INNER WEST COUNCIL

PLANNING PROPOSAL REPORT From Strategic Planning and Policy team	
Planning Proposal No.	IWC_PP_2018_02-1-5 Chester Street, Annandale
Address	1 - 5 Chester Street, Annandale
Proposal	Revised planning proposal to amend the Leichhardt Local Environmental Plan 2013 to allow boarding house as an additional permitted use, amend the floor space ratio and introduce a maximum building height control.
Main issues	Inconsistent with Parramatta Road Corridor Urban Transformation Strategy Out of Sequence Checklist. Excessive FSR - bulk and scale.
Recommendation	The Panel provide advice to Council on the merits of the Planning Proposal including endorsement of the principles set out in this report as a basis for revising the Proposal.

SUMMARY

On 3 May 2019, Council received an amended Planning Proposal (the proposal) for 1 – 5 Chester Street, Annandale which seeks to amend the Leichhardt Local Environmental Plan (LLEP) 2013 by:

- allowing 'boarding house' as an additional permitted use on the IN2 Light industrial zoned site;
- increasing the overall FSR of the site to 2.75:1 with a minimum of 0.75:1 for non-residential (creative employment) uses on the ground and first floors; and
- introducing a maximum height control of 17m to facilitate a six-storey mixed-use development.

The proposal was accompanied by a letter of offer to negotiate a Voluntary Planning Agreement (VPA) with Council. This proposal responded to the concerns raised in the 11 September 2018 report to the Inner West Local Planning Panel (IWLPP) and the 30 October 2018 Council report which did not support the original 2018 planning proposal.

The proposal continues to present significant issues and should not be supported in its current form. It does, however, present an opportunity for revisions to make the planning elements supportable subject to consideration of issues raised in this report. Consequently, this report presents an outline of what an alternative proposal should incorporate. This would include the same mix of land uses and a lower FSR. If the proposal is further revised as per the recommendations of this report, the revisions are likely to have strategic merit.

RECOMMENDATION:

That the Inner West Planning Panel advise Council:

1. THAT it does not support the Planning Proposal for 1-5 Chester Street Annandale as:

- **It fails the strategic and the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Out of Sequence Checklist tests;**

- **It is inconsistent with the ministerial direction issued under Section 9.1 of the Environmental Planning and Assessment Act 1979 Direction 7.3 - Parramatta Road Corridor Urban Transformation Strategy; and**

- **It is premature in the light of the prospective outcomes of current State and local government strategic planning studies and projects including the Inner West Local Strategic Planning Statement/Local Environmental Plan/Development Control Plan/Contributions Plan and PRCUTS precinct-wide traffic study.**

2. **THAT it supports the principles for revising the planning proposal set out in Section 7 of this report;**

3. **THAT a decision on whether a revised proposal should proceed to the Gateway Stage be deferred until the precinct traffic study has been completed and the revised proposal can be shown to be consistent with the outcomes of the traffic study; and**

4. **THAT Council work with the proponent to revise the proposal in accordance with the principles outlined in Section 7 of this report.**

1.0 BACKGROUND

On 30 October 2018, Council resolved not to support the original Planning Proposal for 1-5 Chester Street, Annandale which sought to rezone the site from Light Industrial (IN2) to Medium Density Residential (R3), increase the FSR from 1:1 to 2.6:1 and introduce a new height building height control of 17m to facilitate a part 5 storey and part 6 storey residential development as:

a) *'It fails the Strategic Merit Test of "A guide to preparing planning proposals" as it is inconsistent with key objectives and priorities of the Greater Sydney Region Plan 2018; Eastern City District Plan 2018; and Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) 2016. Specifically, the Planning Proposal is inconsistent with the following elements of PRCUTS:*

    i. Policy context and the Strategy's vision for the Corridor and especially for the Camperdown precinct which is for residential development including affordable, student and key workers accommodation to support biotechnology and employment uses;

    ii. Implementation Tool Kit including the Implementation Plan 2016-2023, Planning and Design Guidelines, Infrastructure Schedule and Urban Amenity Improvement Plan;

    iii. Reference Reports including the Precinct Transport Report, Fine Grain Study and Sustainability Implementation Plan;

    iv. Exceeds the Planning and Design Guidelines recommended density by 73.3% without satisfactorily demonstrating that the proposal would achieve better built form outcomes or design excellence; and

    v. Does not meet the requirements of the Parramatta Road Implementation Plan 2016 - 2023 'Out of Sequence Checklist' criteria.

b) It is inconsistent with the Ministerial Directions issued under Section 9.1 of the Environmental Planning and Assessment Act 1979 including Directions No. 1.1 - Business and Industrial Zones, 7.1 - Implementation of A Plan for Growing Sydney and 7.3 - Parramatta Road Corridor Urban Transformation Strategy;

c) It is inconsistent with the Inner West Council Community Strategic Plan 2018;

d) It is inconsistent with Leichhardt Employment and Economic Development Plan 2013 - 2023, Leichhardt Employment Lands Study 2014 and Leichhardt Industrial Precinct Planning Report 2016 and would result in loss of employment and urban services land;

e) It is premature in the light of the prospective outcomes of strategic planning studies and projects underway at State and Local Government levels;

f) It does not demonstrate that it will make an adequate contribution towards the provision of affordable housing which is inconsistent with the objectives of the Greater Sydney Region Plan 2018, Eastern City District Plan 2018 and Council's Affordable Housing Policy; and

g) Support of this Planning Proposal would result in a premature and adverse development precedent in the Camperdown Precinct and for other sites in the Parramatta Road Corridor Strategy area.'

On 3 May 2019, the proponent submitted an amended Planning Proposal (Attachment 2) that responded to the above issues. This proposal would retain the IN2 Light Industrial Zoning on the site and introduce boarding house uses as a permissible use, increase the overall FSR to 2.75:1

with a minimum of 0.75:1 for non-residential uses and introduce a maximum height control of 17m for a six-storey mixed use development.

The site is in the Camperdown precinct of PRCUTS, which recommends rezoning to R3 Medium Density Residential, an FSR of 1.5:1 and a building height of 17m. The site is outside the PRCUTS '2016 - 2023 Release Area' and has to be assessed against PRCUTS 'Out of Sequence Checklist' criteria to ensure that changes to the land use zones and development controls are timely and can be justified against the Principles and Actions of the Strategy.

Please refer to the Council report from 30 October 2018 (Attachment 7) for a detailed explanation of this background.

2.0 SITE AND SURROUNDING CONTEXT

The triangular 1,307 sqm site is zoned IN2 Light Industrial in LLEP 2013 and has a maximum permissible FSR of 1:1 with no height control. The site is used by a car repair business in a partly one, partly two storey industrial building to the east of the Johnstons Creek canal. The rest of the precinct to the south, east and north east is made up of light industrial buildings, including strata industrial units directly to the south and a storage facility on the opposite side of Chester Street. The site is flood affected. Refer to Attachment - 7 for more details.

3.0 KEY FEATURES OF THE PROPOSAL

The amended Planning Proposal provides two options for Council's consideration. Option 1 is a mixed use development with employment space and student housing. Option 2 is an employment space/ residential apartment development with 5% affordable housing.

Although Option 2 is technically aligned with the PRCUTS recommended R3 Medium Density Residential zone, it does not fit with the key worker, student and affordable housing objectives for the Camperdown precinct. Option 1 is a better fit with the Greater Sydney Commission District Plan and Government endorsed strategic objectives for the Camperdown-Ultimo Collaboration Area. This report, therefore, only considers Option 1 in detail.

The key features of Option 1 are:

- Retain the IN2 Industrial Zoning and allow boarding houses as a permitted use;
- Amend Floor Space Ratio map (FSR) for the site from 1:1 to 0.75:1;
- Establish a maximum height control of 17m; and
- Include an additional local provision for:
    - Student housing (boarding house) as a permitted use;
    - a maximum additional FSR of 2:1 for a boarding house development;
    - a minimum of 980 sqm (FSR 0.75:1) for non-residential (employment) uses.

The following table provides a comparative analysis of the site's current controls, PRCUTS recommended controls and the proponent's original and amended proposal:

Criteria	Current LLEP controls	PRCUTS recommendations	Original Planning Proposal	Amended Planning Proposal
Zoning	IN2 Light Industrial	R3 Medium Density Residential with a focus on affordable/key workers/ student housing.	R3 Medium Density Residential	IN2 Light Industrial
Existing/ Proposed Use	Light industry, currently motor vehicle repairs	Residential flat building	Residential flat building	Employment uses (creative suites) on the ground and first floor + 83 Boarding house rooms for student accommodation above.
FSR	1:1	1.5:1	2.6:1	2.75:1 (total residential + non-residential uses)
Height	No height controls (LDCP 2013 Clause C4.2 C1. Building height is compatible with the surrounding prevailing street wall height and does not overbear the public domain)	17m or 4 storeys	17m (Part 5 part 6 storey)	17m (6 storeys)
Setbacks	0m from Chester Street and Johnstons Creek		0m from Chester Street and 3m from Johnstons Creek, 0m at lower ground basement	1m Chester Street and 6m from Johnstons Creek, 3.2m at lower ground basement
Through site links	None	Prioritised north south walking link through site and proposed cycle link along Johnstons Creek	None	None
Open space and deep soil			Rooftop communal open space on Level 6	No communal open space and 14% deep soil

Parking	Approx. 9 - 12 spaces depending on the type of employment uses; Nil for boarding house	7 spaces for employment uses; nil for boarding house	26 car spaces	18 car spaces

Table 1 - Comparison of the site's existing, PRCUTS recommended and proposed controls in the original and amended proposal.

4.0 STRATEGIC MERIT OF THE PROPOSAL

The proposal including the supporting documentation has been assessed against current planning strategies and controls at State and local level, strategic planning projects currently underway and the Department of Planning Industry and Environment's (DPIE's) 'A Guide to Preparing Planning Proposals'.

The proposal is an improvement on the original 2018 version in terms of proposed land uses. The proposal is broadly consistent with the objectives of Greater Sydney Region Plan 2018, Eastern City District Plan 2018 and Camperdown-Ultimo Collaboration Area Place Strategy.

It still presents significant issues when assessed against the Ministerial Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and Question 8 of DPIE's Strategic Merit Test relating to potential environmental impacts as follows:

- Inconsistent with PRCUTS Implementation Plan (also considered in detail in Attachment 1):
    - Out of Sequence Checklist:
        - Criteria 1 - Strategic Objectives, land use and development - The proposal does not put forward an appropriate design scheme and fails the **'net economic, community and environmental benefit'** test. It is inconsistent with the recommended FSR, built form plans and desired future character and does not demonstrate that design excellence.
        - Criteria 2 - Integrated Infrastructure Delivery Plan (IIDP) - The proposal does not offer adequate local and state contributions and fails to address concerns raised by Council in the previous Planning Proposal assessment.
        - Criteria 3 - Stakeholder Engagement - Community consultation has not been carried out for the amended planning proposal.
        - Criteria 5 - Feasibility - Inadequate information has been submitted in support of this criterion. The proposed extent of variation to the PRCUTS recommended FSR (83.33%) is not supported.
        - Criteria 6 - Market viability - Unfortunately, viability appears to be the only justification for poor planning or built form outcomes. Reliance on existing market conditions to provide student housing without demonstrating good built form response is not supported.

- Urban Amenity Improvement Plan - The proposal improves the previous design with a 6m setback to Johnstons Creek and 3.2m setback to the basement car-park to incorporate deep soil planting. However, this setback is not being offered as the through site link which will be necessary to achieve Council's and PRCUTS vision for an active transport link along Johnstons Creek.

- Precinct Transport Report - The proposal remains premature in relation to DPI&E's precinct-wide traffic study.

- Urban Design issues - The proposal remains an overdevelopment of the site. The proposed bulk, form and scale of the development are too large for the small site and its immediate context. The proposed FSR is excessive - even higher than the 2.6:1 proposed in the previous Planning Proposal which was, not supported by Council. Note: PRCUTS maximum recommended FSR is 1.5:1.

  The proposal presents a poor transition to the surrounding area without adequate articulations or upper level setbacks. Improving the built form's interface with the public domain by providing additional upper level setbacks and articulations would reduce the maximum achievable FSR. Further urban design comments are provided in the Attachments 1 and 4.

- Prematurity - It is premature in relation to current State and Local Government strategic planning studies and projects including the Inner West LSPS/LEP/DCP/Infrastructure Contributions Plan and Camperdown Innovation Precinct Land Use and Strategic Employment study.

- Affordability of the proposed employment uses – The proposal does not address Camperdown Ultimo Collaboration Area Place Strategy objectives for provision of affordable spaces for tech start-ups, innovation, creative industries, cultural uses, community uses and artists.

- Inconsistent with the land-use zoning objectives: The proposal intends to retain the IN2 Light industrial zoning and allow boarding house as an additional permitted use.

  Retention of the IN2 zone is somewhat tokenistic as the proposal's employment space is aimed for creative and health and research sector rather than specifically retaining this land for industrial uses.

  The proposed student housing is also contrary to the objectives of IN2 Light Industrial Zone of the LLEP 2013:

  - *'To provide a wide range of light industrial, warehouse and related land uses.*
  - *To encourage employment opportunities and to support the viability of centres.*
  - *To minimise any adverse effect of industry on other land uses.*
  - *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*
  - *To support and protect industrial land for industrial uses.*
  - *To retain existing employment uses and foster a range of new industrial uses to meet the needs of the community.*
  - *To ensure the provision of appropriate infrastructure that supports Leichhardt's employment opportunities.*

- *To retain and encourage waterfront industrial and maritime activities.*
- *To provide for certain business and office premises and light industries in the arts, technology, production and design sectors.'*

The proposal, therefore, does not pass the strategic merit test and cannot be supported with its current form and timing.

5.0 AFFORDABILITY OF THE PROPOSED STUDENT ACCOMMODATION

Council's Affordable Housing officer has raised issues regarding the proponent's claim of a 100% contribution towards affordable housing through the provision of 'new gen' boarding house. Recent research by UNSW on behalf of the Southern Sydney Regional Organisation of Councils (SSROC) has found that this type of boarding house is not delivering affordable rental housing options for those who need them.

The Affordable Rental Housing SEPP (ARHSEPP) permits boarding houses as a form of affordable housing but does not include any provisions to require boarding house accommodation to be affordable. Council may have the power through the ARHSEPP to approve a boarding house development that proposes to create affordable housing but has no power to enforce affordable rents.

An alternative potential mechanism for ensuring affordable rents in 'new gen' boarding houses is for Council to be granted an exemption from Division 3 of ARHSEPP and for its own controls relating to affordable rents, design and amenity to be incorporated in its future consolidated LEP.

In the absence of appropriate mechanisms to ensure affordable rents, the boarding house component of the proposed development will have to continue to be assessed under the ARHSEPP and considered as a form of affordable housing. In this context, realistically all that can be achieved for this development for the time being is the incorporation of objectives in the site specific DCP to ensure that a high quality boarding house is developed with good on-site communal facilities for recreation, dining, study etc.

6.0 IMPLEMENTATION OF PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY

The implementation of PRCUTS through Planning Proposals is complex, especially for proposals that depart from the staging and sequencing identified in the PRCUTS Implementation Plan 2016 - 2023.

The Sydney Eastern City Planning Panel recently considered Rezoning Review for an Out of Sequence Planning Proposal for 67 - 75 Lords Road, Leichhardt in the Inner West LGA and Taverners Hill Precinct of the PRCUTS. The Panel decided that the Planning Proposal did not satisfy the following Out of Sequence Checklist requirements:

- Criteria 1 (Strategic Objectives, land use and development)
- Criteria 2 (IIDP)
- Criteria 5 (Feasibility)

The Out of Sequence Checklist requirements are onerous and difficult to meet for small sites such as Chester Street. There are also risks with supporting any proposals in the corridor prior to completing the precinct-wide traffic study and supporting modelling. Preliminary indications from the initial PRCUTS Precinct traffic studies for Strathfield, Canada Bay and Burwood indicate that the existing network cannot support the densities proposed in the Strategy. This has also been the reason of refusal for two rezoning reviews elsewhere in the Parramatta Road Corridor by Sydney Eastern City Planning Panel.

Until the Inner West PRCUTS traffic study and supporting modelling is complete, Council is not in a position to support any planning proposals in any precinct along the Parramatta Road Corridor.

Whilst it is acknowledged that the proposed development is of small scale, the cumulative impacts of such ad-hoc developments in the corridor could be problematic. The proposal provides minimal car parking, and would rely on public transport, including future high-capacity transport along Parramatta Road, but this service does not yet exist, and the proposal remains 'out of sequence'.

The proponent's traffic study indicates that the traffic generated by the proposal would be less than the traffic generation potential under the existing controls and that the proposal can be accommodated within the existing public transport infrastructure capacity. However, concerns regarding the cumulative development in the corridor remain unresolved and there is yet no commitment to improve public transport infrastructure required to support the developments in the first phase 2016 – 2023.

Notwithstanding the above PRCUTS implementation timing issues, the proposed land uses (employment + student accommodation) have some strategic merit in respect of PRCUTS objectives for Camperdown precinct. The mixed-use development with employment spaces to support creative industries, innovation, research; and student housing would also help deliver the GSC's Camperdown - Ultimo Collaboration Area Place Strategy. The proposed mix of land uses would also achieve better outcomes than the PRCUTS recommended R3 Residential zoning for the site.

In light of the above discussion, it is believed that the proposal can be improved so that it could pass the Strategic Merit test and Out of Sequence checklist.

7.0 ALTERNATIVE PROPOSAL FOR CONSIDERATION

An alternative redevelopment concept should be considered which would help implement PRCUTS, and be likely to have the strategic merit alongside compatibility with the prospective outcomes of PRCUTS precinct traffic study and the Camperdown Innovation Precinct Land Use and Strategic Employment Study.

Some of Council's concerns could also be addressed through changes to the proposed built form to reduce the bulk, scale and FSR of the proposed development. Architectus was engaged by Council to undertake an independent peer review of the proponent's urban design (Attachment 4). This peer review provides commentary on the proponent's built form, identifies key issues with the proposal and suggests an alternative scheme which would assist in providing better built form outcomes and resolving the urban design/ public domain concerns.

Further changes such as provision of the through site link along Johnstons Creek and updating the estimated costs in the Infrastructure Delivery Plan would also help pass the Out of Sequence checklist criteria.

In order to resolve concerns raised above, the proposal should be revised to rezone the site to Zone B7 Business Park with site-specific provisions to:

- Allow boarding house for student accommodation as an additional permitted use.

- Increase the FSR of the site up to 2:1 with a minimum non-residential floor space of 980 sqm (or FSR 0.75:1) dedicated to business and office premises and light industries in the technology, bio-medical, arts, production and design sectors. Refer to the alternate scheme developed by Architectus as provided in Attachment 4.

- Establish a 17m height limit which would facilitate a five-storey development on the site with minimum floor to ceiling heights for employment uses to be incorporated in the DCP

- Ensure that the proposed boarding house will not have an adverse impact on the surrounding industrial uses and that the development will include the necessary design and acoustic measures to ensure that there are no significant adverse impacts on the amenity of future residents of the site.

- Ensure that a minimum percentage of non-residential floorspace is made available as affordable space for tech start-ups, innovative creative industries, community uses and artists to align with the objectives of Camperdown Ultimo Collaboration area Place Strategy

- Incorporate appropriate mechanisms to ensure that 'new gen' boarding house rents are affordable in perpetuity.

- Ensure that the development provides a pedestrian and cycle access through the site along Johnstons Creek to align with the objectives of the Parramatta Road Corridor Urban Amenity Improvement Plan and Camperdown Public Domain Masterplan.

- Ensure that the development will incorporate environmentally sustainable design principles which exceed the PRCUTS sustainability targets.

- Update the site - specific DCP to reflect Architectus's urban design recommendations.

- Update the proposal in response to the outcomes of the precinct-wide traffic study once completed.

- Update the IIDP and ensure that satisfactory arrangements are made for the provision of State and local infrastructure.

- Consider DCP requirements to provide infrastructure or the capacity for EV charging points, including appropriate charging outlets in each parking space

- Future-proof the development by incorporating for recycled water use.

- Update the Out of Sequence Checklist assessment to reflect achievement of the above objectives.

