

Appendix 11 – Parramatta Road Corridor Stage 1 – Justification Study

**S9.1 Local Planning Direction 1.5 – Better
Outcomes Study**

FOR EXHIBITION

November 2023

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1. Executive Summary

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is the NSW Government's endorsed strategy for revitalisation of the Parramatta Road Corridor. This Planning Proposal seeks to facilitate the vision and strategic objectives of PRCUTS through a range of amendments to the Inner West Local Environmental Plan 2022 (IWLEP).

The Planning Proposal seeks to address a short to medium term shortfall of up to 1600 dwellings in the Inner West as identified by the Department of Planning and Environment (DPE). It also gives effect to several planning priorities and actions in the Inner West Council's Local Strategic Planning Statement (LSPS).

This Planning Proposal is underpinned by a comprehensive, evidence-based strategic planning process which has been devised to refine the PRCUTS recommendations and to give effect to the Eastern City District Plan and Council's Local Housing, Employment and Retail Lands and Integrated Transport Strategies.

This study demonstrates that ongoing Greater Cities Commission, State Government and Council policy development for the Parramatta Road Corridor Precincts have reflected and improved on the original PRCUTS vision and objectives to deliver better outcomes.

Under S9.1 Local Planning Direction 1.5 for implementation of PRCUTS, a planning proposal in the Corridor must be:

- 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

This proposal relies on b) and seeks to demonstrate that better outcomes can be achieved than envisioned in PRCUTS. This Justification Study provides a detailed consideration of applicable Regional, State and Council policies and brings together the suite of technical studies which have been prepared to inform this Planning Proposal.

2. Methodology

This Study seeks to answer the question “does this Planning Proposal for Parramatta Road Corridor Stage 1 demonstrate better outcomes than those identified in the Parramatta Road Corridor Urban Transportation Strategy (PRCUTS) (November 2016) and the Parramatta Road Corridor Urban Implementation Plan (PRCUTS IP) 2016-2023 (November 2016), having regard to the vision and objectives of these documents?”.

The Study identifies the relevant studies, Greater Cities Commission (GCC), State and Council policies, and assesses their relationship to the question and provides an analysis that answers the question.

3. Site Context

Figure 1 shows the parts of the PRCUTS precincts which are being brought forward (Council’s Stage 1 Implementation area in purple, proposed heritage changes in orange, housekeeping amendments in pink and NSW Government’s PRCUTS precinct and frame area boundaries in red).

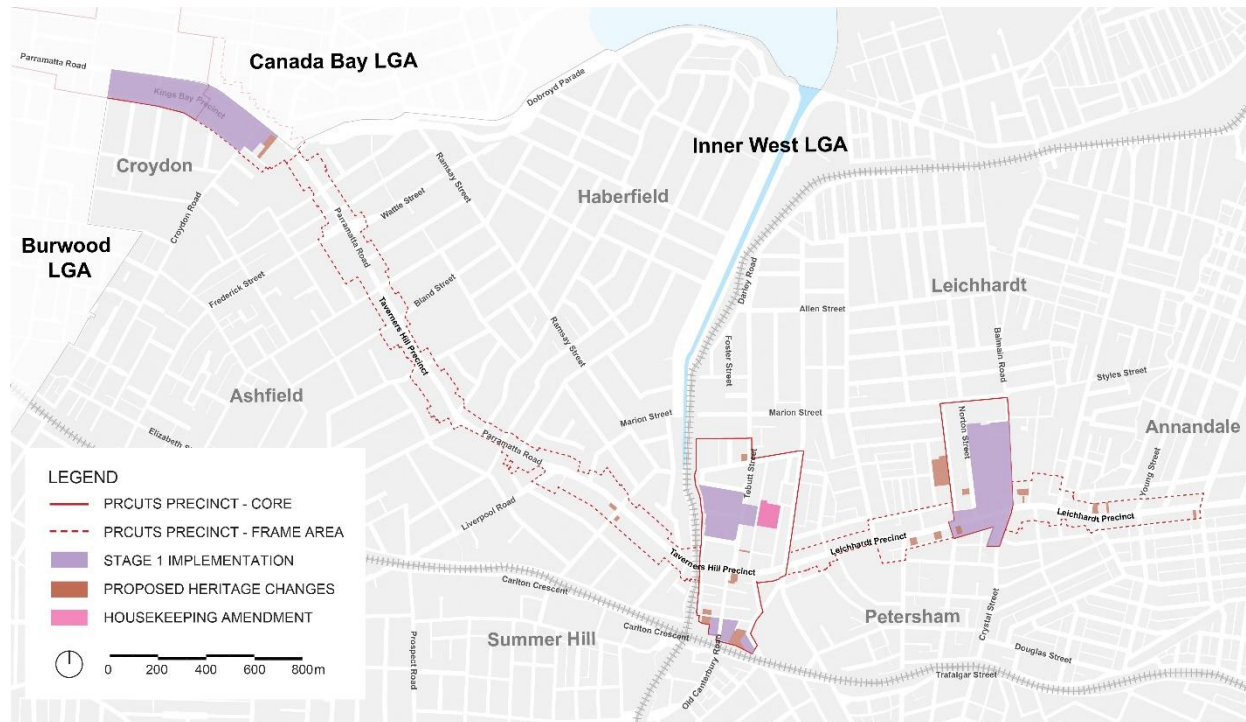


Figure 1 – Map showing the land within Stage 1 of PRCUTS Implementation

4. Planning Proposal

4.1 Amendments to the *Inner West Local Environmental Plan (IWLEP) 2022*

The following amendments are sought:

Land Use

- Amend land use zones for specific locations in Leichhardt, Taverners Hill and Kings Bay/Croydon precincts as per the Proposed Land-Use Zoning Maps.
- Rezone 2 Hay Street, Leichhardt to RE1 Public Recreation for new open space.
- Introduce residential flat buildings as an Additional Permitted Use on specific sites (as further outlined below).

Additional Permitted Uses

- Introduce a new local provision to permit residential flat buildings as an additional permitted use in certain locations (as per the Additional Permitted Uses Maps):
 - All land in Zone R3 Medium Density Residential in Leichhardt, Taverners, Hill and Kings Bay/Croydon precincts.
 - 590-610 Parramatta Road, Croydon and 235-237 Croydon Road, Croydon and 612-624 Parramatta Road, Croydon and 210 Croydon Road, Croydon (also identified as Opportunity Sites for site specific provisions).

Note: For housekeeping purposes, APU Maps include the existing R3 zoned site at 30-40 George Street, Part 24 George Street and Part 45 Upward Street (former Labelcraft site) to permit residential flat buildings to reflect its existing use. These sites were zoned R3 Medium Density Residential under the now repealed Leichhardt Local Environmental Plan 2013 and residential flat buildings were permitted with consent in the zone. This permissibility was inadvertently omitted in the consolidation of the LEPs of the three former LGAs to make to IWLEP 2022.

Heritage

- Introduce 24 new Heritage Items and an Archaeological Site.
- Introduce a new Heritage Conservation Area (HCA) along Barker Street, Lewisham.
- Extend the existing Excelsior HCA to include 20-24 Norton Street, Leichhardt.

Built form Controls (Floor Space Ratio and Height of Building)

- Retain existing Floor Space Ratio (FSR) and Height of Building (HOB) controls in the IWLEP 2022 except for a minor amendment to remove the existing FSR control for 2 Hay Street, Leichhardt (proposed RE1 Public Recreation open space).
- Introduce additional FSR and HOB incentive controls where uplift is proposed.
- Introduce a new local provision that requires developments to satisfy specific criteria (see the below section) in order to use the incentive FSR and HOB controls.

Additional Local Provision to facilitate development within Leichhardt, Taverners Hill and Kings Bay/Croydon Precincts

- Identify the Planning Proposal Areas 1, 2 and 3 in the Key Sites Map.
- Introduce a new local provision for Areas 1, 2 and 3 permitting access to the incentive FSR and HOB controls where proposed development satisfies the relevant criteria below:

- achieves an appropriate development pattern and high-quality built form in terms of bulk, massing, height, separation, setbacks, amenity and modulation.
- provides an active street frontage as detailed on the Active Street Frontages Map.
- achieves higher building performance targets.
- incorporates mechanisms to reduce urban heat island effects.
- supports sustainable transport modes, minimises traffic congestion and reduces private car dependency.
- If in Key Site Area 1 (Leichhardt Precinct), makes appropriate affordable housing contributions under State Environmental Planning Policy (Housing) 2021 – Affordable Housing Scheme.
- makes satisfactory Regional Infrastructure Contributions (RIC).

Under the terms of this proposed clause, development consent must not be granted in relation to a development seeking to access the FSR and HOB incentive controls, unless the consent authority is satisfied that the above requirements have been satisfied, where relevant.

This approach is key to achieving the Objectives and Intended Outcomes of this Planning Proposal and delivering high-quality urban design, community, and infrastructure outcomes. Refer to Part 2 of the Planning Proposal for further detail of the proposed planning provisions.

4.2 Tables of changes to existing planning controls

Summary of existing and proposed controls is provided in the below tables:

Table 1 - Leichhardt precinct– Stage 1 - Existing and proposed planning controls

Area	Current zone	Proposed zone	Current FSR (n:1)	Proposed incentive FSR (n:1)	Current HOB	Proposed incentive HOB
North of Parramatta Road	E1	E1	1.0 + 0.5 bonus for active street frontages	1.9, 2.7, 3.0	Not defined	20.5m, 23.5m, 27m, 32m
	R1	R3 (+ RFB as APU)	0.5 – 0.8 as per site area	1.4, 1.5, 1.9, 2.1, 2.3	Not defined	15.5m, 21.5m, 25m
2 Hay St, Leichhardt	E1	RE1	1.0 + 0.5 bonus for active street frontages	N/A	Not defined	N/A
South of Parramatta Road	E1	E1	1.5	3.0	14m	23.5m
	E1	R3 (+ RFB as APU)	1.5	2.2	14m	18.5m

Table 2 - Taverners Hill precinct- Stage 1 - Existing and proposed planning controls

Area	Current zone	Proposed zone	Current FSR (n:1)	Proposed incentive FSR (n:1)	Current HOB	Proposed incentive HOB
Lewisham South (South of Parramatta Road)	R2	R3 (+ RFB as APU)	0.6 – 1.0 as per site area	1.0	9.5m	12m, 15.5m
	R4	R3 (+ RFB as APU)	1.0, 1.1	1, 1.2	17m	18.5m
West Leichhardt (North of Parramatta Road)	R1	R3 (+ RFB as APU)	0.5 – 0.8 as per site area	0.9, 1.2, 1.4	Not defined	12m, 15.5m, 21.5m

Table 3: Kings Bay/ Croydon precinct- Existing and proposed planning controls

Area	Current zone	Proposed zone	Current FSR (n:1)	Proposed incentive FSR (n:1)	Current HOB	Proposed incentive HOB
Kings Bay/ Croydon	E3	E3	1.5, 2.0	2.4	10m,15m	17.5m
	R2	E3	0.7	2.4	8.5m	17.5m
	R2	R3 (+ RFB as APU)	0.7	1.0, 1.3	8.5m	12m,15.5m,
Opportunity Sites 1 and 2	R2, R3 and E3	E3 + RFB	0.7, 1.5, 2.0	2.4 (Site 1) 2.1 (Site 2)	8.5m, 10m, 12.5m 15m	19.5m

5. Relevant studies and policies

The following Government plans and policies are relevant to this Planning Proposal:

1. PRCUTS (November 2016)
2. PRCUTS Implementation Update 2021
3. Greater Sydney Region Plan 2018
4. Eastern City District Plan 2018
5. NSW Housing Strategy 2021-2022 Action Plan
6. Sydney Metro West Strategic Business Case 2020
7. Inner West Council Local Strategic Planning Statement (March 2020) (endorsed by GCC 31 March 2020)
8. Inner West Council Local Housing Study and Strategy (March 2020)
9. Inner West Integrated Transport Strategy (March 2020)
10. Inner West Traffic and Transport Needs Study (2021)
11. Parramatta Road Corridor Precinct-wide Traffic and Transport Study (Cardno, DPE, IWC, March 2022).
12. Inner West Council Employment and Retail Land Study and Strategy (August 2020)
13. Inner West Community Strategic Plan 2023
14. Inner West Affordable Housing Policy 2023

The following specialist technical studies have been prepared to support the Planning Proposal:

1. Urban Design Studies for Leichhardt, Taverners Hill and Kings Bay precincts (Architectus, September 2023)
2. Heritage study and Inventory Sheets (Hector Abraham Architects and GML Heritage Pty Ltd, March 2022)
3. Economic Assessment (SGS Economics and Planning, June 2020)
4. Kings Bay Opportunity Sites Study (SGS Economics and Planning, June 2021)
5. Flood Impact Assessment (WMS, September 2023)
6. Preliminary Site Investigations for Contamination (Douglas Partners, July 2021)
7. Aircraft Noise Impact Assessment (EMM Consulting, April 2021)
8. Draft Affordable Housing Contribution Scheme (Judith Stubbs and Associates, June 2021)
9. Parramatta Road Corridor Stage 1 Sustainability Study (WSP, August 2023)
10. Parramatta Road Urban Amenity Improvement Plan – Masterplan (Inner West Council, September 2019)

The above State Government and Council studies and policies have complementary core visions and objectives. These reflect and develop the original PRCUTS (page 116) vision for the Leichhardt, Taverners Hill and Kings Bay/Croydon Precincts. Refer to the appendices enclosed within the Planning Proposal.

6. Consistency with Parramatta Road Corridor Urban Transformation Strategy

A detailed assessment of the Planning Proposal in respect of the original PRCUTS vision and objectives is provided below. This includes assessment against its Strategy Framework and Implementation Kit (Planning and Design Guidelines (P&DG), Implementation Plan 2016-2023 and Sustainability Implementation Plan).

6.1 Consistency with the PRCUTS Policy Framework (Strategy Report 2016)

Table 4 details how the Planning Proposal is consistent with the Strategy's Principles and Strategic Actions.

Table 4: Consistency with PRCUTS Policy Framework

Strategic Action	Consideration
Principle 1: Housing choice and affordability	
<p>Review, update or prepare a new Local Housing Strategy that implements the Parramatta Road Corridor Urban Transformation Strategy's Principles and Strategic Actions, taking into account changed economic and demographic characteristics, new transport opportunities and population projections.</p>	<p>Council's LHS, which reviews and implements PRCUTS' Principles and Strategic Actions, was adopted by Council on 31 March 2020.</p> <p>It recommends that PRCUTS be refined to align with changed economic and demographic projections. It also identifies flaws in the proposed PRCUTS dwellings and employment yield for Leichhardt and Taverners Hill Precincts.</p> <p>DPE has approved the LHS subject to a range of conditions including submitting this Planning Proposal for a Gateway determination and the preparation of an Affordable Housing Contributions Scheme (AHCS). Council has completed a draft AHCS and this is incorporated in the Planning Proposal in Section 4 Part 2.10.</p>
<p>Provide 'diverse housing' for both purchase and rental markets that satisfies the objectives and Design Criteria of the Apartment Design Guide, that may include:</p> <ul style="list-style-type: none"> • lower cost market housing for rent or purchase, including new generation boarding houses with high quality shared spaces • moderately priced housing that is affordable to purchase for households earning up to \$150,000 or 80-190% of the median income • rental properties with long-term 	<p>The Planning Proposal includes provisions to provide 'diverse housing' opportunities including affordable housing for low and very low-income households under the Housing SEPP. This would apply to Leichhardt precinct only as the DPE viability tool indicated that affordable housing contributions are not viable in Taverners Hill and Kings Bay/Croydon Precincts.</p> <p>In addition, the supporting urban design studies recommend a range of building typologies which will encourage a diversity in dwelling types. This will also be achieved through the existing and future DCPs.</p>

<p>tenures and optional extensions in place - housing that uses design innovations, resulting in new products such as decoupled/optional car parking, which are suited to essential service workers, young 'city makers' early in their careers looking for 'starter homes', families with children, and downsizers/seniors</p> <ul style="list-style-type: none"> • student accommodation • aged-care housing • housing that promotes innovation in other ways across type, tenure, construction • methodology or other mechanisms to make such housing more attainable to diversity of income groups. 	
<p>Establish a mix of dwelling sizes, including studios, one bedroom and three bedroom dwellings to be delivered in residential, mixed use and shop-top developments that cater to the future population profile of the Precincts and Frame Areas, having regard to any recommendations of the Local Housing Strategy, the requirements of State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development, and the Apartment Design Guide.</p>	<p>This will be achieved through the existing and future DCPs.</p>
<p>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.</p>	<p>The Planning Proposal includes provisions for value sharing through affordable housing contributions in the Leichhardt Precinct. This is outlined in Section 4 Part 2.10 of the Planning Proposal.</p>
<p>Principle 2: Affordable Housing</p>	
<p>Provide a minimum of 5% of new housing as Affordable Housing, or in-line with Government policy of the day.</p>	<p>A rate of 2% of residential strata development is proposed in the draft Affordable Housing Contributions Scheme (see Appendix 8) for the Leichhardt Precinct. This is in line with testing undertaken using DPE's Viability Assessment tool.</p>
<p>Amend the underlying Local Environmental Plan(s) to insert</p>	<p>Affordable Housing principles are already an aim of the Inner West LEP 2022.</p>

Affordable Housing principles.	
Amend State Environmental Planning Policy No 70 – Affordable Housing (Revised Scheme) to identify that there is a need for affordable housing in all local government areas (LGAs) in the Corridor.	SEPP 70 was amended by DPE to introduce AHCS in the Inner West area. It has since been superseded by the Housing SEPP.
Prepare model ‘development consent’ conditions for inclusion into future planning proposals/rezonings to enable the levying of monetary contributions that can be used to fund Affordable Housing.	<p>A model ‘development consent’ condition has been prepared and is provided at Appendix 8 – Draft Affordable Housing Contribution Scheme of the Planning Proposal. This condition will be used in conjunction with a Standard LEP clause to enable the levying of affordable housing contributions in accordance with an Affordable Housing Contributions Scheme for development in the Leichhardt Precinct.</p> <p>As discussed previously, DPE’s viability tool indicates that affordable housing contributions are only viable for Leichhardt precinct in this Planning Proposal.</p>
Investigate planning provisions and mechanisms to deliver more Affordable Housing within the Precincts. These could include density bonuses or offsets, decoupled parking, relaxation of development contributions, and mechanisms to streamline and expedite assessment and approvals processes for Affordable Housing projects.	The Planning Proposal includes provisions for value sharing through affordable housing contributions in the Leichhardt precinct and state infrastructure contributions in all precincts.

