67-75 Lords Road, Leichhardt
Out of Sequence Checklist

Criteria 1: Strategic objective, land use and development

1.1 *The planning proposal can demonstrate significant delivery or contribution towards the Strategy's Corridor wide and Precinct specific vision*

The PRCUTS sets out a vision to achieve *incremental renewal of the Corridor will occur over the long term to deliver a high quality, multi-use corridor with improved transport choices, better amenity, and balanced growth of housing and jobs.*

The vision comprises a series of aspirations set out under seven land use and transport planning principles. The proposal's consistency with the vision is outlined in detail at Appendix A to this Planning Proposal.

The Site is located within the Taverners Hill Precinct within the PRCUTS.

The PRCUTS – Planning and Design Guidelines establishes the following vision for the Taverners Hill precinct:

> *Taverners Hill will be an urban village with walking and cycling links via the GreenWay, access to many public transport modes and many neighbourhood parks, squares and leafy streets.*

The proposal supports the establishment of an urban village by renewing the site for residential and active non-residential uses within close proximity to open space, the GreenWay, and the Marion light rail stop. The proposal will also enhance walking and cycling connections through provision of through site links and pedestrian improvements on Lords Road.

While not required by the PRCUTS the addition of a non-residential component has arisen from feedback from Council and the local community and will make a significant contribution to local employment, services, and amenity.

The PRCUTS Planning and Design Guideline sets out a specific zoning, height and FSR recommendations for the subject site. The proposal is entirely consistent with these recommendations as discussed in more detail within the Planning Proposal report and the relevant sections of this Out of Sequence Checklist.

PRCUTS sets out a series of principles to achieve the vision for the Taverners Hills Precinct which are considered in the table below.

Principle	Consideration
1) Positioning Taverners Hill as a transit oriented development to capitalise on the existing rail service provision and the rapid transit network along Parramatta Road	The proposal strongly supports the positioning of Taverners Hill as a transit oriented development by locating housing and employment uses within close walking distance of public transport including the Marion Street and Taverners Hill Light Rail Stop and planned rapid transit bus services along Parramatta Road.
2) Encouraging appropriately scaled residential uses and a mix of employment and non-residential uses and a variety of creative industries	The proposal is entirely consistent with the built form controls and guidelines of the PRCUTS including the setbacks, transition zones and sensitive interfaces.

Principle	Consideration
	The proposal distributes height across the site to locate taller buildings adjacent to the light rail corridor with heights stepping down towards sensitive surrounding uses. The proposal also contributes a mix of employment and non-residential uses within Taverners Hill by providing at least 2,000 sqm of flexible non-residential floor space to accommodate a range of uses, including creative industries, and respond to changes in demand for the space over time.
3) Retaining the heritage and fine grain industrial character and appropriately transitioning new, higher-density development to existing areas and conservation areas	The PRCUTS – Fine Grain Study identifies the Lords Road site as having large urban grain. The surrounding areas are identified as having a fine grain and the proposed built form provides for a transition to these finer grain areas in the short term noting these areas to be renewed in the longer term. No heritage items are located on the site, however Lambert Park and Kegworth Primary School are mapped as heritage items under the Leichhardt LEP. The Haberfield Heritage Conservation Area is also located to the west approximately 70m from the site's western boundary. The proposal will contribute to and enhance the fine grain character of the area by providing a series of highly articulated building forms, provision of accessible open space and through site links to improve connectivity and amenity, and location of small non-residential tenancies at ground level to activate the Lords Road frontage. The proposal also provides appropriate transitions to existing surrounding uses including Lambert Park, low scale residential areas as well as to the heritage listed Kegworth Public School to the south east of the site. The proposal will have minimal impacts on the Haberfield Heritage Conservation Area noting the distance from the site and the buffer formed by the light rail corridor and associated dense landscaped buffer.
4) Providing clearly defined, high quality and safe pedestrian and cycling linkages to both light and heavy rail stations and across Parramatta Road	The proposal includes north-south connections which have potential to provide walking and cycling links to Marion Street and the Marion light rail stop through rail corridor land alongside Lambert Park. This would establish a more direct connection than the current access, which is via the light rail pedestrian underpass, and would support the potential future delivery of a secondary GreenWay path between the Marion and Taverners Hill Light Rail stops as envisaged under the GreenWay master plan.
5) Enhancing access to open space areas to the north, the GreenWay as well as Leichhardt (Norton Street) in the east	The proposal will improve access to open space areas to the north by providing for a future secondary GreenWay link along the western boundary of the site. Access to the existing GreenWay shared path on the western side of the light rail will also be enhanced through pedestrian improvements along Lords Road to the pedestrian underpass.