It is considered that a proposal amended along the lines of the above suggestions would prove capacity to pass the strategic merit and Out of Sequence test.

The Panel’s support for the above principles is sought so that if Council decides to pursue this approach, officers can work with the proponent to revise the proposal for the mutual benefit of the community and development, and thereby, helping create a prosperous innovation precinct.

8.0 FINANCIAL IMPLICATIONS

The proponent has paid fees for the Council's consideration of the amended Planning Proposal and possible submission to the Gateway process in accordance with IWC's 2017/2018 Fee Structure. An additional Stage - 2 fee would be payable to progress the proposal subsequent to a Gateway determination. The proponent would also have to cover any difference between Council's current 2018/2019 fees and the previous 2017/18 fees.

The proponent is also responsible for meeting costs associated with revising documentation or studies prior to exhibition required by a Gateway determination and for the peer review of the proposal or additional studies such as the urban design review prepared by Architectus.

9.0 CONCLUSION

It is recommended that the May 2019 amended Planning Proposal should not be supported in its current form. However, the proposal has a degree of merit that can be built on to produce a revised proposal which is likely to be supported subject to timing considerations and passing the PRCUTS Out Of Sequence Checklist test.

10.0 ATTACHMENTS

- Attachment 1 - Council Officer's Assessment checklist
- Attachment 2 - Proponent's Amended Planning Proposal
- Attachment 3 - Proponent's Urban Design Scheme
- Attachment 4 - Architectus's Urban Design Peer Review
- Attachment 5 - Council's Preliminary Assessment Letter
- Attachment 6 - Proponent's Letter of Additional Information
- Attachment 7 - Council Officer's Assessment Report of original planning proposal
- Attachment 8 - Amended Traffic and Transport Assessment by Varga Traffic Planning
- Attachment 9 - Preliminary Site Investigation Report by Aargus
- Attachment 10 - Remediation Action Plan by EiAustralia
- Attachment 11 - Heritage Impact Assessment by Architectural Projects Pty Ltd
- Attachment 12 - Flooding and Stormwater Management Planning Report by Sparks and Partners
- Attachment 13 - Acoustic Report by West & Associates
- Attachment 14 - Social Impact Housing and Affordability Assessment Report by Cred Consulting
- Attachment 15 - Economic Impact Assessment by AEC Group
- Attachment 16 - Letter from University of Technology Sydney
- Attachment 17 - Stakeholder Engagement Report by Urban Ethos
- Attachment 18 - Amended Integrated Infrastructure Delivery Plan by Northrop
- Attachment 19 - Draft Voluntary Planning Agreement Letter of Offer
- Attachment 20 - Council Officer's original Planning Proposal Assessment checklist and Out of Sequence Assessment checklist

INNER WEST COUNCIL

INNER WEST LOCAL PLANNING PANEL MEETING

23 JULY 2019

MINUTES

MINUTES of **INNER WEST LOCAL PLANNING PANEL MEETING** held in the Council Chambers, Leichhardt Town Hall, Norton Street, Leichhardt on 23 July 2019.

Present: Adjunct Professor David Lloyd QC in the chair; Mr Ian Stapleton; Ms Kath Roach; Ms Annelise Tuor.

Staff Present: Manager Strategic Planning & Policy; Team Leader Strategic Planning; Strategic Planners and Administration Officer.

Meeting commenced: 2:05pm

**** ACKNOWLEDGEMENT OF COUNTRY**

I acknowledge the Gadigal and Wangal people of the Eora nation on whose Country we are meeting today, and their elders past and present.

**** DECLARATION OF PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS**

There were no declarations of interest.

IWLPP739/19 ***Agenda Item* 1**	Planning Proposal – 36 Lonsdale Street and 64-70 Brenan Street, Lilyfield
Description:	Planning Proposal to amend Leichhardt Local Environmental Plan (LLEP) 2013 to amend the floor space ratio, introduce a maximum building height and addition of the site as a key site, and addition of a site specific clause for objectives, minimum setbacks, maximum number of storeys and non-residential development at street level adjoining City West Link.

The following people addressed the meeting in relation to this item:

- *Scott Barwick*
- *Derek Raithby*

DECISION OF THE PANEL

The Panel adjourned the decision of the matter at 2:35pm

The matter resumed at 3:15pm

The Panel agrees with the findings in the Council's report subject to the following advice:

RECOMMENDATION:

THAT the Inner West Planning Panel recommends to Council:

1. The proponent's planning proposal is not supported for the following reasons:
    - Inappropriate FSR and height controls which would result in excessive bulk and scale in relation to the surrounding residential area to the south and a desirable future character to the City West Link;
    - The proposed FSR and height controls would result in unacceptable overshadowing and visual privacy impacts on adjoining southern properties (in particular to No 37 Russell Street and No 34 Lonsdale Street);
    - Inconsistencies with the Apartment Design Guide (ADG) and the design quality Principles of SEPP 65;
    - A lack in the proposal of any alternative building envelopes, layouts or testing of various scenarios that would reduce the adverse impacts on the amenity of the adjoining residential properties to the south;
    - A lack of a site-specific development control plan, despite the proposal being inconsistent with provisions of the Leichhardt Development Control Plan 2013 (LDCP 2013);
    - Insufficient consideration of the likely overshadowing of adjoining western and eastern properties given the shadow analysis did not explore likely shadowing to the properties to the east (including 402 Catherine Street); and
    - A lack of information on acoustic impacts, water cycle management on the site (stormwater and flooding), and traffic impacts on the surrounding road network.

2. That Council endorse the Planning Proposal prepared by Council Officers for the land at 36 Lonsdale Street and 64-70 Brenan Street, Lilyfield (provided in Attachment 2) which seeks to amend the *Leichhardt Local Environmental Plan 2013* (LLEP 2013) in relation to the site by:

   a) Amending the Floor Space Ratio Map (Sheet FSR_004) to reflect a maximum floor space ratio for the site of 1.5:1 and removal of the site from Area 6;

   b) Amending the Height of Building Map (Sheet HOB_004) to reflect a maximum height of buildings for the site to RL 33.2 by adding the site to the RL 21m – 40m category;

   c) Amending the Key Sites Map (Sheet KYS_004) by adding the site as Key Site 7; and

   d) Adding a site-specific Clause to Part 6 of LLEP 2013 generally as follows:

      - The objective of this clause is to facilitate the development of the land to which this clause applies by specifying controls for different maximum heights and minimum setbacks for buildings on the land to achieve a sympathetic building scale relationship with adjacent existing dwellings to the south and new appropriate form to City West Link, all to allow redevelopment without adversely affecting the streetscape, character, amenity or solar access of surrounding land.

      - any proposed building is set back at least:

        - 3 metres from the southern boundary adjoining No 34 Lonsdale Street and No 37 Russell Street;

        - 3 metres from the northern site boundary adjoining the City West Link; and

        - 4 metres from the eastern and western site boundaries to adjoining side streets.

      - 2 storeys - if the building is adjacent to the adjoining low density residential area at No 34 Lonsdale Street and No 37 Russell Street then stepping to 5 storeys towards the northern boundary to provide a transition in built form and land use intensity between these different areas having particular regard to the transition between houses and other buildings.

      - 5 storeys including a basement podium partially out of ground — if the building is adjacent to the City West Link on the northern site boundary.

      - Development other than residential uses is proposed on the level located at street level along the northern boundary adjoining the City West Link.

3. That the attached Planning Proposal be forwarded to the Minister for Planning and Open Space for a Gateway determination in accordance with Section 3.33 of the *Environmental Planning & Assessment Act 1979* subject to the provision of the following amended and additional information as Gateway conditions:

   a) Revised key development controls for the site (building height, FSR, building depth/ separation/envelopes, deep soil zones, and setbacks);

   b) Voluntary Planning Agreement (VPA) for infrastructure and affordable housing contributions;

   c) Site-specific Development Control Plan; and

   d) An amended Traffic Impact Assessment which considers impacts on the City West Link;

4. That a site-specific Development Control Plan (DCP) be prepared by the Proponent and reported to Council prior to the exhibition of the Planning Proposal, and for the exhibition of both the Planning Proposal and DCP to occur concurrently;
5. That the Department of Planning, Industry and Environment be requested to delegate the plan making functions, in relation to the subject Planning Proposal, to Council;
6. Following receipt of a Gateway determination, and compliance with any conditions, the Planning Proposal and revised supporting documentation be placed on public exhibition for a minimum of 28 days and public authorities be consulted on the Planning Proposal in accordance with the Gateway determination; and
7. A report be presented to Council at the completion of the public exhibition period detailing submissions received and the outcome of consultation with public authorities.

The decision of the panel was unanimous.

IWLPP740/19 ***Agenda Item* 2**	Amended Planning Proposal - 1-5 Chester Street, Annandale
Description:	Revised planning proposal to amend the Leichhardt Local Environmental Plan (LLEP) 2013 to allow boarding house as an additional permitted use, amend the Floor Space Ratio and introduce a Maximum Building Height control.

The following people addressed the meeting in relation to this item:

- *Michael File*
- *Alex Sicari*

DECISION OF THE PANEL

The Panel adjourned the decision of the matter at 3:45pm

The matter resumed at 4:03pm

The Panel agrees with the findings in the Council's report subject to the following advice:

THAT the Inner West Planning Panel advise Council:

1. THAT it does not support the Planning Proposal for 1-5 Chester Street Annandale as:

    - It fails the strategic and the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Out of Sequence Checklist tests;
    - It is inconsistent with the ministerial direction issued under Section 9.1 of the Environmental Planning and Assessment Act 1979 Direction 7.3 - Parramatta Road Corridor Urban Transformation Strategy; and
    - It is premature in the light of the prospective outcomes of current State and local government strategic planning studies and projects including the Inner West Local Strategic Planning Statement/ Local Environmental Plan/ Development Control Plan/Contributions Plan and PRCUTS precinct-wide traffic study.

2. THAT it does not support the proponent's proposal to proceed to Gateway.

3. THAT it generally supports the following principles for revising the planning proposal:

    - Rezone the site to B7 Business Park and allow boarding house as an additional permitted use;
    - Increase the FSR of the site up to 2:1 with a minimum non-residential floor space of 980 sqm (or FSR 0.75:1) dedicated to business and office premises and light industries in the technology, bio-medical, arts, production and design sectors. Refer to the alternate scheme developed by Architectus as provided in Attachment 4;
    - Establish a 17m height limit which would facilitate a five-storey development on the site with minimum floor to ceiling heights for employment uses to be incorporated in the DCP;
    - Ensure that the proposed boarding house will not have an adverse impact on the surrounding industrial uses and that the development will include the necessary design and acoustic measures to ensure that there are no significant adverse impacts on the amenity of future residents of the site;

- Ensure that a minimum percentage of non-residential floor space is made available as affordable space for tech start-ups, innovative creative industries, community uses and artists to align with the objectives of Camperdown Ultimo Collaboration area Place Strategy;
- Incorporate appropriate mechanisms to ensure that 'new gen' boarding house rents are affordable in perpetuity;
- Ensure that the development provides a pedestrian and cycle access through the site along Johnstons Creek to align with the objectives of the Parramatta Road Corridor Urban Amenity Improvement Plan and Camperdown Public Domain Masterplan;
- Ensure that the development will incorporate environmentally sustainable design principles which exceed the PRCUTS sustainability targets;
- Update the site - specific DCP to reflect Architectus's urban design recommendations and in particular, the re-orientation of the building form to front Chester Street and the southern boundary of the site and create open space facing Johnstons Creek;
- Update the proposal in response to the outcomes of the precinct-wide traffic study once completed;
- Update the IIDP and ensure that satisfactory arrangements are made for the provision of State and local infrastructure;
- Consider DCP requirements to provide infrastructure or the capacity for EV charging points, including appropriate charging outlets in each parking space
- Future-proof the development by incorporating for recycled water use; and
- Update the Out of Sequence Checklist assessment to reflect achievement of the above objectives.

The decision of the panel was unanimous.

The Inner West Planning Panel Meeting finished at 4:08 pm.

CONFIRMED:

Adjunct Professor David Lloyd QC,
Chairperson
23 July 2019

FPD Pty Ltd
File Planning & Development Services

Amended Planning Proposal

1-5 Chester Street, Annandale

Prepared on behalf of Corvas Pty Ltd

May 2019

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Executive Summary

Background

A previous planning proposal was progressed which sought to rezone the 1,300sqm site from IN2 Light Industrial to R3 Medium Density Housing with an FSR of 2.6:1 and maximum height of 17m. The Council resolved not to proceed with the Planning Proposal on the recommendation of the Inner West Planning Panel.

As a result of the Council's decision the applicant has amended the proposal to respond to the Council's concerns, particularly those relating to loss of employment land and consistency with strategic policies and objectives. This Planning Proposal report has been prepared in support of the revised proposal.

Revised Planning Proposal

An amended planning proposal has been prepared for the site which seeks to facilitate a mixed use development comprising employment uses and affordable student housing.

An alternative option was also considered for an employment / residential apartment development and is considered in the supporting studies. However, the affordable student housing option is presented in this planning proposal report as the preferred option as it aligns more closely with the Greater Sydney Commission District Plan and Government endorsed strategic objectives for the Camperdown-Ultimo Collaboration Area. However, the applicant would be willing to take forward the alternative option if it is preferred by Council.

The employment / affordable student housing proposal seeks to retain the IN2 Light Industrial zone and make the following changes to the Leichhardt Local Environmental Plan 2013:

- Amend the FSR map for the site to 0.75:1,
- establish a maximum height of 17m,
- include a local provision which:
  - allows a boarding houses for affordable student housing as an additional permitted use,
  - allows a maximum additional FSR of 2:1 for a boarding house development, and
  - requires a minimum of 980sqm (FSR 0.75:1) to be delivered as non-residential uses.

An urban design concept has been developed for the site comprising:

- 980sqm of non-residential floor space on the lower ground and ground floors to accommodate creative offices and high technology industrial uses targeted at the innovation, health, and education sectors,
- 83 boarding house rooms for student accommodation, as a form of affordable housing,
- 17m height limit,
- 18 car spaces on a single basement level to service the employment uses (no change to current planning controls),
- 6m setback to Johnstons Creek, including a 3.2m deep soil zone,
- 1m setback to Chester Street,
- ongoing commitment to design excellence through Council's Architectural Excellence Panel process, and
- commitment to delivering a 4 Star Green Building Council rated building or equivalent.

The proposal seeks to address Council's concerns about loss of employment land, align with the strategic direction for the Camperdown-Ultimo Health and Education Precinct, whilst implementing the Parramatta Road Urban Transformation Strategy as it applies to the site.

Consistent with the intent of *State Environmental Planning Policy (Affordable Rental Housing) 2009* (Affordable Rental Housing SEPP), the proposal seeks to apply the bonus provisions for boarding houses, being an additional FSR of 0.5:1 where the underlying FSR which applies to the site is 2.5:1 or less. A bonus of 0.5:1 has been applied to the residential FSR of 1.5:1 recommended by PRCUTS. It is noted that the boarding house provisions of the Affordable Rental Housing SEPP do not apply to the IN2 Light Industrial zone, however it is appropriate that these provisions apply to the site if it is supported to accommodate a boarding house use.

The proposal exceeds the FSR recommended by PRCUTS to allow a feasible development option where the retention and expansion of the employment uses on site is supported by the student housing proposal.

Overall the additional FSR is justified as:

- the proposed building envelope fits within the 17m height limit and can achieve the setbacks and desired future character recommended by PRCUTS,
- the proposal provides much needed affordable student housing in the form of a boarding house, and
- the proposal ensures that employment uses are accommodated on the site.

A draft site specific Development Control Plan (DCP) was prepared to support the lodgement of the previous planning proposal. Minor amendments to the draft site specific DCP will made to reflect the current proposal following a Gateway determination.

Camperdown Ultimo Health and Education Collaboration Area

The site is within the Camperdown-Ultimo Health and Education Collaboration Area which is identified in the Greater Sydney Region Plan and Eastern City District Plan as the area comprising the RPA Hospital, Sydney University, UTS, Notre Dame University, TAFE Ultimo and medical research institutions. The Eastern City District Plan highlights that the Greater Sydney Commission will facilitate planning for complementary uses within the Collaboration Area that support the hospital and universities, provide a range of housing types and price points for key workers and students, improve transport, walking and cycling connections between key hubs, and upgrade the public domain.

The Camperdown Ultimo Place Strategy was released February 2019 which highlights urban challenges for the area, including the following which are of particular relevance to this site and proposal:

- the conversion of industrial and commercial building stocks to residential or mixed-use developments, limiting availability of employment land and affordable spaces for innovation, research, creative industries and artists, and collaborative projects, and
- lack of affordable housing for the community, students, key and creative workers, and limited short-medium term accommodation for academic and health visitors.

The proposal is entirely consistent with the strategic direction for the Camperdown Ultimo Health and Education Precinct and will support the implementation of the Place Strategy, through the delivery of affordable student housing and employment floor space to support creative industries, innovation and research.

Parramatta Road Corridor Urban Transformation Strategy

The site is also located in the Camperdown Precinct identified within the *Parramatta Road Corridor Urban Transformation Strategy* (PRCUTS). The PRCUTS was finalised in November 2016 after 3 years of consultation. Provision for development consistent with the PRCUTS are made under a

Ministerial Direction pursuant to Section 9.1 of the Environmental Planning and Assessment Act 1979 (the Act).

For the site the PRCUTS Planning and Design Guidelines identifies the following recommended zoning and built form controls:

- Zone: R3 Medium Density Housing
- FSR: 1.5:1
- Height of buildings: 17 metres

The proposal will facilitate the implementation of PRCUTS for the site, whilst addressing Council's concerns about the loss of employment land, and alignment with the Camperdown Ultimo Place Strategy.

PRCUTS Implementation Plan / Out of sequence checklist

The proposal is supported by an Out of Sequence Checklist which is required by PRCUTS for areas identified for post 2023 release. The proposal addresses all aspects of the Out of Sequence Checklist and rezoning of the site prior to 2023 is considered appropriate on the basis that:

- the delivery of development planned under PRCUTS to 2023 is restricted by the quantity of industrial units held in strata titles and the acquisition of a large area by RMS as a dig site for WestConnex.
- the development of residential uses within the Camperdown Precinct are likely to support the viability of development within the proposed business development zone through providing a resident population to occupy jobs and access good and services, and
- it is unlikely that development of the site would be completed prior to 2023 allowing for the consideration of the planning proposal, development application and construction timeframes.

The PRCUTS implementation plan also sets out that rezoning should not proceed until a Precinct-wide traffic study has been prepared. It is understood that the precinct wide traffic study for Camperdown is nearing competition.

It is considered unreasonable to delay a Gateway determination until this work is complete as the proposal provides no additional car parking and would not result in any increased traffic generation compared to the existing controls which apply to the site.

Further, the proposal could proceed concurrently to the finalisation of the traffic study.

Integrated Infrastructure Delivery Plan

An Integrated Infrastructure Delivery Plan has been prepared as part of the Out of Sequence Checklist and to inform the appropriate infrastructure contributions.

Based on the total infrastructure costs identified in the PRCUTS Infrastructure Schedule (as updated by the IIDP) the following infrastructure contributions were recommended:

- State infrastructure contribution - $151.29 per sqm GFA
- Local infrastructure contribution - $216.52 per sqm GFA

The above would apply were residential flat building option progressed on the site.

The IIDP highlights that under the Leichhardt Developer Contributions Plans, no contribution is applicable to a boarding house development, and a significantly lower rate would be applicable to industrial / commercial uses than that identified by the IIDP. Given that the proposal will contribute to the supply of affordable student housing and generate very minor demand for additional infrastructure it is proposed that the relevant Leichhardt Developer Contribution Plan rates are applied at the time of development application.

This approach is considered appropriate as the student housing development would provide communal facilities for recreation, dining and study that cater for student demand. Further, students would access the extensive open space, recreation and facilities provided on campus. This reduces pressure on the local open space and social infrastructure as compared to a residential option or students leasing within the private rental market.

It is proposed that further discussions are carried out with Department of Planning Environment regarding whether State infrastructure contributions would apply to this proposal, and if applicable the appropriate rate and mechanism, noting that recently exhibited Special infrastructure contribution areas have contained exemptions for affordable housing and have not levied employment generating development.