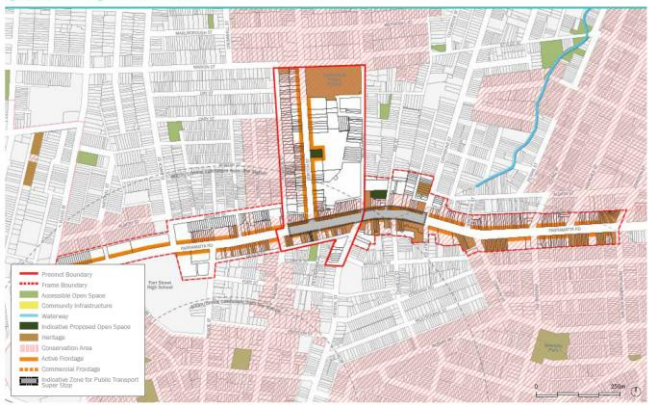
Principle 2: Diverse and resilient economy	
<p>Update Local Environmental Plan(s) to permit a wider range of employment uses, consistent with the recommended land uses, heights and densities identified in the Parramatta Road Corridor Planning and Design Guidelines. This includes:</p> <ul style="list-style-type: none"> tailoring commercial and business zones to provide greater flexibility and opportunity for the establishment of new business models particularly for small to medium business enterprises facilitating increased densities to encourage the co-location of multiple uses in one building, including industrial functions, where appropriate. 	<p>The Planning Proposal will provide more jobs and business opportunities as it seeks to increase employment floorspace in the Leichhardt and Kings Bay/Croydon precincts.</p> <p>This Planning Proposal would deliver up to 1944 new jobs, mainly in Leichhardt and Kings Bay/Croydon Precincts. The Planning Proposal identifies two opportunity sites in Kings Bay/Croydon precinct for new residential uses with employment uses (E3 Productivity Support) on the ground floor which will facilitate co-location of multiple uses.</p> <p>This Planning Proposal excludes all previously zoned industrial (IN2) lands. At the time of preparation of this proposal, DPE was reviewing all employment zones which have now come into effect (April 2023). Future planning proposals in the PRCUTS area will review these lands to address this principle.</p>
<p>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.</p>	<p>Council has considered the built form controls from the PRCUTS Planning and Design Guidelines in the supporting DCPs to facilitate evolving and innovative employment uses.</p> <p>Council's urban design study has assumed proposed high floor to floor heights for employment uses to support this objective for E1 zoned lands in Leichhardt. This approach has resulted in refinements to PRCUTS height, FSR and setback recommendations.</p>
<p>Actively explore and promote the use of the adaptable building design to enable a range of uses over time, and likely transitions in consumer preferences, transport options and travel patterns.</p>	<p>Council's urban design study has considered the provision of large, flexible large floorplates and increased floor to ceiling heights as a key aspect of adaptable building design.</p>
<p>Develop planning controls that accommodate new models of large retail stores, in developments with multiple uses, in suitable parts of the Corridor, such as Auburn, Ashfield and Taverners Hill.</p>	<p>There are no large retail stores in the Planning Proposal area except at Norton Plaza which has been explored as an Opportunity Site.</p> <p>In the Taverners Hill precinct, the Planning Proposal only pursues change in residential areas and therefore this action is not relevant.</p>

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.	N/A
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.	The proposed built form of employment zoned land in Kings Bay/Croydon would encourage contemporary models of retail infill.
Principle 3: Accessible and Connected	
Implement the Sydney CBD to Parramatta Strategic Transport Plan.	This is with TfNSW for implementation.
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 TfNSW for comment, particularly at and around future superstop locations.	As above.
Apply the road planning framework to guide the planning, development, management, and operation of the Parramatta Road Corridor Road network according to 'movement-place' principles.	PRCUTS 'movement-place' framework has been considered in developing this proposal. The Planning Proposal anticipates that TfNSW, DPE and Council will work together to make Parramatta Road a 'vibrant street' east of Hawthorne Canal as envisaged in PRCUTS.

Principle 4: Vibrant communities and places	
<p>Deliver each precinct along the Corridor as a '15-minute neighbourhood' through land use changes that implement the following principles:</p> <ul style="list-style-type: none"> • improved walkability, cycling and safety to support healthier communities • improved housing choice and diversity - increased usability of, and access to, safe open spaces • improved local economic opportunities - adequate local services and infrastructure access to public transport. 	<p>These principles are embedded in the Planning Proposal and its associated urban design study.</p>
<p>Implement planning provisions to deliver active frontages in and around appropriate locations as illustrated on the precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines.</p>	<p>The Planning Proposal and supporting DCPs include active frontage provisions to implement this principle.</p>
<p>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.</p>	<p>The areas and rezonings dealt with in the Planning Proposal have been carefully selected on the basis of a range of State government and Council policies and strategic studies to align with the precinct Plans in the Parramatta Road Corridor Planning and Design Guidelines, Implementation Plan 2016-2023 and 2021 Update; and Infrastructure Schedule.</p> <p>The PRCUTS Infrastructure Schedule identifies a range of infrastructure and indicative timeframes for each Precinct. This Schedule, together with Council's own needs studies (community assets, recreational and traffic and transport), informed the Inner West Local Infrastructure Contributions Plan 2023.</p>
<p>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.</p>	<p>The Planning Proposal includes provisions for the delivery of affordable housing through State Environmental Planning Policy (Housing) 2021.</p> <p>Council's urban design study establishes maximum FSRs which can be supported based on urban design and built form testing. These are put forward</p>

	in the Planning Proposal as floor space incentives.
Explore new models to design, finance and deliver education and health community assets in partnership with local councils, government agencies and the private sector.	While the delivery of education and health facilities are the responsibility of the State government, Council will work collaboratively where opportunities present.
<p>As a first preference and where appropriate, optimise or embellish existing assets through solutions such as:</p> <ul style="list-style-type: none"> • increasing the size, amenity and functionality of existing facilities to expand existing capacity • renewing existing assets to provide contemporary spaces or installing additional features so facilities can become multi-purpose and cater to different groups • upgrading features within existing facilities so they can accommodate a greater capacity • developing partnerships with other community infrastructure providers, including private or other government agencies, such as the Department of Education, or Local Health Districts, to enable the shared use of facilities incentivising the private sector to deliver community infrastructure. 	In developing the Works Schedule for the Inner West Local Contributions Plan 2023, the optimisation and embellishment of existing assets was considered as the first preference, where appropriate.
Implement development controls that encourage the adaptive reuse of heritage items in the Corridor such as additional permitted uses, heritage incentive schemes, Section 94 exemptions, and accelerated or prioritised planning processes for development that appropriately preserves, maintains and utilises these community assets.	Within the Planning Proposal area, there are existing and proposed heritage items and heritage conservation areas (HCAs) that will be eligible to access increased FSR and height controls incentives, thus facilitating adaptive reuse. Notwithstanding, development will need to demonstrate an appropriate heritage response that satisfies the heritage conservation objectives of the LEP.
Implement transferable development rights for significant heritage conservation and development	The Planning Proposal does not seek to implement a transferrable development rights scheme. As noted above, heritage items and properties within

<p>projects, where appropriate.</p>	<p>HCA's will be eligible to access FSR and height controls, however development will need to demonstrate an appropriate heritage response that satisfies the heritage conservation objectives of the LEP.</p>
<p>Review and modernise the heritage listings concurrently with rezoning proposals, with a stronger focus on proactive heritage identification and preservation.</p>	<p>This Planning Proposal, informed by the heritage study undertaken by Hector Abraham Architects, seeks to list 24 new heritage items, one new Archaeological heritage item, create a new heritage conservation area in Lewisham and extend the existing Excelsior Heritage Conservation Area in Leichhardt.</p> <p>The Planning Proposal includes a site which is outside the PRCUTS Leichhardt precinct boundary i.e. 38-40 Renwick Street, Leichhardt. This was identified as an item for investigation in PRCUTS Fine Grain Study. Council's Heritage Study has confirmed that the site has merit to be heritage-listed and therefore it forms part of this Planning Proposal.</p>
<p>Drawing on the Parramatta Road Corridor Planning and Design Guidelines, identify neighbourhoods and streetscapes through future rezoning processes, where existing character and amenity should be retained and should not be subject to renewal.</p>	<p>The supporting urban design study identifies parts of neighbourhoods in Taverners Hill precinct (suburbs of Leichhardt and Lewisham) which should be retained due to their contributory streetscape.</p>
<p>Prepare and implement a design excellence strategy.</p>	<p>The Planning Proposal uses the incentives mechanism outlined in Section 4 Part 2.5 as a proactive means of achieving design excellence instead of a design excellence strategy.</p> <p>This mechanism will ensure that additional uplift, using bonus FSR and height incentives, is only granted when a high quality built form design (in terms of massing, scale, modulation and materials) is demonstrated. Furthermore, the IWLEP 2022 design excellence clause (which applies to buildings of 14m or more) will continue to apply to the relevant sites at the development application stage.</p>
<p>Incorporate the range of design approaches and measures identified in the Parramatta Road Corridor Design Guidelines to attenuate the effects of noise and air pollution.</p>	<p>Council's supporting DCPs include built form design measures to mitigate road noise and air quality impacts. These include measures identified in the Parramatta Road Corridor Design Guidelines.</p>

<p>Use the development typology examples in the Parramatta Road Corridor Planning and Design Guidelines to inform future development controls.</p>	<p>PRCUTS building typologies were considered in Council’s Urban Design Study at Appendix 2a.</p>
<p>Principle 5: Green spaces and links</p>	
<p>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.</p>	<p>The Planning Proposal includes rezoning of 2 Hay Street, Leichhardt to RE1 Public Recreation in line with PRCUTS Planning & Design Guidelines Leichhardt Structure Plan (Figure 11.9 p.231).</p> <p>There are inconsistencies within PRCUTS regarding the rezoning approach for this site. Notwithstanding, the vision for the site as new open space is clearly outlined in PRCUTS Planning & Design Guidelines Figure 11.13 shown below.</p>  <p>Figure 2 - PRCUTS Planning & Design Guidelines Leichhardt Interface map</p> <p>This Planning Proposal through rezoning of 2 Hay Street, Leichhardt to RE1 Public Recreation will significantly contribute towards the east-west strategic link via Dot Lane between Hay Street and Norton Street.</p> <p>The Planning Proposal also includes provisions for new through-site link/ public open space as part of the redevelopment of Norton Street opportunity site to improve accessibility and permeability. These have also been identified in the relevant supporting DCP.</p>
<p>Provide a diverse range of connected, high quality open space and public domain area to each precinct in accordance with the precinct Plans that ensures:</p>	<p>As outlined above, new open spaces and through-site links have been identified to help achieve this Principle.</p> <p>Projects completed under the PRCUTS UAIP have enhanced the public domain of north-south oriented</p>

<ul style="list-style-type: none"> • local parks within 400m safe walking distance of at least 95% of all dwellings • additional small local parks or urban spaces within 200m of activity centres and higher density residential areas • active open space within 1km of 95% of all dwellings <p>linear parks and trails linked to waterways, vegetation corridors and road reserves within 1 km of 95% of all dwellings.</p>	<p>streets that are perpendicular to Parramatta Road, including the creation of a pocket park at Petersham Street.</p> <p>See the Section 6.7 of this Study below for additional details.</p> <p>The site-specific provision for Norton Street Opportunity Site (see Section 4 Part 2.11 of the Planning Proposal) also requires the provision of a substantial public domain area as part of future redevelopment of this site. This would involve a 25m wide plaza opening on to Norton Street, leading to an 18m wide landscaped through-site link from Norton Street to Balmain Road.</p>
<p>Implement building setbacks as identified on the precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines.</p>	<p>The PRC P&DG setbacks have been refined through built form testing in Council’s Urban Design Study and will be implemented through the supporting draft DCPs.</p>
<p>Principle 6: Sustainability and resilience</p>	
<p>Commence the amendment of State Environmental Planning Policy (Sustainability Building Index: BASIX) 2004 to increase the water and energy targets as identified within the Parramatta Road Corridor Planning and Design Guidelines.</p>	<p>Sustainable Buildings SEPP 2022 commenced on 1 October 2023. This repealed the BASIX SEPP and includes a suite of changes to increase sustainability performance standards for residential and non-residential developments. Notwithstanding, these increased standards do not exactly align with the performance standards required by PRC P&DG.</p> <p>Further, the Sustainable Buildings SEPP does not include updates to energy performance standards for residential developments under 6 storeys, water performance standards or specific targets for non-residential development types and thresholds as described in PRC P&DG (such as office, shopping centres, hotels).</p> <p>Both BASIX SEPP 2004 and Sustainable Buildings SEPP 2022 allow for increased sustainability requirements through an incentives FSR/HOB mechanism.</p> <p>This Planning Proposal provides FSR and height incentives to encourage new developments to meet, or where relevant, exceed the PRCUTS Sustainability and Resilience Requirements. Refer to Appendix 9 for further justification.</p>

<p>Implement comprehensive built form strategies for building efficiency, renewable energy, strategic parking, public domain and sustainable infrastructure to target the long- term achievement of:</p> <ul style="list-style-type: none"> • 20% reduction in greenhouse gas emissions • renewable energy installation • 30% reduction in peak electricity demand • 30% reduction in water consumption • >15% of water delivered by non-potable sources, including rainwater • or recycled water <p>30% reduction in car use - 10-15% car share take-up rate.</p>	<p>The Planning Proposal intends to achieve the PRCUTS Sustainability and Resilience Principle through key interventions for developments utilising the FSR and HOB incentives:</p> <ul style="list-style-type: none"> • High performing building requirements • Car parking rates (incl. introducing maximum parking rates and encouraging unbundled car parking and carshare schemes) <p>Refer to the proposed provisions outlined in Section 2.7 and 2.9 of the Planning Proposal.</p> <p>The draft DCPs include supporting controls which will contribute towards achieving the PRCUTS targets outlined in this Strategic Action.</p> <p>The Sustainability Study and Precinct-wide Traffic and Transport Study at Appendix 9 and Appendix 10 respectively provide the justification for the proposed sustainability and sustainable transport provisions.</p>
Principle 7: Delivery	
<p>Implement the Implementation Plan 2016 - 2023.</p>	<p>This Planning Proposal commences the execution of PRCUTS Implementation Plan 2016 – 2023. The Stage 1 Planning Proposal area is different to the Implementation Plan’s 2016-2023 Area. This is justified as demonstrated in this Study.</p>
<p>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.</p>	<p>The Planning Proposal includes provisions to make adequate contributions towards State infrastructure to align with the additional growth capacity it proposes.</p> <p>The Inner West Local Infrastructure Contributions Plan 2023 provides a robust funding mechanism to deliver local infrastructure. The Plan was informed by a suite of needs studies, including:</p> <ul style="list-style-type: none"> • Inner West Recreation Needs Study Update 2021 • Inner West Community Asset Needs Study 2021 • Inner West Traffic and Transport Needs Study 2021 • Cardno’s Precinct-wide Traffic and Transport Study 2022
<p>Advise and assist councils in the revision of local contributions plans to address funding of local infrastructure and services in the Corridor.</p>	<p>Council looks forward to working with the State Government to address funding requirements for local infrastructure and services in the Corridor. Especially, the commitment that any Housing &</p>

	Productivity funds collected from this Planning Proposal area will be reinvested in this area to address funding gap of local and state infrastructure and services.
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6.2 Consistency with precinct Key Actions

Table 5: Consistency with PRCUTS precinct Key Actions

Leichhardt Precinct	
Key Action	Consideration
Land uses	
Create a truly mixed-use precinct focused around Norton Street	The proposed employment and residential population growth in Leichhardt will contribute towards achieving this vision.
Encourage appropriately scaled residential development to attract and retain people in the core of the Precinct	The urban design study has reviewed the PRCUTS design recommendations with respect to this principle. Consequently, variations are sought to the PRCUTS recommendations to ensure that the precinct provides appropriately scaled development for optimal urban design outcomes.
Transport and movement	
Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD	<p>These improvements have not taken place yet.</p> <p>PRCUTS stresses the importance of implementing substantial improvements to public transport infrastructure to accommodate the population and employment growth it recommends.</p> <p>The Planning Proposal is crafted to deliver that growth. It can only do so if these improvements are delivered so that there is higher-capacity public transport in place along Parramatta Road to accommodate a substantial proportion of the trips generated by the growth in the Inner West part of the Corridor and in other areas of the Corridor to the west, beyond the Inner West LGA.</p> <p>Gateway determination condition 1(q) required the Planning Proposal to delete the two proposed transport infrastructure provisions in relation to NSW Government commitment to introduce an on-street rapid system and future transport infrastructure. Whilst these provisions have been deleted from the proposal, Council will continue to advocate NSW Government to provide improved, high capacity public transport connections along</p>

	Parramatta Road to Sydney CBD as per this Strategic Action.
Formalise Parramatta Road as a Vibrant Street and Norton Street as a Place for People	The NSW Government will need to deliver this PRCUTS vision for Parramatta Road east of the Hawthorne Canal. This will go hand in hand with the public transport improvements along Parramatta Road required by PRCUTS.
Place-making	
Capitalise on new transport connections to rebadge and create a new Norton Street identity	<p>This will be subject to the NSW Government’s delivery of a high-capacity public transport service along Parramatta Road.</p> <p>The Planning Proposal proposes additional development capacity on the east side of Norton Street. This, in conjunction with the improved public transport and public domain improvements, will help create a reinvigorated identity for Norton Street.</p>
Provide a ‘Gateway’ to Norton Street at Parramatta Road that is mirrored at Marion Street	<p>This will be implemented through Council’s Public Domain Strategy.</p> <p>The Parramatta Road Urban Amenity Improvement Program (PRUAIP) initiated this work with Chiaroscuro, a new gateway light work commissioned for Norton Street.</p>
Identify short to medium-term opportunities for new public domain and spaces	Council is on track to deliver the Parramatta Road Urban Amenity Improvement Plan (UAIP) (Appendix 12) which identifies short to medium term opportunities for new public domain and spaces in Leichhardt precinct.
Enhance side streets, including Thornley Street, Hay Street, Charles Street and Railway Street, as public spaces	As above.
Improve pedestrian conditions along Parramatta Road through traffic light phasing, reduced speed limits, increased crossing points, enhanced footpath design, and tree planting in side streets as well as along Parramatta Road	These are dependent on the implementation of the recommendations in DPE/Council’s precinct-wide Transport Study and will be delivered through a combination of State and Local Infrastructure Contributions funded projects. Council’s implementation plan for the precinct-wide Transport Study recommendations is included in Appendix 10, Table 1.
Open space, linkages, and connections	
Leverage new development to provide new open space and high quality and active public domains	Provision of new plaza/open space and through-site link has been included in the Planning Proposal for the redevelopment of Norton Plaza Opportunity Site.

Improve north-south movements, especially along Norton Street/Crystal Street, including a major crossing of Parramatta Road	These are State-Classified Roads and improvement works are to be delivered through a combination of State and Local Infrastructure Contributions funded projects.
Provide new links and a network of pedestrian and cycling connections to increase circulation and permeability in the Precinct	This is being implemented through the Parramatta Road Urban Amenity Improvement Plan (UAIP). The Planning Proposal and associated draft DCPs identify new links and a network of active transport connections.
Create the Dot Lane cycle link and a new cycle link from Tebbutt Street to the GreenWay along Kegworth Street	The Dot Lane Cycle link will be created through the Parramatta Road UAIP and future redevelopment of sites along this link in Stage 1 Leichhardt area. This is included in the supporting draft DCP. Kegworth Street is not suitable for the provision of a cycle link. There is already a cycle link between Flood Street and the light rail underpass to the Greenway.
Taverners Hill Precinct	
Land uses	
Maintain an employment focus on both sides of Parramatta Road, Tebbutt Street, Upward Street and George Street	Employment lands are not in the scope of this Planning Proposal as discussed previously .
Retain the existing low-density character across the remainder of the Precinct	Refer to the Urban Design Study which has reviewed the PRCUTS design recommendations in respect of this principle.
Encourage appropriately scaled residential development in select locations to attract and retain people in the core of the Precinct	The Planning Proposal strategically targets specific blocks in Taverners Hill to encourage appropriately scaled development in selected locations. These include: <ul style="list-style-type: none"> the southern part of Lewisham close to the railway station the south-western corner of Leichhardt close to Taverners Hill Light Rail Station, around Kegworth, Hathern, Beeson and Tebbutt Streets.
Transport and movement	
Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD	Subject to the NSW Government's commitment to deliver a high-capacity public transport connection along Parramatta Road as discussed previously.
Capitalise on the good access to three major transport modes: light	As above, existing and future public transport accessibility have been informed Council's staged implementation of PRCUTS.

rail, heavy rail, and frequent buses along Parramatta Road	
Formalise Parramatta Road east of Hawthorne Canal as a vibrant Street	Efforts are required from NSW Government to deliver this in conjunction with the proposed public transport improvements along Parramatta Road.
Place-making	
Establish a new high-amenity neighbourhood hub along Tebbutt Street/Upward Street that benefits from the Kolotex/Labelcraft site redevelopment	This area is outside the scope of the current Planning Proposal.
Create an activity node around the Taverners Hill Light Rail stop	As above
Create a new link between Upward Street and George Street	This has already been delivered through the Kolotex and Labelcraft redevelopment.
Open space, linkages, and connections	
Leverage new development to provide new open space and high-quality and active public domains	The Planning Proposal and associated urban design study identify design recommendations to provide a high quality, active public domain.
Complete missing links along the GreenWay, including under Parramatta Road and Longport Street	These works are being undertaken as part of Council's Greenway Masterplan. Longport Street is outside the Taverners Hill precinct boundary.
Capitalise on the proximity to light rail by providing increased connectivity for pedestrians and cyclists where possible	Subject to the NSW Government's commitment to deliver a high-capacity public transport connection. This Planning Proposal strategically targets sites which are close to the existing light rail and heavy rail stations to capitalise on existing public transport accessibility.
Provide a new east-west link along Nestor Lane to connect Carrington Street, Old Canterbury Road and Brown Street to improve access to the Greenway.	This would be impractical as the western end of such a link would encounter a steep embankment at Brown Street and access to the Greenway on the west side of Brown Street is blocked by the Light Rail line, its western embankment and the Hawthorne Canal. Consequently, this PRCUTS proposal will not be pursued by Council.
Create a new east-west cycle link along the extended Nestor Lane	Same as above
Connect Upward Street, George Street and Flood Street as a new pedestrian and cycle link	Proposed links between Tebbutt Street and Upward Street; and George Street and Flood Street have been investigated as part of the Urban Design Study. The study recommends that the proposed connection between Tebbutt Street and Upward