Principle	Consideration
6) Creating pockets for urban spaces and high pedestrian activity by introducing new laneways and pedestrian prioritised linkages which enhance permeability, provide activated streetscapes, and link new developments, key uses and activities across the Precinct	The proposal supports permeability and high pedestrian activity through establishing active uses on the ground plane, fronting Lords Road, providing a central publicly accessible open space within the site and through site link and a future secondary GreenWay link along the western boundary of the site.
7) Completing missing links along the GreenWay at Parramatta Road and Longport Street	The proposal will support the future delivery of a secondary GreenWay link along the eastern side of the light rail corridor, consistent with the GreenWay master plan.
8) Designing for the impact of major through-traffic roads	The Lords Road site is not directly impacted by any major through-traffic roads.
9) Addressing aircraft noise.	An acoustic assessment (Appendix J) has been prepared to identify how aircraft noise impacts can be mitigated which concluded that the relevant noise criteria can be readily met through typical envelope treatments.

1.2 The planning proposal satisfies the Strategy's seven land use and transport planning principles and fulfils the relevant Strategic Actions for each Principle

The PRCUTS establishes principles and strategic actions to support the corridor wide vision. The proposal's consistency with the principles and strategic actions is set out at Appendix B of the Planning Proposal.

1.3 The planning proposal can demonstrate significant net community, economic and environmental benefits for the Corridor and the Precinct or Frame Area within which the site is located.

1.3.1 Community benefits

The Planning Proposal will provide significant community benefits including:

- Delivery of a high quality residential / mixed use development which integrates with the surrounding existing and future context
- Delivery of new dwelling supply of approximately 220 dwellings including 60 dwellings as independent living units for seniors housing
- Minimum 5% of residential floor space to be delivered as affordable housing in perpetuity
- Minimum 2,000sqm of non-residential floor space to deliver local employment and accommodate local service businesses and enhancing activation and vibrancy of the area
- 1,000sqm of publicly accessible open space fronting Lords Road
- A publicly accessible east-west through site link
- A secondary GreenWay pathway with potential to connect to Marion Street Light Rail to the north
- Provision of a footpath on the western side of Davies Lane.

A Social Impact Assessment has been prepared by Hadron Group which considers potential positive and negative social impacts and associated mitigation measures. The key findings are outline below.

Table 1: Social Impact Assessment

Social impact	Rating	Mitigation measures	Rating post mitigation
Accommodation and housing – increase in the supply and choice of dwellings close to amenities and employment. The development will provide 160 units (including 5% of residential GFA as affordable housing units) and 60 senior housing units close to jobs, transport and amenities.	Significant positive	NA	Significant positive
Community structure (severance, cohesion, and identity) – impacts to cohesion and sense of place (construction phase). The construction phase of the development is expected to last around 2 years. During this period there will be additional dust and noise emanating from the site and additional traffic movements, including heavy vehicles, to and from the site.	Moderate negative	Implementation of a Construction Management Plan and Communications Plan.	Slight negative
Interaction between new development and the existing community – impacts to cohesion and sense of place (operational phase) The development seeks to integrate with the surrounding area and limit impacts through: • Consistency with PRCUTS urban design guidelines • Provision of car parking in accordance with the Leichhardt DCP • Minimal traffic impacts as identified by the traffic study • Mitigation of noise conflicts with surrounding uses • Delivery of non-residential floor space to accommodate commercial uses to provide local services • Improved connectivity and provision of publicly accessible open space.	Slight negative	The developer should consider ways to build positive relationships with the incoming residents and existing resident population. Further, over time the surrounding area will be renewed in accordance with PRCUTS.	Short term: neutral Long term: moderate positive
Residential amenity and quality of life The development is a high-quality design consistent with the PRCUTS guidelines. It will improve connectivity between adjacent sites with public access provided through the site to the Greenway and to Lambert Park and provide publicly accessible open space.	Slight positive	The design form is consistent with PRCUTS guidelines and includes improved through-site connectivity, delivers significant public and private open space, and allows for compatible local light industrial / urban services uses as part of the non-residential floorspace provision.	Moderate positive