Summary of public benefits

The proposal will deliver a number of public benefits including:

- delivery of a high quality 'live, work, learn' development in close proximity to public transport, universities, services and facilities,
- a minimum of 980sqm capable of creating 65-98 jobs for smaller business operators in the creative, health and education industries,
- addition of 83 'next generation' student accommodation boarding house rooms, increasing supply of much needed affordable housing in the area,
- commitment to deliver a 4 star Green Building Council rated building, or equivalent,
- no impact on the surrounding traffic network, including through a requirement for zero car parking for student housing,
- beautification of the public domain, in particular, at the interface with Johnstons Creek,
- improved lighting around the site for enhanced safety at night,
- new mural in keeping with local character, and
- local and regional infrastructure contributions as outlined above.

Conclusion

The site represents a significant opportunity meet key council priorities to retain employment land whilst delivering on a number of the State and local planning policy objectives as reiterated below.

- The proposal is consistent with the Eastern City District Plan on the basis that:
    - it will ensure employment land is retained and managed,
    - it delivers the entire residential component as a form of affordable housing,
    - it aligns with the strategic direction for the Camperdown Ultimo Health and Education Precinct,
    - it contributes to housing supply within close proximity to public transport and key employment and education facilities including the Sydney CBD, RPA Hospital and major universities thereby supporting the vision of a 30 minute city.
- The proposal is consistent with the Camperdown-Ultimo Place Strategy as it will provide employment floor space to support creative industries, innovation and research, whilst providing affordable student housing.
- The proposal will support the implementation of PRCUTS for the Camperdown Precinct by delivering affordable student housing.

- The proposal addresses the requirements of the PRCUTS Out of Sequence Checklist, including the preparation of an Integrated Infrastructure Delivery Plan which has informed State and local infrastructure contributions.
- The proposal is not reliant on completion of the Precinct Wide Traffic Study identified under PRCUTS as it will not result in any increased traffic generation compared to the existing controls which apply to the site.

1 Background

A previous planning proposal was progressed which sought to rezone the site to R3 Medium Density Housing with and FSR of 2.6:1 and maximum height of 17m. The Council resolved not to proceed with the Planning Proposal on the recommendation of the Inner West Planning Panel.

As a result of the Council's decision the applicant has amended the proposal to respond to the Council's concerns, particularly those relating to loss of employment land. This Planning Proposal report has been prepared in support of the revised proposal.

A chronology of the planning process to date is provided in Table 1, which including details of the extensive consultation with Council staff throughout the process.

Table 1 – Chronology including Council consultation

Date	Description	Council Comments / Consultation
1 April 2017, 9 April 2017, 18 April 2018	Preliminary discussions on concept proposal and process	Council provided the following advice: • affirmation that the concept proposal aligns with the PRCUTS, and could be supported in principal • a higher FSR would be considered if the proposal exhibits design excellence, satisfies the objectives of the PRCUTS, and is sympathetic to heritage considerations • the proposal would benefit from alignment with the proposed adjacent conservation area • proposal to address the PRCUTS Out of Sequence Checklist and the Planning and Design Guidelines (particularly the Fine Grain Study), and • proposal to provide analysis of the public benefit delivered by the proposal.
25 July 2017	Draft planning proposal submitted to Council for preliminary review	See below
11 August 2017	Meeting with Council to discuss planning proposal	See below
18 August 2017	Council provided preliminary review response letter	Council advised that the proposal should align with the Greater Sydney Commission Draft Central District Plan, A Plan for Growing Sydney, PRCUTS, Leichhardt LEP, as well as other Council strategies and policies including the Leichhardt Employment and Economic Development Plan and Inner West Council Affordable Housing Policy.

Date	Description	Council Comments / Consultation
21 September 2017	Revised draft planning proposal submitted to Council	See below
26 October 2017	Council did not accept formal lodgement but provided written feedback.	Council requested the following: • urban design analysis report that explores redevelopment options and justifies the built form and proposed FSR • a site-specific Development Control Plan • demonstration of design excellence • consideration for the economic feasibility and market viability of the proposal • an Integrated Infrastructure Delivery Plan • details of relevant stakeholder consultation • justification for affordable housing provision, • request for an open VPA offer to accompany the proposal.
12 December 2017	Local community information evening	Further details provided in Section 12 and the Stakeholder Engagement Report prepared by Ethos Urban (January 2018)
2 February 2018	**Council accepted the formal lodgement of Planning Proposal**	**Planning proposal refined to address all of Council's requested documentation.** **Fee paid and proposal formally accepted by Council.**
4 May 2018	Correspondence from Council seeking further information	Council's letter: • requested more detailed urban design analysis • highlighted that the proposed bridge across Johnston Creek is not required, and • raised issues relating to car parking, flooding, the Integrated Infrastructure Delivery Plan, the social impact assessment and the economic impact assessment.
28 May 2018	Letter of offer to enter into voluntary planning agreement with Council	The letter made an offer for local infrastructure contributions.
28 May 2018	Letter of offer to enter into voluntary planning agreement with Minister for Planning	The letter made an offer for State infrastructure contributions.

Date	Description	Council Comments / Consultation
31 May 2018	Additional documentation provided in response to Council's letter of 4 May 2018.	Additional documentation provided as per Council's request: • further urban design analysis • updated Integrated Infrastructure Delivery Plan, and • updated Social Impact Assessment.
11 September 2018	**Proposal considered by the Inner West Local Planning Panel**	**Panel endorsed Council's position not to support the proposal. Issues included inconsistency with the objectives of the Greater Sydney Regional Plan, Eastern City District Plan and the PRCUTS.**
2 October 2018	Applicant submitted a revised proposal to Council.	The revised proposal responded to the concerns of Council and the Local Planning Panel including provision of a boarding house to cater for affordable student housing.
4 October 2018	Council emailed the applicant regarding the revised proposal.	Council advised that any amendment would need to be formally made to Council and would incur an additional fee of 50% of the original fee and would need to be assessed and considered again by the Inner West Planning Panel.
16 October 2018	Letter with supplementary information provided with copies plans	A letter was submitted to Council addressing concerns raised and providing support for the supplementary material including an FSR of 1.5:1 and an option to restrict uses to boarding house uses such as student, key worker or affordable housing.
17 October 2018	The applicant met with Council to discuss she revised proposal.	Council staff advised that, based on its current 2018/2019 fee schedule, the fee is $50,000 for an amendment to a planning proposal (being 50% of the current fee for a complex LEP amendment) and $7,500 for an amendment to a DCP. Council staff also indicated that it would be difficult for them not to support the revised proposal.
30 October 2018	Original Planning Proposal considered by Council, prior to the fee issue being resolved.	Council resolved not to proceed with the Planning Proposal for the reasons outlined in Section 9. The report to Council did not make reference to the supplementary material provided in support of the Planning Proposal.
October 2018	**Rezoning Review request**	**Applicant requests Department of Planning and Environment (DPE) to commence rezoning review of revised proposal.**

Date	Description	Council Comments / Consultation
7 November 2018	Rezoning review response	DPE advises applicant that rezoning review cannot be considered until a revised Planning Proposal has been accepted by Council.
21 March 2019	Meeting with Council to discuss revised proposal.	Revised proposal presented to Council. Council highlighted the importance of addressing its concerns on the previous proposal.

2 Site description and context

2.1 Site description and current use

The site is located at 1-5 Chester Street, Annandale, within the Inner West Council Local Government Area. The site is located directly to the east of Johnstons Creek canal. The topography of the site has been altered to elevate it above the canal.

To the south, east and north east of the site are existing light industrial buildings, including strata industrial units directly to the south and a storage facility to the north east on the adjacent side of Chester Street. A pocket park located at the terminus of Chester Street adjoins the northern corner of the site. The western side of Johnston Creek 50 meters from the site borders the Douglas Grant Memorial Park and a low density residential area within Annandale with dwellings which have their rear boundaries adjoining the park. A pedestrian / cycle bridge crosses Johnston Street linking the northern and southern sections of Chester Street.

The key site characteristics are outlined in in Table 2 below and the site is shown at Figure 1.

Table 2 – Key site characteristics

Land Description	Lot 11 DP499846
Site area	1,307 sqm
Existing use and built form	The site contains one and two storey industrial buildings which are currently used as a car repair and paint workshop. The existing buildings are built to the Johnsons Creek interface and built to the boundary of Chester Street.
Vehicle access	Vehicular access to the site is from Chester Street which provides access to a car park on the northern tip of the site.

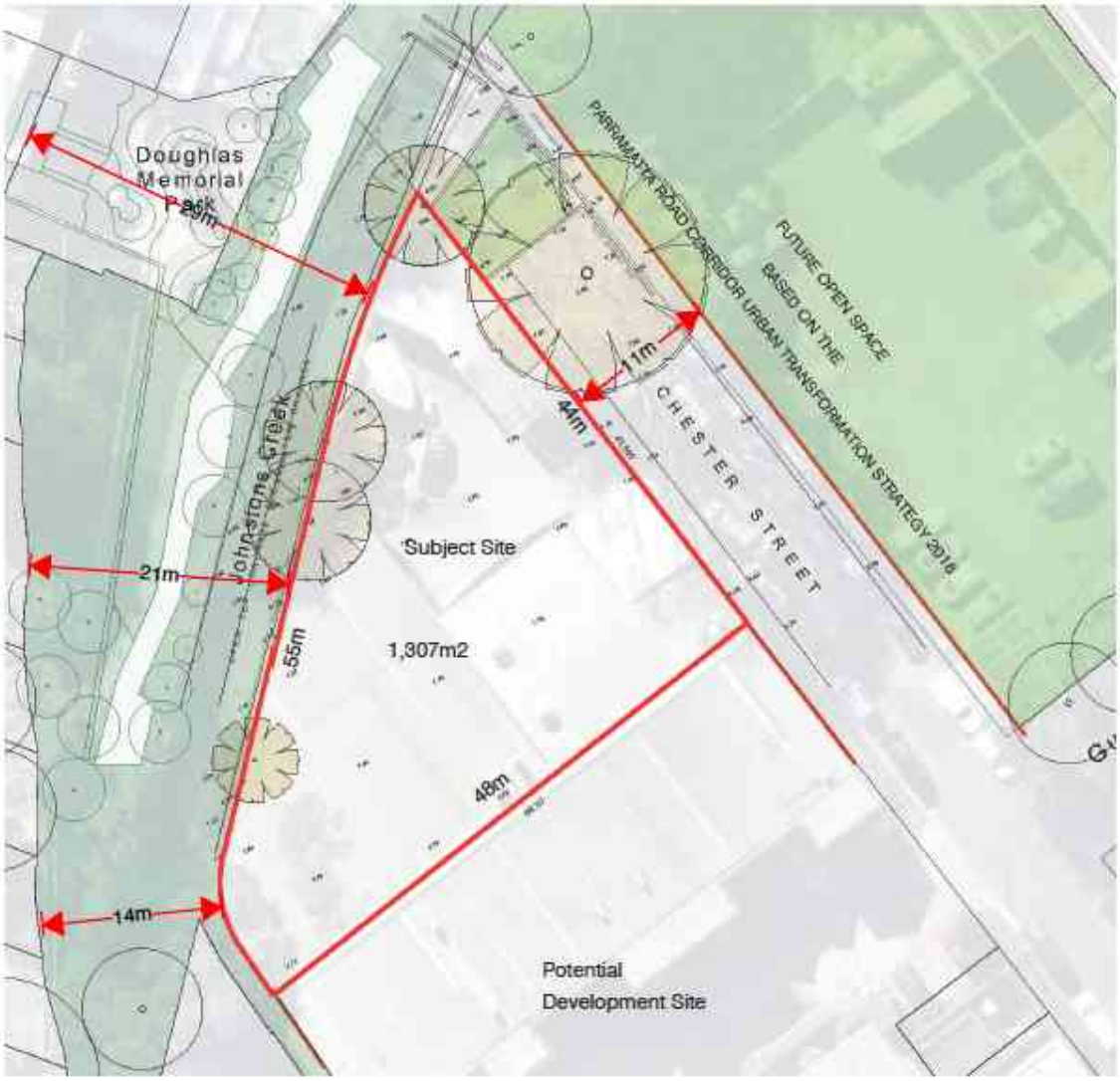

Figure 1 – Site location

2.2 Local context

The site is located within close proximity to a range of services and facilities which support its redevelopment for residential use, as outlined below.

- Three major universities campuses are located within close proximity to the site including Sydney University within walking distance (approximately 1km), and UTS and University of Notre Dame at Broadway (approximately 3km)
- The site has good access to public transport being in close walking distance of major bus routes on Booth Street and along Parramatta Road (within 400 metres)
- The site is accessible to existing and planned pedestrian and cycle routes including along the Johnstons Creek corridor.
- The site is within close proximity of local open space including Douglas Grant Memorial Park on the western side of Johnstons Creek as well as open space to the east of the site which is planned under the PRCUTS. The site is also accessible to regional open space to the north of the site along the Johnstons Creek corridor.

- The RPA Hospital, and associated health services, are located approximately 1km from the site.
- To site is located in close walking distance of local retailing, including a small scale supermarket, on Booth Street in Annandale and is accessible to regional shopping facilities at Broadway approximately 3km to the east of the site.
- The site is within 4km of the Sydney CBD which contains a host of amenities and services as well as being the largest employment area in Australia.

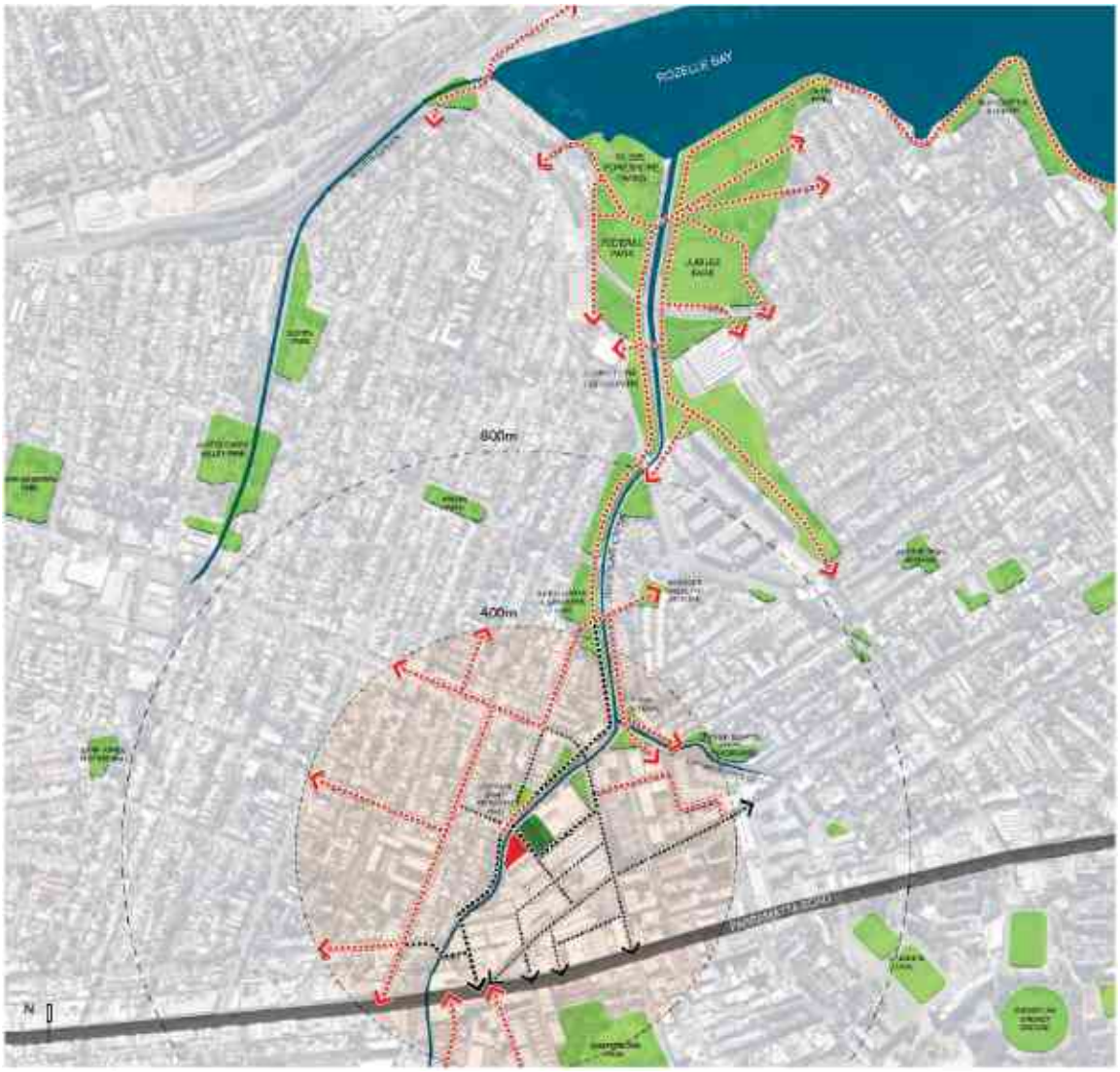

Figure 2 – Surrounding context

3 Current planning controls

The principal instrument applying to the site is the Leichhardt Local Environmental Plan 2013 (Leichhardt LEP). The entire site is zoned IN2 Light Industrial. Apartment buildings and other residential uses are currently prohibited under that zone.

The provisions of the IN2 Light Industrial Zone are provided in Table 3 below.

Table 3 – IN2 light Industrial

Zone IN2 Light Industrial	
1 Objectives	• To provide a wide range of light industrial, warehouse and related land uses. • To encourage employment opportunities and to support the viability of centres. • To minimise any adverse effect of industry on other land uses. • To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area. • To support and protect industrial land for industrial uses. • To retain existing employment uses and foster a range of new industrial uses to meet the needs of the community. • To ensure the provision of appropriate infrastructure that supports Leichhardt's employment opportunities. • To retain and encourage waterfront industrial and maritime activities. • **To provide for certain business and office premises and light industries in the arts, technology, production and design sectors.**
2 Permitted without consent	Nil
3 Permitted with consent	Agricultural produce industries; Depots; Educational establishments; Garden centres; General industries; High Technology Industry, Hardware and building supplies; Industrial training facilities; Light industries; Neighbourhood shops; Places of public worship; Roads; Storage premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4
4 Prohibited	Air transport facilities; Airstrips; Aquaculture; Biosolids treatment facilities; Boat sheds; Camping grounds; Caravan parks; Cellar door premises; Cemeteries; Child care centres; Correctional centres; Crematoria; Eco-tourist facilities; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extensive agriculture; Farm buildings; Forestry; Heavy industries; Home businesses; Intensive livestock agriculture; Hazardous storage establishments; Health services facilities; Helipads; Highway service centres; Home occupations (sex services); Information and education facilities; Livestock processing industries; Marinas; Markets; Mooring pens; Moorings; Offensive storage establishments; Open cut mining; Public administration buildings; Pubs; Registered clubs; Residential accommodation; Respite day care centres; Restaurants or cafes; Roadside stalls; Rural supplies; Shops; Stock and sale yards; Tourist and visitor accommodation; Waste disposal facilities.

The following additional controls apply to the site under the Leichhardt LEP.

Height of buildings

Under the Leichhardt LEP, no height of buildings map currently applies.

Floor Space Ratio

The current maximum floor space ratio across the entire site is 1:1.

Business and office premises

Under the Leichhardt LEP the following provision also apply to the IN2 zone.

6.9 Business and office premises in Zone IN2

(1) The objective of this clause is to promote certain types of business and office premises in Zone IN2 Light Industrial.

(2) This clause applies to land in Zone IN2 Light Industrial.

(3) Development consent must not be granted to development for the purpose of business premises or office premises on land to which this clause applies unless the consent authority is satisfied that the development will be used for a creative purpose such as media, advertising, fine arts and craft, design, film and television, music, publishing, performing arts, cultural heritage institutions or other related purposes.

4 Strategic context

4.1 Greater Sydney Region Plan

The final *Greater Sydney Region Plan, A Metropolis of Three Cities* was released by the Greater Sydney Commission in March 2018. The Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities. It establishes directions, objectives and actions to achieve the 40 year vision which are focused around infrastructure and collaboration, liveability, productivity and sustainability.

