INNER WEST

Development Control Plans

Parramatta Road Corridor Implementation Stage 1
September 2023

INNER WEST

Contents

LEP2A – Parramatta Road Corridor Stage 1 – Draft Development Control Plans– to Inner West Development Control Plans

Implementing PRCUTS – Stage 1

Inner West Council is taking a staged approach to implementing the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). Stage 1 of this implementation is identified in Figure 1 and includes:

- The Inner West section of **Kings Bay Precinct**, being the subject of Part D, Section 13 of Inner West Comprehensive (Ashfield) DCP, 2016
- Specific locations in **Taverners Hill Precinct**, including:
  - Taverners Hill North: Tebbutt and Beeson Streets, being the subject of Part G, Section 13 of Leichhardt DCP 2013
  - Taverners Hill South: Old Canterbury Road and Thomas Street, being the subject of Part 9, Section 49 of Marrickville DCP 2011
- Specific locations in **Leichhardt Precinct**:
  - A focussed area centred on Norton Street, Balmain Road and Parramatta Road, being the subject of Part G, Section 14 of the Leichhardt DPC 2013
  - A focussed area centred on Parramatta Road and Crystal Street, being the subject of Part 9, Section 9.50 of Marrickville DCP 2011.

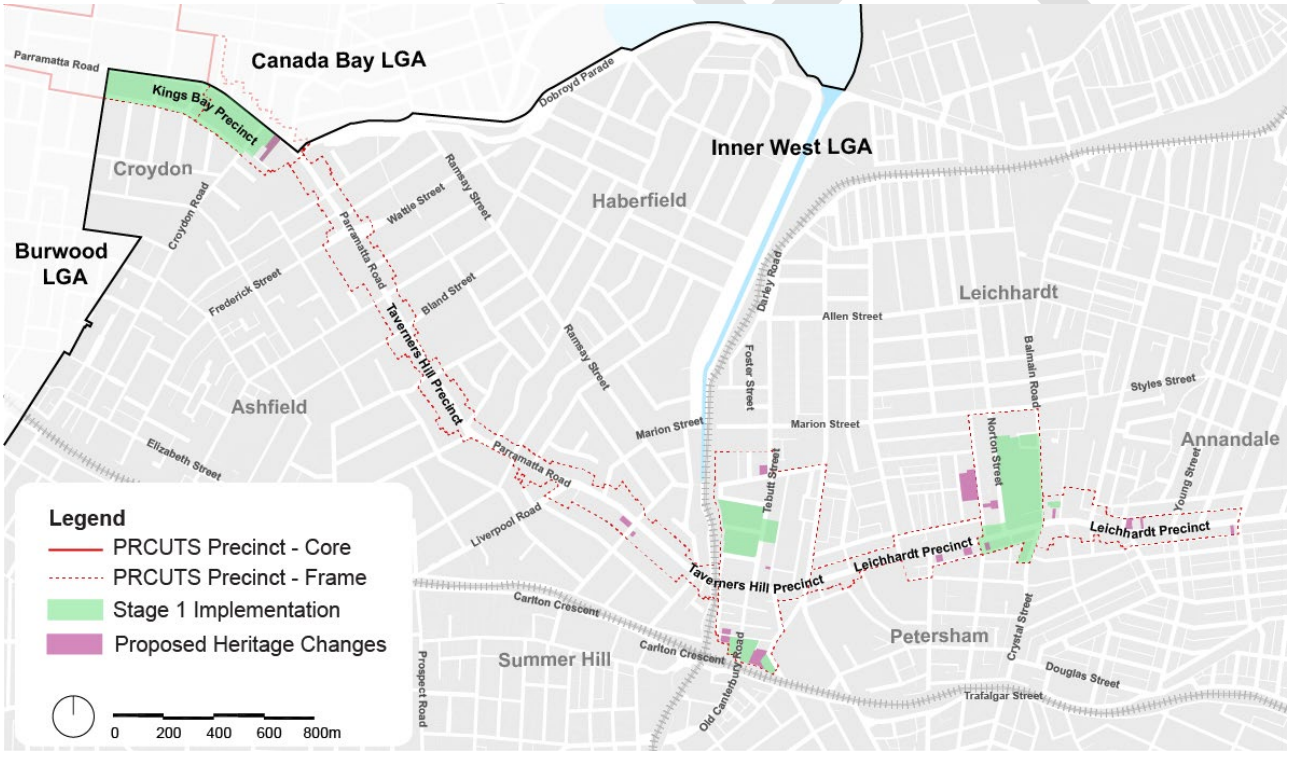


Figure 1: Parramatta Road Corridor Precincts in the Inner West and Stage 1 Implementation locations

Schedule of Amendments

Inner West Comprehensive (Ashfield) DCP 2016

Section/Chapter	Amendment to	Proposed amendment
Contents	Update existing contents list	Update to include new Section 13 – Parramatta Road Corridor Kings Bay Precinct to Part D – Precinct Guidelines
Section 1: Preliminary, Chapter A: Preliminary		
Order of Priority for Applying Guidelines	Modify existing wording – General controls have priority over Precinct Specific Controls or Development Category Controls.	Minor change: Update to reinforce "Plain English" content. Proposed to reword as follows: *General Controls detailed in Part A - Miscellaneous, Part B - Public Domain, Part C - Sustainability, Part E1 - Heritage Items and Conservation Areas and Part F - Development Category Controls, supplement Part D - Precinct Controls. Where Part D - Precinct Controls are silent, Controls in relevant Parts of the DCP prevail.*
Section 2: General Guidelines, Chapter D: Precinct Guidelines		
Part 6 – Enterprise Zone (B6) Parramatta Road	Modify existing wording – This Guideline applies to the following development categories: All development along Parramatta Road generally zoned E3 Productivity Support under the Inner West LEP 2022.	Update Application to exclude Area 1 North by rewording as follows: *This Guideline applies to all development along Parramatta Road generally zoned E3 Productivity Support under the Inner West LEP 2022, excluding E3 Productivity zoned land identified as Area 1 North when seeking to rely on Incentive Floor Space Ratio Map, Incentive Height of Buildings Map and Clause X.X of the Inner West LEP 2022. In this circumstances Part 13 Parramatta Road Corridor – Kings Bay Precinct of this DCP prevails over this Part.*
Part 13 – Parramatta Road Corridor – Kings Bay Precinct	Nil – new content	New Section to include Parramatta Road Corridor – Kings Bay Precinct
Section 2: General Guidelines, Chapter G: Definitions		
Definitions	Update to include new definitions	Include the following new definitions: *Through-site link* means a 24 hour publicly accessible walking, cycling or other mobility aid link between two streets and is registered on title as an easement.
Section 2: General Guidelines, Chapter H: Amendments		
Amendment No. 8	Update schedule to include proposed new content	Add to Chapter D Precinct Guidelines: • by inclusion of Part 13 – Parramatta Road Corridor – Kings Bay Precinct, and • associated amendments to Part 6 – B6 Enterprise Corridor and Chapter G – Definitions.

Leichhardt Development Control Plan 2013

Section/Chapter	Existing content	Proposed amendment
Amendment Schedule	Update schedule to include proposed new content	Amendment to include: Part G - Site specific controls to include: • Section 13 – Parramatta Road Corridor – Taverners Hill Precinct • Section 14 – Parramatta Road Corridor – Leichhardt Precinct
Contents	Amend existing	Amend to include Part G – Site specific controls for: • Section 13 – Parramatta Road Corridor – Taverners Hill Precinct • Section 14 – Parramatta Road Corridor – Leichhardt Precinct
Part G: Site Specific Controls		
Contents	Amend existing	Amend to include: • Section 13 – Parramatta Road Corridor – Taverners Hill Precinct • Section 14 – Parramatta Road Corridor – Leichhardt Precinct
Section 1 – Site Specific Control Overview	Amend existing	Amend Figure G1 to include Area 13 - Parramatta Road Corridor – Taverners Hill Precinct and Area 14 - Leichhardt Precinct
C2.2.3.5 Leichhardt Commercial Distinctive Neighbourhood	Amend existing	Amend C2.2.3.5 by inserting before Figure C82: *The Leichhardt Precinct – Parramatta Road Corridor lies within the Leichhardt Commercial Distinctive Neighbourhood. The new desired future character for the Leichhardt Precinct is included in Part G, Section 13 and is compatible with the adjoining neighbourhoods in the Leichhardt Commercial Distinctive Neighbourhood.*
Section 13 – Parramatta Road Corridor – Taverners Hill Precinct	Nil – new content	New Section to include Parramatta Road Corridor – Taverners Hill Precinct
Section 14 – Parramatta Road Corridor – Leichhardt Precinct	Nil – new content	New Section to include Parramatta Road Corridor – Leichhardt Precinct
Appendix A - Glossary	Update schedule to include new definitions	*Through-site link* means a 24 hour publicly accessible walking, cycling or other mobility aid link between two streets and is registered on title as an easement.

Marrickville Development Control Plan 2011

Section/Chapter	Existing content	Proposed amendment
Amendment Schedule	Update schedule to include proposed new content	Amendment to include: Part 9 – Strategic Context to include: • 9.49 – Parramatta Road Corridor – Taverners Hill Precinct • 9.50 – Parramatta Road Corridor – Leichhardt Precinct
Contents	Amend existing	Amend to include Chapter 9 – Strategic Context for: • 9.49 – Parramatta Road Corridor – Taverners Hill Precinct • 9.50 – Parramatta Road Corridor – Leichhardt Precinct
Part 9 – Strategic Context		
Contents	Amend existing	Amend to include: • 9.49 – Parramatta Road Corridor – Taverners Hill Precinct • 9.50 – Parramatta Road Corridor – Leichhardt Precinct

Section/Chapter	Existing content	Proposed amendment
Part 9 Introduction	Amend existing	Amend to include: • 9.49 – Parramatta Road Corridor – Taverners Hill Precinct • 9.50 – Parramatta Road Corridor – Leichhardt Precinct Include an update to number of planning precincts in the preamble. Amend map illustrating location of all precincts to include 9.49 and 9.50 precincts. Map included in version online. Marrickville DCP 2011 - 9.0 Precincts Map.pdf Map to show Precinct 50 as being within the boundary of Precinct 35 (as per Precinct 48)
9.1 – Lewisham North (Precinct 1)	Amend existing	Update Application to exclude Parramatta Road Corridor – Taverners Hill Precinct, Area 2 – Taverners Hill South, Old Canterbury Road and Thomas Street by including: After Map of Precinct: Include the following wording – *When seeking to rely on Incentive Floor Space Ratio Map, Incentive Height of Buildings Map and Clause X.X of the Inner West LEP 2022 on land identified in blue as Masterplan Sites, Part 9.49 Parramatta Road Corridor – Taverners Hill Precinct prevails of this Section of the DCP.*
9.35 – Parramatta Road (Commercial Precinct 35)	Amend existing	Update Application to exclude Parramatta Road Corridor – Leichhardt Precinct, Area 2 – Parramatta Road Street by including: After Map of Precinct: Add a sub-heading – Exclusions to Parramatta Road (Commercial Precinct 35) Include a map showing Parramatta Road Corridor, Leichhardt Precinct, Area 2 – Parramatta Road. Include the following wording – *When seeking to rely Inner West LEP 2022 Incentive Maps and Clause X.X on land identified as Area 1 – Crystal Street and Area 2 – Parramatta Road in 9.50 Parramatta Road Corridor – Leichhardt Precinct prevails over this Section of the DPC where there is any inconsistency.*
9.49 – Parramatta Road Corridor – Taverners Hill Precinct	Nil – new content	New Section to include Parramatta Road Corridor – Taverners Hill Precinct
9.50 – Parramatta Road Corridor – Leichhardt Precinct	Nil – new content	New Section to include Parramatta Road Corridor – Leichhardt Precinct
Part 10 – Definitions		
	Update schedule to include new definitions	*Through site link* means a 24 hour publicly accessible walking, cycling or other mobility aid link between two streets and is registered on title as an easement.

Parramatta Road Corridor – Leichhardt Precinct

14.1. Application

Part G, Site Specific Controls, Section 14, Parramatta Road Corridor: Leichhardt Precinct applies:

- to that part of Leichhardt Precinct shown in **Figure 1:** Parramatta Road Corridor: Leichhardt Precinct Land Application Map as Area 1, Area 3, Area 4 and Area 5, and
- where development seeks to rely on the Incentives Floor Space Ratio Map, Incentives Height of Buildings Map and meets Clause X.X of the Inner West LEP 2022.

Where development does not seek to rely on the Incentives provisions, Part G, Section 14 does not apply. In this circumstance, relevant provisions of this DCP apply.

The Leichhardt Precinct has five Areas that have varying functions and intended outcomes. As detailed above, this Section applies to five of those Areas:

- Area 1 – Parramatta Road
- Area 3 – Norton Street East
- Area 4 – Norton Street Opportunity Site
- Area 5 – Norton Street North
- Area 6 – Balmain Road

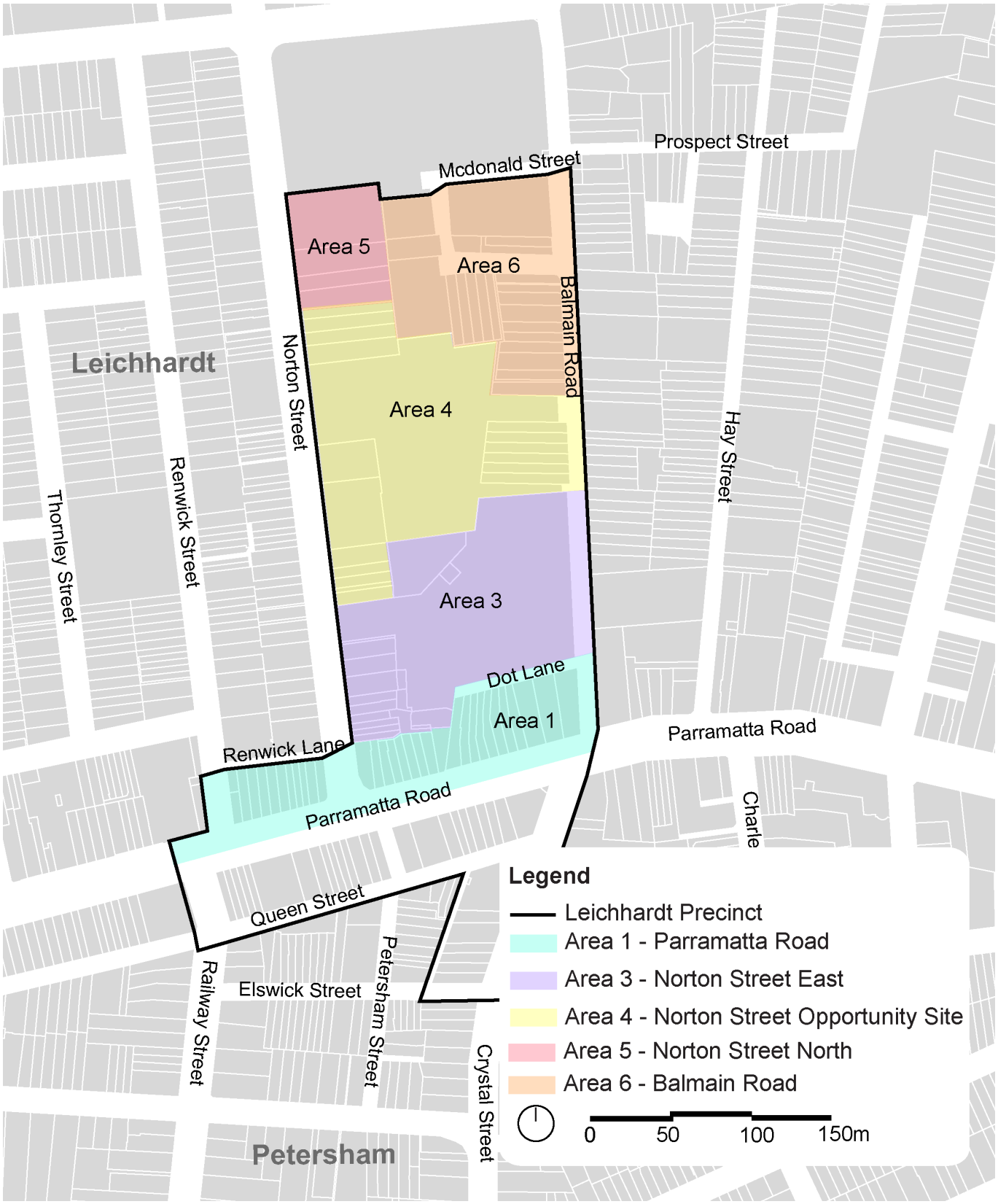
Where seeking to rely on incentive provisions, all development will achieve the Desired Future Character, Objectives and Controls detailed in:

- **Section 14.3** that applies to all Areas in the Leichhardt Precinct, and as applicable
- **Section 14.4** that applies to Area 1 – Parramatta Road, or
- **Section 14.5** that applies to Area 3 – Norton Street East, or
- **Section 14.6** that applies to Area 4 - Norton Street Opportunity Site
- **Section 14.7** that applies to Area 5 – Norton Street North
- **Section 14.8** that applies to Area 6 – Balmain Road.

These sections supplement and should be read in conjunction with relevant provisions of this DCP.

Where Part G Section 14 applies and there is an inconsistency between this Section and the other provisions of this DCP, this Section prevails.

Figure 1: Parramatta Road Corridor: Leichhardt Precinct Land Application Map



14.2. Context

Parramatta Road Corridor Urban Transformation Strategy

Parramatta Road Corridor - Leichhardt Precinct is one of eight Precincts of the Parramatta Road Corridor Urban Transformation Strategy (PRUCTS). PRCUTS is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor.

The vision for Parramatta Road Corridor is:
A high-quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.

The vision is supported by seven principles:

1. **Housing choice and affordability**
   Plan for diversity in housing types to accommodate a wide range of community needs, including affordable, family, student and seniors housing.
2. **Diverse and resilient economy**
   Plan for and position the corridor to attract new businesses and support existing business that create a diversity of jobs and promote jobs closer to home.
3. **Accessible and connected**
   Reshape and better connect places and movement networks to better serve customers and encourage sustainable travel.
4. **Vibrant community places**
   Promote quality places and built form outcomes to transform the corridor over time.
5. **Green spaces and links**
   Embellish existing open space and provide for new open spaces that support the recreational needs of the community and encourage active and healthy lifestyles.
6. **Sustainability and resilience**
   Create liveable local Precincts along the corridor that are sustainable, resilient and make Sydney a better place.
7. **Delivery**
   Deliver, drive, facilitate and monitor action.

PRCUTS and Inner West

Four of the eight PRCUTS Precincts are within Inner West Council local government area. These include:

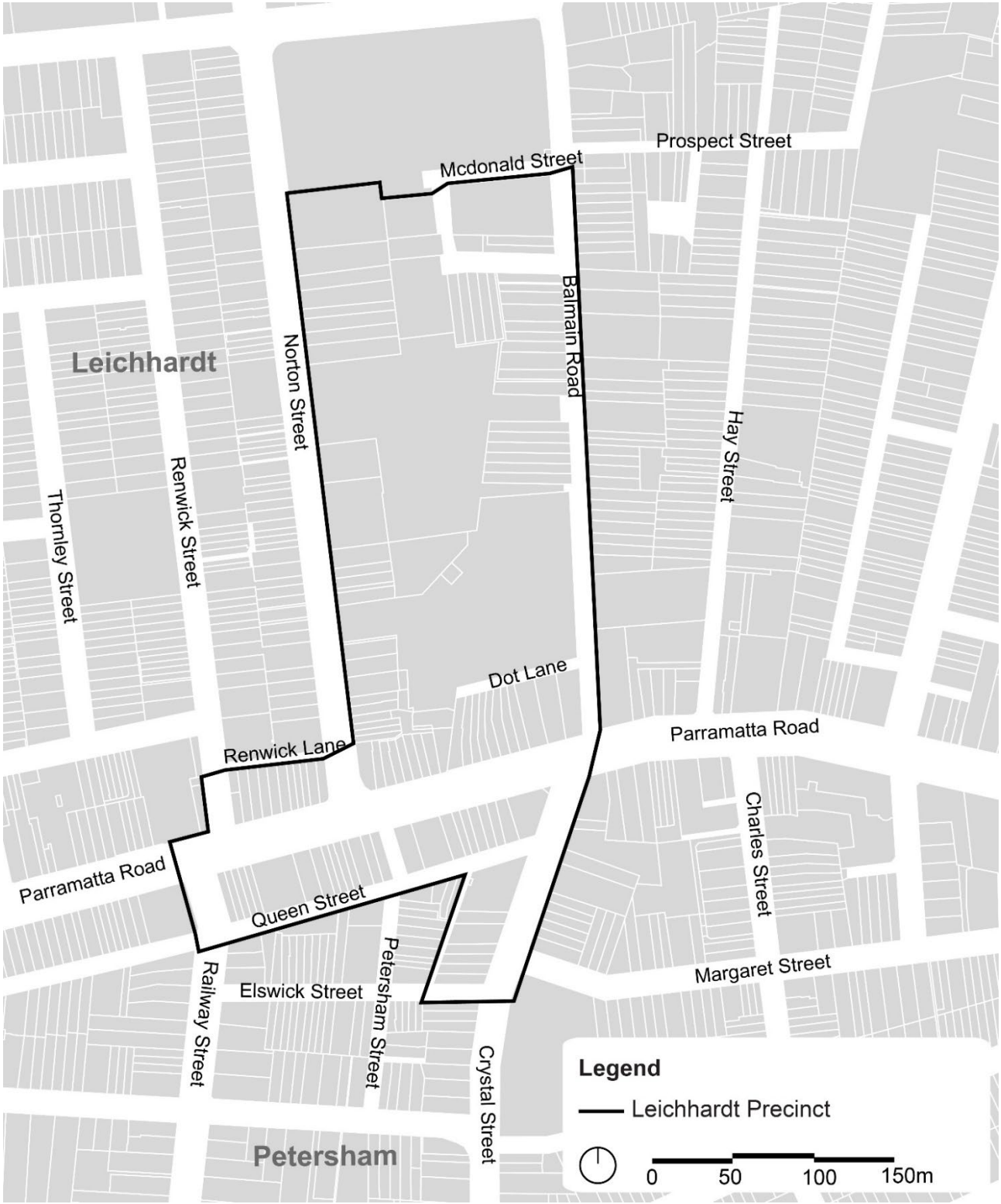
- Part of **Kings Bay/ Croydon Precinct** in Croydon that extends from Lang Street, Croydon in the west to Iron Cove Creek in the east. The remaining areas of Kings Bay/ Croydon Precinct are in Burwood and Canada Bay local government areas.
- **Taverners Hill Precinct** that extends from Petersham in the east to Summer Hill in the west and includes areas in Leichhardt and Lewisham.
- **Leichhardt Precinct** in the suburbs of Leichhardt and Petersham.
- Part of **Camperdown Precinct**. The remaining area of Camperdown Precinct is in City of Sydney local government area.

14.3. Leichhardt Precinct

14.3.1. Application

Section 14.3 applies to the entire Leichhardt Precinct as identified in Figure 2.

Figure 2: Parramatta Road Corridor: Leichhardt Precinct



14.3.2. Leichhardt Precinct Desired Future Character

- Norton Street is a strong vibrant and bustling activity strip that creates a sense of community and is supported by increased residential density.
- Parramatta Road provides affordable small-scale retail and employment premises and where new development respects heritage and the fine grain character of the streetscape.
- Housing within the Precinct is well located and diverse, serving the needs of people of all ages, abilities and incomes.
- Busy pedestrian routes provide access to and from key destinations within the Precinct and new east-west pedestrian connections breaking down large blocks on Norton Street.
- People enjoy a public domain that is well-designed, activated and landscaped.
- The iconic views and vistas along Parramatta Road and north-south streets, of historic landmarks at street junctions and glimpses to the city skyline remain.
- Living and work environments are sustainable and comfortable as a result of:
    - buildings having a high standard environmental performance
    - integrated water management
    - building design, landscape and materials reducing urban heat effects
    - building design reducing noise and air quality improvements
    - promoting active and public transport
    - catering for electric charging infrastructure.
- The built form is high quality, suitably scaled, transitions to neighbouring areas and meets the needs of intended uses.
- Taller buildings are concentrated between Norton Street and Balmain Road which protects the lower scale and well recognised streetscape along Norton Street and Parramatta Road.
- Residents benefit from building design that maximises their amenity while protecting the amenity of nearby developments.
- Community facilities and civic services such as library, town hall and schools support the Precinct.
- Pedestrians and bike riders benefit from:
    - enhanced connections across Parramatta Road and along Railway Street to Petersham Station
    - increased east-west permeability
    - safe cycling connections north-south.
- Reliance on private vehicles has reduced to support sustainable living through:
    - reducing on-site car parking provision for origin and destination locations
    - setting maximum car parking rates instead of requiring minimum car parking
    - implementing new models such as unbundled parking and shared car use
    - leveraging proximity to public transport networks, including rapid transport on dedicated lanes on Parramatta Road.

14.3.3. Connectivity and accessibility

Objectives

O1. To increase connectivity, permeability and accessibility across the Precinct for pedestrians and bike riders by enhancing links between workplaces and residential areas to key locations.

O2. To enhance local connectivity between Norton Street and Balmain Road.

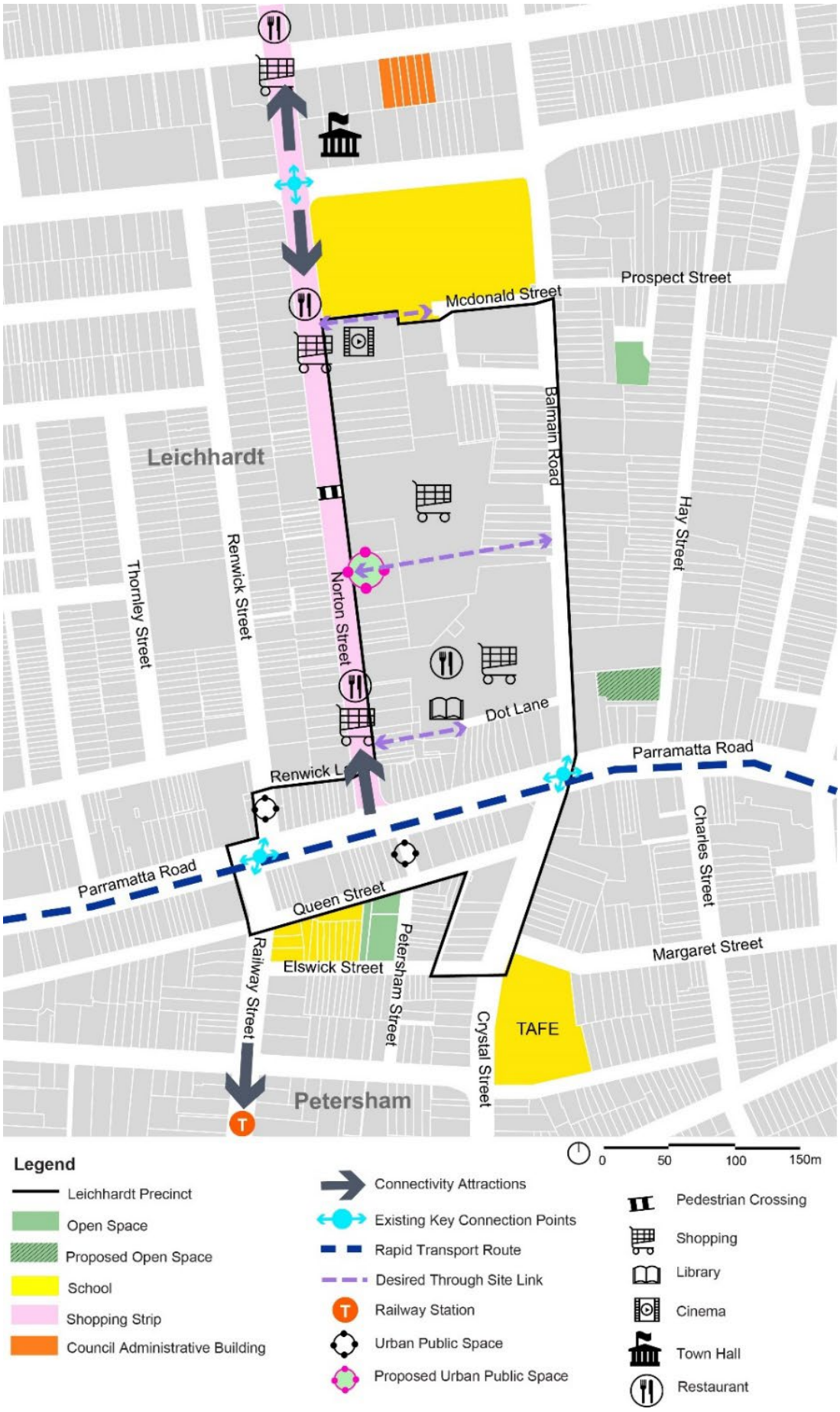
Controls

C1. Built form and streetscape treatments reinforce pedestrian and cycling connections identified in Figure 3: Leichhardt Precinct connectivity and accessibility map, including:

a. north-south connections between the Precinct and Petersham Train Station
b. east-west connections to improve permeability between Balmain Road and Norton Street:
    i. a midblock through-site link through the Opportunity site/ Norton Plaza
    ii. a through site link connecting Dot Lane to Norton Street
    iii. a through site link connecting McDonald Street to Norton Street.

