



PLANNING PROPOSAL ASSESSMENT CHECKLIST
PLANNING PROPOSAL APPLICATION No. IWC_PP_2018_02
1 - 5 CHESTER STREET, ANNANDALE

1. Planning Proposal (LEP Amendment Request) Application Details	
Planning Proposal Application Number:	IWC_PP_2018_02
Property Address:	1 - 5 Chester Street, Annandale
Legal Description:	LOT 11 DP 499846 (includes easements)
Date of Lodgement:	02 February 2018
Type of Planning Proposal (Minor/ Major/ Complex):	Complex
Fees Paid:	\$55,000.00 (Stage - 1 Complex LEP fee and DCP fee)
Pre-Planning Proposal meeting Minutes (If attended):	Attached to the Planning Proposal report. Letter dated 26 October 2017.
Project Planner:	Gunika Singh
Proponent:	ae design partnership
Owner/s of the property Notification (Written and signed):	Yes
Current zoning:	Light Industrial IN2
Description of Proposal:	To amend Leichhardt Local Environmental Plan 2013 to enable the redevelopment of the site 1-5 Chester Street, Camperdown by rezoning the site from IN2 Light Industrial to R3 Medium Density Residential, change the maximum HOB 17 metres and increase the maximum FSR to 2.6:1. A draft Voluntary Planning Agreement offer is also included as part of the proposal.
Does it propose to reclassify public land?	No
Description of all existing uses and existing development on the land:	Vehicle body repair workshop.
Site area:	1307 sqm
History of subject site (if required):	Pre-Planning Proposal - Rezoning the site from Light Industrial to General Residential - October 2017. Development Application - D/2002/292 - Ancillary sale of motor vehicles from motor vehicle repair shop - Approved on 08 May 2002.
Description of surrounding properties:	The northern boundary of the site adjoins Johnston Creek. To the north and east of the site are one and two storey single residential terrace dwellings. To the south and west are two or three storey industrial warehouse buildings.
Any former Council resolutions:	No former Council resolutions directly related to the subject site. However, former

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	Leichhardt Council previously carried out a series of Parramatta Road Corridor studies and the studies were reported to Council in April 2016. These studies were not formally adopted because of the timing of Council amalgamation but Council did resolve to place these on public exhibition. These studies have been considered in the assessment of this proposal.
Related projects or similar Planning Proposals (any that would impact upon the outcome of this project for e.g. Strategic Sites and Corridor Study):	Parramatta Road Corridor Urban transformation Strategy 2016.
Site visit undertaken:	05 October 2017
Site Description/Context	<p>The site 1- 5 Chester Street, Leichhardt is a triangular shaped lot 1,307 sqm in area and located in the Camperdown precinct of LDCP. The site is located at the cul-de-sac of Chester Street approximately 300m from Parramatta Road and 3.5 km from the Sydney CBD. The site currently accommodates a two storey industrial building which provides car repair services.</p> <p>The site has a 44m frontage to Chester Street and 55m frontage to Johnstons Creek. The site slopes down by approximately 1m from the southern boundary to the northern and eastern boundaries. The site is zoned IN2 Light Industrial in the LLEP and the maximum FSR for the site is 1:1. LLEP does not stipulate a height control for the site.</p>

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Aerial photographs



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Site photos/photomontage



2. Site Affectations (affecting whole or part of the site)	Y	N	Comments
Is the site a Heritage Item? If so insert Item Number(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Is the site a Draft Heritage Item?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Is the site Listed on the State Heritage Register?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Is the site subject to an Interim Heritage Order?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Is the site Listed as a Heritage Item in a State Environmental	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

2. Site Affectations (affecting whole or part of the site)	Y	N	Comments
Planning Policy (includes SREPs)?			
Is the site located within Conservation Area? If so insert name of the conservation area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Is the site in the vicinity of any Heritage Items? If so insert Heritage Item Number(s) and descriptions.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The site is located in close proximity to the Draft Annandale Heritage Conservation Area extension and adjacent to Heritage item I613 Chester Street kerb and gutter.
What Acid Sulfate Soils Class(es) affects the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Class 3 area
Is the site Flood affected? (This includes tidal inundation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Flood prone lot.
Is the site located within the foreshore area (Foreshore building line)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Is the site reserved for a public purpose?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
What Australian Noise Exposure Forecast contour located within?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	20 - 25 contour
Is the site affected by any road widening or realignment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Is the site or any part of the site reserved for acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Is there an order under the Tree (Disputes Between Neighbours) Act 2006?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Is there a site compatibility certificate (Seniors Housing, Infrastructure, Affordable Rental Housing)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Is the site a Boarding House?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Does Council have information on the subject land relating to contamination and /or is the site identified on Council's GIS Contamination Layer on latitude? If so provide details.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Council does not have any contamination advice at this stage. However, there are potential contamination issues associated with the industrial use of land.
Is the site located within close proximity to Port or Railway Land or any other land uses that could have adverse impacts upon the amenity of the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Is there any site specific provisions (additional permitted uses) applying to the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Development Applications	Y	N	

2. Site Affectations (affecting whole or part of the site)	Y	N	Comments
Are there any recent or contentious development applications for the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Outstanding Notices			
Are there any outstanding notices and orders applying to the subject site? Contact Rates.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Caveats or other property restrictions			
Are there any caveats or other property restrictions affecting the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
S94 Contributions – Identify applicable plans			
Developer Contributions Plan No 1 – Open Space and Recreation (In operation from 18.1.05)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Developer Contributions Plan No 2 – Community Facilities and Services (In operation from 23.8.05)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Transport and Access Contributions Plan (In operation from 3.11.99)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist	Satisfactory			Comments
	Y	N	N/A	
REQUIREMENTS FOR ALL PLANNING PROPOSALS – A Guide to preparing Planning Proposals - Section 55 (2) of the EP&A Act				
Part 1 - Objectives and Intended Outcomes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
The proponent's stated objectives or intended outcomes are considered to be unsatisfactory as discussed below:				
<ul style="list-style-type: none"> 'A guide to preparing planning proposals' requires a concise statement setting out the objectives or intended outcomes of the planning proposal. The proponent's statement is considered to be descriptive and is not specific enough to accurately reflect the desired outcome of the proposal as required by the Guidelines. In terms of its overall strategic merit, it is agreed that the subject site has potential to accommodate residential uses, increased FSR and 				

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		Y	N	N/A	
<p>height controls. The site is located in the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) area which recommends rezoning of the site from industrial to medium density residential. However, the Planning Proposal is inconsistent with a number of key recommendations of PRCUTS as detailed later in this report and consequently, should not be supported.</p> <ul style="list-style-type: none"> The Proposal seeks to provide affordable/ student housing in accordance with the development incentives available in State Environmental Planning Policy (SEPP) (Affordable Rental Housing) 2009, subject to a future development application. The proponent's stated affordable housing objective in the LEP is considered to be superficial as affordable housing is only to be provided at the development application stage is it is awarded additional development floor space through the bonus floor space provisions of the SEPP 2009. The Proposal also suggests it will provide open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road. The proponent's objective is considered to be acceptable; however, no definite provision has been made in the Proposal to demonstrate how it will actual deliver this open space as discussed later in this report. 					
Part 2 - Explanation of Provisions		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proponent has addressed this requirement but the Planning Proposal is not supported for the reasons above and others detailed elsewhere in this report.
Part 3 - Justification		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Planning Proposal does not provide sufficient justification for Council officers to support the Proposal as discussed below:
Q1	Is the Planning Proposal a result of any strategic study or report?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The subject site forms part of the Parramatta Road Corridor. In December 2016, State Government endorsed PRCUTS to facilitate renewal of the land in the Corridor.</p> <p>However, as discussed in detail further in this report, the Proposal is inconsistent with the requirements of PRCUTS including the Implementation Plan 2016 - 2023, Out of Sequence Checklist and Planning and Design Guidelines and therefore, should not be supported.</p>
Q2	Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The PRCUTS includes the Parramatta Road Corridor Implementation Toolkit which recommends that one of the pathways to implement the recommended land uses and development controls identified within the Strategy is

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					<p>the LEP Gateway (Planning Proposal) process.</p> <p>However, this Planning Proposal departs from the staging identified under the Implementation Plan 2016 – 2023 and comes in advance of studies underway at local and state government to inform future development controls for the Camperdown Ultimo Collaboration Area and Inner West Council local area.</p> <p>The Proposal is considered to be premature in light of the imminent outcomes of strategic planning projects including the Camperdown Ultimo Collaboration Area, IWC Employment Lands Review, IWC Local Housing Strategy and comprehensive IWC LEP/DCP.</p> <p>Giving the relatively short term timing of outcomes from State and local strategies, it is recommended that the Proposal be considered as part of this broader strategic planning framework rather than as ad hoc Planning Proposal. This would ensure an informed approach when determining the future development of the site and surrounding area. It would also be best to defer the Proposal until the finalisation of the new comprehensive IWC LEP which should also align with the staging sequence recommended in PRCUTS Implementation Plan 2016 - 2023.</p>
Q3	<p>Is the Planning Proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy including any exhibited draft plans or strategies?</p> <p>Consistency with relevant Strategies is demonstrated below:</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Planning Proposal has been considered against the priorities and objectives of the Greater Sydney Region Plan 2018, Eastern City District Plan 2018 and Parramatta Road Urban Transformation Strategy.</p> <p>See below.</p>
Greater Sydney Regional Plan 2018 (GSRP) – A Metropolis of Three Cities					

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
Direction 1: A city supported by infrastructure					
	Objective 1: Infrastructure supports the three cities.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	<p>Objective 2: Infrastructure aligns with forecast growth - growth infrastructure compact</p> <ul style="list-style-type: none"> • Strategy 2.1 - Align forecast growth with Infrastructure. • Strategy 2.2 - Sequence infrastructure provision across Greater Sydney using a place-based approach. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The GSRP emphasises a methodological and sequenced approach. The PRCUTS Implementation Plan 2016 - 2023 guides and informs land use planning and development decisions in the short term between 2016 and 2023.</p> <p>The subject site is outside the '2016 - 2023 Release Area' which means that the redevelopment of the site is expected to be in the medium to long term between 2024 and 2054. Proposals that depart from this staging and sequencing need to be considered against an 'Out of Sequence Checklist'. This Checklist aims to ensure that changes to the land use zone and development controls do not occur without meeting the underlying Principles and Strategic Actions of the Strategy such as enhanced public transport, services and social infrastructure to service a new population. The Checklist also aims to ensure the established benchmarks for the quality of development and public domain outcomes desired for the Corridor are achieved.</p> <p>An assessment of the proposal against the Out of Sequence Checklist in the Attachment 2.</p> <p>The Proposal should not be supported as it is inconsistent with the Checklist criteria and would result in a development that is out of alignment with infrastructure provision.</p>
	Objective 3: Infrastructure adapts to meet future needs.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Objective 4: Infrastructure use is optimised.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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		Y	N	N/A	
Direction 2: A collaborative city					
	Objective 5: Benefits of growth realised by collaboration of governments, community and business.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The subject site is located in the Eastern City District Plan Camperdown Ultimo Collaboration Area. Council is working actively with DPE, GSC and other relevant stakeholders to identify the priorities and vision for this collaboration area.</p> <p>The site is a key site in the Collaboration Area owing to its strategic location in close proximity to parks, open spaces, transport and services.</p> <p>The Planning Proposal is considered to be premature as Council and Greater Sydney Commission have not yet finalised the vision of this area. In particular, the concerns relate to the proposed uses as the Strategy identifies Camperdown precinct as a future Biotechnology hub. It is considered that any uses in the Camperdown precinct should be focused on employment or providing ancillary uses such as student housing and key workers housing to support the core employment uses.</p> <p>This issue will be assessed in detail as part of the Council's new LEP Employment Lands Review.</p> <p>In the context of imminent outcomes of strategic planning projects currently underway at both State and local level including the Camperdown Ultimo Collaboration Area framework, IWC Employment Lands Review and IWC Local Housing Strategy; the Planning Proposal is considered to be premature and therefore, should not be supported. The site and its future uses should be planned holistically in the context of the Camperdown Ultimo Collaboration Area and its wider potential contribution to the revitalisation of Parramatta Road</p>

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		Y	N	N/A	
					Corridor rather than solely focused on market housing.
Direction 3: A city for people					
	Objective 6: Services and infrastructure meets communities' changing needs.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The proponent offers to make financial agreements for infrastructure provision at local and state level through draft VPA offers but the contributions and scope of works are considered to be too limited.</p> <p>The Planning Proposal comes in advance of Council's new s7.11 (previously called s94) contributions plan which intends to build financial capacity for provision of additional infrastructure in the Corridor area and support the future population in the Inner West LGA. Local infrastructure cannot be adequately levied for spot rezonings in the PRCUTS corridor until such time as IWC completes this new Section 7.11 Developer Contribution Plan.</p> <p>In the absence of this information, Council cannot make an informed decision regarding the redevelopment of the site or any site along the PRCUTS corridor.</p> <p>It is recommended that the Proposal not be supported until such work has been completed by Council.</p> <p>It is also noted that State Infrastructure contributions cannot be adequately determined at this stage as the Department has not yet introduced a State levy for redevelopments along Parramatta Road corridor.</p> <p>Should the Planning Proposal proceed to Gateway Stage, the Proposal must be conditioned to include satisfactory arrangement provisions for both State and</p>

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					Local contributions.
	Objective 7: Communities are healthy, resilient and socially connected.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Planning Proposal will result in a residential development which is close to public transport facilities, parks, services and open spaces.
	Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Proposal is considered to be inconsistent with this objective as it will result in loss of industrial land that has potential to support creative industries or uses under the existing zoning provisions of LLEP 2013.
Direction 4: Housing the city					
	Objective 10: Greater housing supply	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>This objective allows Councils to deliver greater housing supply by preparing housing strategies, developing 6 - 10 year housing targets and identifying areas suited for urban renewal/ local infill development.</p> <p>PRCUTS envisages the following growth for the Camperdown precinct:</p> <ul style="list-style-type: none"> • No. of dwellings by 2023: 0* • No. of dwellings by 2050: 700 <p><i>Note: These are Council's corrected projections as there is an anomaly in the PRCUTS projections.</i></p> <p>The subject site is located in the Parramatta Road corridor urban renewal area and has been recommended for rezoning from IN2 to R3. However, as discussed in the previous sections, the site is outside the 2016 - 2023 release area which means that the development of the site should occur over the medium to long term rather than in the short term.</p> <p>The rezoning of the subject site is not considered to be</p>

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		Y	N	N/A	
					crucial to meet the Plan's short term housing supply target for Inner West LGA but could contribute towards the long term supply of residential dwellings in the LGA by providing 41 residential apartments.
	Objective 11: Housing is more diverse and affordable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Proposal is only for market housing with additional affordable housing subject to being given development incentives of State Environmental Planning Policy (SEPP) (Affordable Housing) 2009 at the Development Application (DA) stage.</p> <p>This is considered to be inconsistent with this GSRP objective which set a target of minimum of 5% affordable housing of new residential floor space created as a result of rezoning decision.</p>
Direction 5: A city of great places					
	<p>Objective 12: Great places that bring people together.</p> <ul style="list-style-type: none"> • Strategy 12.1: Deliver great places by: <ul style="list-style-type: none"> ○ 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, high amenity and walkability ○ Using a place-based approach throughout planning, design, development and management. • Strategy 12.2: In collaboration Areas, Priority Precincts and planning for centres: <ul style="list-style-type: none"> ○ Investigating opportunities for precinct based provision of adaptable car parking and 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposal will contribute towards the redevelopment of a site for residential dwellings which would be located close to public open spaces and transport services, thus contributing in the development of a great place.</p> <p>The proposed design scheme with recommended amendments could assist in the creation of a safe place with high amenity. Subject to design amendments, the proposed built form could provide passive surveillance to Chester Street and Johnstons Creek and potentially help make a great place.</p> <p>The site is located in the Camperdown Ultimo Collaboration Area. The Proposal comes in advance of Council's and GSC's work relating to the vision and urban framework for this precinct. The site and its future uses should be planned holistically in the context of the Camperdown Collaboration Area and its potential contribution to the revitalisation of Parramatta Road</p>