The Greater Sydney Region Plan also aims to provide ongoing housing supply and a range of housing types in the right places to create more liveable neighbourhoods and support Greater Sydney's growing population.

The Chester Street proposal supports the delivery of the vision for the Greater Sydney Region by increasing student housing supply within walking distance of the bus services along Parramatta Road, and with excellent access to a wide range of jobs, education and health facilities, including those within the Sydney CBD, within a 30 minute travel timeframe.

4.2 Eastern City District Plan

The Eastern City District Plan seeks to manage growth within the Eastern City in the context of economic, social and environmental matters to contribute to the 40-year vision for Greater Sydney. It contains planning priorities and actions for implementing the Greater Sydney Region Plan, at a district level and is a bridge between regional and local planning. Figure 3 shows the site in the context of the Eastern City District Plan.

The Eastern City District Plan identifies the Camperdown-Ultimo Health and Education Collaboration Area comprising the RPA Hospital, Sydney University, UTS, Notre Dame University, TAFE Ultimo and medical research institutions. The Plan highlights that the Greater Sydney Commission will facilitate stakeholder collaboration for the Camperdown-Ultimo Collaboration Area, including to plan for complementary uses that support the hospital and universities, support a range of housing types and price points for key workers and students and improve transport, walking and cycling connections between key hubs, and upgrade the public domain.

The Plan highlights that the PRCUTS, initially developed by UrbanGrowth NSW, will be a collaboration between the relevant councils implementing the Strategy, supported by the Greater Sydney Commission.

It also confirms that that the Parramatta Road Corridor is not subject to the industrial land strategies and actions of the District Plan, being to retain and manage industrial and urban services land. This is on the basis that an extensive planning process has been undertaken for the area which has informed future land use recommendations for the corridor.

The proposal is considered to be consistent with the Eastern City District Plan on the basis that:

- it will support the Camperdown-Ultimo Health and Education Collaboration Area by providing student housing and employment space to support innovation, health and creative industries accessible to the Collaboration Area,
- it will facilitate the implementation of the PRCUTS for the site, and
- noting that PRCUTS is not subject of the industrial land strategies and actions of the District Plan, it aligns with objective to retain and manage industrial and urban services land.

Detailed consideration has been given the relevant planning priorities and actions of the Eastern City District Plan in Appendix A.

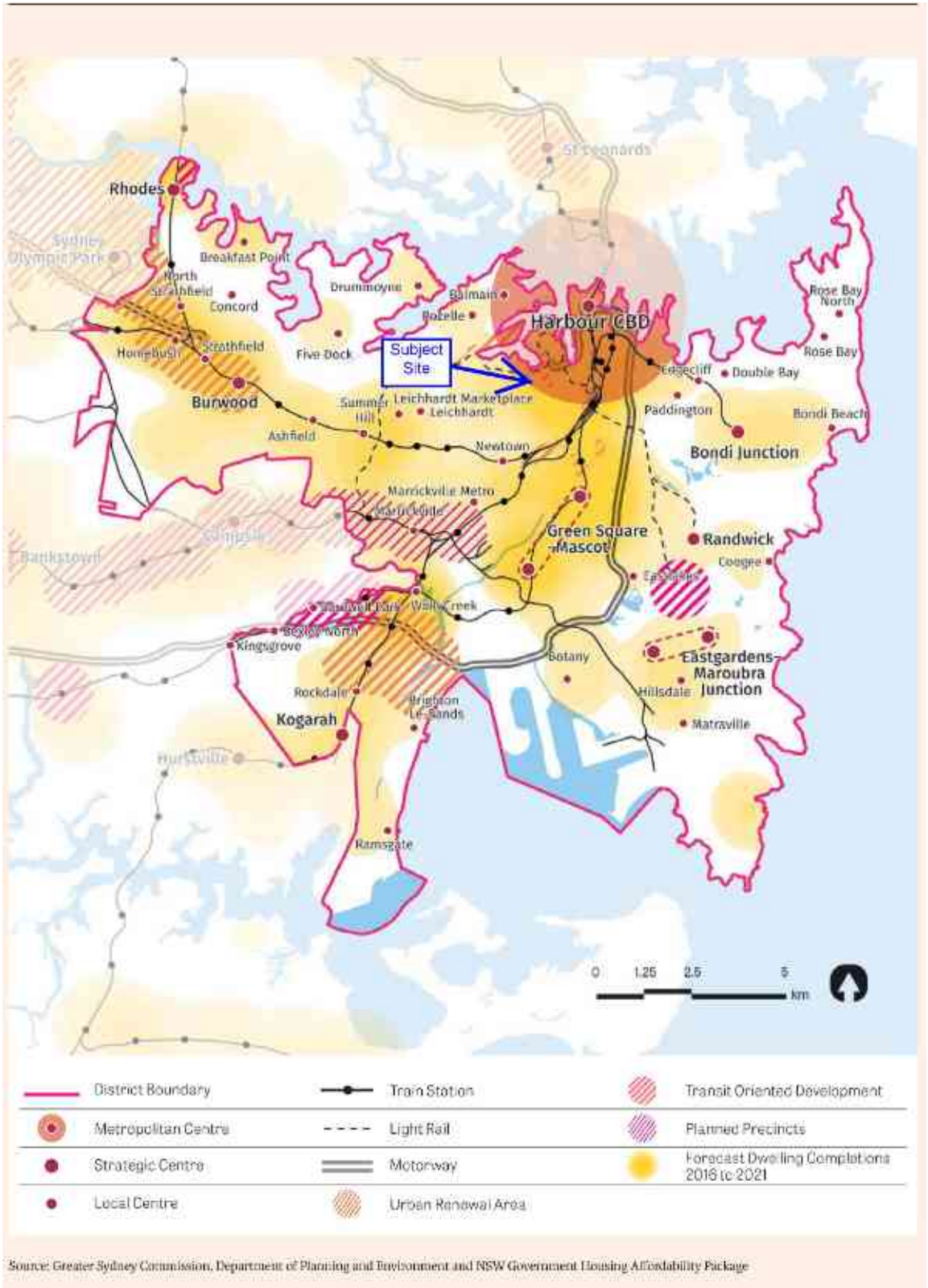

Figure 3 – Eastern City District Plan

4.3 Camperdown Ultimo Place Strategy

The Camperdown Ultimo Place Strategy was released in February 2019 and identifies a vision, priorities and actions to inform future investment and growth for the Camperdown-Ultimo Health and Education Collaboration Area. The strategy identifies three activity nodes being Camperdown, Haymarket and Eveleigh. The site is located adjacent to the Camperdown activity node on the periphery of the innovation ecosystem (being the extent of the Collaboration Area). The site is within an area identified as a health, education and research anchor that stretches from Camperdown to Haymarket. The Place Strategy is illustrated at Figure 4 below.

Figure 4 – Camperdown Ultimo Place Strategy

The vision for the precinct highlights urban challenges for the area, including the following which are of particular relevance to this site and proposal:

- the conversion of industrial and commercial building stocks to residential or mixed-use developments, limiting availability of employment land and affordable spaces for innovation, research, creative industries and artists, and collaborative projects, and
- lack of affordable housing for the community, students, key and creative workers, and limited short-medium term accommodation for academic and health visitors

The proposal supports the strategy by retaining employment land on the site to support creative industries, innovation and research, whist providing affordable student housing.

Table 4 – Analysis against Camperdown Ultimo Place Strategy

Action	Consideration
Priority 4: Provide housing supply, choice and affordability in great places for people	
Action 14: Require the provision of affordable housing in and close to the Collaboration Area, including in mixed-use developments, consistent with government targets.	The proposal will provide affordable student housing in the Collaboration Area.
Action 15: Explore initiatives to provide diverse housing, including affordable housing for key workers and students.	The proposal provide affordable student housing within the Collaboration Area.
Priority 8: Support the role and function of employment lands	
Action 26: Retain and manage commercial and business activities, particularly small businesses and tech start-ups, by safeguarding business zoned land from conversion that allows residential development.	The proposal will retain the industrial zoning of the site to allow for small scale creative office and high technology industrial targeted at the innovation, health and education sectors.
Action 28: Advocate for and deliver a minimum percentage requirement for affordable space in developments for tech start-ups, innovation, creative industries, cultural uses, community uses and artists within and beyond the Collaboration Area.	This would be subject of further discussions with Council.

4.4 Parramatta Road Corridor Urban Transformation Strategy

The PRCUTS was released in 2016 by UrbanGrowth NSW (now Landcom) and sets a vision and land use and transport principles to accommodate 27,000 new homes and 50,000 new jobs in a range of industries across the Corridor over the next 30 years. The PRCUTS is given statutory force by way of a Ministerial direction under Section 9.1 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

The Ministerial Direction has the objective to facilitate development within the Parramatta Road Corridor consistent with the PRCUTS. Planning Proposal Authorities are obliged to be consistent with the PRCUTS and the Eastern City District Plan.

The PRCUTS outlines a corridor wide vision, seven land use and transport planning principles and relevant strategic actions, which are addressed in Appendices A and B.

The PRCUTS identifies eight precincts along the corridor which are earmarked for renewal. The site is located within the Camperdown Precinct, and is identified for residential uses.

For the Camperdown Precinct, the PRCUTS states that the area is already transitioning to a vibrant high-density locality with diverse uses and buildings of different scales and will continue to evolve into an attractive, highly urbanised neighbourhood with high quality amenities. A key action for the Camperdown Precinct is to focus residential development on students, key workers, and affordable housing

The proposal supports the objectives and key actions for the Camperdown Precinct by increasing the supply of student housing, within close proximity to high capacity public transport connections along Parramatta Road.

PRCUTS is supported by an implementation toolkit to assist councils and other stakeholders and to guide where and when rezoning should occur, and the infrastructure required to support land use changes. The relevant aspects of the implementation toolkit is discussed in detail below.

Parramatta Road Corridor – Planning and Design Guidelines

The Planning and Design Guidelines have been developed to inform future controls in local environment plans and development control plans and should be considered when the Strategy is being implemented through rezoning proposals.

For the site the PRCUTS Planning and Design Guidelines identifies the following recommended zoning and built form controls:

- Zone: R3 Medium Density Housing
- FSR: 1.5:1
- Height of buildings: 17 metres

Compliance with the PRCUTS – Planning and Design Guidelines is further discussed in Section 6.1.

Parramatta Road Corridor – Implementation Plan 2016-2023

The Implementation Plan establishes a sequencing strategy identifying areas of the Parramatta Road corridor to be redeveloped to 2023. The site is located within the areas of the precinct identified to be delivered post 2023.

The Implementation Plan supports delivery of a maximum 105,000sqm of employment GFA within the areas identified for release by 2023, predominantly within a business development zone comprising light industrial, enterprise and business, commercial and community uses.

The Implementation Plan does not propose any residential floor space within the 2016-2023 timeframe. However it is noted that page 256 of the PRCUTS Planning and Design Guideline forecasts 389 new dwellings by 2023 and 700 new dwellings by 2050. This appears to be an inconsistency within the PRCUTS Implementation Toolkit.

The Implementation Plan outlines that Proposals that depart from the identified staging and sequencing will need to be considered against the Out of Sequence Checklist. The Checklist ascribes a merit assessment process to determine whether proposals that are not fully aligned with the Implementation Plan 2016 – 2023 should be allowed to proceed.

The requirements of the Out of Sequence Checklist have been addressed Section 6.

Rezoning of the site prior to 2023 is also considered appropriate on the basis that:

- the delivery of development planned under PRCUTS to 2023 is restricted by the quantity of industrial units held in strata titles and the acquisition of a large area by RMS as a dig site for WestConnex.
- the development of residential uses within the Camperdown Precinct are likely to support the viability of development within the proposed business development zone through providing a resident population to occupy jobs and access good and services, and
- it is unlikely that development of the site would be completed prior to 2023 allowing for the consideration of the planning proposal, development application and construction timeframes.

It is also acknowledged the PRCUTS Implementation Plan requires that rezoning does not proceed until a Precinct-wide traffic study has been prepared. It is understood that the precinct wide traffic study for Camperdown is nearing competition. It is considered unreasonable to delay a Gateway determination until this work is complete as the proposal provides no additional car parking and would not result in any increased traffic generation compared to the existing controls which apply to the site. Further, the proposal could proceed concurrently to the finalisation of the traffic study.

Parramatta Road Corridor – Infrastructure Schedule

The Infrastructure Schedule identifies the transport, open space, community, education and health facilities required to support the proposed growth across the Corridor. It identifies specific infrastructure for the Camperdown Precinct both in the short term (2016-2023) and the medium to long term (2024-2054).

An Integrated Infrastructure Delivery Plan has been developed to support the proposal which has included a review and interrogation of the Infrastructure Schedule and costing of items which are not currently costed the schedule. The Integrated Infrastructure Delivery Plan and proposed contributions are discussed further in Section 6.2.

Parramatta Road Corridor – Urban Amenity Improvement Program

The Urban Amenity Improvement Program (UAIP) is a $198 million initiative to stimulate the transformation of the Parramatta Road Corridor. For the Camperdown Precinct the UAIP will fund the following infrastructure upgrades which will benefit the site:

- new north-south pedestrian and cycle connection along Johnstons Creek from Booth Street to Parramatta Road
- public domain improvements and cycle connection to Pyrmont Bridge Road between Parramatta Road and Mallet Street.

4.5 Our Inner West 2036

Our Inner West 2036 is the current Inner West Community Strategic Plan and was adopted in June 2018. It identifies the community's vision for the future, long-term goals, strategies to get there and how to measure progress towards that vision.

The proposal is considered to be consistent with the strategic directions and associated outcomes and strategies of Our Inner West 2036 as outlined in Table 5 below.

Table 5 – Analysis against Our Inner West 2036

Strategic Direction	Consideration
Strategic Direction 1: An ecologically sustainable Inner West	The proposal will support this strategic direction by: • committing to sustainability initiatives identified in PRCUTS • increasing canopy cover and deep soil zones on the site, and • improving water quality of runoff to Johnstons Creek.
Strategic Direction 2: Unique, liveable, networked neighbourhoods	The proposal will support this strategic direction by: • integrating growth with existing public transport and active transport infrastructure, community facilities and services, • providing a mix of uses on the site including modern industrial and creative office space as well as a mix of dwelling types, including potential for affordable student / key worker accommodation, to meet the needs of the community.
Strategic Direction 3: Creative communities and a strong economy	The proposal aligns with this strategic direction with the retention of the IN2 Light Industrial with additional permitted uses, and the requirement for at least 980sqm as non-residential floor space to support creative office and high technology industrial uses to support the innovation, health and education sectors. It also supports the strategic direction through the provision of affordable student housing, which will support the role of Sydney University and the RPA Hospital.
Strategic Direction 4: Caring, happy, healthy communities	The proposal will support his strategic direction by: • providing a broader range of housing options, including student housing, and • locating housing within close proximity to open space and active transport connections.

Strategic Direction	Consideration
Strategic Direction 5: Progressive local leadership	The proposal supports this strategic direction by engaging closely with the local community in developing the plans for the site.

4.6 Leichhardt Employment and Economic Development Plan

The Leichhardt Employment and Economic Development Plan (LEEDP) is a 10-year strategy for the future of Leichhardt LGA's economic development.

The Plan includes an action to protect and enhance key employment lands. The Leichhardt Industrial Lands Study locates the site within the Camperdown industrial precinct which is identified as a key industrial precinct with importance to Leichhardt and the wider Sydney Region.

The proposal supports this action by retaining the IN2 Light Industrial zone, allowing a boarding house for student accommodation as an additional permitted use, and requiring 980sqm of floorspace to be provided as non-residential. This will accommodate 65-98 jobs on the site.

5 The proposal

An amended planning proposal has been prepared for the site which seeks to address the concerns of the Council, particularly those relating to loss of employment land and consistency with strategic policies and objectives. The proposal seeks to facilitate a mixed use development comprising employment uses and affordable student housing.

An alternative option was also considered for an employment / residential apartment development and is considered in the supporting studies. The affordable student housing option is presented in this planning proposal report as the preferred option as it aligns more closely with the Greater Sydney Commission District Plan and Government endorsed strategic objectives for the Camperdown-Ultimo Collaboration Area. However, the applicant would be willing to take forward the alternative option if it is preferred by Council.

5.1 Proposed Local Environmental Plan amendments

The planning proposal seeks to retain the IN2 Light Industrial zone and make the following changes to the Leichhardt LEP:

- Amend the FSR map for the site to 0.75:1,
- establish a maximum height of 17m,
- include a local provision which:
  - allows boarding houses for affordable student housing as an additional permitted use,
  - allows a maximum additional FSR of 2:1 for a boarding house development, and
  - requires a minimum of 980sqm (FSR 0.75:1) to be delivered as non-residential uses.

Consistent with the intent of *State Environmental Planning Policy (Affordable Rental Housing) 2009* (Affordable Rental Housing SEPP), the proposal seeks to apply the bonus provisions for boarding houses, being an additional FSR of 0.5:1 where the underlying FSR which applies to the site is 2.5:1 or less. A bonus of 0.5:1 has been applied to the recommended residential FSR of 1.5:1 recommended by PRCUTS.

It is noted that the boarding house provisions of the Affordable Rental Housing SEPP do not apply to the IN2 Light Industrial zone, however if boarding houses uses are made permissible on the site it is considered appropriate that they apply to any future proposal.

5.2 Urban Design

An urban design concept have been developed for the site comprising:

- 980sqm of non-residential floor space on the lower ground and ground floors to accommodate creative offices and high technology industrial uses targeted at the innovation, health, and education sectors,
- 83 boarding house rooms as a form of affordable housing,
- 18 car spaces on a single basement level to service the employment uses (no change to current controls),
- 17m height limit,
- 6m setback to Johnstons Creek, including a 3.2m deep soil zone,
- 1m setback to Chester Street,

- commitment to design excellence through council's Architectural Excellence Panel process,
- commitment to delivering a 4 Star Green Building Council rated building or equivalent.

The urban design concept is illustrated in Figure 5 below. Image 1 shows a view to the north west from Chester Street and image 2 shows a view to the south along Johnstons Creek.

Figure 5 – Photomontages

5.3 Proposed development control plan

A draft site specific Development Control Plan (DCP) was prepared to support the lodgement of the previous planning proposal, which outlined a desired future character and objectives for the site and included provisions to control the future built form, public domain, pedestrian and vehicular access, amenity, unit mix, and drainage and water management.

It is also envisaged that the DCP could reflect the applicant's commitment to deliver a 4 star Green Building Council rated building, or equivalent.

Minor amendments to the draft site specific DCP will be made to reflect the current proposal following a Gateway determination.

5.4 Local infrastructure contributions

Under the current Leichhardt Developer Contributions Plans, no contribution is payable for a low income boarding house development, and the following rates are applicable to commercial development:

- Community facilities and services: $265 per employee
- Open space and recreation: $651 per employee
- Transport and access: $327.33 per GFA (100sqm)

The contribution plans outline standard floor area rates per employee of various types of development with 17.7sqm per employee applying to modern office space.

It is proposed that the relevant Leichhardt Developer Contribution Plan rates are applied at the time of development application.

This approach is considered appropriate as the affordable student housing development would provide communal facilities for recreation, dining and study that cater for student demand. Further, students would access the extensive open space, recreation and facilities provided on campus. This reduces pressure on the local open space and social infrastructure as compared to a residential option or students leasing within the private rental market. Further, the proposal will not impact on local roads as it will reduce the potential traffic impact associated with the site and includes zero car parking for the student housing.

It is noted that were the alternative option pursued comprising a residential flat building / employment uses that the contributions framework would need to be further discussed with Council. These discussions would be informed by the findings of the Integrated Infrastructure Delivery Plan.

5.5 State infrastructure contributions

Recently exhibited Special infrastructure contribution areas for urban renewal precincts such as Bayside West and East Rhodes have contained exemptions for affordable housing and have not levied employment generating development.

It is proposed that further discussions are carried out with Department of Planning Environment regarding whether State infrastructure contributions would apply to this proposal, and if applicable the appropriate rate and mechanism.

The Integrated Infrastructure Delivery Plan can inform these discussions.

6 Out of sequence checklist

6.1 Criteria 1: Strategic objectives, land use and development

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

The PRCUTS contains the following vision for the wider Parramatta Road Corridor:

> *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 B.