	<p>Street could be relocated to a more southerly alignment which can also accommodate an overland flowpath with a new stormwater connection/culvert underground to enhance flood management.</p> <p>Appropriate mechanism to implement this requires further investigation and will be dealt with as part of a future Planning Proposal in Taverners Hill precinct.</p>
Prioritise Tebbutt Street and Flood Street as key pedestrian routes	This requires footpath enhancement along Tebbutt and Flood Streets which will be funded through Council's Local Infrastructure Contributions Plan.
Kings Bay/Croydon Precinct	
Land uses	
Facilitate the mixed uses of land on both sides of Parramatta Road between Regatta Road and Scott Street	N/A – in Canada Bay LGA
Develop a new local village around Spencer Street	N/A
Encourage medium and high-density residential development north of Parramatta Road, with limited, appropriately scaled residential development south of Parramatta Road	<p>The urban design study prepared in support of the Planning Proposal has reviewed the PRCUTS design recommendations with respect to this principle.</p> <p>New opportunities for medium and high-density residential development along Croydon Road and Parramatta Road have been investigated to take into account the proximity of the future Five Dock Sydney Metro West station. This Metro had not been proposed when PRCUTS was adopted.</p> <p>Medium density residential development is also encouraged in the residential area to the south of Parramatta Road along Dalmar Street.</p>
Transport and movement	
Capitalise on reliable, frequent rapid transit to service the new population	<p>Subject to the NSW Government's commitment to deliver a high-capacity public transport connection along Parramatta Road.</p> <p>The Planning Proposal and associated urban design study have considered opportunities for increased densities to capitalise on the future improvements to public transport along Parramatta Road and Sydney Metro West.</p> <p>The Five Dock Sydney Metro West station will be approximately 800m – 1km from the proposed opportunity sites along Croydon Road and</p>

	Parramatta Road. PRCUTS recommendations for Kings Bay/Croydon have been refined to capitalise on the development opportunities that will arise from this future Metro Station.
Reinforce active transport links to Croydon Station	Active transport links to Croydon Station and the Sydney Metro West station at Five Dock will be delivered via State and Local Infrastructure Contributions funded projects
Benefit from the potential decrease in traffic volumes on Queens Road because of WestConnex	N/A
Recognise Parramatta Road will continue to have a movement function	This has been reinforced through the retention of business uses along Parramatta Road which will continue to be serviced via Parramatta Road and rear laneways, where possible.
Formalise Spencer Street as a Place for People	N/A
Formalise Parramatta Road west of Walker Street and east of Short Street as a Vibrant Street	N/A
Reduce residential car parking rates to decrease car dependency, increase use of public transport and improve traffic conditions	The Planning Proposal includes provisions to decrease car dependency in line with PRCUTS recommendations.
Place-making	
Create a new fine-grain road network and a mixture of uses and activities anchored on the Queens Road, Spencer Street and William Street intersections	N/A
Establish a new, high-amenity neighbourhood hub, focussed around Spencer Street, with low traffic	N/A
Retain and build on existing lifestyle/recreation businesses in and around the Precinct	N/A
Facilitate site amalgamation in appropriate locations to provide opportunities for redevelopment	Site amalgamation provisions have been included in the Planning Proposal to provide opportunities for redevelopment and preclude site-isolation. Site amalgamation guidelines have also been included in the draft DCPs. These are based on the outcomes of urban design and built form testing.

Open space, linkages, and connections	
Leverage development to provide new open space, a north-south plaza between Spencer Street and Queens Road, and green corridors between Parramatta Road and the foreshore	N/A
Create mid-block, through-site links and prioritised pedestrian connections	Desired through-site links have been identified in the draft DCPs to link into Canada Bay Council's active transport network.
Deliver new cycle links along Short Street, Grogan Street, Acton Street, William Street and through Barnwell Park Golf Course and Walker Street	N/A
Construct the new, separated, regional cycle path along Queens Road, connecting Concord in the west to Iron Cove in the east	N/A

6.3 PRCUTS Implementation Tool Kit

PRCUTS Implementation Toolkit has been given statutory force through the associated s9.1 Local Planning Direction and must be considered by Councils and stakeholders when making land use decisions. The toolkit includes:

1. Planning and Design Guidelines
2. Implementation Plan 2016-2023
3. Urban Amenity Improvement Plan
4. Infrastructure Schedule

6.4 Consistency with PRCUTS Planning and Design Guidelines (P&DG)

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

The Planning Proposal is generally in line with the vision and objectives of PRC P&DG. Some of the requirements in the P&DG relating to character and built form principles, when tested at local scale, have resulted in refinement of its land-use, building height and density recommendations. This is justified through detailed site-scale testing undertaken as part of the Urban Design Study at Appendix 2a.

Some refinements are also required to fix numerous discrepancies in the PRC P&DG relating to mismatch of recommended heights and density, and mismatch of maps/diagrams with the corresponding text. There are also flaws in its proposed growth projections which have been confirmed and agreed with DPE as part of the work undertaken by Council for the Parramatta Road Corridor Precinct-wide Traffic and Transport Study.

The following table outlines the consistency of this proposal with the precinct P&DG.

Table 6: Consistency with P&DG Corridor-wide guidelines

Considerations	Comments
Section 3.2: Heritage & Fine Grain	
Heritage and Fine Grain Requirements	
a. Ensure that development in the vicinity of heritage items is designed and sited to protect the heritage significance of the item.	Heritage impacts will be assessed at the development assessment stage in accordance with clause 5.10 Heritage Conservation of the Inner West LEP 2022.
b. New development in heritage conservation areas must be designed to respect neighbouring buildings and the character of the area. Infill development should enhance and complement existing character but not replicate or mimic the architectural style, detailing or materiality of listed heritage/historic buildings.	As above.
c. Maintain architectural, streetscape and interpretive building elements that contribute to heritage conservation areas.	As above.
d. In appropriate locations, enable the consolidation of small individual lots into larger lots, but ensure the original subdivision pattern is represented or interpreted, where it is assessed as being significant.	The Planning Proposal includes provisions to enable orderly development of land through consolidation of lots and avoid site isolation. Council's DCP provides controls to ensure that the PRCUTS vision in relation to heritage and fine grain development is achieved.
e. Encourage fine grain subdivision for large sites undergoing renewal.	As above.
f. Maintain the prominence and legibility of heritage items, contributory buildings and streetscapes while appropriately siting and designing new development.	As above.
g. Ensure that new developments are of a compatible scale with the surrounding heritage items, contributory buildings or for the heritage conservation area.	The Urban Design Study has undertaken detailed analysis at a fine-grain scale to ensure that new developments are of a compatible scale with the surrounding heritage items, contributory buildings or for the heritage conservation area. This is particularly relevant in Leichhardt Precinct.

<p>h. Retain the prominence of heritage landmark buildings in the immediate streetscape, in the surrounding area, and from key vantage points.</p>	<p>The Planning Proposal has considered existing heritage buildings and heritage conservation areas (HCA) in the urban design response evidenced by the Architectus Urban Design Review Studies (Appendix 2A). This included establishing primary setbacks for a consistent street wall and to parapets of buildings in HCAs.</p> <p>Site-specific heritage impacts will also be assessed at the development assessment stage in accordance with clause 5.10 Heritage Conservation of the Inner West LEP 2022.</p>
<p>i. Ensure that new developments are of an appropriate form and mass adjacent to or in the vicinity of heritage items, contributory buildings or heritage conservation areas.</p>	<p>As above.</p>
<p>j. Ensure new development does not physically overwhelm or dominate heritage items and heritage conservation areas by providing appropriate transitions from new development sites to existing buildings, structures and streetscapes of heritage value.</p>	<p>This has been appropriately considered and dealt with through the urban design study. Council's DCP controls will strengthen these requirements.</p>
<p>k. Use sympathetic materials, colours and finishes that reflect and harmonise with original materials to maintain the character of heritage items and contributory buildings.</p>	<p>The Planning Proposal includes provisions regarding use of complementary high-quality building materials and finishes.</p>
<p>l. Ensure design resolution is considered in totality, and in particular at the pedestrian scale.</p>	<p>This requirement is stated in Council's supporting DCP.</p>
<p>m. Reinforce and enhance the distinctive character of the historic retail strips along Parramatta Road.</p>	<p>As above.</p>
<p>n. Retain, conserve and interpret significant historic signs</p>	<p>As above.</p>
<p>o. Protect the significant characteristics of buildings, streetscapes, vistas and the city skyline, while encouraging well-designed and well positioned signs which contribute to the vitality of the roadway and locale.</p>	<p>As above.</p>

p. Signage design and location must conserve the heritage significance of an item or heritage conservation area.	As above.
q. Retain, conserve and/or reuse historic fabric in historic areas, where appropriate.	As above.
r. Promote characteristic and desirable landscape treatments in different character areas.	As above.
Section 3.3: Creek & Watercourses	
Creeks and Watercourses Requirements	
a. Integrate green and blue infrastructure early in the planning process to maximise environmental and social outcomes at the lowest cost.	Locations for blue and green infrastructure have been investigated as part of Council's Structure Plan and Urban Design Study. Council's draft Blue and Green Strategy expands further on these walking and cycling links. This Planning Proposal proposes new through- site links which will assist with achieving this requirement. Council's supporting DCP provides guidance on the principles of green and blue infrastructure.
b. Improve the environment performance and amenity of existing drainage corridors and watercourses by integrating water management initiatives that address quality and quantity management.	Council's supporting DCP provides controls regarding environmental performance and amenity of watercourses.
c. Protect and enhance the local waterway and receiving waters	Council's LSPS is aligned with this requirement. Enhancement of Iron Cove Creek and Hawthorne Canal would be investigated as part of Council's Public Domain works. Efforts would be required from NSW State Government to support this objective.
d. Vegetate creeks and watercourses.	As above.
e. Provide opportunities for additional accessible pedestrian and bicycle links to creeks and watercourses.	As above.
f. Enable views from the wider public domain to creeks and	As above.

watercourses	
g. Promote green infrastructure along creeks and watercourses such as vegetated open spaces and street trees to assist in mitigating urban heat, encourage healthy lifestyles and enhance biodiversity	The Planning Proposal includes provisions to provide green infrastructure including vegetation, green walls, green roofs and trees to assist in mitigating urban heat. These requirements will be further strengthened in the supporting DCP.
h. Implement lot and street-scale stormwater run-off initiatives to manage water quantity and quality before it enters the local waterway.	Stormwater management measures are provided in the DCP.
Section 3.4: Open Space & Public Domain	
Open Space Requirements	
a. Protect and improve the quality, access and safety of existing open space	This is a guiding principle for the urban design study and will be achieved through the future LEP and DCP requirements.
b. Provide new public open space that is: <ul style="list-style-type: none"> i. part of a legible Green Grid network within and beyond the Corridor ii. landscaped and includes substantial areas for high quality and sustainable landscaping iii. an appropriate size to accommodate a variety of uses iv. suitably dimensioned and designed for the intended use in terms of quality and orientation v. flexible and easily adapted to different uses in response to changing community activity and passive recreational preferences and are useable in a range of weather conditions vi. vibrant, inclusive, accessible and safe vii. linked to pedestrian and cycle paths to encourage reduced car dependency 	<p>New public open spaces are proposed for Leichhardt precinct as part of the Planning Proposal in line with PRCUTS recommendations.</p> <p>PRCUTS proposed open space along Norton Street, Leichhardt has been reviewed and refined through the site-scale built form testing. Refer to Appendix 2. The proposed scale and location of the open space alongside the proposed through site link between Norton Street and Balmain Road will offer more benefits than originally envisaged in the Strategy.</p> <p>This refinement to design is necessary to achieve the principles outlined in i to xi.</p>

<ul style="list-style-type: none"> viii. integrated with the public domain, creeks, watercourses, or other encumbered land, if appropriate ix. xi. designed to achieve sharing of space between sports x. located with access to, or makes provision for, recycled or other sustainable water supply capable of being well maintained. 	
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Public Domain Principles

<p>a. Increase canopy cover and provide for greenery within the public domain</p>	<p>The Planning Proposal includes the below tree canopy and deep soil targets:</p> <p>These targets are adopted directly from the NSW Government Architect's Greener Neighbourhoods Guide. (Refer to pgs 37-38).</p> <p>In addition, the deep soil and tree canopy requirements as per SEPP Design Quality of Residential Apartment Development – No. 65 (Apartment Design Guide) will continue to apply for residential flat buildings.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Zone</th> <th style="text-align: center;">Site area (m²)</th> <th style="text-align: center;">Canopy target (% of site area)</th> <th style="text-align: center;">Deep soil</th> </tr> </thead> <tbody> <tr> <td rowspan="4" style="text-align: center; vertical-align: middle;">R3 Medium Density Residential</td> <td style="text-align: center;">less than 650</td> <td style="text-align: center;">15%</td> <td rowspan="4" style="text-align: center; vertical-align: middle;">-</td> </tr> <tr> <td style="text-align: center;">650-1500</td> <td style="text-align: center;">20%</td> </tr> <tr> <td style="text-align: center;">1500-3000</td> <td style="text-align: center;">25%</td> </tr> <tr> <td style="text-align: center;">Greater than 3000m</td> <td style="text-align: center;">35%</td> </tr> <tr> <td style="text-align: center;">E3 Enterprise Corridor (including streets)</td> <td style="text-align: center;">All lots</td> <td style="text-align: center;">35% (25% for bulky goods)</td> <td style="text-align: center;">25%</td> </tr> </tbody> </table>	Zone	Site area (m ²)	Canopy target (% of site area)	Deep soil	R3 Medium Density Residential	less than 650	15%	-	650-1500	20%	1500-3000	25%	Greater than 3000m	35%	E3 Enterprise Corridor (including streets)	All lots	35% (25% for bulky goods)	25%
Zone	Site area (m ²)	Canopy target (% of site area)	Deep soil																
R3 Medium Density Residential	less than 650	15%	-																
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	1500-3000	25%																	
	Greater than 3000m	35%																	
E3 Enterprise Corridor (including streets)	All lots	35% (25% for bulky goods)	25%																
<p>b. Build local character and identity through existing site qualities and natural landscape features.</p>	<p>Council's supporting DCP provides principles as objectives and controls in the which will ensure that PRCUTS' public domain vision is realised.</p>																		

c. Ensure public domain and common or shared spaces are functional and attractive for their intended users and accessible to all.	As above.
d. Create public domain that promotes recreation and public engagement.	As above.
e. Increase the quality and usability of the public domain through innovative built form, wider footpaths and new connections	As above.
f. All new streets should implement water sensitive urban design treatments at the point source across all catchment areas.	No new streets are proposed as part of this Planning Proposal.
g. Provide permeable ground surfaces, where appropriate, to allow rainwater to penetrate the soil.	This will be incorporated in the supporting DCP.
Section 3.5: Community Facilities	
Community Facility Requirements	
a. Consider providing high quality specialised spaces that are shared by developments rather than treating each development as a standalone proposal.	This principle underpins Council's urban design study. A high-quality new specialised civic and open space is proposed as part of Norton plaza redevelopment in Leichhardt precinct which would contribute to revitalising the Norton Street Centre.
b. Provide opportunities for a variety of experiences and social interaction.	As above.
c. Provide opportunities for structured and unstructured activities and cater to a diverse range of users.	Council's Community Assets Needs Study satisfies this requirement.
d. Create diverse 24-hour activity by providing facilities and spaces for public activity outside regular business hours.	As above.
e. Provide varied spaces for social interaction.	Proposed Norton Street Plaza will provide a unique space on a high street for social interaction.

Section 3.6 Traffic and Transport	
Traffic and Transport Requirements	
a. Improve north-south connectivity across Parramatta Road for all users.	To be actioned by TfNSW/ DPE – also aligned with the findings of Parramatta Road Precinct-wide Traffic and Transport Study.
b. Improve street network permeability across Precincts and Frame Areas, particularly for pedestrians and cyclists.	As above.
c. Improve public and active transport quality, access and connectivity to and within Precincts and Frame Areas.	As above.
d. Support an improved urban environment with areas designated for greater levels of street activity.	As above.
e. Facilitate local access needs for new development to support the needs of residents and businesses.	Local infrastructure improvements will be delivered through Council's s7.11/7.12 Developer Contributions Plan.
f. Encourage travel behaviour change to discourage car use and support more sustainable travel choices such as public and active transport.	<p>The Planning Proposal targets uplift in specific areas which are close to existing public transport nodes and relies on the committed public transport improvements such as the Five Dock Metro Station.</p> <p>The Planning Proposal is informed by the recommendations in the precinct-wide traffic study particularly as relevant to:</p> <ul style="list-style-type: none"> • increasing mode share to sustainable transport • reducing private car dependency • optimising existing transport infrastructure. <p>The Planning Proposal proposes the following provision, <i>support sustainable transport including active and public transport by minimising private car parking and encouraging the provision of unbundled parking, car share schemes and decoupled parking.</i></p> <p>This objective is supplemented with numerous DCP controls to encourage travel behaviour change and support more sustainable transport solutions.</p>

<p>g. Within the Rapid Transit Indicative Zone, work with Transport for NSW to integrate bus stops and rapid transit stops into the streetscape, including:</p> <ul style="list-style-type: none"> • ensuring the safety and amenity of transport users and pedestrian passers-by • ensuring safe, efficient and reliable public transport operations • providing convenient street crossings, canopy /awning structures, seating, public lighting, real-time travel information, bins and other required facilities. 	<p>Council looks forward to working with TfNSW to achieve these requirements.</p>
<p>h. Provide an unobstructed and safe pedestrian and cycling network that links residential, employment and retail uses to community facilities, transport nodes and open space within Precincts and Frame Areas.</p>	<p>This will be achieved through Council's Bike Strategy and DCP requirements.</p>
<p>Section 3.7: Street Function</p>	
<p>Street Function Requirements</p>	
<p>a. Progressively implement the Movement and Place Street Function network in accordance with the precinct Plans and the features identified for each street function type in the Precinct Transport Report, September 2016.</p>	<p>Council seeks TfNSW's support to achieve this requirement.</p>
<p>b. Encourage local traffic calming in residential streets.</p>	<p>As above.</p>

Section 3.8: Car Parking & Bicycle Parking

Car Parking Requirements

a. Off street parking is to be provided in accordance with the maximum rates identified in Table 3.2.

The following Off-Street car parking provisions are incorporated in this Planning Proposal

Category	Residential (maximum space per dwelling)	Other (maximum space per GFA)
Category A (Leichhardt and Taverners Hill Precinct)	<ul style="list-style-type: none"> • Studio – 0 • 1 Bed – 0.3 • 2 Bed – 0.7 • 3 Bed – 1 • Visitor – 0 	<ul style="list-style-type: none"> • Commercial: <ul style="list-style-type: none"> ○ Commercial and office premises – 1 space per 150sqm ○ Restaurants- 1 per 50 sqm ○ Retail – 1 space per 100 sqm ○ Bulky goods – 1 per 50 sqm • Industrial – 1 space per 150sqm
Category B (Kings Bay/ Croydon Precinct)	<ul style="list-style-type: none"> • Studio – 0.3 • 1 Bed – 0.5 • 2 Bed – 0.9 • 3 Bed – 1.2 • Visitor – 0.1 	<ul style="list-style-type: none"> • Commercial – <ul style="list-style-type: none"> ○ Commercial and office premises: 1 space per 100sqm ○ Restaurants- 1 per 50 sqm ○ Retail – 1 space per 70 sqm ○ Bulky goods – 1 per 50 sqm • Industrial – 1 space per 120sqm

These rates are also supported by findings of the Parramatta Road Precinct-wide Traffic and Transport Study.

Council has used a hybrid of PRCUTS car parking rates and Cardno's alternative parking rates. Justification is provided in the sections below.

b. On-street parking to be integrated to the streetscape and parallel to the kerb

Relevant controls are provided in supporting DCP.

c. Where possible, parking rates should be allocated to buildings (rather than dwellings) to enable the most efficient using of parking within a building

The Planning Proposal encourages unbundled parking. Unbundled parking is parking that is separated from the cost or rent of a dwelling, commercial units and building ownership.