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	<p>infrastructure in lieu of private provision of car parking.</p> <ul style="list-style-type: none"> ○ Ensure parking availability takes into account level of access by public transport ○ Consider the capacity for places to change and evolve, and accommodate diverse activities over time. 				<p>Corridor rather than in an ad hoc piecemeal manner. The Proposal should not be supported at this point in time.</p> <p>The Strategy aims to recommend opportunities for precinct based provision of adaptable car parking and infrastructure in lieu of private car parking. The proponent has indicated that car share, unbundled or decoupled parking could be considered at the future development application stage to further reduce car parking rates.</p>
	Objective 13: Environmental heritage is identified, conserved and enhanced.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Direction 6: A well connected city					
	Objective 14: A metropolis of three cities- integrated land use and transport creates walkable and 30-minute cities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal will result in a residential development which is close to public transport facilities, parks, services and open spaces and can potentially contribute to the creation of a walkable place.
	Objective 15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Objective 16: Freight and logistics network is competitive and efficient.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Objective 17: Regional transport is integrated with land use.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Direction 7: Jobs and skills for the city					
	Objective 18: Harbour CBD is stronger and more competitive.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Objective 19: Greater Parramatta is stronger and better connected.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Objective 20: Western Sydney Airport and Badgery's creek Aerotropolis are economic catalysts for Western Parkland City.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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	Objective 21: Internationally competitive health, education, research and innovation precincts.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Objective 22: Investment and business activity in centres.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Objective 23: Industrial and urban services land is planned, retained and managed. Strategy 23.1: Retain, review and plan industrial and urban services land in accordance with the principles for managing industrial and urban services land.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Greater Sydney Region Plan recommends the following principles for all existing industrial land in the Easter city district: "Retain and Manage - All existing industrial and urban services land should be safeguarded from competing pressures, especially residential and mixed-use zones. This approach retains this land for economic activities required for Greater Sydney's operation, such as urban services. Specifically, these industrial lands are required for economic and employment purposes. Therefore the number of jobs should not be the primary objective rather a mix of economic outcomes that support the city and population." This objective has been assessed in detail further in this report under the corresponding Priority of the ECDP.
	Objective 24: Economic sectors are targeted for success.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Direction 8: A city in its landscape					
	Objective 25: The coast and waterways are protected and healthier.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Objective 26: A cool and green parkland city in the South Creek corridor.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced. Strategy 27.1 - Protect and enhance by:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The site is located next to Johnstons Creek which is considered to be a biodiversity corridor. The proposal provides a 5m setback to the creek on the lowest ground level adjacent to the creek and a 0 - 2m setback to the basement level.

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	<ul style="list-style-type: none"> Managing urban bushland and remnant vegetation as green infrastructure Managing urban development and urban bushland to reduce edge effect impacts. 				<p>The setback to the basement from the Johnstons Creek boundary is insufficient to accommodate medium to large size trees and vegetation. This setback is considered essential to provide soft landscaping and deep soil planting in order to enhance the outlook of the biodiversity corridor and public domain and to reduce the impact of the hardscape built form on the surrounding area.</p> <p>The Proposal in its current form does little to reduce hard edge effect impacts on this biodiversity corridor.</p>
	Objective 28: Scenic and cultural landscapes are protected.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Objective 29: Environmental, social and economic values in rural areas are protected and enhanced.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Objective 30: Urban tree canopy cover is increased. Strategy 30.1 - Expand urban tree canopy in the public realm.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>There are currently 4 existing trees on the boundary of the subject property with Johnstons Creek which contribute to the green corridor.</p> <p>The proponent's concept design provides insufficient basement setback (0 - 2m) to accommodate medium to large size trees and vegetation. Adequate basement and ground level setbacks are required to provide green corridor along the creek and enhance the environmental value of the area.</p> <p>If the Planning Proposal proceeds to the DA Stage, the existing trees are to be protected or replaced with new medium to large sized trees. Additional tree planting opportunities would be explored and a detailed landscape plan would have to be provided at that stage.</p>
	Objective 31: Public open space is accessible, protected and enhanced.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Proposal in its current form does not sufficiently contribute towards the enhancement of public open space along Johnston's Creek.

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	Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The proponent claims that open space would be provided along the site's northern edge as part of an open space and movement corridor along Johnstons Creek. The applicant considers that the ground level setback from Johnstons Creek would be part of this open space network. No provision has been made to ensure that this open space would actually be accessible for community use.</p> <p>In addition, a shared pedestrian/cycle pathway along the edge of the channel (minimum pathway width 3.5 metres) is desirable which would provide a green link connection between Booth Street and Parramatta road in future. The proposal in its current form does not make a sufficient contribution towards achieving this vision.</p>
Direction 9: An efficient city					
	Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Planning Proposal relies on a future development application (DA) to demonstrate that it can contribute towards the delivery of an efficient city by meeting the sustainability targets and requirements set in PRCUTS for new developments. However, the Planning Proposal does not provide any certainty that these targets would be achieved at the DA stage.</p> <p>For the Planning Proposal to be consistent with this Objective and PRCUTS, adequate provisions would have to be made in the LLEP 2013 or the associated letter VPA of offer to ensure that these sustainability targets would be achieved at the DA stage.</p>
	Objective 34: Energy and water flows are captured, used and re-used.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Objective 34: More waste is re-used and recycled to support the development of a circular economy.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Direction 10: A resilient city					

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		Y	N	N/A	
	Objective 36: People and places adapt to climate change and future shocks and stresses.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Objective 37: Exposure to natural and urban hazards is reduced.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Objective 38: Heatwaves and extreme heat are managed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Implementation					
	Objective 39: A collaborative approach to city planning	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Objective 40: Plans refined by monitoring and reporting.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Eastern City District Plan (ECDP) 2018					
Direction 1: A city supported by infrastructure					
	E1: Planning for a city supported by infrastructure. Action 3: Align forecast growth with infrastructure. Action 4: Sequence infrastructure provisions using a place-based approach.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Same as comments under GSRP Direction 1.
Direction 2: A collaborative city					
	E2: Working through collaboration. Action 7: Identify, prioritise and deliver Collaboration Areas.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Same as comments under GSRP Direction 2.
Direction 3: A city for people					
	E3: Providing services and social infrastructure to meet people's changing needs.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Same as comments under GSRP Direction 3.
	E4: Fostering healthy, creativity, culturally rich and socially connected communities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Direction 4: Housing the city					
	E5: Providing housing supply, choice and affordability with access to jobs and services.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Same as comments under GSRP Direction 4.

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
Direction 5: A city of great places					
	E6: Creating and renewing great places and local centres, and respecting the District's heritage.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Same as comments under GSRP Direction 5.
Direction 6: A well connected city					
	E10: Delivering integrated land use and transport planning and a 30-minute city.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Same as comments under GSRP Direction 6.
Direction 7: Jobs and skills for the city					
	E7: Growing a stronger and more competitive Harbour CBD.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	E8: Growing and investing in health and education precincts and the Innovation Corridor.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	E9: Growing international trade gateways.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	E11: Growing investment, business opportunities and jobs in strategic centres.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The site is located in the Camperdown Ultimo Collaboration Area which has been identified as an economic strategic centre. The rezoning of site from Light Industrial to Medium Density Residential will result in loss of existing jobs and the potential to provide future job opportunities to support the growth of strategic centre.
	E12: Retaining and managing industrial and urban services land.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes and No. See below.
<p>The Planning Proposal is inconsistent with the key objective of the ECDP which recommends that all industrial and urban services land in the Eastern District be protected from conversion to residential development including any form of mixed uses.</p> <p>The Plan however also excludes Parramatta Road Urban Transformation Corridor area from implementation of this objective as it notes that extensive work has been undertaken to develop PRCUTS and therefore, rezoning of industrial lands in PRCUTS can proceed nevertheless. This poses a conundrum in relation to the approach of protecting existing industrial land across the Eastern District.</p> <p>Consequently, the Region Plan and District Plan advocate a "retain and manage approach" for industrial land in the Eastern City District area except for the Parramatta Road Corridor. The District Plan elaborates on this point with a requirement that Councils' pursuing this approach</p>					

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist	Satisfactory			Comments
	Y	N	N/A	

should undertake a strategic review of industrial land as part of updating local environmental plans. This review is imminent, but will take some time for IWC to complete. In the meantime, a number of methods and existing policies can be deployed to assess industrial land rezoning proposals. These include Council's policies such as Employment and Economic Development Plan (EEDP) and the Leichhardt Industrial Precincts Planning Report.

Former Leichhardt Council's Industrial Lands Study 2014 and Industrial Precincts Planning Report 2016 recommended protection and intensification of industrial sites in the local area due to a shortage of industrial land at sub-regional level. In particular, it recommended protection of the industrial nature of the Camperdown precinct from rezoning to residential or permitting any sort of non-industrial activity. PRCUTS broadly reflects this intention as it recommends rezoning of a large portion of Camperdown precinct on the north of Parramatta Road to a B5 Business Enterprise zone and discourages residential development in this zone. However, PRCUTS also recommends rezoning of the northern section of the precinct including this site to Medium Density Residential (R3) (Refer to the image below) which is inconsistent with the objectives of GSRP, ECDP and Council's Industrial Precincts Planning Report.

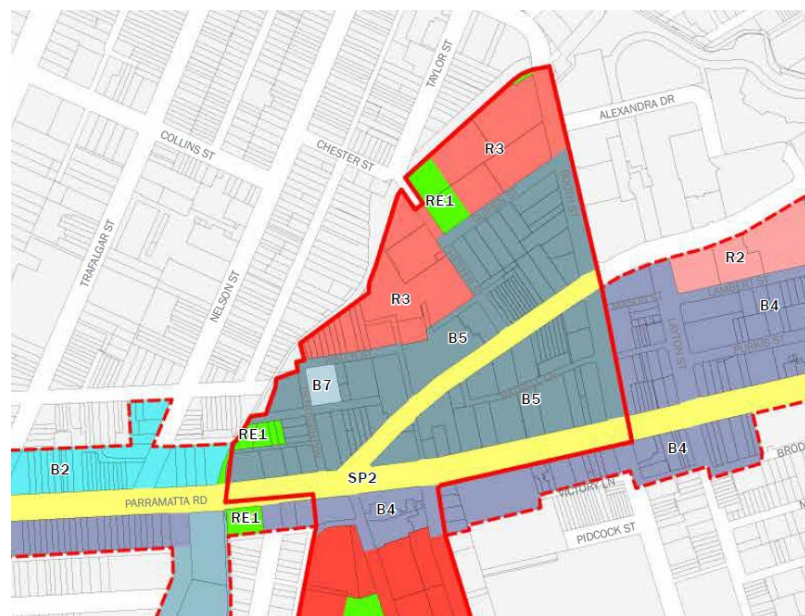


Figure 1 - Extract from PRCUTS illustrating recommended zoning in the Camperdown precinct.

Whilst Council officers broadly accept PRCUTS and its recommendations in relation to rezoning, development controls and implementation;

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist	Satisfactory			Comments
	Y	N	N/A	
<p>there are key concerns regarding rezoning any part of Camperdown Precinct to allow residential or non-industrial uses. Encroachment of non-industrial uses would potentially result in land-use conflicts and have a knock on effect on other sites in the Camperdown precinct. It would also be inconsistent with Council's detailed Industrial Lands study which recommended redevelopment of the Camperdown precinct as a distinct commercial precinct by introducing a B5 Business development zone in the core of the precinct prohibiting any residential development and retaining industrial uses on the periphery (Refer to Figure 2 below). This would capitalise on the proximity of the precinct to the CBD and major institutions such as RPA and USYD and encourage appropriate commercial office floorspace and industrial uses. This report was endorsed by the former Council in April 2016 to go on public exhibition prior to amalgamation and also formed the basis of Council's comments to UrbanGrowth in relation to the strategy.</p>				



Figure 2 - Extract from Leichhardt's Industrial Precinct Planning Report 2016 which made recommendations for the redevelopment of Camperdown precinct including an option to reconfigure the rezoning of the Camperdown precinct to B5 Business Development with Light Industrial IN2 uses on the periphery.

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
<p>Council support for this Proposal would be a departure from the consistently held strategic planning position to resist rezoning industrial lands for residential or mixed use purposes in the former Leichhardt Council LGA and particularly in the Camperdown precinct. Light industrial uses are better located on the periphery so that the core of the precinct can continue to serve a traditional industrial role buffered from surrounding residential uses by the light industrial uses. Any form of residential development within or surrounding the precinct may set a precedent for further development resulting in loss of urban services and employment generating land. Council would be reviewing all its employment lands as part of the wider LEP integration work.</p> <p>In the context of imminent outcomes of strategic planning projects currently underway at both State and local level including the Camperdown Ultimo Collaboration area framework, IWC Employment Lands Review and IWC Local Housing Strategy; the Planning Proposal is considered to be premature and therefore, should not be supported. The site and its future uses should be planned holistically in the context of the Camperdown Collaboration Area and its contribution to the revitalisation of Parramatta Road Corridor.</p>					
E13: Supporting growth of targeted industry sectors.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Direction 8: A city in its landscape					
E14: Protecting and improving the health and enjoyment of Sydney Harbour, and the District's waterways.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
E15: Protecting and enhancing bushland and biodiversity.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Same as comments under GSRP Direction 8
E16: Protecting and enhancing scenic and cultural landscapes.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
E17: Increasing urban tree canopy cover and delivering Green Grid connections.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Same as comments under GSRP Direction 8
E18: Delivering high quality open space.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Same as comments under GSRP Direction 8
Direction 9: An efficient city					
E19: Reducing carbon emissions and managing energy, water and waste efficiently.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Same as comments under GSRP Direction 9
Direction 10: A resilient city					
E20: Adapting to the impacts of urban and natural hazards and climate change.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) 2016					

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
Policy Framework					
	Urban Transformation Strategy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Planning Proposal does not adequately contribute towards the following Key Actions:</p> <p><u>Land Uses</u></p> <ul style="list-style-type: none"> · <i>Prioritise Camperdown Precinct for biotechnology and employment uses that support the growth of the nearby institutions</i> · <i>Focus residential development on students, key workers, and affordable housing.</i> <p><u>Open space, linkages and connections:</u></p> <ul style="list-style-type: none"> · <i>Provide new open spaces in the Hordern Place Industrial Area, and in the north of the Precinct adjacent to Johnstons Creek.</i> · <i>Prioritise works to complete the Johnstons Creek green corridor, connecting the Precinct to the Bicentennial Parklands and the harbour foreshore walks.</i> · <i>Provide new cycle routes along Johnston's Creek, Mathieson Street, Chester Street and Guihen Street to improve connections with other cycleways.</i>
Implementation Tool Kit					
	Implementation Plan 2016 - 2023	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Planning Proposal departs from the staging identified under the Implementation Plan 2016 – 2023. It also does not meet the criteria of the Out of Sequence Checklist as detailed in the Attachment - 2 and therefore, should not be supported.
	Planning and Design Guidelines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Planning Proposal is inconsistent with the following sections of the Camperdown Precinct Guidelines:

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist			Satisfactory			Comments
			Y	N	N/A	
						<ul style="list-style-type: none"> · 12.4 - Future Character and Identity · 12.5 - Open Space, Linkages and Connections and Public Domain · 12.8 - Green edge setbacks, Transitions and Activity and Commercial Zones · Recommended Planning Controls <ul style="list-style-type: none"> ○ Land use (textual) ○ Building Heights (textual) ○ Densities (Map)
		Infrastructure Schedule	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See below.
		<p>The Planning Proposal is supported by an Integrated Infrastructure Delivery Plan (IIDP) prepared by Northrop which attempts to populate the Infrastructure Schedule for the Camperdown precinct. There are reservations about the methodology used; formulas applied and conclusions of the IIDP.</p> <p>Council officers are of the view that the PRCUTS's Infrastructure Schedule cannot be readily applied to determine accurate infrastructure contributions. In this context, the Schedule acknowledges that it is based on a high level analysis of population, dwelling and employment projections for the Corridor and requires additional detailed investigation. It is noted that the estimated costs included in the Schedule are out of date and haven't been reviewed since June 2016. There are also gaps in this Schedule which cannot be adequately determined until such time as Council implements a new local Contributions Plan. As a part of amending/ updating local contributions plan, councils are required to undertake additional analysis including audits of existing facilities and preparation of needs studies beyond the Corridor's boundaries.</p> <p>This core work is currently underway and within Council's Urban Strategy team. In the absence of this critical information; Council officers are currently not in a position to critically comment on the proponent's calculations and rates. Support of this Proposal will compromise the holistic and inclusive basis of wider strategic planning projects underway at local and state government level and undermine the objectivity of Council's decision making process.</p> <p>It is recommended that this Planning Proposal should not be supported.</p>				
		Urban Amenity Improvement Plan (UAIP)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See below.
		<p>UAIP identifies the following works for Camperdown precinct:</p> <ol style="list-style-type: none"> 1. <i>New north-south pedestrian and cycle connection along Johnstons Creek from Booth Street to Parramatta Road (Refer to the image below).</i> 				

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist

Satisfactory

Comments

Y

N

N/A

2. Public domain improvements and cycle connection to Pymont Bridge Road between Parramatta Road and Mallett Street.

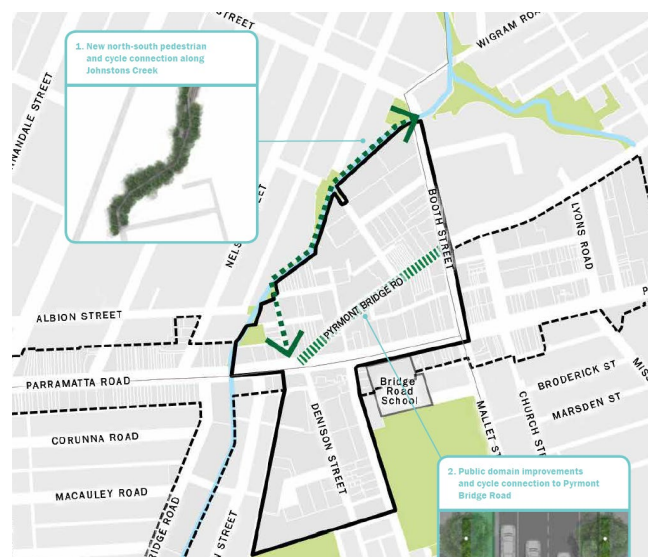


Figure 3 – Extract from the PRCUTS UAIP indicating the proposed works for Camperdown

The identified urban amenity works in point 1 above are the most relevant works for this Proposal as the site adjoins Johnstons Creek. Other works include:

- Concrete shared path between Badu Park and Chester Street playground
- Lightweight cantilevered walkway over the existing channel between Chester Street playground and Mathieson Street.

The proposed conceptual diagram in the above figure envisages a landscaped edge along both sides of the stormwater channel. The concept design with the Planning Proposal does not make an adequate contribution to achieving this vision. The basement setback (nil to 2m) cannot accommodate modest to large scale trees which will be necessary to create 'landscaped edge'.

It is also envisaged that this landscaped edge would be a continuous link along the eastern side of Johnstons Creek. Support of this concept design without an adequate landscaped setback would set an adverse precedent for the landowners and developers of adjoining properties and compromise the vision of a green corridor along the creek.

In addition, the original Planning Proposal sought to provide a new east-west pedestrian and cycling bridge at the western end of the site.

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
	<p>This second bridge was considered unnecessary as it would replace an existing bridge 30m away at the north end of the site. The proposed second bridge would also not provide a link between any key points other than the site itself. The revised Planning Proposal submitted in response to Council's preliminary comments deletes the proposed bridge and seeks to make contributions towards Council's planned reinstatement of the existing bridge.</p> <p>A new north-south pedestrian and cycle link along Johnstons Creek corridor on the subject site and across the neighbouring sites is desirable as recommended in PRCUTS. Council officers are not in a position yet to confirm the details of the envisaged north-south Johnstons Creek link as no associated work or studies have yet been undertaken to identify the delivery mechanism for these projects.</p> <p>Any monetary contributions or potential land reservations required for the delivery of these works cannot therefore be commented upon at this stage. The Planning Proposal should not be supported until such time as Council completes this piece of work and other broader strategic planning related to it.</p>				
Reference Reports					
	Precinct Transport Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>From a transport and traffic perspective; based on information currently available, it is considered that the projected traffic volumes generated by the development (both the applicant's and Council's estimates) are generally at an acceptable level for the adjacent street network. In addition, as the precinct develops, public transport along Parramatta Road is likely to be enhanced and mode share should increasingly move towards more sustainable transport modes.</p> <p>The proposed design is for 15 one bedroom units and 27 two bedroom units. In accordance with the recommended maximum car parking rates in the Precinct Transport Report for Camperdown Precinct, the Proposal should provide a maximum of 23.4 car parking spaces (calculated @ 0.3 spaces for 1 bed and 0.7 spaces for 2 beds).</p> <p>The proponent's letter to Council dated 29 May 2018 indicated that the proposal would provide 24 car parking bays which would be 'less than the maximum requirement of PRCUTS'. In reality, however, 24 car</p>

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist			Satisfactory			Comments
			Y	N	N/A	
						<p>parking spaces is consistent with the PRCUTS recommended rates.</p> <p>The proponent has also indicated that car share, unbundled or decoupled parking could be considered at the future development application stage to further reduce car parking provision. Whilst the proponent's intention to provide reduced parking rates is supported in principle, the proposal fails to demonstrate how this can be achieved at the Planning Proposal stage.</p> <p>In addition, at the moment the parking provision in the Proposal does not comply with the LDCP standards.</p> <p>Notwithstanding this the PRCUTS also requires that <i>'prior to any rezoning commencing, a Precinct wide traffic study and supporting modelling be completed which will consider the proposed land uses and densities, as well as future WestConnex conditions, and identify the necessary road improvements and upgrades that are required to be delivered as part of any proposed renewal in the Camperdown precinct'</i>.</p> <p>This Planning Proposal comes in advance of this work being completed and therefore, should not be supported.</p>
		Fine Grain Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Proposal has been assessed in detail against these requirements in Attachment 2 Out of Sequence Checklist.</p> <p>The Planning Proposal does not adequately meet the PRCUTS Fine Grain planning and design guidelines, and therefore, should not be supported.</p>
		Social Infrastructure Analysis Report	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The additional social infrastructure required for the Camperdown Precinct as identified in the Social Infrastructure Analysis Report forms part of the PRCUTS</p>

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist			Satisfactory			Comments
			Y	N	N/A	
						<p>Infrastructure Schedule.</p> <p>This report does not directly affect the subject site.</p>
		Sustainability Implementation Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Planning Proposal relies on a future Development Application to demonstrate consistency with PRCUTS Sustainability and Resilience Principles. This is inconsistent with achieving the recommendations of the Strategy which requires a Planning Proposal to sufficiently demonstrate that it would achieve or exceed the sustainability targets as identified in PRCUTS.</p>
		Economic Analysis Report	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>This report does not specifically address the subject site but it does form the basis of the land uses and development controls recommended in PRCUTS.</p> <p>Generally, the report emphasises on making Camperdown as a specialist precinct for health and educational related uses because of its proximity to major institutional assets including RPA and USYD.</p> <p>The report notes that adaptive reuse of warehouses and poorly performing retail space is already occurring in this precinct to accommodate less traditional office users. This represents an opportunity for the precinct to meet commercial demand that flows from activities in the adjacent health and education precincts.</p> <p>The small size of this site means that redevelopment as small office-home office (SOHO) units and professional studio suites would allow achievement of a higher revenue rate per square metre. This would help counter the issue of high land values.</p> <p>This report underlines the previous discussion that the wider Camperdown precinct should focus on providing commercial and industrial uses. Introduction of</p>

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist			Satisfactory			Comments
			Y	N	N/A	
						mainstream residential uses in this precinct could compromise its ability to function as a specialist biotechnology precinct.
		Sydney CBD to Parramatta Strategic Transport Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This plan does not directly affect the subject site.
STRATEGIC MERIT TEST						
	Does the proposal have strategic merit? Is it:					
		Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	As outlined above, the Proposal fails to meet the Strategic Merit test - it is inconsistent with GSRP, ECDP and PRCUTS and therefore should not be supported.
		Consistent with relevant local council strategy that has been endorsed by the Department.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	At this stage, there are no relevant local strategies that have been endorsed by the Department and applicable to the site.
		Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Planning Proposal comes in advance of any infrastructure improvements including public transport improvements in the Parramatta Road corridor.</p> <p>PRCUTS identifies changing demographic trends for the corridor and provides future land use and built form controls to respond to these trends.</p> <p>The Proposal is inconsistent with the projected demographic trends in Parramatta Road Corridor Strategy for Camperdown precinct. The Strategy forecasts that there would be 700 new dwellings in the precinct by 2050. However, there is no proposed indicative increase in residential Gross Floor Area in the short term until 2023 as shown in the table below:</p>

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist			Satisfactory			Comments																			
			Y	N	N/A																				
						<p>Proposed Indicative Land Use Mix (additional)</p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">RESIDENTIAL GFA (M²)</th> <th colspan="2">EMPLOYMENT GFA (M²)</th> </tr> <tr> <th>SHORT TERM (2023)</th> <th>LONG TERM (2050)</th> <th>SHORT TERM (2023)</th> <th>LONG TERM (2050)</th> </tr> </thead> <tbody> <tr> <td>Precinct</td> <td>0</td> <td>62,000</td> <td>105,000</td> <td>108,000</td> </tr> <tr> <td>Frame Area</td> <td>0</td> <td>10,500</td> <td>0</td> <td>28,000</td> </tr> </tbody> </table> <p><i>Figure 4 - Extract from PRC Planning and Design Guidelines (p. 256)</i></p> <p>This Proposal would result in additional dwellings in the short term without any improvements in infrastructure which is key to realising the vision of this strategy. The PRCUTS Implementation Plan provides an 'Out of Sequence' Checklist merit assessment process to determine whether proposals that are not fully aligned with the Implementation Plan should proceed in the short term. As detailed in the Attachment 2, the Planning Proposal fails to meet the Out of Sequence tests and therefore should not be supported.</p>		RESIDENTIAL GFA (M ²)		EMPLOYMENT GFA (M ²)		SHORT TERM (2023)	LONG TERM (2050)	SHORT TERM (2023)	LONG TERM (2050)	Precinct	0	62,000	105,000	108,000	Frame Area	0	10,500	0	28,000
	RESIDENTIAL GFA (M ²)		EMPLOYMENT GFA (M ²)																						
	SHORT TERM (2023)	LONG TERM (2050)	SHORT TERM (2023)	LONG TERM (2050)																					
Precinct	0	62,000	105,000	108,000																					
Frame Area	0	10,500	0	28,000																					
Q3	Does the proposal have site-specific merit, having regard to the following:																								
	The natural environment (including known significant values, resources or hazards).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<p>The site is affected by a significant flood risk along the Johnston's Creek boundary. The proponent has revised the concept design to respond to Council's concerns regarding flooding issues including provision of a minimum 5m setback to the new development from Johnstons Creek. However, the basement is only setback by 2m from the creek boundary which is insufficient to accommodate modestly sized trees and enhance the natural environment of Johnston's Creek.</p> <p>Should the Planning Proposal proceed, any future development must respond appropriately to these environmental and associated flooding issues.</p>																			

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist			Satisfactory			Comments
			Y	N	N/A	
		The existing uses, approved uses, and likely future uses of land in the vicinity of the proposal.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>As discussed previously, there is some strategic merit for rezoning the site from industrial to residential in light of the future uses recommended in PRCUTS.</p> <p>However, the Proposal comes in advance of broader strategic planning work underway at local and state level including Local Housing Strategy, Camperdown Ultimo Collaboration Area Urban Framework and Employment Lands Review. These studies are significantly important to the making of an informed decision in relation to the future uses of the site and its rezoning. Until this work is complete the Proposal cannot demonstrate it has adequate site-specific merit to support its rezoning.</p>
		The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Planning Proposal would result in increased population density which will place pressure on existing services and infrastructure. The Proposal is out of alignment with the proposed infrastructure delivery schedule for the Parramatta Road corridor. The Proposal does offer to make financial agreements for infrastructure provision at local and state level but the contributions and scope of works offered are too limited. Refer to the detailed comments under the Planning Proposal Report and Out of Sequence basement checklist in Attachment 2.</p> <p>Council is also preparing to start work on a new infrastructure contributions plan, which intends to build financial capacity for provision of additional infrastructure in the Corridor area to support the future population in the Inner West. Local infrastructure cannot be adequately levied for this type of spot rezoning along the PRCUTS corridor until IWC completes this new Developer Contribution Plan.</p>