The Site is located within the Camperdown Precinct within the PRCUTS. The PRCUTS – Planning and Design Guidelines establishes the following vision for the Camperdown precinct:

Camperdown Precinct will be home to high-quality housing and workplaces right on the edge of the CBD, well connected to the surrounding city, parklands, health and education facilities and focused on a busy and active local centre.

It also sets out a series of principles to achieve the vision. The proposal's consistency with these principles is demonstrated in Table 6 below.

Table 6 – Camperdown Precinct principles

Principles	Consideration
Future proofing the Precinct and parts of the Frame Area for long term strategic land uses	The proposal provides for affordable student housing on the site consistent with the recommendations of PRCUTS. It also requires non-residential uses on the site to ensure the long term provision of employment and urban services uses on the site.
Increasing the potential for student housing	The proposal will significantly increase the supply of student housing in the precinct.
Reinforcing the significant elements of the eight (8) local character areas recognised in the Parramatta Road Corridor Fine Grain Study, September 2016	The key elements relevant to the site identified in the PRCUTS Fine Grain Study are the relationship to surrounding open space and local heritage items including the Chester Street kerb and gutter and the warehouse at 52-54 Pyrmont Bridge Road (corner Guihen and Chester St). The proposal responds to the objectives and guidelines of the fine grain study as highlighted in the following section of this table.
For each character area, implementing the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016	The proposal is entirely consistent with following objectives for character area 3 which applies to the site:

Principles	Consideration
	• preserve the eclectic mix of large industrial warehouses, scattered with terrace houses and low scale apartment buildings • preserve the green pocket park at the termination of Johnstons Creek. The fine grain study also includes an objective to preserve the predominant zero lot setbacks to reflect the existing warehouse character. A 1m setback is proposed to Chester Street, however this is appropriate in the context of the adjoining pocket park and will still maintain the industrial character of the area. The proposal also meets the relevant key guidelines, by: • responding to surrounding heritage items and heritage conservation areas (see Section 10.8). • responding to the surrounding industrial character through built form, building articulation, and appropriate use of materials, which can be further articulated through the site specific DCP.
Providing green and active streets that connect residents and workers to small, diverse, and highly connected local and regional open spaces	The proposal will benefit from improved cycleways along Johnston Creek connecting Parramatta Road to Booth Street to be funded through the Urban Amenity Improvement Program. The proposal includes a six metre setback to the Johnstons Creek which would accommodate a cycleway if this was identified as the preferred alignment. PRCUTS also identifies a proposed open space on Chester Street facing the site. There is potential for local contributions to provide funding towards the upgrade of the proposed open space and/or the existing pocket park at the terminus of Chester Street.
Capitalising on the improved, high-capacity public transport connections along Parramatta Road to the CBD	The proposal will capitalise on the high capacity transport along Parramatta Road, providing access to the Sydney CBD and nearby education facilities including Sydney University, UTS and the University of Notre Dame.
Addressing the constraints of the north-south street blocks and limited east-west connections by requiring new development to deliver connections to the surrounding streets, work places and neighbourhoods.	PRCUTS does not identify any additional connections or through site links to be accommodated within the site.

Principles	Consideration
Rehabilitating and greening the Johnston's Creek corridor to connect the Precinct to the Bicentennial Parklands and the harbour foreshore walks along the line of Johnston's Creek and its tributaries.	The proposal provides a 6m setback to Johnston Creek which will provide opportunities for greening and rehabilitation of the Johnston's Creek corridor. This would also accommodate a pedestrian path / cycleway along Johnston's Creek.
Providing activated streetscapes and improved public domain particularly on north-south streets to create new 'green fingers'	PRCUTS does not identify Chester Street as requiring active/commercial frontages. However the proposal will enhance activation through ground floor creative office / industrial uses which address the street and public domain in contrast to the existing blank wall across the majority of the Chester Street frontage.
Reducing parking rates across the Precinct to capitalise on the strong public transport along Parramatta Road.	The proposal provides for very low parking rates, including zero car parking for the student housing.
Incorporating car parking into future development to unlock existing car parks and repurposing them for open space	All car parking requirements would be integrated within the proposal.

- *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 C.

- *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.*

The proposal demonstrates a net community benefit as outlined at Section 10.11 and a net economic benefit as outlined at Section 10.11.

The proposal will result in net environmental benefits through commitment deliver a 4 star Green Building Council rated building, through increased canopy cover and deep soil zones on the site, and improving water quality of runoff to Johnstons Creek.

- *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 proposal's consistency with the PRCUTS recommended planning controls as set out in the table below:

PRCUTS recommended zone / planning control	Proposal
Zone: R3 Medium Density Residential	The proposal seeks to apply the IN2 Light Industrial zone in light of the concerns raised by Council about the loss of employment land. The application of this zone will highlight the role of the site in accommodating employment uses. A site specific clause will allow 'boarding houses' as an additional permitted use to accommodate student housing on the site, whilst requiring a minimum quantity of non-residential floor space.
FSR : 1.5:1	The total FSR is proposed to comprise: • 0.75:1 for industrial / creative office uses, and • 2:1 boarding housing floor space incorporating a 0.5:1 bonus consistent with the Affordable Rental Housing SEPP boarding house provisions which do not apply to the IN2 zone. The proposal exceeds the recommended FSR to ensure a feasible development outcome where both the residential and non-residential uses can be accommodated. Further, this FSR can be accommodated within the PRUCTS recommended height limit whilst achieving an appropriate built form outcome and meeting the requirements of the Apartment Design Guide.
Height of buildings: 17 metres	The proposal is consistent with the recommended height limit.

The built form provisions for the corridor and precinct outlined in the Planning and Design Guidelines have informed the urban design scheme, in particular the setbacks to streets and open space, upper level setbacks and transition to the adjacent heritage conservation area.

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

The PRCUTS – Planning and Design Guidelines outline a desired future character for living and working the Precinct.

The proposal is considered to be consistent with the relevant aspects the desired future character as outlined in Table 7 below.

Table 7 – Camperdown desired future character

Future character	Consideration
Camperdown Precinct will to evolve into an attractive, highly urbanised neighbourhood marked by taller residential and business buildings, with potential for an innovative business and research hub to reflect the area's synergy of health, education, technology and reinvention. It will remain an eclectic collection of distinct places that supports a range of different activities and experiences.	The proposal to provide creative offices, modern industrial space, and affordable student housing, will support synergies between the precinct and the wider Camperdown-Ultimo Health and Education Collaboration Area and will contribute to the variety of uses and diversity of population within the precinct.
New residential development will be located in two locations - along Johnston's Creek in the north and longer term to the south of Parramatta Road between Cardigan Lane and Australia Avenue. Future development in these locations will need to be appropriately scaled and will complement the Precinct's industrial heritage character and the adjacent heritage conservation area's lower density housing.	The proposal has responded to the surrounding context including the Precinct's industrial heritage character and adjoining heritage items and heritage conservation areas. This is discussed in future detail in Section 10.8.
New open spaces and road connections will provide a network of footpaths to support a fully walkable and revitalised centre.	PRCUTS does not identify any new open spaces or road connections within the site. The 6m wide setback to Johnston's Creek could accommodate a pedestrian / cycleway. There is also potential for local contributions to provide funding towards upgrading the proposed open space opposite the site and the existing pocket park at the terminus of Chester Street.

The PRCUTS outlines indicative floor space mix and growth projections for the Camperdown Hill Precinct which are presented at Table 8. The proposal will contribute to the population growth projections within the precinct, as well increase the supply of housing, in particular affordable student housing. The proposal will also support 65-98 jobs.

Table 8 – Camperdown Precinct Proposed Growth Projections / floor space mix

	Short term (2023)	Long term (2050)
Residential floor space (sqm)	0	62,000
Dwellings	389	700
Population	720	1390
Minimum employment floor space (sqm)	105,000	108,000
Jobs	1,400	2,285

- *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 panellists, or specialist panels.

Whilst the site is less the 1,500sqm metres it is understood that the Planning Proposal may be considered by the Inner West Council's Architectural Excellence Panel, and that future development applications will be considered by the Architectural Excellence Panel. This process will ensure any future development for the site demonstrates design excellence.

6.2 Criteria 2: Integrated Infrastructure Delivery Plan

- *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.*

An updated Integrated Infrastructure Delivery Plan (IIDP) was prepared by Northrop (April 2019) to address the requirement of the PRCUTS Out of Sequence Checklist for the revised proposal.

The IIDP determined an appropriate infrastructure contribution for the development utilising the PRCUTS guidelines, stakeholder engagement, gap analysis and interrogation

of the PRCUTS – Infrastructure Schedules. The IIDP was informed by consultation with Transport for NSW, RMS, University of Sydney, NSW Health, Sydney Local Health District, Sydney Water, Department of Education, Department of Industry, and Department of Planning and Environment.

Based on the total infrastructure costs identified in the PRCUTS Infrastructure Schedule (as updated by the IIDP) the following infrastructure contributions were recommended:

- State infrastructure contribution - $151.29 per sqm GFA
- Local infrastructure contribution - $216.52 per sqm GFA

The above would apply were residential flat building option progressed on the site.

The IIDP highlights that under the Leichhardt Developer Contributions Plans, no contribution is applicable to a boarding house development, and a significantly lower rate would be applicable to industrial / commercial uses than that identified by the IIDP.

Given that the proposal will contribute to the supply of affordable student housing and generate very minor demand for additional infrastructure (as confirmed by the traffic study and social impact assessment which are discussed in Sections 10.6 and 10.11 respectively), it is considered appropriate that the Leichhardt Developer Contribution Plan rates applicable at the time of development are applied to future development on the site.

Recently exhibited Special infrastructure contribution areas for urban renewal precincts such as Bayside West and East Rhodes have contained exemptions for affordable housing and have not levied employment generating development. As such it is anticipated that no state infrastructure contribution would apply to the preferred option under this planning proposal. As stated elsewhere in this report there no significant increase in demand on state or local infrastructure arising from this proposal.

Accordingly, it is considered appropriate that the suitable State infrastructure contribution rate be determined at the time of development, consistent with any rate applicable to this type of development. This would be subject of further discussions with Department of Planning and Environment following a Gateway decision.

6.3 Criteria 3: Stakeholder engagement

- *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.*

Extensive stakeholder consultation has been carried out as outlined in Section 12 and in the Stakeholder Engagement Report prepared by Ethos Urban (Appendix M).

- *An appropriate level of support or agreement is documented.*

The applicant is seeking the support of Council for the proposal through the Planning Proposal process. Further community consultation will also be carried out following a Gateway determination.

- *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.*

The PRCUTS identifies that development within the 2016-2023 timeframe could be supported by rapid bus solutions along Parramatta Road from Burwood to the Sydney CBD. Given the slow take up within the precinct, it is envisaged that this could accommodate the proposal.

Further consultation will be carried out with Transport for NSW regarding the status of these measures.

6.4 Criteria 4 Sustainability

- *The planning proposal achieves or exceeds the sustainability targets identified in the Strategy.*

The PRCUTS Planning and Design Guidelines include sustainability and resilience requirements which are addressed in Table 9 – below.

Table 9 – PRCUTS sustainability and resilience requirements

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.	The proposal seeks to apply a zero car parking rate for the student housing, and the Leichhardt DCP car parking rates for employment uses resulting in minimal parking on site. Bike and motorcycle parking will also be provided in accordance with Leichhardt 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.	Canopy cover and vegetation on the site will be maximised through inclusion of green roofs, and significantly increased landscaping across the site, including a 3.2m deep soil zone along Johnstons Creek.
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 Part E – Water of the Leichhardt DCP which will apply to the site.
Dwellings greater than 6 storeys without access to recycled water should achieve BASIX Energy 40 and BASIX Water 50.	The proposal will be required to meet standard BASIX targets applicable at the time of development and water and energy reduction will be further addressed

PRCUTS requirement	Response
	through targeting a 4 Star Green Building Council rating, or equivalent.

The applicant has made a commitment to develop a 4 Star Green Building Council rated building or equivalent. This could be implemented through inclusion of appropriate controls in the draft site specific DCP following a Gateway determination.

6.5 Criteria 5: Feasibility

- *The planning proposal 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 proposal outlines infrastructure costs required to support the proposal, which will be able to be offset against the development.

The proposal exceeds the FSR recommended by PRCUTS to allow a feasible development option where the retention and expansion of the employment uses on site is supported by the student housing proposal.

6.6 Criteria 6: Market viability

- *The planning proposal 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.*

The Economic Impact Assessment prepared by AEC (appendix K) includes market demand analysis which demonstrates strong demand for student housing and higher density employment space.

The study highlights that there is a current transition towards a broader range of employment uses within the Camperdown Precinct, and buildings that allow for greater densities of employment floor space will respond to market demand. It also highlights that the site's proximity to Sydney CBD and Camperdown-Ultimo education and health facilities makes it an important location for employment growth supported by appropriate scaled residential development.

Consideration was also given to market demand for student housing by AEC, identifying that there is significant undersupply of 74,763 purpose built student accommodation beds in Sydney, and that there is significant demand within the Camperdown Precinct given its proximity to three major universities.

Additionally a letter has been provided by University of Technology Sydney (Appendix L) which confirms that there is demand for purpose built student accommodation and employment space in the area to service the education sector.

7 Objectives or intended outcomes | Part 1

The objectives and intended outcomes of this proposal are to:

- to develop the site for affordable student housing, which will support the implementation of the Camperdown Ultimo Place Strategy and PRCUTS,
- to retain and expand the employment uses on the site to accommodate creative offices and high technology industrial uses targeted at the innovation, health, and education sectors, which will support the implementation of the Camperdown Ultimo Place Strategy,
- to improve activation and building address to Chester Street and Johnston's Creek,
- to enhance the existing neighbourhood character by providing high quality design, landscaping, and appropriate transitions to the surrounding heritage items and heritage conservation areas,
- to establish appropriate built form controls through the preparation of a site-specific development control plan,
- to deliver State and local infrastructure contributions, where appropriate, to provide funding towards the infrastructure needs of the proposal, and
- to assist in achieving State and local government affordable housing targets.

8 Explanation of provisions | Part 2

The proposal seeks to retain the IN2 Light Industrial zone and make the following changes to the Leichardt LEP:

- amend the FSR map for the site to 0.75:1,
- establish a maximum height of 17m by amending the height of buildings map,
- include a local provision as outlined below.

Proposed local provision – 1-5 Chester Street, Annandale

1. The objectives of this clause are:
    - To facilitate the provision of at least 980sqm of non-residential floor space to ensure the ongoing employment and urban services function of the site,
    - To allow for boarding houses for student accommodation to be developed on the site.
2. This clause applies to 1-5 Chester Street, Annandale being Lot 11 DP499846.
3. A minimum of 980sqm of non-residential floor space must be provided on the site.
4. Despite any other provisions of this plan consent may be granted for a boarding house to be used for student housing, up to a maximum additional FSR of 2:1.
5. Development consent must not be granted for development on the site unless a Development Control Plan has been endorsed by the planning proposal authority.

9 Consideration of Council resolution

On 30 October 2018 Inner West Council resolved not to proceed with the Planning Proposal on the recommendation of the Inner West Planning Panel.

The Council's reasons not to proceed are outlined and considered in detail below.

Council recommendation: It fails the Strategic Merit Test of "A guide to preparing planning proposals" as per Section 3.33 of the Environmental Planning and Assessment Act 1979, specifically that is inconsistent with the following elements of the PRCUTS:

- **policy context and the Strategy's vision for the Corridor and Camperdown precinct for residential uses which provide affordable student accommodation to support bio technology and employment uses**
- **Implementation Toolkit including the Implementation Plan 2016-2023, Planning and Design Guidelines, Infrastructure Schedule and Urban Amenity Improvement Plan**
- **reference reports including the Precinct Transport Report, Fine Grain Study and Sustainability Implementation Plan**
- **exceeds the recommended density by 73.3% without satisfactorily demonstrating that the proposal would achieve better built form outcomes or design excellence, and**
- **does not have merit when assessed against the Parramatta Road Implementation Plan 2016 - 2023 'Out of Sequence Checklist' criteria**

The revised proposal seeks to accommodate affordable student housing which is entirely consistent with the vision for Camperdown Precinct.

The student housing component is consistent with PRCUTS having an FSR of 1.5:1 plus with a 0.5:1 bonus consistent with the boarding house provisions of the Affordable Rental Housing SEPP. An underlying FSR of 0.75:1 is proposed to accommodate industrial / creative office uses to address Council's concerns about loss of employment land. This proposal delivers a feasible development outcome which both achieves the objectives of PRCUTS for the site as well as accommodating employment uses on the site.

Overall the additional employment FSR is justified as:

- the proposed building envelope fits within the 17m height limit and can achieve the setbacks and desired future character recommended by PRCUTS,
- the proposal provides much needed affordable student housing in the form of a boarding house, and
- the proposal ensures that employment uses are accommodated on the site.

The PRCUTS implementation toolkit has been considered in detail in this report, however it is noted that the reference reports are not required to be considered for a Planning Proposal.

Whilst the site is within the area identified for post 2023 release, the requirements of the Out of Sequence Checklist have been addressed throughout the proposal, as outlined in Section 6.

Council recommendation: It is inconsistent with Ministerial Directions 1.1 - Business and Industrial Zones, 7.1 - Implementation of A Plan for Growing Sydney and 7.3 - Parramatta Road Corridor Urban Transformation Strategy

Direction 1.1 – Business and Industrial zones requires a planning proposal to retain the areas and locations of business or industrial zones. The direction outlines that a planning proposal may be inconsistent with the direction where it is in accordance with a relevant Regional Strategy or Sub-regional Strategy.

In March 2018, the Greater Sydney Commission released the Greater Sydney Region Plan and Eastern City District Plan, which highlight that the PRCUTS has undergone an extensive planning process and therefore the land subject of the PRCUTS is not subject to the industrial land strategies and actions of the Plan, being to retain and manage industrial land (and Direction 1.1).

Notwithstanding the above, the planning proposal has been amended to ensure that at least 980sqm of employment uses are accommodated on the site. This will accommodate 65-98 jobs.

Direction 7.1 – Implementation of the Metropolitan Plan requires planning proposal to be consistent with A Plan for Growing Sydney (noting that this document has now been superseded by the Greater Sydney Region Plan). The proposal is consistent with the Greater Sydney Region Plan and Eastern City District Plan as discussed in Section 4.1 and 4.2 respectively.

The District Plan contains a specific notation that employment land loss in the PRCUTS has already been considered, however the proposal seeks to align with the District Plan policy of retaining and managing industrial lands.

Direction 7.3 – Parramatta Road Corridor Urban Transformation Strategy requires planning proposals to be consistent with the PRCUTS and Implementation Toolkit. The proposal's consistency with PRUCTS and the Implementation Toolkit has been outlined previously.

Council recommendation: It is inconsistent with the Inner West Council Community Strategic Plan

The Inner West Council Community Strategic Plan (Our Inner West 2023) has not been adopted by the Secretary of the Department of Planning and Environment and therefore the proposal is not required to be consistent with the Strategic Plan. Notwithstanding, the proposal is considered to meet key objectives of the Our Inner West 2036 as outlined in Section 4.5.

Council recommendation: It is inconsistent with Leichhardt Employment and Economic Development Plan 2013 - 2023, Leichhardt Employment Lands Study 2014 and Leichhardt Industrial Precinct Planning Report 2016 and would result in loss of employment and urban services land

Whilst these policies have not been adopted by the Secretary of the Department, they have been considered at Section 4.6. In particular, the proposal has been amended to ensure that employment land is retained and expanded on the site.

Council recommendation: It is premature in the light of the prospective outcomes of strategic planning studies and projects underway at State and Local Government levels

Council highlights that there are several relevant strategic planning projects currently underway at the local and State level, most notably the Comprehensive Inner West Council Local Environmental Plan and Development Control Plan, Local Housing Strategy, Local Infrastructure Contributions Plan and the Camperdown Ultimo Collaboration Area Place Strategy. Council considers that these projects are the best means for reviewing the planning controls for the site and other areas with PRCUTS.

Whilst these projects provide one approach to review the controls for the site, it is considered unreasonable to delay progress of the planning proposal to allow this work to be completed when it is entirely consistent with the NSW Government endorsed Eastern City District Plan and PRCUTS strategy, which have undergone extensive consultation with the community, local government and State government. The site is capable of being developed in isolation, has an appropriate transition to the surrounding area and will not impede the renewal of the surrounding area.