Unbundled parking has synergies with the removal of minimum parking requirements and allows for parking to be sold separately from dwellings or commercial units, which in turn allows the market to allocate that parking to those with a need for parking and have a willingness to pay.

PRCUTS notes that *'this is not only more equitable but can also reduce the total amount*

	<p><i>of parking required for a building’.</i></p> <p>This can be achieved easily without much onus on developers and landowners. In the long run, it could have positive outcomes in relation to reducing reliance on private car dependency.</p>
d. Parking that is unbundled or separated from dwelling and building ownership should be encouraged in all developments. A parking rate reduction of 20% should be considered for buildings with unbundled parking.	Reductions in parking rates are redundant as no minimum car parking requirements are proposed.
e. To plan for the emergence of electric vehicles, 1 electric vehicle charge point should be provided in each new off-street parking facility in the Precinct.	Electric vehicle charging requirements are stipulated in the DCP.
Shared Parking Requirements	
a. Shared parking rates should be provided in accordance with the occupancy rates provided in Table 3.3.	This Planning Proposal includes provisions to encourage shared parking. This is further strengthened in the supporting DCP.
b. Shared parking is parking shared by more than one user, which allows parking facilities to be used more efficiently.	As above.
c. Parking requirements for non- residential uses may be shared and potentially reduced where it can be determined that the peak parking requirements occur at different times (either daily or seasonally). Parking rates for shared parking shall be calculated by applying the following occupancy rates to the maximum parking requirements for a proposed use.	As above.
Car Share and Ride Share Requirements	
a. On-site parking can be reduced at a rate of 5 parking spaces per 1 car share space where an active car-sharing program is made available to residents and/ or employees and where ride share or other organised carpooling initiatives are available on site.	Reductions in parking rates are redundant as no minimum car parking requirements are proposed.

<p>b. Additional car share should be provided at a rate of 1 space per 20 dwellings without parking and 1 space per 100 dwellings with parking.</p>	<p>Supporting controls are provided in Council's DCP amendments.</p>
<p>c. Car share will be located in publicly accessible sites, either on-street, in public parking stations or, if provided within a building it should be accessible to all car share members.</p>	<p>As above.</p>
<p>d. The following car share targets have been established for the Precinct:</p> <ul style="list-style-type: none"> i. 10% - 15% of residents by 2031 ii. 15% of residents by 2050. 	<p>As above.</p>
Decoupled Parking Requirements	
<p>a. Where appropriate, sites should be identified for spatially decoupled parking to reduce on-site parking and provide parking that can be transitioned to another use.</p>	<p>This Planning Proposal includes provisions to encourage decoupled parking. This is further strengthened in the supporting DCP amendments.</p>
<p>b. As an alternative to providing on-site parking, where a decoupled parking scheme provided by Council or a private operator is available and the parking spaces will be available to the development when required, developments may pay the decoupled parking operator a one-off set fee per parking space to finance the decoupled parking facility that can be used by both residents, visitors and employees of that development.</p>	<p>As above.</p>
<p>c. Decoupled parking should be unbundled or separated from dwellings and building ownership, where possible. For buildings with decoupled, unbundled parking, a parking rate reduction of 40% on maximum parking rates can be applied.</p>	<p>Reductions in parking rates are redundant as no minimum car parking requirements are proposed.</p>
<p>d. Decoupled parking should be located within walking distance of the following maximum distances with no requirement to cross a</p>	<p>Controls are incorporated in the supporting DCP amendments.</p>

<p>Movement Corridor as defined on the Street Function Plan.</p>	
<p>e. Decoupled parking will be transitioned to other uses when the following is met:</p> <ul style="list-style-type: none"> • major new public transport infrastructure is delivered to the community (e.g.: bus rapid transit, light rail or a major rail upgrade) • parking rates for the precinct are reduced to a more accessible parking classification • it is deemed by Council that the parking demand is no longer required. 	<p>As above.</p>
<p>f. Where appropriate, decoupled parking should be recommissioned to community facilities, including library, childcare and public open space ahead of private residential or commercial uses.</p>	<p>As above.</p>
<p>Parking and Access Design Requirements</p>	
<p>a. Driveway access from Parramatta Road is to be restricted. Site access should be planned from adjoining roads or laneways behind sites.</p>	<p>The urban design study encourages access to commercial uses fronting Parramatta Road via rear laneways and easements, where possible. Supporting controls are provided in Council's DCP amendments.</p>
<p>b. Where possible, driveway design should emphasise the pedestrian experience.</p>	<p>Proposed DCP controls strengthen these requirements.</p>
<p>c. Where possible, parking should be delivered as an asset that can be transitioned to another asset class in the future as car parking requirements are reduced.</p>	<p>This was investigated in Council's DCP, with accompanying guidelines provided.</p>
<p>d. Where possible, basement parking must not protrude above the level of the adjacent street or public domain.</p>	<p>DCP controls strengthen these requirements.</p>

e. For above ground parking, floor to ceiling heights should be a minimum of 3.1 metres to be able to be converted to residential or retail uses, or a minimum 4 metres for commercial uses.	As above.
f. Above grade parking should be screened from street frontages by active uses.	As above.
g. Basement car parking along Parramatta Road must not encroach into the Green Edge setback to ensure deep soil zones can be provided.	As above.
Bicycle Parking Requirements	
a. Bicycle parking is to be provided in accordance with the Table 3.4.	Bicycle parking requirements are provided in the supporting DCP amendments.
b. Bicycle parking should be located in secure but publicly accessible locations with provision made for public bike spaces in addition to those for building occupants.	As above.
c. End-of-trip facilities for non-residential developments should be provided in accordance with Table 3.5.	The Planning Proposal includes provisions to provide end-of-trip facilities for non-residential developments. These is further expanded in the supporting DCP amendments.
d. Where more than one shower/change cubicle is required, separate male and female facilities should be provided with sufficient flexibility incorporated into the design to modify the mix depending on the predominant users.	As above.
Section 3.9: Active Transport	
Active Transport Requirements	
a. Improve street network permeability across the Corridor, particularly for pedestrians and cyclists, by providing active transport routes where indicated on the precinct Plans.	The Planning Proposal includes provisions for new through-site links as part of redevelopment of Opportunity Sites. These links, alongside additional links to improve accessibility and permeability, are identified in the supporting DCP amendments. Efforts are required from the NSW Government

	to improve street network permeability across the corridor, including any public domain improvements.
b. Prioritise safe and direct links to rail stations, open spaces and community facilities.	As above.
c. Connect missing links, particularly in the regional network (existing or planned).	As above.
d. Separate bikes from cars, where possible.	This is aligned with Council's LSPS and controls are provided in the DCP amendments and Council's Public Domain Strategy.
e. Provide bike parking and innovative, high quality and well-designed end of trip facilities that promote multi-modal trips and the efficient use of existing public and private parking facilities.	Bike parking requirements are provided in the DCP amendments.
Section 3.10 Sustainability & Resilience	
1. High performance buildings	<p>The Planning Proposal includes enhanced requirements to facilitate the delivery of high performance buildings for new developments relying on FSR and HOB incentives. The performance targets will encourage new developments to integrate solar PV and recycled water systems into building design so that energy and water flows are captured, used and reused.</p> <p>The proposed energy and water targets are generally based on PRCUTS. However, PRCUTS targets are outdated given these were released in 2016 and latest policy work done by DPE on the Sustainable Buildings SEPP.</p> <p>Consequently, this proposal includes slightly advanced performance targets as relevant in the context of state policy updates and where it can be demonstrated that better outcomes would be achieved beyond PRCUTS. Further justification is provided at Appendix 9.</p>

<p>2. Reduced and decoupled strategic parking</p>	<p>Reduced, unbundled and decoupled car parking requirements are encouraged by this Planning Proposal. These are consistent with PRCUTS and further justified by the preliminary findings of the Parramatta Road Precinct-wide Traffic and Transport Study.</p>
<p>3. Urban resilience and infrastructure delivery</p>	<p>The Planning Proposal incorporates specific provisions relating to urban resilience including:</p> <ul style="list-style-type: none"> • Incorporation of green infrastructure to mitigate urban heat island effect • Tree canopy cover targets for R3 and E3 zones. <p>The principle of infrastructure delivery underpins this Planning Proposal's objectives and provisions.</p>
<p>Sustainability and Resilience Requirements</p>	
<p>a. Future development should seek to satisfy the requirements set out in Table 3.6</p>	<p>As above.</p>
<p>b. Future development should demonstrate consistency with the smart parking strategies and design principles outlined in Section 3.8 – Car Parking and Bicycle Parking.</p>	<p>As above.</p>
<p>c. Public domain and buildings shall be designed to reduce localised heat created by the urban heat island affect by:</p> <ol style="list-style-type: none"> i. maximising canopy cover on all streets that are designated as being Local, Places for People, or Vibrant on the Street Function Plans ii. targeting canopy cover of at least 60% over all pedestrian spaces (footpaths, trafficable pedestrian areas). iii. maximising the use of vegetation on buildings, including above ground parking facilities. Vegetation, green roofs, green walls, and materials with a high solar reflectance index are encouraged on at least 50% of the surfaces of all buildings. Western 	<p>The Planning Proposal includes the following provisions to reduce localised heat created by the urban heat island effect:</p> <ul style="list-style-type: none"> • Tree canopy and deep soil cover targets in the private domain for R3 and E3 zones. • Where sites are constrained (e.g. existing high-density mixed-use urban sites, existing high streets), consider alternative design solutions for greening. <p>Tree canopy cover target of at least 60% over all pedestrian spaces, footpaths and streets will be achieved through Council's Public Domain Strategy.</p>

and northern building facades should be particular areas of focus.	
d. Flow rates from the site should not be more than pre-development site discharge.	Controls are provided in the existing DCPs.
e. Stormwater run-off quality should seek to reduce annual loads of: <ul style="list-style-type: none"> • total Nitrogen by 45% • total Phosphorus by 65% • total suspended solids by 85% 	As above.
f. Develop design strategies and management measures to mitigate the impacts of climate change on key infrastructure and assets.	The Planning Proposal is aligned with this requirement and includes an objective to mitigate the impacts of climate change. DCP controls provide strategies and management measures to mitigate these impacts.

Built form Guidelines

Table 7: Consistency with P&DG Built form guidelines

Considerations	Comments
4.1 Block Configuration and Site Planning	
Block Configuration and Site Planning Requirements	
<p>a. Respond to the scale of surrounding buildings and definition of the street networks and public spaces.</p> <p>b. Protect and enhance the rich, distinctive and valued character of the Corridor, particularly those elements that contribute to a sense of place and identity.</p> <p>c. Arrange building forms (including heights and massing) to reinforce the future desired structure and character of the area as set out in the relevant precinct and Frame Area Guidelines.</p> <p>d. Ensure that buildings address the street, laneway, new through-site link or open space.</p> <p>e. Define street edges with low rise buildings or appropriately scaled podiums to create a pedestrian scale at street level. Sleeve larger buildings with finer grain active frontages to the street and public domain.</p>	<p>PRCUTS block configuration and site planning requirements have been considered thoroughly in undertaking the urban design study. These requirements have resulted in refinement of PRCUTS FSR and HOB recommendations to ensure that new development is responsive to the surrounding local area and contributes to a sense of place and identity.</p> <p>Noting that PRCUTS spans over 28km, some of its requirements in relation to proposed FSR and HOB are high-level. There are also numerous discrepancies such as mismatch of heights and FSRs, diagrams/maps and corresponding text.</p> <p>As such, PRCUTS' vision and objectives have been used as a guiding principle in Council's urban design study which has undertaken built form testing at a site-scale.</p> <p>These block configuration and site planning requirements are further expanded in the supporting DCP amendments.</p>

<ul style="list-style-type: none"> f. Provide appropriate building separation to protect privacy and solar access to private and public property. g. Emphasise building corners on key streets to signify key intersections and enhance public domain legibility. h. Consider possible future development on adjoining sites. 	
Section 4.2: Building Massing, Scale and Building Articulation	
Building Massing and Scale Requirements	
<ul style="list-style-type: none"> a. Relate building height to street width and intended character. b. Buildings, or their individual elements, should be appropriately scaled to address and define the surrounding character. c. Reduce heights, increase setbacks or provide appropriate transitions to heritage buildings and places or sensitive uses. d. Changes in scale should be explored to create interest and enhance the relationship with the public domain. e. The GFA is to be no more than 75% of the building envelope. f. Floor plates above 8 storeys should be limited to 750m² GFA to create slender tower forms. g. The maximum building length should not exceed 60m. h. The maximum tower length should not exceed 45 metres and is to be considered in conjunction with tower floor plate controls. i. Identify and express street frontage heights with an upper level tower to create an appropriate street scale, sky views, and minimise wind down draft. 	<p>As above.</p> <p>In relation to 4.2 f., it is noted that Norton Plaza Opportunity site is the only site where the proposed building may be over 8 storeys. Any future development on this site is to be consistent with the SEPP65 Apartment Design Guidelines and relevant SEPP requirements.</p>

Building Articulation Principles	
<ul style="list-style-type: none"> a. Apply the relevant building articulation principles illustrated in Figures 4.2 - 4.7, based on location. b. The maximum wall length without articulation is 45m. c. Articulate building facades in plan and elevation to reduce the appearance of building bulk and to express the elements of the building's architecture. d. Interpret and respond to the positive attributes of a precinct or Frame Area by incorporating dominant patterns, textures and compositions into the built form. e. Provide a sense of address and visual interest from the street through the use of insets and projections that create interest and, where relevant, the appearance of finer grain buildings, however, avoid recesses that undermine the safety of the public domain. f. Integrate ventilation louvres and car park entry doors into facade designs where located on street frontages. Buildings on corners should address both streets. 	<p>These principles have been reviewed through the urban design study and are incorporated in the DCP amendments.</p>
Section 4.3: Setbacks and Street Frontage Heights	
Setbacks and Street Frontage Height Requirements	
<ul style="list-style-type: none"> a. Provide building setbacks and street frontage heights in accordance with Table 4.1. b. Reinforce street edges that contribute to the character of a historic or heritage conservation area. c. Design setbacks that will contribute positively to the pedestrian environment at street level. d. Retail shop fronts should reinforce the streetscape edge and integrate with footpath activity through transparent store front activity, where possible. 	<p>The setbacks and street frontage requirements have been reviewed through the urban design study.</p> <p>Revised requirements are included in Council's supporting DCP amendments.</p> <p>Variations to PRCUTS setbacks and street frontage requirements are sought to achieve positive design outcomes as demonstrated in the urban design study.</p>

Section 4.4: Transition Zones and Sensitive Interfaces

Transition Zone and Sensitive Interface Requirements

<p>a. Implement the transitions and sensitive interfaces in accordance with the Guidelines for individual Precincts and Frame Areas illustrated in Figures 4.8 - 4.13.</p> <p>b. Encourage the gradual stepping up of the built form at the interface of existing low-rise development and proposed higher rise development.</p> <p>c. Encourage new development that is sensitive and complementary in scale and site location to surrounding properties of identified heritage and/or streetscape value, and which contributes positively to the desired character of the street or area concerned.</p>	<p>In response to these requirements, the urban design study has recommended variations to PRCUTS building envelope controls (incl. density and building heights).</p> <p>This is particularly relevant to achieve 4.4b and 4.4c.</p>
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Section 4.5: Building Typologies

Residential Building Requirements

<p>a. Locate residential uses in accordance with the precinct Plans.</p> <p>b. Provide a minimum floor to floor height of 3.1 metres.</p> <p>c. Ensure ground floor dwellings have a primary street address or are oriented to the public domain and have clear legible entries.</p> <p>d. Comply with the Apartment Design Guide (if relevant).</p>	<p>The Planning Proposal and supporting urban design study are aligned with these requirements.</p> <p>In addition, two E3 zoned sites are identified in Kings Bay/Croydon to introduce residential uses above ground floor. These sites have been strategically selected to capitalise on the proximity to proposed Sydney Metro Five Dock Station.</p> <p>Note the minimum floor to floor height has been increased to 3.2m to reflect changes to the NCC 2023. This has resulted in changes to the HOB.</p>
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Commercial Building Requirements

<p>a. Locate commercial uses in accordance with the precinct Plans.</p>	<p>The Planning Proposal is aligned with this requirement.</p>
<p>b. Provide a minimum floor to floor height of 4.0 metres.</p>	<p>The supporting DCP includes provisions for increased floor to floor heights in employment areas.</p> <ul style="list-style-type: none"> • E1 Local Centre zoned sites in the Leichhardt precinct along Norton Street to include 5m floor to floor heights on the ground level and 4m on the second floor to be flexible for future adaptive reuse.

	<ul style="list-style-type: none"> E1 Local Centre zoned sites in the Leichhardt precinct within a HCA area retain existing floor to floor heights. Kings Bay/Croydon precinct E3 Productivity Support zoned sites include the provision of 5m floor to floor heights for the ground floor. <p>This adjustment has resulted in refinement of PRCUTS HOB controls.</p>
c. Provide legible entry/ lobby areas accessed from a public street and address streets to provide surveillance to increase safety and activation of streets.	Supporting controls are included in Council's DCP amendments.
d. Ground floor tenancies and building entry lobbies are to have entries and ground floor levels at the same level as the adjacent footpath or public domain.	As above.
Mixed Use Building Requirements	
a. Provide a range of appropriately sized and configured tenancies that meet commercial or market needs.	<p>This is in line with Council's economic feasibility and urban design study recommendations.</p> <p>This requirement has resulted in variations to proposed building heights especially in Leichhardt precinct.</p> <p>Higher floor to floor heights are proposed on ground and first floor level on E1 zoned land:</p> <ul style="list-style-type: none"> 5m on ground level for employment uses 4m on first floor for residential uses to transition into employment uses as the market demand grows.
b. Incorporate non-retail uses such as supermarkets, gymnasiums, child-care centres, community facilities and medical suites that service the local residential and worker population.	The land uses permitted under the existing and proposed zoning would assist in meeting this requirement.
c. Ensure the location of ground floor uses either activates or provides surveillance to the public domain.	The Planning Proposal includes active frontage provisions to facilitate public domain activation and provide surveillance.
d. Create clear legible entries for each use.	This is incorporated in the supporting DCP amendments.