Social impact	Rating	Mitigation measures	Rating post mitigation
It also includes flexible employment uses including light industrial, business services and services directly supporting local populations			
Access and mobility The traffic study found that the development was expected to generate less overall peak hour traffic than the potential for the site under its current zoning.	Slight positive	Implementation of a green travel plan to facilitate a modal shift towards public transport usage as opposed to car usage, particularly for single-occupancy car trips.	Moderate positive
Population change and impacts on community and recreation services and facilities – Increased demand for community services and facilities. The proposal generates a small amount of demand for additional social infrastructure summarised in Section **Error! Reference source not found.**.	Moderate negative	The development will contribute towards the cost of additional social infrastructure through Section 7.11 contributions and Regional Infrastructure Contributions.	Slight positive
Employment opportunities The development is expected to directly support around 150 full-time equivalent jobs (FTE) during its estimated 2-year construction and around 105 jobs when fully operational, which is lower than the estimated 147 jobs that could be supported under the current zoning.	Moderate negative	The development will provide opportunities for employment onsite which are closely aligned with the skillsets of the local population and will also allow some residents to work from home. It is estimated that the development can achieve comparable levels of income and gross value added as under its current zoning.	Neutral
Local economic effects – loss of industrial and urban services lands The Planning Proposal will see the rezoning of industrial and urban services lands for R3 Medium Density Residential uses.	Moderate negative	Whilst the Planning Proposal is consistent with State Government policy it includes non-residential uses including compatible light industrial uses. The developer will consult with industry on the appropriate floorplates to support this demand.	Slight negative
Needs of target social groups The development includes 60 seniors housing units and affordable housing.	Slight positive	Delivery of seniors housing and affordable housing.	Moderate positive

On the basis of the information provided in the Social Impact Assessment and the implementation of the proposed mitigation measures, the Planning Proposal would deliver a net social benefit compared to the retention of the existing zone.

1.3.2 Economic benefits

An Economic Impact Assessment has been prepared by Hadron Group which compares the economic impacts associated with the construction and post construction stages of the proposed development. It compares a base case being the existing development to the project case being the Planning Proposal.

It identifies that the base case has potential to generate 147 jobs (based on 9,979sqm of light industrial floor space) compared to 105 jobs under the project case (based on 2,000sqm of non-residential floor space and proposed 60 seniors housing units).

Table 2: Comparison of economic impacts or project vs base case

Council reason for refusal	Base case	Planning Proposal	Net benefit
Total jobs generated	147	105	-42
Total salaries generated	$8.8m	$9.1m	+0.3m
Industry value added (to GDP)	$16.7m	$16.6m	-$0.1m
Construction costs		$130m	$130m
Economic activity from construction		$3,82.2m	$3,82.2m
Job years in construction		1,017	1,017

Whilst the potential employment levels under the Planning Proposal would be less than under the current zoning, the wage incomes earned, and gross value added, are expected to be comparable, as the site is expected to attract higher value uses.

The Planning Proposal can deliver on PRCUTS housing targets for the site while also maintaining levels of economic activity (incomes and Gross Value Added) that are comparable with those achievable under the site's current zoning. It will also deliver significant economic benefits during the construction phase.

The EIA also highlighted additional benefits associated with the Planning Proposal which have flow on economic benefits as summarised below:

- Benefits associated with providing jobs closer to home (or homes closer to jobs), most notably a reduced need to travel and the knock on benefits associated with this in terms of reduced pressure on infrastructure.
- A reduction in the number and length of journeys made, in particular those made in private vehicles, resulting in environmental benefits, and lifestyle benefits related to increased free time, reduced travel related stress and a reduced likelihood of road related accidents.
- Providing jobs closer to home also meets the Greater Sydney Commission's 30min cities direction, where residents live within 30 minutes of their jobs, education and health facilities, services and great places.
- The Planning Proposal will also help address the undersupply of seniors housing in the LGA.