Further, the Camperdown Ultimo Collaboration Area Place Strategy was released in February 2019 and has been considered in Section 4.3. The proposal is entirely consistent with the relevant priorities and actions of the Strategy.

Council recommendation: It does not make an adequate contribution towards the provision of affordable housing which is inconsistent with the objectives of the Greater Sydney Region Plan 2018, Eastern City District Plan 2018 and Council's Affordable Housing Policy

The proposal will make a significant contribution to affordable housing through the entire residential floor space being dedicated to affordable student housing.

Support of this Planning Proposal would result in a premature and adverse development precedent in the Camperdown Precinct and for other sites in the Parramatta Road Corridor Strategy area.

The proposal is not considered to be premature as it is entirely consistent with PRCUTS which has been informed by an extensive planning and consultation process and has resulted in detailed land use and built form recommendations. Further the proposal meets the Out of Sequence Criteria outlined as in Section 6.

The proposal is likely to have benefits for the delivery of the wider precinct as the development of residential uses are likely to support the viability of development within the proposed business development zone through providing a resident population to occupy jobs and access good and services.

10 Justification | Part 3

10.1 Section A Need for the planning proposal

Q1. Is the planning proposal a result of any strategic study or report?

The planning proposal seeks to support the implementation of the PRCUTS which envisages the site being developed for medium density residential uses with an FSR of 1.5:1 and a maximum height of 17m. Further, the development of student housing in this location is consistent with the vision outlined in the PRCUTS for the Camperdown Precinct.

The proposal is consistent with the Strategy as outlined in Sections 4.1 and 4.2 of this report, but seeks to retain and expand the industrial uses on site to respond to concerns raised by Council.

The proposal is also consistent with the relevant objectives of the Camperdown-Ultimo Place Strategy as outlined at Section 4.3.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The proposal is considered to be the best means of retaining the sites employment focus, whilst achieving the specific land use and built form recommendation of PRCUTS for the site.

The detailed urban design study and other proposed technical investigations, discussed later in this section, ensure that the planning proposal demonstrates the best response to the site and its context.

10.2 Section B Relationship to the strategic planning framework

Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The proposal is considered to meet the objectives and actions of the Greater Sydney Region Plan and Eastern City District Plan as outlined in Section 4.1 and 4.2 of this report.

Q4. Is the planning proposal consistent with a council's local strategy or other strategic plan?

The Planning Proposal has been considered against Our Inner West 2036 (Section 4.5) and is considered to support the strategic directions outlined in the Plan.

Q4. Is the planning proposal consistent with applicable State Environmental Planning Policies?

An analysis of the consistency of the proposed amendments with relevant State Environmental Planning Policies (SEPPs) is listed in Table 10.

Table 10 – Analysis against State Environmental Policies

Policy	Assessment
SEPP 55 – Remediation of Land	SEPP 55 introduces planning controls for the remediation of contaminated land. The policy states that the planning authority must consider whether the land is contaminated, and if so that the land is suitable in its contaminated state for the permitted uses in the zone, or that the land requires remediation before the land is developed for that purpose. A Remedial Action Plan has been prepared which outlines a methodology for remediation of the site to make it suitable for the proposed use.
SEPP 65 – Design Quality of Residential Apartment Development	SEPP 65 seeks to promote good design of apartments through the establishment of the Apartment Design Guide. SEPP 65 does not apply to boarding houses.
SEPP (Affordable Rental Housing)	The Affordable Rental Housing SEPP aims to increase the supply and diversity of affordable rental and social housing in the state. For boarding houses, it provides an FSR bonus of 0.5:1 where the existing maximum FSR is 2.5:1 or less. The provisions in the SEPP for boarding houses do not apply to the IN2 zone. According the 0.5:1 bonus has been accommodated within the FSR proposed to apply to the site.
SEPP (Buildings Sustainability Index: BASIX) 2004	SEPP BASIX requires all future dwellings to achieve mandated levels of energy and water efficiency, as well as thermal comfort. BASIX Certificates are included as part of future development applications to demonstrate compliance with SEPP BASIX requirements.

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 Directions)?

The proposal is consistent with all relevant Ministerial directions under Section 9.1 of the *Environmental Planning and Assessment Act 1979* (previously Section 117).

An assessment of the proposal against the applicable Ministerial directions is supplied in Table 11.

Table 11 – Assessment against Ministerial directions

Section 117 Direction	Assessment
1. Employment and resources	
1.1 Business and Industrial Zones	The direction requires a planning proposal to retain the areas and locations of business or industrial zones. The direction outlines that a planning proposal may be inconsistent with the direction where it is in accordance with a relevant Regional Strategy or Sub-regional Strategy. The Greater Sydney Region Plan highlights that the PRCUTS has undergone an extensive planning process and therefore the land subject of PRCUTS is not subject to the industrial land strategies and actions of the Plan, being to retain and manage industrial land. Notwithstanding, the proposal seeks retain the IN2 Light Industrial uses on the site and retain and expand the employment floor space.
2. Environment and heritage	
2.3 Heritage conservation	The direction requires a planning proposal to contain provisions which facilitate the protection of heritage items. No heritage items are located within the site and the PRCUTS fine grain study does not identify any potential heritage items within the site. A heritage study has been prepared to consider the potential impact on surrounding heritage items and a heritage conservation area. The study concluded that the proposals is appropriate in the context of the surrounding heritage values. The heritage study is discussed in further detail in Section 10.8
3. Housing, Infrastructure and Urban Development	

Section 117 Direction	Assessment
3.1 Residential Zones	The direction requires that a planning proposal relating to residential land must include provisions to: • broaden the choice of building types and locations available in the housing market, and • make more efficient use of existing infrastructure and services, and • reduce the consumption of land for housing and associated urban development on the urban fringe, and • be of good design. The proposal will increase the choice of housing types in this location by providing affordable student housing in a location which may otherwise by unaffordable for students. It locates the student housing within an existing urban area in close proximity to major transport infrastructure and a range of services. The proposal has been subject of a rigorous urban design process. It is also understood that future Development Applications, and potentially the Planning Proposal would be considered by the Inner West Architectural Excellence Panel.
3.4 Integrating Land Use and Transport	The direction requires the consideration of the principles of Integrating Land Use and Transport as outlined in key polies and guidelines. The proposal meets these principles by locating future residents in an area with good pedestrian and cycle connectivity and within close proximity to a range of public transport services and key roads.
4. Hazards and Risks	
4.1 Acid Sulfate Soils	The direction requires preparation of an acid sulfate soils study where it proposes an intensification of land uses on land identified as having a probability of containing acid sulfate soils. The Leichardt LEP identifies the site as having probability of containing acid sulphate soils. Accordingly, an acid sulphate soil study will be prepared to support the planning proposal following a gateway decision.
4.3 Flood Prone Land	The direction applies to when a planning proposal alters a zone or a provision that affects flood prone land. A flood study has been prepared which demonstrates that flood hazard can be managed through the adoption of appropriate flood levels. The flood study is discussed further in Section 10.9.
6. Local Plan Making	
7.1 Implementation of the Metropolitan Plan	This direction requires planning proposals to be consistent with A Plan for Growing Sydney. A Plan for Growing Sydney was superseded by the Greater Sydney Region Plan in March 2018. The proposal is consistent with The Greater Sydney Region Plan as outlined in Section 4.1.
7.3 Parramatta Road Corridor Urban Transformation Strategy	This direction requires planning proposals to be consistent with the PRCUTS and Implementation Toolkit and the relevant district plan. The proposal is consistent with the PRCUTS as outlined in Section 4.4 and Eastern City District Plan as outlined at Section 4.2.

10.3 Section C Environmental, social and economic impacts

Q7. Is there any likelihood that critical habit or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The proposal is contained within a site cleared of vegetation and long used for industrial purposes, no critical habitat or threatened species will be affected as a result of this proposal.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed.

The environmental impacts of the proposal are considered and addressed below.

10.4 Visual and privacy impact

The proposal has been developed to minimise visual and privacy impacts on the surrounding area. Low density residential uses within the Annandale Conservation Area are located adjacent to the site on the northern side of Johnstons Creek. The site is located approximately 18.5m from these lots and a minimum 21.5m separation distance between the private open spaces has been provided to meet the requirements of the Apartment Design Guide. The existing trees within these lots and the reserve along Johnstons Creek will obscure the line of site from to and from the proposal retaining privacy and amenity.

The built form has also been developed to complement the industrial heritage character of the area. In particular future development will include built form elements to match the existing industrial warehouse nature of buildings in the vicinity including strong vertical elements, a tall parapet wall, similar size windows at regular intervals, and masonry as the predominant material.

The proposal is considered to be appropriate in the context of surrounding development, minimises visual and privacy impacts and will maintain and enhance local character.

10.5 Overshadowing

An overshadowing analysis was prepared as part of the addendum to the Urban Design Study (February 2018) which was provided with the previous proposal which illustrates that the proposal will result in very minor overshadowing impact on the rear boundaries of residential properties to the west of the site before 10am in mid-winter following which these properties would receive no overshadowing as a result of the proposal. The proposal would result in minor overshadowing impact of Douglas Grant Memorial Park prior to 10am however this is restricted to a narrow section of the park and does not impact on the playground. The proposal would not result in any overshadowing of proposed public open space under the PRCUTS which is located to the north east of the site.

The overshadowing analysis would be updated following a Gateway decision.

10.6 Traffic and car parking

An updated Traffic and Parking Assessment was prepared by Varga Traffic Planning (April 2019) to inform the planning proposal (Appendix E).

Public transport

The study highlighted that the site is well serviced by public transport as summarised below.

- 11 bus services along Parramatta Road are located within 400m of the site, notably the M10 which provides high-frequency high capacity links to the Sydney CBD operating at 10 minute intervals during the commuter peak periods.
- The 470 bus service along Booth Street and Pyrmont Bridge Road is located within 300m of the site
- The bus services available provide links to numerous heavy rail stations within the Sydney CBD and Inner West and to Bondi Junction
- The site is located approximately 1,300 metres from the Jubilee Park Light Rail stop which can be accessed from the northern end of Taylor Street via a shared off-road pedestrian / cycle path running along Johnston Creek.

Traffic impact

The traffic study estimates that the proposal would generate 12 vehicle trips per hour during the commuter peak periods. However, that study highlighted that the existing controls for the site would enable approximately 1,000sqm of industrial / creative office floor space generating 13 vehicle trips hour during the AM and PM commuter peak periods. Accordingly, the proposal would result in a slight net reduction in traffic generating potential of one vehicle trip per hour. On this basis the proposal would not result in any impact on the road network capacity, and no road infrastructure upgrades would be required.

Notwithstanding these findings, a SIDRA modelling analysis was used to determine the traffic impacts of the proposal which assumed that all project traffic flows from the development would be additional to existing flows.

The traffic modelling found that the level of service of the surrounding intersections at Pyrmont Bridge Road / Chester Street and Booth Street / Guihen Street would not be reduced as result of the proposal and would continue to operate at a level of service A. At the Pyrmont Bridge Road / Chester Street the proposal would result an increase in average vehicle delays of less than 1 second per vehicle, and at Booth Street / Guihen Street would result in zero increase in average vehicle delay.

The study concluded that the proposal would not have any unacceptable traffic implications in terms of the traffic network capacity.

Car Parking

The traffic study considered the car parking requirements of a number the Leichhardt DCP, PRCUTS and the Affordable Rental Housing SEPP. These rates are identified in Table 12 below.

Table 12 – Leichhardt DCP parking rates

Regulation	Land use	Car parking rates	
Leichardt DCP	Studio	Minimum 0 per dwelling	Maximum 0.5 per dwelling
	Visitors	Minimum 1 space per 11 dwellings	Maximum 0.125 spaces per dwelling
	Industry	Minimum 1 space per 250sqm	Maximum 1 space per 150sqm

Regulation	Land use	Car parking rates	
	Warehouse	Minimum 1 space per 300sqm	Maximum 1 space per 250sqm
	Office	Minimum 1 space per 100sqm	Maximum 1 space per 80sqm
PRCUTS	Studio	Nil per dwelling maximum	
	Visitors	Nil	
	Commercial / Industrial	Maximum 1 per 150sqm	
ARH SEPP	Boarding house room	0.5 per boarding room Not more than 1 per person employed in connection of the development who is a resident on the site	

The traffic study also includes an analysis of existing student accommodation developments within close proximity to tertiary education establishments, which identified nine developments with a zero car parking rate. Further, advice was sought from student housing provider UniLodge which confirmed that there would not be significant demand for car and motorbike parking with the proposal given its proximity to universities and public transport. UniLodge also highlighted a number of student housing development across its portfolio which do not provide car parking for students. This advice is included in an annexure to the traffic study.

Based on the above the traffic study recommended that a zero car parking rate be adopted for the student housing, and that a maximum of 1 space per 80sqm be adopted for the non-residential uses consistent with the Leichardt DCP.

This would result in a maximum of 18 car parking spaces comprising:

- 13 non-residential spaces
- 1 manager space for the student housing
- 1 courier space
- 1 service vehicle space, and
- 2 disabled spaces.

The assessment also considered bicycle and motorbike parking against the Leichardt DCP rates, as shown in Table 13 below.

Table 13 – Leichhardt DCP bike and motorbike parking rates

Land use	Bicycle parking	Motorbike parking
Group homes / student accommodation	Residents: 1 space per 6 rooms Visitors: 1 space per 6 rooms	1 space for developments that require between 1 and 10 car spaces and 5% of the required car parking thereafter.
Commercial / industrial	Staff: 1 space per 10 staff Visitors 1 space per 400sqm (industrial: nil)	

The assessment recommended that the Leichhardt DCP rates be applied, but that the student housing bicycle rate be applied for motorbike parking as the Leichardt DCP rate relates to the quantity of car parking.

This would generate the need for 18 motorcycle spaces and 21 bicycle spaces which could be accommodated within the single basement parking area.

10.7 Contamination

A Remedial Action Plan has been prepared by Corvas Pty Ltd (July 2017) to guide remediation works to make the site suitable for the proposed residential land use (Appendix F). The Plan followed on from a Preliminary Site Investigation (Aargus 2017) which identified a number of areas of potential environmental concern at the site, including the presence of an underground storage tank, potential hydrocarbon impact on groundwater, and asbestos in soils.

The Remedial Action Plan outlines a methodology for remediation of the site to make it suitable for the proposed use which is expected to include the following remediation options:

- decommissioning and removal of the underground storage tank
- remedial excavation of hydrocarbon contaminated soils and asbestos impacted soils
- waste classification and off-site disposal of spoils from remedial excavation and from bulk excavations, and
- use of on-site bioremediation, in-situ treatment, cap and containment and / or monitored natural attenuation as contingency measures for residual contamination, if required.

10.8 Heritage Impact Statement

An updated Heritage Impact Statement has been prepared by Architectural Projects (September 2017) to support the planning proposal (Appendix G).

The Statement identified that the site itself is not subject to a heritage listing or heritage conservation area, but that it is located in the vicinity of the following which are highlighted at Figure 6:

- sandstone kerb and guttering, Chester Street, listed as a local heritage item
- warehouse including interiors at 52-54 Pyrmont Bridge Road (corner Guihen and Chester St), listed as a local heritage item

- Johnstons Creek stormwater channel which is in part listed as a local heritage item, although not adjacent to the site, and
- Annandale Heritage Conservation Area

A planning proposal to extend the Annandale Heritage Conservation Area was exhibited by the Inner West Council in July 2018. The proposal includes extension of the conservation area to include dwellings on the western side of Johnston Creek adjacent to the site.

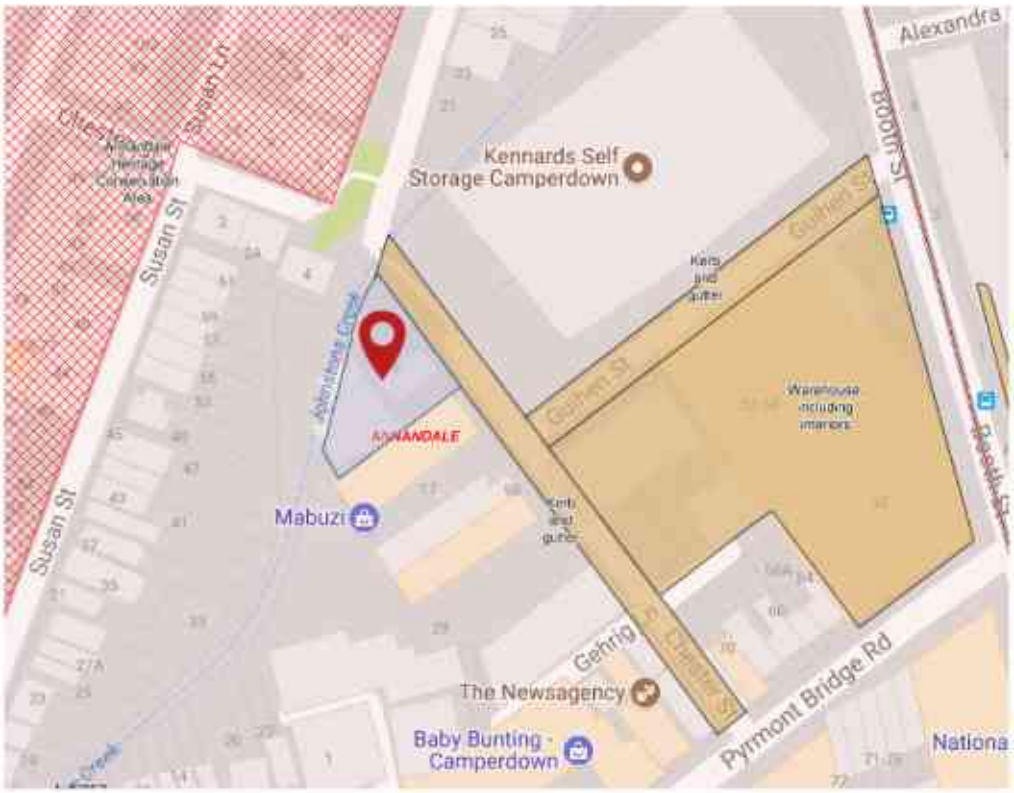

Figure 6 – Heritage

The PRCUTS – Fine Grain Study establishes the following objectives which are relevant to heritage conservation:

- ensure that development in the vicinity of heritage items is designed and sited to protect the heritage significance of the item
- new development of sites in the vicinity of a heritage item are to be designed to respect and complement the heritage item in terms of the building envelope, proportions, materials, colours and finishes, and building and street alignment
- development in the vicinity of a heritage item is to minimise the impact on the setting of the item, and
- preserve the eclectic mix of large industrial warehouses, scattered with terrace houses and low scale apartment buildings.

The Heritage Impact Statement concluded that the planning proposal is an appropriate response to the character of the immediate industrial area and the heritage significance of Johnstons Creek and the Annandale Conservation Area including the draft Heritage Conservation Area.

In particular it noted that the proposal responds to the surrounding heritage context by:

- retention of the kerbing and guttering of Chester Street
- street alignment consistent with existing industrial buildings
- masonry wall character
- compliance with 17m height limit
- proposed articulation of facades and use of repetitive window treatment
- the façade rhythm as a backdrop to the creek which enhances its linear peak, and
- the façade rhythm as 5 metre bays which counterpoint the proportion of terrace development in the Annandale Conservation Area.

These aspects of the proposal have been reflected in built form objectives and controls in the draft site specific DCP to ensure their implementation at the detailed design stage.

10.9 Flooding and Stormwater Management

A Flooding and Stormwater Management Report (Appendix H) has been prepared for the planning proposal by Sparks and Partners Consulting Engineers (July 2017).

The report highlights that the site is identified as a flood control lot on the Leichhardt Council Flood Control map. The Leichhardt DCP outlines the relevant controls with respect to flood control lots and flood prone land. The assessment of the site's capacity to achieve these controls is summarised in Table 14 below.