C2. Where a desired through-site link is identified on Figure 3, lot amalgamation and development contribute to mid-block connections to increase connectivity between Norton Street and Balmain Road.

Figure 3: Leichhardt Precinct connectivity and accessibility map



14.3.4. Streetscape and public domain

Objectives

O3. To improve the amenity and safety of the streetscape of the Precinct in a manner that:
- a. contributes to the street character and intended land uses
- b. is supported by built form that interfaces well with the streetscape and heritage
- c. reduces street clutter and improves the visual amenity of the public domain
- d. reinstates or upgrades the footpath to provide enhanced public domain
- e. protects existing street trees
- f. positively contributes to water management and is waterwise
- g. results in a durable and low maintenance public domain.

Controls

C3. Development contributes towards enhancing the streetscape for the extent of the street frontage by:
- a. providing required built form setbacks and a built form that interfaces well with the streetscape
- b. ensures the pedestrian movement area is clear of obstacles
- c. integrates pedestrian entries into the streetscape design

Notes:
8. Refer to *Inner West Public Domain Design Guide* (202X) for details of road types, footpath area functions and finishes.
9. Refer to Controls related to built form and landscaping as detailed in Sections 14.4, 14.5, 14.6, 14.7 and 14.8 as relevant to each Area within the Precinct.

14.3.5. Development utility infrastructure

Objectives

O4. To reduce street clutter, provide opportunity for viable street trees and enhance the public domain.

O5. To locate and design mechanical plant and essential services in a way that:
- a. improves the visual amenity of the public domain
- b. does not conflict with landscaping or street tree planting
- c. is located outside the public domain.

Controls

C4. Relocate existing overhead cables underground, and where possible, co-locates with other underground services.

C5. Mechanical plant and essential services equipment are:
- a. contained wholly within the property
- b. located off the primary street frontage, or
- c. where on the primary street frontage are located behind the building line and screened from view
- d. integrated with the building and landscape design.

14.3.6. Affordable housing

Objectives

O6. To increase the supply of well-designed affordable housing in the Inner West to meet community needs and in appropriate locations across Leichhardt Precinct.

O7. To ensure affordable housing is managed and retained in perpetuity.

Controls

C6. Affordable housing units:
- a. include a range of sizes to cater for different household sizes
- b. are designed and constructed to the same standard as other residential accommodation in the development
- c. are distributed throughout the development with a unit mix determined by Council in consideration of affordable housing need and social inclusion.

C7. Affordable housing units are to be provided and managed in accordance with the relevant Affordable Housing Contributions Scheme and Council's Affordable Housing Policy.

Notes:

10. Affordable housing has a statutory definition under the NSW Environmental Planning and Assessment Act 1979 of "housing for very low-income households, low income households or moderate income households, being such households as are prescribed by the regulation or are as provided for in an environmental planning instrument."
11. Refer to *Inner West Affordable Housing Policy 2022* for details of Affordable housing requirements.

14.3.7. Lot amalgamation

Objectives

O8. To promote efficient use of land and orderly redevelopment by:
- a. avoiding isolating lots and reducing development potential
- b. providing intended uses and built form outcomes that make a positive contribution to the streetscape.

Controls

C8. Lot amalgamation:
- a. does not result in isolated lots that are impractical for redevelopment to the scale and intensity desired for the area
- b. combines narrow lots and lots in fragmented ownership.

14.3.8. Sustainability and resilience

Objectives

O9. To achieve a high standard of environmental building performance that:
- a. reduces greenhouse gas emissions and water use
- b. results in comfortable living and working environments.

O10. To reduce urban heat island effects through incorporating and integrating mechanisms that collectively mitigate the impacts, including:
   a. green infrastructure in the form of landscape and surface treatments that incorporate water storage and treatment while reducing water usage
   b. trees that offer shade to the built form, hard surfaces and vegetation
   c. building materials and colours that reduce heat impacts, contribute to energy efficiency and thermal comfort, and minimise nuisance caused by glare or heat radiation.

Controls

C9. Building Environmental Performance Report or BASIX certificate demonstrates that the development:
   a. achieves a reduction of greenhouse gas emissions and water use
   b. results in comfortable living and working environments
   c. includes passive design features such as optimal orientation, increased insulation, effective shading, cross ventilation and lower solar absorptance external surface finishes
   d. optimises rooftop solar photovoltaic systems
   e. achieves full electrification of utilities including cooking (other than in commercial kitchens), heating and hot water (heat pumps)
   f. for residential development:
      i. achieves an average thermal performance of 7-star NatHERS
      ii. incorporates ceiling fans in bedrooms and living rooms.

C10. Mitigate urban heat island effects by:
   a. achieving required tree canopy through:
      i. site layout maximising retention of existing mature trees
      ii. including advanced containerised trees (greater than 200 litre) of a species that within 10 years will achieve 50% of their potential at maturity
      iii. incorporating trees and vegetation across various storeys (roof tops, terraces, atriums, and the like), in addition to, or where necessary, as an alternative to ground level planting
      iv. a combination of the above that collectively achieves, or exceeds, the tree canopy requirements.
   b. integrating green roofs and walls as a component of the landscape and built form design specifically in northern and western facing locations
   c. incorporating permeable surfaces, rain gardens, and other water sensitive measures in landscape treatments
   d. using materials and colours that:
      i. have a high solar reflectance index (lighter colours) on roofs, facades, glazing or ground surfaces subject to their purpose and aligned to orientation and exposure to sunlight
      ii. where it may cause nuisance due to glare or reflection do not exceed 20% reflectivity (darker colours).

14.3.9. Access and parking

Objectives

O11. To ensure developments reduce private motor vehicle use, minimise traffic impacts and encourage sustainable transport.

O12. To enhance the public domain, improve pedestrian experience and safety, and limit the number of vehicle access points throughout the Precinct.

O13. To reduce private vehicle ownership through unbundled parking, car share schemes and decoupled parking, where on-site car parking is provided.

O14. To maximise efficient use of non-residential car parking by incorporating shared use of parking spaces subject to peak demand of various building uses.

O15. To ensure development provides facilities for electric vehicles.

O16. To future proof infrastructure to support increased take-up of electric vehicles.

O17. To ensure vehicle parking, servicing and loading areas are designed to:

a. reduce their visual impact on the public domain
b. support all vehicle types anticipated by development including service vehicles and loading areas
c. maximise potential adaptation at a future point in time when less parking is required.

O18. To ensure delivery areas prioritise servicing outside peak pedestrian activity for key streets.

O19. To ensure bike riders have sufficient accessible and secure parking.

O20. To provide on-site workers facilities for employment generating uses that encourage active transport commuting, healthy workplaces and cater for worker needs.

Controls

C11. Travel plans are to include the following:

a. baseline travel demand and mode share estimates from established similar developments
b. targets for reduced private motor vehicle trips and an increased mode share for sustainable transport
c. actions to be implemented to achieve the mode shift targets, with a written commitment from the property owner and/or business operator to implement them
d. a process for monitoring and review of actions and targets
e. a guide for residents, employees and visitors associated with the development to assist with the mode shift
f. public transport subsidies for workers for commuter and for-work trips and parking charges for workers who commute by car and/or payments to employees who don't
g. on-site carshare schemes and memberships, and priority parking for multiple occupancy vehicles, e.g. employees who car pool
h. subsidised bicycle purchase and quality bicycle parking and associated end-of-trip facilities
i. provision of peak period shuttle buses, relocation allowances and flexible working hours.

C12. Vehicular access is located to:

a. use secondary streets or rear accessways and laneways
b. consolidate vehicle access to reduce the number of crossovers through a maximum of one driveway per site or one-way pair.

Note: Refer to additional Controls relevant to specific Areas within the Precinct in Sections 14.4, 14.5, 14.6, 14.7 and 14.8.

C13. Provision of private vehicle parking:

a. is listed on a separate title (unbundled) from the development (i.e. separated from dwelling, commercial units and building ownership)
b. is decoupled from the development, as relevant
c. includes car share vehicle(s) that:
    i. are located either on-site or on the street at the discretion of Council
    ii. do not result in the maximum car parking rates being exceeded
    iii. are publicly available and readily accessible at all times.

Notes:

1. **Unbundled parking** means parking that is separated from the cost or rent of a dwelling, commercial units and building ownership.
2. **Car share scheme** means a scheme in which any car share operator provides vehicles for shared use and hires those vehicles exclusively to members of the scheme for occasional use for short periods of time, on demand and on a pay-as-you go basis.
3. **Decoupled parking** means provision of off-site car parking, usually in the form of consolidated car parking in close proximity to the development to satisfy the parking requirements.

C14. Where shared use of car parking spaces is included, they are determined on a case-by-case basis dependant on anticipated tenancies/uses.

C15. Provide electric vehicle (EV) ready to use (including cabling, power outlet or charging head) car parking spaces:

a. for non-residential development – Level 3, or faster, at a rate of 10% for all spaces – dedicated and visitor
b. for residential development – Level 1, or faster, at a rate of:
    i. 20% for resident spaces
    ii. 10% for visitor spaces.

C16. Design electric infrastructure services (distributions boards, conduits and cables) to ensure:

a. sufficient energy and capacity, preferably from renewable sources
b. reticulated fixed charging facilities cater for a minimum of:
    i. for non-residential development - 50% of all parking spaces
    ii. for residential development – 100% of all parking spaces.
c. any future EV charger does not require a cable of more than 50m from the parking space to the EV-ready connection.

C17. On-site ground level exposed car parking is not provided, and parking areas:

a. are concentrated below ground or sleeved by other uses
b. are not open structures that are visible from the public domain
c. where below ground:
    i. do not protrude:
        - above ground level at any point along street frontages

- into setbacks areas that are identified as landscape areas

ii. are designed to facilitate break out walls where required

d. do not impede the provision of viable vegetation

e. are designed to accommodate all vehicle types anticipated by the development

f. provide sufficient manoeuvring space to allow vehicles to enter and exit the site in a forward direction

g. designed in a manner that encourages opportunities for adaptation for other uses over time.

C18. Service delivery times are restricted to avoid conflict with peak pedestrian periods on key streets, where practical.

C19. Bicycle parking:

a. complies with the minimum requirements detailed in Table 1

b. is in accessible and visible locations for residents, workers and visitors

c. is secure through provision of bike cages for residents and workers or bike stands for visitors

d. is provided with ready-to-use electric charging points at a minimum rate of:

i. for non-residential development - 1 per 4 bicycle spaces

ii. for residential development – 1 per 2 bicycle spaces

iii. where there are multiple parking areas, facilities are distributed equally across all locations.

Table 1: Minimum bicycle parking

Land Use	Resident/Worker	Visitor
Residential	1 space per dwelling	1 space per 10 dwellings
Commercial	1 space per 150m^2 GFA	1 space per 400m^2 GFA
Retail	1 space per 250m^2 GFA	2 spaces + 1 per 100m^2 GFA
Industrial	1 per 250m^2 GFA	1 space per 500m^2 GFA

C20. On-site workers facilities:

a. comply with the minimum requirements detailed in Table 2

b. are in secure locations

c. where more than 1 shower/change cubicle is required, separate and equal numbers of male and female facilities are provided.

Table 2: Minimum worker facilities for all employment generating uses

Land Use	Resident/Worker	Visitor
Residential	1 space per dwelling	1 space per 10 dwellings
Commercial	1 space per 150m^2 GFA	1 space per 400m^2 GFA
Retail	1 space per 250m^2 GFA	2 spaces + 1 per 100m^2 GFA
Industrial	1 per 250m^2 GFA	1 space per 500m^2 GFA

Anticipated number of workers	Personal Lockers	Showers and change cubicles
0-49	1 per 2 workers	1 unisex
50 - 99	1 per 3 workers	2
100-199	1 per 4 workers	4
200+	1 per 5 workers	+ 1 per 200 workers

14.3.10. Heritage

Objectives

O21. To ensure development:

a. respects the significance of Heritage Items in the locality

b. in the vicinity of Heritage Items is designed and sited to minimise impacts on the significance of the item.

Controls

C21. To ensure development responds to historic built form in the locality by:

a. for Heritage Items - conserving and enhancing the significance, character, fabric and features of these buildings and conforming with the Burra Charter

b. for all other buildings – respects the items by:

i. appropriately siting and designing new development
ii. ensuring new development does not physically overwhelm or dominate the items
iii. using sympathetic materials, colours and finishes that reflect and harmonise with original materials to maintain the character of the items.

14.3.11. Active street frontages

Objectives

O22. Active street frontages are provided to reinforce the vitality and liveliness of the public domain.

O23. Active street frontages are provided:

a. with ground floor frontages being pedestrian orientated and of a high design quality to add vitality to streets

b. by incorporating frequent pedestrian entries that open towards the street.

Controls

C22. Provide active street frontages by including the following uses at street level:

a. shops, commercial premises and other employment uses

b. commercial and residential lobbies and reception areas

c. public buildings or community facilities.

C23. Active street frontages contribute to the liveliness and vitality of streets by:

a. providing a minimum of 70% of the ground floor frontage as transparent glazing with an unobstructed view from the adjacent footpath to at least a depth of 6m within the building

b. maximising entries, display windows, customer service areas and key activities to provide pedestrian interest and interaction
c. minimising blank walls, fire escapes, service doors, plant and equipment hatches
d. providing elements of visual interest, such as display cases, or creative use of materials where fire escapes, service doors and equipment hatches cannot be avoided
e. providing a high standard of finish and appropriate level of architectural detail for building facades
f. providing passive surveillance to enhance safety and security
g. providing ground floor pedestrian entry at the same level as the street to maximise accessibility for all users
h. not including driveways and service entries
i. if including security measures, using grilles or screens that are fitted internally and are a minimum of 60% perforated/transparent when closed.

14.3.12. Built form

Objectives

O24. To provide for a high quality and well-designed built form that:
a. strengthens the urban character and identity of the Precinct
b. supports intended land uses
c. promotes a positive image for businesses
d. is of a bulk and scale and has site layout that complements the local context
e. minimises adverse amenity impacts
f. enhances the public domain for pedestrians
g. incorporates lighting that contributes to the quality and safety of the night-time urban environment, is sustainable and easy to maintain
h. does not create nuisance or hazard from glare, noise and odour for pedestrians, motorists, or occupants of nearby buildings.

O25. To ensure development for residential purposes achieves a high-quality living environment and mitigates urban hazards by taking an integrated and innovative approach to:
a. address road and aircraft noise, and air quality impacts
b. the orientation of development and individual dwellings
c. minimise the need for mechanical ventilation and heating or cooling
d. protect and enhance the amenity of nearby residential development.

O26. To provide appropriate employment uses on the ground floor in mixed used development that:
a. are compatible with the residential uses above
b. are separated from residential uses through subdivision
c. safeguard the provision and viability of business uses
d. provide large floor plates and high ceilings to ensure functionality and flexibility in accommodating a diverse range of business uses.

Controls

C24. Building design:
a. includes architectural features and façade articulation to reduce apparent building bulk
b. emphasises building corners at intersections

c. does not result in overshadowing or loss of privacy
d. locates pedestrian entries:
    i. on the primary street frontage and is visible from the street
    ii. at the same level as the street to maximise accessibility for all users
e. where incorporating external lighting it:
    i. is integrated into the building design and highlights distinctive architectural features
    ii. is energy efficient, high quality, durable and low maintenance
    iii. does not cause nuisance or hazard to occupants of the building or nearby buildings
    iv. minimises light spill into the night sky
    v. supports street lighting to enhance safety and security.
    vi. negates adverse noise and odour emissions from activities, plant or equipment.

C25. Residential development results in comfortable and enjoyable internal environments through:
a. meeting the required standards for residential development near busy roads
b. ensuring buildings are designed to achieve internal noise levels as detailed in AS 2021
c. using a variety of integrated built form design, construction techniques and acoustic solutions to ameliorate negative impacts including but not limited to:
    i. materials and glazing choices
    ii. angled walls and modulated surfaces
    iii. solid balconies and winter gardens
    iv. screens, louvres and hopper windows
    v. locating single aspect dwellings away from the north and west street frontages
    vi. incorporating light wells, atriums and internal articulation to enhance sun capture and air movement
d. retaining privacy and solar access while improving noise impacts for nearby residential development.

C26. Building design facilitates employment uses on the ground floor:
a. are compatible with residential uses
b. activate the street frontage
c. provide suitable floor plates
    i. limit ground floor use for services, storage and other business needs, and where required locate these to the rear of the building
    ii. are larger in scale and designed to provide flexibility to adapt to different uses.
d. include a stratum subdivision scheme to delineate land use separation, ownership structures and obligations to the overall building regarding requiring owners' corporation consent for the submission of development applications and complying development certificates for employment uses separate from residential uses.

14.3.13. Building materials and finishes

Objectives

O27. To provide building materials, fittings and finishes that are high are high-quality, sustainable and complement the locality.

O28. To reduce building waste by effectively re-using or recycling building materials where demolition or deconstruction of existing development is required to facilitate new development.

Controls

C27. Building materials, fittings and finishes:
- a. are durable, of high-quality and textured, to complement materials used in nearby buildings
- b. on facades have a light reflectivity of 20% or less
- c. are sustainable with low embodied carbon such as:
  - i. replacement of Portland cement with supplementary cementitious materials (SCMs) in concrete (i.e., 30% SCM across all pre-cast and in-situ cement)
  - ii. high recycled content in steel
  - iii. timber framing instead of steel framing
  - iv. cross laminate timber
- d. incorporate recycled materials, where possible.

C28. The Deconstruction Plan demonstrates that the majority of demolished building materials, excluding hazardous materials, are integrated into the design and construction of development by re-using on-site or through appropriate recycling.

14.3.14. Landscaping

Objectives

O29. To ensure on-site landscaping:
- a. includes species native to the area
- b. is suited to the location
- c. provides habitat to enhance biodiversity
- d. positively contributes to water management and is waterwise
- e. contributes to mitigating urban heat
- f. is durable and low maintenance.

Controls

C29. The Landscaping Strategy demonstrates, landscape:
- a. is provided in dedicated setbacks
- b. include:
  - i. water sensitive urban design solutions
  - ii. trees and supporting vegetation
  - iii. greening opportunities including green cover, green roofs, green walls, pergolas with climbers, podiums, planters, lawns and gardens, rain gardens and permeable pavements
  - iv. 50% native species.

14.3.15. Views

Objectives

O30. To reinforce view corridors and vistas with buildings, structures, public art or landscape treatments.

Controls

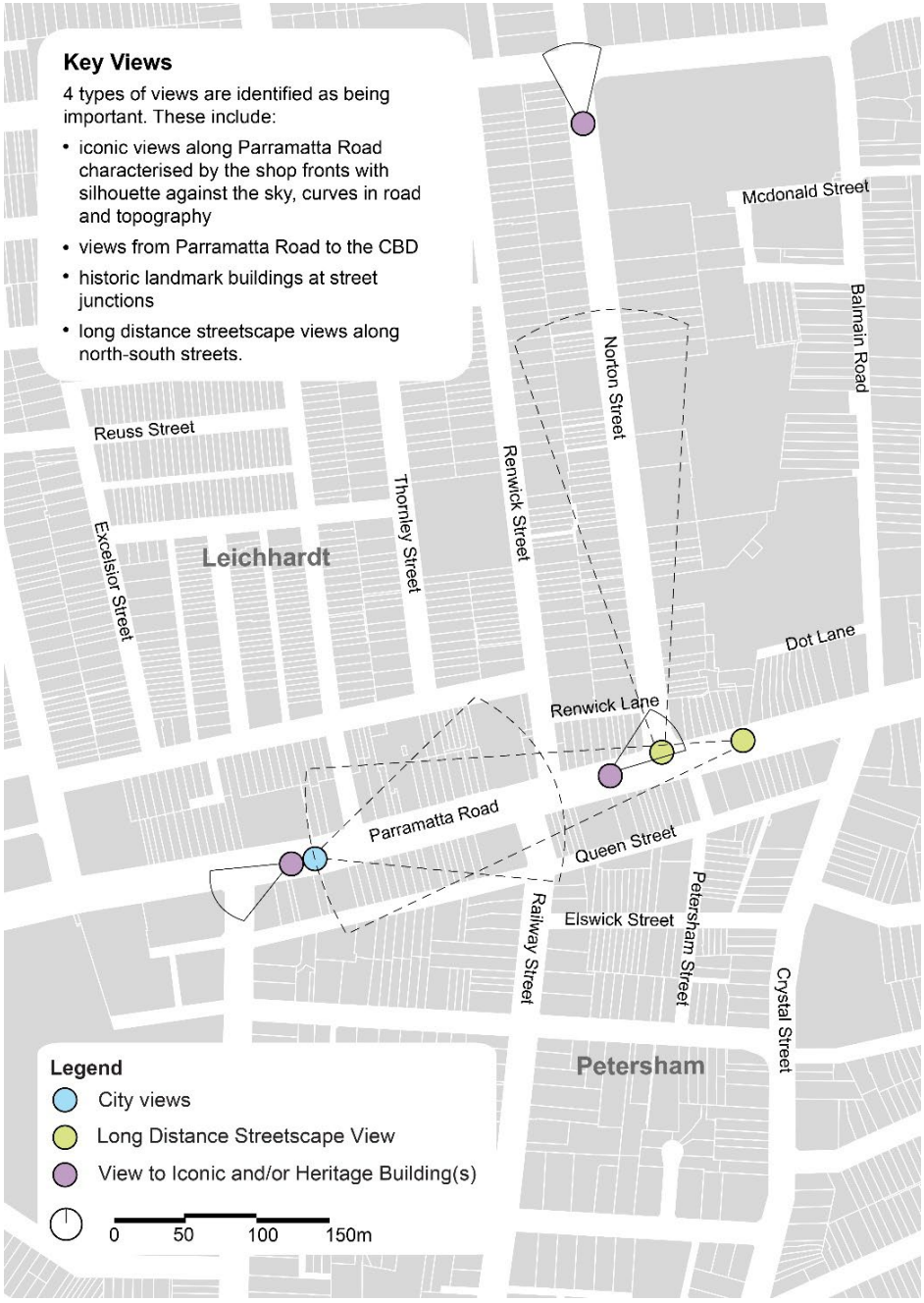
C30. Development maintains and, where possible, enhances views as identified in Figure 4: Leichhardt Precinct Key Views Map:

a. to the City skyline

b. to landmark buildings

c. to street vistas identified.

Figure 4: Leichhardt Precinct key views

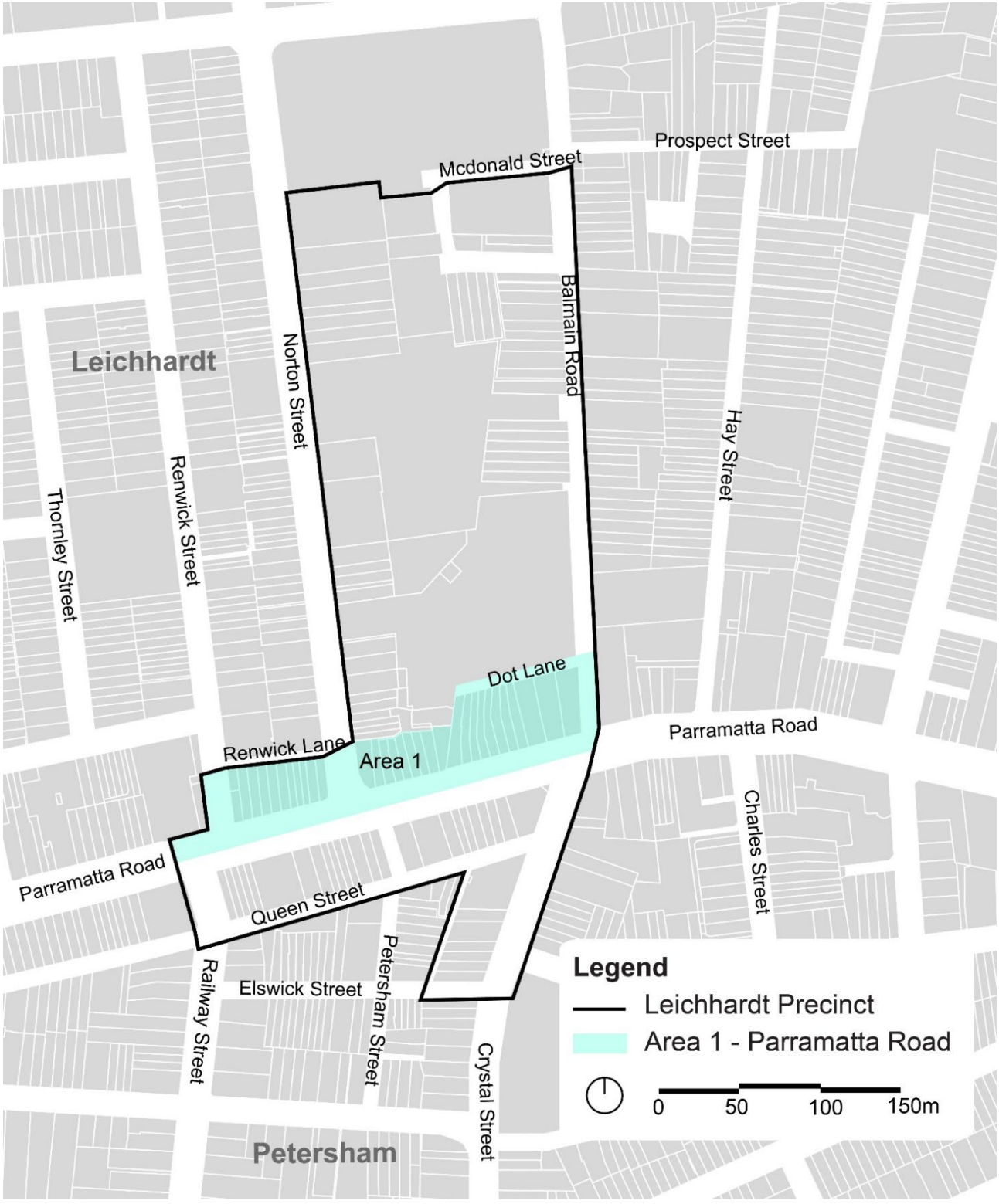


14.4. Area 1 – Leichhardt: Parramatta Road

14.4.1. Application

Section 14.4 applies to Area 1 – Leichhardt: Parramatta Road as shown in Figure 5.

Figure 5: Area 1 – Leichhardt: Parramatta Road



14.4.2. Area 1 – Leichhardt: Parramatta Road Desired Future Character

The Desired Future Character for Area 1 supplements and should be read in conjunction with the Desired Future Character detailed in Section 14.3 for the Leichhardt Precinct.

Leichhardt: Area 1 – Parramatta Road:

- Continues to provide its role as a productive economic corridor that attracts investment and new employment opportunities.
- Is reinvigorated as a retail business high street in its appearance and function.
- Its heritage significance is protected and revitalised with new development that respected the original built form.
- Pedestrians and bike riders benefit from the new urban shared space, Renwick Street, which enhances connectivity between Renwick Street and Railway Street.
- New built form:
    - is high quality
    - responds to and retains the heritage fabric and fine grain appearance of the area
    - is cohesive and presents a consistent street wall to Parramatta Road
    - positively interacts with the street
    - protects solar access, privacy and amenity of surrounding residential uses.

14.4.3. Heritage

Objectives

O31. To ensure development responds to the historic built form of the location by:

a. for Heritage Items - conserving and enhancing the significance, character, fabric and features of these buildings
b. for Contributory Buildings – restoring or reconstructing, altered or missing fabric of buildings
c. for all other buildings – be sympathetic to key architectural or streetscape features found in the Heritage Conservation Area (HCA)
d. not negatively impact on Heritage Items outside Area 1 – Parramatta Road of the Leichhardt Precinct.

