - Biodiversity and Conservation
  - Resilience and Hazards
  - Sustainable Buildings
  - Industry and Employment
  - Planning Systems
  - Exempt and Complying Development Codes
- Section 9.1 Local Planning directions:
  - Focus Area 1: Planning systems
    - 1.1 Implementation of Regional Plans
    - 1.3 Approval and Referral Requirements
    - 1.4 Site Specific Provisions
  - Focus Area 1: Planning systems Place Based
    - 1.5 Paramatta Road Corridor Urban Transformation Strategy
  - Focus Area 2: Design and Place
  - Focus Area 3: Biodiversity and Conservation
    - 3.2 Heritage Conservation
  - Focus Area 4: Resilience and Hazards
    - 4.1 Flooding
    - 4.4 Remediation of Contaminated Land
    - 4.5 Acid Sulfate Soils
  - Focus Area 5: Transport and Infrastructure
    - 5.1 Integrating Land Use and Transport
  - Focus Area 6: Housing

- 6.1 Residential Zones
- o Focus Area 7: Industry and Employment
  - 7.1 Employment Zones.



## 3.2. Consistency with Local Planning Framework

The following local planning strategies and plans have been considered in the preparation of this alternative approach:

- Our Place Inner West – Local Strategic Planning Statement, 2020, Inner West Council
- Our Place Inner West – Local Housing Strategy, 2020, Inner West Council
- Our Place Inner West – Employment and Retail Lands Strategy, 2020, Inner West Council
- Inner West Community Strategic Plan 2022, Inner West Council, 2020, Inner West Council
- Inner West Cycling Strategy 2023, Inner West Council
- Going Places – Inner West Integrated Transport Strategy 2019, Inner West Council
- Inner West Blue-Green Grid Strategy 2023, Inner West Council
- Place Plan – Marrickville Town Centre and Dulwich Hill Town Centre 2023, Inner West Council
- Inner West Affordable Housing Policy, Inner West Council, 2022.



# 4. REQUESTED AMENDMENTS

The following sections describe the changes to the IWLEP 2022 which form part of this alternative approach. The changes are discussed under three headings:

- Residential Review – refer to Section 4.1
- Master planning of Housing Investigation Areas – refer to Section 4.2
- Other amendments – refer to Section 4.3

This alternative approach is informed by technical studies which provide evidence-based justification to support the controls. The following documents were exhibited during the community consultation – [Our Fairer Future Plan | Your Say Inner West](#).

## Appendix 1 – Review of Residential Zonings and Heights

- This report outlined the recommendations of the review of Residential zones in the Inner West LEP. The aim of the review is to align existing land uses and harmonise the residential zones across the LGA. It also establishes Height of Building (HOB) controls for the former Leichhardt LGA.

## Appendix 2 – Draft Master Plans for Housing Investigation Areas (HIA) (Stage 1 and Stage 2)

- The master plans identified areas of change through a place-based urban design approach to support increased housing density in well-located and well-serviced areas. They set out what the change would look like and the rationale for change. These also identified areas where no change was proposed. The master plans are supported by a framework which considers Connecting with Country and Sustainability principles.
- The master planning was undertaken in two stages:
  - **HIA Stage 1** covered parts of Ashfield, Croydon, Dulwich Hill, and Marrickville train stations (approximately 800m catchment) and Dulwich Grove, Arlington and Waratah Mills light rail stops (approximately 400m catchment)
  - **HIA Stage 2** identified opportunities across the remainder of the railway stations, light rails and local centre catchments, including Summer Hill, Lewisham, Petersham, Stanmore, Leichhardt, St Peters, Sydenham and Tempe.

Note: Council resolved in May 2025 to defer consideration of Croydon to allow for further consultation between Burwood and Inner West Councils, master plan work for Croydon will be considered and reported separately in the future. Additional amendments will be made in accordance with the 30 September 2025 Council resolution.

## Appendix 3 – Draft Design Guides for Housing Investigation Areas

- The Design Guides provided supporting design controls and principles for the master plans and will form the basis of future Inner West DCP controls. Post exhibition changes will be made directly to the draft Inner West DCP and the Design Guide will not be updated.

## Appendix 4 – Social Infrastructure Needs Study

- Social infrastructure needs analysis was undertaken to examine the impact on public services and amenities. This includes facilities such as community centres, libraries, parks, sports and recreation facilities, playgrounds, and public domains with civic functions. This Study informed the preparation of changes to the IWLEP 2022 and will also inform the development of a future Inner West Infrastructure Delivery Plan (IDP) and amendments to the Inner West Local Infrastructure Contributions Plan (CP).

## **Appendix 5 – Heritage Studies**

- **Part 1 – Heritage Health Check** – As part of Council’s master planning for HIA Stage 1, investigations of listed heritage items and HCAs were undertaken. Consistent with this review, the Plan delists or amends heritage items, and amends and deletes a number of HCAs. This report provided the evidence base for the Our Fairer Future Plan heritage changes.
- **Part 2 – Heritage Review – South Dulwich Hill** – This study undertook a review of South Dulwich Hill which had previously been identified as an area for further investigation.

## **Appendix 6 – Flood Impact and Risk Assessment for Housing Investigation Area Stage 1**

- A Flood Impact and Risk Assessment was undertaken for HIA Stage 1. The study investigated the flood risk, provides recommendations to mitigate flooding as new development occurs, and informed the areas which should not be uplifted due to high flood risk or require further investigation.

## **Appendix 7 – Strategic Transport Plan for Housing Investigation Area Stage 1**

- This study was undertaken to understand how people will move around the Stage 1 HIAs with a focus on active and public transport improvements. The study presented transport related aspirations for Dulwich Hill, Marrickville, Ashfield and Croydon and informed the public domain improvements and parking rates.

## **Appendix 8 – Biodiversity Study for Housing Investigation Area Stage 1**

- This study undertook a biodiversity assessment of the Stage 1 HIAs. The study provided guidance on the Our Fairer Future Plan development controls to protect and promote recovery of threatened entities and habitat connectivity.

## **Appendix 9 – Ashfield Special Entertainment Precinct Management Plan**

- This plan outlined the operation of the Ashfield Special Entertainment Precinct as part of Our Fairer Future Plan. This included identifying all relevant stakeholders and their roles, procedures for entertainment sound compliance, entertainment sound criteria and guaranteed trading hours for businesses within the precinct.

## **Appendix 10 – Map Book with existing and proposed IWLEP maps**

- This document contained current and proposed IWLEP map sheets where the alternative approach would result in change. In addition, it included proposed new maps such as incentives. Post exhibition changes will be provided as digital maps and available on the Our Fairer Future Plan: current and draft endorsed by Council interactive mapping tool here - [www.innerwest.nsw.gov.au/develop/a-fairer-future-for-the-inner-west](http://www.innerwest.nsw.gov.au/develop/a-fairer-future-for-the-inner-west)

## **Appendix 11 – Feasibility Report**

- This study assessed the viability of planning controls introduced under the State Government reforms and conducted feasibility analysis across the Stage 1 Housing Investigation Areas (HIAs) to support the development of a robust evidence base. This included sensitivity testing of key variables such as the timing of feasibility, parking requirements, amalgamation premiums, and affordable housing contributions.



## 4.1. Residential Review

The focus of the Residential Review was to:

- improve consistency and transparency in how these zones are applied across the LGA
- create a clear difference between the residential zones to align with the objectives which will facilitate more diversity in the type of housing built across the Inner West
- bring alignment between the height of building and densities within the residential zones (low, medium and high).

Changes to the permitted and prohibited uses in each residential zone are outlined in Table 3 below. Currently, the IWLEP 2022 R3 Medium Density Residential zone prohibits Residential Flat Buildings (i.e. apartments). These are being introduced as a land use 'permitted with consent' within the R3 zone, alongside co-living housing, and are an expected built form in this zone. This change is critical for the HIAs discussed in Section 4.2 below, where rezonings to R3 Medium Density Residential to provide new housing.

Further, Council undertook a review of residential zoning and heights to harmonise the LEP controls for residential land across the LGA. This included the introduction of HOB controls for all residential land in the former Leichhardt LGA, which reflects the existing built form and use of land. No changes are proposed to FSR controls as part of this review. This will bring the former Leichhardt LGA's approach in alignment with the rest of the LGA through:

- rezoning most of former Leichhardt LGA from R1 General Residential Zone to R2 Low Density Residential Zone where there are predominantly single and two storey dwellings. Sites containing two storey residential flat buildings, multi-dwelling housing, shop top housing or commercial uses including pubs retain their R1 General Residential zoning
- rezoning parts of former Marrickville and Ashfield LGAs from R3 Medium Density Residential to R4 High Density Residential, and vice versa, based on the existing HOB controls.
- introducing HOB controls in the residential zones where there are no current LEP height controls – predominantly former Leichhardt LGA – either using the existing building envelope controls contained in Leichhardt DCP 2013 or the existing building currently on the site – whichever is greater.

The Residential Review has also identified certain residential-zoned sites to be rezoned to appropriate non-residential zoning to take account of their existing uses. These include:

- 82-94 Mullens Street, 8-16 Beattie Street, 383 Darling Street, and 415-417 Darling Street, Balmain and 613-615 Darling Street, Rozelle: rezone from R1 to E1 Local Centre
- 87-89 Moore Street, Leichhardt and 57 Carrington Road, Marrickville: rezone from part R1 and part E4 General Industrial to E4
- 88-92 Piper Street, Lilyfield (Leichhardt Bowling Club): rezone from R1 to RE2 Private Recreation
- All R3-zoned land along Wattle Street, between Parramatta Road and Ramsay Street, Haberfield: rezone from R3 to SP2 Infrastructure (Road and Traffic Facilities).

Table 3: Our Fairer Future Plan changes to residential land use zone and intended typical built form outcomes

Zone	Our Fairer Future Plan change to permitted uses	Typical built form outcome
<b>R1 General Residential</b>	<u>Add –</u> <ul style="list-style-type: none"> <li>• Co-living housing</li> </ul>	<ul style="list-style-type: none"> <li>• residential flat buildings or multi-dwelling housing with a height control of 9.5m or less (up to 2 storeys)</li> <li>• mix of typologies (dwelling houses, semi-detached dwellings, terraces, dual occupancies, and secondary dwellings) within a block or on large sites</li> </ul>
<b>R2 Low Density Residential</b>	<u>Add –</u> <ul style="list-style-type: none"> <li>• Attached dwellings</li> <li>• Boarding houses</li> <li>• Dual occupancies</li> </ul>	<ul style="list-style-type: none"> <li>• dwelling houses, semi-detached dwellings, attached dwellings (terraces), dual occupancies, and secondary dwellings,</li> <li>• boarding houses, group homes and seniors housing with a HOB control of 9.5 m or less (up to 2 storeys)</li> </ul>
<b>R3 Medium Density Residential</b>	<u>Add –</u> <ul style="list-style-type: none"> <li>• Residential flat buildings</li> <li>• Co-living housing</li> </ul> <u>Remove –</u> <ul style="list-style-type: none"> <li>• Dwelling houses</li> <li>• Secondary dwellings</li> <li>• Semi-detached housing</li> </ul>	<ul style="list-style-type: none"> <li>• multi-dwelling housing, co-living housing,</li> <li>• residential flat buildings, boarding houses, group homes, and seniors housing with a height control between 10m and 21.5m (up to 6 storeys)</li> </ul>
<b>R4 High Density Residential</b>	<u>Add –</u> <ul style="list-style-type: none"> <li>• Co-living housing</li> </ul> <u>Remove –</u> <ul style="list-style-type: none"> <li>• Dwelling houses</li> <li>• Secondary dwellings</li> </ul>	<ul style="list-style-type: none"> <li>• residential flat buildings with a HOB control of greater than 21.5m (greater than 6 storeys)</li> </ul>

## 4.2. Master planning of Housing Investigation Areas

This section describes the Plan's amendments to the IWLEP 2022 which is Council's alternative to the standard TOD and LMRH controls established under the Housing SEPP.

The master plans focused on areas in proximity to transport and local well-serviced centres, to deliver a place-based approach for increased housing density. The master plans were supported by a framework which considered:

- Connecting with Country
- Sustainability
- Design Guides
- Social Infrastructure Needs.

### HIA Stage 1

The exhibited HIA Stage 1 master plans identified housing opportunity areas, including potential community infrastructure and open space to support the anticipated population growth. The HIAs cover land in the vicinity of Ashfield, Croydon, Dulwich Hill, and Marrickville train stations (approximately 800m catchment) and Dulwich Grove, Arlington and Waratah Mills light rail stops (approximately 400m catchment). These master plans were informed by technical studies including:

- Heritage including:
  - Part 1 - Heritage Health Check for review of certain existing heritage items and HCAs
  - Part 2 - Heritage review of South Dulwich Hill
- Flood Impact and Risk Assessment
- Strategic Transport Plan
- Biodiversity.

### HIA Stage 2

The exhibited HIA Stage 2 master plan identified additional housing opportunity areas across the remainder of the railway stations, light rail and local centre catchments, including Summer Hill, Lewisham, Petersham, Stanmore, Leichhardt, St Peters, Sydenham and Tempe. Large areas in the LGA were investigated in detail through the master planning process and sub-areas have been strategically selected for upzoning to support new housing opportunities, specifically where sites are **not** constrained by:

- 100 year and probable maximum flood (PMF) affected properties
- HCAs (except where in a local centre) and heritage items not suitable for uplift.
- Sydney Airport's Australian Noise Exposure Forecast (ANEF) 30+ contours
- Employment Lands (E3 and E4 zones)
- Haberfield HCA and Camperdown Precinct (part of Tech Central).

Bays West and surrounding suburbs, such as Rozelle and Balmain, are excluded as The Bays West Precinct is an Accelerated TOD precinct (1.2km), with planning being undertaken by the State Government and due to be finalised for community consultation in late 2025.

The map (Figure 7) identifies the boundaries for the Stage 1 and Stage 2 HIAs.