Table 14 – Consideration of flood controls

Leichhardt DCP control (multi-unit residential)	Consideration
All floor levels to be at or above the Flood Planning Level	The FPL for the site based on the Draft Leichhardt Flood Study (November 2014 prepared by Cardno) is RL5.450 AHD (100yr flood level plus 500mm freeboard). The current site levels indicate the site has an average level of RL7.800 AHD. Therefore, any future development application would be able to achieve this requirement, subject to development of a concept design.
Basement (below natural ground level) car parking must have all access and potential water entry points above the Probable Maximum Flood Level or Flood Planning Level whichever is the higher, and a clearly signposted flood free pedestrian evacuation route from the basement area separate to the vehicular access ramps.	The Probable Maximum Flood Level for the site based on the Draft Leichhardt Flood Study (November 2014 prepared by Cardno) is RL8.400 AHD. Current site levels indicate that this can be achieved with the south-eastern corner of the site being at RL8.500 AHD. Therefore, any future development application will be able to achieve this requirement, subject to development of a concept design.

The Flooding and Stormwater Management Report highlighted that proposed amendments to the Leichhardt LEP would not change the applicable controls within the Leichhardt DCP relating to stormwater quantity and stormwater quality. It noted that:

- on site detention will need to be provided to meet both Council and Sydney Water requirements, and
- stormwater filtration/treatment measures would be required to be provided to meet the relevant Council water quality criteria and may include a filtration basket or similar device to complete the treatment train system.

The assessment concluded that these stormwater management requirements could be detailed through any future development application.

10.10 Acoustic Assessment

An acoustic assessment (Appendix I) has been carried out by West and Associates (September 2017) which considers the potential noise impacts associated with nearby traffic, surrounding existing commercial use, potential industrial uses and aircrafts.

The assessment determines that with the existing usage of the surrounding area the monitored district noise levels requirements are well within typical residential development levels.

As the surrounding area is zoned as light industrial the assessment also addressed construction requirements for a residential property if the surrounding commercial properties were operating at maximum noise levels in accordance with the Industrial Noise Policy.

The assessment concluded that the noise impacts can be mitigated through suitable construction and window attenuation. Further details of noise attenuation measures will be confirmed at the development application stage in accordance with the requirements of the Leichhardt DCP.

Q9. Has the planning proposal adequately addressed any social or economic effects?

10.11 Social Impact Assessment

Cred Consulting have prepared a revised Social Impact and Affordable Housing Assessment (April 2019) which considered the implications of the proposal to redevelop the site for approximately 83 boarding house rooms and 1,000sqm of creative office / industrial development (Appendix J). The key findings of the assessment are outlined below.

The assessment highlighted that the boarding house component would accommodate university students aged 18-24 (tertiary education and independence), and would be managed by a specialist student housing operator and governed by a management plan.

The assessment highlighted that the site is located in close proximity to Sydney University and 21 community facilities and services (within 800metres). The proposal will not generate the need for new community facilities or services, or additional open space. However, as it is part of the PRCUTS it will contribute to the cumulative future demand for additional social infrastructure and open space. The proposal will also generate demand for new open space and will require improved connectivity from the site to existing local parks and green spaces along the Johnstons Creek.

The assessment concluded that these impacts can be managed through the provision of contributions as outlined in the Integrated Infrastructure Delivery Plan toward social infrastructure provision, and towards the capital costs of the park identified under PRCUTS which is located adjacent to the site.

The assessment also identified a number of positive social impacts associated with the proposal including:

- provision of the entire residential component as a form of affordable housing,
- replacement of the four existing jobs on site and potential for 65-98 jobs for smaller operators in creative industries, health and education, and
- improved passive surveillance and safety through increased street activation and improved interface with Johnstons Creek.

The Assessment highlighted that, in addition to these positive social impacts, the following key public benefits would be achieved:

- beautification of the public domain, in particular, at the interface with Johnstons Creek
- improved lighting around the site for enhanced safety at night
- new mural in keeping with local character, and
- local and regional infrastructure contributions toward social infrastructure upgrades including open space as per the Leichhardt local infrastructure contributions plan.

10.12 Economic Impact Assessment

A revised Economic Impact Assessment (Appendix K) of the proposal was prepared by AEC (April 2019). The assessment considered the economic impact of a base case being the retention of the existing Leichhardt LEP controls within the Camperdown Precinct against an implementation case being the implementation of the planning controls recommended by the PRCUTS for the Precinct.

The implementation case is projected to result in an additional contribution to the Inner West LGA economy of $51.4 million in gross regional product (GRP) and 360 full time equivalent jobs (FTE) in 2023 compared to what is expected under the base case. This represents the net increase in economic activity projected by amending the planning controls for the precinct by 2023.

Projections to 2050 indicate amendment of the planning controls as per the implementation case could result in a net increase of $405.8 million in GRP and 2,875 FTE jobs by 2050 compared to the base case.

The modelling conducted indicates the implementation of the PRCUTS will result in a significant contribution through the ongoing activities of employment and businesses accommodated in the Camperdown Precinct.

The study also highlighted that the proposed non-residential uses on site will respond to market demand for more intensive employment uses. It also highlights that the site's proximity to Sydney CBD and Camperdown-Ultimo education and health facilities makes it an important location for employment growth supported by appropriate scaled residential development.

On balance, this Study considers the economic impact of the proposal to be net positive and thereby presenting a compelling case for consideration.

Q10. Is there adequate public infrastructure for the planning proposal?

In summary, there is adequate public infrastructure for the planning proposal on the basis that:

- It will not generate any additional traffic compared to the existing controls which apply to the site.
- The PRCUTS identifies that development within the 2016-2023 timeframe could be supported by rapid bus solutions along Parramatta Road from Burwood to the Sydney

CBD. Given the slow take up within the precinct, it is envisaged that this could accommodate the proposal.

- The social impact assessment has determined that the proposal will not generate additional demand for social infrastructure and open space but that contributions associated with the proposal will assist in addressing the cumulative impacts of development associated with the PRCUTS.
- Student housing is expected to have a significantly lower demand for open space and community facilities compared with a residential option as the student housing development would provide communal facilities for recreation, dining and study that cater for student demand. Further, students would access the extensive open space, recreation and facilities provided on campus.

11 Mapping | Part 4

Mapping of the proposed changes to the Leichhardt LEP, as outlined in Section 8, will be prepared to support the exhibition of the proposal following a Gateway decision.

12 Consultation | Part 5

To inform the preparation of the planning proposal and the requirements of the PRCUTS Out of Sequence Checklist extensive consultation was carried out with Council, DPE, State Government Agencies and the community as outlined below. Further detail on the consultation is provided in the Stakeholder Engagement Report (Appendix M) prepared by Ethos Urban (January 2018).

12.1 Inner West Council consultation

The applicant has met with Council on numerous occasions and has received a number of letters from Council outlining its concerns.

A summary of the consultation with Council is included as part of the chronology of the previous planning proposal provided at Section 1.

The proposal has been amended to address the reasons for Council resolving not to proceed with the previous proposal, in particular through reducing the FSR to 1.5:1 in line with the recommendation of PRCUTS. A detailed consideration of Council's reasons for refusal is provided at Section 0.

12.2 Government agency consultation

Consultation was carried out with key Government agencies to inform the planning proposal, as summarised in Table 15 below. All issues raised by State Government agencies have been addressed in the Planning Proposal. This has included the preparation of additional transport advice by Varga (27 November 2017) responding to issues raised by Transport for NSW.

Table 15 – State agency consultation

Agency	Details / Date	Summary of comments
NSW Department of Planning & Environment (DPE)	Meeting – 19 December 2017	• DPE to check and confirm State Infrastructure Schedule and quantify the State infrastructure contribution payable • State infrastructure contribution to include contribution towards cost of precinct wide traffic study • Proposal required to meet the Out of Sequence Checklist requirements • Affordable Housing provision discussed • VPA offers discussed
Transport for NSW (TfNSW) / Roads and Maritime Services (RMS)	Initial response – 31 October 2017 Further information – 21 November 2017 Letter – 22 December 2017 Email – 25 January 2018	• Ideally the planning proposal should be prepared following the preparation of a traffic study for the Camperdown Precinct • The proposal should demonstrate consistency with the planning controls recommended by PRCUTS. • Demonstrate adequacy of existing transport infrastructure to accommodate the additional demand generated by the subject proposal. • Identify suitable funding mechanism towards the

Agency	Details / Date	Summary of comments
		regional infrastructure identified in the Implementation Plan of PRCUTS on an equitable basis as required by the relevant authority. • For residential trips, the traffic study makes reference to the average traffic generation rates that represent locations where public transport is generally highly accessible. The estimation of traffic generated from the proposed residential development should make reference to sites with similar characteristics to better represent the traffic conditions. • The proposal, including the traffic report, contains limited information in regard to each of the forms of sustainable modes of transport to and within the area affected by the proposal.
University of Sydney	No response	NA
University of Technology Sydney	Letter – 20 March 2019	UTS confirmed that the area requires greater supply of student accommodation and employment space servicing the education sector.
Sydney Local Health District / Minister for Health	Letter – 20 November 2017	No Objection
Sydney Water	No response	NA
NSW Department of Industry	Letter – 27 November 2017	No objection
NSW Department of Education	Letter – 14 November 2017	No objection

12.3 Community consultation

A community information evening was held on 12 December 2017 from 5.30pm to 7.30pm at the Lemonia Café in Annandale. The session was attended by 35 community members and 18 feedback forms were received.

A summary of the key issues raised is outlined below:

- Lack of off-street car parking
- Impacts and privacy and solar access
- Negative impacts associated with proposed lighting
- Need to ensure that the proposed public domain does not attract anti-social behaviour
- Lack of open space to support the growth
- The placement of the building does not relate to the public domain
- Need for connectivity to be improved within the precinct
- Buildings are too high
- Concern that the development will serve as a precedent for additional height increases in the area
- The proposal exceeds the recommendations of PRCUTS (Note: the previous proposal sought an FSR of 2.6:1, this has now been reduced to 1.5:1 consistent with PRCUTS)
- Lack of transport infrastructure and schools to support the proposal
- Proposed development should have an industrial aesthetic
- Proposal should provide for accommodation for students and key workers
- Setbacks from Johnstons Creek should be increased

13 Project timeline | Part 6

An indicative timeframe is set out below in Table 16.

Table 16 – Project timeline

Planning Proposal Stage	Date
Lodgement of planning proposal	3 May 2019
Inner West Council Reviews and prepares Planning Proposal	31 May 2019
Inner West Council consideration of Planning Proposal	14 June 2019
Inner West Council submits Planning Proposal to Department of Planning and Environment (DP&E) for Gateway Determination	28 June 2019
Receive Gateway Determination	23 August 2019
Completion of Public exhibition and public authority consultation of Planning Proposal	18 October 2019
Inner West Council reviews submissions received during public exhibition and public authority consultation	13 December 2019
Drafting of instrument and finalisation of mapping	24 January 2020
Amendment to Leichhardt LEP notified	7 February 2020

14 Conclusion

The site represents a significant opportunity meet key council priorities to retain employment land whilst delivering on a number of the State and local planning policy objectives as reiterated below.

- The proposal is consistent with the Eastern City District Plan on the basis that:
    - it will ensure employment land is retained and managed,
    - it delivers the entire residential component as a form of affordable housing,
    - it aligns with the strategic direction for the Camperdown Ultimo Health and Education Precinct, and
    - it contributes to housing supply within close proximity to public transport and key employment and education facilities including the Sydney CBD, RPA Hospital and major universities thereby supporting the vision of a 30 minute city.
- The proposal is consistent with the Camperdown-Ultimo Place Strategy as it will provide employment floor space to support creative industries, innovation and research, whilst providing affordable student housing.
- The proposal will support the implementation of PRCUTS for the Camperdown Precinct by delivering affordable student housing.
- The proposal addresses the requirements of the PRCUTS Out of Sequence Checklist, including the preparation of an Integrated Infrastructure Delivery Plan which has informed State and local infrastructure contributions.
- The proposal is not reliant on completion of the Precinct Wide Traffic Study identified under PRCUTS as it will not result in any increased traffic generation compared to the existing controls which apply to the site.

Appendix A – Eastern City District Plan

Planning Priority / Action	Consideration
Planning Priority E1: Planning for a city supported by infrastructure	
Action 3: Align forecast growth with infrastructure	The proposal seeks to locate student housing and employment with major infrastructure including the RPA Hospital and high frequency buses along Parramatta Road.
Planning Priority E2: Working through collaboration	
Action 7: Identify, prioritise and deliver Collaboration Areas.	The proposal will support the delivery of the Camperdown Ultimo Health and Education Collaboration Area through delivery of student housing and employment land for research, innovation and creative industries within the Collaboration Area.
Planning Priority E3: Providing services and social infrastructure to meet peoples changing needs	
Action 8: Deliver social infrastructure that reflects the needs of the community now and in the future.	A social impact assessment has been prepared which identifies the social infrastructure needs of the future population.
Planning Priority E4: Fostering healthy, creative, culturally rich and socially connected communities	

Action 10: Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by: - providing walkable places at a human scale with active street life - prioritising opportunities for people to walk, cycle and use public transport - co-locating schools, health, aged care, sporting and cultural facilities - promoting local access to healthy fresh food and supporting local fresh food production.	The proposal: • supports the delivery of walkable places by locating student housing and employment uses within close proximity to universities, public transport, services and facilities, • supports active street life by providing improved street activation, appropriate height and scale, and enhanced address and restoration of the Johnstons Creek corridor, • locates housing growth in close proximity to food based retailing including supermarkets in Annandale.
Action 11: Incorporate cultural and linguistic diversity in strategic planning and engagement.	This will be subject to Council's exhibition policies.
Action 14: Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden, including: - arts enterprises and facilities, and creative industries - interim and temporary uses - appropriate development of the night-time economy.	The proposal provides employment space to support creative industries, which will also complement the nearby universities.
Action 15: Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places	The proposed will strengthen social connections through provision of links to the universities through provision of student housing and employment uses to complement the role of the Camperdown Ultimo Health and Education Precinct.
Planning Priority E5: Providing housing supply, choice and affordability with access to jobs, services and public transport	

Action 16: Prepare local or district housing strategies that address the following: - the delivery of five-year housing supply targets (2016-2021) for each local government area - the delivery of 6-10 year (when agreed) housing supply targets for each local government area - capacity to contribute to the longer term 20-year strategic housing target for the District - the housing strategy requirements outlined in Objective 10 of A Metropolis of Three Cities.	The Proposal will contribute to the 6-10 year housing supply within the local area, and supports the delivery of PRCUTS.
Prepare Affordable Rental Housing Target Schemes following development of implementation arrangements.	The proposal will significantly increase the supply of affordable student housing.
Planning Priority E6: Creating and renewing great places and respecting the District's heritage	
Action 18: Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places by: - prioritising a people-friendly public realm and open spaces as a central organising design principle - recognising and balancing the dual function of streets as places for people and movement - providing fine grain urban form, diverse land use mix, high amenity and walkability, in and within a 10-minute walk of centres - integrating social infrastructure to support social connections and provide a community hub - recognising and celebrating the character of a place and its people.	The proposal will: • deliver a people friendly public realm by providing improved address and activation of Johnstons Creek and the pocket park on Chester Street, • support a fine urban grain and diverse land use mix through the redevelopment of a small site to provide employment uses at the lower levels with student housing above, • support walkability being in close proximity to public transport, universities and other services and facilities, • support social connections through relationships to the universities and health facilities, and • responds to the local character through responding to the existing industrial warehouse character of the surrounding streets, and the Annandale Heritage Conservation Area.

Action 19: In Collaboration Areas, Planned Precincts and planning for centres: - investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking - ensure parking availability takes into account the level of access by public transport - consider the capacity for places to change and evolve, and accommodate diverse activities over time - incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles including charging stations.	The proposal will comprise minimal parking with a zero car parking rate for the student housing, and limited car parking for the employment uses.
Action 20: Identify, conserve and enhance environmental heritage by: - engaging with the community early in the planning process to understand heritage values and how they contribute to the significance of the place - applying adaptive re-use and interpreting heritage to foster distinctive local places - managing and monitoring the cumulative impact of development on the heritage values and character of places.	The proposal will not impact on any heritage items, and the built form has been developed to respond to the surrounding industrial heritage character and the Annandale Heritage Conservation Area.
Planning Priority E8: Growing and investing in health and education precincts and the Innovation Corridor	
Action 27: Facilitate health and education precincts that: - create the conditions for the continued co-location of health and education facilities, and services to support the precinct and growth of the precincts - have high levels of accessibility - attract associated businesses, industries and commercialisation of research - facilitate housing opportunities for students and workers within 30 minutes of the precinct.	The proposal facilities student housing and employment uses which will support research and education within the Camperdown Ultimo Health and Education Precinct.

Planning Priority E10: Delivering integrated land use and transport planning and a 30-minute city	
Action 33: Integrate land use and transport plans to deliver the 30-minute city	The proposal supports the 30 minute city by locating student housing and employment within close proximity of public transport, universities, and health facilities. The site is also within a 30 minute travel time of the Sydney CBD.
Planning Priority E12: Retaining and managing industrial and urban services land	
Action 51: Retain and manage industrial and urban services lands by safeguarding all industrial zoned land from conversion to residential development, including mixed use zones.	Whilst the site is zoned for industrial uses, the District Plan highlights that the PRCUTS and Implementation Toolkit reflects the extensive planning process undertaken for this area and therefore the land subject of PRCUTS is not subject to the industrial land strategies and actions of the District Plan. The PRCUTS envisages this site transitioning from industrial to residential. However it is proposed to retain the IN2 Industrial zone, with student housing as an additional permitted use and require at least 980sqm of employment uses target research, innovation and creative industries which are already permissible within the zone.
Planning Priority E14: Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways	
Action 60: Improve the health of catchments and waterways though a risk-based approach to managing the cumulative impacts of development including coordinated monitoring outcomes	The proposal will improve waterway heath through rehabilitation of the banks of Johnstons Creek adjacent to the site.
Planning Priority E17: Increasing urban tree canopy cover and delivering green grid connections	
Action 65: Expand urban tree canopy in the public realm.	The proposal will increase tree canopy cover through provision of a deep soil zone and landscaping adjacent to Johnstons Creek.

Action 66: Progressively refine the detailed design and delivery of: - Greater Sydney Green Grid priority corridors and projects important to the District - opportunities for connections that form the long-term vision of the network - walking and cycling links for transport as well as leisure and recreational trips.	The proposal will support the delivery of the green grid through enhancing and restoring the Johnstons Creek corridor, adjacent to the site.
Planning Priority E18: Delivering high quality open space	
Action 67: Maximise the use of existing open space and protect, enhance and expand public open space by: - providing opportunities to expand a network of diverse, accessible, high quality open spaces that respond to the needs and values of communities as populations grow. - investigating opportunities to provide new open space so that all residential areas are within 400 metres of open space and all high density residential areas (over 60 dwellings per hectare) are within 200 metres of open space. - requiring large urban renewal initiatives to demonstrate how the quantity of, or access to, high quality and diverse local open space is maintained or improved. - planning new neighbourhoods with a sufficient quantity and quality of new open space. - delivering shared and co-located sports and recreational facilities including shared school grounds and repurposed golf courses. - delivering or complementing the Greater Sydney Green Grid - providing walking and cycling links for transport as well as leisure and recreational trips.	The proposal locates new residential development within 200 metres of open space.
Planning Priority E19 Reducing carbon emissions and managing energy, water and waste efficiently	

Action 68: Support initiatives that contribute to the aspirational objective of achieving not-zero emissions by 2050 especially through the establishment of low-carbon precincts in Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects.	The applicant has committed to the delivery a 4 Star Green Building Council rated building, or equivalent.
Action 71: Support innovative solutions to reduce the volume of waste and reduce transport requirements.	A waste management strategy will be developed as part of future development applications for the site, consistent with any council requirements.
Planning Priority E20: Adapting to the impacts of urban and natural hazards and climate change	
Action 75: Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards.	The proposal responds to the flood hazards associated with Johnstons Creek.
Action 76: Mitigate the urban heat island effect and reduce vulnerability to extreme heat	The proposal will mitigate the urban heat island effect through increased landscaping, including rooftop landscaping, and deep soil zones.