On the basis of the information provided in the Economic Impact Assessment, the Planning Proposal would deliver a net economic benefit compared to the retention of the existing zone.

1.3.3 Environmental benefits

The Proposal will deliver a high standard of environmental sustainability with the proponent committing to the following sustainability measures which includes those outlined in PRCUTS:

- Designing to a 5 star Green Star V1 standard
- At least 15% canopy coverage across the site within 10 years of the completion of the development to enhance amenity and mitigate urban heat
- Provision of vegetation, green roofs, and materials with a high solar reflectance index, with particular focus on western and northern building facades.
- Increased BASIX targets of Energy 40 and BASIX water 50 for all residential development
- Preparation of a Green Travel Plan to bring about better transport arrangements to manage travel demands, particularly promoting more sustainable modes of travel and modes that have a low environmental impact
- Charging stations for electric vehicles to be provided for 10% of non-residential car spaces and all residential car spaces
- Requirements for bike parking, end of trip facilities and car share facilities.

The proposal significantly increases areas for deep soil planting across the site from less than 5% existing to 15% and enhances canopy cover from less than 10% existing to at least 15%. Water quality runoff from the site will also improve as a result of the increased deep soil and water quality treatment to standards required in the Leichardt DCP.

The location of housing growth in close proximity to public transport, open space, services and facilities also has significant environmental benefits of reducing vehicle trips and greenhouse emissions and encouraging active and public transport patronage.

Overall, the proposal will have a significant environmental benefit compared to the ongoing use as industrial and commercial uses in ageing buildings with poor environmental performance.

1.4 The planning proposal is consistent with the recommended land uses, heights, densities, open space, active transport and built form plans for the relevant Precinct or Frame Area

The PRCUTS Planning and Design Guideline sets out a specific zoning, height and FSR recommendations for the subject site as follows:

- R3 Medium Density zone
- 30m maximum height of buildings
- 2.4:1 maximum FSR.

The planning proposal is entirely consistent with these recommendations and seeks to apply the proposed zone and built form controls through an amendment to the Leichhardt LEP.

It also proposes inclusion of at least 2,000sqm of non-residential floor space to be provided as flexible space at ground level, which could adapt to demands over time and support a range of uses such as light industrial and urban services, creative industries, health facilities, education uses, gymnasium, restaurants/cafes and local service businesses. Whilst the PRCUTS does not envisage non-residential uses on this site, it is understood that Inner West Council and the local community would like to retain non-residential uses in this location to support the local economy and accommodate business which service the local community.

PRCUTS does not identify any new open space or active transport infrastructure within the site (see Figure below), however it identifies Lords Road as a pedestrian priority local street. The proposal seeks to enhance pedestrian amenity and vibrancy of Lords Road through the location of publicly accessible open space and non-residential uses addressing the street.

Table 3: PRCUTS – Taverners Hill Open Space and Active Transport

The specific development controls set out for the Taverners Hill precinct do not include any built form controls which apply specifically to this site, with the exception of the need to apply a landscaped buffer to the light rail corridor. This is addressed through a 6m landscaped setback to the light rail, noting that a dense landscape buffer is already provided on the adjacent land.

The Planning Proposal meets all other corridor wide built form controls recommended by PRCUTS.

1.5 The planning proposal demonstrably achieves outcomes aligned to the desired future character and growth projections identified in the Strategy.

The PRCUTS – Planning & Design Guidelines outlines a desired future character for living and working in the Precinct. The proposal is considered to be consistent with the key aspects the desired future character as outlined in the table below.