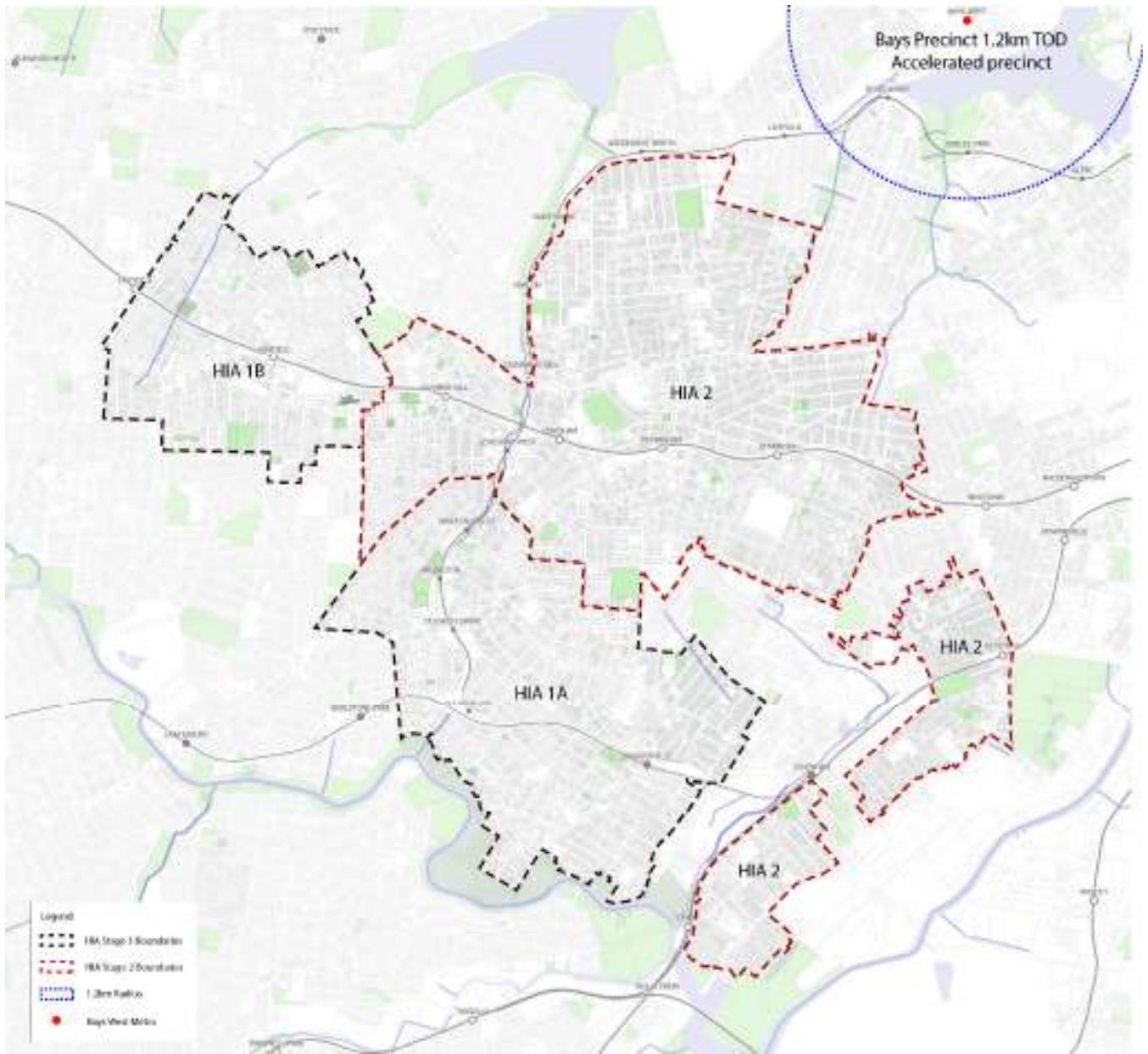


Figure 7: Housing Investigation area precinct boundaries

# SUMMARY OF MASTER PLANS

HIA Stage 1 and 2 master plans aim to retain and manage the unique character of the Inner West through the densification process. This includes offsetting densities from areas of high character value and recommending development controls which require new developments to positively respond to the local context through appropriate built form transitions, minimising adverse amenity impacts, lowering traffic impacts through limiting on-site parking and protecting and enhancing Inner West neighbourhoods, parks, streets and places.

These master plans offer a place-based alternative to the State Government's 'one size fits all' approach. They can achieve both housing supply and high-quality urban outcomes, focusing on local context, walkability and the preservation of neighbourhood character. Through a balance of density and design, these plans ensure that growth supports – rather than undermines – the vibrant, liveable, and diverse communities that define the Inner West.

Following the exhibition, amendments to the master plans were made in response to issues raised in submissions and the Council resolution, including the deferral of some areas and the removal of others.

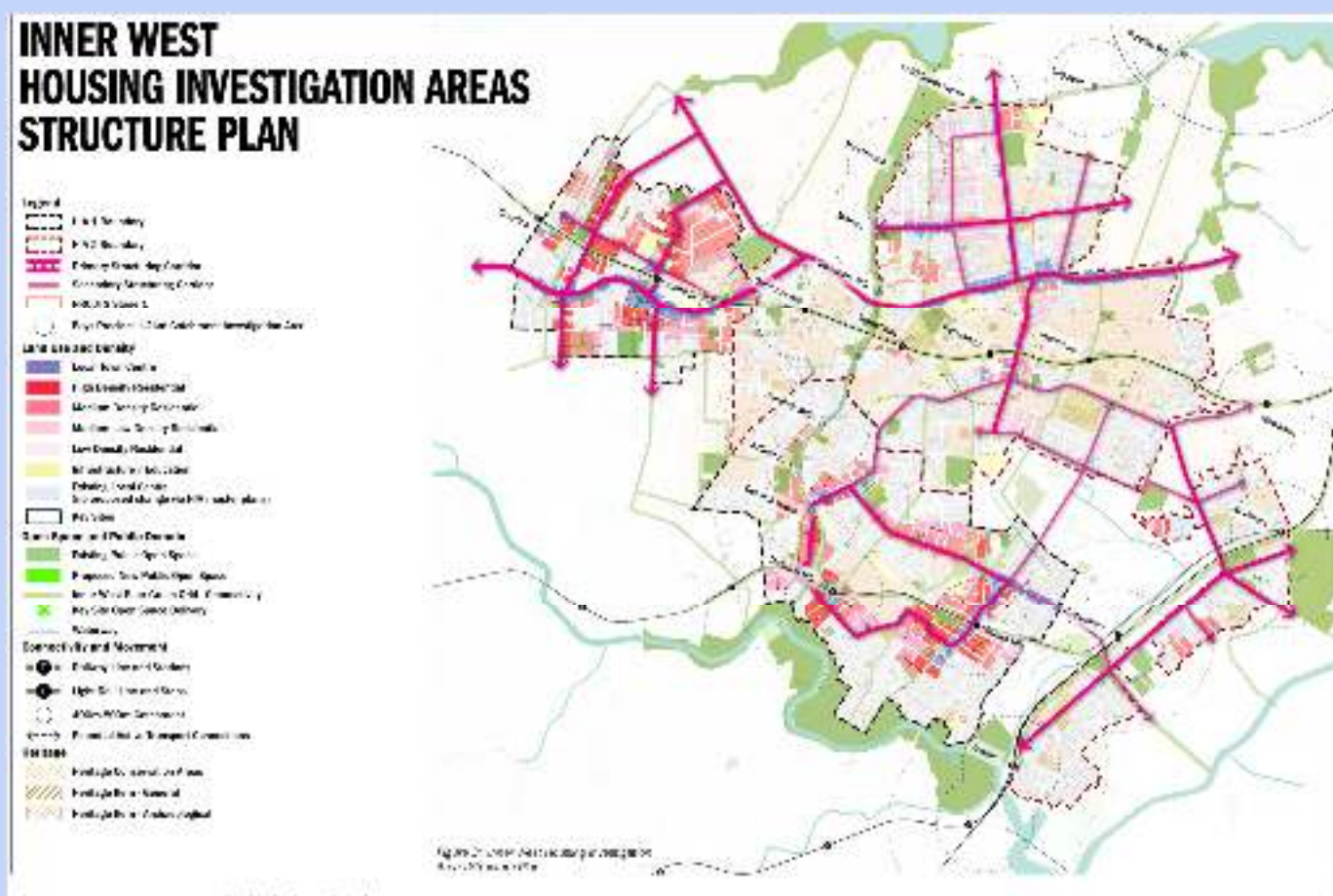


Figure 8: Inner West Housing Investigation Area Structure Plan as exhibited

## HIA Stage 1 Master Plans

The HIA Stage 1 master plans provide a framework that establishes a vision for high density and high amenity neighbourhoods and unlocks the potential of these areas to deliver new housing and jobs.

The Marrickville – Dulwich Hill Master Plan responds to local context by establishing a growth corridor in a circuit, connecting transport nodes, corridors and activity centres and distributing densities in well-located and well-serviced areas. This includes a substantial density uplift in Marrickville Town Centre, Dulwich Hill Village and Dulwich Hill Station. Open space and natural assets are also leveraged by increasing densities around parks and other key community facilities.

The Ashfield – Croydon Master Plan uniquely responds to the existing context by concentrating housing density within Ashfield Town Centre, station catchments and a series of north-south and east-west urban spines. The key east-west spines include Liverpool Road and Norton Street to the south of railway corridor and Elizabeth Street to the north of railway corridor. Key North-south spines proposed for additional density include Milton Street / Frederick Street, Holden Street, Bland Street and Charlotte Street. Croydon has been deferred for consideration in 2026.

To ensure that new development is supported with necessary infrastructure, delivery of new transport, social and recreational infrastructure is proposed through mechanisms such as development incentives, key sites and land acquisition. This includes new public open spaces and expansion of existing open spaces as well as new active transport connections at key locations to create walkable, connected and liveable neighbourhoods.

# VISION

**The Inner West's neighbourhoods are a place of community delight. They are distinct villages; a network of places that provide new housing in dense, sustainable and liveable ways.**

**The Inner West's neighbourhoods are supported by a network of neighbourhood centres, each with their own identity, shady parks and community places. Each neighbourhood supports amenity-oriented development – where housing is near to centres, community infrastructure, parks and stations. Neighbourhood supports amenity-oriented development – where housing is near to centres, community infrastructure, parks and stations.**

## HIA Stage 2 Master Plans

HIA Stage 2 identifies areas of the LGA, outside of Stage 1, which are well-located and well-serviced for additional housing opportunities. The master plan for these areas provides a framework to deliver a place-based response for low and medium density housing outcomes.

Large areas of the LGA were investigated for uplift through a process of eliminating constrained sites such as those affected by heritage, flooding, high aircraft noise exposure, significant strata sub-division, small lot sizes, restricted street widths and employment lands.

New opportunities have been identified in Leichhardt, Petersham, Lewisham, Marrickville, St Peters and Sydenham for low and medium density housing while predominantly retaining the character of these areas.

## 4.2.1. Land Use Zones

The zoning changes in Stage 1 and 2 HIAs adopt a principle and zoning outcome approach. These are outlined in Table 4. The exhibited master plans detailed the locations of zoning changes within the HIAs. Refer to Land Zoning map which incorporate all post exhibition amendments.

**Table 4: Principles for Plan’s land use zoning changes**

Principle	Zoning Outcome
To increase housing density and choice in proximity to centres, transport, along key routes and high amenity locations.	Certain R1 General Residential and R2 Low Density Residential zoned land rezoned to R3 Medium Density Residential and R4 High Density Residential.
To expand retail and business uses, employment opportunities and housing near existing centres.	Select residential zoned land rezoned to MUI Mixed Use and EI Local Centre around certain centres.
To identify land that will be acquired for public open space.	Select sites rezoned to REI Public Recreation and also identified as land reserved for acquisition (LRA). Refer to Section 4.2.9.

## 4.2.2. Height of Buildings

The increase the height of building (HOB) for numerous sites across the HIAs to provide capacity for additional housing, commercial uses and jobs as identified in the master plans.

The HOB changes were informed by urban design analysis and modelling and testing of an appropriate built form, the NSW Apartment Design Guide (ADG), amenity outcomes, overshadowing and development feasibility. Higher built form outcomes are concentrated in the R4 High Density Residential, EI Local Centre and E2 Commercial Centre zones. Lower heights are located in the R3 Medium Density zone, providing a transition between areas of change and adjacent local character areas.

The heights provide for an appropriate degree of flexibility and variety in built form articulation to reflect the master plans. The HOB controls are designed to allow for greater floor to ceiling heights for commercial ground floors where relevant, enabling adaptability of ground and first floor uses, and associated plant at the tops of buildings.

It is noted that Sydney Airport’s Obstacle Limitation Surface prescribed airspace is present over parts of the HIAs. Like ANEF noise contours, this is not an absolute constraint but is an additional consideration for future development in these locations.

### 4.2.2.1. Other related height of building clause considerations

Within the current IWLEP 2022, Clause 4.3 and 4.3A refer to Areas 1, 2 and 3 on the Height of Building Map. The areas are located within the Ashfield Town Centre and a small number of isolated sites (not affected by changes). To implement the maximum building heights and affordable housing outcomes identified in the master plans, the boundaries of Areas 1, 2 and 3 on the Height of Building Map remove any areas identified for uplift. There are further changes to clause 4.3A – refer to Section 4.3.5.

Clause 4.3B of the IWLEP 2022 relates to street wall heights, rather than height of buildings. Built form detail is in the Design Guide and ultimately within a DCP. On this basis, the clause is redundant and recommended for deletion.

Refer to Height of Building map and Height of Building Additional Controls map which incorporate all post exhibition amendments.

### 4.2.3. Floor Space Ratio

Our Fairer Future Plan amends FSRs in areas within proximity of certain stations and centres to ensure a place-based approach to built form outcomes. Densities are highest where there is greatest amenity and potential future amenity: in centres, near open space, around emerging green spines, and close to transport. Densities decrease away from these locations to transition to HCAs and existing low-scale residential neighbourhoods.

The Plan amendments were informed by testing undertaken as part of the master plans.

Refer to the Floor Space Ratio map and Floor Space Ratio Additional Controls map which incorporate all post exhibition amendments.

Two new clauses will allow exceptions to the maximum FSR within the HIAs in certain circumstances:

- **Communal facilities in residential flat buildings and shop top housing:** Recent development trends indicate access to communal facilities for residents in residential flat buildings and shop top housing provides improved community building, wellbeing and lifestyle.  
For this reason, a new clause encourages the provision of indoor communal facilities within residential buildings (gym, communal kitchen/movie space etc). The clause will enable up to 200m<sup>2</sup> of communal space to be excluded from floor area for purposes of calculating FSR. This will apply across both HIAs.
- **Underground floor space in E1 and E2 zones in certain areas:** In the E1 Local Centre and E2 Commercial Centre zones within Ashfield, Dulwich Hill and Marrickville, certain floor space that is wholly below ground floor shall be excluded from floor space for purposes of calculating FSR. The intention of this clause is to ensure commercial and retail uses continue to support the community, and to ensure local businesses can remain within the centres. It is also intended to enable land uses which require larger floorplates – such as community facilities, neighbourhood supermarkets, registered clubs, and entertainment facilities – to be located underground. This will reduce their extent at street level, encouraging greater ground floor permeability and improve streetscape activation. The excluded floor space is to be limited to the area of a single basement level of the building. This provision applies only to E1 and E2 Zones in Stage 1 HIAs. No equivalent provision is proposed for the Stage 2 HIA.

#### 4.2.3.1. Other related FSR clause considerations

Clause 4.4A of the IWLEP 2022 allows an FSR bonus of 1.5:1 for certain sites which provide active street frontages. This applies to certain parts of Leichhardt and along Parramatta Road. Given that parts of these areas are proposed to be uplifted in the Stage 2 HIA, the area to which clause 4.4A applies has been amended to remove any areas of uplift.

Clause 4.4 (2D) of the IWLEP 2022 enables additional FSR of 0.25:1 for residential flat buildings for certain sites. Given that the master plans have a substantial increase in floorspace and provides additional development incentives as discussed in Section 4.2.7, the area to which clause 4.4(2D) applies should be amended to remove any areas of uplift.