Industrial and Employment Building Requirements	
a. Locate office components on main road frontages	As above.
b. Use high quality materials and an appropriate colour palette where buildings are visible from the public domain and to add visual interest	The Planning Proposal includes provisions requiring use of complementary high-quality building materials and finishes.
c. Locate service entries and loading on secondary streets	This is incorporated in the supporting DCP amendments.
d. Provide landscape setbacks on primary streets.	The site-specific provisions of the Planning Proposal require a 1.5m landscaped setback to Parramatta Road for Kings Bay/Croydon Opportunity Sites . For the remaining Kings Bay/Croydon E3 zoned land, this is required through the supporting built form controls in the DCP.
Section 4.6: Active and Commercial Frontages	
Active and Commercial Frontage Requirements	
<p>a. Locate Active Frontages and Commercial Frontage on streets and fronting open space, urban plaza and public domain generally in accordance with the Guidelines for the relevant precinct and Frame Area.</p> <p>b. Create a fine grain of Active and Commercial Frontages to ensure an integrated street edge and reduce building massing.</p> <p>c. Encourage ground floor activities to spill out into the public domain to create a vibrant streetscape and promote a sense of community</p> <p>d. Screen large retail tenancies by smaller tenancies for greater street activation and retail variety where appropriate.</p> <p>e. Provide clearly defined and visible building entries which directly address the street</p> <p>f. Provide awnings or colonnades for weather protection and shade along active frontages.</p>	<p>PRCUTS requirements for active frontages are included in this Planning Proposal and in the supporting DCP.</p> <p>Reference to commercial frontages is excluded as both active and commercial frontages intend to achieve the same objectives in relation to activity and passive surveillance.</p>

Section 4.7: Building Entries and Fencing	
Building Entry and Fencing Requirements	
<ul style="list-style-type: none"> a. Accentuate building entries through signage, street numbers and landscaping. b. Achieve a fine grain of entries along streets to reinforce activation, movement in and out of buildings, and for multiple 'eyes on the street'. c. Ground floor dwellings should be accessed from the street, where possible. d. Avoid car parking entries and loading docks on main streets. The location and widths of any services, infrastructure and car park entries on Active Frontages must be minimised. e. Where possible, use low level, transparent or partially open fencing is proposed. f. Front fencing should respect existing character or contribute to the future desired character. 	<p>Controls are incorporated in the supporting DCP amendments to ensure compliance with building entry and fencing requirements.</p>
Section 4.8: Amenity	
View Requirements	
<ul style="list-style-type: none"> a. Protect significant views to and from public places b. Configure built form to enhance or frame views to significant places or elements, or support legibility of the area. c. Buildings should not impede key views from the public domain to important public places, parks, heritage buildings and monuments. 	<p>The urban design study is generally consistent with the PRCUTS view requirements.</p> <p>The urban design study guided controls relating to view requirements in the supporting DCP.</p>
Shadowing and Solar Access Requirements	
<ul style="list-style-type: none"> a. Orientate taller elements north-south to minimise overshadowing. 	<p>The Planning Proposal is informed by site-specific testing as detailed in the urban design study including shadowing and solar access analysis to ensure built form outcomes are consistent with PRCUTS and best practice.</p> <p>These requirements are incorporated into the Council's DCP.</p>
<ul style="list-style-type: none"> b. Manage height of east-west buildings to allow solar access to courtyard spaces and adjoining open space and roads. 	

c. Maximise direct solar access to adjoining properties.	
d. Minimise shadowing of public and private open space.	
Visual and Acoustic Amenity Requirements	
a. Orient and design development to optimise visual and acoustic privacy between buildings.	The Urban Design Study is generally consistent with the PRCUTS visual and acoustic amenity requirements.
b. Configure and landscape internal courtyards to optimise visual privacy whilst also allowing passive surveillance opportunities.	Council has undertaken an acoustic assessment for Leichhardt precinct in Appendix 7. Specific visual and acoustic amenity objectives and controls are incorporated in the supporting DCP.
c. Attenuate noise impacts between residential and non-residential components of mixed-use development.	
d. Employ design measures to minimize loss of privacy.	
Air and Noise Quality Requirements	
a. Development on busy roads (an annual average daily traffic volume of more than 40,000 vehicles) is to consider the provisions of the State Environmental Planning Policy Transport and Infrastructure 2021 and Development Near Rail Corridors and Busy Roads Interim Guidelines.	This Planning Proposal does not hinder the provisions of this SEPP. Consistency with SEPP Transport and Infrastructure 2021 will be demonstrated at the DA stage.
b. Internal habitable rooms of dwellings are to be designed to achieve internal noise levels of no greater than 50dBA.	Controls are provided in the supporting DCP amendments.
c. Adopt the planning and design approaches and architectural treatments outlined in Figure 4.14 - 4.21 to minimise noise and air quality impacts from abutting busy roads, rail corridors and other noise-generating land uses.	As above.
d. Consider the Indicative Floor Plans at Appendix A when designing development on busy roads.	As above.

Section 4.9: Accessibility, Safety and Security	
A. Accessibility Requirements	
a. Ensure that public buildings and spaces are designed to be universally accessible.	The Planning Proposal and supporting DCP ensure all public buildings and places maximise accessibility for all users.
b. Incorporate accessibility into the design of new buildings, public spaces and the public domain.	As above.
c. Incorporate solutions which lead to an improvement in accessibility and freedom of choice offered to the user.	As above.
d. Accommodate a wide range of ancillary aids and support interactive usage through open space and public domain.	As above.
e. Consider changing lifestyles and changing use of space.	As above.
f. Incorporate adaptable dwelling opportunities to cater for occupants with a disability.	Residential apartments will meet the requirements of the Apartment Design Guide including provision of liveable dwellings.
B. Safety and Security Requirements	
a. Ensure the design for new public spaces, streets and new development minimises crime and supports community safety by applying Crime Prevention Through Environmental Design.	The Planning Proposal and supporting DCP implement objectives and controls to maximise safety and security through design, active frontages, built form, and public domain works.
b. (CPTED)'s Safer by Design Guidelines.	As above.
c. Encourage passive surveillance of streets and other public places.	As above.
d. Ensure ground floor uses to buildings edging public space are predominantly active.	As above.
e. Minimise opportunities for concealment or entrapment by removing or illuminating alcoves or designing alcoves with splayed edges.	As above.
f. Maintain unobstructed sightlines between and around buildings	As above.

wherever possible.	
g. Remove or redesign any physical features that are known to compromise safety and security.	As above.
h. Improve the quality of lighting in streets, parks and other public spaces.	As above.
i. Create landscapes and physical locations that channel and group pedestrians into target areas	As above and in addition, the location of pedestrian plazas and through-site links are used to enhance active transport and connect vibrant areas.
Section 4.10: Signage and Advertising	
Signage and Advertising Requirements	
a. Signage is to comply with the requirements of former <i>State Environmental Planning Policy No 64- Advertising and Signage</i> .	This Planning Proposal does not hinder the provisions of this former SEPP or its replacement State Environmental Planning Policy (Industry and Employment) 2021.
b. Encourage quality signage that contributes positively to the streetscape and creates a sense of place. Advertising signs should complement the design of buildings and the overall character of streets and Precincts and Frame Areas.	The former SEPP is further supported by objectives and controls within the Inner West LEP and DCP to deliver outcomes for specific locations of the Planning Proposal.
c. The main facades of buildings from the first floor to the rooftop or parapet are to be uncluttered and generally free of signage.	As above.
d. Freestanding signs are not to be located on the top of buildings and should not impact on the skyline when viewed from the street.	As above.
e. Provide appropriate directional, informational and regulatory signage.	As above.
f. Signage must relate to an approved use on the property/site.	As above.
g. Incorporate clear signage for access and egress around public transport and public places.	As above.
h. Signs painted on or applied to the roof of a building are not permitted.	As above.

<p>i. Despite any other requirements, existing signs that have heritage value must be retained where appropriate, preferably in their original location, or adaptively reused.</p>	<p>As above.</p>
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Leichhardt Precinct Guidelines

Table 8: Consistency with P&DG Leichhardt Precinct Guidelines

Considerations	Comments
Section 11.4: Future Character and Identity (Vision)	
<p>Capitalising on the improved, high-capacity public transport connections along Parramatta Road to the CBD.</p>	<p>Subject to the NSW Government's decision to deliver a high-capacity public transport connection.</p> <p>This Planning Proposal is Stage 1 of Council's implementation of the PRCUTS, and within the Leichhardt precinct, focuses on Norton Street and its immediate connection with Parramatta Road that is serviced by a variety of bus routes.</p>
<p>Revitalising Norton Street and key sites along Parramatta Road through appropriate intensification of residential and retail uses which are essential to creating a critical mass.</p>	<p>The proposed population, dwellings and job growth in the Leichhardt precinct will support the revitalisation of Norton Street.</p>
<p>Reinforcing the significant elements of the eight (8) local character areas recognised in the Parramatta Road Corridor Fine Grain Study, September 2016.</p>	<p>This Planning Proposal supports the significant elements of five of the eight-character areas being:</p> <ul style="list-style-type: none"> • 2 - Norton Street - east side • 4 - Balmain Road - west side • 6 - Crystal Street • 7 - Dot Lane between Norton and Balmain Road • 8 - Junction of Parramatta Road and Norton Street. <p>Council's draft DCP amendments provide guidance on the significant elements of the local character areas.</p>
<p>For each character area, implementing the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016.</p>	<p>Outcomes for each character area have been further informed by a detailed urban design study.</p>

Maximising east-west connections to improve permeability and create new laneway experiences and connections by incentivising development in appropriate locations.	Consistent, specifically in relation to character area 2 and 4 where a formalised public link is proposed.
Providing new areas of public open space within the Precinct.	As above.
Providing activated streetscapes and improved public domain particularly on north-south streets to create new 'green fingers'.	Consistent with overall precinct Planning. Will be progressed through redevelopment or as public domain works by Council.
Enhancing links to Petersham Station by focussing on north-south connectivity across Parramatta Road and along Railway Street.	This Planning Proposal includes the Crystal Street character area but does not dissuade connection to Petersham Station.
Reducing parking rates across the precinct to capitalise on the strong public transport along Parramatta Road.	PRCUTS car parking rates are included in this Planning Proposal's provisions.
Incorporating car parking into future development to unlock existing car parks and repurposing them for open space.	Consistent and implemented through the rezoning of existing car park at 2 Hay Street, Leichhardt to RE1 Public Recreation.
Proposed Growth Projections	See detailed analysis below.

PRCUTS has projections for 1100 new homes by 2050 and 3250 new jobs by 2050 in the Leichhardt precinct. These projections are flawed as the corresponding assumptions for average apartment size or workspace ratio are inconsistent (See table below).

	Dwellings		Jobs	
	BY 2023	BY 2050	BY 2023	BY 2050
ADDITIONAL GFA(SQM)	121,000	234,500	71,000	185,000
DWELLINGS/ JOBS	880	1,100	3,250	3,602
Corresponding PRCUTS average apartment size or workspace ratio (sqm)	138	213	21.8	51

PRCUTS assumptions for average unit size and workspace ratios appear to be remarkably different for the years to 2023 and those to 2050. It is also noted that these assumptions appear to be quite different to PRCUTS assumptions for the Camperdown and Taverners Hill precincts.

The job projections are of particular concern as an additional employment GFA of 114,000 sqm is forecast between the years 2023 and 2050, which does not correspond with the projected job growth of only 352 jobs in that period. Such a land use scenario would potentially result in a highly unlikely workspace ratio of 342 sqm per employee.

Overall, according to PRCUTS, projected retail and commercial job growth for the Leichhardt and Taverners Hill precincts seems to be higher than that for the Camperdown precinct where the PRCUTS recommendations should lead to higher levels of employment in the health and education sectors.

Council and DPE have worked together to recalibrate the dwelling projections based on PRCUTS recommended controls. The below table provides the agreed corrected PRCUTS projections. The relevant statistical work was initially undertaken by DPE's Employment, Land-use and Population Analytics team. This was then supplemented and updated by the June 2021 SGS Economics and Planning peer review of the land use projections for Parramatta Road Precinct-wide Traffic and Transport Study by DPE.

	PRCUTS Corrected (P1)	PRCUTS original (P) (for comparison)	Difference (P) – (P1) PRCUTS Underestimate	% difference PRCUTS Underestimate
Additional dwellings by 2050	2,366	1,100	-1,266	-115%
Additional population by 2050	4,048	2,160	-1,888	-87%

The table above illustrates how PRCUTS has significantly underestimated its dwelling and population projections by 115%. The table below is Council's estimate of the likely number of jobs that would be generated by PRCUTS. These are based on SGS employee/floorspace ratios.

	PRCUTS Corrected (P1)	PRCUTS original (P) (for comparison)	Difference (P) – (P1) PRCUTS overestimate	% difference PRCUTS overestimate
Additional jobs by 2050	759	3,602	+2,843	+374%

The table above shows that PRCUTS recommended land-use zoning and FSRs would result in 2843 fewer jobs by 2050 compared to original PRCUTS job projections for Leichhardt precinct.

Overall, these corrected projections demonstrate that the errors in the original PRCUTS projections are so substantial that these cannot be relied upon.

Council has worked closely with its urban design and economic consultants to determine more accurate additional dwelling and jobs projections that would flow from the uplift in planning controls put forward in this Planning Proposal. The proposed yield estimates for Leichhardt are shown below:

Additional	Stage 1 LEP
Population	1343
Dwellings	707
Jobs	1378

Proposed Indicative Land use mix

This Planning Proposal is Stage 1 of the delivery of PRCUTS for the Leichhardt precinct and aims to deliver the following GFA:

Commercial:

- Current – 12,324m²
- Proposed – 42,628m²
- Uplift of – 30,304m²

Residential:

- Current – 74,976m²
- Proposed -128,312m²
- Uplift - 53,337m²

Section 11.5: Open Space, Linkages and Connections and Public Domain	
Open space requirements	
a. Convert the northern end of Petersham Street into a new 300m ² pocket park.	This has been implemented through the Parramatta Road Public Domain Urban Amenity Improvement Plan (UAIP). See Appendix 12.
b. Provide a new urban plaza or park midway along Norton Street.	Consistent. This is a key public domain component for redevelopment of Norton Street Plaza.
c. Provide a new public open space area in the eastern Frame Area that connects Hay Street, Dot Lane and Balmain Road by repurposing existing at grade car parks.	Consistent. See previous comment regarding at grade car park on Hay Street. A cycle link will be created through Dot Lane by the Parramatta Road UAIP.
d. Wherever possible, provide a series of connected open spaces through future development to achieve a diverse sequence of open spaces, uses and active frontages.	Consistent.
e. Rethink the design and security arrangements of Leichhardt Public School to allow the school playground to be used publicly after school hours (whilst maintaining school security requirements during school hours).	Department of Education are the lead delivery agent.
Linkage and Connection Requirements	
a. Create new green lungs on north-south oriented streets that are perpendicular to Parramatta Road.	Consistent with overall precinct Planning. Will be progressed through redevelopment or as public domain works by Council.
b. Break up long blocks and provide new laneways to create a network of high-quality pedestrian prioritised links.	As above.
c. Provide new walking and cycling connections between Norton Street and Balmain Road and on Dot Lane to connect Renwick Street and Albion Street.	Consistent. The Dot Lane cycle link has been partially delivered through the Parramatta Road UAIP and the remainder is reliant on the redevelopment of properties.

<p>d. Upgrade the following walking and cycling links:</p> <ul style="list-style-type: none"> i. Norton Street between Parramatta Road and Marion Street. ii. Parramatta Road between Renwick Street and Catherine Street. iii. the existing north-south links on Renwick Street and Railway Street. 	<p>Consistent. As above.</p>
<p>e. Provide new strategic cycle links on Dot Lane and across Parramatta Road to connect Railway Street.</p>	<p>The Dot Lane cycle link will be created through the Parramatta Road UAIP and redevelopment of properties.</p>
<p>Public Domain Requirements</p>	
<p>a. Refer to Corridor wide Guidelines at Section 3.</p>	<p>See previous comments.</p>
<p>b. Street trees along should be protected and enhanced.</p>	<p>Consistent.</p>
<p>Section 11.6 Street Function and Precinct Transport</p>	
<p>Precinct Transport Requirements</p>	
<p>a. Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.</p>	<p>TfNSW is the lead delivery agent. Parramatta Road Precinct-wide Traffic and Transport Study completed.</p>
<p>b. Refer to additional Corridor-wide Guidelines at Section 3.</p>	<p>See previous comments.</p>
<p>11.7 Fine Grain</p>	
<p>Fine Grain Requirements</p>	
<p>a. Demonstrate consistency with the objectives and key guidelines for the relevant character area as set out in the Parramatta Road Corridor Fine Grain Study, September 2016. Character areas are shown in Figure 11.12.</p>	<p>See previous comments.</p>

11.8 Green Edge Setbacks, Transitions and Activity and Commercial Zones	
Setback and Transition Requirements	
a. Maintain and reinforce a zero-lot setback to Parramatta Road. A zero-lot setback is not required where an Indicative Zone for Rapid Transit is identified.	Generally consistent - setback on all frontages, street wall heights and additional setback between development were informed by detailed site-specific urban design testing.
b. Demonstrate consistency with the typical section for Parramatta Road illustrated in Figure 11.13.	Generally consistent – as above.
c. Reinstate the zero-lot setback to Norton Street through all new development. Setbacks should only be provided to accommodate new open space or plazas as required by Section 11.5.	Generally consistent – as above. Setback and transition requirements are incorporated in the supporting DCP amendments.
d. Upper level setbacks may be provided on deep blocks on the eastern side of North Street so long as the predominant 2-3 storey street wall is preserved.	Consistent.
e. Provide setbacks consistent with Section 4 of the Guidelines in all other areas of the precinct and Frame Area.	Generally consistent – see previous comments.
f. Provide a built form transition consistent with Figure 11.14 to new open space on Norton Street and Hay Street to ensure that at least 50% of the open space will receive a minimum of 3 hour direct solar access between 11am and 3pm on 21 June.	Generally consistent – as above.
g. Provide a built form transition consistent with Figure 11.15 to existing built form.	Consistent.
Active Zone Requirements	
a. Active Frontages are to be provided in the locations illustrated in Figure 11.13.	The Planning Proposal includes active street frontage provisions – consistent with PRCUTS.
b. New Through Site Links and Prioritised Pedestrian Links should be lined with Active Frontages.	Consistent.

c. An Active Frontage may only be replaced by the addition of new public open space, urban plaza or addition of new east-west connections.	Consistent.
d. The ground level of development along the full length of Parramatta Road must be a non-residential use.	Consistent.
e. Active Frontages provided along Parramatta Road, Norton Street, Crystal Street and Balmain Road must also consider the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016.	Consistent.
f. The ground floor level of Active and Commercial Frontages is to match the street level.	Generally consistent. Term 'commercial frontage' not used within the Planning Proposal.
g. Provide consistent paving, street furniture, signage, planting and lighting along Active Frontages.	Consistent as it applies to this Planning Proposal. Detailed Public Domain Guidelines are informed via the Public Domain Strategy and enforced through the supporting DCP.
Section 11.9 Consistency with Recommended Planning Controls	
a. Land zoning b. Building Height c. Densities	Generally consistent. The Planning Proposal's land zoning, building heights and densities have been further informed by detailed site-specific urban design testing. Any variations to PRCUTS recommended Planning Controls is explained and justified in Architectus' Urban Design Study at Appendix 2a.

Taverners Hill Precinct Guidelines

Table 9: Consistency with P&DG Taverners Hill Precinct Guidelines

Considerations	Comments
Section 10.4: Future Character and Identity (Vision)	
Positioning Taverners Hill as a transit-oriented development to capitalise on the existing rail service provision and the rapid transit network along Parramatta Road.	Subject to the NSW Government's decision to deliver a high-capacity public transport connection. This Planning Proposal is Stage 1 of Council's implementation of the PRCUTS and within Taverners Hill includes land in proximity to Lewisham Station and Taverners Hill Light Rail Station.
Encouraging appropriately scaled residential uses and a mix of employment and non-residential uses and a variety of creative industries.	Generally consistent. Stage 1 locations are predominantly residential and encourage diversification of existing housing stock.
Retaining the heritage and fine grain industrial character and appropriately transitioning new, higher-density development to existing areas and conservation areas.	The Planning Proposal's FSR/HOB incentive mechanism will assist in achieving this vision.
Providing clearly defined, high quality and safe pedestrian and cycling linkages to both light and heavy rail stations and across Parramatta Road.	Guidance is delivered via Council's Bike Strategy and Public Domain Strategy.
Enhancing access to open space areas to the north, the GreenWay as well as Leichhardt (Norton Street) in the east.	As above.
Creating pockets for urban spaces and high pedestrian activity by introducing new laneways and pedestrian prioritised linkages which enhance permeability, provide activated streetscapes, and link new developments, key uses and activities across the Precinct.	As above.
Completing missing links along the GreenWay at Parramatta Road and Longport Street.	GreenWay Missing Links Project is underway. Note Longport Street is outside PRCUTS boundaries.

Designing for the impact of major through-traffic roads.	Efforts are required by State Government to implement traffic calming measures along major thorough-traffic roads such as Old Canterbury Road and Parramatta Road in Taverners Hill precinct. Consistency with the Transport and Infrastructure SEPP 2021 and Development near rail corridors and busy roads - interim guideline will be required at the DA stage.
Addressing aircraft noise.	Consistent. Taverners Hill precinct is impacted by ANEF 15.
Proposed Growth Projections	See detailed analysis below.

PRCUTS has projections for 1300 new homes by 2050 and 4100 new jobs by 2050 in the Taverners Hill precinct by 2050. These projections are flawed as the corresponding assumptions for average apartment size or workspace ratio are inconsistent (See table below).

	Dwellings		Jobs	
	BY 2023	BY 2050	BY 2023	BY 2050
ADDITIONAL GFA(SQM)	47,000	217,000	35,000	385,000
DWELLINGS/ JOBS	451	1350	3720	4110
Corresponding PRCUTS average apartment size or workspace ratio (sqm)	104	161	9	94

Like Leichhardt above, PRCUTS assumptions for average unit size and workspace ratios appear to be remarkably different for the years to 2023 and those to 2050.

PRCUTS envisages an additional employment GFA of 350,000 sqm between 2023 and 2050 but a corresponding increase of only 390 jobs in the same period. This would mean an average workspace ratio of 897 sqm per employee which is extremely unlikely.