Future character	Consideration
Taverners Hill's existing mix of warehouse and service industries interspersed with residential dwellings will be reinforced.	The proposal is consistent with the land use recommendations of PRCUTS which envisaged a residential zoning for this site, with commercial and enterprise use focused close to Parramatta Road. However, the provision of 2,000sqm of flexible non-residential floor space will accommodate a mix of housing and service industries and local businesses.
Tebbutt Street will be the Precinct's main street with new residential development, including taller buildings and active ground floors focused around the light rail stop.	Not relevant to the Lords Road site.
Creative industries and other non-residential uses will be integrated into existing and new buildings along George Street, both sides of Parramatta Road and the southern end of Tebbutt Street.	The is not relevant to the Lords Road site, however additional opportunities for establishment of creative industries on the Lords Road site will be supported through the provision of 2,000 sqm of flexible non-residential floor space.
A longer term opportunity also exists to establish a village character at the junction of Lords Road and Flood Street.	The establishment of active frontages along Lords Road will support the future establishment of a village character to the east of the site at the junction of Lords Road and Flood Street.
The leafy, residential and low scale character north of Parramatta Road between Hathern Street and Lords Roads will be preserved including the pattern of grain, building typology and historic housing character.	The site is currently used for industrial and commercial purposes. Its redevelopment would not compromise the retention of the low scale residential uses within the northern parts of Taverners Hill. Further the proposal would establish an appropriate transition to adjacent low scale residential areas and the proposed built form includes a building configuration and articulation which will complement the surrounding fine grain character. The scale of built form proposed on the site is clearly contemplated by the PRCUTS through its specification of a height and FSR for the site. The proposal is consistent with the built form anticipated by PRCUTS.
Any small scale development that interfaces with Kegworth Public School will be appropriately scaled to ensure it limits overshadowing and overlooking into the School.	The Lords Road site does not directly interface with the Kegworth Public School, however built form steps down to towards to the south east corner of the site closest to the school to ensure an appropriate streetscape transition towards the school. There will be no overshadowing of the school caused by the proposed built form.

Future character	Consideration
The GreenWay will be enhanced with better links under Parramatta Road and Longport Street. New east-west connections will make it easier to walk around and access public transport.	GreenWay links across Parramatta Road form part of the wider funding for the GreenWay. The proposal will provide a secondary GreenWay path consistent with the GreenWay Master Plan, and proposed pedestrian upgrades along Lords Road will enhance east west links.

The PRCUTS outlines indicative floor space mix and growth projections for the Taverners Hill Precinct which are presented in the table below.

	Short term (2023)	Long term (2050)
Residential floor space (sqm)	47,000	170,000
Dwellings	451	1,350
Population	900	3,265
Minimum employment floor space (sqm)	35,000	35,000
Jobs	3,720	4,110

The proposal will contribute up to 25,480sqm of floor space comprising approximately 23,480sqm of residential floor space (220 dwellings) and at least 2,000sqm of employment floor space (approximately 105 jobs).

Whilst this floor space will be delivered post 2023, it is also noted that very limited growth with the Taverners Hills Precinct has occurred during the five plus years since the strategy was released meaning that development is well below the maximum residential floor space envisaged under PRCUTS to 2023.

1.6 The planning proposal demonstrates design excellence can be achieved, consistent with councils adopted design excellence strategy or the design excellence provisions provided in the Parramatta Road Corridor Planning and Design Guidelines (Planning and Design Guidelines)

The PRCUTS recommends that design excellence should apply to key sites or thresholds including frontage to public open spaces and significant corridors and sites with an inherent scale impact i.e. greater than 1,500sqm or proposals that exceed four storeys in height. It identifies the following potential mechanisms for design excellence:

- Independent and expert design review and panels
- Competitive selection processes
- Accountability and monitoring, and
- Clear relationships to other entities including adjacent councils regarding their panel selections, shared panelists, or specialist panels.

The applicant is committed to the achievement of design excellence in all aspects of the proposed renewal of the site.

The Planning Proposal and Urban Design Scheme has evolved over time through the input of numerous highly skilled, experienced and award-winning architects and urban designers.

The Planning Proposal is supported by an Urban Design Report prepared by SJB Architects. A key aspect of SJB's scope has been to undertake a detailed peer review of the previous scheme that was prepared by a design team comprising Stewart Hollenstein and Matthew Pullinger Architect to enable the further evolution of the Planning Proposal to maximise the quality of the built form outcome for the site.

Further, the previous Planning Proposal was subject of a peer review by CM+ on behalf of Council. SJB has also reviewed the recommendations of the peer review which have been integral in informing the updated urban design scheme.