## 4.2.4. Heritage

As part of Council's master planning for Stage 1 HIAs, investigations of certain listed heritage items and HCAs was undertaken. Refer to exhibited Part 1 and 2 of Appendix 5 – Heritage Health Check. Consistent with this review, the delisting or amendment of heritage items, and amendment and deletion of HCAs is outlined in Table 5 and Table 6 below.

**Table 5: Heritage items for delisting or amendments**

Item	Address	Property Description	Amendment
'House, including interiors' (I127)	2 Bland Street, Ashfield	Lot 1 DP 984246	Delist the Item
'House, including interiors' (I128)	4 Bland Street, Ashfield	Lot 1 DP 960770	Delist the Item
'House, including interiors' (I129)	6 Bland Street, Ashfield	Lot 1 DP 960163.	Delist the Item
'House, including interiors' (I130)	8 Bland Street, Ashfield	Lot 1 DP 959955	Delist the Item
'Shops, offices and dwellings, including interiors' (I196)	27 Hercules Street, Ashfield	Lot 2 DP 450205	Delist the Item
'House, including interiors' (I204)	28 Holden Street, Ashfield	Lot 6 Section 1 DP 820	Delist the Item
'House, including interiors' (I405)	2 Webbs Avenue, Ashfield	Lot 1 DP 951111	Delist the Item
'House, including interiors' (I407)	22 Webbs Avenue, Ashfield	Lot B, DP 14648	Delist the Item
'House, including interiors' (I408)	24 Webbs Avenue, Ashfield	Lot A, DP 14648	Delist the Item
'Gladstone Hall, including interiors' (I1008)	114 Ewart Street, Dulwich Hill	Lot 0 SP 79274	Amend the Item to reduce the curtilage of the heritage significance to exclude the townhouses
'Federation Arts and Crafts style house – "Leonardi", including interiors' (I1009)	61 Garnet Street, Dulwich Hill	Lot 1 DP 310484	Delist the Item

Table 6: Heritage Conservation Area amendments

Heritage conservation area	Amendments and properties affected	Maps indicating the amendments
Webbs Avenue HCA (C25), Ashfield	Remove the HCA	N/A
South Dulwich Hill HCA (C107) Marrickville/Dulwich Hill	<p>Remove triangular block bounded by Wardell Road, Wilga Avenue and the railway line from HCA boundary as shown on the map in pink, comprising:</p> <ul style="list-style-type: none"> <li>1 Wilga Avenue, Lot 13 DP 8233</li> <li>3 Wilga Avenue, Lot 12 DP 8233</li> <li>5 Wilga Avenue, Lot 11 DP 8233</li> <li>7 Wilga Avenue, Lot 10 DP 8233</li> <li>234 Wardell Road, Lot A DP 954736</li> <li>236 Wardell Road, Lot 1 DP 955709</li> <li>238 Wardell Road, Lot 2 DP 901053</li> <li>240 Wardell Road, Lot 1 DP 901053</li> <li>242 Wardell Road, Lot 1 DP 871357</li> </ul>	

In addition, Council commissioned GML to undertake a review of South Dulwich Hill which had previously been identified as an area for further investigation. The area was reviewed to determine if it could reasonably reach the threshold of significance for listing as an HCA. The study made a number of observations such as extent of modifications and inconsistency in typology/ character and recommended due to these and other factors not to pursue the heritage listing. Refer to Appendix 5 Part 2 for recommendations of this review.

## Delivery of Public benefits

A number of public benefits were identified in the master plans which will be delivered over time as redevelopment occurs through different mechanisms:

- **Key sites (privately-led delivery or public-private partnership):** the master plan identified certain sites as key sites and recommends site-specific LEP provisions which will require commitment to the delivery of public benefits on these sites before an uplift can be provided. For these sites, existing FSRs and HOBs have been maintained in the proposed FSR and HOB maps. Site-specific LEP provisions will detail the intended public benefits and maximum permissible FSRs/ heights to offset these public benefits. Refer to Section 4.2.5.
- **Public Realm Incentives – Mandatory:** Certain sites have been identified where land dedication for public domain improvements must be provided prior to any uplift being available for the site. The land acquisition will be through a Section 7.4 (EP&A Act) Planning Agreements. Refer to Section 4.2.7.
- **Public realm incentives – Desirable:** Sites or groups of sites have been identified for FSR and HOB incentives which can be accessed only where a developer chooses to provide specified public realm enhancements. These include publicly accessible open space and/or through-site links with active transport connections. Refer to Section 4.2.7.
- **Land Acquisition (Council-led delivery):** Certain sites have been identified for land acquisition by Council. These will be identified in the LEP as land Reserved for Acquisition and occur over time through negotiations with the landowners and developers. Refer to Section 4.2.9.

### 4.2.5. Key Sites

The master plans identified Key Sites in certain locations to require the provision of public benefits in conjunction with any increased density. These public benefits include district-level community/cultural facilities, public plazas, footpaths, parks, through-site links, and other open spaces that are available for community use. They contribute to the character, connectivity and amenity of the areas and have been identified in a Social Infrastructure Needs Study (refer to Section 4.2.11).

A Key Site provision in the LEP will stipulate a maximum height and FSR for certain sites to incentivise the dedication of land for public use. To qualify for these maximum development incentives, Key Sites must deliver the identified public benefit and meet high-performance building standards. This includes achieving the energy and water efficiency targets outlined under the Sustainability Incentive. Where a site does not provide the required public benefit and increased sustainability outcomes, the existing HOB and FSR controls will continue to apply. New clauses will be introduced in the LEP to give effect to these changes.

**Public realm** is defined as land that is made available for publicly accessible roads, open space, through-site links and pedestrian and bicycle paths.

The Key Sites are identified in the Key Sites map. The following sections outlines the indicative map, proposed FSR and HOB controls and the intended public benefits for each Key Site.

### 4.2.5.1. Key Site 1-3: Hercules Street Precinct



Figure 9: Key Site 1-3 Indicative Map

Table 7: Key Site 1-3 public benefits and associated FSR and height controls

Area no.	Address	Legal Description	Key Site Public benefit	Maximum FSR	Maximum HOB
KS-1	45 Hercules Street, Dulwich Hill	Lot 1 DP 171844	Dedication of approx. 1,139m <sup>2</sup> for new open space along the Greenway Corridor	2.8:1	34.5m (10 storeys)
	47 Hercules Street, Dulwich Hill	Lot 1 DP 951002			
	49 Hercules Street, Dulwich Hill	Lot 291 DP 1093021			
	49A Hercules Street, Dulwich Hill	Lot 1 DP 1286164			
	51 Hercules Street, Dulwich Hill	Lot 1 DP 215698			
	53 Hercules Street, Dulwich Hill	Lot 1 DP 1009298			
	55 Hercules Street, Dulwich Hill	Lot 2 DP 1009298			
KS-2	57 Hercules Street, Dulwich Hill	Lot 1 DP 772934	Dedication of approx. 239m <sup>2</sup> for new open space along the Greenway Corridor	2.8:1	28m (8 storeys)
	59 Hercules Street, Dulwich Hill	Lot 34 DP 925061			
	61 Hercules Street, Dulwich Hill	Lot 35 DP 3905			
	63 Hercules Street, Dulwich Hill	Lot 36 DP 3905			
KS-3	65 Hercules Street, Dulwich Hill	Lot 37 DP 3905	Dedication of 6m wide corridor along southern boundary (approx. 412m <sup>2</sup> ) for an active transport connection between Hercules Street and the GreenWay	2.8:1	28m (8 storeys)
	67 Hercules Street, Dulwich Hill	Lot 38 DP 3905			
	69 Hercules Street, Dulwich Hill	Lot 1 DP 179697			
	71 Hercules Street, Dulwich Hill	Lot 21 DP 1003657			
	73 Hercules Street, Dulwich Hill	Lot 22 DP 1003657			

#### 4.2.5.2. Key Site 4-5: Seaview Street Precinct



Figure 10: Key Site 4-5 Indicative Map

Table 8: Key Site 4-5 public benefits and associated FSR and height controls

Area no.	Address	Legal Description	Key Site Public benefit	Maximum FSR	Maximum HOB
KS-4	14 Seaview Street, Dulwich Hill	Lot 122 DP 1006040	Public plaza with a minimum area of 2,000m <sup>2</sup> District-level community/cultural facility space of minimum 3,200m <sup>2</sup> area Two active transport connections with a minimum 6m wide corridor between Seaview Street and New Canterbury Road	3.5:1	49m (14 storeys)
	16 Seaview Street, Dulwich Hill	Lot 121 DP 1006040			
	18 Seaview Street, Dulwich Hill	Lot 2 DP 314741			
	20 Seaview Street, Dulwich Hill	Lot 1 DP 314741			
	22 Seaview Street, Dulwich Hill	Lot 20 DP 662265			
	24 Seaview Street, Dulwich Hill	Lot 1 DP 1164961			
KS-5	26-32 Seaview Street, Dulwich Hill	Lot 2 DP 909146, Lot 1 DP 925093, Lot 101 DP 635676			
KS-5	374 New Canterbury Road, Dulwich Hill	Lot 12 DP 564822		3.5:1	49m (14 storeys)

### 4.2.5.3. Key Site 6: Ashfield Mall Precinct



Figure 11: Key Site 6 Indicative Map

Table 9: Key Site 6 public benefits and associated FSR and height controls

Area no.	Address	Legal Description	Key Site Public benefit	Maximum FSR	Maximum HOB
KS-6	260A Liverpool Road, Ashfield	Lot 100 DP 1222372	<p>New public open space of a minimum 2,000m<sup>2</sup> provided as a contiguous space with a minimum dimension 20m</p> <p>New active transport connection between Liverpool Road and Norton Street with a minimum 9m wide dimension</p> <p>A minimum 4m wide land dedication along Norton Street for public domain improvement.</p>	4.0:1	76m (22 storeys)

## 4.2.6. Minimum Site Area Requirements

Minimum street frontage and lot isolation requirements will apply to certain sites being uplifted for new housing. These requirements will encourage orderly development with adequate area to accommodate positive built form outcomes, including enabling development to achieve requirements of the NSW Apartment Design Guide and provide adequate amenity for future residents.

### 4.2.6.1. Minimum street frontage for residential flat buildings

A minimum street frontage of 21m is required for residential flat buildings in the HIAs. This will apply to any street-facing boundary, including a primary street, secondary street, or laneway in R3 Medium Density Residential and R4 High Density Residential zones. The minimum frontage requirement may be varied where it is demonstrated to the satisfaction of the consent authority that the objectives of this provision and the draft Inner West DCP are achieved. No minimum street frontage requirements apply for shop top housing or mixed-use developments in E1 Local Centre, E2 Commercial Centre and MUI Mixed Use zones. This is to allow for retention of the fine grain character in town centres.

Site affected are identified on the Minimum Site Frontage map.

### 4.2.6.2. Minimum site area requirements to prevent lot isolation

To ensure that land does not become isolated and is capable of being redeveloped for residential flat buildings or shop top housing, land adjoining a redevelopment site must have the following minimum dimensions:

- Area of 600m<sup>2</sup> in the R3 Medium Density Residential zone
- Area of 1,200m<sup>2</sup> in the R4 High Density Residential and E2 Commercial Centre zones.

Consent will not be granted to development in the E1 Local Centre, E2 Commercial Centre, MUI – Mixed Use, R3 Medium Density and R4 High Density Residential zones unless it has considered whether:

- The development would result in the isolation of adjoining land parcels;
- Reasonable opportunities exist for the orderly and economic development of those adjoining land parcels; and
- The proposal could reasonably include the adjoining land.

## 4.2.7. Development Incentives

Four types of development incentives encourage amalgamation of lots, deliver public benefits or encourage higher than standard environmental performance and sustainability standards. These incentives will apply on top of the base FSR and are calculated as a percentage of the base FSR and building height for a site. These include:

- Minimum Site Area Incentive
- Public Realm Incentive – Mandatory
- Public Realm Incentive – Desirable
- Sustainability Incentive.

The following pages provide an outline of the development incentives mechanism adopting a sliding scale approach in determining the FSR and HOB bonus incentive. The incentives are calculated as a percentage of the base FSR and building height for a site. The incentive value is then to be added to the base FSR and HOB value to ascertain the total maximum permissible FSR and HOB.

Developments may be eligible for multiple incentives, subject to meeting the criteria, including minimum site area and frontage, public realm provision and sustainability target. Where applicable, each incentive can be cumulatively added to the base controls, resulting in the maximum permissible FSR and HOB controls.

### 4.2.7.1. Minimum Site Area Incentive

To encourage amalgamation of land and discourage the creation of isolated development sites, an incentive FSR and additional height is proposed for different minimum site areas. The incentive will be available to residential flat buildings and shop top housing development. It is based on a sliding scale to provide proportional additional FSR and height based on the amalgamated site area. For residential flat buildings, a minimum site frontage of 35m is required to access the bonus FSR and height. This minimum site frontage requirement can be achieved on any street-facing boundary, including a primary street, secondary street, or laneway. The maximum development potential is determined by both the height of building and the floor space ratio within the incentives clause. A development must comply with both requirements or development is limited by whichever is more restrictive.

These minimum site areas are designed to ensure adequate space for landscaping, thereby complementing the building form and promoting a streetscape characterised by generous landscaping. They will also ensure that development sites have sufficient space for access, parking, deep soil planting, and building separation. Feasibility testing has indicated that the additional FSR and height provide sufficient incentive for site amalgamations and redevelopment.

If lots are not amalgamated into development sites that meet the minimum site area, then the higher FSRs and additional heights are not permitted. In those cases, the base FSR and HOB controls apply.

The sites where this incentive applies are identified on the Minimum Site Area map. Table 10 provides the FSR and additional height incentive calculations for the applicable sites.

Table 10: Site Area Incentives Calculation

Incentive Area <sup>1</sup>	Criteria		Bonus Incentives		
	Min. Total Site Area (sqm)	Min. Lot Frontage (m)	FSR (%)	Additional height (m)	Notes
Area 1	1,200 ≤ Site Area < 1,800	35m	10%+(5*W)%	up to 3.2m	W = (Total Site Area (sqm) - 1,200 sqm) / 600
	Site Area ≥ 1,800	35m	15%	up to 3.2m	
Area 2	1,200 ≤ Site Area < 1,800	35m	10%+(10*X)%	up to 6.4m	X = (Total Site Area (sqm) - 1,200 sqm) / 600
	Site Area ≥ 1,800	35m	20%	up to 6.4m	
Area 3	1,500 ≤ Site Area < 1,800	35m	10%+(15*Y)%	up to 12.8m	Y = (Total Site Area (sqm) - 1,500 sqm) / 300
	Site Area ≥ 1,800	35m	25%	up to 12.8m	
Area 4	1,000 ≤ Site Area < 1,800	35m	10%+(5*Z)%	up to 3.2m	Z = (Total Site Area (sqm) - 1,000 sqm) / 800
	Site Area ≥ 1,800	35m	15%	up to 3.2m	

Notes:

1 Refer to LEP – Minimum Site Area Incentive (IMS) Maps for Area 1, 2, 3 and 4.

2 The bonus incentive FSR and additional height value is to be added to the base FSR and HOB value to ascertain the total maximum permissible FSR and HOB.