Council and DPE have worked together to recalibrate the dwelling projections based on PRCUTS recommended controls. The below table provides the agreed corrected PRCUTS projections. The relevant statistical work was initially undertaken by DPE's Employment, Land-use and Population Analytics team. This was then supplemented and updated by the June 2021 SGS Economics and Planning peer review of the land use projections for Parramatta Road Precinct-wide Traffic and Transport Study by DPE.

	PRCUTS Corrected (P1)	PRCUTS original (P) (for comparison)	Difference (P) – (P1) PRCUTS Underestimate	% difference PRCUTS Underestimate
Additional dwellings by 2050	2,690	1,350	-1,340	-99%
Additional population by 2050	4,391	3,265	-1,126	-34%

The table above illustrates how PRCUTS has significantly underestimated its projections by approximately 100%. The table below is Council's estimate of the likely number of jobs that would be generated by PRCUTS. These are based on SGS employee/floorspace ratios.

	PRCUTS Corrected (P1)	PRCUTS original (P) (for comparison)	Difference (P) – (P1) PRCUTS overestimate	% difference PRCUTS overestimate
Additional jobs by 2050	351	4110	+3759	+1070%

The table shows that PRCUTS recommended land-use zoning and FSRs would result in 3759 fewer jobs by 2050 compared to original PRCUTS job projections for Taverners Hill precinct.

Overall, these corrected projections demonstrate that the errors in the original PRCUTS projections are so substantial that these cannot be relied upon.

Council has worked closely with its urban design and economic consultants to determine more accurate additional dwelling and jobs projections that would flow from the uplift in planning controls put forward in this Planning Proposal. The proposed yield estimates for Taverners Hill are shown below. Note this Planning Proposal does not include any employment lands and therefore, there is no change to number of existing jobs.

Additional	Stage 1 LEP 2A
Population	786
Dwellings	393

Proposed Indicative Land use mix	<p>This Planning Proposal is focused on residential areas for the Taverners Hill precinct and aims to deliver the following GFA:</p> <p>Residential:</p> <ul style="list-style-type: none"> • Current – 22,873m² • Proposed – 44,708m² • Uplift – 21,836m²
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Section 10.5: Open Space, Linkages and Connections and Public Domain

Open space requirements

a. Provide a new urban plaza or park midway along Tebbutt Street to Flood Street.	<p>The link between Upward Street and George Street has already been delivered through the redevelopment of Kolotex and Labelcraft sites.</p> <p>Links between Tebbutt Street and Upward Street, and George Street and Flood Street are outside the study area of this Planning Proposal. These will be investigated and implemented through future works.</p>
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b. Wherever possible, provide a series of connected open spaces through future development to achieve a diverse sequence of open spaces, uses and active frontages.	Generally consistent – although mostly falls outside the Planning Proposal boundary.
c. Rethink the design and security arrangements of Kegworth Public School to allow the school playground to be used publicly after school hours (whilst maintaining school security requirements during school hours).	Department of Education are the lead delivery agent.
d. Promote roof top communal open space.	This is incorporated in the supporting DCP.
Linkage and Connection Requirements	
a. Create new green lungs on north-south oriented streets that are perpendicular to Parramatta Road.	Consistent with overall precinct Planning. Will be progressed via redevelopment or public domain works by Council.
b. Provide a new east-west link on Nestor Lane to connect Carrington Street, Old Canterbury Road and Brown Street and improve east-west access to the GreenWay.	The east-west link along Nestor Lane will not be pursued as it is impractical to be delivered. Extending Nestor Lane west to the edge of the precinct to link to Greenway would lead into an embankment along Brown Street due to difference in ground level.
c. Break up long blocks between Tebbutt Street and George Street to provide high quality pedestrian-prioritised links that improve permeability and create a connected network of open spaces, linkages and connections.	Council's Flood Engineers have requested for this connection to be moved south of what is proposed in PRCUTS to accommodate an overland flowpath with a new stormwater connection/culvert underground to manage the flooding impacts. This link is outside the scope of the current Planning Proposal and will be dealt through future works.
d. Prioritise Lords Road, Tebbutt Street north of Parramatta Road and Carrington Street for pedestrians.	To be achieved via Council's Public Domain Planning.
e. Strengthen the distinct laneway character of George Street and Upward Street, while also improving safety and amenity.	This has already been delivered partially through the redevelopment of Kolotex and Labelcraft sites.
f. Promote Flood Street as the one of the primary pedestrian and cycle connections, between Petersham Park and Lewisham Station to the south, and MarketPlace Leichhardt to the north.	Flood Street is outside the scope of this Planning Proposal. Improvements to public domain will be achieved through Council's Public Domain Planning.

g. Improve the pedestrian amenity on Parramatta Road to achieve a high pedestrian activity area.	Parramatta Road is a State Classified Road. Efforts are required from TfNSW to achieve this vision.
Public Domain Requirements	
a. Refer to Corridor wide Guidelines at Section 3.	See previous comments.
b. Street trees along should be protected and enhanced.	See previous comments.
Section 10.6 Street Function and Precinct Transport	
Precinct Transport Requirements	
a. Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.	TfNSW is the lead delivery agent. Parramatta Road Precinct-wide Traffic and Transport Study is currently underway.
b. Refer to additional Corridor-wide Guidelines at Section 3.	See previous comments.
10.7 Fine Grain	
Fine Grain Requirements	
a. Demonstrate consistency with the objectives and key guidelines for the relevant character area as set out in the Parramatta Road Corridor Fine Grain Study, September 2016. Character areas are shown in Figure 10.12.	<p>This Planning Proposal supports the significant elements of three of the eight-character areas being:</p> <ul style="list-style-type: none"> • 3 – Lewisham North • 4 – Kegworth School • 5 – George Street <p>Council's DCP amendments expand on the significant elements of the local character areas.</p>
10.8 Green Edge Setbacks, Transitions and Activity and Commercial Zones	
Setback and Transition Requirements	
a. Green Edge setbacks are to be provided in the locations illustrated in Figure 10.13.	There are no sites with Green Edge setbacks in this Planning Proposal.
b. Maintain and reinforce a zero-lot setback to Parramatta Road east of Hawthorne Canal. A zero-lot setback is not required where an Indicative Zone for Rapid Transit is identified.	The Planning Proposal area excludes sites along Parramatta Road.
c. Demonstrate consistency with the typical section for Parramatta Road illustrated in Figure 10.16.	As above.

d. Reinstate the zero-lot setback to Tebbutt Street through all new development. Setbacks should only be provided at the intersection of Tebbutt Street and Parramatta Road to amplify the prominence of Precincts entry.	Generally consistent for the area of Tebbutt Street affected by the Planning Proposal. Setbacks have been further informed by detailed site-specific urban design testing.
e. Upper level setbacks may be provided on deep blocks on Parramatta Road, Tebbutt Street and elsewhere throughout the precinct so long as the predominant 2-3 storey street wall is preserved in the location identified by the Parramatta Road Corridor Fine Grain Study, September 2016.	Generally consistent. As above.
f. Provide setbacks consistent with Section 4 of the Guidelines in all other areas of the precinct and Frame Area.	Generally consistent. Detailed built form controls (incl. setbacks, transitions and street frontages) incorporated in the supporting DCP.
g. Provide a built form transition consistent with Figure 10.14 to edge of Precinct.	As above.
h. Provide a built form transition consistent with Figure 10.15 to heritage items and heritage conservation areas.	As above.
Active Zone Requirements	
a. Active Frontages are to be provided in the locations illustrated in Figure 10.13.	Inconsistent. Figure 10.13 identifies active frontages along eastern edge of Tebbutt Street. PRCUTS and further urban design testing in this location has identified R3 Medium Density Residential with residential flat buildings as the preferred land use. Residential development will facilitate the objectives of active frontages through passive surveillance but do not meet the 'active frontage' definition as being primarily retail as described in the PRC P&DG.
b. At least the ground floor level of development along the full length of Parramatta Road must be provided as a non-residential use.	This location is not included in the Planning Proposal.

<p>c. New Through Site Links and Prioritised Pedestrian Links should be lined with Active Frontages.</p>	<p>No new through site links are proposed in Taverners Hill precinct as part of this Planning Proposal.</p> <p>Proposed residential development along Tebbutt Street will provide passive surveillance to complement the vision of the prioritised pedestrian link.</p>
<p>d. An Active Frontage may only be replaced by the addition of new public open space, urban plaza or addition of new east-west connections.</p>	<p>See above.</p>
<p>e. Active and Commercial Frontages must also consider the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016.</p>	<p>See above.</p>
<p>f. The ground floor level of Active and Commercial Frontages is to match the street level.</p>	<p>See above.</p>
<p>g. Provide consistent paving, street furniture, signage, planting and lighting along Active and Commercial Frontages.</p>	<p>Consistent as it applies to this Planning Proposal.</p> <p>Detailed Public Domain Guidelines informed via the Public Domain Strategy are enforced through the supporting DCP amendments.</p>
<p>Section 10.9 Consistency with Recommended Planning Controls</p>	
<p>a. Land zoning b. Building Height c. Densities</p>	<p>The Planning Proposal's land zoning, building heights and densities have been further informed by detailed site-specific urban design testing.</p> <p>Any variations to PRCUTS recommended Planning Controls is explained and justified in Architectus' Urban Design Study at Appendix 2a.</p>

Kings Bay/ Croydon Precinct Guidelines

Table 10: Consistency with P&DG Kings Bay/ Croydon Precinct Guidelines

Considerations	Comments
Section 10.4: Future Character and Identity (Vision)	
Creating a new village centre that complements but does not compete with the nearby Five Dock Town Centre.	N/A. Mixed-use village precinct location within Canada Bay local government area. The proposed mixed-uses on Kings Bay Opportunity Sites will complement Canada Bay's village centre.
Creating high quality public areas that help to define a new character and identity for the new village centre and urban plaza or square.	N/A – within Canada Bay local government area.
Improving walking and cycling paths to open space and the foreshore.	Through-site link to facilitate walking and cycling by breaking up the long block between Byron Street and Croydon Road is encouraged through the supporting DCP.
Ensuring new development interfaces well with Parramatta Road and existing neighbourhoods.	Detailed testing was undertaken specifically where E3 Enterprise Zone has a rear interface with residential development on Dalmar Street. The testing has informed this Planning Proposal's land use and built form recommendations.
Opening up the views from Parramatta Road east towards open space and foreshore networks.	N/A - within Canada Bay local government area.
Widening narrow roads such as William Street and minimising traffic in the surrounding streets.	N/A - within Canada Bay local government area.
Creating a new separated regional cycleway along Gipps Street, Patterson Street and Queens Road from Concord Road to Henley Marine Drive, Five Dock.	N/A - within Canada Bay local government area.
Proposed Growth Projections	See detailed response below.

PRCUTS Implementation Plan does not specifically state Inner West's contribution to new dwellings and jobs in the Kings Bay/Croydon precinct as the precinct is split across three Council areas (Inner West, Canada Bay and Burwood). The Plan proposes a total of 1410 new dwellings and 2900 new jobs in Kings Bay/Croydon in the short-term 2016 – 2023 of which Council estimates around 100 new dwellings and 275 new jobs would be in the Inner West.

This Planning Proposal includes most of the Inner West Council section of the Kings Bay/Croydon precinct (including core precinct and frame area) – this is to provide new residential and employment opportunities close to the proposed Five Dock Metro Station which will be approximately 800m from this part of the precinct.

Specific sites to the west of the precinct were investigated and excluded from this Planning Proposal because they are already built up to the urban design study recommended maximum potential. Additionally, existing industrial zoned sites along West St are excluded, consistent with the approach for all industrial zoned land in the Planning Proposal area.

Council has worked closely with its urban design and economic consultants to determine additional dwelling and jobs projections that would flow from the uplift in planning controls put forward in this Planning Proposal. The proposed yield estimates for Kings Bay/Croydon are shown below:

Additional	Stage 1 LEP
Population	790
Dwellings	416
Jobs	566

This Planning Proposal will over-deliver PRCUTS aspirations for the area. This is to capitalise the precinct's proximity to the proposed new public transport opportunities.

Proposed Indicative Land use mix	<p>Consistent as relevant to Inner West local government area within the Precinct, including the core and frame, and aims to deliver the following GFA:</p> <p>Commercial:</p> <ul style="list-style-type: none"> • Current – 63,375m² • Proposed – 77,872m² • Uplift – 14,497m² <p>Residential:</p> <ul style="list-style-type: none"> • Current – 23,922m² • Proposed – 44,853m² <p>Uplift – 20,932m²</p>
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Section 9.5: Open Space, Linkages and Connections and Public Domain

Open space requirements

a. Provide a new green linear park at least 15 metres wide between Queens Road and Parramatta Road along the western side of William Street.	N/A - within Canada Bay local government area.
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<p>b. Provide a new north-south village plaza or square connecting Spencer Street to Queens Road. The exact location and configuration of the plaza/square is to be determined as part of a future planning proposal(s).</p>	<p>N/A - within Canada Bay local government area.</p>
<p>c. Provide new public open space areas on larger sites to increase the overall quantum of local open space in the Precinct. The indicative location and configuration of these open space areas is shown on Figure 9.5 and to be determined as part of a future planning proposal(s).</p>	<p>N/A - within Canada Bay local government area.</p>
<p>d. Provision of three new synthetic multi-purpose playing fields on Charles Heath Reserve.</p>	<p>N/A - within Canada Bay local government area.</p>
<p>e. Construction of the new Inner West Central Recreation Facility to facilitate the unlocking and reconfiguration of existing sports courts and sports stadiums to provide a wider variety of open space programs.</p>	<p>This is addressed through Council's Recreational Needs Study.</p>
<p>Linkage and Connection Requirements</p>	
<p>a. Wherever possible, break up long blocks with new high-quality pedestrian prioritised links, and particularly where new connections facilitate access to the new local village or open space.</p>	<p>See previous comments.</p>

<p>b. Create 'green streets' through implementation of recommended building setbacks along Parramatta Road and William Street and provision of tree planting and landscaping.</p>	<p>Green Edge Setback of 6m along Parramatta Road was investigated as part of the urban design study and is recommended to be replaced with a reduced 1.5m setback for the following reasons:</p> <ul style="list-style-type: none"> • 6m setback all along Parramatta Road is impractical as development occurs in an ad-hoc way. • 6m setback is envisaged to provide walking and cycling links along Parramatta Road. Council's Transport Team has advised that these links should be accommodated within the existing carriageway. Relying on development to occur in a coordinated manner and provide 6m width for walking and cycling is unrealistic. • Instead of the 6m front setback, a rear setback of 9m is proposed to protect the amenity of residents along Dalmar Street. • Reduced 1.5m setbacks would soften the built form and provide opportunities for deep soil and landscaping. <p>Refer to the issue Green Edge Setbacks in Kings Bay Urban Design Study (Appendix 2a).</p>
<p>c. Construct the regional cycleway along Gipps Street, Patterson Street, and Queens Road.</p>	<p>N/A - within Canada Bay local government area.</p>
<p>d. Provide a new strategic cycle link along Walker Street to Queens Road and Barnwell Park.</p>	<p>N/A - within Canada Bay local government area.</p>
<p>e. Provide a new strategic cycle link along William Street/Short Street/Grogan Streets/Acton Street and Monash Parade to Wangal Park. Connect the new strategic cycle to existing cycle routes in Lucas Road and Princes Street.</p>	<p>N/A - within Canada Bay local government area.</p>
<p>f. Provide a cycle link along Acton Street to Queen Street to promote travel to Croydon Station.</p>	<p>N/A - within Canada Bay local government area.</p>

g. Improve accessibility to the Iron Cove Creek corridor including investigation into new pedestrian links.	Properties immediately adjacent to the Iron Cove Creek are significantly flood affected and therefore increasing development potential on these sites could not be supported. While not part of this Planning Proposal, Council is preparing a master plan for Iron Cove Creek looking at opportunities to improve accessibility to the creek.
h. Where possible, provide links that can accommodate both pedestrians and cyclists.	This is achieved through Council's Bike Strategy and Public Domain Strategy.
Public Domain Requirements	
a. Refer to Corridor wide Guidelines at Section 3.	See previous comments.
Section 9.6 Street Function and Precinct Transport	
Precinct Transport Requirements	
a. Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.	TfNSW is the lead delivery agent. Parramatta Road Precinct-wide Traffic and Transport Study is complete. Canada Bay's Council Traffic and Transport Study for the Kings Bay/ Croydon precinct was completed in February 2022 and provides detailed traffic analysis and recommendations taking a precinct wide approach. Further discussion of traffic considerations and actions to the Inner West component of the Kings Bay/Croydon precinct is seen in the implementation plan provided in Appendix 10.
b. Refer to additional Corridor-wide Guidelines at Section 3.	See previous comments.
9.7 Fine Grain	
Fine Grain Requirements	
a. Development on the southern boundary of the precincts should be a maximum of three storeys to ensure a transition over the existing laneways to rear gardens of dwellings south of the Precinct.	Generally consistent. Detailed urban design testing has informed built form outcomes including buildings heights. Maximum three storey building height is recommended along Dalmar Street.
b. Where possible, provide doors and windows at the ground and first floors to provide passive surveillance opportunities to Wychbury Lane.	N/A - within Burwood Local Government Area.

c. Use high quality and textured materials, including brick, to complement materials used in adjoining residential dwellings.	The Planning Proposal includes provisions requiring new developments to use high quality materials and finishes complimentary to adjoining dwellings.
d. Enhance the pedestrian link through King Edward Street from Wychbury Lane to Parramatta Road.	N/A - within Burwood local government area.
e. Future development on King Edward Street between Wychbury Lane and Parramatta Road should be oriented to address the street and existing open space. Side and rear fencing should be avoided.	N/A - within Burwood local government area.
f. Noise and odour emissions from non-residential uses should be minimised.	The supporting DCP will include appropriate noise and air pollution mitigation measures.
9.8 Green Edge Setbacks, Transitions and Activity and Commercial Zones	
Setback and Transition Requirements	
a. Green Edge setbacks are to be provided in the locations illustrated in Figure 9.7.	Inconsistent. See previous comments.
b. Provide a minimum 6 metre green edge setback to Parramatta Road to provide wider footpaths and facilitate street tree planting. Greater setbacks may be required where an Indicative Zone for Rapid Transit is identified.	6m Green Edge setback is to be replaced with reduced front setback of 1.5m. See previous comments.
c. Demonstrate consistency with the typical section for Parramatta Road as illustrated in Figure 9.11 and Spencer Street as illustrated in Figure 9.10.	Generally consistent – as above.
d. Provide the minimum required setbacks along all other streets in the precinct and Frame Area as identified in Section 4.	See above.
e. Provide a built form transition consistent with Figure 9.9 to any new open space to ensure that at least 50% of the open space will receive a minimum of 3 hour direct solar access between 11am and 3pm on 21 June.	Consistent, where applicable. Detailed overshadowing and solar analysis has been undertaken as part of the urban design study.
f. Provide built form transitions consistent with Figure 9.8 - Figure 9.9 to schools, heritage items and existing residential development.	Consistent, where applicable. Detailed built form controls (incl. setbacks, transitions and street frontages) will be incorporated in the supporting DCP.

Active Zone Requirements	
a. Active and Commercial Frontages are to be provided in the locations illustrated in Figure 9.7	Generally consistent. The Planning Proposal aligns to PRCUTS intents. The term 'commercial frontage' is not used within the Planning Proposal as it is not defined in the LEP. Active frontage is used as relevant to the zone and anticipated land uses to achieve the same objectives.
b. At least the ground and first floor levels of development along the full length of Parramatta Road must be a non- residential use.	Generally consistent except for Opportunity Sites where non-residential uses are mandated on the ground floor but not on the first floor. These sites have been strategically selected to provide residential opportunities to capitalise on the proximity to proposed Five Dock Metro Station.
c. New Through Site Links, Prioritised Pedestrian Links and open space areas (including public plazas) should be lined with Active Frontages, wherever possible. Adjacent to proposed open space areas, Active Frontages should reflect the function and purpose of the proposed open space. Sympathetic uses such as community facilities, childcare centres and small kiosks/cafes should be explored.	See previous comments.
d. An Active Frontage can be replaced with a Commercial Frontage if Council forms the view that an appropriate use is provided.	Consistent with this requirement, 'Active frontages' are required along Parramatta Road and parts of Croydon Road.
e. The ground floor level of Active and Commercial Frontages is to match the street level.	Consistent.
f. Provide consistent paving, street furniture, signage, planting and lighting along Active and Commercial Frontages.	Consistent. Detailed Public Domain Guidelines are informed via the Public Domain Strategy and enforced through the supporting DCP.
Section 9.9 Consistency with Recommended Planning Controls	
a. Land zoning b. Building Height c. Densities	The Planning Proposal's Land zoning, Building Heights and Densities have been further informed by detailed site-specific urban design testing. Any variations to PRCUTS recommended Planning Controls is explained and justified in Architectus' Urban Design Study at Appendix 2a.