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist			Satisfactory			Comments
			Y	N	N/A	
						In its absence, Council cannot make a fully informed decision regarding the funding required to resource the future growth and provide additional infrastructure. Consequently the Proposal should not be supported until this work is completed by Council.
Q4	Is the planning proposal consistent with a council's strategy or other local strategic plan?					
	Inner West Council Community Strategic Plan					Overall as is clear from the assessment of the Proposal in the foregoing table it fails to adequately address or make a sufficient substantial contribution to the implementation of the direction and strategies of the CSP.
	Strategic Direction 1: An ecologically sustainable inner west					
		1.1 The people and infrastructure of Inner West contribute positively to the environment and tackling climate change. · <i>Develop planning controls to protect and support a sustainable environment.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
		1.2 Inner West has a diverse and increasing urban forest that supports connected habitats for flora and fauna. · <i>Support people to protect, restore, enhance and connect with nature in Inner West.</i> · <i>Maintain and increase Inner West's tree canopy and urban forest, and enhance biodiversity corridors.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
		1.3 The community is water sensitive, with clean, swimmable waterways.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		1.4 Inner West is a zero emissions community that	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist			Satisfactory			Comments
			Y	N	N/A	
		generates and owns clean energy.				
		1.5 Inner West is a zero waste community with an active share economy.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Strategic Direction 2: Unique, liveable, networked neighbourhoods						
		<p>2.1 Development is designed for sustainability and makes life better.</p> <ul style="list-style-type: none"> · Pursue integrated planning and urban design across public and private spaces to suit community and environment needs. · Improve the quality, and investigate better access and use of existing community assets. · Develop planning controls that protect and support a sustainable environment and contribute to a zero emissions and zero waste community. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
		<p>2.2 The unique character and heritage of neighbourhoods is retained and enhanced.</p> <ul style="list-style-type: none"> · Manage change with respect for place, community history and heritage. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
		<p>2.3 Public spaces are high-quality, welcoming and enjoyable places, seamlessly connected with their surroundings.</p> <ul style="list-style-type: none"> · Ensure private spaces and developments contribute positively to their surrounding public space. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
		<p>2.4 Everyone has a roof over their head and a suitable place to call home.</p> <ul style="list-style-type: none"> · Ensure the expansion of social, community and affordable housing, distributed across Inner West, 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist			Satisfactory			Comments
			Y	N	N/A	
		<p><i>facilitated through proactive policies.</i></p> <ul style="list-style-type: none"> <i>Encourage diversity of housing type, tenure and price in new developments.</i> 				
		2.5 Public transport is reliable, accessible, connected and enjoyable.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		<p>2.6 People are walking, cycling and moving around Inner West with ease.</p> <ul style="list-style-type: none"> <i>Deliver integrated networks and infrastructure for transport and active travel.</i> 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Strategic Direction 3: Creative communities and a strong economy						
		<p>3.1 Creativity and culture are valued and celebrated.</p> <ul style="list-style-type: none"> <i>Grow Inner West's reputation as a leading creative and cultural hub, celebrating and supporting diverse creative industries and the arts.</i> 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
		<p>3.2 Inner West is the home of creative industries and services.</p> <ul style="list-style-type: none"> <i>Encourage the establishment of new enterprises in Inner West.</i> <i>Facilitate the availability of affordable spaces for creative industries and services.</i> 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
		<p>3.3 The local economy is thriving.</p> <ul style="list-style-type: none"> <i>Support business and industry to be socially and environmentally responsible.</i> <i>Strengthen economic viability and connections beyond Inner West.</i> <i>Promote Inner West as a great place to live, work, visit and invest in.</i> 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
	3.4 Employment is diverse and accessible. · Support local job creation by protecting industrial and employment lands.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	3.5 Urban hubs and main streets are distinct and enjoyable places to shop, eat, socialise and be entertained.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Strategic Direction 4: Caring, happy, healthy communities					
	4.1 Everyone feels welcome and connected to the community.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	4.2 The Aboriginal community is flourishing, and its culture and heritage continues to strengthen and enrich Inner West.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	4.3 The community is healthy and people have a sense of wellbeing.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	4.4 People have access to the services and facilities they need at all stages of life.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Strategic Direction 5: Progressive local leadership					
	5.1 People are well informed and actively engaged in local decision making and problem solving.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proponent has undertaken preliminary community consultation for this Planning Proposal to comply with the Out of Sequence Checklist criteria. Detailed community consultation would be undertaken by Council if the Planning Proposal proceeds to the Gateway Stage and received a positive Gateway Determination.
	5.2 Partnerships and collaboration are valued and recognised as vital for community leadership and making positive changes.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	5.3 Government makes responsible decisions to	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
	manage finite resources in the best interest of current and future communities. · <i>Undertake visionary, integrated, long term planning and decision making, reflective of community needs and aspirations.</i>				
	Leichhardt Community and Cultural Plan 2011 - 2021	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Integrated Transport Plan - Leichhardt	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Planning Proposal comes in advance of traffic and transport studies underway to determine the cumulative traffic impacts that will arise from implementation of PRCUTS and other infrastructure and development projects. Although the Proposal would not result in significant detrimental impacts on adjacent intersections, there are concerns regarding the potential cumulative effects of PRCUTS. Support of this Planning Proposal ahead of precinct wide traffic modelling would set an adverse precedent in the area and would be inconsistent with the requirements of Out of Sequence Checklist in the PRCUTS.
	Leichhardt Economic and Employment Development Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Outcome 1 - Make Place Matter	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Outcome 2 - Meet People's Needs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Outcome 3 - Embrace the New Economy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Although the Planning Proposal suggests it will provide 2 SOHO units to offset the loss of the industrial site on balance this loss would undermine the EEDP objectives to: · Support small businesses and setups. · Support the growth of creative industries.

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
	Outcome 4 - Protect and Leverage Economic Assets	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See below.
	<p>The Leichhardt EEDP complements the Leichhardt's Employment Lands Study 2014 by setting out a more detailed analytical methodology for the review of proposed rezoning of Employment Lands.</p> <p>In practical terms, this approach has three key steps:</p> <ol style="list-style-type: none"> 1. A coordinated approach to reviewing sites (and where possible a concurrent approach) to ensure an LGA wider perspective is maintained particularly in relation to the need for, and suitability of, the sites for various uses both today and in the future. 2. A consistent approach is achieved by reviewing the sites against the standard criteria outlined below. 3. Where sites are found to be surplus to requirements and proposed to be rezoned, their suitability against a range of alternative uses discussed in this Plan is considered. For example, their potential rezoning and use for creative industries, commercial office space or affordable housing. <p>Step 2 above refers to standard criteria for assessing the suitability of an employment site for rezoning. In detail, this Plan advocates the use of standardised criteria which have been designed to qualify the suitability of sites from a quantitative perspective (i.e. is there enough industrial land to meet current and forecast demand), a qualitative perspective (i.e. does the industrial land have the attributes required by potential tenants) and from the perspective of economic viability (i.e. are industrial uses viable on the land).</p> <p>The proponent acknowledges that there are currently a number of contradictory legislative measures and policies at State and local level regarding the approach to retain/ transition the industrial land including Leichhardt EEDP. The proponent gives precedence to PRCUTS and the associated s117 direction to make the case for rezoning from industrial to residential. The proponent also proposes 2 SOHO units that could create 8 jobs in professional services.</p> <p>It is agreed that the Planning Proposal has some merit for rezoning in the context of Section 117 Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy' and policy direction for PRCUTS. However, Council has reservations regarding loss of any industrial land in the Camperdown precinct as discussed in the previous sections. In addition, the proponent's justification based on provision of SOHO units is inadequate as it does not fully address the foremost issue of loss of urban services land. In this respect therefore retention of industrial land is required for economic and employment purposes rather than the number of jobs.</p> <p>This Planning Proposal is inconsistent with Council's intention to retain all industrial lands in response to the projected shortfall of urban services and employment land and therefore, should not be supported.</p>				
	Outcome 5 - Make Business and Employment easier	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Proposal does not comply with this outcome.
	Outcome 6 - Communicate and Connect with Partners	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Outcome 7 - Tell the World	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
	Inner West Council Affordable Housing Policy 2016	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Proposal is only for market housing with additional affordable housing only provided through the development incentives of SEPP (Affordable Housing) 2009 at the Development Application (DA) stage. This is unacceptable and inconsistent with Council's Affordable Housing Policy.</p> <p>In addition, IWC LGA has recently been included in the SEPP 2007 application area to secure affordable housing. To apply IWC's Affordable Housing Policy under SEPP 70 Council will need to prepare an affordable housing contribution scheme to support each new Planning Proposal where contributions for affordable housing are required. This work has not started.</p> <p>Support of this Planning Proposal in the absence of Council's broader strategic planning work would compromise Council's ability to exercise integrated planning for affordable housing.</p>
Q5	Is the planning proposal consistent with applicable State Environmental Planning Policies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	SEPP No 1 - Development Standards	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	SEPP 55 - Remediation of Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proponent has provided a Remedial Action Plan prepared by EI Australia dated July 2017 which concludes that the site can be made suitable for the proposed residential use.</p> <p>Should the Proceed to the Development Application stage, it is recommended that a detailed contamination report, site management plan and hazardous building survey be provided prior to any demolition and</p>

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
					redevelopment. The Planning Proposal does not contain any provisions that contravene the application of this SEPP.
	SEPP 64 - Advertising and Signage	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	SEPP 65 - Design Quality of Residential Apartment Development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proponent has provided an assessment of the proposed design against the Apartment Design guide provision. Overall, it is considered that the revised proposal submitted in response to Council's comments dated 4 May 2018 attempts to address design issues relating to deep soil planting by increasing the setback to Johnston's Creek on ground level and upper storeys. However, there are concerns regarding the location of basement as it should be setback in line with the upper levels so as to accommodate modest sized deep soil planting. This is essential to soften the visual impact of the building and enhance the natural environment corridor along Johnstons Creek.
	SEPP 70 - Affordable Housing (Revised Schemes)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	IWC LGA has recently been included in the SEPP 2007 application area to secure affordable housing. To apply IWC's Affordable Housing Policy under SEPP 70 Council will need to prepare an affordable housing contribution scheme to support each new Planning Proposal where contributions for affordable housing are required. This work has not started. Support of this Planning Proposal in the absence of Council's broader strategic planning work would compromise Council's ability to exercise integrated planning for affordable housing.
	SEPP 71 - Coastal Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
	SEPP (Affordable Rental Housing) 2009	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Planning Proposal does not contain provisions that contradict or hinder the application of this SEPP.
	SEPP (Building Sustainability Index - BASIX) 2004	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Planning Proposal does not contain provisions that contradict or hinder the application of this SEPP.
	SEPP (Exempt and Complying Development Codes) 2008	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Planning Proposal does not contain provisions that contradict or hinder the application of this SEPP.
	SEPP (Housing for Seniors or People with a Disability) 2004	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	SEPP (Infrastructure) 2007	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Planning Proposal does not contain provisions that contradict or hinder the application of this SEPP. Should the Planning Proposal proceed, future development must comply with the requirements of this SEPP.
	SEPP (State and Regional Development) 2011	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	SEPP (State Significant Precincts) 2005	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	SEPP (Sydney Drinking Water Catchment) 2011	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	SEPP (Sydney Region Growth Centres) 2006	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	SEPP (Three Ports) 2013	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	SEPP (Urban Renewal) 2010	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	SEPP (Western Sydney Employment Area) 2010	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Sydney (Western Sydney Parklands) 2009	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Sydney REP No 26 - City West	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	SEPP (Educational Establishments and Childcare facilities) 2017	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	SEPP (Vegetation in Non-Rural Areas) 2017	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Planning Proposal does not contain provisions that contradict or hinder the application of this SEPP.

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
	Draft SEPP (Competition) 2010	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Draft SEPP (Infrastructure) Amendment (Review) 2016	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Draft Environment SEPP 2017	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Planning Proposal does not contain provisions that contradict or hinder the application of this SEPP.
Q6	Is the planning proposal consistent with applicable Ministerial Directions (s. 117 Directions)?				
	Employment and Resources				
1.1	Business and Industrial Zones	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See below
	<p>Objectives:</p> <p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> a) Encourage employment growth in suitable locations; b) Protect employment land in business and industrial zones; and c) Support the viability of identified centres. <p>Clause (4) of Direction 1.1 includes what a relevant planning authority must do if this direction applies.</p> <p>What a relevant planning authority must do if this direction applies?</p> <p>(4) A planning proposal must:</p> <ul style="list-style-type: none"> a) Give effect to the objectives of this Direction; b) Retain the areas and locations of existing businesses and industrial zones; c) Not reduce the total potential floor space area for industrial uses in industrial zones; and d) Ensure that proposed new employment areas are in accordance with a strategy that is approved by the Secretary of the Department of Planning and Environment. <p>Clause (5) of Direction 1.1 outlines when a planning proposal may be inconsistent with the terms of this directions as follows:</p> <p>Consistency</p> <p>(5) A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Secretary of the Department of Planning and Environment (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are:</p> <ul style="list-style-type: none"> a) justified by a strategy which: 				

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
	<p>i. gives consideration to the objective of this direction, and</p> <p>ii. identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), and</p> <p>iii. is approved by the Secretary of the Department of Planning and Environment, or</p> <p>b) justified by a study (prepared in support of the planning proposal) which gives consideration to the objective of this direction, or</p> <p>c) in accordance with the relevant Regional Strategy, Regional Plan or Sub - Regional Strategy prepared by the Department of Planning and Environment which gives consideration to the objective of this direction, or</p> <p>d) of minor significance</p> <p><u>Officer's response:</u></p> <p>This s117 direction does not align with the s117 direction No-7.3 for implementation of the Parramatta Road Corridor Urban Transformation Strategy which recommends rezoning of the site from industrial to residential.</p> <p>The proponent claims that implementation of PRCUTS takes precedence over the other instruments and strategies as it was informed by relatively recent detailed analysis and stakeholder engagement.</p> <p>Former Leichhardt Council's policies strongly oppose loss of existing industrial land in response to demand for such land and its critical function in supporting a growing local population and economy. A recently (2018) completed independent peer review of an economic impact assessment supporting a planning proposal to rezone an industrial site in Leichhardt again confirmed that there is currently high demand for and a shortfall of available industrial land in the South Sydney and North Shore industrial market areas (Inner West is in the South Sydney industrial submarket). This is reflected in current high rents and market prices.</p> <p>In the context of this critical shortfall of employment land at the sub regional level, also acknowledged in the GSRP and ECDP and is relevant to the s117 Direction to protect employment land in business and industrial zones. It is, therefore, recommended that the Planning Proposal should not be supported.</p>				
1.2	Rural zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
1.3	Mining, Petroleum Production and Extractive Industries	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
1.4	Oyster Aquaculture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
1.5	Rural Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Environment and Heritage					
2.1	Environment Protection Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist			Satisfactory			Comments
			Y	N	N/A	
2.2	Coastal Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
2.3	Heritage Conservation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
2.4	Recreation Vehicle Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
2.5	Application of E2 and E3 zones and Environmental Overlays in Far North Coast LEPs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Housing Infrastructure and Urban Development						
3.1	Residential Zones	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Planning Proposal is consistent with this Direction as it would provide additional housing opportunities in an area located close to jobs and existing services. However, the Proposal does not make any contribution towards providing affordable housing as discussed previously.	
3.2	Caravan Parks and Manufactured Home Estates	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
3.3	Home Occupations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Proposal does not contravene this direction.	
3.4	Integrating Land Use and Transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Proposal does not contravene this direction.	
3.5	Development Near Licensed Aerodromes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site is partially within ANEF 20 - 25 contour but the Planning Proposal does not contravene this direction.	
3.6	Shooting Ranges	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Hazard and Risk						
4.1	Acid Sulphate Soils	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The subject site contains class 3 Acid Sulfate soils. The Planning Proposal is supported by a Phase 1 Remediation Action Plan which concludes that the site can be made suitable for residential purposes. If the Planning Proposal proceeds to Development Application Stage, the proposal will be required to provide a detailed Remediation and Management plan to ensure that there are no significant environmental	

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist			Satisfactory			Comments
			Y	N	N/A	
						impacts from the reuse of this land.
	4.2	Mine Subsidence and Unstable Land	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	4.3	Flood Prone Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The subject site has significant flooding issues as it is located in a flood prone area and adjoining the Johnstons Creek Stormwater channel.</p> <p>Any proposed development must not increase the risk of flooding of the site or other properties along the creek line and should be designed to improve flood flows. The proponent has revised the concept design in response to Council's preliminary concerns.</p> <p>The revised design is set back from the channel by 5 metres to retain the overbank flood flow capacity.</p> <p>All floor levels for the new development must be at or above the Flood Planning Level (100 year ARI flood level plus 500mm freeboard) or RL 5.45. The proposed basement carpark must be designed to ensure all entries/accesses are located above the Probable Maximum Flood level.</p> <p>A detailed stormwater assessment is to be provided at the development application stage to ensure that the proposed design meets the stormwater and environmental requirements of DCP.</p>
	4.4	Planning for Bushfire Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Regional Planning					
	5.1	Implementation of Regional Strategies	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	5.2	Sydney Drinking Water Catchments	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	5.3	Farmland of State and Regional Significance on the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist			Satisfactory			Comments
			Y	N	N/A	
		NSW Far North Coast				
	5.4	Commercial and Retail Development along the Pacific Highway, north Coast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	5.8	Second Sydney Airport: Badgerys Creek	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	5.9	North West Rail Link Corridor Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	5.10	Implementation of Regional Plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		Local Plan Making				
	6.1	Approval and Referral Requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	6.2	Reserving Land for Public Purposes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	6.3	Site Specific Provisions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		Metropolitan Planning				
	7.1	Implementation of a Plan for Growing Sydney	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A Plan for Growing Sydney has been superseded by the Greater Sydney Region Plan 2018. As discussed previously, the Planning Proposal is inconsistent with the Region Plan and therefore with this direction 7.1.
	7.2	Implementation of Greater Macarthur Land Release Investigation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	7.3	Parramatta Road Corridor Urban Transformation Strategy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See below.
		<p>Objectives</p> <p>(1) The objectives of this Direction are to:</p> <ul style="list-style-type: none"> a) facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and the Parramatta Road Corridor Implementation Tool Kit, b) provide a diversity of jobs and housing to meet the needs of a broad cross - section of the community, and c) guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure. 				