Controls

C31. Development responds sensitively to heritage and proactively retains, restores and enhances the heritage features of the location by:

a. demonstrating that achievement of the floor space ratio and height of buildings incentive provisions does not have an adverse impact on the Heritage Items or the HCA, including Contributory Buildings in the HCA
b. for Heritage Items: alterations to the existing fabric are limited to restoration
c. for Heritage Items and Contributory Buildings as identified in Figure 6: Parramatta Road Heritage Features:
d. new built form:
    i. is sympathetic and clearly distinguishable from the existing architecture
    ii. complements the scale, form and materials of the streetscape and its desired future character including wall heights and roof forms

iii. pays particular attention to the transition from old to new and respects the existing façade and parapet in a way that ensures its architectural design remains a predominant feature
iv. retains existing openings, and no new openings are introduced into the façade, including the parapet
v. retains existing floor to floor heights and where new floor levels are introduced, these do not intersect with existing openings
vi. evidences the original narrow fine grain width of shop fronts

e. for all development:
i. retain the prominence of Heritage Items and landmark buildings in the immediate streetscape and surrounding area
ii. use sympathetic materials, colours and finishes to harmonise with the character of the HCA
iii. retain, or where required, replace suspended awnings to ensure consistency with adjoining and original fabric.

14.4.4. Lot Amalgamation

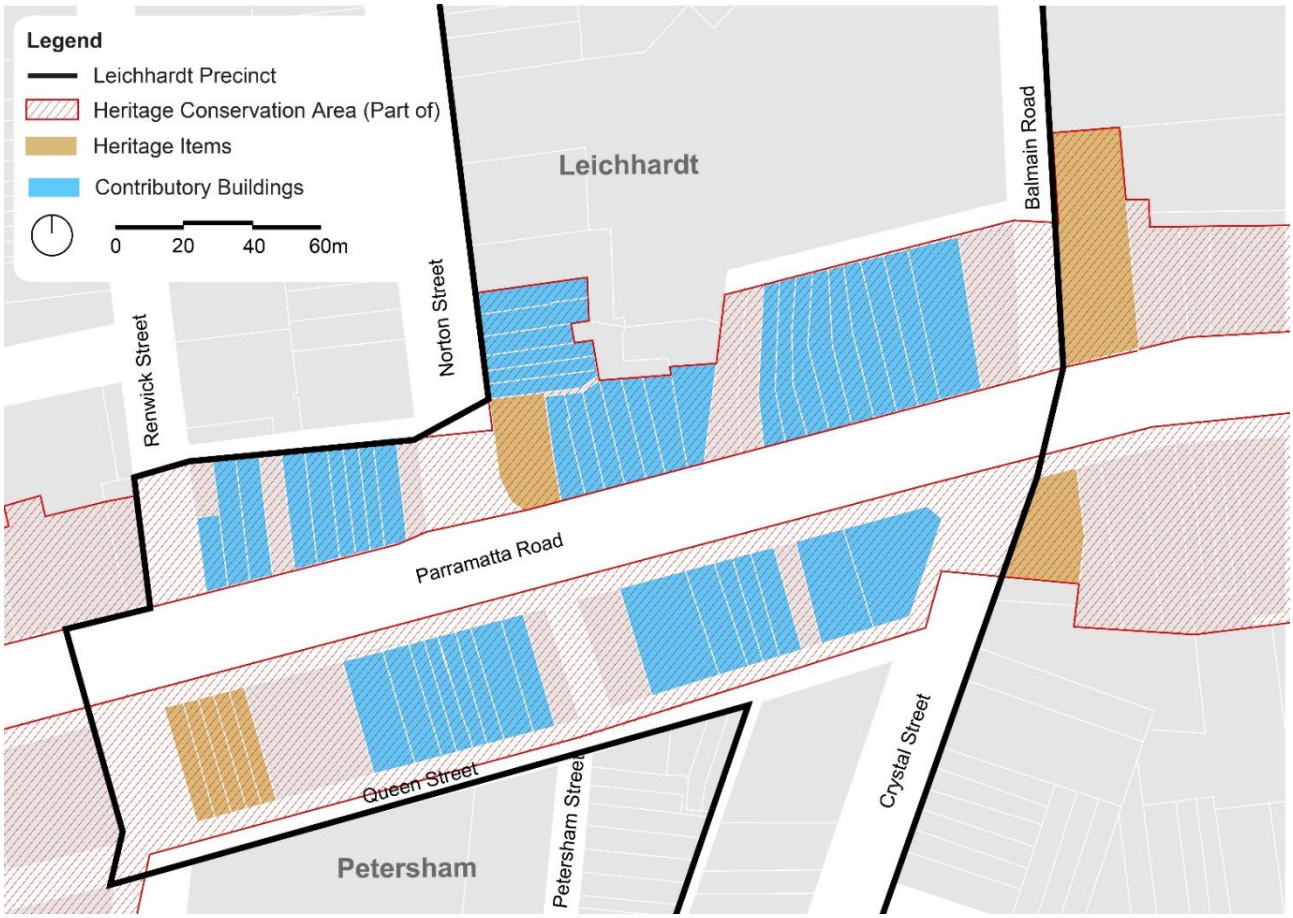
Objectives

O32. To ensure development that relies on lot amalgamation results:
a. in a built form character that retains the existing fine-grain appearance of Parramatta Road
b. in orderly and efficient land use.

Controls

C32. Development that relies on amalgamation:
a. evidences the original subdivision pattern in the resulting built form and shop front pattern
b. where basement levels are proposed, the resulting lot is a minimum of 17m wide and retains a fine-grain built form appearance to Parramatta Road
c. does not isolate or prevent surrounding lots from redeveloping.

Figure 6: Leichhardt: Parramatta Road Heritage Items and Contributory Buildings



14.4.5. Built form

Objectives

O33. To ensure building height:
   a. facilitates economic growth and new housing
   b. responds appropriately to the heritage character of Parramatta Road
   c. protects the amenity of surrounding land uses
   d. provides a consistent street wall to Parramatta Road that is suited to the street proportions and defines the street edge.

O34. To ensure storey height:
   a. at the ground and first storey, allows for a variety of uses and provides flexibility to cater for change over time
   b. above ground, is suited to intended land uses
   c. retains existing floor to floor heights for Heritage Items and Contributory Buildings.

O35. To maintain a consistent setback to Parramatta Road and ensure new built form responds appropriately to the existing and desired future streetscape.

O36. To provide setbacks to rear streets that:
   a. support access for a range of vehicles expected by the development
   b. increase in depth aligned to building height to provide a built form transition, and amenity and privacy of surrounding properties
   c. define the street edge
   d. provide passive surveillance.

Controls

C33. Building height:
   a. does not exceed 6 storeys
   b. has a street wall of:
      i. 2 storeys to Parramatta Road
      ii. 1 storey to Renwick Lane
      iii. 4 storeys to Dot Lane
   c. responds appropriately to Heritage Items through reduced height or transitioning heights to match the item.

C34. Floor to floor height:
   a. for Heritage Items or Contributory Buildings - ground floor and 2nd storey retain the existing floor to floor height
   b. for other – aligns with adjoining Heritage Item or Contributory Building
   c. for 3rd floor and above is 3.2m

   Note: Ground level floor to floor height includes a slope/topography allowance.

C35. Parramatta Road setback:
   a. zero
   b. 3m from 3rd storey
   c. an additional 6m for 6th storey

C36. Setback to rear lanes:

a. Renwick Lane setback:

   i. for first storey at ground floor - zero
   ii. for second storey and above determined on a site-by-site basis by demonstrating that the development:
      - can achieve appropriate solar access and visual privacy
      - will not impact the amenity including solar access and visual privacy of existing or future residential properties
      - will enhance the casual surveillance of Renwick Street.

b. Dot Lane setback: zero

Notes:

1. Figure 7 depicts indicative built form bulk, scale and site layout on shallower lots (33m) being the typical size between Parramatta Road and Renwick Lane.
2. Figure 8 depicts indicative built form bulk, scale and site layout on deeper lots (46.5m) being the typical size between Parramatta Road and Dot Lane.

14.4.6. Vehicle and service access locations

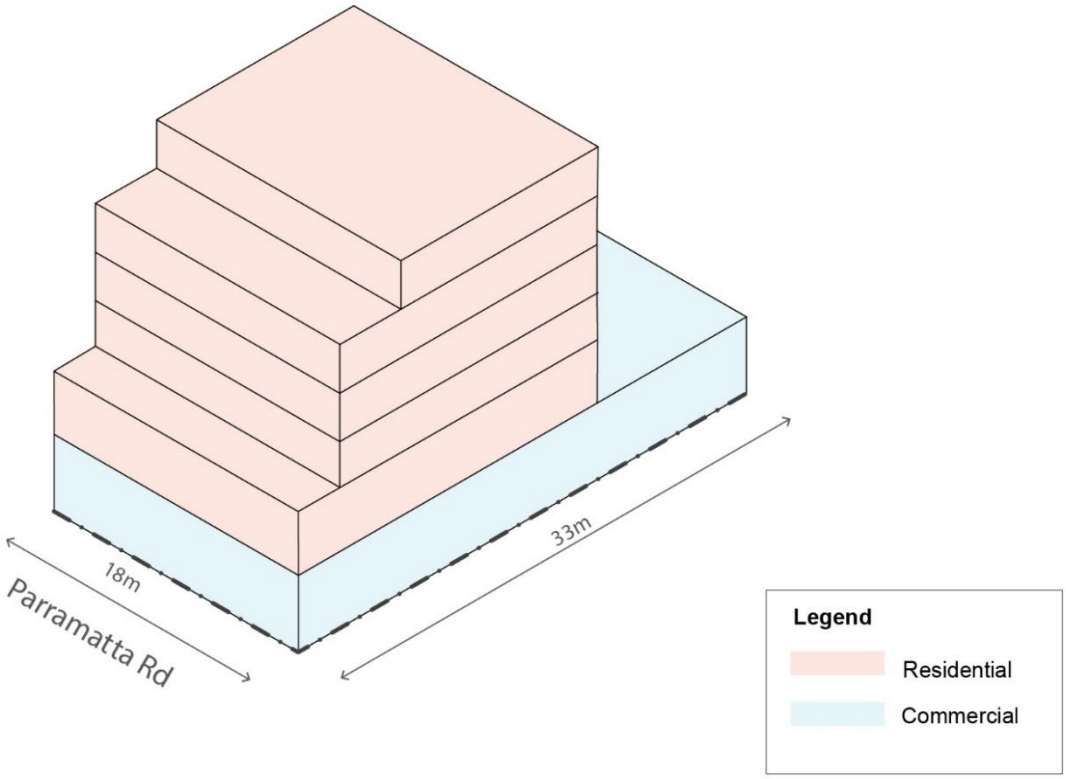
Objective

O37. To ensure vehicle and service access is via secondary streets maintaining the primary function of Parramatta Road.

Control

C37. Vehicle and service access is from Renwick Lane or Dot Lane.

Figure 7: Indicative Area 1 - Parramatta Road shallow lot (33m) - built form bulk, scale and site layout – axonometric and section



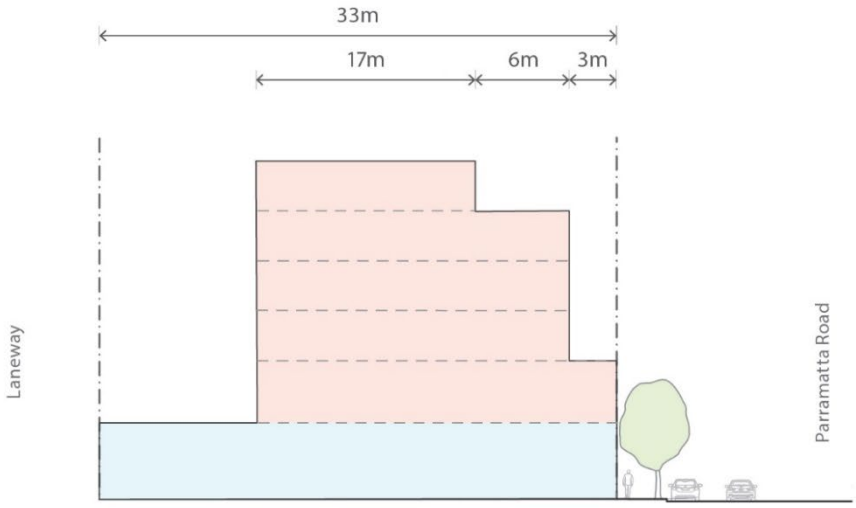
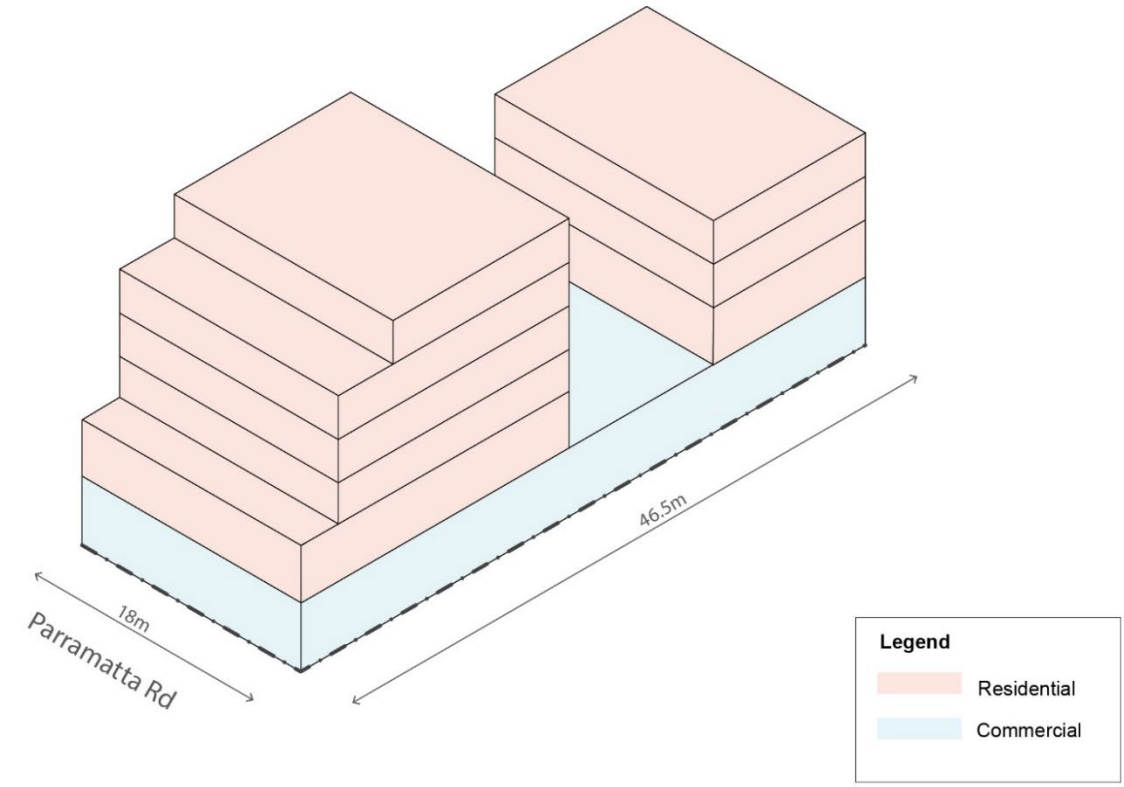
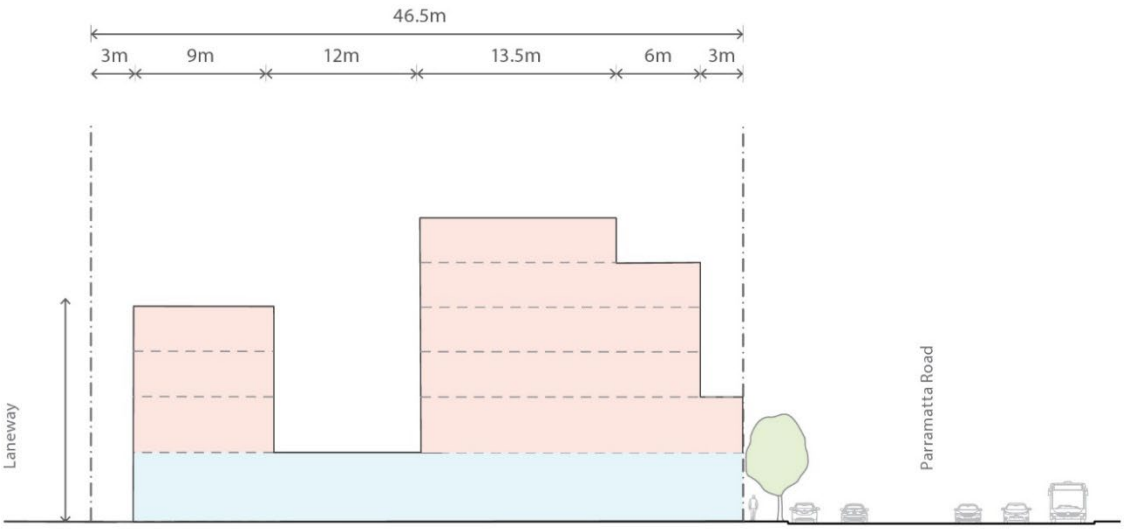


Figure 8: Indicative Area 1 - Parramatta Road deeper lot (46.5m) - built form bulk, scale and site layout – axonometric and section



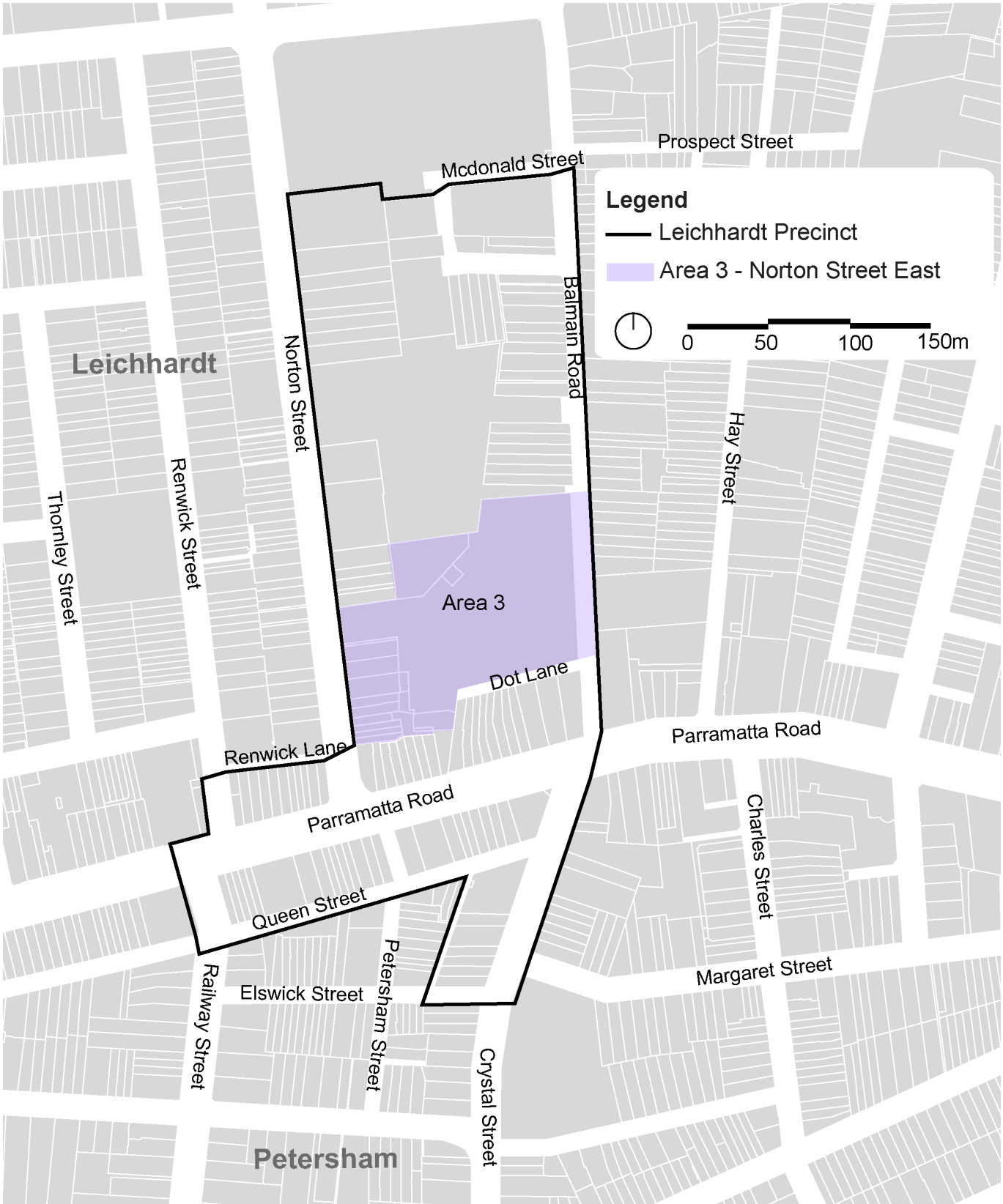


14.5. Area 3 – Leichhardt: Norton Street East

14.5.1. Application

Section 14.5 applies to Area 3 – Leichhardt: Norton Street East as shown in Figure 9.

Figure 9: Area 3 – Leichhardt: Norton Street East



14.5.2. Desired Future Character

The Desired Future Character for Area 3 supplements and should be read in conjunction with the Desired Future Character for Leichhardt Precinct detailed in Section 14.3.

Leichhardt: Area 3 Norton Street East:

- Norton Street is revitalised through intensification of residential and commercial uses.
- It maintains its high-street character through active street uses and enhanced public domain.
- The local heritage of Norton Street is reflected in the retention of contributory building facades. fine-grain built form, with a two storey street wall and active ground floors interacting with the street.
- East-west link between Balmain Road and Norton Street via Dot Lane provides permeability for pedestrians and cyclists.

14.5.3. Heritage

Objectives

O38. To ensure development responds to the historic built form of the HCA by:
   a. for Contributory Buildings - restoring or reconstructing, altered or missing fabric of buildings
   b. development responds sensitively to heritage items and the HCA in the immediate vicinity.

Controls

C38. Development responds sensitively to heritage and proactively retains, restores and enhances the heritage features of the location by:
   a. demonstrating that achievement of the floor space ratio and height of buildings incentive provisions do not have an adverse impact on Heritage Items or the HCA, including Contributory Buildings that support the HCA
   b. for Contributory Buildings as identified in Figure 6: Parramatta Road Heritage items and Contributory Buildings, new built form:
      i. is sympathetic and clearly distinguishable from the existing architecture
      ii. complements the scale, form and materials of the streetscape and its desired future character including wall heights and roof forms
      iii. pays particular attention to the transition from old to new and respects the existing façade and parapet in a way that ensures its architectural design remains a predominant feature
      iv. retains existing openings, and no new openings are introduced into the façade, including the parapet
      v. retains existing floor to floor heights and where new floor levels are introduced, these do not intersect with existing openings
      vi. evidences the original narrow fine grain width of shop fronts.

14.5.4. Lot amalgamation

Objectives

O39. To ensure development that relies on lot amalgamation results:

a. for Contributory buildings - in built a form character that retains the existing fine-grain appearance
b. in orderly and efficient land use.

Controls

C39. Development that relies on lot amalgamation:
a. for Contributory Buildings – evidences the original subdivision pattern in the resulting built form and shop front pattern
b. where basement levels are provided, the resulting lot is a minimum of 17m wide
c. where there is no rear lane access, the resulting lot is a minimum of 30m frontage.

14.5.5. Built form

Objectives

O40. To ensure building height:
a. facilitates economic growth and new housing
b. responds appropriately to surrounding heritage items and heritage conservation areas
c. protects the amenity of surrounding land uses.

O41. To ensure storey height:
a. at the ground and 1st storey, allows for a variety of uses and provides flexibility to cater for change over time
b. above ground, is suited to intended land uses
c. retains existing floor to floor heights for Contributory Buildings.

O42. To maintain a consistent setback to Norton Street and ensures new built form responds appropriately to the desired future streetscape.

Controls

C40. Building height:
a. does not exceed 6 storeys
b. has a street wall to Norton Street of:
i. 4 storeys, or
ii. 2 storeys - if in the Heritage Conservation Area.

C41. Floor to floor height:
a. for 1st storey at ground level is 5m, or
b. for Contributory Buildings - retain the existing
c. for 2nd storey is 4m, or
d. for Contributory Buildings - retains the existing
e. for 3rd storey and above is 3.2m.

Note: Ground level floor to floor height includes a slope/topography allowance.

C42. Norton Street setback:
a. for Contributory Buildings:
i. retains existing setback at ground level
ii. for 3rd storey and above is 3m
iii. for 6th storey – an additional 6m

b. for other buildings:
   i. is zero
   ii. for 5th and 6th storey - 3m.

14.5.6. Vehicle and service access locations

Objective

O43. To minimise vehicle and pedestrian conflict along Norton Street.

Controls

C43. Vehicle and service access to Norton Street is minimised wherever possible through:
   a. provision of minimal car parking, and increased use of public and sustainable transport modes
   b. providing access via secondary streets or easements where possible
   c. maintaining or, where possible, reducing existing number of vehicle cross-over locations
   d. combining driveway access wherever possible.
   e. no new driveway access locations
   f. amalgamation of lots to provide consolidated access for vehicular cross-overs
   g. breakout walls to allow for shared use of basements.

14.5.7. Through site link between Balmain Road and Norton Street

Objective

O44. To provide a g through-site link between Balmain Road and Norton Street through extension of Dot Lane.

Controls

C44. Redevelopment to provide a future cycle and pedestrian connection between Balmain Road and Norton Street through extension of Dot Lane.

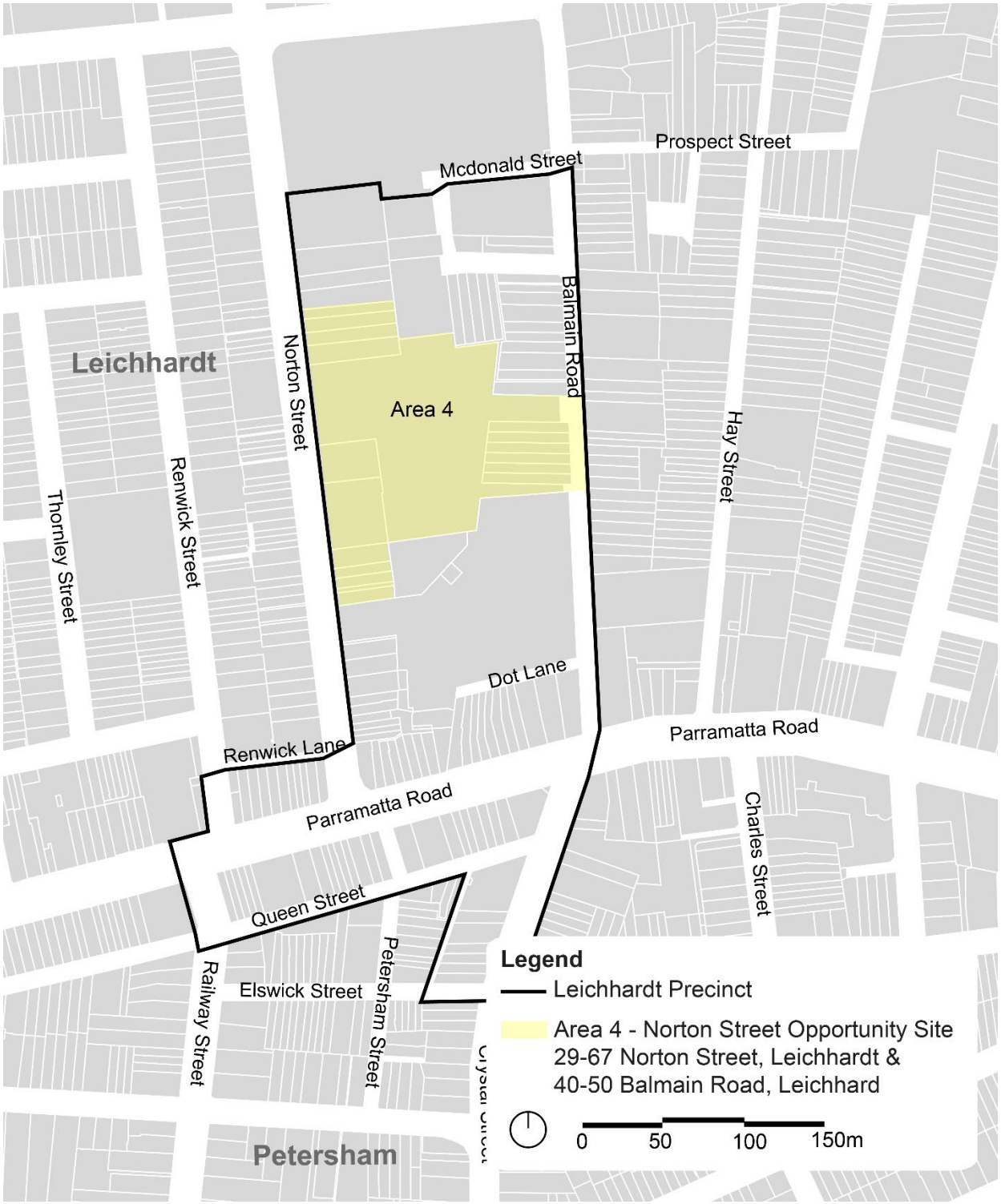
14.6. Area 4 – Leichhardt: Norton Street Opportunity Site

14.6.1. Application

Section 14.6 applies to Area 4 – Leichhardt: Norton Street Opportunity Site as shown in Figure 10 and comprises:

- 29-67 Norton Street Leichhardt
- 40-50 Balmain Road, Leichhardt.