6.5 Consistency with Parramatta Road Corridor Implementation Plan 2016 - 2023

This Implementation Plan establishes a sequencing strategy identifying areas of the Parramatta Road corridor to be redeveloped prior to or after 2023. Part of the Planning Proposal area in Taverners Hill and Kings Bay/ Croydon precincts are outside the 2016-2023 Implementation area. This Planning Proposal is inconsistent with this Implementation Plan 2016-2023.

Notwithstanding, the Implementation Plan 2016-2023 has been superseded by DPE's more recent Implementation Plan Update 2021 which is discussed in the below section. Under s9.1 Local Planning Direction 1.5 for implementation of PRCUTS, planning proposals in the Corridor can be supported if:

- 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

This proposal relies on (b) above to demonstrate its strategic merit. This Study provides a detailed consideration of applicable Regional, State and Council policies and brings together the suite of technical studies which have been prepared to inform this Planning Proposal. This study demonstrates that ongoing GCC, State Government and Council policy development for the Parramatta Road Corridor Precincts have reflected and improved on the original PRCUTS vision and objectives to deliver better outcomes. Consequently, the consistency test (b) under Local Planning Direction 1.5 is fully satisfied.

6.6 Consistency with Parramatta Road Corridor Implementation Update 2021

This document was released in June 2021 and provides updated implementation actions to suit the contemporary planning and policy context, supplementing the Implementation Plan 2016-2023. The Planning Proposal is consistent with the PRCUTS Implementation Update 2021, which outlines 6 new and amended implementation actions for consideration:

New and amended implementation actions	Consistency
<p>Timing of release The timing of release considerations are replaced with:</p> <ol style="list-style-type: none"> 1. From the date of the Implementation Update, the progression of planning proposals in the 2016-2023 Release Area, or planning proposals for whole precincts can progress to a Gateway determination notwithstanding the status of any precinct wide traffic study. Planning proposals on individual sites and in Frame Areas can still be considered for progression using part 5(a) or 5(b) of the 	<p>Land in the Leichhardt precinct that is affected by this Planning Proposal is primarily within the 2016-2023 Release Area, with the exception of the Hay St carpark site and items proposed for heritage listing.</p> <p>Land in the Taverners Hill precinct is both within the 2016-2023 Release Area (Tebbutt St properties) and within the 2021 Release area of whole precinct (solid red boundary).</p> <p>In the Kings Bay/Croydon Precinct, the affected land is outside the 2016-2023</p>

<p>Direction (now referred to as (a) and (b) under 'Consistency')</p>	<p>Release Area, both within the precinct boundary (entirety of precinct that is located in the Inner West LGA) and the Frame Area.</p> <p>In addition, proposed heritage items and heritage conservation areas are both within the Release Areas and outside of the precincts.</p> <p>As outlined in this action, the Local Planning Direction allows proposals that are inconsistent with the timing of release consideration to progress where they have been justified. This Justification Study satisfies this action.</p>
<p>Public transport The following considerations are added:</p> <ol style="list-style-type: none"> 1. Planning proposals must have regard to any relevant published plans by Transport for NSW for improved public transport in the corridor. DPE may require a planning proposal be amended to align with a plan published by Transport for NSW. 2. DPE may also require a planning proposal to be amended to align with a future planning, transport or infrastructure plan developed by councils and NSW Government in response to Sydney Metro West. 	<p>Transport for NSW's Future Transport Strategy 2056 provides strategic directions for future planning, investment, delivery and operations.</p> <p>This Planning Proposal complements the strategic directions relating to improved connectivity, accessibility, reduced environmental impact and supporting growth through smarter planning. Specific priorities of the Strategic Direction <i>P1 Supporting growth through smarter planning</i> will be implemented through this Planning Proposal:</p> <ul style="list-style-type: none"> • Support growth around public transport • Ensure public transport is available on day one • Improve parking provision and management <p>There are no specific actions in the Future Transport Strategy 2056 relating to Parramatta Road. There is reference to rapid bus network as non-operational infrastructure and services including committed, funded and visionary projects.</p> <p>This Planning Proposal fully supports and implements PRCUTS vision of a revitalised Parramatta Road Corridor, which is dependent on the provision of improved public transport (on-street rapid transit system) and reduced reliance on private cars.</p> <p>The Planning Proposal also responds to the NSW Government's investment in Sydney Metro West by strategically selecting opportunity sites in Kings Bay/Croydon</p>

	<p>precinct for residential uses to capitalise on the proximity to the future Five Dock Metro Station to create more liveable, sustainable, and walkable neighbourhoods.</p>
<p>Active transport The following considerations are added:</p> <ol style="list-style-type: none"> 1. Planning proposals must have regard to any relevant published plans by Transport for NSW or Council endorsed local plans for active transport. DPE may require a proposal to be amended to align with these plans. 2. DPE may also require a planning proposal to be supported by additional or alternative active transport solutions if the proposed rezoning is inconsistent with the PRCUTS Planning and Design Guideline. 	<p>Improving active transport infrastructure and use is a priority of the Planning Proposal. This is supported by the NSW Government's Future Transport Strategy, Council's Integrated Transport Strategy and the findings of the precinct-wide traffic and transport studies. Council's response to the Transport Study's active transport actions is provided at Table 1, Appendix 10.</p>
<p>Open Space The following considerations are added:</p> <ol style="list-style-type: none"> 1. Planning proposals must have regard to any relevant open space plans published by NSW Government or endorsed by council. DPE may require a planning proposal to be amended to align with these plans. 	<p>NSW Government's Public Open Space Strategy 2022 provides a framework for implementing policies across Government and contribute to a coordinated approach to public open space planning and delivery.</p> <p>The Planning Proposal seeks to create new public open spaces in the Leichhardt precinct:</p> <ul style="list-style-type: none"> • 2 Hay Street Leichhardt – existing car park which is recommended to be rezoned to RE1 Recreational Open Space. • Norton Plaza – new civic open space/plaza fronting Norton Street proposed as part of redevelopment of the opportunity site. <p>The Planning Proposal also includes provisions to create new through-site links which will enhance access to public spaces. These measures would contribute towards achieving the objectives in the NSW Government's Public Open Space Strategy.</p> <p>Further, Council's Recreation Needs Study has identified gaps in the existing open space and recreational infrastructure and any opportunities for improvements. This study informed the development of Council's Local Infrastructure Contributions Plan that came into effect on 20 February 2023 and will fund the recreational infrastructure in the area.</p>

<p>Road improvements and upgrades The road improvements and upgrades considerations are replaced with:</p> <ol style="list-style-type: none"> 1. Planning proposals must have regard to the necessary road improvements and upgrades identified in completed precinct-wide traffic studies. DPE may require a planning proposal to be amended to address recommendations of completed traffic studies, including but not limited to setbacks to support active, public or private transport improvements, or controls to manage traffic and parking impacts. 2. If Gateway is granted prior to the completion of a precinct-wide traffic study, DPE may impose a condition requiring the planning proposal to be updated prior to finalisation to address the recommendations of the completed traffic study. 3. No planning proposal is to be finalised until the relevant precinct-wide traffic study is complete or alternate traffic study approved by the Minister for Planning and Public Spaces or his delegate. 	<p>Council and DPE jointly commissioned a Precinct-wide Traffic and Transport Study which was undertaken between 2018 and 2022. It focussed primarily on the IWC Precincts of Camperdown, Leichhardt and Taverners Hill.</p> <p>Furthermore, IWC and DPE commissioned localised traffic analysis for the Inner West section of Kings Bay/Croydon Precinct. This report finalised in April 2022. This was in addition to the precinct-wide traffic study for the Kings Bay precinct prepared for Canada Bay Council.</p> <p>This Planning Proposal is informed by the recommendations in the precinct-wide traffic study particularly as relevant to:</p> <ul style="list-style-type: none"> • increasing mode share to sustainable transport • reducing private car dependency • optimising existing transport infrastructure. <p>The above, alongside Council's work on the implementation of this traffic study is discussed in Appendix 10.</p>
<p>Funding framework or satisfactory arrangements The funding framework or satisfactory arrangements considerations are replaced with:</p> <ol style="list-style-type: none"> 1. DPE may impose a Gateway condition or otherwise amend a planning proposal to address State infrastructure requirements. 	<p>The Planning Proposal seeks to introduce a clause requiring satisfactory arrangements to be made for the provision of State public infrastructure prior to the granting of consent for development in the three Precincts.</p>

6.7 Consistency with Parramatta Road Corridor Urban Amenity Improvement Plan

The Parramatta Road Urban Amenity Improvement Program (UAIP) (Appendix 12) projects are self-contained and deliverable in the short-term and will provide a better, more liveable environment while building momentum for more ambitious changes and projects involving the transformation of Parramatta Road itself as well as public spaces adjacent to it.

The proposed improvements include three categories of projects:

- i. Streetscape upgrades including tree planting, multi-purpose lighting, new pavements and north-south pedestrian and cycle crossings.
- ii. Creation of new or improved open spaces, urban plazas and town squares
- iii. New walking and cycling links to key transport nodes and open spaces which connect to strategic regional and local networks.

The projects and descriptions were developed by Urban Growth NSW through an iterative

process with councils along the corridor. The projects aim to build on the existing strengths of the neighbourhoods and reflect their sense of place and character.

Appendix 12 details projects identified through the UAIP for Leichhardt and Camperdown Precincts. The relevant projects for Leichhardt Precinct, which have largely been completed, include:

- Public domain improvement to key north-south streets perpendicular to Parramatta Road: Rofe Street, Renwick Street, Norton Street, Balmain Road, Catherine Street and Crystal Street
- New cycle connection along Dot Lane
- Conversion of Petersham Street to a pocket park

See Figure 3 below which identifies the location of abovementioned projects.

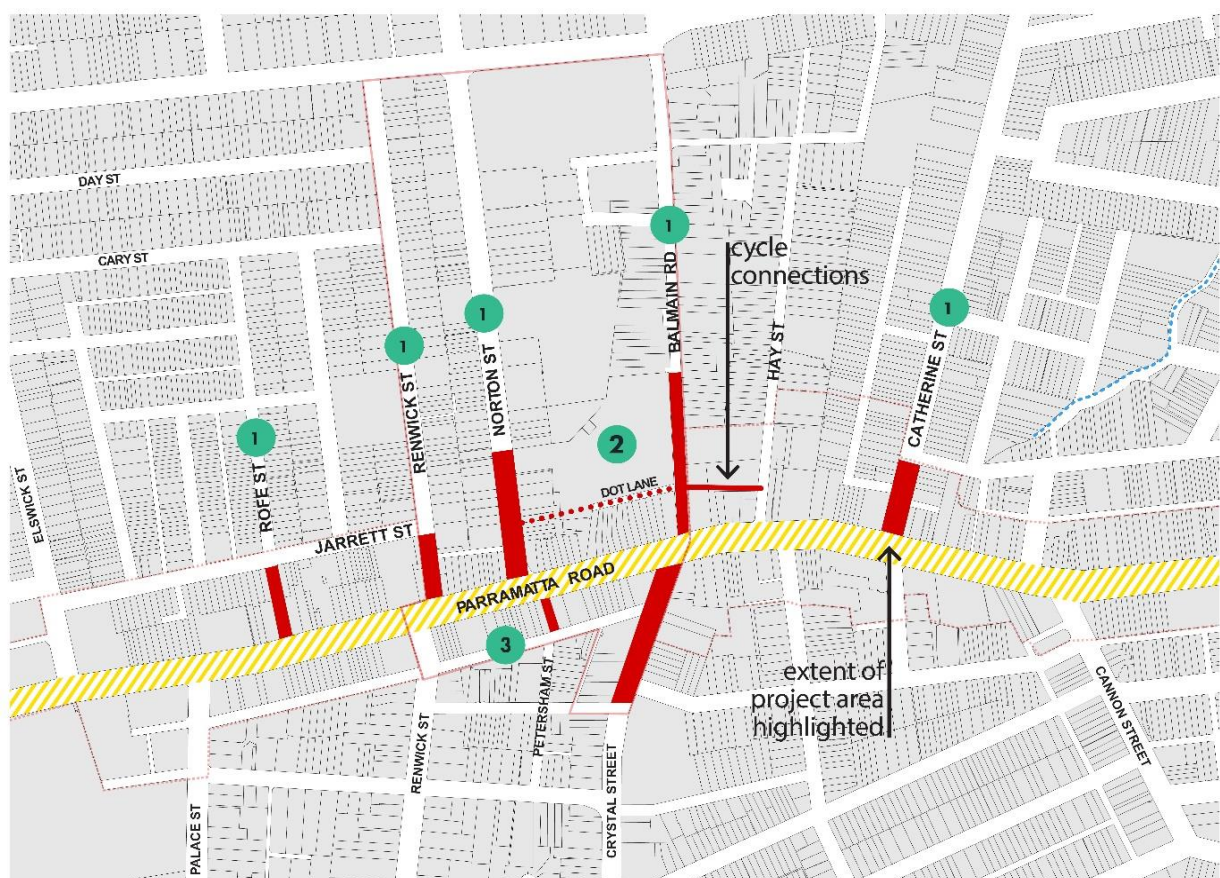


Figure 3 -Location of Leichhardt precinct UAIP works

6.8 Consistency with Parramatta Road Corridor Infrastructure Schedule

A prioritised and costed list of future infrastructure including open space, transport, traffic community, health and education facilities is required to support the long-term growth in the Corridor. Parramatta Road Corridor Infrastructure Schedule provides a preliminary list of works and associated costing which need to be undertaken by State and local Government to support the growth in this Corridor.

This Infrastructure Schedule was prepared in 2016 and is out of date with respect to its proposed costs. It also has some gaps with respect to the list of infrastructure it identifies. The Infrastructure Schedule was reviewed in the preparation of the Inner West Local Contributions Plan 2023, which came into effect on 20 February 2023. This included incorporating items identified in the PRCUTS into the works schedule of Council's

Contributions Plan, together with updated costings.

The Parramatta Road Corridor Infrastructure Schedule also relies on state/ regional infrastructure contributions being made by new development within the Corridor. The Planning Proposal includes provisions to require satisfactory regional infrastructure contributions prior to any consent being granted.

6.9 Consistency with Parramatta Road Corridor Traffic and Transport Study

IWC and DPE jointly commissioned Cardno consultants to prepare a transport study analysing the transport network implications of proposals contained in the Parramatta Road Corridor, in combination with the numerous adjacent infrastructure projects, including WestConnex and Sydney Metro West.

This Transport study was commenced in 2018 and finalised in March 2022 through a series of iterations over the four years. This study focused primarily on the IWC precincts of Camperdown, Leichhardt and Taverners Hill. The report includes four sub-reports:

- I. Context Report which provides a comprehensive background analysis of the land use and transport in the area to inform future recommendations;
- II. Future Modelling Report which investigates the traffic network along the Parramatta Road Corridor including an AIMSUM hybrid traffic simulation model;
- III. Parking Policy and Rate Review which provides car parking recommendations in the key precincts to achieve sustainable mode share;
- IV. Transport Plan which sets the vision for Parramatta Road Corridor and provides set of recommendations including the Implementation Plan.

In addition, Cardno (now Stantec) was commissioned by IWC and DPE to undertake further localised traffic analysis for Inner West section of Kings Bay/Croydon Precinct. This report, finalised in April 2022, concurs with the utilisation of proposed maximum PRCUTS car parking rates for uplift in the IWC component of the Kings Bay/Croydon Precinct. Note: Canada Bay Council have also prepared a precinct-wide traffic study for the Kings Bay/ Croydon precinct which provides the contextual overview of the wider precinct.

Cardno generally used the PRCUTS' principles and its assumptions to set the framework for the Transport Plan's recommendations. The Transport Plan in its final set of recommendations adopts many aspects of the PRCUTS, including its vision:

“Incremental renewal of the Corridor will occur over the long term to deliver a high quality, multi-use Corridor with improved transport choices, better amenity, and balanced growth of housing and jobs.”

In order to achieve this vision, it will be essential to implement a comprehensive, integrated approach to transport, public domain, land use and urban design. An important first step in this process is the establishment of measures which will encourage a mode shift away from private car use and so creating a more “liveable” environment in the Corridor.

The modelling in this report tests a scenario to achieve a minimum mode shift in private car use, from 79% in 2019 to 71% in 2036 (a 10% reduction on existing car use). Noting that this mode shift is required purely to achieve acceptable movement along the corridor, to achieve the desired level of liveability.

PRCUTS proposes a 30% mode shift away from private car use, as an average improvement across the three Inner West Precincts. Consequently, this Planning Proposal's key mode shift target is to reduce private car use by a minimum of 10%, and up to 30% between 2019 and 2036.

Based on experience in Australia and around the world, it is considered that sustainably-based Corridor activation leads to more liveable environments in inner city areas. This requires inclusion of significantly enhanced public transport.

This traffic report also identifies numerous road network capacity increases / road widenings as part of the modelling scenarios. These road widenings are not supported by Council officers if related to increasing road capacity to accommodate additional car movements, as it directly conflicts with Council's numerous objectives relating to increasing liveability and sustainability.

Notwithstanding, there are other strategies and actions recommended in the Transport Plan which are strongly supported by Council, including, but not limited to, proposals such as:

- i. Implement an enhanced public transport solution in the corridor which achieves the following outcomes:
 - Safety;
 - Place-making benefits;
 - High capacity;
 - High frequency;
 - Reliability;
 - Travel time efficiency; and
 - Streetscape improvements.
- ii. Develop a travel behavioural change plan.
- iii. Initiate public domain improvements along Parramatta Road and on adjacent side streets.
- iv. Provide gateway treatments at key intersections.
- v. Construct missing links in the walking and cycling network, including completing a cycle route immediately to the north of, and parallel to, Parramatta Road.
- vi. Install continuous footpath treatments across the mouth of numerous streets in the Corridor.
- vii. **Work with the State Government to provide an enhanced local bus network and increased frequency of services along Parramatta Road.**
- viii. Examine reasons for crash clusters at specific intersections.
- ix. Rationalise parking controls, both kerbside and on-street, including the introduction of a maximum rate for on-site provision and the use of unbundled parking where practical.
- x. Develop controls to better accommodate the needs of freight and servicing within the Corridor.

Further details of Council's implementation of the Transport Study's recommended actions is included in Appendix 10, Table 1.

This Planning Proposal has used many of the Transport Plan's strategies and actions to cater for increased population and residents, while enabling the creation of a more liveable environment. **Intrinsically this means that private car dependence must be reduced in relation to both local journeys and travel along the Corridor, to and from points beyond the Inner West LGA.**

The Kings Bay Traffic report reaffirms the need to introduce a mass transit service on Parramatta Road, utilising dedicated right-of-way lanes and establishing a superstop in the Kings Bay/ Croydon precinct. Furthermore, it recommends investigation of a new turn-up-

and-go bus route between the future Five Dock Metro station and Croydon station to provide an adequate connection between two key public transport nodes.

Car parking rates justification

To achieve the PRCUTS vision, the proposal encourages people to **reduce car use and dependence and lessen the impact on local roads**. The transport study includes detailed analysis in relation to proposed car parking rates as included in Part C *Parking Policy and Rate Review* of the Appendix 10.

This Planning Proposal proposes lower maximum car parking rates specified in PRCUTS over the slightly higher alternate rates specified by Cardno. This is because the PRCUTS rates are based on a vision of high-quality public transport along the corridor, consistent with Council's objectives of this Planning Proposal. The Cardno rates are slightly higher as they assume no substantial change to the quality of public transport in the foreseeable future. As this Planning Proposal is focused around existing public transport catchments which are generally well-serviced, it is recommended that the lower PRCUTS parking rates be pursued to achieve the level of mode share required in this Corridor.

Maximum rates, rather than fixed or minimum rates, are recommended in both Cardno's report and PRCUTS and are being pursued through this Planning Proposal. This allows for flexibility, where developers can provide an appropriate level of parking where there is demand but are not required to provide more parking than is needed. Overprovision of parking can have significant negative impacts on design outcomes and the affordability of housing and workplaces.