#### 4.2.7.2. Public Realm Incentive – Mandatory

To support enhanced amenity within the Marrickville–Dulwich Hill and Ashfield Precinct in tandem with increased housing density and diversity, a Public Realm Incentive – Mandatory. The incentive aims to facilitate public domain improvements including wider footpaths and cycleways and facilitated through land dedication to Council. Access to the FSR and HOB incentives only apply if public benefits, land dedications and associated works, are delivered. Land dedication for public domain improvements must be provided prior to any uplift being granted. These dedications will be secured through Section 7.4 (EP&A Act) Planning Agreements.

The sites affected are identified on the Public Realm Incentives – Mandatory map and identified in Table 11.

The bonus HOB and FSRs are identified in the Incentive HOB Map and the Incentive FSR Map.

Note: this mechanism replaces the exhibited Land Reserved for Acquisition (LRA) where applied to parts of sites. It is intended to achieve the same outcome.

Table 11: Affected sites (part of sites) for Public Realm Incentives – Mandatory for public domain improvements

Location	Legal Description	Requirement	Public benefit
Constitution Road (western side)			
133 Constitution Road, Dulwich Hill	Lot 11 DP 976611	2m wide strip to be dedicated adjacent to Constitution Road	Public domain improvements including widened footpath and cycle lane.
135 Constitution Road, Dulwich Hill	Lot 1 DP 1092515		
137 Constitution Road, Dulwich Hill	Lot 1 DP 100338		
139 Constitution Road, Dulwich Hill	Lot 14 DP 70419		
141 Constitution Road, Dulwich Hill	Lot 15 DP 70419		
143 Constitution Road, Dulwich Hill	Lot 1 DP 101778		
145 Constitution Road, Dulwich Hill	Lot 1 DP 983888		
147 Constitution Road, Dulwich Hill	Lot 0 SP 14950		
149 Constitution Road, Dulwich Hill	Lot 1 DP 922962		
151 Constitution Road, Dulwich Hill	Lot 1 DP 723696		
491 New Canterbury Road, Dulwich Hill	Lot 3 DP 104066		
499 New Canterbury Road, Dulwich Hill	Lot 2 DP 723696		
Rear of Marrickville Road			

Location	Legal Description	Requirement	Public benefit	
467-473 Marrickville Road, Dulwich Hill	Lot 1 DP 924560	7m wide strip at rear of properties to be dedicated	Extension of Fairfowl Lane to facilitate access and servicing for Marrickville Road properties and active transport connection.	
Milton Lane (northern side)				
380 Liverpool Road, Ashfield	Lot 0 SP 101321	2.5m wide strip to be dedicated adjacent to Milton Lane	Widening of road reserve to improve accessibility for all road users and provide a future active transport connection to the Ashfield RSL site.	
382 Liverpool Road, Ashfield	Lot 1 DP 1260988			
378 Liverpool Road, Ashfield	Lot 1 DP 1277610			
Milton Lane (southern side)				
40 Milton Street, Ashfield	Lot 6 DP 131508	1m wide strip to be dedicated adjacent to Milton Lane		
Milton Lane (eastern side)				
209 Norton Street, Ashfield	Lot 1 DP 945104	2m wide strip to be dedicated adjacent to Milton Lane		
364-376 Liverpool Road, Ashfield	Lot 1 DP 703400			
205 Norton Street, Ashfield	Lot B DP 421074			
Milton Lane (western side)				
40 Milton Street, Ashfield	Lot 6 DP 131508	1.5m-2.5m wide strip to be dedicated adjacent to Milton Lane		
211 Norton Street, Ashfield	Lot 0 SP 42052			
Norton Street (southern side)				
76 Norton Street, Ashfield	Lot B DP 328197	2m wide strip to be dedicated adjacent to Norton Street	Widening of road reserve for improved public domain and active transport including a cycle link, footpath widening and tree planting.	
78 Norton Street, Ashfield	Lot A DP 328197			
80 Norton Street, Ashfield	Lot 2 DP 958982			
82 Norton Street, Ashfield	Lot 2 DP 749467			
82A Norton Street, Ashfield	Lot 1 DP 749467			
84 Norton Street, Ashfield	Lot 48 DP 2911			
86 Norton Street, Ashfield	Lot 47 DP 2911			
88 Norton Street, Ashfield	Lot 46 DP 2911			
90 Norton Street, Ashfield	Lot 45 DP 2911			
92 Norton Street, Ashfield	Lot 0 SP 1661			
48 Norton Street, Ashfield	Lot 0 SP 80870			
50 Norton Street, Ashfield	Lot 4 DP 10254			
52 Norton Street, Ashfield	Lot 1 DP 12551			
54 Norton Street, Ashfield	Lot 2 DP 12551			
56 Norton Street, Ashfield	Lot 3 DP 12551			
58 Norton Street, Ashfield	Lot 4 DP 12551			
60 Norton Street, Ashfield	Lot 5 DP 12551			
19 Holden Street, Ashfield	Lot 3 DP 228835, Lot 2 DP 24812			
16 Holden Street, Ashfield	Lot 0 SP 5884			
1 Joseph Street, Ashfield	Lot 1 DP 933184			
4 Joseph Street, Ashfield	Lot 0 SP 14279			
32 Norton Street, Ashfield	Lot 25 DP 1433			
34 Norton Street, Ashfield	Lot 24 DP 1433			
36 Norton Street, Ashfield	Lot 23 DP 1433			
38 Norton Street, Ashfield	Lot 22 DP 1433			

Location	Legal Description	Requirement	Public benefit
42 Norton Street, Ashfield	Lot 21 DP 1433, Lot 20 DP 1433		
44 Norton Street, Ashfield	Lot 19 DP 1433		
46 Norton Street, Ashfield	Lot 18 DP 1433		
3 Queen Street, Ashfield	Lot 2 DP 1433, Lot 1 DP 1433		
12 Queen Street, Ashfield	Lot 1 DP 201133		
14 Queen Street, Ashfield	Lot 14 DP 1098811		
16 Norton Street, Ashfield	Lot C DP 76292		
18 Norton Street, Ashfield	Lot Y DP 157527, Lot D DP 311451		
20 Norton Street, Ashfield	Lot 2 DP 169288		
22 Norton Street, Ashfield	Lot 1 DP 169288		
24 Norton Street, Ashfield	Lot 1 DP 1302554		
26 Norton Street, Ashfield	Lot C DP 959728		
28 Norton Street, Ashfield	Lot B DP 959728		
30 Norton Street, Ashfield	Lot A DP 959728		
11 Victoria Street, Ashfield	Lot B DP 76292		
<b>A'Beckett Avenue</b>			
76 Norton Street, Ashfield	Lot B DP 328197	1.5m–2.5m wide strip to be dedicated adjacent to A'Beckett Avenue	Widening of road reserve for improved public domain, including active transport and landscaping.
24 A'Beckett Avenue, Ashfield	Lot 2 DP 304684		
<b>Holden Street (west)</b>			
2A Holden Street, Ashfield	Lot 101 DP 1069001	2m wide strip to be dedicated adjacent to Holden Street	Widening of road reserve to improve public domain.
2–4 Holden Street, Ashfield	Lot B DP 173296		
6–8 Holden Street, Ashfield	Lot 0 SP 71675		
19 Holden Street, Ashfield	Lot 3 DP 228835, Lot 2 DP 24812		
21 Holden Street, Ashfield	Lot 4 DP 24812		
25 Holden Street, Ashfield	Lot 1 DP 629275		
27 Holden Street, Ashfield	Lot 2 DP 629275		
29 Holden Street, Ashfield	Lot 1 DP 1038926, Lot 6 DP 975176		
31 Holden Street, Ashfield	Lot 2 DP 536624		
33 Holden Street, Ashfield	Lot 3 DP 82703		
35 Holden Street, Ashfield	Lot 2 DP 76538		
37 Holden Street, Ashfield	Lot 1 DP 1069586		
<b>Holden Street (east)</b>			
206–208 Liverpool Road, Ashfield	Lot 105 DP 734466	1m wide strip to be dedicated adjacent to Holden Street	Widening of road reserve to improve public domain.
16 Holden Street, Ashfield	Lot 0 SP 5884		
18 Holden Street, Ashfield	Lot 1 DP 115542		
20 Holden Street, Ashfield	Lot 2 DP 115542		
22 Holden Street, Ashfield	Lot 3 Section 1 DP 820		
24 Holden Street, Ashfield	Lot 4 Section 1 DP 820		

Location	Legal Description	Requirement	Public benefit
26 Holden Street, Ashfield	Lot 5 Section 1 DP 820		
28 Holden Street, Ashfield	Lot 6 Section 1 DP 820		
30 Holden Street, Ashfield	Lot 7 Section 1 DP 820		
32 Holden Street, Ashfield	Lot 8 Section 1 DP 820		
34 Holden Street, Ashfield	Lot 9 Section 1 DP 820		
36-38 Holden Street, Ashfield	Lot 10 Section 1 DP 820		
<b>Liverpool Road/Carlton Crescent</b>			
2 Victoria Street, Ashfield	Lot 5 DP 958868	2m-5m wide strip to be dedicated adjacent to Liverpool Road/Carlton Crescent	Widening of road reserve to improve public domain, including active transport and landscaping.
90 Liverpool Road, Ashfield	Lot 1 DP 961053		
92 Liverpool Road, Ashfield	Lot 1 DP 961031		
94 Liverpool Road, Ashfield	Lot 1 DP 961454		
96 Liverpool Road, Ashfield	Lot 5 DP 4284		
98 Liverpool Road, Ashfield	Lot 6 DP 4284		
100 Liverpool Road, Ashfield	Lot 7 DP 4284		
102 Liverpool Road, Ashfield	Lot 88 DP 130469, Lot A DP 339658		
104 Liverpool Road, Ashfield	Lot 1 DP 329357		
106 Liverpool Road, Ashfield	Lot 2 DP 329357		
108 Liverpool Road, Ashfield	Lot 6 DP 958868		
124 Carlton Crescent, Summer Hill	Lot 3 DP 913001		
125 Carlton Crescent, Summer Hill	Lot 1 DP 983940		
126 Carlton Crescent, Summer Hill	Lot 1 DP 928376		
127 Carlton Crescent, Summer Hill	Lot 6 DP 4458		
<b>Drakes Lane (eastern end)</b>			
223-237 Liverpool Road, Ashfield	Lot 1 DP 1111574	1m-4m wide of land to be dedicated along Drakes Lane.	Formal extension of Drakes Lane will create a through-block connection from Hercules Street.
<b>Drakes Lane (southern side)</b>			
241 Liverpool Road, Ashfield	Lot B DP 345218	1m wide strip to be dedicated adjacent to Drakes Lane	Widening of road reserve to enhance serviceability and public domain.
243 Liverpool Road, Ashfield	Lot A DP 345218		
249 Liverpool Road, Ashfield	Lot 1 DP 81214		
251-253 Liverpool Road, Ashfield	Lot 1 DP 215335		
255 Liverpool Road, Ashfield	Lot 1 DP 81868		
24 Hercules Street, Ashfield	Lot 1 DP 74503		
<b>Fox Lane (both sides)</b>			
15-17 Hercules Street, Ashfield	Lot 1 DP 1221456	1.2m-1.7m wide strip to be dedicated on both sides of Fox Lane	Widening of road reserve to improve public domain, including active transport and landscaping.
19-21 Hercules Street, Ashfield	Lot 1 DP 920428, Lot 1 DP 920431		
23 Hercules Street, Ashfield	Lot 1 DP 920429		
25 Hercules Street, Ashfield	Lot 1 DP 920426		
27 Hercules Street, Ashfield	Lot 2 DP 450205		
13 The Esplanade, Ashfield	Lot 1 DP 851274		
Liverpool Road, Ashfield	Lot 1 DP 168589		

Location	Legal Description	Requirement	Public benefit
<b>The Esplanade</b>			
1 The Esplanade, Ashfield	Lot 1 DP 130519	1m-3.7m wide strip to be dedicated adjacent to The Esplanade	Widening of road reserve to improve public domain.
2-4 The Esplanade, Ashfield	Lot 1 DP 215361		
5 The Esplanade, Ashfield	Lot 0 SP 77722		
7A The Esplanade, Ashfield	Lot B DP 387065		
293 Liverpool Road, Ashfield	Lot B DP 446331		
295 Liverpool Road, Ashfield	Lot A DP 446331		
297 Liverpool Road, Ashfield	Lot 5 DP 259081		
299 Liverpool Road, Ashfield	Lot 141 DP 738151		
301 Liverpool Road, Ashfield	Lot 142 DP 738151		
305 Liverpool Road, Ashfield	Lot 3 DP 259081		
307 Liverpool Road, Ashfield	Lot 2 DP 259081		
309 Liverpool Road, Ashfield	Lot 1 DP 259081		
311 Liverpool Road, Ashfield	Lot D DP 32770		
313 Liverpool Road, Ashfield	Lot C DP 32770		
315 Liverpool Road, Ashfield	Lot B DP 32770		
<b>Chessell Lane</b>			
1 The Esplanade, Ashfield	Lot 1 DP 130519	1.5m wide strip to be dedicated on either side of Chessell Lane	Widening to accommodate outdoor dining, tree planting and active transport.
293 Liverpool Road, Ashfield	Lot B DP 446331		
295 Liverpool Road, Ashfield	Lot A DP 446331		
297 Liverpool Road, Ashfield	Lot 5 DP 259081		
<b>Cavill Avenue (southern portion)</b>			
337-345 Liverpool Road, Ashfield	Lot 0 SP 19732	2m wide strip to be dedicated on the southern side of Cavill Avenue	Widening to accommodate outdoor dining, tree planting and active transport.
347 Liverpool Road, Ashfield	Lot 9 DP 12491		
349 Liverpool Road, Ashfield	Lot 8 DP 12491		
351 Liverpool Road, Ashfield	Lot 7 DP 12491		
353 Liverpool Road, Ashfield	Lot 6 DP 12491		
355 Liverpool Road, Ashfield	Lot 1 SP 70004		
357 Liverpool Road, Ashfield	Lot 1 DP 12491, Lot 2 DP 12491, Lot 3 DP 12491		
<b>8 Elizabeth St Ashfield</b>			
8 Elizabeth St, Ashfield	Lot 3 DP 80790	Triangular-shaped area of land of approximately 50m <sup>2</sup> to the eastern end of property to be dedicated	Landscaping and possible public art/wayfinding.
<b>Elizabeth Street (east of Frederick Street)</b>			
8 Elizabeth Street, Ashfield	Lot 3 DP 80790	2m-3.5m wide strip to be dedicated on the southern side of Elizabeth Street	Widening of road reserve to improve public domain.
10 Elizabeth Street, Ashfield	Lot 1 DP 80790, Lot 2 DP 80790		
12 Elizabeth Street, Ashfield	Lot 0 SP 1819		
14 Elizabeth Street, Ashfield	Lot B DP 85163		
16 Elizabeth Street, Ashfield	Lot C DP 85163		
18 Elizabeth Street, Ashfield	Lot 1 DP 88623		
22 Elizabeth Street, Ashfield	Lot 1 DP 198916		
24 Elizabeth Street, Ashfield	Lot 1 DP 571915		
26 Elizabeth Street, Ashfield	Lot 490 DP 594468		
28 Elizabeth Street, Ashfield	Lot 1 DP 561463		