Appendix B – PRCUTS – Vision

Vision	Consideration	Consistency
Housing choice and affordability		
An additional 56,000 people live in the Corridor in 27,000 new homes.	The proposal will contribute to the population targets for the corridor.	Yes
The community is diverse, with key workers, students, seniors and families.	The proposal will enhance diversity by providing affordable housing for students within an area which may otherwise be unaffordable for students.	Yes
The community's housing needs are met with a mix of dwelling types, sizes and prices.	The proposal will contribute to the housing mix by providing high density student housing, in an area where limited student housing is available.	Yes
A minimum of five per cent of new housing is Affordable Housing (or in line with Government policy of the day), new housing also caters for single households, older people or different household structures.	The entire residential component comprises affordable student housing.	Yes
Diverse and resilient economy		
$31 billion of development value is realised.	The proposal will contribute to the realisation of this development value across the corridor.	Yes
Parramatta Road Corridor is Sydney's 'economic spine' - 50,000 workers across a diverse range of sectors and roles come into the Corridor each day to work.	The proposal includes retention and expansion of employment uses on the site and the increased resident population will support the viability of non-residential uses within the precinct.	Yes
Auburn is recognised as Sydney's large format retail hub and Camperdown is a specialist precinct that supports the world class research, educational and health uses associated with the University of Sydney and the Royal Prince Alfred Hospital.	The proposal will support the University of Sydney be providing additional student housing within close proximity.	Yes

Town centres at Granville and Kings Bay support new residents and workers.	Not applicable	NA
There is new life in the retail areas of Parramatta Road, and the Corridor is home to a variety of businesses, including small and medium enterprises, advanced technologies and creative industries.	The proposal will support small and medium enterprises, advanced technologies and creative industries. Further, the increased resident population on the site will support the viability of commercial and retail uses within the precinct.	Yes
Accessible and connected		
It is easier to move to, through and within the Corridor in both east-west and north-south directions.	The proposal incorporates a 6m setback to Johnstons Creek which can accommodated a pedestrian / cycleway if required.	Yes
The urban transformation of the Corridor is supported by transit-oriented development.	The proposal is considered to be transit oriented development as it seeks to located residents in close proximity to public transport including rapid buses along Parramatta Road.	Yes
Existing and new desirable and affordable mixed use environments are enhanced by high-quality, high frequency public transport and safe active transport connections.	The proposal is located in close proximity to existing and proposed high frequency public transport along Parramatta Road.	Yes
The Corridor's inherent social, economic and environmental resources are optimised, including freight generating uses within and supporting the Corridor.	The proposal will optimise social and economic resources by supporting the universities with additional student housing, and locating residents in close proximity to infrastructure and services.	Yes
Available road and rail capacity is utilised and public investments in transport are optimised.	The proposal locates growth in close proximity to planned public transport upgrades on Parramatta Road.	Yes
Non-infrastructure initiatives, such as encouraging visitors to use non-car modes of travel to help alleviate congestion, and modifying or altering timing of trips, are well utilized	The proposal will help alleviate congestion by providing zero car parking for the student housing, and minimal parking for the non-residential uses. Further, development of the site for student housing will maximise trips outside of peak travel time.	Yes

People choose to walk and/or cycle for local trips along the Corridor's 34km of new and upgraded links, hop on buses and/or light rail for intermediate trips, and use rail and/or car for regional trips.	The location of the site within walking and cycling distance of key destinations will encourage active transport, and proximity to high frequency buses will encourage public transport usage for intermediate or regional trips.	Yes
The integrated transport network contributes to regional resilience and sustainable communities along the Corridor and beyond.	The proposal seeks to integrate future development with the transport network.	Yes
Vibrant community places		
Residents can walk easily to public transport, local shops, schools, parks and open space areas, jobs and a range of community services and facilities that are all close by.	The proposal is located in easy walking distance of a range of local services, facilities and open spaces. The site can also accommodate a pedestrian / cycleway along Johnstons Creek if required.	Yes
Neighbourhoods include a mix of old and new buildings sitting well together creating attractive places for people to enjoy.	The proposal seeks to integrate with the industrial heritage character of the precinct, and provides a transition to the Annandale Heritage Conservation Area. .	Yes
New development respects and protects existing lower-scale development and heritage.	The proposal establishes an appropriate built form transition to the adjoining low density residential heritage conservation area.	Yes
New landmarks and high quality buildings and spaces are recognised and valued by the community.	The proposal seeks to deliver high quality buildings and urban design and will be subject of a detailed urban design process.	Yes
Residents and workers can easily access new and upgraded community facilities and services including libraries, community centres, child care centres, cultural facilities, schools and community health facilities.	The proposal is located within close proximity of universities and a range of community faculties, and will contribute to community infrastructure upgrades generated by increased demand as a result of the implementation of PRCUTS.	Yes
Green spaces and links		

There is 66ha of new open space areas, linear parks and links along watercourses and infrastructure corridors, linked to pedestrian and cycle connections.	No new open space is identified within the site in the PRCUTS however the proposal has potential to contribute to the embellishment of the new open space identified adjacent to the site. The site can also accommodate a pedestrian / cycleway along Johnstons Creek.	Yes
Parramatta Road and the surrounding road network is greener and lined with trees.	The proposal adjoins a pocket park at the terminus of Chester Street, and has potential to contribute to park upgrades including tree planning and landscaping.	Yes
The Corridor's nine watercourses have been naturalised and are pleasant places for people to walk and cycle along and enjoy.	The proposal includes a 6m setback, including a 3m deep soil zone, to allow for rehabilitation and greening of the creek banks and can accommodate a pedestrian / cycleway.	NA
Sustainability and resilience		
Smart parking strategies have reduced people's car dependence and fuel use leading to reduced greenhouse gas emissions. Development is more feasible, meaning savings could be passed on to homebuyers, making housing more affordable and reducing the overall cost of living.	The reduced car parking proposed for the site will reduce car dependence, and contribute to the affordability of the proposed housing.	Yes
Because thinking about parking has changed, the design of buildings transition between different uses ensuring community uses and facilities, or perhaps even open space to occur over time.	Not applicable.	NA
A lush tree canopy and vegetation on buildings makes places cooler and greener, and residents and workers can enjoy the outdoors.	The existing site is entirely built upon / hard stand and has no landscaping. The proposal will increase the tree canopy and contribute to the cooling of buildings and open spaces.	Yes
Households enjoy improved living costs made possible by significant reductions in water and energy consumption in the Corridor.	The applicant has made a commitment to meet or exceed the sustainability targets of PRCUTS. This could be implemented through inclusion of appropriate controls in the draft site specific DCP following a Gateway determination.	Yes

Delivery		
There is an effective governance structure in place.	The proposal seeks to facilitate the amendment of the Leichhardt LEP to implement the PRCUTS.	Yes
Decisions are made in a timely, transparent and coordinated way.	The proposal is out of sequence as identified in the PRCUTS – Implementation Plan. The out of sequence checklist has been addressed in Section 6 if this report.	Yes
Well understood benchmarks and indicators inform the planning and decision making processes.	Not applicable	NA
There is a clear monitoring, reporting and review process.	Not applicable	NA

Appendix C – PRCUTS – Principles and Strategic Actions

Principle 1: Housing choice and affordability

Plan for a diversity of housing types to accommodate a wide range of community needs, including affordable housing, family housing, student housing and seniors housing.

Strategic action	Responsibility	Consideration	Consistency
Housing Diversity			
Review, update or prepare a new Local Housing Strategy that implements the Parramatta Road Corridor Urban Transformation Strategy's Principles and Strategic Actions, taking into account changed economic and demographic characteristics, new transport opportunities and population projections.	Councils	The proposal will contribute to the implementation of the PRCUTS	Yes
Provide 'diverse housing' for both purchase and rental markets that satisfies the objectives and Design Criteria of the Apartment Design Guide, that may include: - lower cost market housing for rent or purchase, including new generation boarding houses with high quality shared spaces - moderately priced housing that is affordable to purchase for households earning up to $150,000 or 80-190% of the median income - rental properties with long-term tenures and optional extensions in place - housing that uses design innovations, resulting in new products such as decoupled/optional car parking, which are suited to essential service workers, young 'city makers' early in their	Councils and proponents	The proposal will contribute to the diversity of housing in Camperdown Precinct by providing affordable student housing.	Yes

careers looking for 'starter homes', families with children, and downsizers/seniors - student accommodation - aged-care housing - housing that promotes innovation in other ways across type, tenure, construction - methodology or other mechanisms to make such housing more attainable to diversity of income groups.			
Establish a mix of dwelling sizes, including studios, one bedroom and three bedroom dwellings to be delivered in residential, mixed use and shop-top developments that cater to the future population profile of the Precincts and Frame Areas, having regard to any recommendations of the Local Housing Strategy, the requirements of State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development, and the Apartment Design Guide.	Councils and proponents	The proposal will support a greater mix of dwelling types and sizes by providing student housing.	Yes
Explore incentives such as value sharing where rezoning is necessary to achieve renewal of private sites to capture a proportion of the increased land value to fund affordable, diverse and social housing projects.	Councils and DPE	The proposal comprises entirely affordable student housing.	Yes
Affordable housing			
Provide a minimum of 5% of new housing as Affordable Housing, or in-line with Government policy of the day.	Councils and proponents	The proposal comprises entirely affordable student housing.	Yes
Amend the underlying Local Environmental Plan(s) to insert Affordable Housing principles.	Councils	Not relevant.	NA

Amend State Environmental Planning Policy No 70 – Affordable Housing (Revised Scheme) to identify that there is a need for affordable housing in all local government areas in the Corridor.	DPE	Not relevant.	NA
Prepare model 'development consent' conditions for inclusion into future planning proposals/rezonings to enable the levying of monetary contributions that can be used to fund Affordable Housing.	Councils	Not relevant.	NA
Investigate planning provisions and mechanisms to deliver more Affordable Housing within the Precincts. These could include density bonuses or offsets, decoupled parking, relaxation of development contributions, and mechanisms to streamline and expedite assessment and approvals processes for Affordable Housing projects.	Councils	The proposal seeks to apply the floor space bonus provisions outlined in the Affordable Rental Housing SEPP.	NA

Principle 2: Diverse and resilient economy

Plan for and position the Corridor to attract new businesses and to support existing businesses to create a diversity of jobs and promote jobs closer to homes

Strategic action	**Responsibility**	**Consideration**	**Consistency**
Planning for jobs			
Update Local Environmental Plan(s) to permit a wider range of employment uses, consistent with the recommended land uses, heights and densities identified in the Parramatta Road Corridor Planning and Design Guidelines. This includes:	Councils	The proposal seeks to retain the IN2 Light Industrial zone which allows for a range of light	NA

- tailoring commercial and business zones to provide greater flexibility and opportunity for the establishment of new business models particularly for small to medium business enterprises - facilitating increased densities to encourage the co-location of multiple uses in one building, including industrial functions, where appropriate.		industrial and high technology industrial uses as well as creative office uses.	
Implement the built form controls identified in the Parramatta Road Corridor Planning and Design Guidelines to encourage new typologies that overcome these challenges and facilitate evolving and innovative employment uses.	GSC / Councils	The proposal seeks to encourage new types of light industrial and creative office uses within a mixed use / student housing development.	NA
Actively explore and promote the use of the adaptable building design to enable a range of uses over time, and likely transitions in consumer preferences, transport options and travel patterns.	GSC / Councils	The non-residential floor space will be adaptable to accommodate a range of industrial / creative office uses and respond to demands over time.	NA
Centres and clusters			
Develop planning controls that accommodate new models of large retail stores, in developments with multiple uses, in suitable parts of the Corridor, such as Auburn, Ashfield and Taverners Hill.	GSC / Councils	Not relevant	NA
Investigate the possible elevation of employment clusters or hubs in the Corridor to be recognised as Specialised Centres in A Plan for Growing Sydney and District Plans. Possible centres for consideration include Auburn as an employment hub and Camperdown as a new strategic centre.	GSC	The proposal supports the Camperdown Ultimo Health and Education Precinct by retaining employment land on the site to support creative industries, innovation and research, whist providing affordable student housing.	Yes
Resilient economy for the future			
Promote contemporary models of retail infill development, including multi-storey supermarkets and car showrooms that can offer more	GSC / Councils	Not applicable	NA

appropriate development outcomes within an established urban environment			

Principle 3: Accessible and connected

Reshape and better connect places and associated movement networks to better serve customers and encourage sustainable travel

Strategic action	Responsibility	Consideration	Consistency
Integrated transport network			
Implement the Sydney CBD to Parramatta Strategic Transport Plan.	RMS / Councils	The proposal will benefit from the transport improvements proposed by the Strategic Transport Plan.	Yes
On street rapid transit for Parramatta Road			
Amend the State Environmental Planning Policy (Infrastructure) 2007 to identify Parramatta Road between Burwood and the Sydney CBD as a strategic corridor, inserting provisions that require planning proposals and development applications along the Corridor to be referred to Transport for NSW for comment, particularly at and around future superstop locations.	DPE	Not relevant. Notwithstanding, consultation has been undertaken with Transport for NSW.	NA

Street function framework			
Apply the road planning framework to guide the planning, development, management and operation of the Parramatta Road Corridor road network according to 'movement–place' principles.	TfNSW / RMS	The PRCUTS identifies a hierarchy of streets which recognise their movement / place function. Chester Street is identified as local street. The proposal is appropriate in the context of this designation.	Yes

Principle 4: Vibrant communities and places

Promote quality places and built form outcomes to transform the Corridor over time

Strategic action	Responsibility	Consideration	Consistency
15 Minute Neighbourhoods			
Deliver each Precinct along the Corridor as a '15 minute neighbourhood' through land use changes that implement the following principles: - improved walkability, cycling and safety to support healthier communities - improved housing choice and diversity - increased usability of, and access to, safe open spaces - improved local economic opportunities - adequate local services and infrastructure - access to public transport.	Councils	The proposal supports the establishment of a '15 minute neighbourhood' by locating residents within walking distance of public transport, shops and services and open space.	Yes

Implement planning provisions to deliver active frontages in and around appropriate locations as illustrated on the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines.	Councils	Chester Street is not identified as an area requiring active frontages. The proposal will however enhance activation through industrial and creative office uses at the ground floor which address the street.	NA
Community infrastructure			
Strategically rezone parts of the Corridor (or where appropriate land outside the Corridor) for social infrastructure purposes in line with the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines, Implementation Plan 2016 -2023 and Infrastructure Schedule.	GSC / DPE / Councils	Not relevant	NA
Implement development controls that incentivise the delivery of social infrastructure, such as floor space bonuses, and discounting or excluding floor space provided as social infrastructure.	Councils	Not relevant	NA
Explore new models to design, finance and deliver education and health community assets in partnership with local councils, government agencies and the private sector.	Councils / DEC / Local Health District	No applicable	NA
As a first preference and where appropriate, optimise or embellish existing assets through solutions such as: - increasing the size, amenity and functionality of existing facilities to expand existing capacity - renewing existing assets to provide contemporary spaces or installing additional features so facilities can become multi-purpose and cater to different groups - upgrading features within existing facilities so they can accommodate a greater capacity	Councils / DEC / Local Health District	Not relevant.	NA

- developing partnerships with other community infrastructure providers, including private or other government agencies, such as the Department of Education, or Local Health Districts, to enable the shared use of facilities - incentivising the private sector to deliver community infrastructure.			
Heritage and unique neighbourhoods			
Implement development controls that encourage the adaptive reuse of heritage items in the Corridor such as additional permitted uses, heritage incentive schemes, Section 94 exemptions, and accelerated or prioritised planning processes for development that appropriately preserves, maintains and utilises these community assets.	Councils	The site does not contain any heritage items, however the proposal has responded to the heritage context in the surrounding area.	Yes
Implement transferable development rights for significant heritage conservation and development projects, where appropriate.	Councils	Not applicable	NA
Heritage conservation and community facilities initiatives			
Review and modernise the heritage listings concurrently with rezoning proposals, with a stronger focus on proactive heritage identification and preservation.	Councils	Not applicable	NA
Drawing on the Parramatta Road Corridor Planning and Design Guidelines, identify neighbourhoods and streetscapes through future rezoning processes, where existing character and amenity should be retained and should not be subject to renewal.	Councils	The proposal responds to the surrounding industrial heritage character through use of appropriate built form and building materials.	Yes
Design excellence			
Prepare and implement a design excellence strategy.	Councils	It is understood that future development applications, would be considered by the Inner West Council's Architectural Excellence Panel,	Yes

		to ensure any future development for the site demonstrates design excellence.	
Noise and air quality			
Incorporate the range of design approaches and measures identified in the Parramatta Road Corridor Design Guidelines to attenuate the effects of noise and air pollution.	Councils	An acoustic study has been prepared confirming that noise impacts can be suitably attenuated.	Yes
Use the development typology examples in the Parramatta Road Corridor Planning and Design Guidelines to inform future development controls.	Councils	The proposal responds to the residential development typology examples in the Planning and Design Guidelines.	Yes

Principle 5: Green spaces and links

Embellish existing open spaces and provide new active and passive open spaces to support the recreational needs of the community and to encourage healthy and active lifestyles

Strategic action	**Responsibility**	**Consideration**	**Consistency**
New neighbourhood parks and open space			
Strategically rezone parts of the Corridor for open space purposes, with a view to allocating land to create a high quality interconnected network of publicly accessible open space throughout the Corridor.	Councils	Not relevant	NA
Provide a diverse range of connected, high quality open space and public domain area to each Precinct in accordance with the Precinct Plans that ensures:	Councils	The proposal is located adjacent to an existing local park on the other side of Johnstons Creek, along with a proposed open space opposite the	Yes

- local parks within 400m safe walking distance of at least 95% of all dwellings - additional small local parks or urban spaces within 200m of activity centres and higher density residential areas - active open space within 1km of 95% of all dwellings - linear parks and trails linked to waterways, vegetation corridors and road reserves within 1 km of 95% of all dwellings.		site identified by PRCUTS. Active recreation at Camperdown Oval is also located 750m from the site. The proposal is also located in close proximity to existing linear parks along Johnstons Creek which is proposed to be extended adjacent to the site.	
Greening Parramatta Road			
Implement building setbacks as identified on the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines.		The proposal applies the relevant setbacks for the Camperdown Precinct.	Yes

Principle 6: Sustainability and resilience

Create liveable local Precincts along the Corridor that are sustainable, resilient and which make Sydney a better place

Strategic action	Responsibility	Consideration	Consistency
Sustainability practices			
Commence the amendment of State Environmental Planning Policy (Sustainability Building Index: BASIX) 2004 to increase the water and energy targets as identified within the Parramatta Road Corridor Planning and Design Guidelines.	DPE	The applicant has made a commitment to meet or exceed the sustainability targets of PRCUTS. This could be implemented through inclusion of appropriate controls in the draft	Yes

		site specific DCP following a Gateway determination.	
Implement comprehensive built form strategies for building efficiency, renewable energy, strategic parking, public domain and sustainable infrastructure to target the long-term achievement of: - 20% reduction in greenhouse gas emissions - renewable energy installation - 30% reduction in peak electricity demand - 30% reduction in water consumption - >15% of water delivered by non-potable sources, including rainwater - or recycled water - 30% reduction in car use - 10-15% car share take-up rate.	Councils	The applicant has made a commitment to meet or exceed the sustainability targets of PRCUTS. This could be implemented through inclusion of appropriate controls in the draft site specific DCP following a Gateway determination.	Yes

Principle 7: Delivery

Deliver, drive and facilitate action

Strategic action	Responsibility	Consideration	Consistency
Effective governance			
Implement the Implementation Plan 2016 - 2023.	Councils / GSC / relevant State government agencies	The proposal has been considered against the out of sequence checklist as outlined in Section 6.	Yes
Funding options			

Establish a robust funding mechanism to apply to new rezoning/development proposals that will fund the local and regional infrastructure demands required to service the future population growth in the renewed Corridor.	GSC	The proposal will be supported by infrastructure contributions as discussed in Section 6.	Yes
Advise and assist councils in the revision of local contributions plans to address funding of local infrastructure and services in the Corridor.	GSC	Not relevant	NA

Appendix D – Urban Design Study

Appendix E – Traffic Study

Appendix F – Contamination Assessment

Appendix G – Heritage assessment

Appendix H – Flooding and stormwater assessment

Appendix I – Acoustic assessment

Appendix J – Social Impact Assessment

Appendix K – Economic Impact Assessment

Appendix L – Advice from UTS

Appendix M – Consultation report

Appendix N – Integrated Infrastructure Delivery Plan