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist	Satisfactory			Comments
	Y	N	N/A	
		<p>Clause (4) of Direction includes what a relevant planning authority must do if this direction applies.</p> <p>(4) A planning proposal that applies to land within the Parramatta Road Corridor must:</p> <ol style="list-style-type: none"> a) give effect to the objectives of this Direction, b) be consistent with the Strategic Actions within the Parramatta Road Corridor Urban Transformation Strategy (November, 2016), c) be consistent with the Parramatta Road Corridor Planning and Design Guidelines (November, 2016) and particularly the requirements set out in Section 3 Corridor-wide Guidelines and the relevant Precinct Guidelines, d) be consistent with the staging and other identified thresholds for land use change identified in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016), e) contain a requirement that development is not permitted until land is adequately serviced (or arrangements satisfactory to the relevant planning authority, or other appropriate authority, have been made to service it) consistent with the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016) f) be consistent with the relevant District Plan. <p>Clause (5) of Direction outlines when a planning proposal may be inconsistent with the terms of this directions as follows:</p> <p>Consistency</p> <p>(5) A planning proposal may be inconsistent with the terms of this Direction only if the relevant planning authority can satisfy the Secretary of the Department of Planning & Environment (or an officer of the Department nominated by the Secretary) that the planning proposal is:</p> <ol style="list-style-type: none"> a) consistent with the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016), or b) justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November, 2016)having regard to the vision and objectives, or c) of minor significance. <p><u>Officer's comment:</u></p> <p>A detailed assessment of the Planning Proposal against the PRCUTS has been provided previously in this table under Question 3.</p> <p>The Proposal is inconsistent with the following objectives of this direction:</p> <ol style="list-style-type: none"> a) <i>facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and the Parramatta Road Corridor Implementation Tool Kit,</i> c) <i>guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure.</i> 		

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments	
		Y	N	N/A		
	<p>The Proposal also does not adequately meet the following requirements of Clause 4:</p> <ul style="list-style-type: none"> b) <i>be consistent with the Strategic Actions within the Parramatta Road Corridor Urban Transformation Strategy (November, 2016),</i> c) <i>be consistent with the Parramatta Road Corridor Planning and Design Guidelines (November, 2016) and particularly the requirements set out in Section 3 Corridor-wide Guidelines and the relevant Precinct Guidelines,</i> d) <i>be consistent with the staging and other identified thresholds for land use change identified in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016),</i> e) <i>contain a requirement that development is not permitted until land is adequately serviced (or arrangements satisfactory to the relevant planning authority, or other appropriate authority, have been made to service it) consistent with the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016)</i> <p>The Proposal also fails to meet the merit tests of the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 to support its rezoning ahead of the staging plan as discussed in detail in Attachment 2. There are also concerns regarding the proposed density which is inconsistent with the recommendations of the PRCUTS Planning and Design Guidelines and would potentially result in an adverse precedent for the surrounding area in terms of built form, setbacks and transitions.</p> <p>The proponent has prepared this Planning Proposal in response to the PRCUTS, but it fails to satisfactorily meet all the requirements of the Strategy. In particular, it is noted that PRCUTS requires a substantial contribution towards the Strategy's wider vision for proposals outside the 2016 - 2023 Implementation area. This is particularly difficult to deliver for small sites like Chester Street.</p> <p>The most appropriate way to review the development controls for the site is considered to be at the IWC comprehensive LEP/ DCP stage. Work on this is beginning now. This will also align with the staging sequence recommended in the PRCUTS Implementation Plan.</p> <p>The Planning Proposal is inconsistent with this direction and therefore should not be supported.</p>					
	7.4	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Q7		Is there any likelihood that critical habitat or threatened species, populations or ecological communities or their habitats will be adversely affected as a result of the	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are no critical known habitat, threatened species, populations or ecological communities or their habitats on the subject site.

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
	proposal?				<p>There are several trees and some other vegetation on the boundary of the subject property with Johnstons Creek which contribute to the green corridor.</p> <p>The proponent's concept design provides a 5m setback on the ground level to the creek boundary. However, the basement is setback by only 0 - 2m which is insufficient to accommodate medium to large size trees and vegetation. Adequate basement and ground level setbacks are required to provide the green corridor along the creek and enhance the environmental value of Johnstons Creek.</p>
Q8	Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?				
	Urban Design, Built form & Apartment Design Guide	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Planning Proposal has been assessed against the requirements of SEPP 65 and Apartment Design Guide.
	Existing site plan (buildings vegetation, roads, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The urban design report submitted with the Planning Proposal provides sufficient information relating to the existing site plan and surrounding development.
	Building mass/block diagram study (changes in building height and FSR)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See final Planning Proposal report.
	Overshadowing impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See final Planning Proposal report.
	Development yield analysis (potential yield of lots, houses, employment generation)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See final Planning Proposal report.
	Traffic and Transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See below.
	<p>Prior to assessing the traffic and transport impacts in detail, the Planning Proposal must adequately demonstrate that it meets all the criteria of PRCUTS Precinct Transport Report and Implementation Plan including completion of a precinct wide traffic and transport study prior to rezoning.</p> <p>There are concerns regarding the potential area-wide implications of a cumulative rezoning/ up zoning of sites in the Parramatta Corridor in the</p>				

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist	Satisfactory			Comments
	Y	N	N/A	
<p>absence of adequate public transport infrastructure improvements.</p> <p>In future as the precinct develops and Parramatta Road is enhanced and mode share moves more towards sustainable transport modes; the proponent's projected traffic volumes which are generally acceptable for the adjacent street network will tend to fall further.</p> <p>Should the proposal proceed, detailed design aspects, including driveway configuration and pedestrian access points will need to be addressed at the development application stage.</p> <p>Streets in the area are frequented by a mix of traffic and many of the footpaths are narrow and/or in poor condition. This is likely to result in increased pedestrian/vehicle conflict associated with pedestrian's using the carriageway rather than footpaths. Consequently, care should be taken to ensure pedestrian (and cyclist) safety in the neighbourhood, if new residential developments were to proceed.</p> <p>If the Planning Proposal reaches the Development Application stage, the following traffic considerations will have to be addressed in detail:</p> <ul style="list-style-type: none"> • The proposed basement carpark must be designed to ensure all entries/accesses are located above the Probable Maximum Flood level. The carpark design will need careful review as the above setback and level requirements will have a significant impact on the design. • The creek line should also be designed to improve flood flows. The proposed development should be set back from the channel by a minimum of 5 metres to improve carrying capacity within the floodway and to allow for a shared pedestrian/cycle pathway along the edge of the channel (minimum pathway width 3.5 metres). The pathway and associated landscaping should be designed to enhance the relationship between the channel, pathway users and residents of the new development. • Parking at the closed end of Chester Street should be reviewed to ensure there is a sufficient turning area particularly due to increased visitor traffic associated with residential development. Land may need to be dedicated to allow for road widening and a hammerhead turning bay. • The proposed waste room is not serviceable. As the development will contain more than 20 dwellings (assumed) on site waste collection will be required. That is, Council's garbage truck will need to enter the site to collect garbage. This would best be achieved by having a loading dock arrangement at street level, most likely adjacent to the basement entry. The waste storage room would need to be next to this point • Council's waste vehicle has a maximum length of 10.41m and is a rear loader with a width of 2.5m. The minimum headroom clearance required is 4.5m as per AS2890.1. The loading dock should also be able to service removalist vehicles. • A detailed Traffic Impact Assessment would have to be provided with a development application (it would have to include a swept path assessment for ingress, egress and turning at the closed end of Chester Street). 				
Heritage	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The subject site is not a heritage item nor located in a heritage conservation area. However, it is located next to the Draft Annandale Heritage Conservation Area

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
					extension and a Heritage item. If the Planning Proposal proceeds to Development Application stage, the following heritage consideration would have to be addressed: <ul style="list-style-type: none"> Recording of protection during works and conservation and repair of the existing heritage listed trachyte and sandstone kerbs and gutters to Chester Street and Guihen Street, including the removal and replacement of concrete elements and badly damaged sections (approved by Inner West Council's heritage advisor).
	Bushfire hazard	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Acid Sulphate Soil	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See final Planning Proposal report
	Noise impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See final Planning Proposal report
	Landscape	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See final Planning Proposal report
	Soil stability, erosion, sediment, landslip assessment, and subsidence	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Water quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Stormwater management and Flooding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See final Planning Proposal report
	Land/site contamination (SEPP55)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See final Planning Proposal report
	Resources (including drinking water, minerals, oysters, agricultural lands, fisheries, mining) Sea level rise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Q9	Has the planning proposal adequately addressed any social and economic effects?				
	Social Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See final Planning Proposal report
	Economic Considerations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
		Y	N	N/A	
	Economic Impact Assessment (EIA)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See final Planning Proposal report
	Employment land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Q10	Is there adequate public infrastructure for the planning proposal?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See final Planning Proposal report
Q11	What are the views of State and Commonwealth public authorities consulted in accordance with Gateway Determination?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See final Planning Proposal report
	Part 4 - Mapping (including current and proposed zones/changes etc.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See final Planning Proposal report
	Part 5 - Recommended community consultation (including agencies to be consulted)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See final Planning Proposal report
	Part 6 - Project timeline (anticipated timeframes)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See final Planning Proposal report

ATTACHMENT 2 - PRCUTS IMPLEMENTATION PLAN OUT OF SEQUENCE COMPLIANCE TABLE

The subject site is outside the PRCUTS '2016 - 2023 Release Area' which means that the redevelopment of the site should be in the medium to long term between 2024 and 2054. Proposals that depart from this staging need to be considered against the PRCUTS 'Out of Sequence Checklist' to ensure that changes to the land use zones and development controls can be justified against the underlying Principles and Strategic Actions of the Strategy. These include provision of necessary transport, services and social infrastructure to service a new population. The Checklist also aims to ensure the established benchmarks for the quality of development and public domain outcomes desired for the Corridor are achieved.

For a Planning Proposal to be consistent with the Out of Sequence Checklist, it must demonstrate (without relying on any future development application) that it will:

- Satisfactorily meet **all** the underlying Principles and Strategic Actions of the Strategy; and
- Achieve the established benchmarks for the quality of development and public domain outcomes desired for the Corridor.

The following Table - 1 provides an analysis of the Planning Proposal against the criteria outlined in the Out of Sequence Checklist. Table - 2 provides a detailed consideration of the Planning Proposal against the requirements of the checklist.

Table - 1 Out of Sequence compliance checklist

Out of Sequence checklist criteria		Consistency	Comment**
** Note- For detailed analysis, refer to the comments in the subsequent table.			
Criteria 1 Strategic objectives, land use and development:			
1.	The planning proposal can demonstrate significant delivery or contribution towards the Strategy's Corridor wide and Precinct specific vision.	/	The Planning Proposal does not adequately demonstrate that it meets the strategic, land use and development objectives outlined in the PRCUTS Implementation Plan. It does not provide significant delivery, contribution or benefits for the Strategy's Corridor wide and Precinct vision. It is inconsistent with the recommended built form recommendations and does not demonstrate that the new development will achieve design excellence. The Proposal is also out of alignment with the short term growth projections identified in the strategy and consequently, should not be supported.
2.	The planning proposal satisfies the Strategy's seven land use and transport planning principles and fulfils the relevant Strategic Actions for each Principle.	/	
3.	The planning proposal can demonstrate significant net community, economic and environmental benefits for the Corridor and the Precinct or Frame Area within which the site is located.	/	
4.	The planning proposal is consistent with the recommended land uses, heights, densities, open space, active transport and built form plans for the relevant Precinct or Frame Area.	/	
5.	The planning proposal demonstrably achieves outcomes aligned to the desired future character and growth projections identified in the Strategy.	/	
6.	The planning proposal demonstrates design excellence can be achieved, consistent with councils adopted design excellence strategy or the design excellence provisions provided in the Parramatta Road Corridor Planning and Design Guidelines.	/	
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: <ul style="list-style-type: none"> · Public transport · Active transport 	/	The Planning Proposal is accompanied by an Integrated Infrastructure Delivery Plan (IIDP) which provides a methodology for calculating the local and state infrastructure contributions. The proponent has offered to make contributions towards hard and soft infrastructure as part of the Planning Proposal and future Development

Out of Sequence checklist criteria		Consistency	Comment**
<ul style="list-style-type: none"> Road upgrades and intersection improvements Open space and public domain improvements Community infrastructure, utilities and services. 			<p>Application process.</p> <p>The State and local infrastructure contributions included in the proponent's IIDP are limited in scope. Council officers have reservations in relation to populating the 2016 PRCUTS Infrastructure Schedule without having undertaken associated work to update and determine the required local and State infrastructure contributions. There are also reservations about the methodology used; formulas applied and conclusions of the proponent's IIDP. The Planning Proposal should, therefore, not be supported.</p>
Criteria 3 Stakeholder engagement			
1.	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.	ü	<p>The proponent has undertaken preliminary stakeholder consultation as a part of the Planning Proposal process. However, due to various reasons outlined in this report, this Planning Proposal should not be supported in its current form and timing.</p> <p>In addition, the proponent has been unable to provide an adequate level of documentary evidence defining the level of project readiness for the delivery of key infrastructure projects.</p>
2.	An appropriate level of support or agreement is documented.	ü	
3.	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.	✓	
Criteria 4: Sustainability			
The planning proposal achieves or exceeds the sustainability targets identified in this Strategy.		✓	<p>The proponent asserts that sustainability targets would be achieved at the future development application stage. This is inconsistent with the criteria which requires that 'Planning Proposal achieves or exceeds the sustainability targets identified in this strategy'. The Proposal is inconsistent with this criterion and therefore, should not be supported.</p>
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.		✓	<p>The Planning Proposal does not provide a detailed development feasibility analysis to meet this criterion.</p>
Criteria 6: Market viability			

Out of Sequence checklist criteria	Consistency	Comment**
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 Planning Proposal does not provide a thorough needs assessment of the existing/future market conditions to support rezoning in the current context.