Location	Legal Description	Requirement	Public benefit
30 Elizabeth Street, Ashfield	Lot 0 SP 20815		
32 Elizabeth Street, Ashfield	Lot 260 DP 130222		
34 Elizabeth Street, Ashfield	Lot 0 SP 36		
42A Elizabeth Street, Ashfield	Lot 0 SP 14960		
42 Elizabeth Street, Ashfield	Lot 0 SP 52644		
46 Elizabeth Street, Ashfield	Lot B DP 331600		
10 Wood Street, Ashfield	Lot C DP 418496		
20 Charlotte Street, Ashfield	Lot 1 DP 218272		
56 Elizabeth Street, Ashfield	Lot A DP 439437		
58 Elizabeth Street, Ashfield	Lot B DP 439437		
60 Elizabeth Street, Ashfield	Lot 7 Section A DP 402		
62 Elizabeth Street, Ashfield	Lot 0 SP 15717		
64 Elizabeth Street, Ashfield	Lot 91 DP 131762		
106-116 Elizabeth Street, Ashfield	Lot 0 SP 65309		
118 Elizabeth Street, Ashfield	Lot 0 SP 3790		
124 Elizabeth Street, Ashfield	Lot 1 DP 962069		
126 Elizabeth Street, Ashfield	Lot 1 DP 960118		
128 Elizabeth Street, Ashfield	Lot 1 DP 960269		
130 Elizabeth Street, Ashfield	Lot 2 DP 938698		
132 Elizabeth Street, Ashfield	Lot 1 DP 938698		
144 Elizabeth Street, Ashfield	Lot 3 DP 304631		
148 Elizabeth Street, Ashfield	Lot 1 DP 304631		
150 Elizabeth Street, Ashfield	Lot X DP 386294		
152 Elizabeth Street, Ashfield	Lot W DP 386294		
5 Benalla Avenue, Ashfield	Lot 0 SP 4659		

#### 4.2.7.3. Public Realm Incentive – Desirable

With increasing housing diversity and density within the Stage 1 HIAs, it is critical to provide improved public domain through new through-site links or public realm improvements. The public realm benefits will encourage walkability, movement and connection of places to and within the local centres, as well as new publicly accessible open spaces.

A FSR and height bonus, proportionate to the site area, over and above the base FSR and height for the site, is offered as an incentive for providing the public benefit. The incentive varies depending on the FSR, land area and extent of public realm benefit.

Table 12 outlines the formula used to calculate the incentive value for the public realm incentive which is added to the base FSR and HOB controls. The incentive includes three categories – A, B and C. These are explained in the notes below Table 12 and will be further detailed in a DCP.

Table 13 provides a list of sites where Public Realm Incentive – Desirable applies, the relevant Area and the public realm provision requirements where a developer/landowner chooses to take up the incentive. These sites are identified on the Public Realm Incentives – Desirable map.

Table 12: Public Realm Incentives – Desirable Calculation

Incentive Area <sup>1</sup>	Criteria			Bonus Incentives <sup>4</sup>		
	Min. Total Site Area (sqm)	Publicly Accessible Open Space Provision <sup>2</sup>	Active Transport Connection Provision <sup>3</sup>	FSR (%)	HOB (m)	Notes
Area A	N/A	N/A	Yes	15%	up to 3.2m	
Area B	Site Area < 1,500	N/A	Yes	10%	up to 12.8m	$\alpha = (\text{Total Site Area} - 1,500) / 300$
	1,500 ≤ Site Area < 1,800	N/A	Yes	10%+(5* $\alpha$ )%	up to 12.8m	
	Site Area ≥ 1,800	N/A	Yes	15%	up to 12.8m	
Area C	N/A	Yes	Yes	25%	up to 16m	

Notes:

<sup>1</sup> Refer to LEP – Public Realm Incentive – Desirable (IPR) Map for Area A, B and C.

<sup>2</sup> Publicly Accessible Space Provision Criteria:

- Publicly Accessible Space included in development site fronting the public domain
- Minimum dimension 20m at street frontage and minimum area in m<sup>2</sup> for publicly accessible open space
- Provision of any active transport connection
- Location, configuration, fixtures and finishes are subject to Council's satisfaction

<sup>3</sup> Mid-Block Active Transport Connection Provision Criteria:

- Minimum dimension and configuration as specified
- Subject to Council satisfaction that the connection is required

<sup>4</sup> The incentive FSR and HOB value is to be added to the base FSR and HOB value to ascertain the total maximum permissible FSR and HOB.

Table 13: Sites affected by Public Realm Incentives – Desirable for public domain improvements

Location	Area	Through Site Link Purpose	Minimum Dimensions
<b>Ashfield</b>			
2 Bruce Street, 24 & 26 Pembroke Street, Ashfield	A	Active transport link between Wallace Street and Pembroke Street	4.5m width
49-53 Charlotte Street and 22-24 Chandos Street, Ashfield	A	Active transport link between Charlotte Street and Chandos Street. Partial delivery is acceptable if the site only has one frontage.	4.5m width
55-61 Charlotte Street and 26-30 Chandos Street, Ashfield	A	Active transport link between Charlotte Street and Chandos Street. Partial delivery is acceptable if the site only has one frontage.	4.5m width
111-115 Bland Street, Ashfield	A	Active transport link between Bland Street and Curt Street	6m width
45-49 Alt St and 28A, 30-32 Bland Street, Ashfield	A	Active transport link between Alt Street and Bland Street Partial delivery is acceptable if the site only has one frontage.	4.5m width
9, 10A Comet Street and 48-52 Bland Street, Ashfield	A	Active transport link between Comet Street and Bland Street	4.5m width
1, 2A John St, 54, 56, 56A Bland St and 76 Charlotte Street, Ashfield	A	Active transport link between John Street and Bland Street	4.5m width

Location	Area	Through Site Link Purpose	Minimum Dimensions
37-57 Bland Street and 56-62 Charlotte Street, Ashfield	A	Active transport link between Bland Street and Charlotte Street Partial delivery is acceptable if the site only has one frontage.	6m width
59-65 Bland Street and 64-68 Charlotte Street, Ashfield	A	Active transport link between Bland Street and Charlotte Street	6m width
49-53 Charlotte Street and 22-24 Chandos Street, Ashfield	A	Active transport link between Charlotte Street and Chandos Street.  Partial delivery is acceptable if the site only has one frontage.	4.5m width
55-61 Charlotte Street and 26-30 Chandos Street, Ashfield	A	Active transport link between Charlotte Street and Chandos Street.  Partial delivery is acceptable if the site only has one frontage.	4.5m width
14-16 Grainger Avenue and 16 Webbs Avenue, Ashfield	A	Active transport link between Grainger Avenue and Webbs Avenue	6m width
258-260 Liverpool Road, Ashfield	A	Active transport link between Liverpool Rodd to a future connection to pass through the Ashfield Mall site.	6m width
15-19 A'Beckett Avenue, Ashfield	A	Active transport link between Rose Street and A'Beckett Avenue	6m width
12-16 A'Beckett Avenue, Ashfield	A	Active transport link between A'Beckett Avenue and laneway off Hugh Street	6m width
14, 16 and 16A Hugh Street, Ashfield	A	Active transport link between A'Beckett Avenue and Hugh Street	6m width
35-41 Arthur Street and 2 A'Beckett Avenue, Ashfield	A	Active transport link between A'Beckett Avenue and Hugh Street	6m width
52 Carlisle Street, Ashfield	A	Active transport link between Carlisle Street and Hugh Street	6m width
43-45 Carlisle Street, Ashfield	A	Active transport link between Carlisle Street and Hugh Street	6m width
43-45 Milton Street, Ashfield	A	Active transport link between Lion Street Playground and Milton Street	6m width
14-16 The Avenue, Ashfield	A	Active transport link between Heighway Avenue and The Avenue	6m width
19-39, 41-43 Norton Street and 136, 138-140 (South) Liverpool Road, Ashfield	A	Potential active transport connection	6m width
138-140 (North), 146 and 158 Liverpool Road, Ashfield	B	Potential active transport connection	6m width
48-52 Norton Street and 1,3 and 3A Rose Street, Ashfield	B	Active transport link between Norton Street and Rose Street	4.5m width
Presbyterian Aged Care – 19A, 21-23 Bland Street and 40 Charlotte Street, Ashfield	C	New publicly accessible open space (Indicative area – 1250sqm)	20m width
1-9 Bland Street, Ashfield	C	New publicly accessible landscaped plaza (Indicative area – 280sqm)	20m width (street frontage)
Ashfield RSL Club – 364-376 Liverpool Road and 193 Norton Street, Ashfield	C	New publicly accessible open space (Indicative area – 1250sqm)	20m width

Location	Area	Through Site Link Purpose	Minimum Dimensions
<b>Marrickville</b>			
18-20 Anderton Street and 11-15 Harrison Street at Hastings Street alignment, Marrickville	A	Potential active transport connection	6m width
25 Woodbury Street and 30 Harrison Street, Marrickville	A	Potential active transport connection	6m width
Marrickville Road and Barnsbury Grove between 419 Marrickville Rd and 15 Barnsbury Grove, Marrickville	A	Potential active transport connection	6m width
Expansion of Pilgrim Avenue laneway at 8-9 Pilgrim Ave and 276-278 Wardell Road, Marrickville	A	Potential active transport connection	6m width
Bayley Street and Wicks Avenue (18-20 Bayley Street, Marrickville)	A	Potential active transport connection	6m width
Laneway extension between O'Hara Street and Central Avenue at the rear of 56-66 Calvert Street, Marrickville	A	Potential active transport connection	6m width
Fletcher Street and Francis Street at 34 Fletcher Street, Marrickville	A	Potential active transport connection	6m width
Tuohy Lane extension at 112 and 112A Tuohy Lane to create a connection to Petersham Road, Marrickville	A	Potential active transport connection	6m width
438 Illawarra Road and 9-11 Glen Street, Marrickville	A	Potential new active transport connection between Illawarra Road and Glen Street	6m width
New connection to extend Wrights Avenue to Moncur Street, Marrickville (7 Wrights Avenue and 3 Moncur Street)	A	Potential active transport connection	6m width
Grove Street and Blamire Lane, Marrickville (24 Grove Street)	A	Potential active transport connection	6m width
Blamire Lane and Schwebel Street at 18-20 Schwebel Street, Marrickville	A	Potential active transport connection	6m width
Expansion of existing laneway between Tuohy Lane and Illawarra Road (at 248 Illawarra Rd), Marrickville	B	Potential active transport connection	6m width
<b>Dulwich Hill</b>			
23-27 Terrace Road, 48-52 Hercules Street, Dulwich Hill	A	Potential active transport connection	6m width
80-84 Hercules Street and 55-59 Terrace Road, Dulwich Hill	A	Potential active transport connection	6m width
19-21 Beauchamp Street and 14 Osgood Avenue, Dulwich Hill	A	Potential active transport connection	6m width
New Canterbury Rd at 525-527 New Canterbury Road, 225-227 Denison Road, 209 Denison Road and/or 147 Constitution Road, Dulwich Hill	A	Potential active transport connection	6m width
Constitution Road and Dulwich Street at 110-112 Constitution Road and 15/15A, 17-19 Dulwich Street, Dulwich Hill	A	Potential active transport connection	6m width
130-132 Ewart Street and 27-29 Ness Avenue, Dulwich Hill	A	Potential active transport connection	6m width

#### 4.2.7.4. Sustainability Incentive

To provide enhanced liveability and environmental sustainability outcomes, the Plan introduces a sustainability incentive which would encourage high-performing buildings that achieve energy and water targets above the NSW mandatory requirements in the Sustainable Buildings SEPP. Additional floor space equal to 5% of the base FSR will be permitted if energy and water minimum performance standards exceed BASIX, as outlined in Table 14. The incentive will be available to residential development and mixed-use development. Analysis was undertaken by sustainability consultancy Atelier Ten as part of the master plan (Appendix 2) to inform these incentives.

Sites where the incentive applies are identified on the Sustainability Incentive Map. The incentive does not apply to Key Sites where these sustainability requirements are to be met as a prerequisite to achieving the bonus FSR and height.

**Table 14: Performance standards (energy and water) to achieve Sustainability Incentive**

Development type and threshold	Minimum energy target	Minimum water target
Low rise residential buildings: 2-3 storeys	8-point increase over the Sustainable Buildings SEPP ≈ BASIX Energy 75	BASIX Water 50 (and up to 60 where recycled water is available) for all new dwellings
Mid-rise residential buildings: 4-5 storeys	5-point increase over the Sustainable Buildings SEPP ≈ BASIX Energy 66	
High Rise residential buildings: 6-20 storeys	5-point increase over the Sustainable Buildings SEPP ≈ BASIX Energy 65	
Residential as a component of mixed-use development	As above relevant to the number of storeys	

#### 4.2.7.5. Development Incentive Scenarios

The following section provides worked example of development incentive scenarios. These include:

- Base Case Scenario
- Scenario A: Worked example for the -
  - Public Realm Incentive - Mandatory
- Scenario B: Worked example for applying -
  - Site Area Incentive- Area 4
- Scenario C: Worked example for applying -
  - Public Realm Incentive - Mandatory, and
  - Site Area Incentive - Area 2
- Scenario D: Worked example for applying -
  - Site Area Incentive - Area 2; and
  - Sustainability
- Scenario E: Worked example for applying -
  - Site Area Incentive - Area 1; and
  - Public Realm Incentive - Desirable - Area C
- Scenario F: Worked example for applying -
  - Site Area Incentive - Area 3
  - Public Realm Incentive - Desirable - Area B; and
  - Sustainability

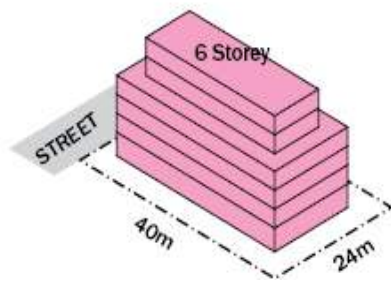
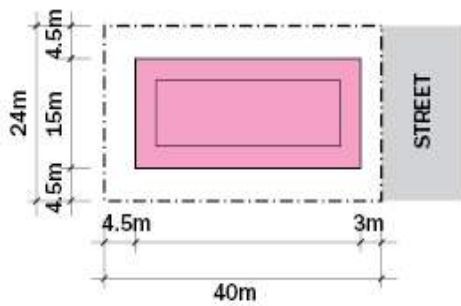
## Base Case Scenario

This scenario illustrates how the base controls would apply to the site where minimum 21m lot frontage requirement has been met.

Table 15: Base Case Scenario

Site Area & Lot Frontage	
Total Site Area (sqm)	960 sqm
Lot Frontage (m)	24m
Eligible for Base Controls	Yes
Base Controls	
Base FSR	2.2:1
Base HOB	22m / 6 storey

### Base Control



### Legend




-  Indicative Site Boundary
-  Base Controls Envelope
-  Incentives Envelope

Figure 12: Base Case Scenario Indicative Massing

## Scenario A – Public Realm Incentive – Mandatory

This scenario illustrates how the Public Realm Incentive – Mandatory applies to the identified sites.