Figure 10: Area 4 – Leichhardt: Norton Street Opportunity Site



14.6.2. Desired Future Character

The Desired Future Character for Area 4 supplements and should be read in conjunction with the Desired Future Character detailed in Section 14.3 for Leichhardt Precinct.

Leichhardt: Area 4 – Norton Street Opportunity Site:

- Is the core of commercial activity and businesses on Norton Street.
- Support Norton Street's historic role as a high street and its growing community.
- Enhanced public domain and improved permeability through new east-west connections between Norton Street and Balmain Road.
- Landscaped urban plaza provides a vibrant meeting place and activity hub on Norton Street.
- Built form is high quality architecture and maximises amenity for new and surrounding residents.

14.6.3. Lot amalgamation

Objectives

O45. To ensure lot amalgamation facilitates redevelopment for commercial, business and residential uses, including delivering an urban plaza and through-site link as public spaces.

Controls

C45. Lot amalgamation aligns with Figure 11: Preferred lot amalgamation pattern - Norton Street Opportunity Site.

Figure 11: Preferred lot amalgamation pattern – Norton Street Opportunity Site

14.6.4. Built form

Objectives

O46. To ensure building height:
- a. is suited to intended uses
- b. has a bulk and scale which reflects the desired future character
- c. retains solar access and privacy for residential dwellings.

O47. To provide setbacks that:
- a. create a consistent street wall to Norton Street
- b. to provide a setback to Balmain Road that facilitates a landscaped setback that extends across all storeys including the basement
- c. reduce the apparent bulk and scale of buildings
- d. facilitate a new connection between Balmain Road and Norton Street
- e. create a landscaped public open space/plaza fronting Norton Street.

O48. To ensure storey height:
- a. at the ground and 1st storeys, allows for a variety of uses and provides flexibility to cater for change over time
- b. above ground, is suited to intended land uses.

Controls

C46. Building height does not exceed 9 storeys and varies within the sub-sites. The building height should be generally consistent in form and scale as follows:

Sub-Site 1
- a. provide a consistent street wall to Norton Street of four storeys and an overall height of 6 storeys.

Sub-Site 2
- a. provide a consistent street wall to Norton Street of 3 storeys and an overall height of 7 storeys
- b. locate taller building elements to the rear of the site.

Sub-Site 3
- a. provide a consistent street wall to Norton Street of 3 storeys and overall height of 4 storeys
- b. to Balmain Road is 5 storeys and an overall height of 8 storeys
- c. within the site - ranges between 3 storeys and 9 storeys
- d. the 9 storey component is located central to the site to minimise overshadowing and visual bulk and scale to Norton Street and Balmain Road.

C47. Development is to comply with the following setbacks:

Sub-site 1
- a. Setback to Norton Street:
  - i. for 1 to 4 storeys is zero
  - ii. for 5th storey and above is 3m
- b. Setback to the north and existing buildings to create proposed urban plaza:
  - i. for 1 to 4 storeys is 25m
  - ii. for 5th storey and above is 28m

c. Setback to the rear is variable, being 0-14m demonstrating that the development meets its objectives.

Sub-site 2

d. setback to Norton Street:
   i. for 1 to 3 storeys is zero
   ii. for 4th storey is 1.5m
   iii. for 5th storey and above is 17m
e. setback to the rear is variable, being 9-12m demonstrating that the development meets its objectives

Sub-site 3

f. setback to Balmain Road:
   i. for one to five storeys is 5m, including the basement
   ii. for sixth storey and above is 8m
g. buildings within the site setback to create an 18m wide through-site link from Balmain Road to Norton Street.

Note: Refer to Section 14.6.6 for Controls for the through -site link.

C48. Floor to floor height:

a. for ground level is 5m
b. for second storey is 4m
c. for residential storeys above is 3.2m

Notes:

3. Refer to Figures 12 to 16 for indicative site layout, built form, bulk and scale, including storeys, setbacks, through site link and public space/urban plaza.
4. Note: Variation to built form controls may be considered on site-specific basis where the proposed development demonstrates achievement of the Precinct wide (14.3.2) and Area 4 (14.6.2) Desired Future Character and Precinct wide (14.3.12) and Area 4 (14.6.4) Built form Objectives and delivers better outcomes.

14.6.5. Landscaping

Objectives

O49. To ensure landscaping is provided:
a. in the setback along Balmain Road that:
   i. enhances pedestrian amenity
   ii. contributes to defining the intersection with the through-site link
b. to the through-site link and urban plaza that incorporates landscaping that provides shade and ground cover suited to the environment and purpose
c. achieves 40% tree canopy cover across the site.

Controls

C49. The Landscaping Strategy demonstrates, landscaping:
a. in the setback along Balmain Road:
   i. includes deep soil planting and mature tree planting with appropriate setbacks to the basement

ii. is designed to enhance amenity and prioritise pedestrian movement along Balmain Road

b. to the through-site link and urban plaza:
   i. is designed to include tree canopy and greening for shade and improved thermal comfort
   ii. incorporates drought tolerant species

c. complies with the required tree canopy of 40% across the site.

Note: Landscaping requirements should be read in conjunction with Sections 14.3.4, 14.3.8 and 14.3.13. Where landscaping targets cannot be achieved, it must be demonstrated that landscaping has incorporated alternate greening measures including green cover, green roofs, green walls, pergolas with climbers, podiums, planters, lawns and gardens, rain gardens and permeable pavement.

14.6.6. Through-site link and urban plaza on Norton Street

Objectives

O50. To provide a new publicly accessible through-site link from Balmain Road to connect with a new urban plaza on Norton Street that:
   a. increases east-west block permeability
   b. provides a safe space for walking and offers universal access
   c. is visually and physically integrated with the surroundings
   d. incorporates landscape treatments, street furniture, public art and materials that are high quality, fit for purpose, durable and sustainable.

O51. To create an urban plaza on Norton Street which connects with the proposed through-site link to Balmain Road that:
   a. provides a vibrant community hub and meeting place that can be used for events and gatherings
   b. ensures all landscape treatments, street furniture, public art and materials are high quality, fit for purpose, durable and sustainable.

Controls

C50. Development provides a through-site link that:
   a. delivers a minimum 18m wide through-site link open to the sky that will connect to a proposed urban public space at Norton Street
   b. provides unrestricted access 24 hours a day seven days a week
   c. is registered as an easement on title
   d. is designed so that the level change between Norton Street and Balmain Road does not restrict access to all users
   e. is well designed to provide:
      i. outdoor seating and lighting, appropriate for afterhours use
      ii. a continuous path for all users including people with prams, wheelchair users, children/adults on bikes and scooters, whilst discouraging commuter cycling
      iii. a clear line of sight between each end of the through-site link is designed to be stepped and landscaped to appropriately transition between the Balmain Road and Norton Street levels

iv. seating for a variety of uses and users

f. integrates with Balmain Road streetscape and reinforces the intersection

g. is designed so that adjoining developments minimise overshadowing and provide passive surveillance

h. incorporates active ground floor frontages for its full extent

i. incorporates awnings for the full extent of the through-site link that are:

i. translucent to provide wind and weather protection

ii. are a minimum of 5m above the public space

iii. do not impact on landscaping or the provision of trees

j. provides way finding signage.

C51. Development:

a. delivers an urban public space with a minimum width of 25m on the Norton Street frontage

b. provides unrestricted public access 24 hours a day, seven days a week

c. is registered as an easement on title

d. is well designed and landscaped to provide:

i. outdoor seating and lighting

ii. a flexible space that is capable of being used as a place for events and gatherings

iii. seating for a variety of uses and users

iv. infrastructure, such as three phase power, waste facilities and drinking water to support a range of activities

v. a continuous path for all users including people with prams and wheelchair users

e. incorporates awnings on all frontages that:

i. provide wind and weather protection

ii. are a minimum of 5m above the public space

iii. do not impact on landscaping or the provision of trees

f. incorporates active frontages.

14.6.7. Vehicle and service access locations

Objectives

O52. To minimise pedestrian conflict by minimising the number of vehicle driveways along Norton Street.

Controls

C52. Balmain Road is prioritised for vehicle and service access.

Figure 12: Norton Street Opportunity Site – plan view

Figure 13: Norton Street Opportunity Site – axonometric view from Norton Street

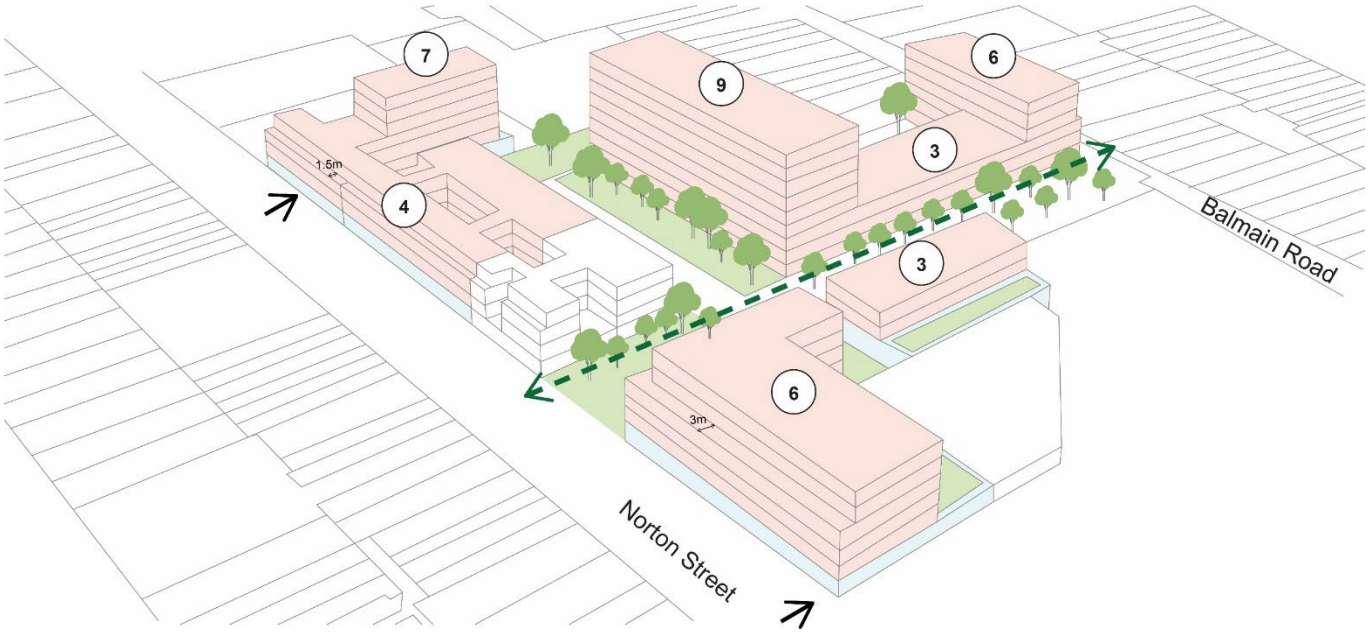


Figure 14: Norton Street Opportunity Site - axonometric view from Balmain Road

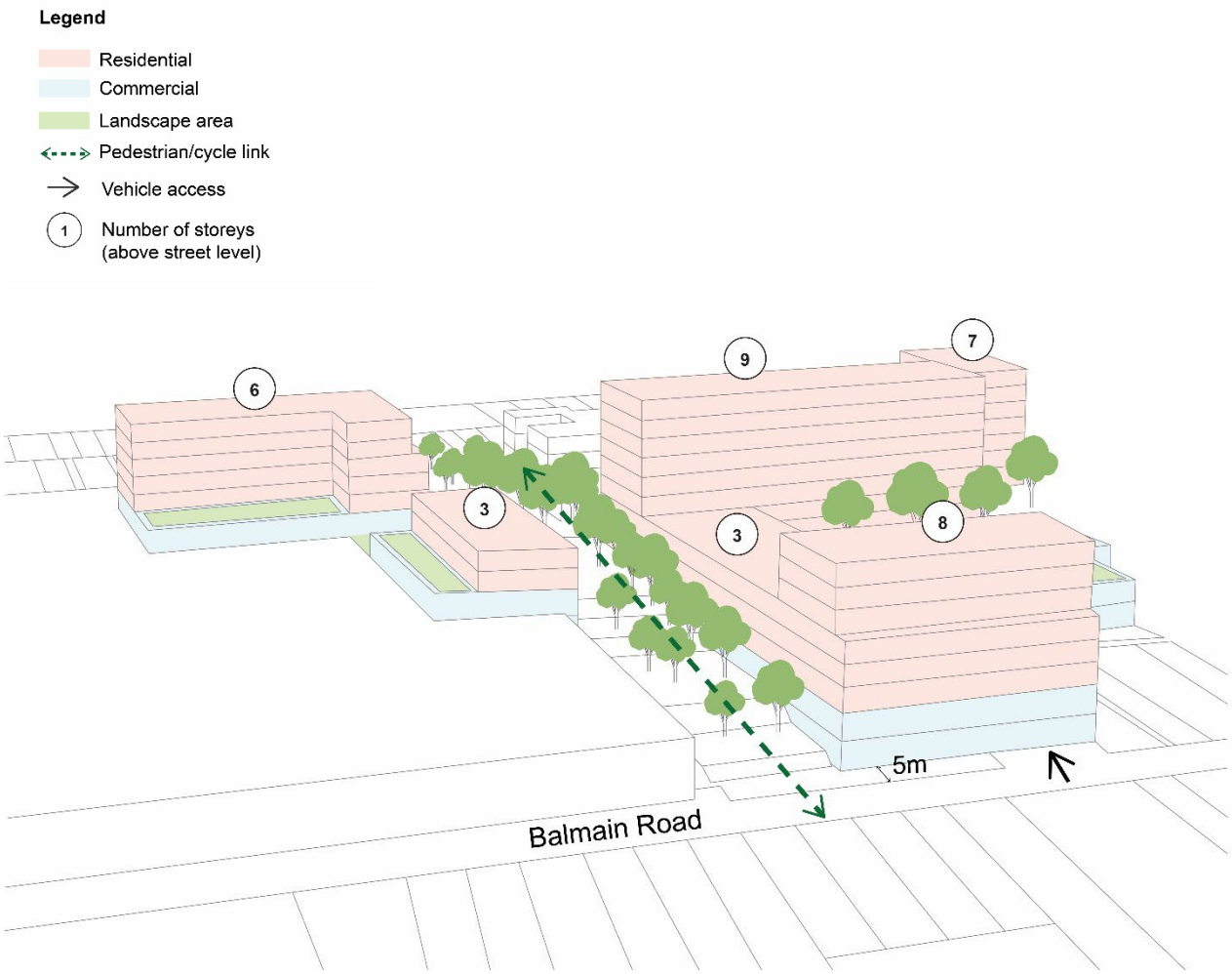


Figure 15: Norton Street Opportunity Site - axonometric view from Balmain Road and McDonald Street

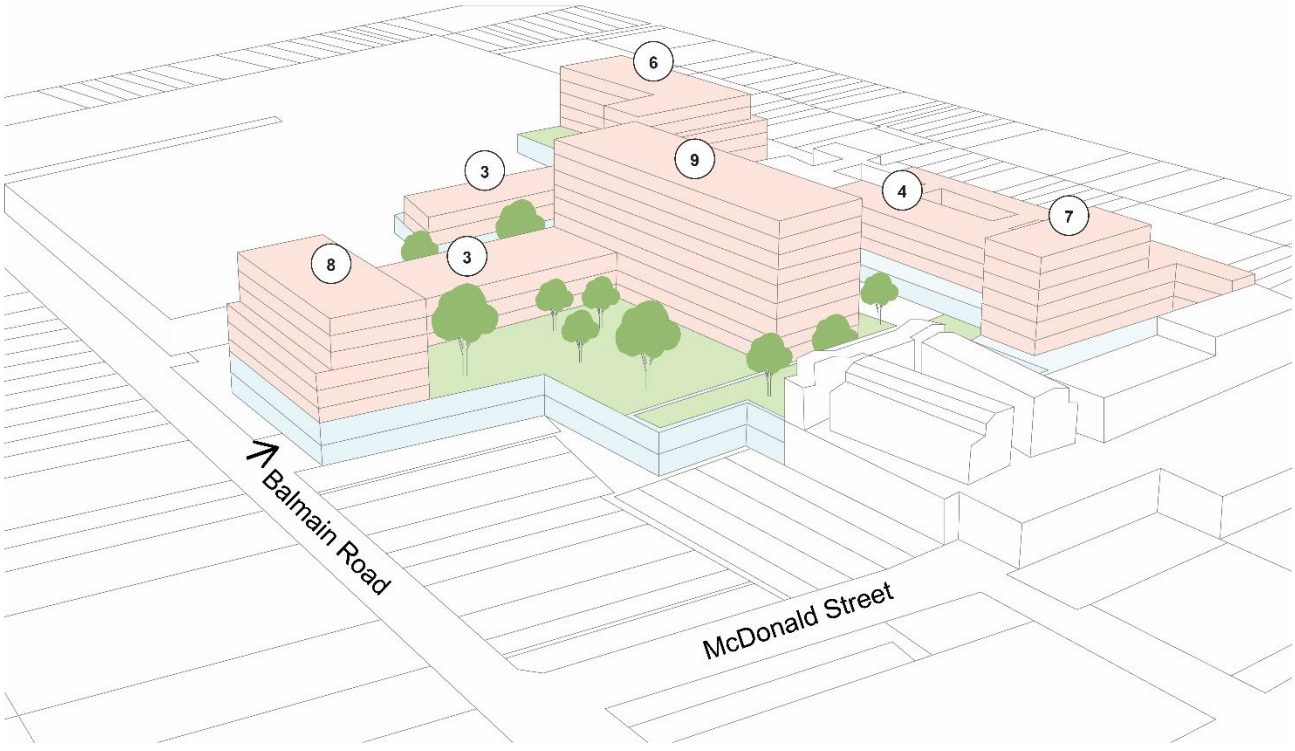
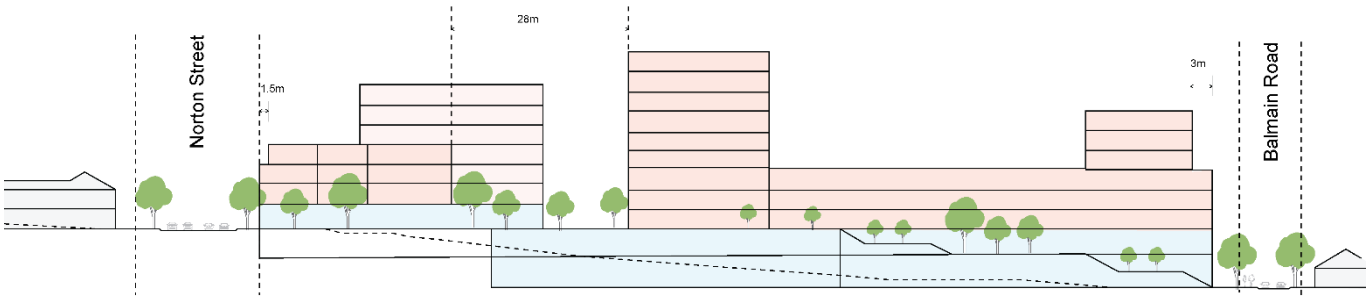


Figure 16: Norton Street Opportunity Site – section view



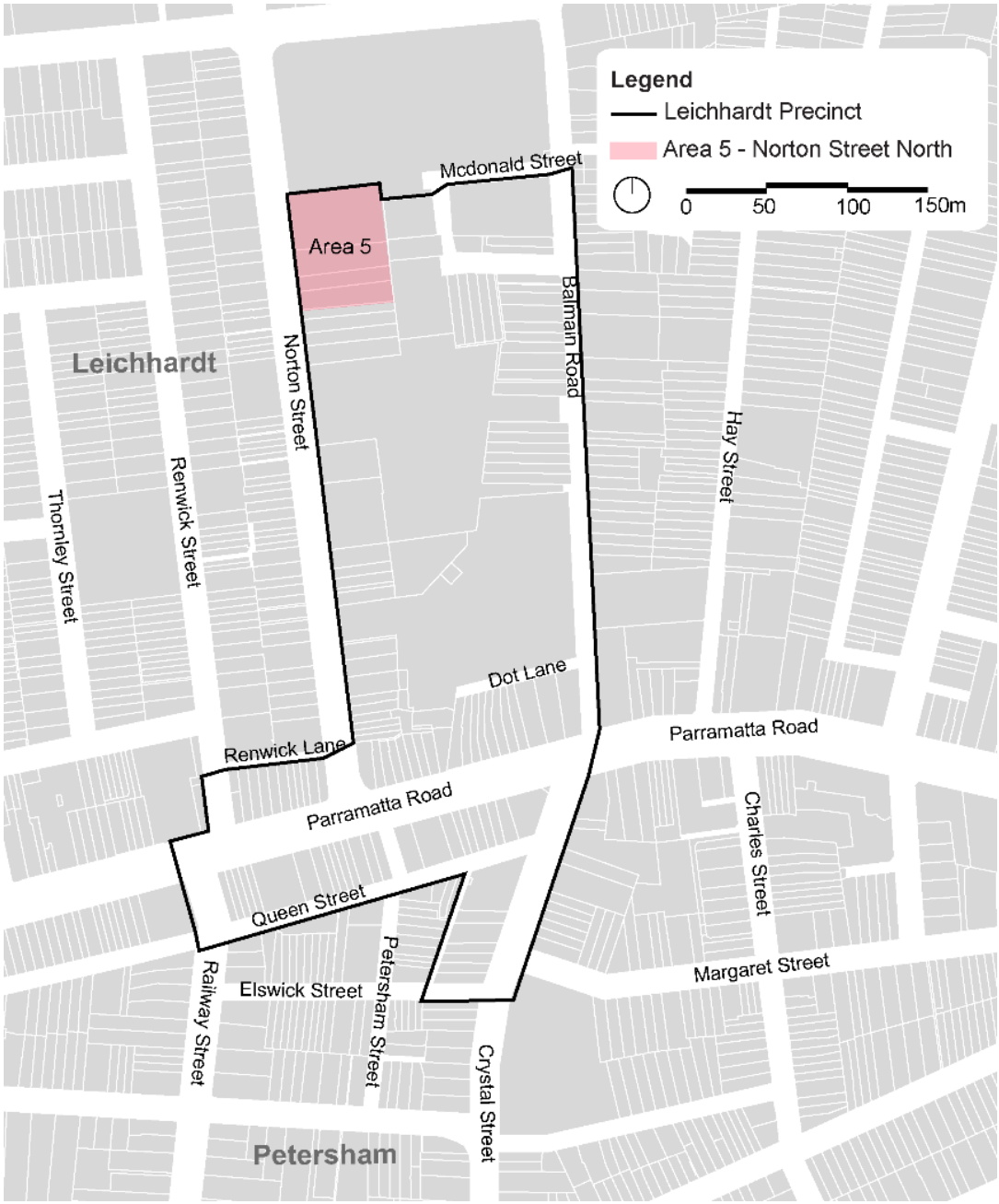
Note: Variation to built form controls may be considered on site specific basis where the proposed development demonstrates achievement of the Precinct wide (14.3.2) and Area 4 (14.6.2) Desired Future Character and Precinct wide (14.3.12) and Area 4 (14.6.4) Built form Objectives and delivers better outcomes.

14.7. Area 5 – Leichhardt: Norton Street North

14.7.1. Application

Section 14.7 applies to Area 5 – Leichhardt: Norton Street North as shown in Figure 17.

Figure 17: Area 5 – Leichhardt: Norton Street North



14.7.2. Desired Future Character

The Desired Future Character for Area 5 supplements and should be read in conjunction with the Desired Future Character for Leichhardt Precinct detailed in Section 14.3.

Area 5 Leichhardt: Norton Street North

- Norton Street is revitalised through intensification of residential and commercial uses.
- It maintains its high-street character through active street uses and enhanced public domain

- Pedestrian and bike riders benefit from the new east-west through-site link to McDonald Street that provides a broader east-west connection to Prospect Street and Catherine Street
- New built form positively interacts with the Leichhardt Public School.

14.7.3. Heritage

Objectives

O53. To ensure development has no negative impact on the Leichhardt Public School Heritage item

Controls

C53. Development responds sensitively to the Heritage Items and landmark buildings in the immediate streetscape and surrounding area.

14.7.4. Lot amalgamation

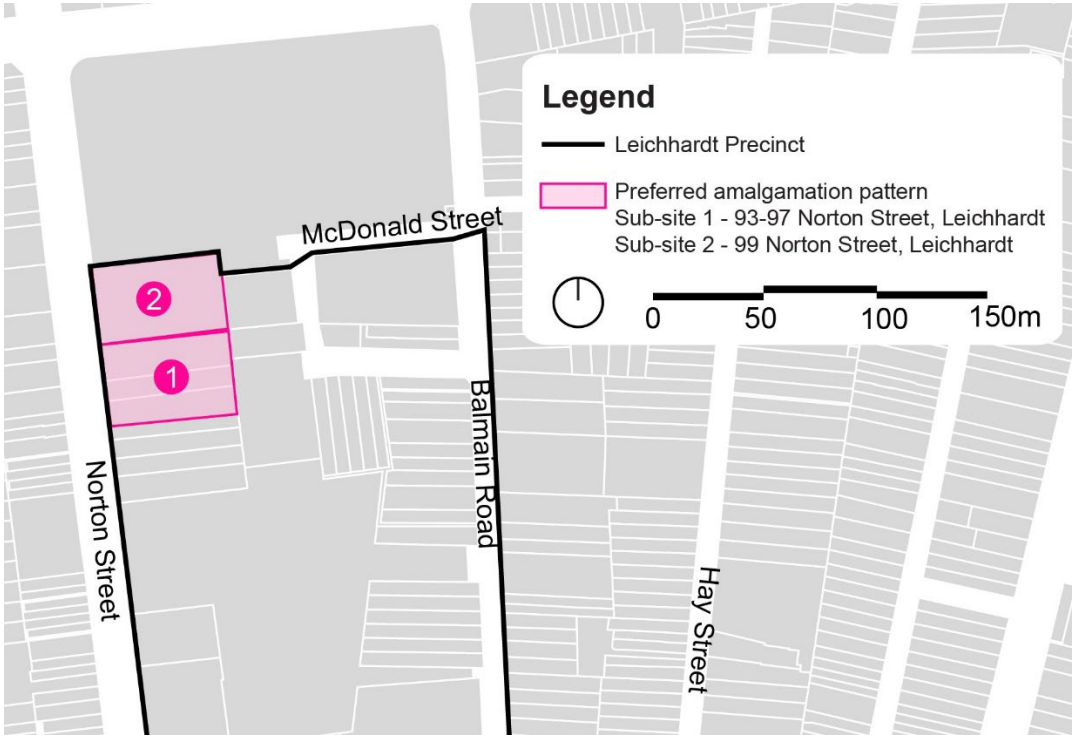
Objectives

O54. To ensure lot amalgamation promotes the orderly redevelopment of land for intended residential uses and identified built form.

Controls

C54. Lot amalgamation aligns with Area 5 – Leichhardt: Norton Street North preferred lot amalgamation pattern.

Figure 18: Preferred lot amalgamation pattern – Norton Street North



14.7.5. Built form

Objectives

O55. To ensure building height:

a. facilitates economic growth and new housing

b. responds appropriately to heritage items
c. protects the amenity of surrounding land uses.

O56. To ensure storey height:
a. at the ground and first storey, allows for a variety of uses and provides flexibility to cater for change over time
b. above ground, is suited to intended land uses

O57. To maintain a consistent setback to Norton Street and ensures new built form responds appropriately to the desired future streetscape.

Controls

C55. Building height:

Sub-site 1

a. does not exceed 7 storeys
b. has a street wall to Norton Street of 3 storeys

Sub-site 2

c. does not exceed 5 storeys
d. has a street wall to Norton Street of 3 storeys

C56. Floor to floor height:
a. for first storey at ground level is 5m
b. for second storey is 4m
c. for residential floors is 3.2m

Note: Ground level floor to floor height includes a slope/topography allowance.