Table - 2: Detailed analysis of Planning Proposal against the Out of Sequence criteria

Out of Sequence Checklist analysis	
Criteria 1: Strategic objectives, land use and development	<p>1. The planning proposal can demonstrate significant delivery or contribution towards the Strategy's Corridor wide and Precinct specific vision.</p> <p><u>Proponent's comments:</u> The proponent claims that the Planning Proposal is consistent with the following Camperdown Precinct Guidelines recommended in the PRCUTS:</p> <ul style="list-style-type: none"> • Existing Character and Identity • Opportunities and Constraints • Future Character and Identity • Open Space, Linkages and Connections and Public Domain • Street function and Precinct Transport • Fine Grain • Green Edge Setbacks, Transition and Activity and Commercial Zones • Recommended Planning Controls <ul style="list-style-type: none"> ○ Land use ○ Building Heights <p><u>Officer's Comments:</u> The proponent's justification against the Precinct Guidelines is superficial. The following points outline Council officer's analysis:</p> <ul style="list-style-type: none"> • The proponent's claim that the Planning Proposal is consistent with the 'Existing Character and Identity' and 'Opportunities and constraints' recommended in the PRCUTS is flawed. These sections in the PRCUTS provide analysis of the existing area to set desired future character and are not guidelines. The Planning Proposal cannot be assessed against site analysis criteria. • Commentary against the guidelines under the 'Future Character and Identity' of the precinct is provided below: <ul style="list-style-type: none"> ○ <i>Future proofing the Precinct and parts of the Frame Area for long term strategic land uses</i> - Planning Proposal is consistent with the proposed land uses under the Strategy. However, PRCUTS encourages residential zoning in the Camperdown precinct to be focused on student or key workers housing rather than market housing to support the function of future Biotechnology hub as a specialist centre (PRCUTS Key action 4 for Land Uses - p.117). The Proposal is only for market housing with additional affordable housing subject to the provision of development incentives of State Environmental Planning Policy (SEPP) (Affordable Housing) 2009 at the Development Application (DA) stage. The affordable housing provision and a residential development focused entirely on market housing is inconsistent with the vision of PRCUTS. ○ <i>Increase the potential for student housing</i> - As discussed previously, the Planning Proposal does not include any student housing. The proponent claims that the proposal would provide 137 sqm (7.5% of new GFA) as affordable housing. However, the supporting voluntary planning offer letter does not include any provisions (Attachment 6) to negotiate the nature of that affordable with Council. The proponent intends to provide affordable housing only th the Development Application Stage. In this regard, it is noted that Part 1 of the Planning Proposal refers to affordable housing being provided in accordance with the floor space incentives of the Affordable Housing SEPP 2009. This indicates that affordable housing would be provided over and above the maximum sought FSR of 2.6:1 resulting in a maximum FSR of 2.67:1 (@3% bonus FSR) which is considered to be unacceptable. This is also inconsistent with the objectives of Greater Sydney Region Plan and PRCUTS which set a target of minimum of 5% affordable housing of new residential floor space created as a result of rezoning decision. ○ <i>Reinforcing the significant elements of the eight (8) character areas recognised in the Parramatta Road Corridor Fine Grain Study, September 2016</i> - The

Parramatta Road Corridor Fine Grain Study recognises the following key elements for the local area:

- § Design and Architectural Diversity
- § Building Typologies
- § Site Planning
- § Building Form and Setbacks
- § Transition Zones
- § Building Articulation
- § Amenity
- § Landscape

The proponent's design scheme does little to address the following significant elements - Building form and setbacks, Building articulation, Transition zones and Landscape. The site is at a key location adjacent to Johnston's Creek Stormwater Channel and provides an opportunity to enhance the existing character of the area and contribute to the desired network of green open spaces. The proposed design scheme provides a 5m setback on the ground level from Johnston's Creek site boundary. However, the basement car park is setback by only 2m from the site boundary which is considered to be insufficient to provide deep soil planting to enhance the landscape edge. The upper level setbacks to Chester Street and Johnston's creek site boundary are also considered to be insufficient as the proposed built form does not provide an adequate transition to the surrounding context. In addition, PRCUTS notes that there are limited street trees in the area and the proposal does not offer any contribution to improve the existing character of the area with new street trees.

- *For each character area, implementing the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016 - The site is located in the Character area 3 of Parramatta Road Corridor Fine Grain Study which recommends the following objectives for the area:*
 1. *Preserve the eclectic mix of large industrial warehouses, scattered with terrace houses and low scale apartment buildings - The site's surrounding area is occupied by a variety of low-scale industrial warehouses/ SOHO units approximately 2 to 3 storeys high (refer to the images below). The adjoining properties to the south and west are a diverse mix of widely separated relatively small scale buildings. The proposed design scheme would disrupt this unique character and is therefore, inconsistent with this character area objective. It is also inconsistent with the height/ density envisaged in the PRCUTS.*



Image 1(to the left) - Adjoining development to the south of the site at 17 Chester Street, Annandale

Image 2 (to the right) - Chester Street cul-de-sac looking north towards Johnstons Creek

2. *Preserve the predominant zero lot setbacks to reflect the existing warehouse character* - The proposed design only partially 'preserves' the zero lot setback, however the existing building on this site and adjoining properties do not have complete zero setbacks. The site is occupied by a two storey industrial building which is partially built to the site boundary with the remainder (to the north) used as a car park and hard standing terminating above the site's boundary with Johnstons Creek (refer to the image below). The proponent's design would result in a 5 storey residential development with a 37m frontage along Chester Street with no ground level or upper level setbacks and 7 storey development with 57m frontage with 5m setback along Johnstons Creek site boundary. It can be argued that the site, therefore, does not preserve its existing warehouse character. The proposed development would establish a new precedent for the character of the area of relatively bulky residential blocks with no street level or upper level setbacks.

In principle, the proponent's intention to retain the existing industrial character is supported, however, the proposed design scheme does not appropriately reflect the existing or desired character and therefore, should not be supported.



Image 3 - Existing building on the subject site indicating step down towards

3. *Preserve the green pocket parks at the termination of Johnstons Creek Stormwater Channel No 55* - There is an existing pocket park at the end of Chester Street. The proposed triangular layout of the building results in hard edges/ poorly splayed corners at the interface between the existing park and the proposed building which is partially due to the irregular shape of the site (Refer to the image below). There is an opportunity to remodel the building layout by providing increased setbacks and deep soil planting at the northern interface which could soften the visual impact and enhance the amenity of the existing pocket park. The proponent's design does little to preserve/ enhance the green pocket park and is inconsistent with this objective.

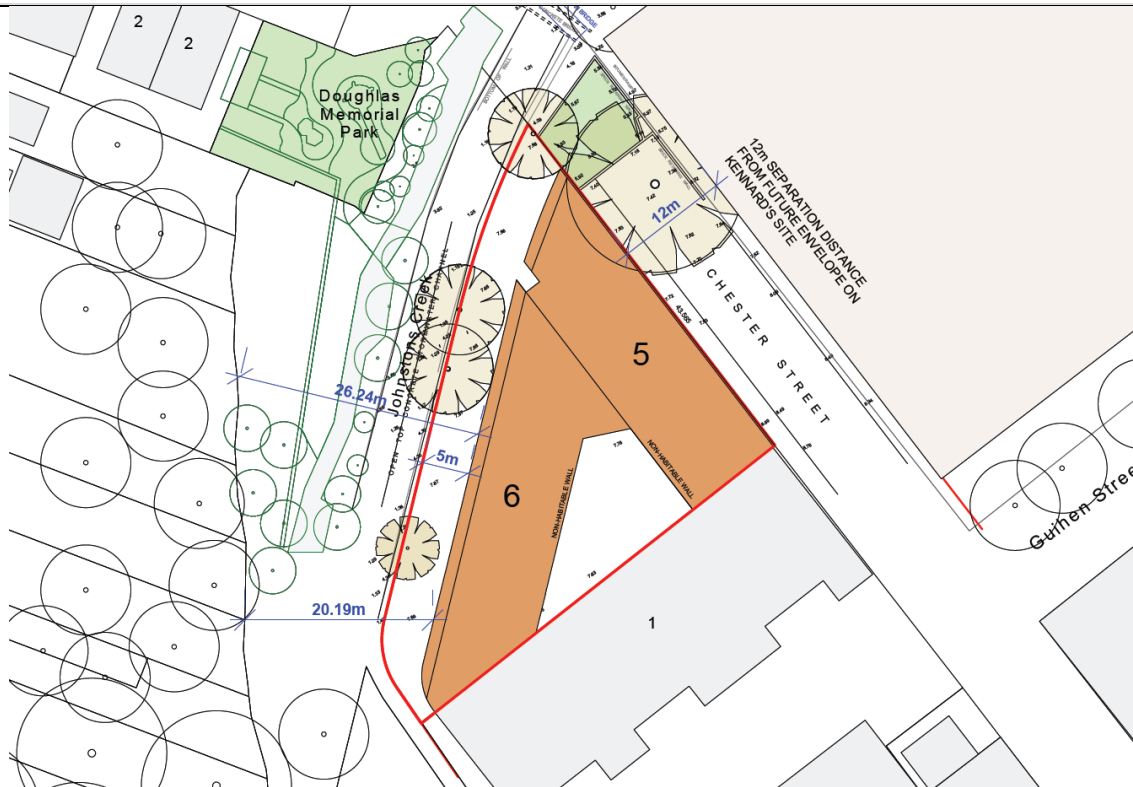


Image 4 - Extract from proponent's urban design scheme indicating the proposed building envelope

- *Providing green and active streets that connect residents and workers to small, diverse, and highly connected local and regional open spaces* - The proponent claims that open space would be provided along the site's northern edge as part of an open space and movement corridor along Johnstons Creek. The applicant considers the ground level setback from Johnstons Creek as part of this open space network. No provision has, however, been made in the Proposal or associated voluntary planning agreement letter of offer to ensure that this open space is made available for future community use.

In addition, a shared pedestrian/cycle pathway along the edge of the channel (minimum pathway width 3.5 metres) is desirable which would help provide a connection between Booth Street and Parramatta Road in future. The proposal does little to address this vision of PRCUTS. This green link is imperative in Council's vision to achieve a connected network of local and regional open spaces as it would provide a connection between Parramatta Road and Booth Street, Bicentennial Park and harbour foreshore.

- *Encouraging residential development in the Hordern Place industrial estate that addresses and enlivens O'Dea Reserve, and also delivers a new open space area for the Precinct's residents and workers* - Not applicable
- *Capitalising on the improved, high capacity public transport connections along Parramatta Road to the CBD* - The proposal is considered to be premature as it comes in advance of any improvements being made to public transport services along Parramatta Road. PRCUTS Implementation Plan recommends that the rezoning of this site be considered in the post 2023 phase to align with infrastructure improvements and development growth. There are concerns,

therefore, about the timing of this Planning Proposal as it comes in advance of the studies underway at local and State government levels to inform the future works in the Corridor area including the preparation of a precinct wide traffic study to determine the cumulative traffic impacts of a growing population and large infrastructure projects such as WestConnex.

- *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* - The proposal does little to address this vision. PRCUTS envisages a new shared pedestrian/cycleway along Johnstons Creek between Booth Street and Parramatta Road; and along Chester Street which has not been adequately addressed in this Proposal.
 - *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* - As discussed previously, the Planning Proposal has potential to contribute towards the activation of Johnston's Creek Corridor via a new shared pedestrian/cycle pathway along the edge of the channel with additional open space to the north of the site adjoining the existing pocket park. The Planning Proposal does little to address this vision and therefore, should not be supported in its current form.
 - *Providing activated streetscapes and improved public domain particularly on north-south streets to create new 'green fingers'* - As discussed above, the Proposal does not contribute towards providing an improved streetscape along Chester Street. The site is located on the western side of the Chester Street cul-de-sac. The proposed residential development will result in additional visitor traffic in the area. A hammerhead turning bay is desirable at the end of this cul-de-sac and this will require a land dedication of land to Council for road widening. Overall, the Planning Proposal also has the potential to contribute towards public domain improvements such as footpath widening along Chester Street (to make it more pedestrian friendly), a new cycle link, a new turning bay at the termination of Chester Street and new street trees to provide characteristics similar to 'green fingers' which have not been adequately addressed in this Proposal.
 - *Reducing parking rates across the Precinct to capitalise on the strong public transport along Parramatta Road* - The proposed design concept indicates a mix of 1 and 2 bedroom apartment units with 15 one bedroom units and 27 two bedroom units. In accordance with the recommended maximum car parking rates in the PRCUTS, the Proposal should provide a maximum of 23.4 car parking spaces (calculated @ 0.3 spaces for 1 bed and 0.7 spaces for 2 beds). In the letter to Council dated 29 May 2018, the proponent indicated that the proposal would provide 24 car parking bays 'less than the maximum requirement of PRCUTS'. This calculation is incorrect as the proposal should provide only 23 car parking spaces if it intends to provide less off-street parking than the maximum recommended rates in the PRCUTS. The proponent has indicated that car share, unbundled or decoupled parking could be considered at the future development application stage to further reduce car parking rates. Whilst the proponent's intention to provide reduced parking rates is supported in principle, the proposal fails to demonstrate how this can be achieved at the Planning Proposal stage for it to meet the criteria of Out of Sequence checklist. It should also be acknowledged that until Council adopts new Development Control Plan parking controls, the Proposal's parking provision does not comply with LDCP standards.
- Detailed basement plan and parking rates can be considered at DA stage, however, there are significant concerns regarding the prematurity of this Proposal in advance of traffic modelling studies or improvements made to the public transport along Parramatta Corridor and therefore, it should not be supported. Support is likely to set an adverse precedent for other landowners/developers in Parramatta Road Corridor 'Out of Sequence' area.
- *Incorporating car parking into future development to unlock existing car parks and repurposing them for open space* - As discussed above.

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

Proponent's comments: The proponent claims that the Planning Proposal is consistent with the Strategy's seven land use and transport planning principles as listed below and fulfils the relevant Strategic Actions for each Principle.

- Housing choice and affordability
- Diverse and resilient economy
- Accessible and connected
- Vibrant community places
- Green spaces and links
- Sustainability and resilience
- Delivery

Officer's response: The proposal is considered to be inconsistent with the following land use and transport planning principles:

- *Principle -1: Housing choice and affordability* - The proposal will contribute towards housing choice and diversity as it proposes a residential development with a mix of 1 and 2 bedroom dwellings. However, no specific provisions have been made to provide 'diverse housing' as required under the PRCUTS (Refer to the Strategic actions below). The Planning Proposal does not adequately contribute towards the provision of permanent affordable housing. In addition, the proposal is considered to be premature as it comes ahead of Council's Local Housing Strategy which is to be finalised by mid-2019 to inform the appropriate mix of housing on rezoning sites. The Planning Proposal is over the density recommendations of PRCUTS. It is recommended that any increased density should only be considered after a strategic review of the Inner West housing market area including demand/ supply analysis rather than be considered in the context of individual sites/ ad hoc proposals.

Consequently, the Proposal is inconsistent with the following strategic actions:

Housing Diversity:

- *Provide 'diverse housing' for both purchase and rental markets that satisfies the objectives and Design Criteria of the Apartment Design Guide, that may include:*
 - Ø *lower cost market housing for rent or purchase, including new generation boarding houses with high quality shared spaces;*
 - Ø *moderately priced housing that is affordable to purchase for households earning up to \$150,000 or 80-190% of the median income;*
 - Ø *rental properties with long-term tenures and optional extensions in place;*
 - Ø *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 careers looking for 'starter homes', families with children, and downsizers/seniors;*
 - Ø *student accommodation;*
 - Ø *aged-care housing;*
 - Ø *housing that promotes innovation in other ways across type, tenure, construction methodology or other mechanisms to make such housing more attainable to a diversity of income groups.*
- *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.*

Affordable Housing:

- *Provide a minimum of 5% of new housing as Affordable Housing, or in-line with Government policy of the day.*
- *Principle 2: Diverse and Resilient economy* - The Planning Proposal will result in loss of 4 existing jobs as it would rezone the site from Industrial to Residential. Notwithstanding, it is consistent with the proposed land use recommended under the PRCUTS.

PRCUTS and Region and District Plans emphasise on the importance of employment lands and urban services in Sydney and in particular, in the Parramatta Road Corridor for its proximity to the city and surrounding residential areas.