Table 16: Scenario A – Public Realm Incentive – Mandatory

Site Area & Lot Frontage	
Total Site Area (sqm)	960 sqm
Lot Frontage (m)	24m
Base Controls	
Base FSR	0.7:1
Base HOB	12.5m / 3 storey
Public Realm Incentive – Mandatory	
Land Dedication	2m wide land dedication along street frontage
PRIM – FSR	2.2:1
PRIM – HOB	21.5m / 6 storey

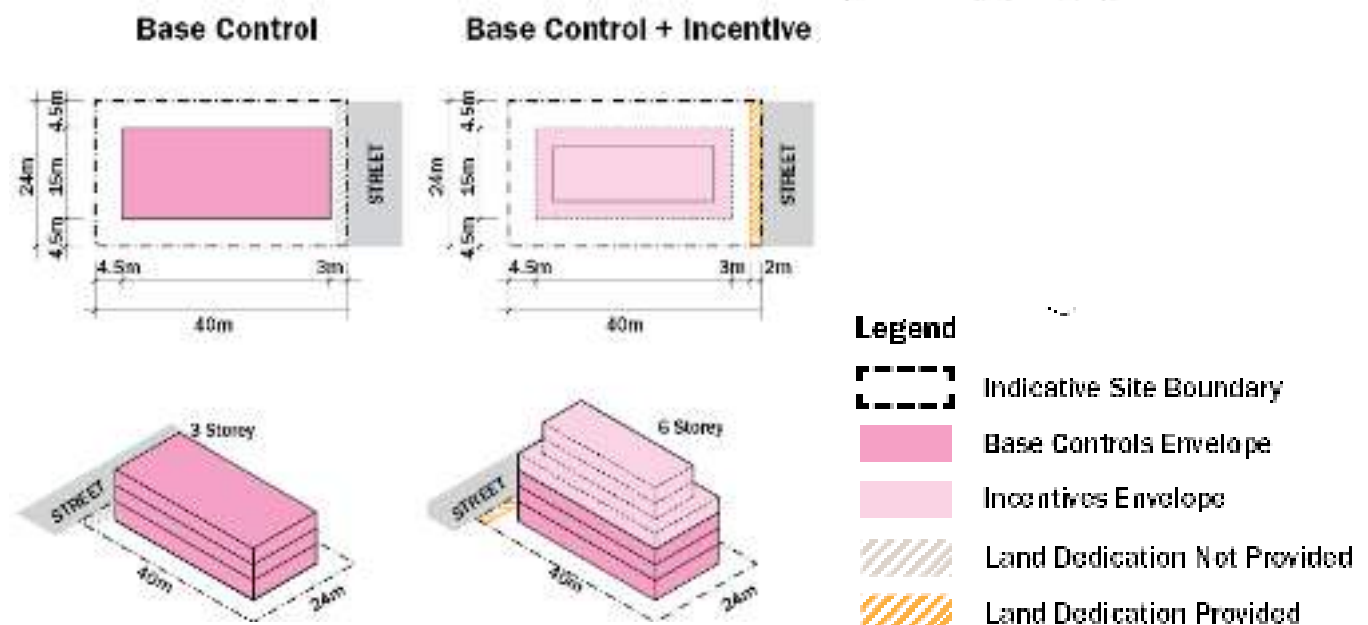


Figure 13: Scenario A Indicative Massing

## Scenario B – Site Area Incentive

This scenario illustrates how the minimum site area incentives would apply to the site where minimum 35m lot frontage requirement has been met.

Table 17: Scenario B – Site Area Incentive

Incentive Eligibility Criteria	Site Area Incentive- Area 4
Total Site Area (sqm)	1,450 sqm
Base FSR (n:1)	1.2:1
Base HOB (m / storey)	11.9m / 3 storey
Lot Frontage (m)	36m
<b>Site Area Incentive</b>	
Z:	$(1,450-1,000)/800 = 0.56$
Bonus FSR %:	$10\%+(5*0.56)\% = 12.8\%$
Incentive FSR (n:1)	$1.2*12.8\% = 0.15$
Incentive HOB (n:1)	up to 3.2m / 1 storey
<b>Maximum Permissible Controls</b>	
Base + Incentive FSR (n:1)	1.35:1
Base + Incentive HOB (m)	15.1m / 4 storey

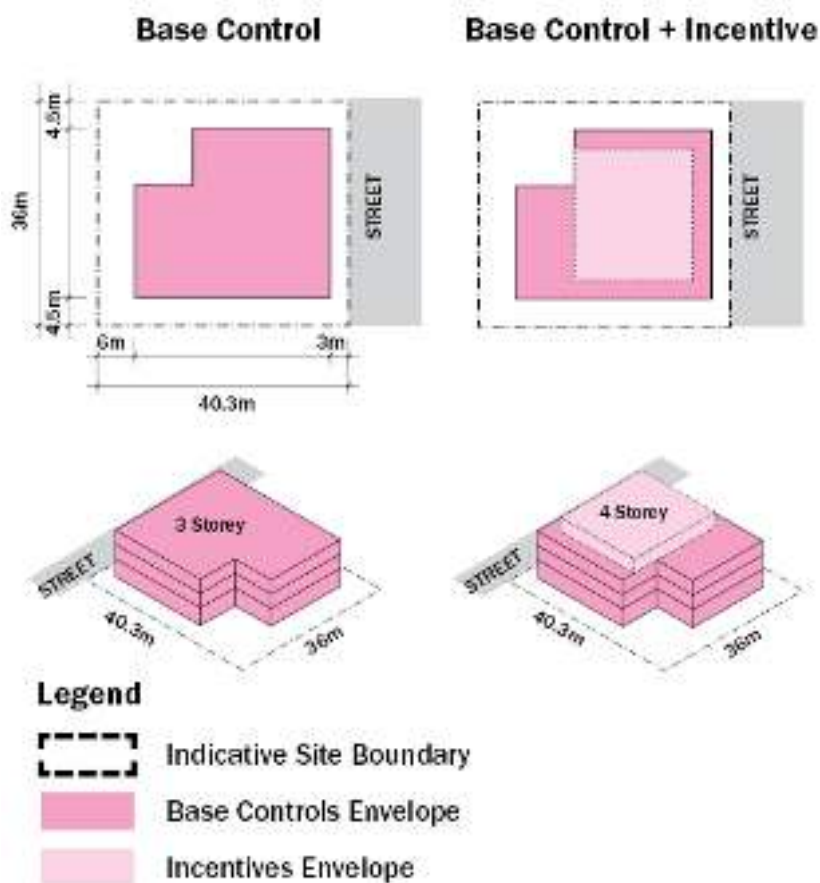


Figure 14: Scenario B Indicative Massing

## Scenario C – Public Realm Incentive – Mandatory & Site Area Incentive

This scenario illustrates how multiple incentives would apply to the site meeting the following requirements:

- Public Realm Incentive – Mandatory – land dedication
- Minimum Site Area and minimum 35m lot frontage

Table 18: Scenario C – Public Realm Incentive – Mandatory & Site Area Incentive

Incentive Eligibility Criteria	- Public Realm Incentive – Mandatory - Site Area Incentive -Area 2
Total Site Area (sqm)	1,400 sqm
Base FSR (n:1)	0.7:1
Base HOB (m / storey)	12.5m / 3 storey
Lot Frontage (m)	36m
<b>Public Realm Incentive Mandatory</b>	
Land Dedication	2m wide land dedication
PRIM - FSR	2.2:1
PRIM - HOB	21.5m / 6 storey
<b>Site Area Incentive</b>	
X:	$(1,400-1,200)/600 = 0.33$
Bonus FSR %:	$10\%+(10*0.33)\% = 13.3\%$
Incentive FSR (n:1)	$2.2*13.3\% = 0.29$
Incentive HOB (n:1)	up to 6.4m / 2 storey
<b>Maximum Permissible Controls</b>	
Base + Incentive FSR (n:1)	2.49:1
Base + Incentive HOB (m)	27.9m / 8 storey

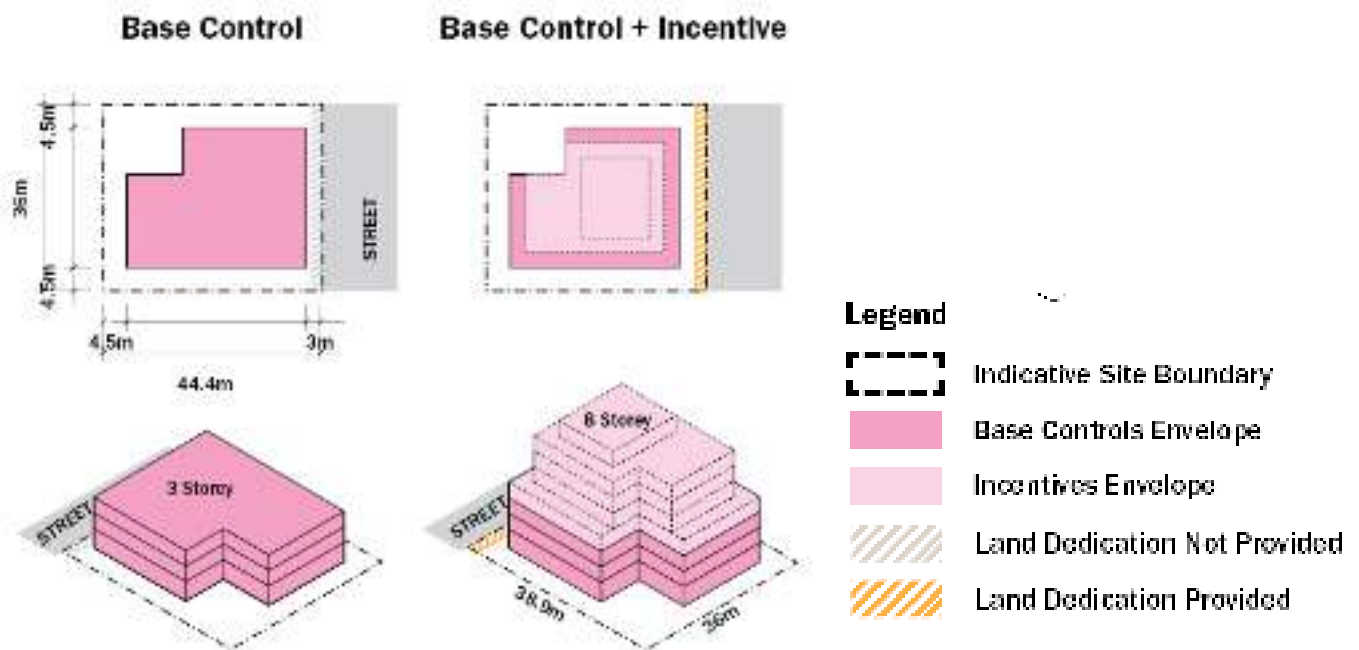


Figure 15: Scenario C Indicative Massing

## Scenario D – Site Area Incentive and Sustainability Incentive

This scenario illustrates how multiple incentives would apply to the site meeting the following requirements:

- Minimum Site Area and minimum 35m lot frontage
- Sustainability Target

Table 19: Scenario D – Site Area Incentive and Sustainability Incentive

Incentive Eligibility Criteria	- Site Area Incentive- Area 2 - Sustainability
Total Site Area (sqm)	1,600 sqm
Base FSR (n:1)	2.2:1
Base HOB (m / storey)	21.5m / 6 storey
Lot Frontage (m)	36m
<b>Minimum Site Area Incentive</b>	
X:	$(1,600-1,200)/600 = 0.67$
Bonus FSR %:	$10\%+(10*0.67)\% = 16.7\%$
Incentive FSR (n:1)	$2.2*16.7\% = 0.37$
Incentive HOB (n:1)	up to 6.4m / 2 storey
<b>Sustainability Incentive</b>	
Incentive FSR (n:1)	$2.2*5\% = 0.11$
<b>Maximum Permissible Controls</b>	
Base + Incentive FSR (n:1)	<b>2.68:1</b>
Base + Incentive HOB (m)	<b>27.9m / 8 storey</b>

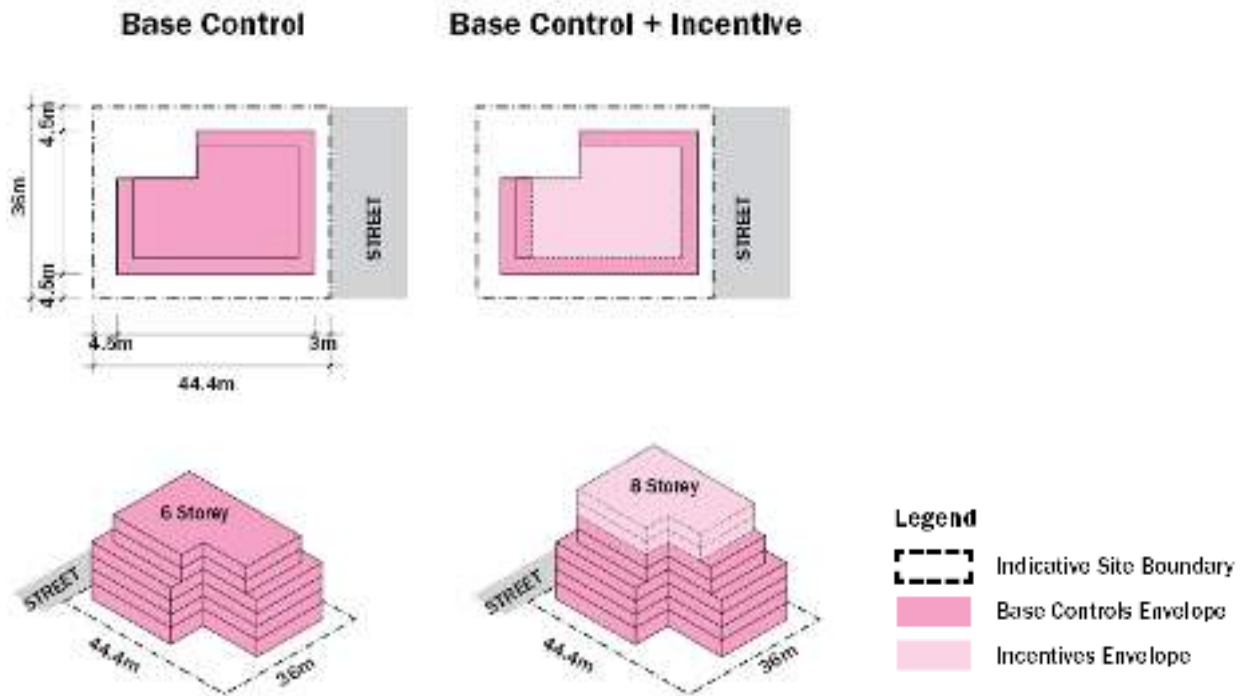


Figure 16: Scenario D Indicative Massing

## Scenario E – Site Area Incentive and Public Realm Incentive – Desirable

This scenario illustrates how multiple incentives would apply to the site meeting the following requirements:

- Minimum Site Area and minimum 35m lot frontage
- Public realm provision - publicly accessible open space and active transport connection

Table 20: Scenario E – Site Area Incentive and Public Realm Incentive – Desirable

Incentive Eligibility Criteria	Site Area Incentive – Area 1 Public Realm Incentive – Desirable – Area C
Total Site Area (sqm)	5,917 sqm
Base FSR (n:1)	1.3:1
Base HOB (m / storey)	16m / 4 storey
Lot Frontage	52.9m
Public Realm Provision	- Publicly Accessible Open Space min. 1,250 sqm - A 6m wide active transport connection
<b>Minimum Site Area Incentive</b>	
Incentive FSR (n:1)	$1.3 * 15\% = 0.20$
Incentive HOB (n:1)	up to 3.2m / 1 storey
<b>Public Realm Incentive - Desirable</b>	
Incentive FSR (n:1)	$1.3 * 60\% = 0.78$
Incentive HOB (n:1)	up to 16m / 5 storey
<b>Maximum Permissible Controls</b>	
Base + Incentive FSR (n:1)	<b>2.28:1</b>
Base + Incentive HOB (m)	<b>35.2m / 10 storey</b>

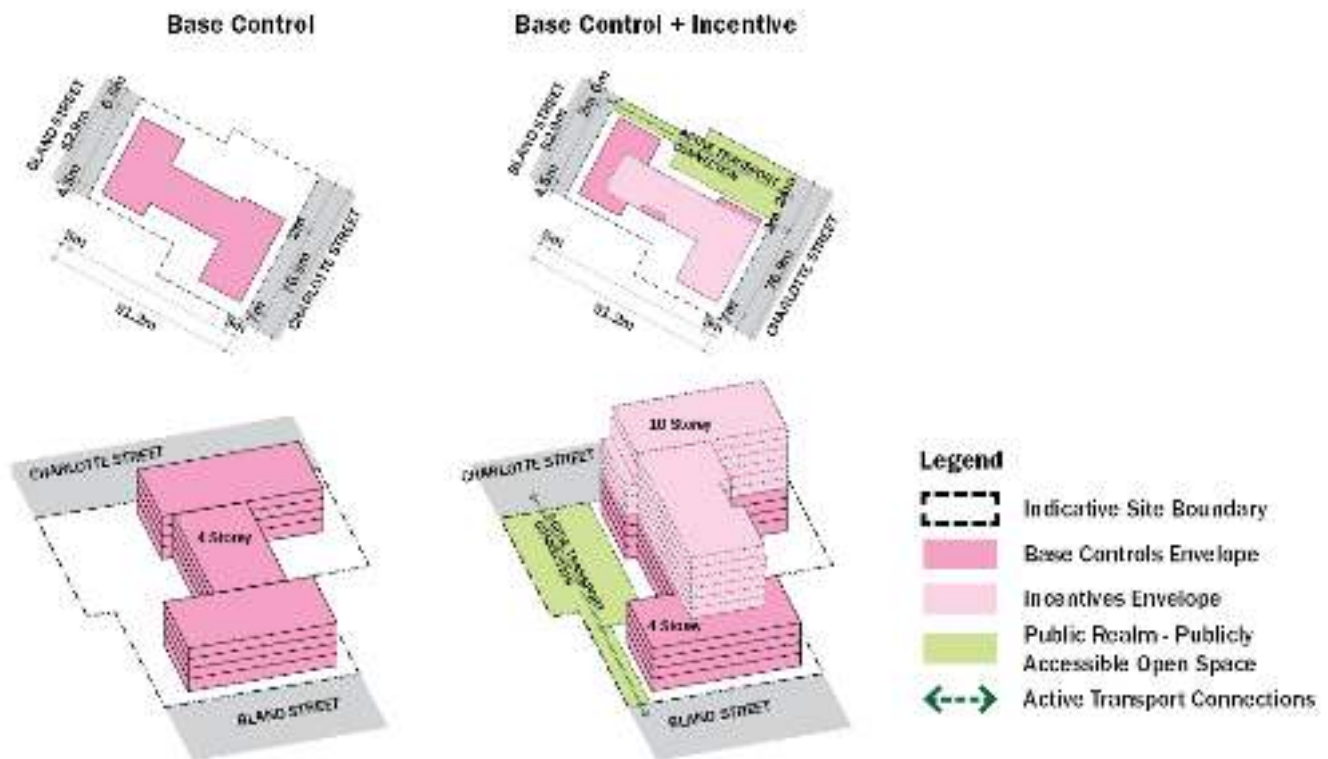


Figure 17: Scenario E Indicative Massing

## Scenario F – Site Area Incentive, Public Realm Incentive – Desirable and Sustainability Incentive

This scenario illustrates how multiple incentives would apply to the site meeting the following requirements:

- Minimum Site Area and minimum 35m lot frontage
- Public realm provision - publicly accessible open space and active transport connection
- Sustainability Target

Table 21: Site Area Incentive, Public Realm Incentive – Desirable and Sustainability Incentive

Incentive Eligibility Criteria	- Site Area Incentive – Area 3 - Public Realm Incentive – Desirable – Area B - Sustainability
Total Site Area (sqm)	1,750 sqm
Base FSR (n:1)	3.5:1
Base HOB (m / storey)	39.5m / 11 storey
Lot Frontage (m)	40m
Active Transport Connection Provision	A 6m wide active transport connection
<b>Minimum Site Area Incentive</b>	
Y:	$(1,750-1,500)/300 = 0.83$
Bonus FSR %:	$10\%+(15*0.83)\% = 22.45\%$
Incentive FSR (n:1)	$3.5*22.45\%=0.79$
Incentive HOB (n:1)	up to 12.8m / 3 storey
<b>Public Realm Incentive - Desirable</b>	
α:	$(1,750-1,500)/300 = 0.83$
Bonus FSR %:	$10\%+(5*0.83)\% = 14.15\%$
Incentive FSR (n:1)	$3.5*14.15\% = 0.5$
Incentive HOB (n:1)	up to 12.8m / 3 storey
<b>Sustainability Incentive</b>	
Incentive FSR (n:1)	$3.5*5\% = 0.18$
<b>Maximum Permissible Controls</b>	
Base + Incentive FSR (n:1)	<b>4.97:1</b>
Base + Incentive HOB (m)	<b>65.1m / 17 storey</b>

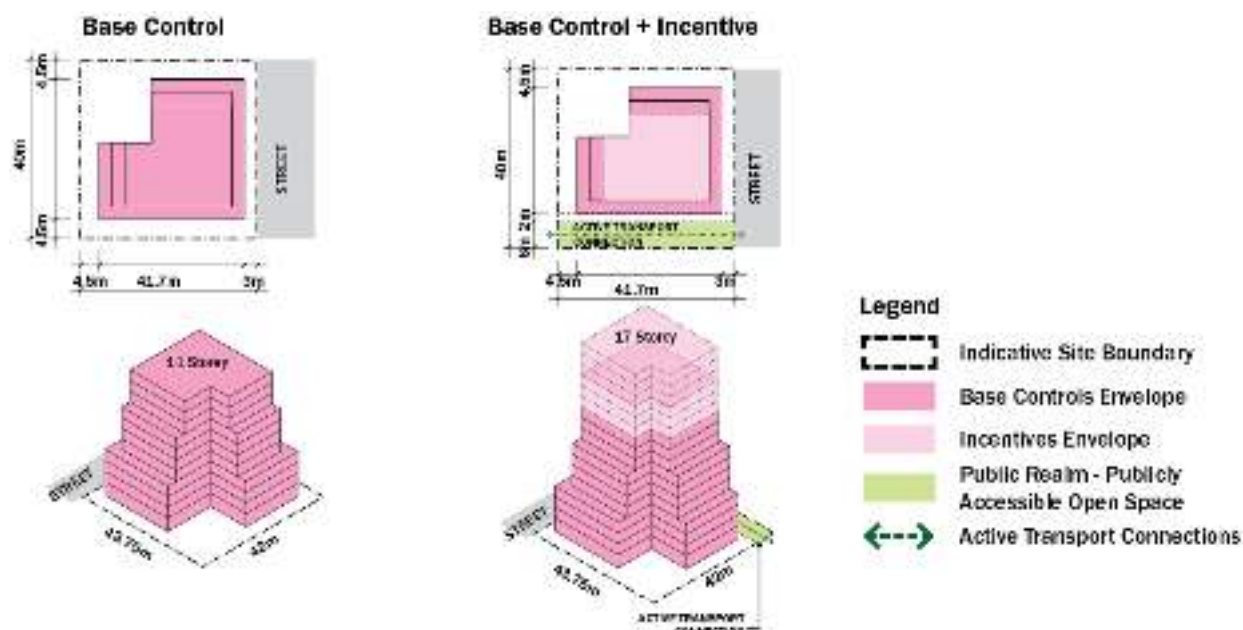


Figure 18: Scenario F Indicative Massing

## 4.2.8. Affordable Housing

In addition to facilitating new housing in appropriate locations, the amendments seek to increase the provision of affordable rental housing for very low to moderate income households.

The Plan introduces a clause that will require development for the purpose of residential flat buildings, independent living units, shop top housing or co-living housing to contribute to the provision of affordable housing. The clause will also include reference to the Inner West Affordable Housing Principles and that the affordable housing is to be held in perpetuity and managed by a Tier 1 Community Housing Provider (CHP). Locations where the contribution may apply are identified on the Affordable Housing Contributions Map.

Two levels of contribution apply -

- 2% gradually increased to 3% over three years apply to development with a GFA of at least 200m<sup>2</sup>. The contribution rate has been informed by feasibility and market testing.
- 5% following sites -
  - 138-158 Liverpool Road, Ashfield (Lot 101 DP 860362, Lot 100 DP 860362 and Lot 1 DP 1112533)
  - 25-29 and 41-43 Norton Street Ashfield (Lot 4 DP 9028, Lot 5 DP 9028, Lot 6 DP 9028 and Lot 1 DP 957948).

In addition, there is a need to ensure the retention of existing affordable housing and require 'no net loss of affordable and social housing' at 438 Illawarra Road, Marrickville (Homes NSW site).

A development may provide affordable housing on-site, in another location within the Inner West LGA, pay an equivalent monetary contribution to allow housing units to be built or purchased elsewhere in the Inner West LGA, or a combination.

## 4.2.9. Land Reserved for Acquisition

To support enhanced amenity within the Marrickville-Dulwich Hill Precinct in tandem with increased housing density and diversity, Our Fairer Future Plan provides public benefits through the acquisition of land by Council.

These have been informed by detailed analysis underpinning the Social Infrastructure Needs Study (Appendix 4) and Strategic Transport Plan (Appendix 7).

**Land reserved for acquisition** means that the council has identified a piece of land to purchase in the future for the benefit of the community, to be used as a park, road, or community facility.

This does not mean the council is going to take the land or force it to be sold. It just means that, if the owner ever chooses to sell, the council has the option to buy it first at market price.

Six properties have been identified in the XX as critical to meet the open space and active transport improvements. The sites are identified on the Land Reservation Acquisition map.

**Table 22: Sites for Land Reserved for Acquisition for new parks and open spaces**

Location	Legal Description	Number of affected properties	Public benefit
306 Marrickville Road, Marrickville	Lot 21 DP 714208	2 properties to be acquired	Extension of Tuohy Lane to Marrickville Road to provide a walking and cycling connection.
308 Marrickville Road, Marrickville	Lot 20 DP 714208		
39 Greenbank Street, Marrickville	Lot 1 DP 917637	4 Properties to be acquired	Expansion of McNeilly Park to serve the existing and future community.

Note:

Exhibited partial Land Reserved for Acquisitions (LRAs) are identified as Public Realm Incentive – Mandatory (PRIM) and are discussed in Section 4.2.7 Development Incentives

## 4.2.10. Design Guides

Council's alternative approach included detailed design provisions for HIA Stage 1 and Stage 2, which will be used to inform the future DCP controls. The exhibited Design Guides provided supporting guidance and precinct and site-specific provisions for the master plans. This included provisions for matters such as:

- Desired future character
- Built form – building setbacks, street wall height, setbacks to the street wall
- Landscaping and tree canopy
- Access and parking including maximum car parking rates to support a mode shift away from private car use and minimum bike parking and electric vehicle parking provisions
- Sustainability and Resilience
- Streetscape and public domain
- Dwelling mix (including apartments with 3+ bedrooms),
- Public Realm Incentives.

Sub-precinct controls will detail the required delivery of public benefits for key sites and public realm incentives.

The above provisions were informed by the master plans and supporting technical studies such as transport, heritage, sustainability etc.

Following exhibition, amendments to the Design Guide controls were identified in the Engagement Outcomes Report and Master Plan Post Exhibition Report. As the Design Guide controls will inform the preparation of the draft Inner West DCP, these amendments will be incorporated directly in the DCP, and no updates are proposed to the exhibited Design Guide.

## 4.2.11. Social Infrastructure Needs

The housing growth anticipated by both the State Government's housing reforms and Council's alternative approach requires investment into existing social infrastructure beyond that which was previously projected. As part of the master planning process, a social infrastructure needs analysis was undertaken to examine the impact on public services and amenities. This includes facilities such as community centres, libraries, parks, sports and recreation facilities, playgrounds, and public spaces with civic functions.

The Social Infrastructure Needs Study provides 16 key infrastructure moves in response to the uplift proposed in the master plans. These include the planned provision of two new district-level multipurpose community hubs and new recreational areas. Relevant infrastructure as related to HIAs has been mechanised through LEP Key Site provisions and strategic land acquisitions (as discussed in the previous sections) to expand existing parks. Where required infrastructure is not being provided through acquisition or the redevelopment of Key Sites, it will be incorporated into a future Inner West Infrastructure Delivery Plan.

## 4.3. Other Amendments

The following amendments facilitate additional housing, particularly affordable housing, maximise housing choice, deliver good design and increased consistency of planning controls across the LGA. Each of these are explained in the following sections.

- introduce a local provision to incentivise the delivery of affordable housing on land owned by faith-based organisations
- introduce a local provision to minimise the loss of dwellings through gentrification
- harmonisation of the minimum subdivision lot size for dwellings in certain areas
- introduce a minimum lot size for dual occupancies and associated modifications to reflect permissibility changes
- introduce a new clause for architectural roof features
- remove the existing LEP clause regarding dwelling mix
- extend the application of Clause 4.3C related to landscape area and 4.4(2A) relating to development other than residential accommodation to the R2 – Low Density Residential zone
- Introduction of the Ashfield Special Entertainment Precinct.

### 4.3.1. Affordable Housing on Faith-based land

This change relates to Council's endorsed principle to incentivise the use of land owned by religious and faith-based organisations for social and affordable housing. To achieve this, a new local provision to IWLEP 2022 to permit development for any purpose on land owned by religious and faith-based organisations provided the development includes at least 30% affordable housing in perpetuity and meets specific criteria regarding compatibility with the desired character of the area in relation to its bulk, form, uses and scale. This would apply to all land owned by religious and faith-based organisations, in the following zones:

- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- E1 Local Centre
- E2 Commercial Centre
- MUI Mixed Use
- SP2 Infrastructure
- RE2 Private Recreation.