C57. Building setbacks to:

Norton Street:

a. is zero
b. for fourth storey is 3m
c. for fifth storey is 17m

Leichhardt Public School:

d. is 6m
e. is 4m from building line above 3 storeys

14.7.6. Vehicle and service access locations

Objective

O58. To minimise vehicle and pedestrian conflict along Norton Street.

Notes:

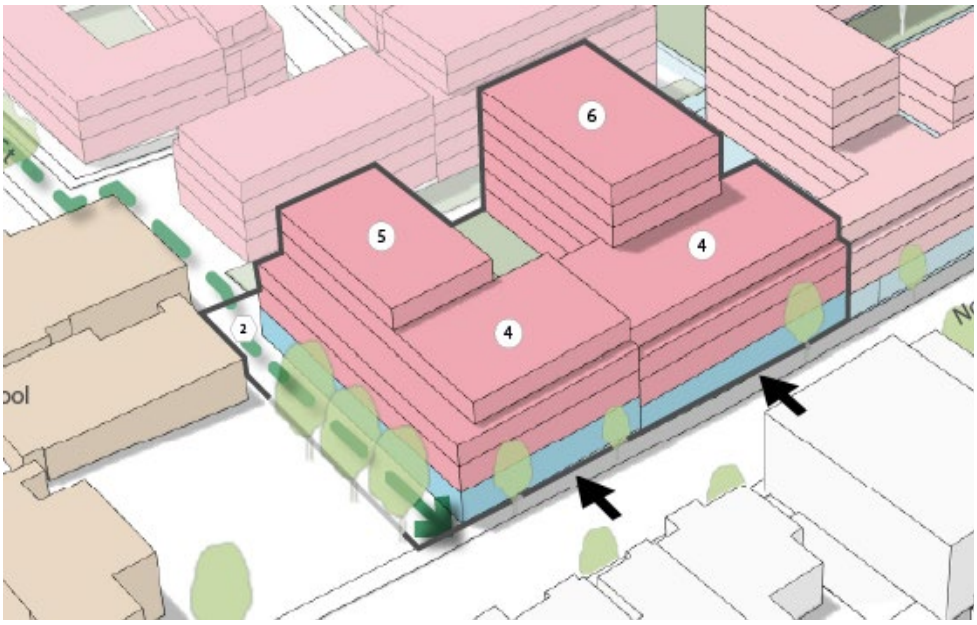
1. Figure 19 provides an indicative built form
2. Variation to built form controls may be considered on site specific basis where the proposed development demonstrates achievement of the Precinct wide (14.3.2) and Area 5 (14.7.2) Desired Future Character and Precinct wide (14.3.12) and Area 5 (14.7.5) Built form Objectives and delivers better outcomes.

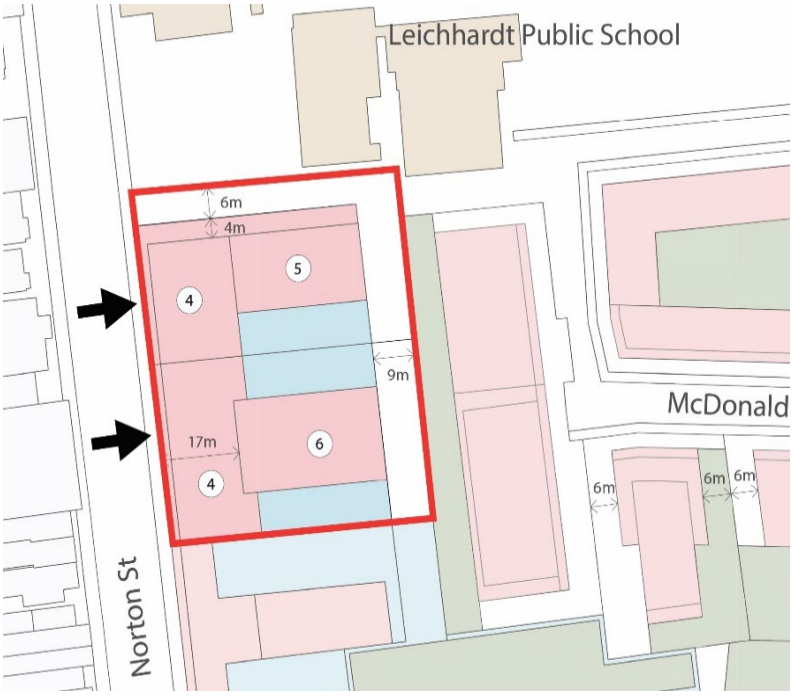
Controls

C58. Vehicle and service access to Norton Street is minimised wherever possible through:

a. provision of minimal car parking, and increased use of public and sustainable transport modes
b. maintaining or, where possible, reducing existing number of vehicle cross-over locations
c. combining driveway access wherever possible.
d. no new driveway access locations
e. amalgamation of lots to provide consolidated access for vehicular cross-overs
f. breakout walls to allow for shared use of basements.

Figure 19: Indicative Area 5: Norton Street North built form bulk, scale and site layout – axonometric and plan view





1 East west link linking Leichhardt Public School through Prospect St, St Fiacre's Catholic Primary School to Catherine St

2 Covered through site link to Norton St.

Legend

- Site Investigation Area
- Non-residential
- Residential
- Heritage Item
- Communal open space
- Vehicle Access

14.7.7. Through-site link between Norton Street and Balmain Road – McDonald Street

Objective

O59. To safeguard a future cycle and pedestrian connection to provide a through site link between Norton Street to McDonald Street and beyond to Prospect Street and Catherine Street.

Controls

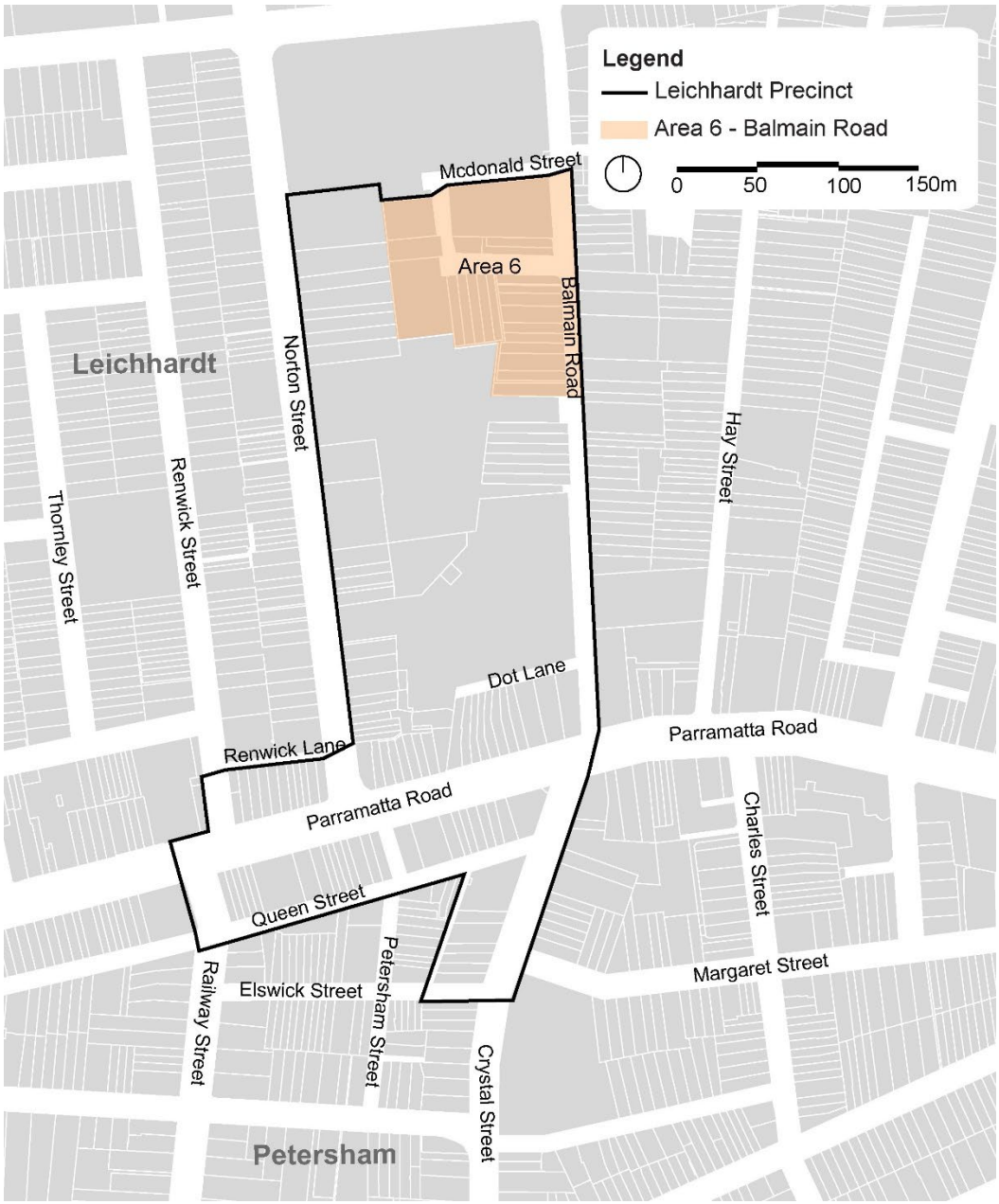
C59. Redevelopment of Sub-site 1 to provide a 6m setback to the northern boundary.

14.8. Balmain Road

14.8.1. Application

Section 14.8 applies to Area 6 – Leichhardt: Balmain Road as shown in Figure 20.

Figure 20: Area 6– Leichhardt: Balmain Road



14.8.2. Desired Future Character

The Desired Future Character of this site supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 14.3.

Leichhardt: Area 6 –Balmain Road:

- Has provided a diverse range of residential dwellings in an area close to Leichhardt town centre, public transport, schools and community and civic services.
- Its built form:

- Is high quality architecture
- has responded sensitively to scale of surrounding buildings and heritage items
- protects solar access, privacy and amenity of surrounding residential uses

- public domain has been enhanced through provision of landscaping and new street trees.

14.8.3. Heritage

Objectives

O60. To ensure development has no negative impact on the Leichhardt Public School Heritage item.

Controls

C60. Development responds sensitively to the Leichhardt Public School Heritage Item and landmark buildings in the immediate streetscape and surrounding area.

14.8.4. Lot amalgamation

Objectives

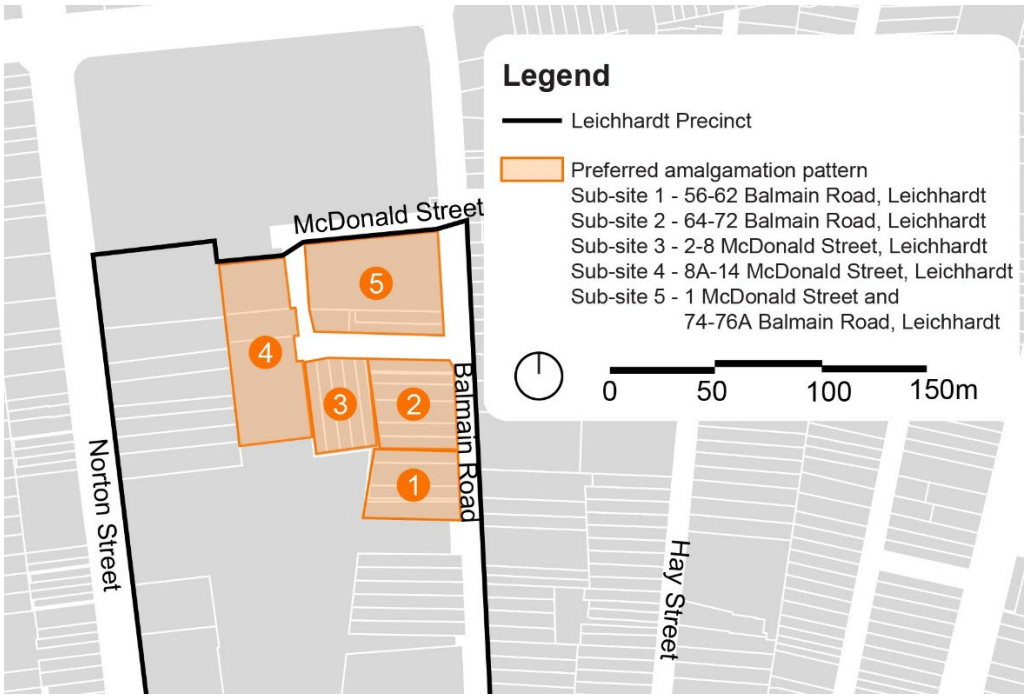
O61. To ensure lot amalgamation promotes the orderly redevelopment of land for intended residential uses and identified built form.

Controls

C61. Lot amalgamation:

a. aligns with Area 6 Leichhardt: Balmain Road preferred lot amalgamation pattern, or
b. achieves the following criteria:
   i. does not isolate lots from redevelopment
   ii. achieves required landscape area and communal open space
   iii. provides required setbacks
   iv. consolidates vehicle access and reduces their impact on pedestrian movement paths
   v. provides appropriate access for servicing and waste management
   vi. facilitates basement parking where on-site parking is provided.

Figure 21: Preferred lot amalgamation pattern – Balmain Road



14.8.5. Built form

Objectives

O62. To ensure building height:

a. facilitates economic growth and new housing
b. responds appropriately to heritage items
c. protects the amenity of surrounding land uses.

O63. To ensure storey height is suited to support residential uses.

O64. To maintain a consistent setback to Balmain Road and ensures new built form responds appropriately to the desired future streetscape.

Controls

C62. Building height does not exceed 7 storeys and varies within the sub-sites

Sub-Site 1

a. provide a consistent street wall of 5 storeys and an overall height of 7 storeys

Sub-site 2

b. provide a consistent street wall of 4 storeys to Balmain Road and an overall height of 6 storeys to Balmain Road
c. provide a consistent street wall of 3 storeys to McDonald Street and an overall height of 4 storeys

Sub-site 3

d. provide a consistent street wall of 3 storeys to McDonald Street and an overall height of 6 storeys

Sub-site 4

e. provide a consistent street wall of 3 storeys to McDonald Street and an overall height of 6 storeys and 4 storeys adjacent to the Leichhardt Public School

Sub-site 5

f. provide a consistent street wall of 3 storeys to Balmain Road and McDonald Street and an overall height of 4 storeys and 3 storeys adjacent to the Leichhardt Public School.

C63. Floor to floor height:

a. for first storey at ground level is 4m
b. for floors above is 3.2m

Note: Ground level floor to floor height includes a slope/topography allowance.

C64. Building setbacks to:

a. Balmain Road:

i. Sub-sites 1 and 2

- 5m
- for 5th floor and above - 3m

ii. Sub-site 5

- 3m
- for 4th storey - 3m

b. McDonald Street setback:

i. Sub-sites 2, 3 and 5

- 3m
- for 4th floor and above - 3m

ii. Sub-site 4

- 4m
- For 4th storey and above – 3m

Notes:

1. Figure 22 provides an indicative built form
2. Variation to built form controls may be considered on site specific basis where the proposed development demonstrates achievement of the Precinct wide (14.3.2) and Area 6 (14.8.2) Desired Future Character and Precinct wide (14.3.12) and Area 6 (14.8.5) Built form Objectives and delivers better outcomes.

14.8.6. Vehicle and service access locations

Objective

O65. To minimise vehicle and pedestrian conflict along Norton Street.

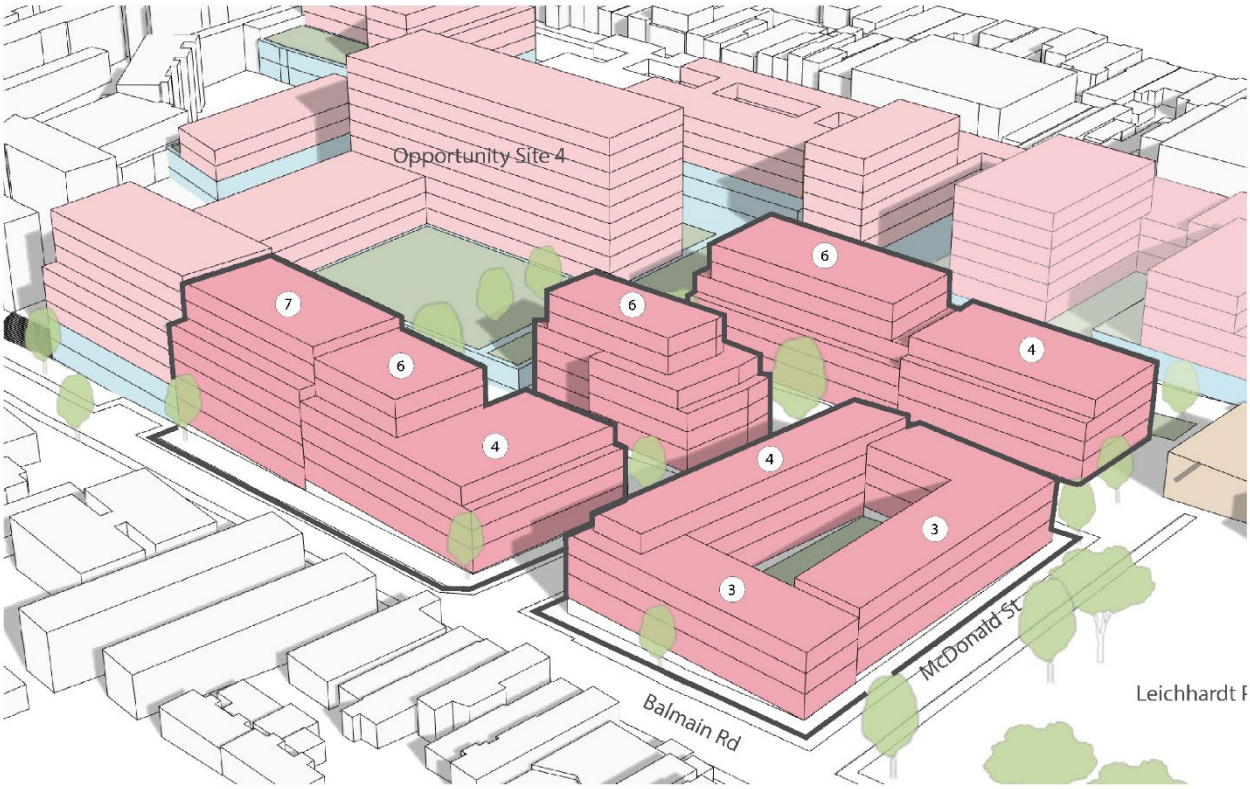
Controls

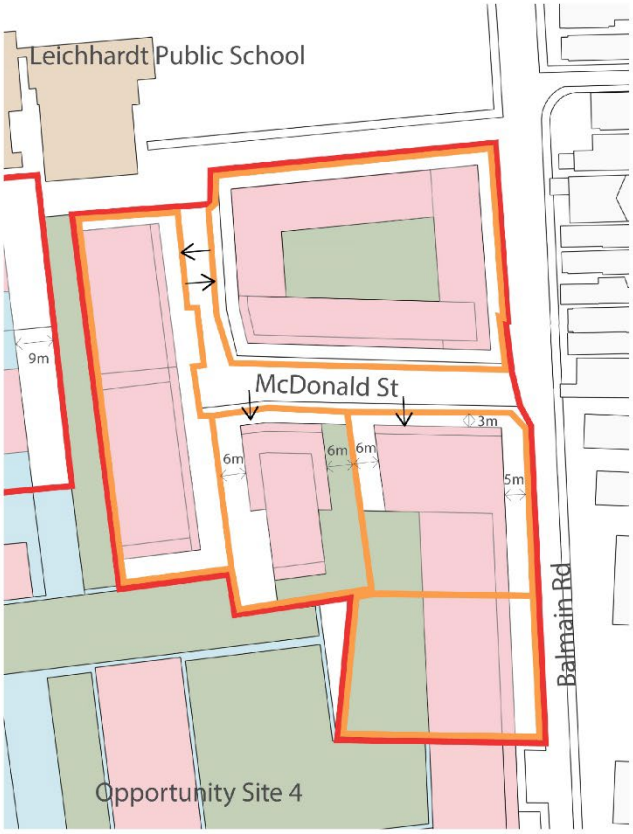
C65. Vehicle and service access to Balmain Road and McDonald Street is minimised wherever possible through:

a. provision of minimal car parking, and increased use of public and sustainable transport modes

b. maintaining or, where possible, reducing existing number of vehicle cross-over locations
c. combining driveway access wherever possible.
d. no new driveway access locations
e. amalgamation of lots to provide consolidated access for vehicular cross-overs.

Figure 22: Area 6 Leichhardt Balmain Area - axonometric and plan view





Legend

- Site Investigation Area
- Non-residential
- Residential
- Heritage Item
- Communal open space
- Sub-sites
- Vehicle access
- 1 Number of storeys

9.50 Parramatta Road Corridor – Leichhardt Precinct

9.50.1 Application

Part 9, Strategic Context, Section 9.50, Parramatta Road Corridor – Leichhardt Precinct applies:

- to that part of Leichhardt Precinct shown in Figure 1: Parramatta Road Corridor: Leichhardt Precinct Land Application Map as Area 1 and Area 2, and
- where development seeks to rely on the Incentives Floor Space Ratio Map, Incentives Height of Buildings Map and meets Clause X.X of the Inner West LEP 2022.

Where development does not seek to rely on the incentives provisions Part 9, Section 50 does not apply. In this circumstance, relevant provisions of this DCP apply.

Leichhardt Precinct has five Areas that have varying functions and intended outcomes. As detailed above, this Section applies to two of those Areas:

- Area 1 – Leichhardt: Parramatta Road,
- Area 2 – Leichhardt: Crystal Street.

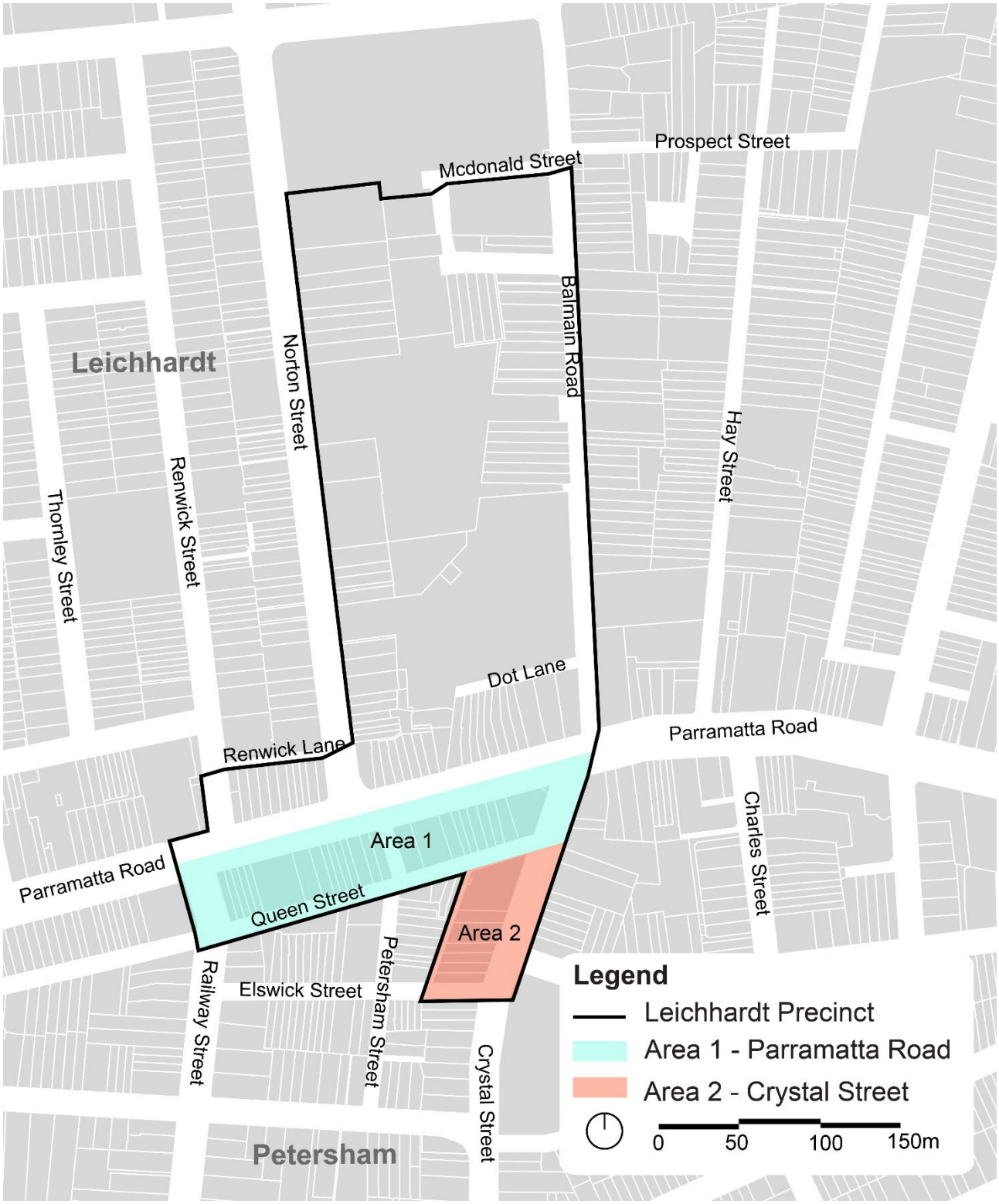
Where seeking to rely on incentive provisions, all development will achieve the Desired Future Character, Objectives and Controls detailed in:

- Section 9.50.3 that applies to all Areas in the Leichhardt Precinct, and as applicable
- Section 9.50.4 that applies to Area 1 – Leichhardt: Parramatta Road, or
- Section 9.50.5 that applies to Area 2 – Leichhardt: Crystal Street.

These Sections supplement and should be read in conjunction with relevant provisions of this DCP.

Where Part 9, Section 9.50 applies and there is an inconsistency between this Section and other provisions of this DCP, this Section prevails.

Figure 1: Parramatta Road Corridor: Leichhardt Precinct Land Application Map



9.50.2 Context

Parramatta Road Corridor Urban Transformation Strategy

Parramatta Road Corridor – Leichhardt Precinct is one of eight Precincts of the Parramatta Road Corridor Urban Transformation Strategy (PRUCTS). PRCUTS is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor.

The vision for Parramatta Road Corridor is:

A high-quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.

The vision is supported by seven principles:

1. **Housing choice and affordability**
   Plan for diversity in housing types to accommodate a wide range of community needs, including affordable, family, student and seniors housing.
2. **Diverse and resilient economy**
   Plan for and position the corridor to attract new businesses and support existing business that create a diversity of jobs and promote jobs closer to home.
3. **Accessible and connected**
   Reshape and better connect places and movement networks to better serve customers and encourage sustainable travel.
4. **Vibrant community places**
   Promote quality places and built form outcomes to transform the corridor over time.
5. **Green spaces and links**
   Embellish existing open space and provide for new open spaces that support the recreational needs of the community and encourage active and healthy lifestyles.
6. **Sustainability and resilience**
   Create liveable local Precincts along the corridor that are sustainable, resilient and make Sydney a better place.
7. **Delivery**
   Deliver, drive, facilitate and monitor action.