PRCUTS recommends consideration of innovative mechanisms to broaden the role of urban support service industries to enable existing occupiers to remain, yet allow an intensification of use. This can be realised by including transitioning zoning controls to allow existing businesses to continue to operate, permitting a variety of new business occupiers or providing incentives to incorporate urban support services industries into the proposal.

This Proposal effectively seeks an FSR incentive without sufficiently contributing towards this objective. Therefore, any density/ height bonus should not be supported. The proponent's offer to provide SOHO units as part of the development cannot guarantee that these future live/ work units would operate as home offices and therefore, does not resolve the issue of loss of urban services land.

PRCUTS identifies Camperdown as a new strategic centre which would evolve as a specialised biotechnology hub. Delivery of affordable housing and other ancillary services is key to realising this vision to support Camperdown's function such as a strategic centre. The proposal does not contribute towards achieving this vision.

The proposal is also inconsistent with the following strategic actions:

Planning for jobs:

- *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.*

Centres and Clusters:

- *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.*

Resilient economy for the future:

- *Promote contemporary models of retail infill development, including multi-storey supermarkets and car showrooms that can offer more appropriate development outcomes within an established urban environment.*

Principle 3: Accessible and connected - The Planning Proposal has potential to contribute towards the achievement of sustainable travel by activating the Johnstons Creek Corridor with a shared pathway (pedestrian and cycle link) along the Corridor to connect Parramatta Road and Booth Street. The Planning Proposal is also inconsistent with the following Strategic Actions:

Integrated Transport Network:

- *Implement the Sydney CBD to Parramatta Strategic Transport Plan: The proposed Camperdown Open Space and Transport Plan (as shown in the image below) identifies a new Prioritised Walking Link between Johnstons Creek and Pymont Bridge Road through the subject site and adjoining sites. This is considered to be an anomaly in the map as the supporting text in the Precinct Transport Plan identifies 'Johnston's Creek to Pymont Bridge Road along Chester Street' (p. 177) as a Prioritised walking link where high pedestrian activity would be located.*

For Chester Street to function as a successful prioritised walking link, public domain improvement works such as footpath widenings, new streetscape plantings to enhance Chester Street's amenity and streetscape are desirable. The Planning Proposal is inadequate in this regard as it does not contribute to making Chester Street as a vibrant street.

Furthermore, the Strategy identifies Johnstons Creek corridor from Booth Street to Parramatta Road as a future Strategic Cycle Link and this has not been adequately addressed in this Proposal.

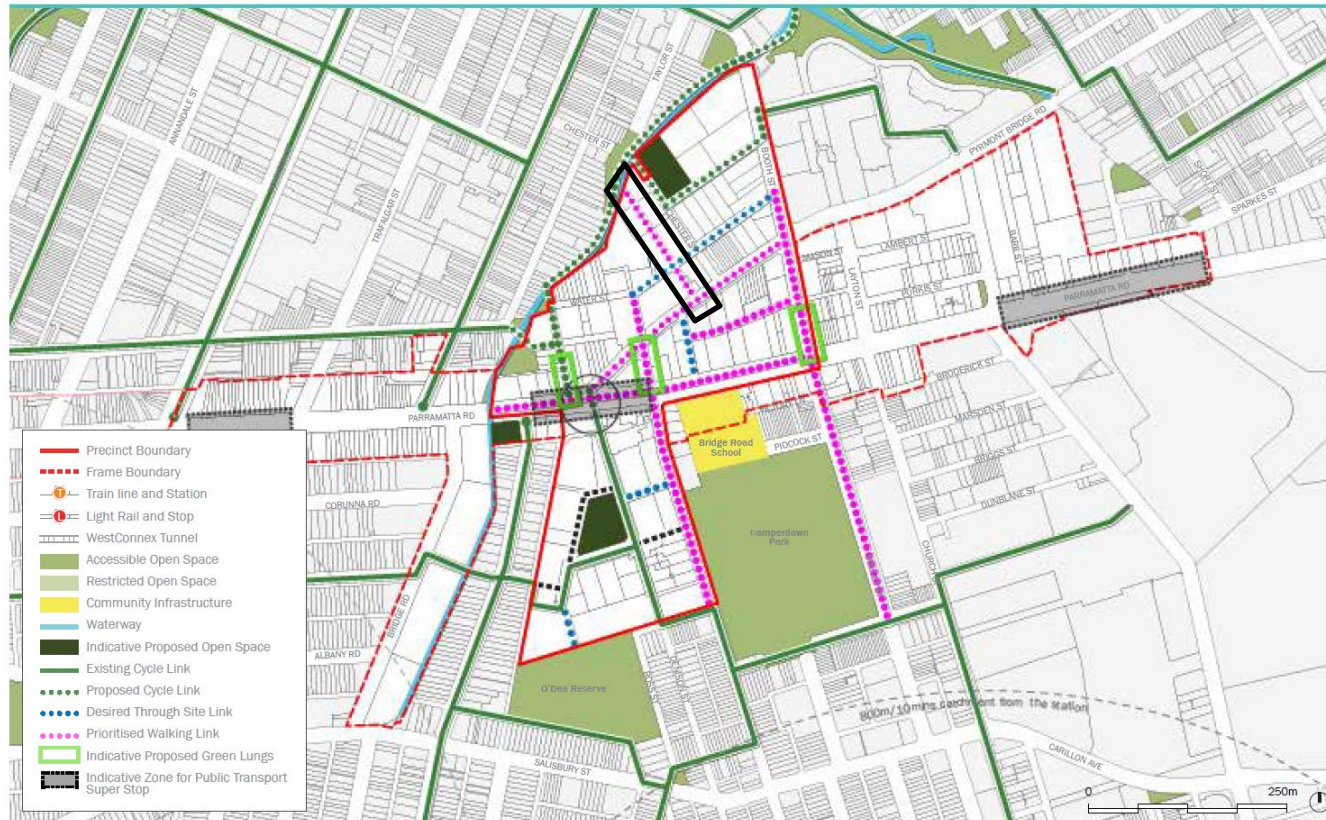


Image 5 - Open space and Active transport map. Map anomaly highlighted in black box.

On-street rapid transit for Parramatta Road:

- o 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 - This work is yet to be undertaken by DPE. Notwithstanding, the site is located in close proximity to the proposed Camperdown superstop and the Planning Proposal has been referred by the proponent to TfNSW for preliminary comment.

There are concerns with the timing of this Planning Proposal as it comes in advance of these studies underway at local and State government levels to inform the future infrastructure provision in the Corridor area including the preparation of a PRCUTS Inner West corridor traffic study to determine the cumulative traffic impacts of implementation of the Strategy. This collaborative DPE, Council and TfNSW study will help inform the preparation of IIDP for Out of Sequence Planning Proposals in the PRCUTS area and shape infrastructure considerations for future public transport and road upgrades and intersection works that will be required to service new developments in the corridor. The proposed increase in density in this Proposal over the recommendation of PRCUTS should not be supported until the traffic modelling has been completed.

TfNSW and Department's SIC team have alerted Council that this Planning Proposal is unlikely to be supported until the completion of Corridor wide Traffic Modelling Study. This is currently an unresolved matter and if the Planning Proposal were to proceed to the Gateway stage, TfNSW and other relevant stakeholders will be consulted formally in accordance with the Gateway conditions.

- Principle 4: Vibrant Communities and Places - Based on the discussions elsewhere in this report, the Planning Proposal is inconsistent with the following strategic actions:

15 minute neighbourhoods:

- *Deliver each Precinct along the Corridor as a '15 minute neighbourhood' through land use changes that implement the following principles:*
 - Ø *improved walkability, cycling and safety to support healthier communities*
 - Ø *improved housing choice and diversity*
 - Ø *increased usability of, and access to, safe open space*
 - Ø *improved local economic opportunities*
 - Ø *adequate local services and infrastructure*

Strategic actions for 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.*
- *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.*

Design Excellence:

- *Prepare and implement a design excellence strategy*

- Principle 5: Green spaces and links - Based on the discussions elsewhere in this report, the Planning Proposal is inconsistent with the following strategic actions:

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.*

- *Provide a diverse range of connected, high quality open space and public domain areas to each Precinct in accordance with the Precinct Plans that ensures linear parks and trails linked to waterways, vegetation corridors and road reserves within 1 km of 95% of all dwellings.*

Greening the Parramatta Road Corridor:

- *Implement building setbacks as identified on the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines....*

- *Principle 6: Sustainability and Resilience* - The Planning Proposal relies there being a future Development Application to address consistency with the Sustainability and Resilience Principles. That is unacceptable as the Checklist explicitly requires a **Planning Proposal** to sufficiently demonstrate that it would achieve or exceed the sustainability targets identified in the Strategy. Consequently, the Proposal is inconsistent with the following:

Adaptive sustainability practices:

- *Implement comprehensive built form strategies for building efficiency, renewable energy, strategic parking, public domain and sustainable infrastructure to target the long-term achievement of:*
 - Ø *20% reduction in greenhouse gas emissions*
 - Ø *renewable energy installation*
 - Ø *30% reduction in peak electricity demand*
 - Ø *30% reduction in water consumption*
 - Ø *>15% of water delivered by non-potable sources, including rainwater or recycled water*
 - Ø *30% reduction in car use*
 - Ø *10-15% car share take-up rate*

- *Principle 7: Delivery* - The Planning Proposal is inconsistent with the following Strategic Actions:

Effective Governance:

- *Implement the Implementation Plan 2016 - 2023:* As discussed previously.
- *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:* The Planning Proposal comes in advance of any such work been completed by Council or State Government. There is an existing shortfall of industrial lands, open space and community infrastructure in the local area. Whilst it is unrealistic to expect that the proposal can fund all the desired infrastructure owing to its small size and development feasibility issue, Council officer's analysis indicates that the proposal has potential to contribute towards a range of public domain works and it has not adequately addressed these opportunities. Some of these works are listed in the following discussion.
- *Advise and assist councils in the revision of local contributions plans to address funding of local infrastructure and services in the Corridor:* The proponent has provided a schedule of public works and associated Voluntary Planning Agreement in conjunction with the Planning Proposal to demonstrate how the proposal will contribute to the Local and State infrastructure. The proposed local works include:
 - *Delivery of a pedestrian bridge over the adjoining Johnstons Creek to form part of an open space and movement corridor along the creek between Parramatta Road and Booth Street; and*
 - *Improvements to the adjoining existing pocket park at the terminus of Chester Street, south of Johnstons Creek, including:*

- Ø Landscape treatment to enhance the public domain;
- Ø Lighting to enhance security at night; and
- Ø Public art including a dedicated graffiti wall to replace the existing informal graffiti-covered wall within the subject site.

These proposed local infrastructure works are considered to be too limited. The Proposal could potentially contribute towards provision of more '**significant**' benefits, including but not limited to:

- New open space to the north of the site which would act as extension of the existing pocket park.
- New linear park connection on the south of Johnstons Creek which could accommodate a shared pedestrian/ cycleway between Parramatta Road and Booth Street.
- Road upgrades along Chester Street including dedication of certain land to Council for road widening to provide a Hammerhead turning bay at the cul-de-sac, footpath widening, cycleway and new street trees.
- Student housing/ aged care housing.
- Adequate affordable/ key workers housing

These works could potentially considerably enhance the public domain and deliver community benefits on the site and adjoining area which will be vital to realising the vision of PRCUTS.

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

Proponent's comments: The proponent asserts that the Planning Proposal would provide net community, economic and environmental benefits by:

- Provision of 41 residential apartments; and
- Incorporation of open space along the site's northern edge as part of an open space and movement corridor along Johnston's Creek between Booth Street and Parramatta Road.

Officer's response: Provision of new residential apartments at market rate is not considered to be a 'net community' benefit. Also, the Planning Proposal does not contribute adequately towards the provision of publically accessible open space. No intrinsic economic benefits would arise from the Planning Proposal. Instead, it would result in loss of employment generating and urban services land without deploying any innovative mechanisms that might broaden the role of employment generating and urban services land.

The open space on the site's northern edge is in reality a setback required for flood planning and building design reasons and does not constitute true public open space. As discussed previously in various sections of this report, the Planning Proposal fails to demonstrate '**significant** net community, economic and environmental' benefits and therefore, should not be supported.

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

Proponent's comments: The proponent claims that the Planning Proposal is consistent with the recommended land use, height, open space, active transport and built form plans for the relevant Precinct Area except the density.

Officer's response: The following table provides a detailed analysis of the Proposal against the PRCUTS recommended controls. The Proposal is consistent with the recommended land use but inconsistent with all the other built form controls as discussed below:

Control	PRCUTS recommendation	Proposed	Ü or X	Officer's comments
Land use	R3 Medium Density Residential - Focus residential development on students, key workers and affordable housing (Key Action 3, Camperdown Precinct , Pg. 117 PRCUTS)	R3 Medium Density Residential	Ü	The Proposal is consistent with the recommended land use 'R3 Medium Density Residential' as coloured on the land use map. However, the supporting text in PRCUTS encourages residential zoning in the Camperdown precinct to be focused on student or key worker housing to support the function of future Biotechnology hub as a specialist centre rather than market housing. This has not been adequately considered by the Proposal.
Density/ FSR	1.5:1	2.6:1	✓	The Proposal seeks a variation of 73.33% over the recommended FSR control in the PRCUTS.
Height	17m or 4 storeys	17m or 6 storeys	✓	The proponent's design complies with the control '17m' as coloured on the 'Camperdown Recommended Building Heights' map. However, this does not match up with the supporting written text in PRC Planning and Design Guidelines (p.270) which refers to a maximum height of 17 metres as equivalent to 4 storeys in other places in the precinct such as Hordern Place etc. It is considered that the same principle should apply to the subject site and its neighbouring sites and therefore, the maximum building height should not exceed 4 storeys.
Open space and active transport	<ul style="list-style-type: none"> Green and embellish the currently underutilised land along Johnston's Creek to create a significant new regional green link accommodating cycling and pedestrian links. Provide new and improved pedestrian links to improve permeability and provide additional north-south and east-west connections at Chester Street. Provide new or upgraded cycling links to provide and improve connectivity 	<ul style="list-style-type: none"> Development incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnston's Creek between Booth Street and Parramatta Road. Development encouraging active transport through being located in close proximity to existing and future public transport services, existing parks and educational establishments. 	✓	<p>The proponent's intention to provide open space as a part of the open space and movement corridor along Johnstons Creek can be supported in principle but has not been clearly indicated in the concept plans. It also would seem to in practice simply be the setback required for architectural and flood control reasons.</p> <p>There are also concerns regarding the extent of this open space and its integration with the surrounding area as the Planning Proposal seems to be superficial in mapping this 'open space'. No provisions have been made in the related voluntary planning agreement letter of offer or Planning Proposal regarding how this open space would be provided and used and whether it would be available for the use of local residents.</p> <p>Also, the Planning Proposal does not contribute adequately towards improving Chester Street to provide improved/ new cycle links along the Street.</p>

	<p>and close missing gaps in the network along Johnston's Creek between Matheison Street (Parramatta Road) and Booth Street.</p>			
<p>Built form</p>	<ul style="list-style-type: none"> • Preserve the zero lot setbacks in the northern parts of the Precinct consistent with the PRC Fine Grain Study. • Upper level setbacks could be provided in the northern part of the Precinct of Parramatta Road so long as the predominant scale and street wall is preserved at the ground and first floors. • Provide setbacks consistent with Section 4 of the Guidelines in all other areas of the Precinct and Frame Area. • Preserve a built for transition consistent with Figure 12.10 to any open space to ensure than 50% of the open space will receive a minimum of 3 hour direct solar access between 11am and 3pm on 21 June. • Provide appropriate built form transitions for all other new development consistent with the PRC Fine Grain Study, 	<p>The proponent claims that the proposal is consistent with the recommended built form controls.</p>	<p>•</p>	<p>The proposed design should not rely on preserving the zero lot setback as this is not the predominant character of the existing site or adjoining area.</p> <p>The site is currently occupied by a two storey industrial warehouse building which is partially built to the site boundary with a zero setback while the remainder of the site (to the north) is used as a car park and hard standing terminating at the pocket park/ Johnston's Creek.</p> <p>The proponent's design scheme would result in a 5 storey residential development with a 37m frontage facing Chester Street with no ground level or upper level setbacks. This would establish a new precedent for the area of a bulky residential block with no street level or upper level setbacks. This is inconsistent with the objective of reflecting the existing character area.</p> <p>The proposed development would result in a six storey development with 6m setback and building frontage of 18.15m to Johnstons Creek. The proposed development does not provide appropriate bulk, scale and transitions to Johnstons Creek or the adjoining proposed extension of the Annandale Heritage Conservation area and does not contribute adequately to the improvement of Johnstons Creek.</p> <p>In principle, the proponent's intention to retain the existing industrial character is supported, however, the proposed design scheme does not reflect the existing or desired character and therefore, should not be supported</p>

	September 2016 to existing built form.			
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5. The planning proposal demonstrably achieves outcomes aligned to the desired future character and growth projections identified in the Strategy.