In addition:

- A covenant is to be registered on the title relating to the affordable housing to ensure that dwellings will be:
  - used exclusively for affordable housing in perpetuity; and
  - managed by a registered not-for-profit Community Housing Provider.
- The development to which this clause applies is exempt from the maximum HOB and FSR development standards shown for the land provided the development:
  - provides an appropriate built form transition to adjoining lots
  - will not have a significant adverse impact on the amenity of the neighbourhood or adjoining residents and public places, including impacts relating to overshadowing, solar access, and visual and acoustic privacy, and incorporates appropriate design and acoustic measures to mitigate any impacts.
- The application of the clause may extend to land that is contiguous to land owned by a faith-based organisation where evidence is provided that the development is in partnership with the organisation.

### 4.3.2. Minimising loss of existing residential dwellings

To minimise the loss of dwellings through gentrification and maintain continuous supply, a new local provision is to be inserted in the IWLEP 2022. This provision would restrict net dwelling loss to no more than one (1) dwelling or 15% of existing dwellings, whichever is greater.

The restriction on the loss of dwellings applies to all residential floor space including dwellings, residential flat buildings, and the residential portion of mixed-use developments. However, the clause only applies to floor space in mixed-use development where the existing and proposed use is for residential. The development standard will not apply to any residential floor space that is converted to a non-residential use. This is to provide flexibility for the ongoing provision of services and businesses, particularly in mixed use and local centre zones, and to avoid those zones transforming to predominantly residential precincts over time.

This clause will not impact on the maximum permissible FSR for residential development that applies to a site. The clause only applies to the existing number of units, meaning that the site could redevelop to provide larger units provided that the minimum number of units required under this clause are provided and the relevant development standards are met.

The changes are in response to the loss of dwellings and diversity of housing supply. The changes ensure that redevelopment of existing housing stock does not significantly reduce the number and diversity of available dwellings.

### 4.3.3. Minimum lot size for subdivision

Clause 4.1 of IWLEP 2022 sets out the minimum lot sizes for subdivision. These controls reflect the legacy provisions of the former Ashfield, Leichhardt and Marrickville Councils.

To align subdivision controls with the land use zone changes outlined in Section 4.1 of this report and to achieve a consistent approach across the LGA, the following amendments are proposed to Clause 4.1 of the IWLEP 2022 and the Lot Size Map for all R2 Low Density Residential zoned land:

- Introduce new objectives to clarify the intent of the clause, including:
  - ensuring subdivision is consistent with the prevailing streetscape
  - protecting heritage items
  - retaining distinctive local features
  - ensuring that subdivision can support development consistent with applicable controls.
- Clarify the application of the clause specifying that:
  - Clause 4.1 does not apply to Heritage Items but does apply to and within Heritage Conservation Areas
  - where demolition results in a vacant site the application is for both the subdivision and resulting dwellings.

These amendments were developed with the following considerations in mind:

- Minimise change where existing provisions:
  - reflect the established subdivision pattern
  - have not resulted in unintended or inappropriate outcomes
- Introduce lot sizes to align to the predominant pattern in the location.

Clause 4.1A of IWLEP 2022 identifies exceptions to minimum subdivision lot size for certain residential development.

To harmonise these exceptions across the LGA, the following amendments are proposed to Clause 4.1A and Lot Size Map:

- Remove the existing areas and associated conditions where exceptions to minimum subdivision lot size are permitted under Clause 4.1A(2) and Clause 4.1A(3) and identify areas where exceptions could apply that:
  - provide opportunities for incremental change, and

- maintain the established streetscape character and lot size pattern.

Table 23 provides a summary of the minimum subdivision lot sizes across the LGA and where these would apply. It is noted that a minimum lot size will now only apply to R2 Low Density Residential Zone and will no longer apply to the R1 General Residential zone.

Refer to the Lot Size map and Lot Size Additional Controls map.

**Table 23: Minimum subdivision lot sizes**

Lot size	Application Area	Additional Controls
500m <sup>2</sup>	<ul style="list-style-type: none"> <li>• In former Ashfield LGA, as per existing and where no uplift is proposed</li> <li>• In former Marrickville LGA and where the predominant lot size is greater than 400m<sup>2</sup>, generally the southern area</li> </ul>	Minimum lot size will be reduced to 200m <sup>2</sup> in Area 1 of the former Ashfield LGA where: <ul style="list-style-type: none"> <li>• located within 800m of Ashfield, Croydon and Summer Hill railway stations</li> <li>• opportunities for subdivision may exist</li> <li>• no adverse streetscape / character impacts result</li> <li>• the site is not a Heritage Item or located within a Heritage Conservation Area</li> </ul>
400m <sup>2</sup>	In former Marrickville LGA, where the prevailing lot pattern is mixed, and lot sizes range from 300-500m <sup>2</sup> . This lot size is applied as a base; however, all lots are included in the Area 2 exception.	Minimum lot size will be reduced to 200m <sup>2</sup> in Area 2 of the former Marrickville LGA where: <ul style="list-style-type: none"> <li>• there is a mix of lot sizes</li> <li>• opportunities for subdivision may exist</li> <li>• no adverse streetscape / character impacts result</li> <li>• the site is not a Heritage Item or located within a Heritage Conservation Area</li> </ul>
200m <sup>2</sup>	<ul style="list-style-type: none"> <li>• In former Leichhardt LGA (R1 zoned land proposed as R2)</li> <li>• In former Marrickville LGA, where the predominant lot size is below 300m<sup>2</sup></li> </ul>	Minimum lot size will be reduced to 100m <sup>2</sup> in Area 3 of the former Marrickville LGA where: <ul style="list-style-type: none"> <li>• the predominant lot size is below 300m<sup>2</sup></li> <li>• opportunities for subdivision may exist</li> <li>• no adverse streetscape / character impacts result</li> <li>• the site is not a Heritage Item or located within a Heritage Conservation Area</li> </ul>

#### 4.3.4. Minimum lot size for dual occupancies

On 1 July 2024, Stage 1 of the LMRH was introduced which permits dual occupancies in the R2 – Low Density Residential Zone across NSW. The Complying Development pathway was deferred in several LGA's to enable Council's to establish minimum lot sizes. This deferral lapsed on 31 October. For the Inner West the Plan sets a minimum lot size for dual occupancies of:

- 400m<sup>2</sup> for land zoned R2 – Low Density Residential except in the Haberfield HCA
- 600m<sup>2</sup> and a minimum lot frontage of 15m for land zoned R2 – Low Density Residential within Haberfield HCA, and to
- amend Clause 6.20 Development on land in Haberfield HCA to acknowledge semi-detached dwellings and dual occupancies are permissible, in addition to dwelling houses, and require those forms of development to have the appearance of a single dwelling.

These changes are required to minimise adverse impacts of dual occupancies in Haberfield, consistent with Council's endorsed planning principle 10 which supports Haberfield being listed on the State Heritage register and being excluded from upzoning.

### 4.3.5. Affordable Housing height exception – Ashfield Town Centre

Clause 4.3A of the IWLEP 2022 provides height incentives for residential flat buildings and shop-top housing in certain areas of Ashfield town centre to increase the supply of affordable housing. This incentive clause has resulted in additional dwellings in Ashfield town centre however it lacks details regarding the management of affordable housing and that it must be provided in perpetuity.

To provide more certainty regarding the intended affordable housing outcomes, it is recommended that an additional sub-clause be added to this section which requires a covenant to be registered on the title of each affordable housing dwelling delivered as a result of this clause. This will require each dwelling to be:

- used exclusively for affordable housing in perpetuity; and
- managed by a registered Tier 1 Community Housing Provider.

Note: Stage 1 HIA master plan for Ashfield town centre reduce the areas where this clause applies as a different approach is taken for the provision of affordable housing on the uplifted sites as discussed in the previous sections.

### 4.3.6. Harmonisation with zoning changes from the residential review

Clause 4.3C of the IWLEP 2022 prescribes the minimum amount of landscaped area and maximum amount of site coverage for certain residential developments in the R1 – General Residential zone of former Leichhardt LGA, identified as “Area 1” on the Key Sites Map. Clause 4.4(2A) prescribes the maximum floor space ratio for non-residential uses on the same land. To ensure alignment with the previously discussed land use zone changes in the former Leichhardt LGA, to expand the application of these clauses to also apply this to the R2 Low Density Residential zone in “Area 1” on the Key Sites Map.

### 4.3.7. Architectural Roof Features

The LEP Standard Instrument allows councils to adopt a clause 5.6 in the LEP relating to architectural roof features. This clause is currently not adopted in the Inner West LEP.

It is recommended that the standard Clause 5.6 – Architectural Roof Features be added to IWLEP22 to allow minor architectural roof features to be included in the cohesive architectural design of buildings. The roof of a building comprises a strong visual element within built form design and makes a significant contribution to streetscape.

For example, minor architectural roof features could be used to conceal protruding lift overruns or service plant room on the roof. This will facilitate the creation of a varied and aesthetically pleasing skyline, achieving visually harmonious roofscapes and skylines

To achieve this intent, it is recommended that the clause include the following objectives:

- to allow minor architectural roof features to exceed height limits
- to ensure that any architectural roof feature does not cause an adverse visual impact or adversely affect the amenity of neighbouring buildings
- to provide opportunities for quality roof designs that contribute to the aesthetic and environmental design and performance of buildings
- to integrate the design of the roof into the overall facade, composition, and desired contextual response of the building

to minimise the external impact of roof features, with respect to solar access and views.

### 4.3.8. Diverse Housing

Clause 6.14 of the Inner West LEP prescribes the dwelling mix for residential flat buildings and shop top housing in the former Leichhardt LGA where identified as “Area 1” on the Key Sites map. For other parts of the LGA, former Marrickville and Ashfield LGAs, the dwelling mix is prescribed in respective DCPs.

Given that this clause only applies to a certain part of the LGA, it is recommended that it be deleted and that the required mix of dwelling types for diverse housing be included in the future Inner West DCP.

The delivery of larger apartments is a key issue for families. Supply is predominantly studio, one and two-bedroom units. Providing an increase in larger units (3 and 4-bedroom) will allow families to remain as their family expands and their children age.

Table 24 outlines the dwelling mix for development with 6 or more dwelling, with a specific focus on family friendly apartments.

**Table 24: Dwelling mix in the Design Guide**

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

Ultimately, the dwelling mix will be incorporated in the Inner West DCP and will ensure that the approach is consistent across the LGA.

### **4.3.9. Ashfield Special Entertainment Precinct**

A new Special Entertainment Precinct (SEP) will be introduced in the Ashfield town centre. This is in accordance with Council's Planning Principle 7 to introduce new SEPs in the LGA.

This will be implemented by amending the SEP LEP map to create a new SEP over the majority of E1 Local Centre and E2 Commercial Centre zoned land in Ashfield Town Centre. No amendments to the SEP clause are required.

Introducing a SEP in Ashfield will encourage a vibrant town centre with a diverse nighttime offering. It will also protect residential amenity with a robust regulatory framework for entertainment sound and requiring new residential and other sensitive development to adequately soundproofed. Ashfield will join the Enmore Road, Balmain, Dulwich Hill, Leichhardt, Marrickville, Marrickville North and Rozelle SEPs which are already in-force.

As required by the NSW Special Entertainment Precinct Guidelines, the Ashfield SEP Precinct Management Plan which contains all relevant information regarding the operation of the SEP including permitted sound levels, permitted trading hours, outdoor dining provisions and entertainment sound compliance procedures was exhibited alongside the Plan (Appendix 9).

# 5. CONCLUSION

Inner West Council has undertaken a comprehensive place-based planning program to prepare an alternative approach to the State Government Housing Reforms. *Our Fairer Future Plan – Council’s approach for new housing in the Inner West* will facilitate new housing opportunities across the LGA and generate a housing supply pipeline up to 2039 that will exceed the 5-year Inner West housing target and Housing Reform expectations and respond appropriately to the housing crisis to deliver **the right housing in the right places**.

Council’s alternative approach has been informed by a robust evidence base, including technical studies, to support sustainable densities in accessible and well-serviced locations—rather than an untested blanket rezoning that was the basis of the State Government Housing Reforms.

*Council’s evidence base has identified the blanket rezonings place people and property at risk.*

State Government’s Reforms provide uplift in areas which are affected by unacceptable flood risk. Council’s proposal is accompanied by a Flood Impact study which supports the proposed level of uplift and recommends areas of no change which pose high risk to existing and future communities.

*Council’s evidence base has identified high quality character and heritage are important.*

State Government’s reforms do not consider heritage, character and urban fabric which represent inherent qualities of the Inner West. Council’s proposal is informed by heritage and urban design studies which aim to protect the character and heritage of Inner West while recommending changes for the right areas to evolve and support increased densities.

*Council’s evidence base has considered economic feasibility and take-up rates*

State Government’s Reforms are unlikely to result in significant take-up in the Inner West specifically in the short to medium term. High land values, land fragmentation and high construction costs pose significant challenges to feasibility and delivery of housing. Council’s proposal is informed by feasibility analysis combined with urban design to deliver balanced and realistic outcomes.

*Our Fairer Future Plan – Council’s approach for new housing in the Inner West*

- presents a place-based alternative which considers **local character, streetscape, heritage and biodiversity**, helping new housing blend with existing neighbourhoods.
- acknowledges risks and provides a considered response to better align housing growth with **community infrastructure** – it will **deliver tangible community benefits**.
- facilitates **sustainable** outcomes through enhancing connectivity, encouraging active transport and providing space for greener streets and open spaces.
- takes a longer-term approach to avoid overburdening local services and ensure **more liveable, well-supported communities**.

Council undertook extensive community engagement and amendments to the *Our Fairer Future Plan* were made in response to community feedback. This was reported to an Extraordinary Council Meeting on 30 September 2025. Council considered this report and endorsed the *Our Fairer Future Plan* with additional amendments.

This document has been amended to reflect the endorsed *Our fairer Future Plan*.

We now seek the Department’s assistance to implement *Our Fairer Future Plan* via a State-led fast track approval pathway, such as a self-repealing State Environmental Planning Policy (SEPP).

The *Our Fairer Future Plan* will deliver a housing supply pipeline of 27,000 dwellings – significantly higher than would be delivered through the state government TOD and LMR reforms and will create the capacity to meet housing demand over the next 15 years.

In addition to the *Our Fairer Future Plan*, the Department, in collaboration with Council, has commenced work on the state-led rezoning proposal for Parramatta Road which seeks to deliver up to 8,000 dwellings along the

Parramatta Road Corridor close to work in the CBD ([Inner West Precinct](#)). This would deliver a total housing supply pipeline of around 35,000 dwellings.

Council therefore reiterates our request for the immediate removal of TOD and LMRH reforms from the Inner West LGA as the *Our Fairer Future Plan* place-based approach delivers sustainable densities in accessible and well-serviced locations—rather than an untested blanket rezoning.

DPHI is the final decision maker on the controls that are implemented. The proposal has been submitted to DPHI for finalisation through an accelerated planning pathway. Council officers are available to collaborate with the Department's team to support the implementation of the Plan.