The resulting urban design scheme includes recommended built form and landscape controls which have informed a draft site specific DCP which will guide future development on the site ensuring design excellence is carried through to any future development.

Any future development application will also be subject of a review by the Inner West Council's Inner West Council's Architectural Excellence Panel (AEP), which exists to lift the design quality of significant planning and development proposals across the LGA.

This approach is considered to satisfy the design excellence requirements of PRCUTS.

Criteria 2: Integrated Infrastructure Delivery Plan

The Out of Sequency Checklist requires an Integrated Infrastructure Delivery Plan as follows:

> *An Integrated Infrastructure Delivery Plan which identifies advanced infrastructure provision and cost recovery for the local and regional infrastructure identified in the Infrastructure Schedule, must support the planning proposal. The Integrated Infrastructure Delivery Plan must demonstrate a cost offset to council and agency costs for a set period that aligns with the anticipated timing for land development identified in the Implementation Plan 2016 – 2023. Infrastructure to be considered includes: public transport, active transport, road upgrades and intersection improvements, open space and public domain improvements, community infrastructure, utilities and services.*

1.7 Integrated infrastructure delivery plan

An Integrated Infrastructure Deliver Plan has been prepared which has considered both the PRCUTS Infrastructure Schedule and the draft Inner West Local Contributions Plan 2022. It notes that Council has undertaken three local infrastructure needs studies to examine the local infrastructure demands generated from anticipated future population and worker growth to 2036. These studies included consideration of the PRCUTS. The recommendations from these studies have informed Council's Draft Inner West Local Infrastructure Contribution Plan 2022.

The Integrated Infrastructure Delivery Plan includes a review and costing of the infrastructure items identified in the PRCUTS Infrastructures Schedule and apportions these costs to the proposed development. The Delivery Plan estimates the contributions in accordance with the PRCUTS Infrastructure Schedule would be $3,309,037 compared to $4,002,372 under the draft Inner West Contributions Plan. Given that the contribution under the draft Inner West Contributions Plan would be higher and the extensive infrastructure need analysis which informed the draft Contribution Plan, payment in accordance with this plan is recommended.

The Integrated Infrastructure Delivery Plan also recommends payment of regional infrastructure contributions in accordance with the rates outlined in the draft Regional Infrastructure Contributions SEPP. The Regional Infrastructure Contribution is intended to fund State and regional infrastructure including regional open space, state or regional roads, active transport, education facilities and community health facilities. Based on the indicative scheme the RIC for the site would be $2,247,080.

The payment of contributions as outlined above will ensure that adequate public infrastructure is available to support future residents and worker within the site.

1.8 Regional infrastructure

Since the release of the PRCUTS, DPE has prepared a proposed State Environmental Planning Policy (SEPP) for regional infrastructure contributions (RICs). This was a key reform recommended by the Productivity Commissioner's Review of infrastructure Contributions in New South Wales, released in December 2020.

The Explanation of Intended Effect for the proposed SEPP sets out requirements for payment of RICs for new residential, commercial or industrial development in Greater Sydney, Lower Hunter, Illawarra-Shoalhaven and Central Coast. It identifies the following contributions rates which are relevant to the proposed land uses on the site:

- Higher density residential development including residential flat buildings, seniors housing and shop top housing: $10,000 per dwelling
- Commercial development: $30 per sqm.

Based on the reference scheme the RIC payable would be $2,247,080.

Regional infrastructure contributions would be paid in accordance with the RIC or any other policy in place at the time of development.

The Regional Infrastructure Contribution is intended to fund State and regional infrastructure including regional open space, state or regional roads, active transport, education facilities and community health facilities.

The Parramatta Road Corridor Precinct-Wide Traffic and Transport Study recommends several upgrades along the Parramatta corridor which would improve traffic conditions at Tebbutt Street near the site. Such upgrades could be funded through Regional Infrastructure Contributions from the site and wider precinct.

1.9 Local infrastructure

The Social Impact Assessment includes an infrastructure needs analysis which demonstrates that the proposal would not generate demand for new local infrastructure items. The Traffic and Car parking Assessment also confirms that no new local road upgrades would be required.