Note: Resident parking permits will not be issued to occupants of these new developments. This will not impact existing entitlements for these permits.

This Planning Proposal sets maximum car parking rates based on PRCUTS maximum rates for the majority of land uses except restaurants and bulky goods. For these uses, parking rates slightly higher than PRCUTS are recommended, based on Cardno's alternate rates. This approach is necessary to address the specific needs of these specialist uses.

Use of maximum parking rates is also supported by the NSW Government's *Future Transport Strategy 2056* Action to '*Reduce recommended parking rates, improve guidance, and amend regulations to accelerate the uptake of car sharing and e-bikes*'. Maximum rates are increasingly being used in cities around the world, and are now used in major Sydney growth areas within North Sydney, Parramatta and the City of Sydney.

The Planning Proposal proposes to encourage unbundled, decoupled and shared car parking arrangements to improve the degree to which available parking space meets demand. Management regimes such as pricing and resident parking schemes can optimise turnover in centres and protect existing residents from increased parking demand on streets created by new development.

These car parking provisions aimed at minimising private car dependency are key to creating sustainable, liveable and affordable neighbourhoods in the Inner West.

Implementation Plan

The Transport Plan prepared by Cardno includes an Implementation Plan which provides a framework to inform implementation of key actions proposed in the Plan. This framework has eight broad categories, identifies the lead agency responsible for implementing the actions and provides an indicative timeframe for implementation. See Figure 4 below:

Item	Description	Action	Lead	Timeframe
1	Parking controls	Council to refine and implement parking recommendations through its Development Control Plan aligned with planning proposal to implement PRCUTS	Council and DPIE	Short term
2	Local road improvements *	Council to refine recommended local road improvements through local infrastructure planning and detailed design	Council and DPIE	Short to medium term
3	State road improvements *	TfNSW to refine recommended state road works through TfNSW's road network planning and detailed design	TfNSW	Short to medium term
4	Public Transport improvements	TfNSW implement enhanced public transport solutions through service planning and project business Cases	TfNSW	Short to medium term
5	Local bicycle network and public domain improvements	Council to refine and implement cycle path recommendations through it's capital works and local contributions plans. Opportunities exist for other funding mechanisms.	Council and DPIE	Short to medium term
6	Bicycle network improvements on state roads	TfNSW to implement bicycle network improvements on state roads through infrastructure planning and detailed design and subject to comprehensive Council and community consultation.	TfNSW	Short to medium term
7	Footpath improvements on local roads	Council to refine and implement pedestrian improvements to local roads as part of it's capital works and local contributions plans	Council and DPIE	Short to medium term
8	Footpath improvements on state roads	TfNSW to implement place based recommendation for state roads as part of project business cases	TfNSW	Short to medium term

Figure 4 - Implementation Table

In summary, Council's primary responsibilities include the implementation of new parking controls, as well as improvements to:

- local roads;
- local active transport network; and
- areas of public domain.

Council will also continue discussions with the State Government in relation to public road re-configuration and public transport improvements, as well as enhancement of the regional bicycle network.

While the Future Modelling Report included a series of site-specific measures to increase road capacity on Parramatta Road, the Transport Plan does not commit to these measures, stating that:

'... the interventions tested are predominantly based on a traffic operation improvement perspective and may not reflect the shared nature of the different urban environments. Changes to intersections need to be considered not just in terms of the vehicle movements but also active transport, public transport and place outcomes. The funding mechanisms for road upgrades / infrastructure contributions will need to be agreed by Council and DPE.'

The Planning Proposal has been prepared based on the assumption that with increasing population and employment it will be essential to significantly improve public transport in the Corridor, and further, that any measures to increase traffic flow on Parramatta Road should only be introduced if they benefit active and public transport.

This position is also reflected in the actions recommended in the Transport Plan's Section 3

summary tables, particularly noting the absence of recommendations for traffic capacity increases.

In moving forward, it will be essential for Council, DPE and TfNSW to work together to:

- i. Prioritise the actions recommended in the Transport Plan;
- ii. Examine funding sources for the actions;
- iii. Create a formal agreement on processes to implement the Plan's actions;
- iv. Establish and agreed set of criteria linking population and employment growth with public transport improvements.

Council is keen to continue working with the State Government to introduce both local and regional measures to facilitate the PRCUTS vision of a healthier, more sustainable, more liveable Corridor.

6.10 Consistency with PRCUTS Reference Reports

- i. **Fine Grain Study** - The relevant principles have been discussed in the Planning and Design Guidelines section above.
- ii. **Social Infrastructure Analysis Report** - Social Infrastructure impacts have been considered when drafting the provisions of the Planning Proposal. Refer to Q9 under the Strategic Merit Assessment Test in the Planning Proposal.
- iii. **Sustainability Implementation Plan** - The Planning Proposal is consistent with the objectives of this Plan and intends to deliver better outcomes than those envisaged in this Plan.

Council commissioned a Sustainability Study as required by the Gateway determination conditions 1 (h), (i) and 3 (d). This included a comprehensive review of the PRCUTS performance targets against the current minimum compliance standards (Sustainable Buildings SEPP 2022) and current best planning policy practice. The proposed performance targets are provided in Part 4 Section 2.7 of the Planning Proposal. Refer to the Sustainability Study provided at Appendix 9 for supporting information justifying the proposed building performance standards.

- i. **Economic Analysis Report** - The Planning Proposal is underpinned by Council's detailed economic analysis including Employment and Retail Lands Strategy and Feasibility Study. Overall, this Planning Proposal will have positive economic outcomes as it has the potential to generate 1944 new jobs.

7. Variations sought to PRCUTS

In preparing this Planning Proposal, the planning controls outlined in PRCUTS were tested through detailed urban design analysis. Appendix 2a of the Planning Proposal includes urban design studies for Leichhardt, Taverners Hill and Kings Bay/Croydon Precincts.

Below is a summary of the PRCUTS controls which have been refined through the evidence-based work undertaken to inform the Planning Proposal.

7.1 Variations sought to PRCUTS Leichhardt precinct recommendations

Area/ Site	PRCUTS	Proposed controls	Justification
40-50 Balmain Road, Leichhardt	LZN R3 Medium Density Residential	LZN E1 Local Centre	Existing E1 zoning to be retained to include these sites as part of the Norton Plaza Opportunity Site. Refer to detailed site-specific testing in Urban Design Study.
2 Hay Street, Leichhardt	LZN E1 Local Centre FSR 3:1 HOB 22m	LZN RE1 Public Recreation FSR – N/A HOB – N/A	To align with the PRCUTS proposed open space recommendations (p.239 of the P&DG).
8-14 McDonald Street, Leichhardt	LZN E1 Local Centre	LZN R3 Medium Density Residential	These sites are currently zoned R1 General Residential. Allowing employment uses along McDonald Street would not be a good outcome. Employment uses are to be focused along Norton Street.
2-14 McDonald Street, Leichhardt 56-76A Balmain Road, Leichhardt	HOB 17m FSR 1.9:1	HOB15.5m,21.5m,25m FSR 1.4:1,1.5:1,1.9:1,2.1:1,2.3:1	Refer to the Balmain Road investigation area in the Urban Design Study which provides detailed site-specific testing to determine appropriate HOB and FSRs.

23 Norton Street, Leichhardt (Italian Forum)	FSR 1:1 HOB 17m	FSR 3:1 HOB 23.5m	<p>PRCUTS theoretically increased the existing maximum permissible FSR of this site to 1:1 and a HOB of 17m.</p> <p>However, the IWLEP 2022 allows an FSR of up to 1.5:1 and the existing built form is greater than 17m (being up to 6 storeys). Therefore, the Planning Proposal applies an FSR of 3:1 and a HOB of 23.5m, the same as the adjoining sites.</p>
97 Norton Street, Leichhardt	FSR 1.9:1 HOB 17m	FSR 1.9:1 HOB 20.5m	Refer to the Norton Street North Road investigation area in the Urban Design Study which provides detailed site-specific testing to determine appropriate HOB and FSRs and to account for transitions to the Leichhardt public school.
E1 Local Centre along Parramatta Road and Norton Street	HOB 22m	HOB 23.5m	Assumed high floor to floor height for first floor to allow flexibility and potentially transition to employment uses in future if there is market demand.
E1 Local Centre Opportunity Site – Norton Plaza	HOB 22m	HOB 23.5m to 32m	<p>Additional height to allow for the provision of a new plaza along Norton Street and a new through-site link between Norton Street and Balmain Road while still achieving the 3:1 FSR.</p> <p>Refer to detailed site-specific testing in Urban Design Study.</p>
R3 Medium Density along Crystal Street, Petersham Lane	FSR 3:1 HOB 22m	FSR 2.2:1 HOB 18.5m	Refer to detailed site-specific testing in Leichhardt Urban Design Study.

7.2 Variations sought to Taverners Hill precinct recommendations

Area/ Site	PRCUTS	Proposed controls	Justification
35-53 Old Canterbury Road, Lewisham	FSR 2.2:1 HOB 17m	FSR 1:1 -1.2:1 HOB 18.5m	Refer to detailed site-specific testing in Taverners Hill Urban Design Study.
40-54 Old Canterbury Road, Lewisham 2-6 Barker Street, Lewisham	FSR 1.4:1	FSR 1:1	Built form testing has demonstrated that PRCUTS FSRs need to be refined in this location. No changes to PRCUTS HOB controls. Refer to detailed site-specific testing in Taverners Hill Urban Design Study.
42-54 Thomas Street, Lewisham	FSR 1.4:1 HOB 12m	FSR 1:1 HOB 15.5m	FSR and HOB have been adjusted in response to the site-specific issues as detailed in Taverners Hill Urban Design Study.
Block between Hathern and Beeson Street in Leichhardt	FSR 1:1 and 1.4:1 HOB 8.5m and 12m	FSR 0.5:1 and 1.2:1 HOB 15.5m	FSR and HOBs were rationalised across the block in response to the context. Refer to detailed site-specific testing in Taverners Hill Urban Design Study.
Block between Beeson and Kegworth Street in Leichhardt	FSR 1:1 and 1.4:1 HOB 8.5m and 12m	FSR 0.9:1 HOB 12m	FSR and HOBs were rationalised across the block in response to the context. Refer to detailed site-specific testing in Taverners Hill Urban Design Study.
Block between Tebbutt Street and Upward Street in Leichhardt	LZN MU1 Mixed Use FSR 1.4:1 HOB 17m	LZN R3 Medium Density Residential FSR 1.4:1 HOB 21.5m	R3 Medium Density Residential is the preferred land use and is aligned with the existing R1 General Residential zoning. Testing and recent development east of Upward Street identified potential for higher density and height in this location. Refer to detailed site-specific testing in Taverners Hill Urban Design Study.

7.3 Variations sought to Kings Bay/Croydon precinct recommendations

Area/ Site	PRCUTS	Proposed controls	Justification
E3 Enterprise Corridor along Parramatta Road	HOB 21m	HOB 17.5m	HOBs refined to mitigate adverse amenity impacts to the residential area to the south. No changes proposed to FSR controls. Refer to Kings Bay Urban Design Study.
Opportunity Sites	LZN E3 Enterprise Corridor FSR 2.4:1 HOB 21m	LZN E3 + residential flat buildings as an additional permitted use FSR 2.1:1 and 2.4:1 HOB 19.5m	To capitalise on the proximity to the proposed Five Dock Metro Station. FSR and HOBs have been adjusted to achieve an appropriate residential built form outcome. Refer to Kings Bay Urban Design Study.
202-208, 227-233 Croydon Road, Croydon	FSR 1.4:1 HOB 12m	FSR 1.3:1 HOB 15.5m	Built form testing has demonstrated that PRCUTS FSR and HOBs need to be refined in this location and in response to the adjacent proposed opportunity sites. Refer to the detailed site-specific testing in Kings Bay Urban Design Study.
R3 Medium Density Residential along Dalmar Street	FSR 1.4:1	FSR 1:1	Built form testing has demonstrated that PRCUTS FSRs need to be refined in this location. No changes to PRCUTS HOB controls. Refer to the detailed site-specific testing in Kings Bay Urban Design Study.

In addition to the variations to development standard outlined above, there are minor refinements proposed to PRCUTS P&DG recommendations such as setbacks, frontages, street wall heights etc. These are summarised below and also detailed in the previous section which provides detailed assessment against the P&DG.

7.3 Variations sought to Parramatta Road Planning and Design Guidelines

PRCUTS	Planning Proposal variation and justification
All Precincts	
Use of terms commercial frontages	<p>All 'commercial frontages' to be replaced with 'active frontages'.</p> <p>The term 'commercial frontage' is not included in the Planning Proposal.</p> <p>Both active and commercial frontages intend to achieve the same principle of vibrancy and activity in the public domain.</p>
High performing buildings	<p>The Planning Proposal is consistent with residential requirements for high-performing buildings and seeks to enhance the PRCUTS requirements for commercial uses.</p> <p>Refer to Planning Proposal Appendix 10.</p>
Car parking rates	<p>The Planning Proposal takes forward PRCUTS recommendations to adopt maximum car parking rates instead of minimums. It also encourages shared use of parking through unbundled, decoupled car parking and shared car parking schemes.</p> <p>The Planning Proposal is generally consistent with the car parking rates except for specialist uses such as restaurants and bulky goods, where the rates have been adjusted based on Cardno's Parramatta Road precinct-wide traffic and transport study. Slightly higher maximum car parking rates are recommended due to the demand generated by these specialist uses.</p>

Leichhardt Precinct	
Location of proposed open space and through-site links between Norton Street and Balmain Road along Norton Street	<p>PRCUTS proposes two through-site links between Norton Street and Balmain Road through the Norton Plaza Site. These links have been reviewed and rationalised to provide one large link 18m wide connected with the proposed open space along Norton Street which has the potential to significantly improve the public domain along Norton Street.</p> <p>Refer to detailed site-specific testing of the Opportunity site in Leichhardt Urban Design Study.</p>
<p>Maintain and reinforce a zero-lot setback to Parramatta Road.</p> <p>A zero-lot setback is not required where an Indicative Zone for Rapid Transit is identified.</p>	<p>Setback on all frontages, street wall heights and additional setbacks between developments were informed by detailed site-specific urban design testing. Minor refinements are proposed as justified in the Urban Design study.</p>
Taverners Hill Precinct	
Active frontages along Tebbutt Street	<p>As discussed previously, this Tebbutt Street block is to be rezoned to R3 Medium Density Residential.</p> <p>Since no employment uses are proposed, the requirement to provide active frontages is redundant.</p> <p>The proposed residential development will facilitate the objectives of active frontages through passive surveillance but not provide active frontages as such.</p>

Kings Bay/ Croydon Precinct	
<p>Create 'green streets' through implementation of recommended 6m building setbacks along Parramatta Road and provision of tree planting and landscaping.</p>	<p>Green Edge Setback of 6m along Parramatta Road was investigated as part of the urban design study and is recommended to be replaced with a reduced 1.5m setback for the following reasons:</p> <ul style="list-style-type: none"> • 6m setback all along Parramatta Road is impractical as development occurs in an ad-hoc way. • 6m setback is envisaged to provide walking and cycling links along Parramatta Road. Council's Transport Team has advised that these links should be accommodated within the existing carriageway. Relying on all developments to be developed in a coordinated manner and provide 6m width for walking and cycling is unrealistic. • Instead of the 6m front setback, rear setback of 9m is proposed to protect the amenity of residents along Dalmar Street. • Reduced 1.5m setbacks would soften the built form and provide opportunities for deep soil and landscaping. <p>Refer to the issue Green Edge Setbacks in Kings Bay Urban Design Study (Appendix 2a).</p>

7.9 Variations sought to PRCUTS Staging Plan

'Out of Sequence' Parramatta Road Implementation Plan 2016-2023 and the Parramatta Road Precinct-wide Traffic and Transport Study

The proposal is inconsistent with the staging identified in the Parramatta Road Implementation Plan 2016 – 2023. This is justified because it will deliver better outcomes than envisaged in the Parramatta Road Implementation Plan 2016 – 2023.

This study and its detailed consideration of PRCUTS documents has demonstrated that variations to PRCUTS are necessary as the Strategy:

- is out-of-date having been adopted in 2016 and any associated background studies to inform its preparation were prepared between 2014-2016.
- is a relatively broad-brush document spanning 20km from Camperdown to Granville based on limited local place-based assessments.
- has numerous discrepancies including significant underestimation of proposed number of dwellings and over-estimation of the number of jobs – as demonstrated in this study and inconsistencies between text and maps.

Whilst the PRCUTS Implementation Plan 2016-2023 boundaries were initially considered by Council to for implementation under this Planning Proposal, the final development yields proved insufficient to address DPE's requirement that the Proposal meet a short to medium term shortfall of 1600 dwellings in the Inner West. The Implementation Plan 2016- 2023 area also includes rezoning of several areas of employment lands, which were subject to DPE's Employment Zones Reform and thus excluded from this Planning Proposal.

The Planning Proposal is also largely consistent with the Staging Plan proposed in the Parramatta Road Corridor Implementation Plan Update 2021. The Implementation Plan Update expands the release area boundaries to include core precincts identified with solid red boundary in PRCUTS. This would mean that Leichhardt and Taverners Hill are fully consistent with the Staging Plan in the Implementation Plan Update 2021. For Kings Bay/Croydon, Council proposes to bring forward development in the frame areas which is outside the release area. This move is in line with the committed transport infrastructure, specifically the Sydney Metro Station at Five Dock which will be within 800m walking catchment of this area.

The Planning Proposal also includes a satisfactory agreement clause for State/regional Infrastructure contributions to alleviate the concerns regarding infrastructure improvements.

The Proposal is consistent with the PRCUTS vision and objectives and importantly it has updated elements of PRCUTS to also align with the visions and priorities of more recent Greater Sydney Commission/ State/ Council policies. The proposal and its timing should therefore not be assessed against PRCUTS alone, but also be assessed in the context of these State and local Strategies.

Consequently, Local Planning Direction 1.5 is fully satisfied.

8. Conclusion

NSW Government's 2016 Parramatta Road Corridor Urban Transformation Strategy identifies the need to revitalise Parramatta Road. The Strategy has been further reinforced by more recent policy work including GCC's Greater Sydney Region Plan 2018, Eastern City District Plan 2018, Council's March 2020 GCC-endorsed Local Strategic Planning Statement, March 2020 Local Housing Strategy, March 2020 Integrated Transport Strategy and August 2020 Employment and Retail Lands Strategy.

These State Government and Council strategic planning policies demonstrate the extensive, collaborative, complementary work that has been undertaken since the adoption of PRCUTS to facilitate its implementation and deliver its goal of revitalising the Corridor.

Council's Parramatta Road Corridor Stage 1 Planning Proposal has been crafted to align with the PRCUTS vision and these more recent policies. It puts forward an innovative set of outcomes which will boost urban renewal of parts of the Corridor. These outcomes broadly accord with PRCUTS principles and any variations to PRCUTS it proposes are improvements that respond to recent and emerging strategic planning issues.

Council has undertaken detailed technical studies for the Parramatta Road Corridor dealing with urban design, heritage, feasibility, contamination, flooding, recreation and community needs. These studies and Council's own strategic plans support this Planning Proposal. This ensures that a place-based approach is implemented in the Corridor to provide new residential and employment opportunities commensurate with the provision of new and improved infrastructure.

In addition, Principle 7 of PRCUTS Vision recommends "*Regular monitoring of the delivery of outcomes in accordance with the objectives and vision of the Strategy and periodic review of the Strategy and Implementation Tool Kit (particularly the Implementation Plan 2016 - 2023)*". The Planning Proposal and its supporting studies have now reviewed and updated PRCUTS recommendations.

The Planning Proposal embodies this arc of policy development from inception of the PRCUTS initiative in 2014 through the adoption of the Region and District Plan to Council's LSPS and associated strategies in the proposition it puts forward. The Planning Proposal demonstrates that it will deliver the core PRCUTS vision and objectives with some variations that will result in better outcomes.

Consequently, this study fully satisfies the section 9.1 Local Planning Direction 1.5.

Finally, successful implementation of PRCUTS requires coordination and collaboration between Council and State Government, especially relating to transport and infrastructure. Council looks forward to working with the NSW Government to ensure that PRCUTS' vision and objectives can be proactively realised.