Proponent's comments: The proponent claims that the new development is consistent with the desired future character and will contribute 41 new dwellings towards the achievement of 700 new dwellings by 2050 in Camperdown precinct.

Officer's response: The Proposal has been assessed previously under Criteria 1 'Future Character and Identity' guidelines. The following section evaluates the Proposal against the PRCUTS Proposed Growth Projections and Proposed Indicative Land Use Mix:

Proposed Growth Projections

	2023	2050
Population	720	1,390
Dwellings	389	700
Jobs	1,400	2,285

Proposed Indicative Land Use Mix (additional)

	RESIDENTIAL GFA (M ²)		EMPLOYMENT GFA (M ²)	
	SHORT TERM (2023)	LONG TERM (2050)	SHORT TERM (2023)	LONG TERM (2050)
Precinct	0	62,000	105,000	108,000
Frame Area	0	10,500	0	28,000

Image 6 - Extract form the PRCUTS Planning and Design Guidelines indicating the proposed growth projections and indicative land use mix for Camperdown precinct (p. 256)

It is noted that there is an anomaly in the growth projections identified in PRCUTS as the short term projections for proposed dwellings (389 dwellings) do not match up with the proposed indicative residential GFA (0 sqm) in the precinct/ frame area. PRCUTS anticipates that no residential GFA would be developed in the short term until 2023 as the first phase implementation area is only recommended for rezoning to B5 Business and Enterprise Zone which discourages new residential development.

The Proposal is inconsistent with the proposed future growth projections in the short term but could potentially contribute towards the proposed residential GFA in the long term (2050).

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

Proponent's comments: The proponent claims that the proposed development achieves design excellence through design in response to strategic and local context analysis as detailed in the Urban Design Report. The proponent has also submitted a design excellence statement and an independent design review by DKO Architecture claiming that the proposal is consistent with the design provisions of PRCUTS.

Officer's response: Design excellence fosters design outcomes that go beyond statutory requirements to achieve innovative, liveability, sustainability, aesthetic and functionality outcomes in buildings and the public domain. Council has not yet formulated any design excellence strategy and therefore, the proposal should satisfy the

	<p>design provisions recommended in the PRCUTS to ensure that the future development would result in a high design quality.</p> <p>Council officers have undertaken an in-house analysis of the proposed urban design scheme. As discussed in various sections of this report, it is considered that the proposal is inconsistent with a number of the design and built form provisions recommended under PRCUTS and does not <i>'go beyond statutory requirements to achieve innovative, liveability, sustainability, aesthetic and functionality outcomes in buildings and the public domain'</i> as required by the Strategy. The proposal also heavily relies on a future development application to achieve sustainability targets without making any provisions in the Planning Proposal to achieve this vision. In addition, the applicant's supplemented Design Excellence Review by DKO Architects is considered to be limited and underdeveloped as it does not provide a thorough assessment of the proposal against the design provisions recommended by the PRCUTS.</p> <p>One of the mechanisms mentioned in the PRCUTS to deliver design excellence includes reporting of the Planning Proposal to independent and expert design review panels. This Planning Proposal will be reported to Inner West Planning Panel which can provide independent and transparent advice on the future development of this site. The recommendations of the Panel will be reported to Council for consideration as a part of the Planning Proposal assessment report.</p>
<p>Criteria 2: Integrated Infrastructure Delivery Plan</p>	<p>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:</p> <ul style="list-style-type: none"> · Public transport · Active transport · Road upgrades and intersection improvements · Open space and public domain improvements · Community infrastructure, utilities and services. <p>The Planning Proposal is accompanied by an Integrated Infrastructure Delivery Plan (IIDP) which provides a methodology for calculating the local and State infrastructure developer contributions. The proponent has offered to make contributions towards hard and soft infrastructure as part of the Planning Proposal and Development application process.</p> <p>There are concerns with the timing and sequencing of this Planning Proposal as it comes in advance of studies underway at local and State government levels to define what future infrastructure works will be necessary in the Corridor area. This includes preparation of a PRCUTS IW Corridor wide traffic study to determine the cumulative traffic impacts that will follow from implementation of the Strategy. This joint DPE, Council and TfNSW study aims to inform the IIDP and would provide detailed consideration of future infrastructure works including public transport and road upgrades; and intersection works to be undertaken as part of new developments in the corridor.</p> <p>Council is yet to prepare an Inner West S7.11 (previously s94) Contributions Plan for the Parramatta Road Corridor to determine the level of monetary contributions required for infrastructure works including delivery of new open space, active movement corridors, road upgrades, provision of recreational, community and cultural facilities etc.</p> <p>The State and local infrastructure developer contributions included in the proponent's IIDP are considered to be limited. Council officers have reservations regarding how the proponent has populated the PRCUTS Infrastructure Schedule without Council/ State Government having undertaken associated work to determine the infrastructure contributions.</p> <p>The proponent claims that the proposed development incorporating 41 residential apartments will have limited impact on existing hard and soft infrastructure as it can be adequately serviced because the site is already in a developed urban location. The proponent's IIDP concludes that 'upgrades in existing infrastructure are not</p>

required to support the demand created by specific development'. This inference is not supported by an adequate analysis and consequently, cannot be accepted. The Planning Proposal would result in additional dwellings which would generate pressure on existing infrastructure, utilities and services. The development should, therefore, contribute a pro-rata share of the total level of developer contributions that will be required across the entire Camperdown precinct.

Council officers are of the view that the PRCUTS's Infrastructure Schedule cannot be readily applied to determine accurate infrastructure contributions as the Council and State Government have not yet completed the studies necessary to update the 2016 cost estimates or capture the costs of infrastructure not covered by the Schedule.

In this context, the Schedule acknowledges that it is based on a high level analysis of population, dwelling and employment projections for the Corridor that will require additional detailed investigation. There are also gaps in this Schedule which cannot adequately be addressed until such time as Council implements a new local Contributions Plan. Its preparation will require additional analysis including audits of existing facilities and preparation of needs studies for the wider local government area beyond the Corridor.

There are reservations about the methodology used; formulas applied and the conclusions of the IIDP. Overall, it is noted that the proponent has underestimated the level of construction rates for projects listed, but not quoted in the Infrastructure Schedule. The Council's Property Capital Projects team have provided the following detailed analysis of these proposed rates in the Infrastructure schedule (p. 55 of Attachment 14):

Active Transport Network

- **Items 1-13:** These works cannot be precisely estimated as the scope of works is broad and generic. Notwithstanding this the proposed base rate of \$225/m is very low and the recommended rate would be approximately \$350/m with some works such as site establishment being as high as \$950/week.

Community Infrastructure

- **Item 14 - Meeting Space:** Proponent's rate equates to \$2,500/ m² for a new building. This is very low and is anticipated to be approximately \$3,500/m² or \$1.5M.
- **Item 15 - Cultural space:** Proponent's rate equates to \$200K/ building refurbishment which is low. This is generic without knowing which buildings are chosen and the extent of the refurbishment. In Council's view the rates should be approximately \$350K-\$400K per building.
- **Item 16 - Childcare:** Council recently completed a 60 places childcare building at Leichhardt park for \$3.5M. Using this rate would mean 49 places equates \$2.86M. The rate quoted (\$2M) is poor and probably excludes landscaping, furniture, fixtures and equipment.
- **Item 17 - Outside of school hours:** Should be the same as above.

Road/ Intersection Upgrade

- **Item 18:** This rate cannot be adequately commented until Council has completed its precinct wide traffic modelling;

Open Space and Recreation

- **Item 19–24:** All the proposed rates are too generic and may apply to other areas of Sydney, however all IWC grounds usually have some form of contamination and the remediation costs are quite high. That rate should be more like \$400/m².

Camperdown Precinct Urban Amenity Improvements Program

- **Items 26-27 Proposed cycling link:** The proposed rates for design, lighting and a proper cycling path have been very poorly quoted. Based on Council's recent works or the upgrade of the path (2.5m to 3m asphalt footpath and new lights between Marion Street and Parramatta Road, the rate ended up in the vicinity of \$1,600/ m). For new work this should be more like \$1,800- \$2,000/m instead of the proposed rate \$255/m.

Council is currently preparing its new developer contributions plan which will build financial capacity for provision of additional infrastructure in the Corridor and support future population growth in the Inner West LGA. In the absence of this critical information, Council officers are not in a position to reliably confirm the proponent's calculations and rates. Local infrastructure cannot be adequately levied for this type of proposed spot rezoning in the PRCUTS corridor until IWC adopts a new developer contributions plan.

Support of this Proposal could compromise the holistic and inclusive basis for achieving wider strategic planning objectives at local and State government level.

Criteria 3: Stakeholder Engagement	1. 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.
	The proponent has undertaken preliminary stakeholder consultation as a part of the Planning Proposal process. This is in line with Council's Pre-Planning Proposal response to the applicant dated 26 October 2017. No issues are raised in this regard.
	2. An appropriate level of support or agreement is documented.
	The Planning Proposal is accompanied by documentation which outlines the stakeholder engagement undertaken by the proponent as part of the Planning Proposal process. It is noted that a number of key concerns raised by Council and State Government agencies including Transport for NSW, Roads and Maritime Services remain unresolved.
	3. 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.
	No documentary evidence has been provided in this regard.
Criteria 4: Sustainability	The planning proposal achieves or exceeds the sustainability targets identified in this Strategy.
	The proponent claims that sustainability targets specified in Principle 6 of PRCUTS would be achieved at the Development Application stage. This is unacceptable as it does not provide any certainty that these targets would be achieved in future. If the Planning Proposal proceeds to the Gateway Stage, the Sustainability provisions should be part of the future LEP amendment clause to ensure that the development achieves these sustainability targets.
	<p>The following sustainability and resilience requirements would have to be built into the Planning Proposal:</p> <ul style="list-style-type: none"> • Future development must satisfy the energy and water target requirements as set out in the Table 3.6 (pg. 49) of the PRCUTS Planning and Design Guidelines. • Future development must demonstrate consistency with the smart parking strategies and design principles outlined in section 3.8 - Car Parking and Bicycle Parking of PRCUTS Planning and Design Guidelines and agreed with Council. • Public domain and building should be designed to reduce any localised urban heat island effect by: <ul style="list-style-type: none"> ○ providing new moderate/ large sized street trees along the site's Chester Street and Johnstons Creek frontage. ○ Providing vegetation, green roof, green walls and materials with a high solar reflectance index of at least 50% of all building surfaces. Western and northern building facades should be a particular area of focus. • Stormwater run-off flow rates from the site should not be more than predevelopment site discharge rates. • Stormwater run-off quality should reduce annual loads of: <ul style="list-style-type: none"> ○ Total nitrogen by 45% ○ Total phosphorus by 65% ○ Total suspended solids by 85%. • Provide additional publically available open space along the site's northern most edge and contribute towards the provision of a new linear connection including shared pedestrian and cycleway along Johnston's Creek between Parramatta Road and Booth Street. • Incorporate Water-Sensitive Urban design treatment along the site's northern and western boundary.
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.	

Criteria 5: Feasibility

The Planning Proposal does not provide a thorough economic analysis to demonstrate feasibility with regard to the likely costs of infrastructure and the proposed funding arrangements available for the Precinct and Frame Area. The Integrated Infrastructure Delivery Plan (prepared by Northrop) accompanying the Planning Proposal provides a methodology to calculate contributions for State and Local Infrastructure. Council officers have reservations about the methodology used; formulas applied and conclusions of the IIDP.

The PRCUTS Camperdown Action Plan 2016 - 2023 provides an outline for funding framework or satisfactory arrangements for provision of new roads, community facilities and open space which would be delivered by new developments and funded through S94 (now S7.11) contributions, the SIC levy and/or works in kind. In this regard, the Planning Proposal has not provided a feasibility study to demonstrate economic feasibility for these infrastructure works or of what the proposed funding of these works will be.

The Action Plan does not envisage any increase in residential GFA in the precinct in the short term, but it does provide a list of key actions if future land uses permit affordable housing. These include:

- Provision of a minimum of 5% of new housing as affordable housing or in line with the Government policy of the day and a range of housing diversity types as identified within the Strategy;
- Implementation of Sydney CBD to Burwood Parramatta Strategic Transport Plan and operation of a rapid bus service along Parramatta Road;
- Active transport contribution including delivery of Johnston Creek pedestrian and cycle link and provision of new cycle and walking links;
- Provision of monetary contributions towards:
 - Medium and long term open space facilities;
 - Medium and long term Community Infrastructure/ facilities;
 - Primary and Secondary Schools;
 - Proportion of child care and Out of School Hours places;
 - Satisfactory arrangements with Sydney Local Health District for its assets at Royal Prince Alfred Hospital.

The proposal has not satisfactorily addressed the above requirements and therefore, should not be supported.

Criteria 6: Market Feasibility	<p>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.</p>
	<p>The Planning Proposal does not provide a thorough land use and development scenario or any needs assessment to demonstrate that it responds to the market conditions for delivery of housing and employment. The Proposal also does not provide sufficient information to demonstrate capacity for additional residential floorspace growth in the corridor over the recommended density in PRCUTS which must take into account the existing/ future market conditions and capacity of transport and other infrastructure such as schools, child care facilities, public open space etc.</p>
	<p>In reality, this Planning Proposal intends to create a development that would be higher density recommendations of PRCUTS without putting forward a strong case to justify this in terms of demand and supply of housing and employment. There are concerns that the development would result in loss of employment and urban services land which PRCUTS envisages being retained until 2023. The District and Regional Plans also strongly advocate the retention of all industrial lands. The proposal is inadequate in demonstrating that the existing business is unviable to support its rezoning in the current market conditions.</p>
	<p>In the case of Camperdown precinct which is envisaged to be a specialist biotechnology precinct with world class research, education and health uses in future; it is extremely important to ensure that development is aligned with the needs of such a specialist centre. In this regard, Council and relevant State agencies are yet to undertake associated work including preparation of Local Housing Strategies, Character Area statements, completion of the new Inner West Council LEP/ DCP, Traffic Modelling and Camperdown Collaboration Area Urban Framework/ Master Plan which would provide a holistic development framework for the precinct.</p> <p>The Planning Proposal comes in advance of this work and would compromise the holistic and inclusive basis for implementation of the PRCUTS and the IW LEP and DCP and therefore, should not be supported.</p>