However, the proposal would be subject of local infrastructure contributions in accordance with Council's local contributions plan. It is envisaged these would be paid under the draft Inner West Local Contributions Plan 2022 which has been informed by an infrastructure needs analysis taking into consideration growth with the wider Taverners Hill precinct.

Criteria 3: Stakeholder engagement

1.10 Consultation and engagement with relevant stakeholders

Criteria 3 requires a Planning Proposal to demonstrate that:

> *Consultation and engagement with relevant stakeholders (council, government agencies, business, community, adjoining properties and user or interest groups, where relevant) have been undertaken, including any relevant pre-planning proposal engagement processes required by local council.*

A considerable amount of consultation was undertaken with a range of stakeholders to inform the previous Planning Proposal. The findings of this consultation has informed the new Planning Proposal as outlined in the Planning Proposal report.

Further consultation will be carried out through formal exhibition of the proposal following a Gateway decision.

1.11 An appropriate level of support or agreement is documented

The issues raised through the consultation have been addressed through the proposal as outlined in the Planning Proposal report. The level of support for the proposal will be further tested through the formal public exhibition of the proposal following a Gateway decision.

1.12 Provision of documentary evidence outlining the level of planning or project readiness in terms of the extent of planning or business case development for key infrastructure projects.

Previous consultation has been carried out with Transport for NSW regarding the capacity of the Inner West Light Rail and the status of rapid bus priority measures on Parramatta Road.

Transport for NSW has advised that for the Inner West Light Rail it regularly reviews patronage, demand and anticipated growth, and would increase services as needed.

The PRCUTS identified that development within the 2016-2023 timeframe could be supported by rapid bus solutions along Parramatta Road from Burwood to the Sydney CBD.

Whilst the site does not form part of the PRCUTS 2016-2023 release area, it is important to note that very limited growth with the Taverners Hills Precinct has occurred during the five plus years since the strategy was released meaning that development is well below the maximum residential floor space envisaged under PRCUTS to 2023. Accordingly, the transport infrastructure identified in PRCUTS to support growth to 2023 would be able to accommodate the growth associated with this Planning Proposal. Further, if the Planning Proposal proceeds to public exhibition, rezoning of the site would not occur until 2023, and any development would be delivered beyond 2023 as envisaged under the PRCUTS Implementation Plan.

The Parramatta Road Corridor Precinct-Wide Traffic and Transport Study recommends several upgrades along the Parramatta corridor which would improve traffic conditions within the precinct including at Tebbutt Street near the site. Such upgrades could be funded through Regional Infrastructure Contributions from the site and wider precinct.

Criteria 4: Sustainability

Criteria 4 requires a Planning Proposal to demonstrate that:

> *It presents a land use and development scenario that demonstrates economic feasibility with regard to the likely costs of infrastructure and the proposed funding arrangements available for the Precinct or Frame Area.*

The PRCUTS Planning and Design Guidelines includes sustainability and resilience requirements which are addressed as outlined in the table below. The applicant commits to the delivery of all sustainability targets outlined in PRCUTS.

PRCUTS requirement	Response
Future development should demonstrate consistency with the smart parking strategies and design principles outlined in Section 3.8 – Car Parking and Bicycle Parking	Car parking is proposed to be provided in accordance with the relevant rates in the Leichhardt DCP. This approach is consistent with the approach taken by Council in its draft DCP for the Parramatta Road Corridor Stage 1 and will ensure adequate parking is available on site. Bike parking and end of trip facilities are proposed to be provided in accordance with the rates included in Council's draft DCP for the Parramatta Road Corridor Stage 1. EV charging stations are proposed to be provided for 10% of non-residential car spaces and all residential car spaces, or where more than one car space is allocated to an apartment for at least one of the spaces. These provisions are reflected in the draft site specific DCP.
Public domain and buildings shall be designed to reduce localised heat created by the urban heat island affect by: • Maximising canopy cover on all streets that are designated as being Local, Places for People, or Vibrant on the Street Function Plans • targeting canopy cover of at least 60% over all pedestrian spaces (footpaths, trafficable pedestrian areas), and • Maximising the use of vegetation on buildings, including above ground parking facilities. Vegetation, green roofs, green walls and materials with a high solar reflectance index are encouraged on at least 50% of the surfaces of all buildings. Western and northern building facades should be particular areas of focus.	The Planning Proposal includes a landscape master plan which would increase canopy cover within the site from less than 10% existing to at least 15%. The draft DCP for the site sets out controls to mitigate the urban heat island effect including maximizing canopy cover across the development site with a minimum of 15%.
Flow rates from the site should not be more than pre-development site discharge. Stormwater run-off quality should seek to reduce annual loads of: • Total Nitrogen by 45% • Total Phosphorus by 65%, and • Total suspended solids by 85%.	Stormwater management will be designed in accordance with Inner West Council requirements. The stormwater targets identified in PRCUTS are consistent with those in the Leichhardt DCP which will apply to the site.