PRCUTS and Inner West

Four of the eight PRCUTS Precincts are within Inner West Council local government area. These include:

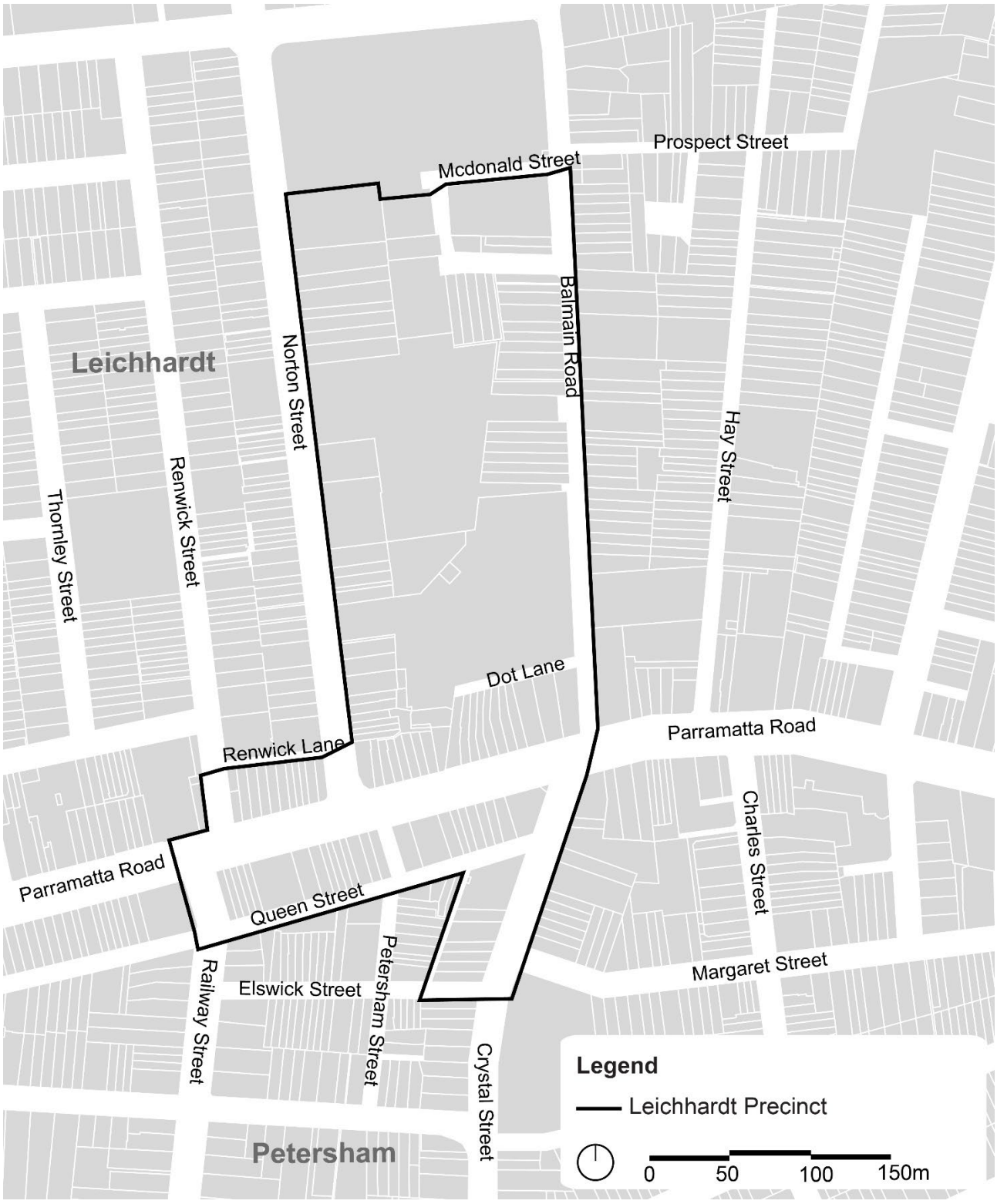
- Part of Kings Bay/ Croydon Precinct in Croydon that extends from Lang Street, Croydon in the west to Iron Cove Creek in the east. The remaining areas of Kings Bay Precinct are in Burwood and Canada Bay local government areas.
- Taverners Hill Precinct that extends from Petersham in the east to Summer Hill in the west and includes areas in Leichhardt and Lewisham.
- Leichhardt Precinct in the suburbs of Leichhardt and Petersham.
- Part of Camperdown Precinct. The remaining area of Camperdown Precinct is in City of Sydney local government area.

9.50.3 Leichhardt Precinct

9.50.3.1. Application

Section 9.50.3 applies to the entire Leichhardt Precinct as identified in Figure 2:

Figure 2: Parramatta Road Corridor: Leichhardt Precinct



9.50.3.2. Leichhardt Precinct Desired Future Character

- Norton Street is a strong vibrant and bustling activity strip that creates a sense of community and is supported by increased residential density.
- Parramatta Road provides affordable small-scale retail and employment premises and where new development respects heritage and the fine grain character of the streetscape.
- Housing within the Precinct is well located and diverse, serving the needs of people of all ages, abilities and incomes.
- Busy pedestrian routes provide access to and from key destinations within the Precinct and new east-west pedestrian connections break down large blocks on Norton Street.
- People enjoy a public domain that is well-designed, activated and landscaped.
- The iconic views and vistas along Parramatta Road and north-south streets, of historic landmarks at street junctions and glimpses to the city skyline remain.
- Living and work environments are sustainable and comfortable as a result of:
    - buildings having a high standard environmental performance
    - integrated water management
    - building design, landscape and materials reducing urban heat effects
    - building design reducing noise and air quality improvements
    - promoting active and public transport
    - catering for electric charging infrastructure.
- The built form is high quality, suitably scaled, transitions to neighbouring areas and meets the needs of intended uses.
- Taller buildings are concentrated between Norton Street and Balmain Road which protects the lower scale and well recognised streetscape along Norton Street and Parramatta Road.
- Residents benefit from building design that maximises their amenity while protecting the amenity of nearby developments.
- Community facilities and civic services such as the library, town hall and schools support the Precinct.
- Pedestrians and bike riders benefit from:
    - enhanced connections across Parramatta Road and along Railway Street to Petersham Station
    - increased east-west permeability
    - safe cycling connections north-south.
- Reliance on private vehicles has reduced to support sustainable living through:
    - reducing on-site car parking provision for origin and destination locations
    - setting maximum car parking rates instead of requiring minimum car parking
    - implementing new models such as unbundled parking and shared car use
    - leveraging proximity to public transport networks, including rapid transport on dedicated lanes on Parramatta Road

9.50.3.3. Connectivity and accessibility

Objectives

O1. To increase connectivity, permeability and accessibility across the Precinct for pedestrians and bike riders by enhancing links between workplaces and residential areas to key locations.

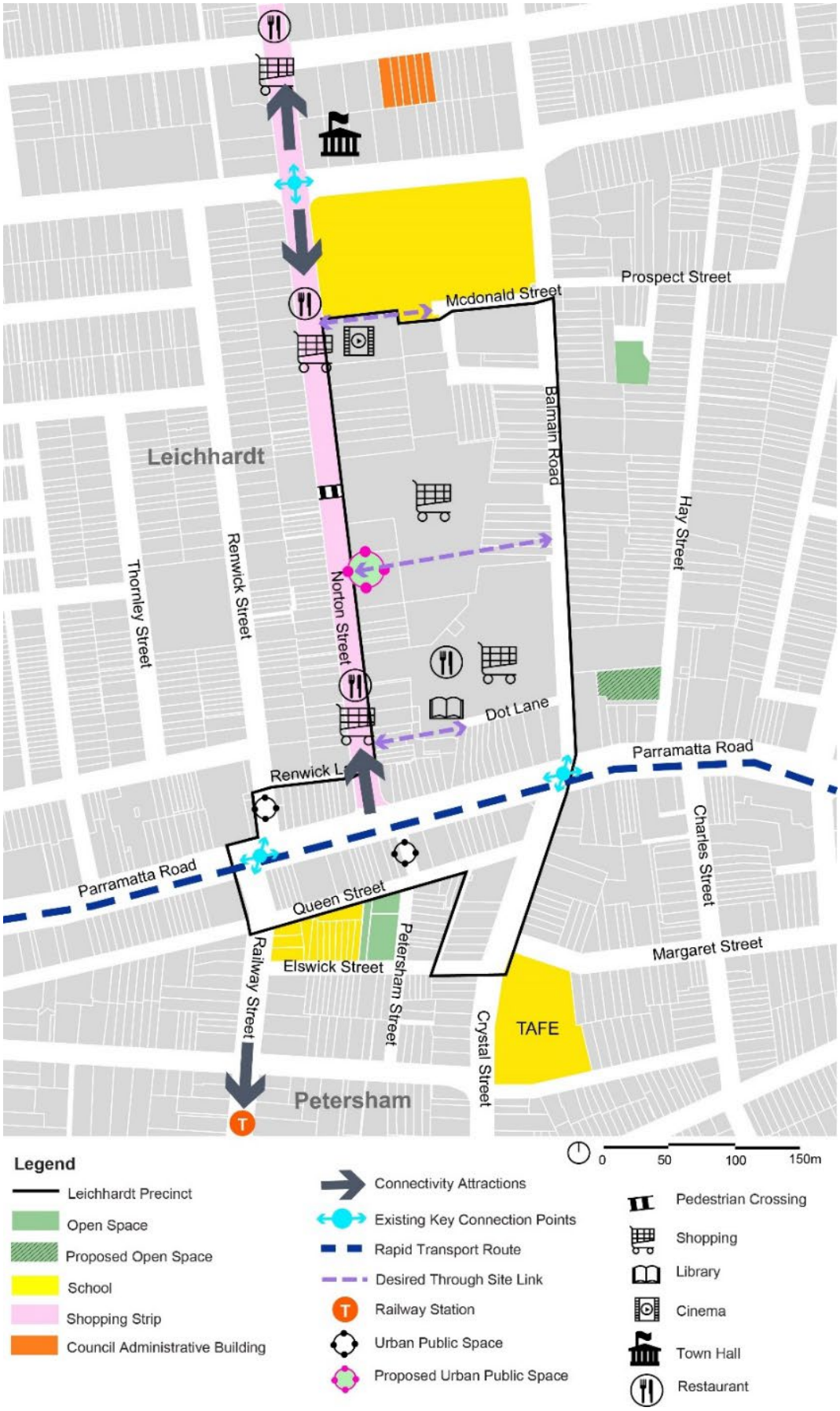
O2. To enhance local connectivity between Norton Street and Balmain Road.

Controls

C1. Built form and streetscape treatments reinforce pedestrian and cycling connections identified in Figure 3: Leichhardt Precinct connectivity and accessibility map, including:
   a. north-south connections within the Precinct and to Petersham Train Station
   b. east-west connections between Balmain Road and Norton Street.

C2. Where a desired through-site link is identified on Figure 3, lot amalgamation and development contribute to mid-block connections to increase connectivity between Norton Street and Balmain Road.

Figure 3: Leichhardt Precinct connectivity and accessibility map



9.50.3.4. Streetscape and public domain

Objectives

O3. To improve the amenity and safety of the streetscape of the Precinct in a manner that:
- a. contributes to the street character and intended land uses
- b. is supported by built form that interfaces well with the streetscape and heritage
- c. reduces street clutter and improves the visual amenity of the public domain
- d. reinstates or upgrades the footpath to provide enhanced public domain
- e. protects existing street trees
- f. positively contributes to water management and is waterwise
- g. results in a durable and low maintenance public domain.

Controls

C3. Development contributes towards enhancing the streetscape for the extent of the street frontage by:
- a. providing required built form setbacks and a built form that interfaces well with the streetscape
- b. ensuring that pedestrian movement area is clear of obstacles
- c. integrating pedestrian and vehicular entries into the streetscape design.

Notes:
1. Refer to Inner West Public Domain Design Guide (202X) for details of road types, footpath area functions and finishes.
2. Refer to Controls related to built form and landscaping as detailed in Sections 9.50.4 and 9.50.5 as relevant to each Area within the Precinct.

9.50.3.5. Development utility infrastructure

Objectives

O4. To reduce street clutter, provide opportunity for viable street trees and enhance the public domain.

O5. To locate and design mechanical plant and essential services in a way that:
- a. improves the visual amenity of the public domain
- b. does not conflict with landscaping or street tree planting
- c. is located outside the public domain.

Controls

C4. Relocate existing overhead cables underground, and where possible, co-locate with other underground services.

C5. Mechanical plant and essential services equipment are:
- a. contained within the property
- b. located off the primary street frontage, or
- c. where on the primary street frontage are located behind the building line and screened from view
- d. integrated with the building and landscape design.

9.50.3.6. Affordable housing

Objectives

O6. To increase the supply of well-designed affordable housing in the Inner West to meet community needs and in appropriate locations across Leichhardt Precinct.

O7. To ensure affordable housing is managed and retained in perpetuity.

Controls

C6. Affordable housing units:
- a. include a range of sizes to cater for different household sizes
- b. are designed and constructed to the same standard as other residential accommodation in the development.
- c. are distributed throughout the development with a unit mix determined by Council in consideration of affordable housing need and social inclusion

C7. Affordable housing units are to be provided and managed in accordance with the relevant Affordable Housing Contributions Scheme and Council's Affordable Housing Policy.

Note: Affordable housing has a statutory definition under the NSW Environmental Planning and Assessment Act 1979 of "housing for very low income households, low income households or moderate income households, being such households as are prescribed by the regulation or are as provided for in an environmental planning instrument."

Refer to Inner West Affordable Housing Policy 2022 for details of Affordable housing requirements.

9.50.3.7. Lot amalgamation

Objectives

O8. To promote efficient use of land and orderly redevelopment by:
- a. avoiding isolating lots and reducing development potential
- b. providing intended uses and built form outcomes that make a positive contribution to the streetscape.

Controls

C8. Lot amalgamation:
- a. does not result in isolated lots that are impractical for redevelopment to the scale and intensity desired for the area
- b. combines narrow lots and lots in fragmented ownership.

9.50.3.8. Sustainability and resilience

Objectives

O9. To achieve a high standard of environmental building performance that:
- a. reduces greenhouse gas emissions and water use
- b. results in comfortable living and working environments.

O10. To reduce urban heat island effects through incorporating and integrating mechanisms that collectively mitigate the impacts, including:
- a. green infrastructure in the form of landscape and surface treatments that incorporate water storage and treatment while reducing water usage
- b. trees that offer shade to the built form, hard surfaces and vegetation
- c. building materials and colours that reduce heat impacts, contribute to energy efficiency and thermal comfort, and minimise nuisance caused by glare or heat radiation.

Controls

C9. Building Environmental Performance Report or BASIX certificate demonstrates that the development:
   a. achieves a reduction in greenhouse gas emissions and water use
   b. results in comfortable living and working environments
   c. includes passive design features such as optimal orientation, increased insulation, effective shading, cross ventilation and lower solar absorptance external surface finishes
   d. optimises rooftop solar photovoltaic systems
   e. achieves full electrification of utilities including cooking (other than in commercial kitchens), heating and hot water (heat pumps)
   f. for residential development:
      i. achieves an average thermal performance of 7-star NatHERS
      ii. incorporates ceiling fans in bedrooms and living rooms.

C10. Mitigate urban heat island effects by:

   a. achieving required tree canopy through:
      i. site layout maximising retention of existing mature trees
      ii. including advanced containerised trees (greater than 200 litre) of a species that within 10 years will achieve 50% of their potential at maturity
      iii. incorporating trees and vegetation across various storeys (roof tops, terraces, atriums, and the like), in addition to, or where necessary, as an alternative to ground level planting
      iv. a combination of the above that collectively achieve, or exceed, the tree canopy requirements.

   b. integrating green roofs and walls as a component of the landscape and built form design specifically in northern and western facing locations
   c. incorporating permeable surfaces, rain gardens, and other water sensitive measures in landscape treatments
   d. using materials and colours that:
      i. have a high solar reflectance index (lighter colours) on roofs, facades, glazing or ground surfaces subject to their purpose and aligned to orientation and exposure to sunlight
      ii. where it may cause nuisance due to glare or reflection do not exceed 20% reflectivity (darker colours).

9.50.3.9. Access and parking

Objectives

O11. To ensure developments reduce private motor vehicle use, minimise traffic impacts and encourage sustainable transport.

O12. To enhance the public domain, improve pedestrian experience and safety, and limit the number of vehicle access points throughout the Precinct.

O13. To reduce private vehicle ownership through unbundled parking, car share schemes and decoupled parking, where on-site car parking is provided.

O14. To maximise efficient use of non-residential car parking by incorporating shared use of parking spaces subject to peak demand of various building uses.

O15. To ensure development provides facilities for electric vehicles.

O16. To future proof infrastructure to support increased take-up of electric vehicles.

O17. To ensure vehicle parking, servicing and loading areas are designed to:
   a. reduce their visual impact on the public domain
   b. support all vehicle types anticipated by development including service vehicles and loading areas
   c. maximise potential adaptation at a future point in time when less parking is required.

O18. To ensure delivery areas prioritise servicing outside peak pedestrian activity for key streets.

O19. To ensure bike riders have sufficient accessible and secure parking.

O20. To provide on-site workers facilities for employment generating uses that encourage active transport commuting, healthy workplaces and cater for worker needs.

Controls

C11. Travel plans are to include the following:
   a. baseline travel demand and mode share estimates from established similar developments
   b. targets for reduced private motor vehicle trips and an increased mode share for sustainable transport
   c. actions to be implemented to achieve the mode shift targets, with a written commitment from the property owner and/or business operator to implement them
   d. a process for monitoring and review of actions and targets
   e. a guide for residents, employees and visitors associated with the development to assist with the mode shift
   f. public transport subsidies for workers for commuter and for-work trips and parking charges for workers who commute by car and/or payments to employees who don't
   g. on-site carshare schemes and memberships, and priority parking for multiple occupancy vehicles, e.g. employees who car pool
   h. subsidised bicycle purchase and quality bicycle parking and associated end-of-trip facilities
   i. provision of peak period shuttle buses, relocation allowances and flexible working hours.

C12. Vehicular access is located to:
   a. use secondary streets or rear accessways and laneways
   b. consolidate vehicle access to reduce the number of crossovers through a maximum of one driveway per site or one-way pair.

   Note: Refer to additional Controls relevant to specific Areas within the Precinct in Sections 9.50.4 and 9.50.5.

C13. Provision of private vehicle parking:
   a. is listed on a separate title (unbundled) from the development (i.e. separated from dwelling, commercial units and building ownership)
   b. is decoupled from the development, as relevant
   c. includes car share vehicle(s) that:
      i. are located either on-site or on the street at the discretion of Council
      ii. do not result in the maximum car parking rates being exceeded
      iii. are publicly available and readily accessible at all times.

   Notes:

   1. **Unbundled parking** means parking that is separated from the cost or rent of a dwelling, commercial units and building ownership.

2. **Car share scheme** means a scheme in which any car share operator provides vehicles for shared use and hires those vehicles exclusively to members of the scheme for occasional use for short periods of time, on demand and on a pay-as-you go basis.
3. **Decoupled parking** means provision of off-site car parking, usually in the form of consolidated car parking in close proximity to the development to satisfy the parking requirements.

C14. Where shared use of car parking spaces is included, they are determined on a case-by-case basis dependant on anticipated tenancies/uses.

C15. Provide electric vehicle (EV) ready to use (including cabling, power outlet or charging head) car parking spaces:

a. for non-residential development – Level 3, or faster, at a rate of 10% for all spaces – dedicated and visitor
b. for residential development – Level 1, or faster, at a rate of:
    i. 20% for resident spaces
    ii. 10% for visitor spaces.

C16. Design electric infrastructure services (distributions boards, conduits and cables) to ensure:

a. sufficient energy and capacity, preferably from renewable sources
b. reticulated fixed charging facilities cater for a minimum of:
    i. for non-residential development - 50% of all parking spaces
    ii. for residential development – 100% of all parking spaces.
c. any future EV charger does not require a cable of more than 50m from the parking space to the EV-ready connection.

C17. On-site ground level exposed car parking is not provided, and parking areas:

a. are concentrated below ground or sleeved by other uses
b. are not open structures that are visible from the public domain
c. where below ground:
    i. do not protrude:
        - above ground level at any point along street frontages
        - into setbacks areas that are identified as landscape areas.
    ii. are designed to facilitate break out walls where required
d. do not impede the provision of viable vegetation
e. are designed to accommodate all vehicle types anticipated by the development
f. provide sufficient manoeuvring space to allow vehicles to enter and exit the site in a forward direction
g. are designed in a manner that encourage opportunities for adaptation to other uses over time.

C18. Service delivery times are restricted to avoid conflict with peak pedestrian periods on key streets, where practical.

C19. Bicycle parking:

a. complies with the minimum requirements detailed in Table 1
b. is in accessible and visible locations for residents, workers and visitors
c. is secure through provision of bike cages for residents and workers or bike stands for visitors
d. is provided with ready-to-use electric charging points at a minimum rate of:
    i. for non-residential development - 1 per 4 bicycle spaces

ii. for residential development – 1 per 2 bicycle spaces
iii. where there are multiple parking areas, facilities are distributed equally across all locations.

Table 1: Minimum bicycle parking

Land Use	Resident/Worker	Visitor
Residential	1 space per dwelling	1 space per 10 dwellings
Commercial	1 space per 150m^2 GFA	1 space per 400m^2 GFA
Retail	1 space per 250m^2 GFA	2 spaces + 1 per 100m^2 GFA
Industrial	1 per 250m^2 GFA	1 space per 500m^2 GFA

C20. On-site workers facilities:
a. comply with the minimum requirements detailed in Table 2
b. are in secure locations
c. where more than 1 shower/change cubicle is required, separate and equal numbers of male and female facilities are provided

Table 2: Minimum worker facilities for all employment generating uses

Anticipated number of workers	Personal Lockers	Showers and change cubicles
0-49	1 per 2 workers	1 unisex
50 - 99	1 per 3 workers	2
100-199	1 per 4 workers	4
200+	1 per 5 workers	+ 1 per 200 workers

9.50.3.10. Heritage

Objectives

O21. To ensure development:
a. respects the significance of Heritage Items in the locality
b. in the vicinity of Heritage Items is designed and sited to minimise impacts on the significance of the item.

Controls

C21. To ensure development responds to historic built form in the locality by:
a. for Heritage Items - conserving and enhancing the significance, character, fabric and features of these buildings and conforming with the Burra Charter
b. for all other buildings – respects the items by:
i. appropriately siting and designing new development
ii. ensuring new development does not physically overwhelm or dominate the items

iii. using sympathetic materials, colours and finishes that reflect and harmonise with original materials to maintain the character of the items.

9.50.3.11. Active street frontages

Objectives

O22. Active street frontages are provided to reinforce the vitality and liveliness of the public domain.

O23. Active street frontages are provided:
- a. with ground floor frontages being pedestrian orientated and of a high design quality to add vitality to streets
- b. by incorporating frequent pedestrian entries that open towards the street.

Controls

C22. Provide active street frontages by including the following uses at street level:
- a. shops, commercial premises and other employment uses
- b. commercial and residential lobbies and reception areas
- c. public buildings or community facilities.

C23. Active street frontages contribute to the liveliness and vitality of streets by:
- a. providing a minimum of 70% of the ground floor frontage as transparent glazing with an unobstructed view from the adjacent footpath to at least a depth of 6m within the building
- b. maximising entries, display windows, customer service areas and key activities to provide pedestrian interest and interaction
- c. minimising blank walls, fire escapes, service doors, plant and equipment hatches
- d. providing elements of visual interest, such as display cases, or creative use of materials where fire escapes, service doors and equipment hatches cannot be avoided
- e. providing a high standard of finish and appropriate level of architectural detail for building facades
- f. providing passive surveillance to enhance safety and security
- g. providing ground floor pedestrian entry at the same level as the street to maximise accessibility for all users
- h. not including driveways and service entries
- i. if including security measures, using grilles or screens that are fitted internally and are a minimum of 60% perforated/transparent when closed.

9.50.3.12. Built form

Objectives

O24. To provide for a high-quality and well-designed built form that:
- a. strengthens the urban character and identity of the Precinct
- b. supports intended land uses
- c. promotes a positive image for businesses
- d. is of a bulk and scale and has a site layout that complements the local context
- e. minimises adverse amenity impacts
- f. enhances the public domain for pedestrians
- g. incorporates lighting that contributes to the quality and safety of the night-time urban environment, is sustainable and easy to maintain
- h. does not create nuisance or hazard from glare, noise and odour for pedestrians, motorists, or occupants of nearby buildings.

O25. To ensure development for residential purposes achieves a high-quality living environment and mitigates urban hazards by taking an integrated and innovative approach to:
- a. address road and aircraft noise, and air quality impacts
- b. the orientation of development and individual dwellings
- c. minimise the need for mechanical ventilation and heating or cooling
- d. protect the amenity of nearby residential developments.

O26. To provide appropriate employment uses on the ground floor in mixed-use developments that:
- a. are compatible with the residential uses above
- b. are separated from residential uses through subdivision
- c. safeguard the provision and viability of business uses
- d. provide large floor plates and high ceilings to ensure functionality and flexibility in accommodating a diverse range of business uses.

Controls

C24. Building design:
- a. includes architectural features and façade articulation to reduce apparent building bulk
- b. emphasises building corners at intersections
- c. does not result in overshadowing or loss of privacy
- d. locates pedestrian entries:
  - i. on the primary street frontage and visible from the street
  - ii. at the same level as the street to maximise accessibility for all users
- e. where incorporating external lighting it:
  - i. is integrated into the building design and highlights distinctive architectural features
  - ii. is energy efficient, high quality, durable and low maintenance
  - iii. does not cause nuisance or hazard to occupants of the building or nearby buildings
  - iv. minimises light spill into the night sky
  - v. supports street lighting to enhance safety and security
- f. negates adverse noise and odour emissions from activities, plant or equipment.

C25. Residential development results in comfortable and enjoyable internal environments through:
- a. meeting the required standards for residential development near busy roads
- b. ensuring buildings are designed to achieve internal noise levels as detailed in AS 2021
- c. using a variety of integrated built form design, construction techniques and acoustic solutions to ameliorate negative impacts including but not limited to:

i. materials and glazing choices
ii. angled walls and modulated surfaces
iii. solid balconies and winter gardens
iv. screens, louvres and hopper windows
v. locating single aspect dwellings away from the north and west street frontages
vi. incorporating light wells, atriums and internal articulation to enhance sun capture and air movement.

d. retaining privacy and solar access while improving noise impacts for nearby residential developments.

C26. Building design facilitates employment uses on the ground floor which:
a. activate street frontage
b. provide suitable floor plates
i. limit ground floor use for services, storage and other business needs, and where required locate these to the rear of the building
ii. are larger in scale and designed to provide flexibility to adapt to different uses.
c. include a stratum subdivision scheme to delineate land use separation, ownership structures and obligations to the overall building regarding requiring owners' corporation consent for the submission of development applications and complying development certificates for employment uses separate from residential uses.

9.50.3.13. Building materials and finishes

Objectives

O27. To provide building materials, fittings and finishes that are high-quality, sustainable and complement the locality.

O28. To reduce building waste by effectively re-using or recycling building materials where demolition or deconstruction of existing development is required to facilitate new development.

Controls

C27. Building materials, fittings and finishes:
a. are durable, of high-quality and textured, to complement materials used in nearby buildings
b. on facades have a light reflectivity of 20% or less
c. are sustainable with low embodied carbon such as:
i. replacement of Portland cement with supplementary cementitious materials (SCMs) in concrete (i.e., 30% SCM across all pre-cast and in-situ cement)
ii. high recycled content in steel
iii. timber framing instead of steel framing
iv. cross laminate timber.
d. incorporate recycled materials, where possible.

C28. The Deconstruction Plan demonstrates that the majority of demolished building materials, excluding hazardous materials, are integrated into the design and construction of development by re-using on-site or through appropriate recycling.

9.50.3.14. Landscaping

Objectives

O29. To ensure on-site landscaping:
a. includes species native to the area

b. is suited to the location
c. provides habitat to enhance biodiversity
d. positively contributes to water management and is waterwise
e. contributes to mitigating urban heat
f. is durable and low maintenance.

Controls

C29. Landscaping Strategy demonstrates that landscape:
a. is provided in dedicated setbacks
b. include:
i. water sensitive urban design solutions
ii. trees and supporting vegetation
iii. greening opportunities including green cover, green roofs, green walls, pergolas with climbers, podiums, planters, lawns and gardens, rain gardens and permeable pavements
iv. 50% native species.

9.50.3.15. Views

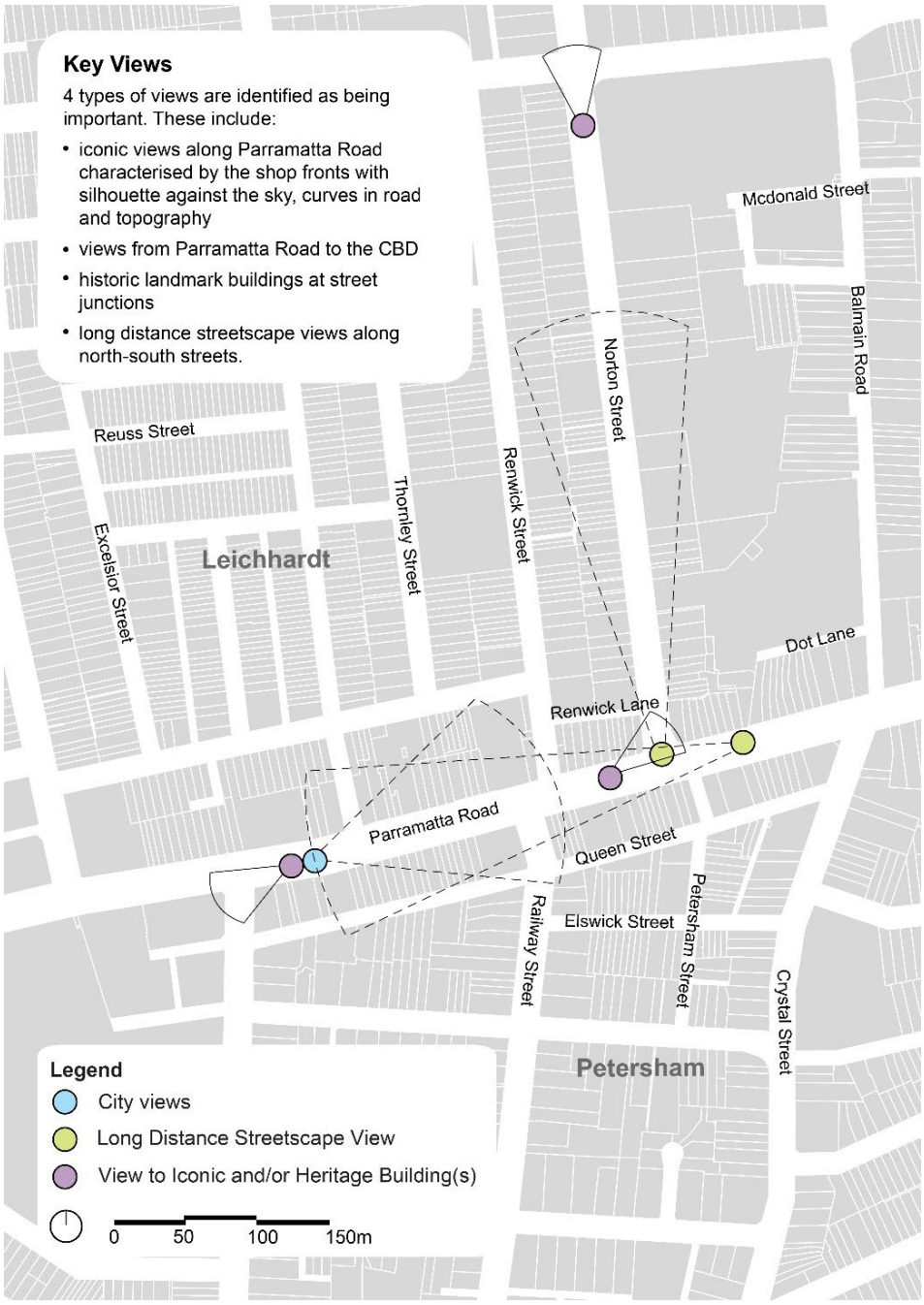
Objectives

O30. To reinforce view corridors and vistas with buildings, structures, public art or landscape treatments.

Controls

C30. Development maintains and, where possible, enhances views as identified in Figure 4: Leichhardt Precinct key views map:
a. to the City skyline
b. to landmark buildings
c. to street vistas identified.

Figure 4: Leichhardt Precinct key views

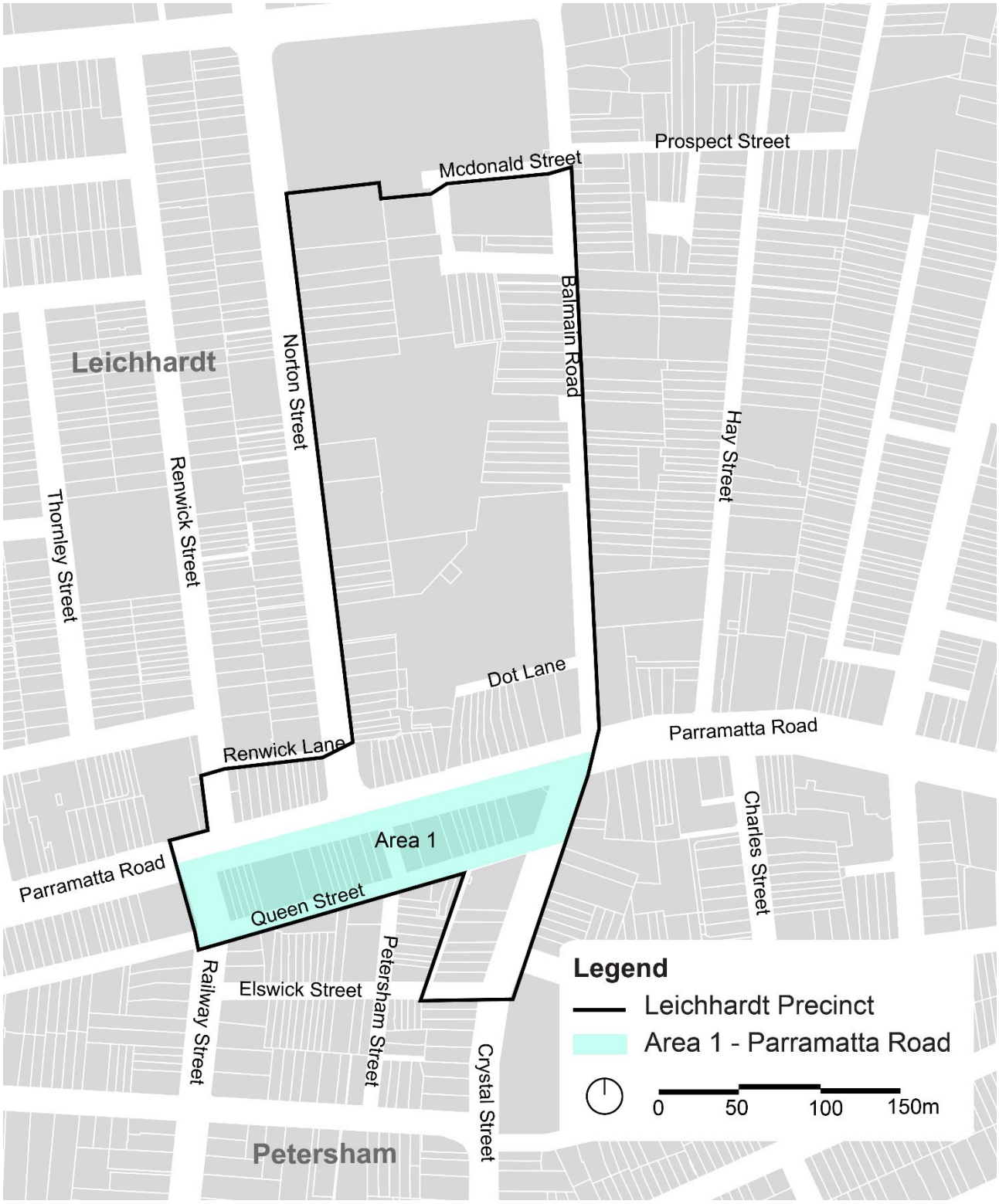


9.50.4 Area 1 – Leichhardt: Parramatta Road

9.50.4.1. Application

Section 9.50.4 applies to Area 1 – Leichhardt: Parramatta Road as shown in Figure 5:

Figure 5: Area 1 – Leichhardt: Parramatta Road



9.50.4.2. Desired Future Character

The Desired Future Character for Area 1 supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 9.50.3.2 for the Leichhardt Precinct.

Area 1 – Leichhardt: Parramatta Road:

- Continues as a productive economic corridor that attracts investment and new employment opportunities.
- Is reinvigorated as a retail/business high street in its appearance and function.
- Its heritage significance is protected and revitalised with new development that respected the original built form.
- Pedestrians and bike riders benefit from the new urban space, Petersham Street Park, that has enhanced connectivity between Parramatta Road and Queen Street.
- New built form:
  - is high quality
  - responds to and retains the heritage fabric and fine grain appearance of the area
  - is cohesive and presents a consistent street wall to Parramatta Road
  - positively interacts with the street
  - protects solar access, privacy and amenity of surrounding residential uses.

9.50.4.3. Heritage

Objectives

O31. To ensure development responds to the historic built form of the location by:
  a. for Heritage Items - conserving and enhancing the significance, character, fabric and features of these buildings and conforming with the Burra Charter
  b. for Contributory Buildings – restoring or reconstructing, altered or missing fabric of buildings
  c. for all other buildings – being sympathetic to key architectural or streetscape features found in the Heritage Conservation Area (HCA)
  d. not negatively impacting on Heritage Items outside Area 1 – Parramatta Road of the Leichhardt Precinct.

Controls

C31. Development responds sensitively to heritage and proactively retains, restores and enhances the heritage features of the location by:

  a. demonstrating that achievement of the floor space ratio and height of buildings incentive provisions does not have an adverse impact on the Heritage Items or the HCA, including Contributory Buildings in the HCA
  b. for Heritage Items - alterations to the existing fabric are limited to restoration
  c. for Heritage Items and Contributory Buildings new built form:
    i. is sympathetic and clearly distinguishable from the existing architecture
    ii. complements the scale, form and materials of the streetscape and its desired future character including wall heights and roof forms
    iii. pays particular attention to the transition from old to new and respects the existing façade and parapet in a way that ensures its architectural design remains a predominant feature
    iv. retains existing openings, and no new openings are introduced into the façade, including the parapet

v. retains existing floor to floor heights and where new floor levels are introduced, these do not intersect with existing openings
vi. evidences the original narrow fine grain width of shop fronts

d. for all development:
i. retain the prominence of Heritage Items and landmark buildings in the immediate streetscape and surrounding area
ii. use sympathetic materials, colours and finishes to harmonise with the character of the HCA
iii. retain, or where required replace, suspended awnings to ensure consistency with adjoining and original fabric.

Notes:

1. Refer to Part 8 Heritage of this DCP for detailed controls and guidelines.
2. Relevant Architectural Style Sheets for Parramatta Road Commercial Precinct Heritage Conservation Area include:
a. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1.
b. Federation styles. Refer to Section 8.5.2.

9.50.4.4. Lot amalgamation

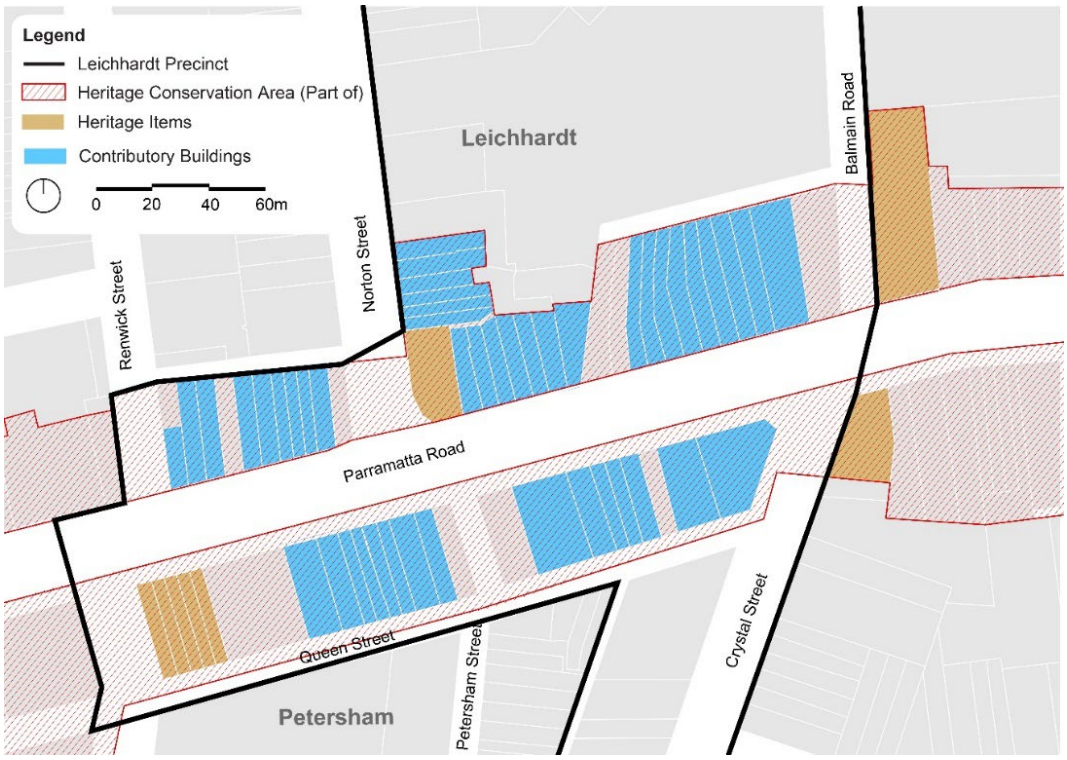
Objectives

O32. To ensure development that relies on lot amalgamation results:
a. in a built form character that retains the existing fine-grain appearance on Parramatta Road
b. in orderly and efficient land use.

Controls

C32. Development that relies on lot amalgamation:
a. evidences the original subdivision pattern in the resulting built form and shop front pattern
b. where basement levels are provided, the resulting lot is a minimum of 17m wide and retains a fine-grain built form appearance to Parramatta Road
c. does not isolate or prevent surrounding lots from redeveloping.

Figure 6: Area 1 – Leichhardt: Parramatta Road Heritage Items and Contributory Buildings



9.50.4.5. Built form

Objectives

O33. To ensure building height:
   a. facilitates economic growth and new housing
   b. responds appropriately to the heritage character of Parramatta Road
   c. protects the amenity of surrounding land uses
   d. provides a consistent street wall to Parramatta Road that is suited to the street proportions and defines the street edge.

O34. To ensure storey height:
   a. at the ground and first storey, allows for a variety of uses and provides flexibility to cater for change over time
   b. above ground, is suited to intended land uses
   c. retains existing floor to floor heights for Heritage Items and Contributory Buildings.

O35. To maintain a consistent setback to Parramatta Road and ensure new built form responds appropriately to the desired future streetscape.

O36. To provide setbacks to Queen Street that:
   a. support access for a range of vehicle types expected by the development
   b. increase in depth aligned to building height to provide a built form transition, and ensure solar access, amenity and privacy to the surrounding residential properties.

O37. To provide clearly defined and accessible business and residential lobbies and entries.

Controls

C33. Building height:
   a. does not exceed 6 storeys
   b. has a street wall of 2 storeys to Parramatta Road
   c. responds appropriately to Heritage Items through reduced height or transitioning heights to match the adjacent item.

C34. Floor to floor height:
   a. for Heritage Items or Contributory Buildings - ground floor and 2nd storey retain the existing floor to floor height
   b. for other – aligns with adjoining Heritage Item or Contributory Building
   c. for 3rd floor and above is 3.2m

   Note: Ground level floor to floor height include a slope/topography allowance.

C35. Parramatta Road setback:
   a. zero
   b. 3m from 3rd storey
   c. an additional 6m for 6th storey

C36. Queen Street setback:
   a. for ground floor - zero
   b. above ground floor – determined on a site-by-site basis by demonstrating that the development:
      i. can achieve appropriate solar access and visual privacy
      ii. will not impact the amenity, including solar access and visual privacy, of existing or future residential properties

iii. will enhance the casual surveillance and safety of Queen Street.

C37. Locate:

a. the primary pedestrian access for ground floor employment uses on Parramatta Road
b. residential pedestrian access on Queen Street or Parramatta Road.

Notes:

1. Figure 7 provides an indicative built form bulk, scale and site layout including storeys, street wall and setbacks.
2. Floor to floor heights include a slope/topography allowance. Variation to built form controls may be considered on site specific basis where the proposed development demonstrates achievement of the Precinct wide (9.50.3.2) and Area 1 (9.50.4.2) and Desired Future Character and Precinct wide (9.50.3.11) and Area 1 (9.50.4.5) Built form Objectives and delivers better outcomes.

9.50.4.6. Vehicle and service access locations

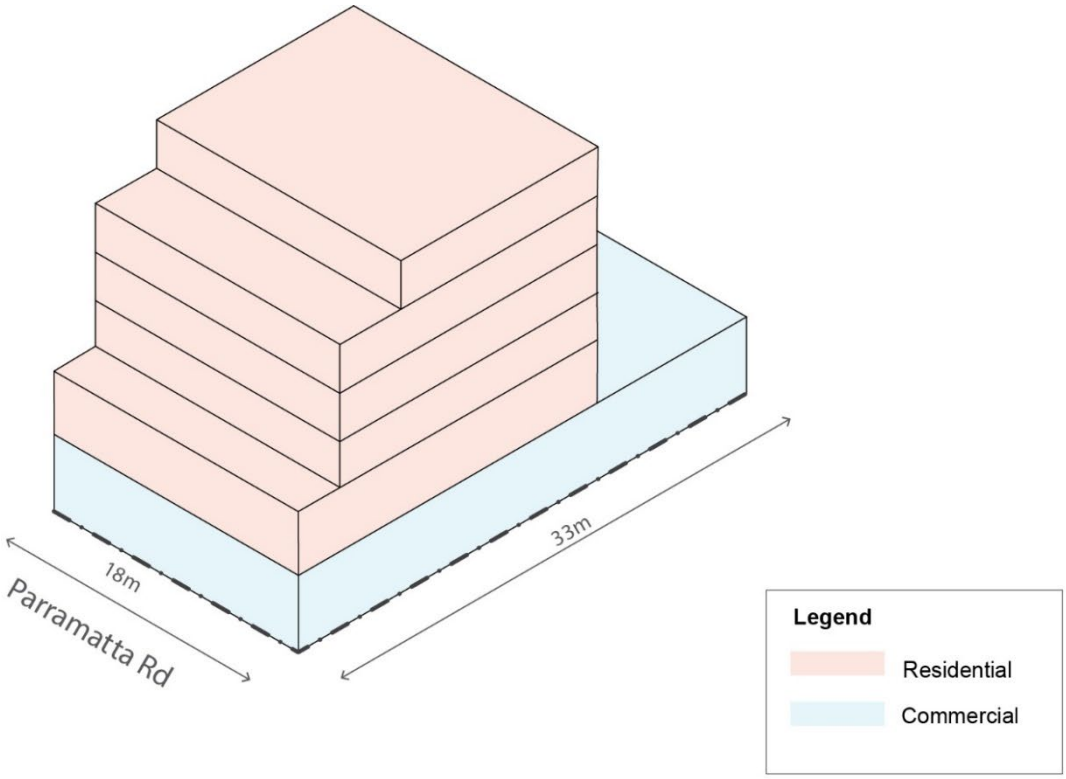
Objective

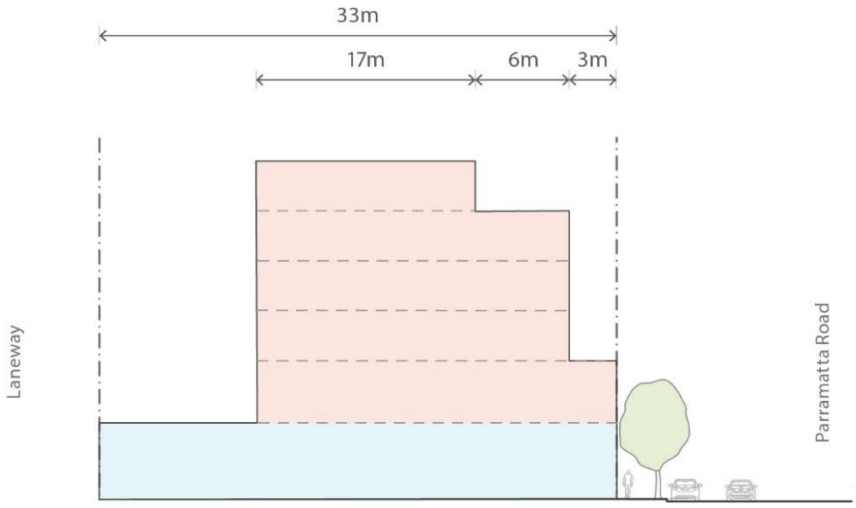
O38. To ensure vehicle and service access is via secondary street maintaining the primary function of Parramatta Road.

Control

C38. Vehicle and service access is provided from Queen Street.

Figure 7: Indicative built form bulk and scale including storeys, floor heights, setbacks landscape areas and access – section, plan and axonometric views



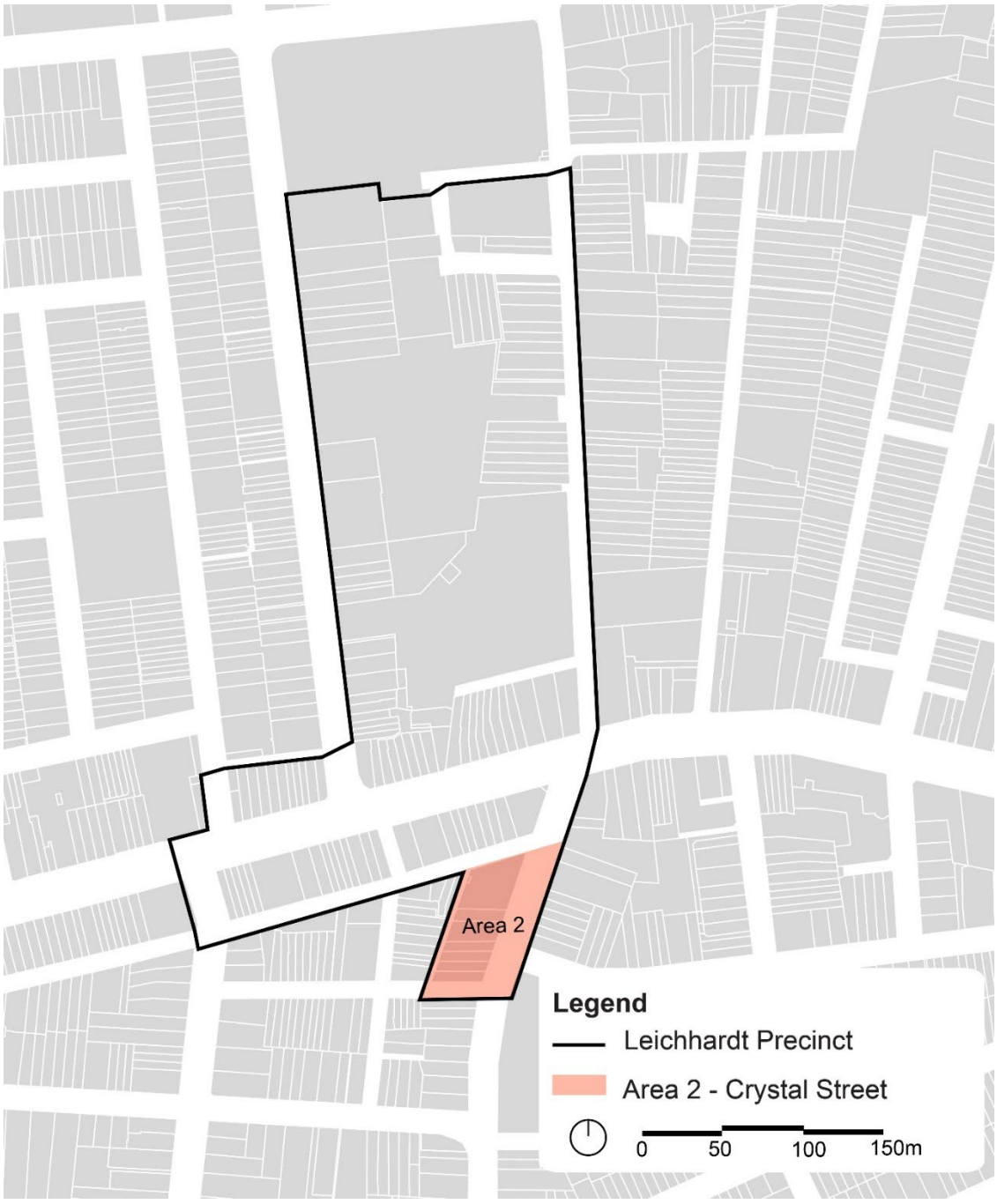


9.50.5 Area 2 – Leichhardt: Crystal Street

9.50.5.1. Application

Section 9.50.5 applies to Area 2 – Leichhardt: Crystal Street as shown in Figure 8:

Figure 8: Area 2 – Leichhardt: Crystal Street



9.50.5.2. Desired Future Character

The Desired Future Character for Area 2 supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 50.9.3 for the Leichhardt Precinct.

Area 2 – Leichhardt: Crystal Street:

- Has delivered a suitable scaled transition from Parramatta Road that responds to the local context and complements the adjacent heritage Item.

- Is supported by lot amalgamation that uses land efficiently, is suited to intended uses and has avoided lots being isolated from future redevelopment.
- Has increased residential densities and housing diversity in the location.
- Its built form:
  - is high quality architecture
  - is cohesive and presents a consistent street wall that defines Crystal Street
  - protects solar access, privacy and amenity of surrounding residential uses.
- Has provided consolidated vehicle access locations which create a safe walking and cycling environment.
- Enhanced public domain and streetscape through provision of landscaping in the front setbacks and new street trees increasing amenity and safety for all users.

9.50.5.3. Lot amalgamation

Objectives

O39. To ensure lot amalgamation promotes the orderly redevelopment of land for intended residential uses and identified built form.

Controls

C39. Lot amalgamation:

a. aligns with Area 2 – Leichhardt: Crystal Street preferred lot amalgamation pattern, or

b. achieves the following criteria:

i. does not isolate lots from redevelopment

ii. achieves required landscape area and communal open space

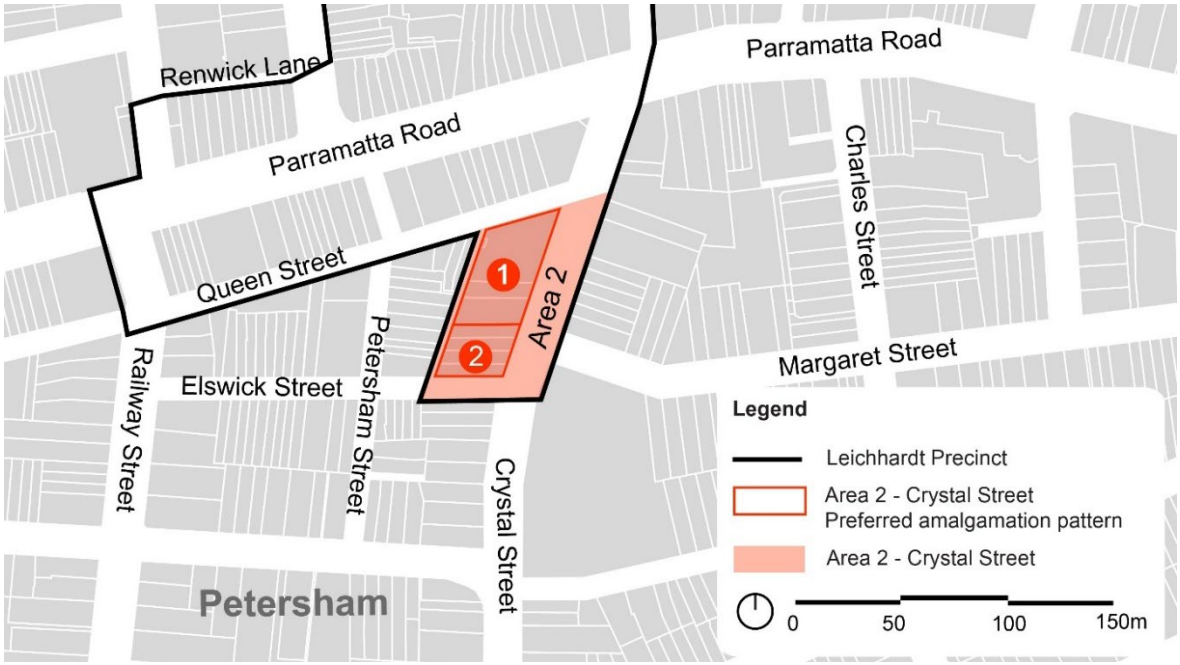
iii. provides required setbacks

iv. consolidates vehicle access and reduces their impact on pedestrian movement paths

v. provides appropriate access for servicing and waste management

vi. facilitates basement parking where on-site parking is provided.

Figure 9: Area 2 – Leichhardt: Crystal Street preferred lot amalgamation pattern



9.50.5.4. Built form

Objectives

O40. To ensure building height:
- a. is suited to intended uses, being residential flat buildings
- b. provides an appropriate transition to development to the south and west
- c. is sympathetic to the surrounding scale of low-density dwellings to the west
- d. ensures solar access and amenity is maintained to surrounding residential developments.

O41. To ensure storey height is suited to support residential uses.

O42. To require setbacks that:
- a. define the street edge
- b. reduce the apparent bulk and scale of buildings
- c. provide landscaped area within the front setback
- d. facilitate the widening of Petersham Lane for public domain improvements, landscaping and passive surveillance.

Controls

C40. Building height:
- a. does not exceed the maximum building height and is equivalent to 5 storeys
- b. has a street wall to Crystal Street, Queen Street and Petersham Lane of 4 storeys and an overall height of 5 storeys
- c. has a street wall to Elswick Street of 5 storeys.

C41. Ground level floor to floor height is 4m.

Note: Ground level floor to floor height includes a slope/topography allowance.

C42. First storey and above is 3.2m.

C43. Setbacks:
- a. to Crystal Street is 3m, with an additional 5m setback for the 5th storey

b. to Queen Street is 2m with an additional 5m setback to the 5th storey
c. to Elswick Street is zero across all storeys
d. to Petersham Lane is 5m, of which 3m is for widening of Petersham Lane, and an additional 5m setback to the fifth floor.