PRCUTS requirement	Response
Dwellings greater than 6 storeys without access to recycled water should achieve BASIX Energy 40 and BASIX Water 50	The applicant supports the recommended increased BASIX targets. These targets are included the draft DCP controls.

Criteria 5: Feasibility

Criteria 5 requires a Planning Proposal to demonstrate that:

> *It presents a land use and development scenario that demonstrates economic feasibility with regard to the likely costs of infrastructure and the proposed funding arrangements available for the Precinct or Frame Area.*

Charter Keck Cramer have provided Market Research Advice, assessing the economic viability of the Planning Proposal specifically having regard to the likely costs of infrastructure and the proposed funding arrangements available. This included:

- Consideration of the Planning Proposal
- An assessment of likely development outcomes based on the Planning Proposal (including amendments to existing zoning, height and FSR controls) and informed by our understanding of current market norms and conditions
- Scenario testing of the project to assess its economic viability when including the following contributions:
  - State Infrastructure Contributions of $2,247,080
  - Local Infrastructure Contributions of $4,002,372
- 5% of residential floorspace being provided to a Community Housing Provider in perpetuity
- Other proposed public benefits.

Having regard to the likely costs of infrastructure and the proposed funding arrangements, the advice concluded that the project is economically viable and provides investment returns commensurate with other similar such projects.

Criteria 6: Market viability

Criteria 6 requires a Planning Proposal to demonstrate that:

> *It demonstrates a land use and development scenario that aligns with and responds to market conditions for the delivery of housing and employment for 2016 to 2023. Viability should not be used as a justification for poor planning or built form outcomes.*

Charter Keck Cramer have provided Market Research Advice to assess whether the Planning Proposal demonstrates a development scenario that aligns with and responds to market conditions for the delivery of housing and employment with Leichhardt.

The advice concluded that the site comprises a well-located development site asset and if rezoned for mixed-use purposes in-line with the Planning Proposal will be commensurate with the local market both in terms of residential and non-residential offering.

The advice highlights the housing including seniors housing supply shortfalls which have been identified in the Economic Impact Assessment prepared by Hadron Group which makes the following key statements regarding the underpinning of demand for residential and seniors housing in the area:

- For the overall Inner West LGA, approvals averaged 670 dwellings over the five years to 2021. This compared to a five-year dwelling target (2016-2021) in the Eastern District Plan for the Inner West LGA of 5,900 homes, or 1,180 per year.
- The Department of Planning & Environment's (DPE's) 5-year medium growth supply forecast for Leichhardt suburb is 440 in total or an average of 88 per year.
- As at Census 2016, there were an estimated 250 retirement living dwellings (self-contained) in the Inner West LGA and a population aged over 60 years of 30,747. This equated to a Seniors Housing market penetration rate of only 0.8 per cent, well below many other Inner Sydney LGAs and the NSW overall rate.
- As of June 2022, there are estimated to be 362 Seniors Housing dwellings in the Inner West LGA. This translates to a slightly increased penetration rate of 1.1 per cent of the estimated population aged over 60 years in 2022.
- Inner West Council's Local Housing Strategy highlights the lack of senior housing provision with only 4 dwellings approved between 2015/16 and 2017/18.

The advice also highlights that the Economic Impact Assessment illustrates that the proposed non-residential floor space aligns with the anticipated local demand noting that aside from population-serving industries, the strongest projected employment growth contribution comes from the professional, scientific and technical services sector.