Notes:
1. Figure 10: provides the indicative-built form bulk, scale and site layout.
2. Variation to built form controls may be considered on site specific basis where the proposed development demonstrates achievement of the Precinct wide (9.50.3.2) and Area 2 (9.50.5.2) Desired Future Character and Precinct wide (9.50.3.11) and Area 2 (9.50.5.4) Built form Objectives and delivers better outcomes.

9.50.5.5. Vehicle, service and pedestrian access locations

Objectives

O43. To minimise pedestrian/vehicle conflict along Crystal Street.

O44. To provide clearly defined residential entries that are visible from the primary street frontage.

Controls

C44. Vehicle and service access is from Queen Street or Elswick Street.

C45. The primary pedestrian access is from Crystal Street.

9.50.5.6. Landscaping

Objectives

O45. To mitigate heat island impacts and soften the hardscape of building elements.

Controls

C46. Provide landscaping and greening opportunities through:
a. 3m landscaped setback along Crystal Street, including basement
b. new street trees along Crystal Street
c. new street trees and vegetation along Petersham Lane
d. ensuring that location of basement does not preclude opportunities for viable tree planting and greening.

9.50.5.7. Petersham Lane public domain improvements

Objectives

O46. To improve the existing conditions of the laneway and provide enhanced public domain opportunities for landscaping and passive surveillance.

Controls

C47. Provide an enhanced public domain through 5m setback to the built form including:
a. providing public access 24 hours a day, seven days a week by virtue of 3m easement to Council
b. construction of new footpath and associated landscaping for pedestrians
c. new landscaping and greening opportunities on the kerbside and within the site.

Figure 10: Area 2 – Leichhardt: Crystal Street – indicative solution that achieves storeys, building envelopment, scale and site layout requirements – plan, sections and axonometric

13. Parramatta Road Corridor – Taverners Hill Precinct

13.1. Application

Chapter G, Section 13 Parramatta Road Corridor - Taverners Hill Precinct applies:

- to that part of Taverners Hill Precinct shown as Area 1 – Taverners Hill North: Tebbutt and Beeson Streets on **Figure 1:** Parramatta Road Corridor – Taverners Hill Precinct Land Application Map, and
- where development seeks to rely on the Incentives Floor Space Ratio Map, Incentives Height of Buildings Map and Clause X.X of the Inner West LEP 2022.

Where development does not seek to rely on the Incentives provisions, Part G, Section 13 does not apply. In this circumstance, relevant provisions of this DCP apply.

Taverners Hill Precinct comprises of two Areas. As detailed above, this Section applies to Area 1 – Taverners Hill North: Tebbutt and Beeson Streets.

Where seeking to rely on Incentives provisions, all development will achieve the Desired Future Character, Objectives and Controls detailed in:

- **Section 13.3** that applies to all Areas in the Taverners Hill Precinct, and
- **Section 13.4** that applies to Area 1 – Taverners Hill North: Tebbutt and Beeson Streets.

These Sections supplement and should be read in conjunction with relevant provisions of this DCP.

Where Part D, Section 13 applies and there is an inconsistency between this Section and the other provisions of this DCP, this Section prevails.

Figure 1: Parramatta Road Corridor – Taverners Hill Precinct Land Application Map

13.2. Context

Parramatta Road Corridor Urban Transformation Strategy

Parramatta Road Corridor – Taverners Hill Precinct is one of eight Precincts of the Parramatta Road Corridor Urban Transformation Strategy (PRUCTS). PRCUTS is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor.

The vision for Parramatta Road Corridor is:
A high-quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.

The vision is supported by seven principles:

1. **Housing choice and affordability**
   Plan for diversity in housing types to accommodate a wide range of community needs, including affordable, family, student and seniors housing.
2. **Diverse and resilient economy**
   Plan for and position the corridor to attract new businesses and support existing business that create a diversity of jobs and promote jobs closer to home.
3. **Accessible and connected**
   Reshape and better connect places and movement networks to better serve customers and encourage sustainable travel.
4. **Vibrant community places**
   Promote quality places and built form outcomes to transform the corridor over time.
5. **Green spaces and links**
   Embellish existing open space and provide for new open spaces that support the recreational needs of the community and encourage active and healthy lifestyles.
6. **Sustainability and resilience**
   Create liveable local Precincts along the corridor that are sustainable, resilient and make Sydney a better place.
7. **Delivery**
   Deliver, drive, facilitate and monitor action.

PRCUTS and Inner West

Four of the eight PRCUTS Precincts are within Inner West Council local government area. These include:

- Part of **Kings/ Croydon Bay Precinct** in Croydon that extends from Lang Street, Croydon in the west to Iron Cove Creek in the east. The remaining areas of Kings Bay Precinct are in Burwood and Canada Bay local government areas.
- **Taverners Hill Precinct** that extends from Petersham in the east to Summer Hill in the west and includes areas in Leichhardt and Lewisham. **Area 1 - Taverners Hill North: Tebbutt and Beeson Streets**, being the subject of this Section.
- **Leichhardt Precinct** in the suburbs of Leichhardt and Petersham.

- Part of **Camperdown Precinct**. The remaining area of Camperdown Precinct is in City of Sydney local government area.

13.3. Taverners Hill Precinct

13.3.1. Application

Section 13.3 applies to the entire Taverners Hill Precinct as identified in Figure 2.

Figure 2: Taverners Hill Precinct

13.3.2. Desired future character

Taverners Hill Precinct:

- Is strengthened by strategically located new housing that:
  - serves the needs of people of all ages, abilities and incomes
  - is well located to public transport and open space.
- People enjoy a public domain that:
  - is safe, well designed and landscaped
  - has increased access to nearby public open space and sports facilities, and the GreenWay linking the Bay Run in the north and Cooks River in the south.
- Lot amalgamation has optimised redevelopment opportunities and made efficient use of land.
- Living environments are sustainable and comfortable as a result of:
  - buildings having a high standard environmental performance
  - integrated water management
  - building design, landscape and materials reducing urban heat effects
  - good facilities for active transport and access to public transport
  - catering for electric charging infrastructure.
- Residents benefit from building design that maximises their amenity while protecting the amenity of nearby residential development.
- Development has respected the historic fabric and character of the area.
- Old Canterbury Road and Tebbutt Street form the primary north-south movement link between Market Place on Marion Street and Lewisham Station at Thomas Street.
- Reliance on private vehicles has reduced due to:
  - reducing on-site car parking provision
  - setting maximum car parking rates instead of requiring minimum car parking
  - implementing new models such as unbundled parking and shared car use
  - leveraging proximity to public transport networks, including Light Rail at Taverners Hill and Marion, proximity to Lewisham Station, multiple bus routes and rapid transport on dedicated lanes on Parramatta Road.

13.3.3. Connectivity and accessibility

Objectives

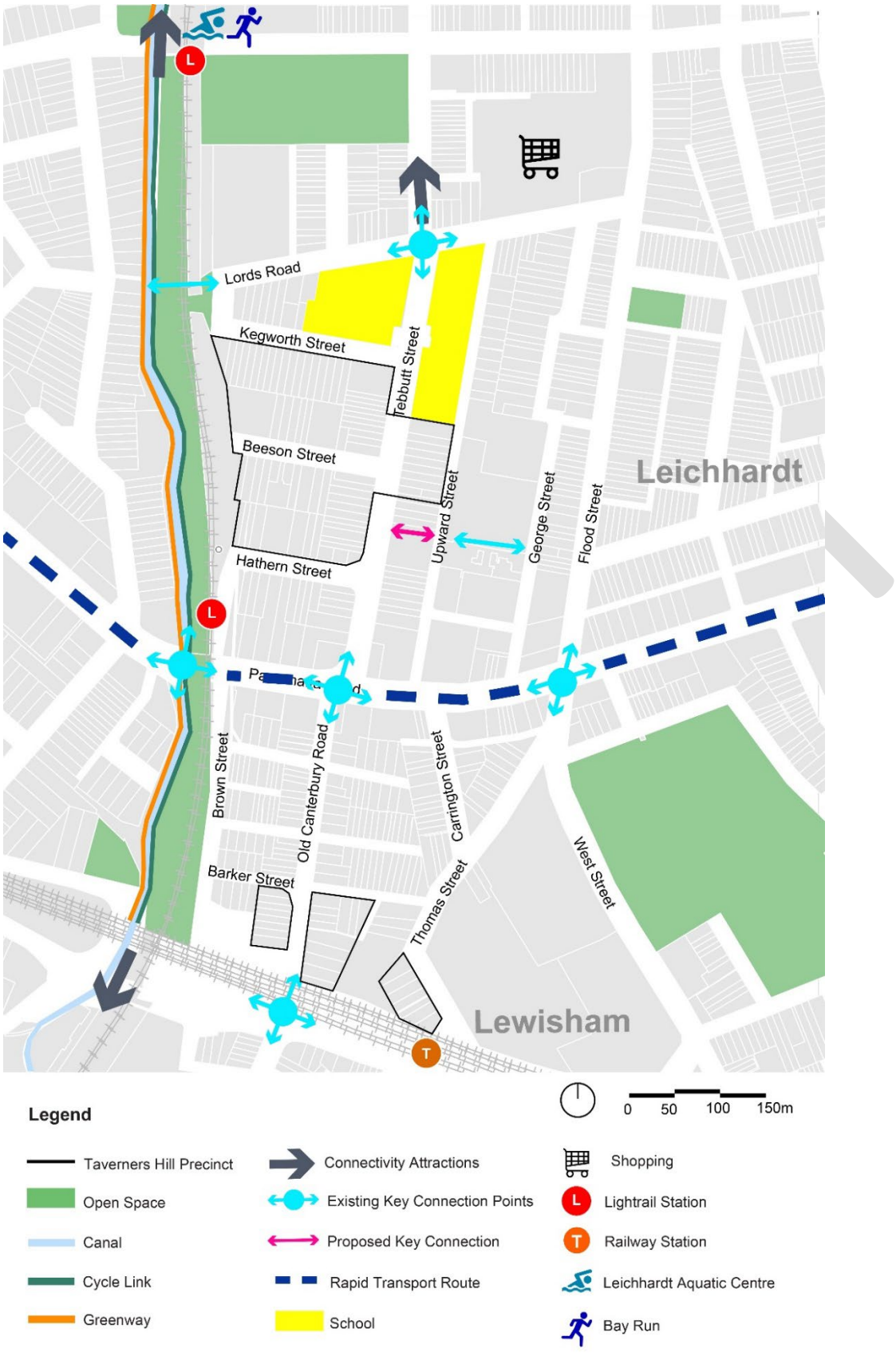
O1. To increase connectivity and accessibility across the Precinct for pedestrians and bike riders by enhancing links to key locations.

Controls

C1. Built form and streetscape treatments reinforce the connections identified in Figure 3: Taverners Hill Precinct connectivity and accessibility map, including:

a. Parramatta Road and Marion Street
b. Taverners Hill and Marion Light Rail Stations
c. Parramatta River, the Bay Run and Leichhardt Aquatic Centre
d. Market Place and other local shopping areas
e. Hawthorne Canal GreenWay
f. Lewisham Station.

Figure 3: Taverners Hill Precinct Connectivity and Accessibility Map



13.3.4. Streetscape and public domain

Objectives

O2. To improve the amenity and safety of the streetscape in a manner that:
- a. contributes to the street character and intended land uses
- b. ensures built form interfaces well with the streetscape
- c. reduces street clutter and improves the visual amenity of the public domain
- d. upgrades verges and pedestrian movement paths
- e. contributes to mitigating urban heat through kerb-side landscaping
- f. protects existing street trees, in the verge or roadway
- g. positively contributes to water management and is waterwise
- h. results in a durable and low maintenance public domain.

Controls

C2. Development contributes towards enhancing the streetscape for the extent of the street frontage by:
- a. providing a pedestrian movement path that is:
  - i. minimum 1.5m wide
  - ii. clear of obstacles
- b. integrating pedestrian and vehicular entries into the streetscape design
- c. providing a kerb-side permeable landscaped area for the remaining width of the verge that:
  - i. acts as a soft barrier between pedestrians and traffic lanes
  - ii. retains and protects existing street trees, in the verge or roadway, and includes new trees where appropriate
  - iii. includes low-level ground cover species that are hardy and suited to the location, can average 0.9m in height (excludes ground level mown grass) and are a minimum of 50% native
  - iv. includes water sensitive urban design solutions
  - v. does not impede walkers, bike riders and vehicles in traffic lanes or designated on-street parking and does not interfere with sight lines
  - vi. is designed to include, as required, public transport infrastructure, street signage and lighting
  - vii. upgrades the kerb to the required standard for the location, or
- d. where the verge width does not allow for the required movement path and a separate landscaped area - design the movement path to integrate landscape treatments and/or street tree planting or provide landscape buildouts extending into the road reserve.

Note: Refer to *Inner West Public Domain Design Guide* (202X) for details of road types, footpath area functions and finishes.

13.3.5. Development utility infrastructure

Objectives

O3. To reduce the street clutter, provide opportunity for viable street trees and enhance the public domain.

O4. To locate and design mechanical plant and essential services in a way that:
- a. improves the visual amenity of the public domain
- b. does not conflict with landscaping or street tree planting
- c. is located outside the public domain.

Controls

C3. Relocate existing overhead cables underground, and where possible, co-locate with other underground services.

C4. Mechanical plant and essential services equipment are:
- a. contained within the property
- b. located off the primary street frontage, or
- c. where on the primary street frontage are located behind the building line and screened from view
- d. integrated with the building and landscape design.

13.3.6. Lot amalgamation

Objectives

O5. To promote efficient use of land and orderly redevelopment by:
- a. avoiding isolating lots and reducing development potential
- b. providing for intended uses and built form outcomes that make a positive contribution to the streetscape.

Controls

C5. Lot amalgamation does not result in isolated lots that are impractical for redevelopment.

Note: Refer to additional controls in Section 13.4.3.

13.3.7. Sustainability and resilience

Objectives

O6. To achieve a high standard of environmental building performance that:
- a. reduces greenhouse gas emissions and water use
- b. results in comfortable living environments.

O7. To reduce urban heat island effect through incorporating and integrating a range of mechanisms that collectively mitigate impacts, including:
- a. green infrastructure in the form of landscape and surface treatments that incorporate water storage and treatment while reducing water usage
- b. trees that offer shade to built form, hard surfaces and vegetation

c. building materials and colours that contribute to energy efficiency and thermal comfort, and minimise nuisance caused by glare or heat radiation.

Controls

C6. Building Environmental Performance Report or BASIX certificate demonstrates that the development:
   a. achieves a reduction in greenhouse gas emissions and water use
   b. will result in a comfortable living environment
   c. includes passive design features such as optimal orientation, increased insulation, effective shading, cross ventilation and lower solar absorptance on external surface finishes
   d. optimises rooftop solar photovoltaic systems
   e. achieves full electrification of utilities including cooking, heating and hot water (heat pumps)
   f. achieves an average thermal performance of 7-star NatHERS
   g. incorporates ceiling fans in bedrooms and living rooms.

C7. Mitigate urban heat island effect by:
   a. achieving required tree canopy through:
      i. site layout maximising retention of existing mature trees
      ii. including advanced containerised trees (greater than 200 litre) of a species that within 10 years will achieve 50% of their potential at maturity
      iii. incorporating trees and vegetation across various storeys (roof tops, terraces, atriums, and the like), in addition to or where necessary, as an alternative to ground level planting
      iv. a combination of the above that collectively achieve, or exceed, tree canopy requirements
   b. integrating green roofs and walls as a component of the landscape and built form design specifically in northern and western facing locations
   c. incorporating permeable surfaces, rain gardens, and other water sensitive measures in landscape treatments
   d. using materials and colours that:
      i. have a high solar reflectance index (lighter colours) on roofs, facades, glazing or ground surfaces subject to their purpose and aligned to orientation and exposure to sunlight
      ii. where it may cause nuisance due to glare or reflection do not exceed 20% reflectivity (darker colours).

13.3.8. Access and Parking

Objectives

O8. To ensure developments reduce private motor vehicle use, minimise traffic impacts and encourage sustainable transport.

O9. To enhance the public domain, improve pedestrian experience and safety, and limit the number of vehicle access points throughout the Precinct.

O10. To reduce private vehicle ownership through unbundled parking, car share schemes and decoupled parking, where on-site car parking is provided.

O11. To ensure development provides facilities for electric vehicles.

O12. To future proof infrastructure to support increased take-up of electric vehicles.

O13. To ensure vehicle parking and servicing areas are designed to:
- a. reduce their visual impact on the public domain
- b. support all vehicle types anticipated by development including service vehicles
- c. maximise potential adaptation at a future point in time when less parking is required.

O14. To ensure bike riders have sufficient, accessible and secure parking.

Controls

C8. Travel plans are to include the following:
- a. baseline travel demand and mode share estimates from established similar developments
- b. targets for reduced private motor vehicle trips and an increased mode share for sustainable transport
- c. actions to be implemented to achieve the mode shift targets, with a written commitment from the property owner to implement them
- d. a process for monitoring and review of actions and targets
- e. a guide for residents and visitors associated with the development to assist with the mode shift
- f. on-site carshare schemes
- g. subsidised bicycle purchase and quality bicycle parking and associated end-of-trip facilities
- h. provision of peak period shuttle buses.

C9. Vehicular access is located to:
- a. reduce the number of access points, as far as practicable
- b. consolidate vehicle access and reduce the number of crossovers to a maximum of one or one-way pair per site.

C10. Provision of private vehicle parking:
- a. is listed on a separate title (unbundled) from the development (i.e. separated from dwelling, commercial units and building ownership)
- b. is decoupled from the development, as relevant
- c. includes car share vehicle(s) that:
  - i. are located either on-site or on the street at the discretion of Council
  - ii. do not result in the maximum car parking rates being exceeded
  - iii. are publicly available and readily accessible at all times.

Note: **Unbundled parking** means parking that is separated from the cost or rent of a dwelling, commercial units and building ownership.

Car share scheme means a scheme in which any car share operator provides vehicles for shared use and hires those vehicles exclusively to members of the scheme for occasional use for short periods of time, on demand and on a pay-as-you go basis.

Decoupled parking means provision of off-site car parking, usually in the form of consolidated car parking in close proximity to the development to satisfy the parking requirements.

C11. Provide Level 1 or faster electric vehicle (EV) ready to use (includes cabling, power outlet or charging head) car parking spaces, at a rate of:
   a. 20% for resident spaces
   b. 10% for visitor spaces.

C12. Design electric infrastructure services (distribution boards, conduits and cabling) to ensure 100% of all parking spaces have:
   a. sufficient energy and capacity, preferably from renewable sources
   b. reticulated fixed charging facilities
   c. any future EV charger does not require a cable of more than 50m from the parking space to the EV-ready connection.

C13. On-site ground level exposed car parking is not provided, and parking areas:
   a. are not open structures that are visible from the public domain
   b. where below ground, do not protrude:
      i. above ground level at any point along street frontages
      ii. into setback areas that are identified as landscape areas
   c. do not impede the provision of viable vegetation
   d. provide sufficient manoeuvring space to allow vehicles to enter and exit the site in a forward direction
   e. are designed in a manner that encourages opportunities for adaptation to other uses over time.

C14. Bicycle parking:
   a. is provided at the rate of:
      i. for residents – 1 space per dwelling
      ii. for visitors – 1 space per 10 dwellings
   b. is in accessible and visible locations for residents and visitors
   c. is secure through provision of bike cages for residents and bike stands for visitors
   d. is provided with ready-to-use electric charging points at a minimum rate of 1 per 2 bicycle spaces
   e. where there are multiple parking areas, facilities are distributed equally across all locations.

13.3.9. Heritage

Objectives

O15. To ensure development:
   a. respects the significance of Heritage Items in the locality
   b. in the vicinity of Heritage Items is designed and sited to minimise impacts on the significance of the item.

Controls

C15. To ensure development responds to historic built form in the locality by:

a. for Heritage Items - conserving and enhancing the significance, character, fabric and features of these buildings and conforming with the Burra Charter
b. for all other buildings – respects the items by:
    i. appropriately siting and designing new development
    ii. ensuring new development does not physically overwhelm or dominate the items
    iii. using sympathetic materials, colours and finishes that reflect and harmonise with original materials to maintain the character of the items.

13.3.10. Built form

Objectives

O16. To provide a high-quality and well-designed built form that:
a. supports intended uses
b. strengthens the residential character of the area
c. protects the amenity of nearby residential development
d. consolidates vehicle access locations
e. enhances the public domain for pedestrians
f. has clearly defined and accessible residential entries that are visible from the street
g. incorporates lighting that contributes to the quality and safety of the night-time residential environment
h. results in a high amenity internal living environment by taking an integrated and innovative approach to:
    i. the orientation of development and individual dwellings
    ii. maximise solar access and cross ventilation
    iii. addressing road noise impacts.

Controls

C16. Building design:
a. includes architectural features and façade articulation to reduce apparent building bulk
b. retains privacy and solar access to nearby residential development
c. minimises vehicle crossovers
d. locates pedestrian entries:
    i. on the primary street frontage so they are visible from the street
    ii. at the same level as the street to maximise accessibility for all users, or
    iii. where flood constraints limit at-grade entrances, suitable alternatives are explored to maximise visibility and street surveillance and ensure accessibility for all users
e. where incorporating external lighting it:
    i. is integrated into the building design
    ii. is energy efficient, high quality, durable and low maintenance
    iii. does not cause nuisance or hazard to occupants of the building or nearby buildings
    iv. minimises light spill into the night sky
    v. supports street lighting to enhance safety and security

f. results in comfortable and enjoyable internal environments through using a variety of integrated built form design, construction techniques and acoustic measures to ameliorate noise and other impacts including but not limited to:
   i. materials and glazing
   ii. angled walls and modulated surfaces
   iii. solid balconies and winter gardens
   iv. screens, louvers and hopper windows
   v. locating single aspect dwellings away from the north and west street frontages
   vi. incorporating light wells, atriums and building articulation to enhance solar access and air movement.

13.3.11. Building materials and finishes

Objectives

O17. To provide building materials, fittings and finishes that are high quality, sustainable and complement the locality.

O18. To reduce building waste by effectively re-using or recycling building materials where demolition or deconstruction of existing structures is required to facilitate development.

Controls

C17. Building materials, fittings and finishes:
   a. are durable, high-quality, textured and complement materials used in the locality
   b. are sustainable with low embodied carbon such as:
      i. replacement of Portland cement with supplementary cementitious materials (SCMs) in concrete (i.e., 30% SCM across all pre-cast and in-situ cement)
      ii. high recycled content in steel
      iii. timber framing instead of steel framing
      iv. cross laminate timber
   c. incorporate recycled materials, where possible.

C18. The Deconstruction Plan demonstrates that the majority of demolished building materials, excluding hazardous materials, are integrated into the design and construction of development by re-using on site or through appropriate recycling.

13.3.12. Landscaping

Objectives

O19. To ensure on-site landscaping:
- a. includes species native to the area
- b. is suited to the location
- c. provides habitat to enhance biodiversity
- d. positively contributes to water management and is waterwise
- e. contributes to mitigating urban heat
- f. is durable and low maintenance.

Controls

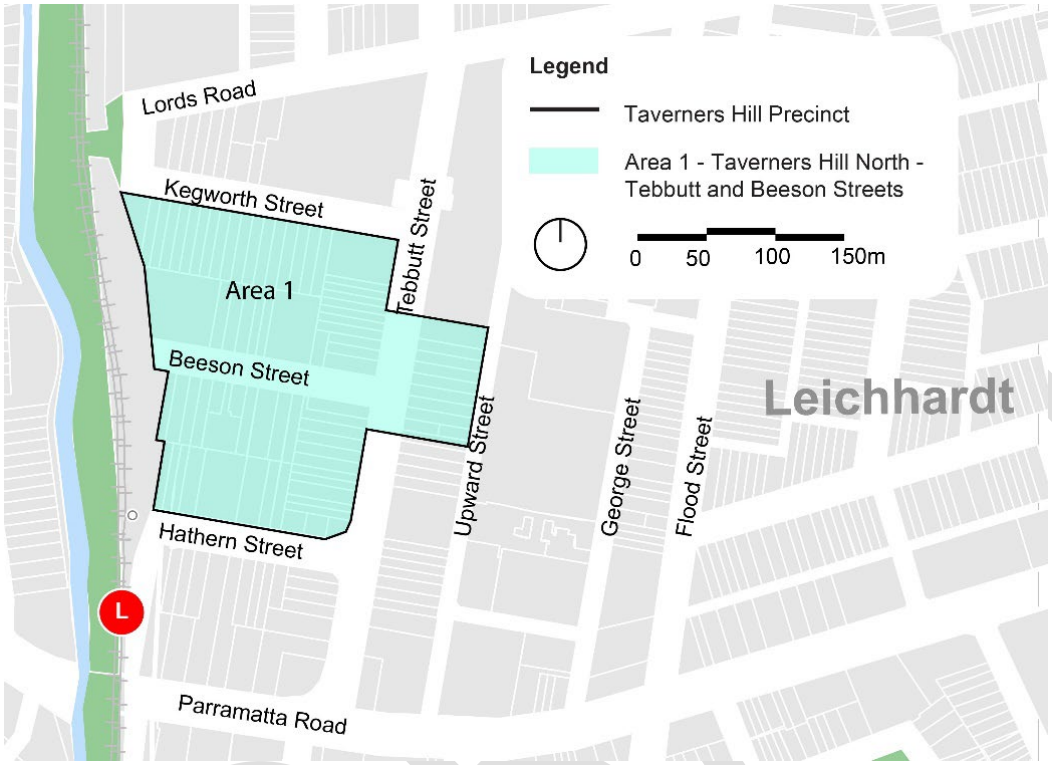
C19. Landscaping Strategy demonstrates that landscape:
- a. is provided in dedicated setbacks
- b. includes:
  - i. water sensitive urban design solutions
  - ii. trees and supporting vegetation
  - iii. greening opportunities including green roofs and walls, pergolas with climbers, podiums, planters, lawns and gardens, rain gardens and permeable pavement
  - iv. 50% native species.

13.4. Area 1 – Taverners Hill North: Tebbutt and Beeson Streets

13.4.1. Application

Section 13.4 applies to Area 1 – Taverners Hill North: Tebbutt and Beeson Streets as shown in Figure 4.

Figure 4: Area 1 – Taverners Hill North: Tebbutt and Beeson Streets



13.4.2. Desired future character

The Desired future character for Area 1 supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 13.3 for the Taverners Hill Precinct.

Area 1 -Taverners Hill North: Tebbutt and Beeson Streets:

- Has delivered high quality and suitably scaled residential development that responds to the local context.
- Has increased residential densities and housing diversity in the location.
- Is supported by lot amalgamation suited to intended uses and has avoided lots being isolated from redevelopment opportunities
- Enhanced public domain and streetscape increases amenity and safety for all users.
- Residents benefit from building design that maximises their amenity while protecting the amenity of nearby residential developments.
- The landscape character of the area is maintained and enhanced through:
  - retention of mature trees on-site and in the public domain, as much as possible
  - incorporating landscaped front and rear gardens.

13.4.3. Lot amalgamation

Objectives

O20. To ensure lot amalgamation promotes the orderly redevelopment of land for intended residential uses and identified built form.

Controls

C20. Lot amalgamation:

a. results in a lot size of 720m^2 and has a primary street frontage width of 20m, or
b. meets the following criteria:
   i. does not isolate surrounding lots from redevelopment
   ii. achieves required landscape areas and communal open space
   iii. provides required setbacks
   iv. consolidates vehicle access and reduces their impact on pedestrian movement paths
   v. provides appropriate access for servicing and waste management
   vi. facilitates basement parking, where on-site parking is provided.

13.4.4. Built form

Objectives

O21. To deliver the preferred building type and align building height, design and layout to suit:

a. the local context and protect the amenity of nearby residential development
b. lot pattern and depth, street frontage and access arrangements.

Controls

C21. Built form complies with the number of storeys, building envelope, scale and site layout requirements detailed in Table 1.

13.4.5. Landscaping

Objectives

O22. To maintain and enhance the landscaped and leafy character of the area.

Controls

C22. Maintain and enhance the landscape character by:

a. providing a landscaping in the required front, side and rear setbacks
b. minimising driveways and crossovers
c. retaining existing on-site vegetation, especially mature trees, as much as possible.

Note: Landscaping requirements should be read in conjunction with Section 13.3.2 Streetscape and public domain, 13.3.7 Sustainability and resilience and 13.3.12 Landscaping.

Table 1: Built form – storeys, building envelope, scale and site layout requirements

Criteria/Location	Kegworth, Tebbutt and Beeson Streets	Beeson, Tebbutt and Hathern Streets	Tebbutt and Upward Streets
Maximum storeys	3-storey	4-storey	6-storey
Minimum floor to floor	First storey, ground floor – 4m (including topography allowance) Second storey and above – 3.2m		
Minimum front setback to primary street frontage	4m		4m to Tebbutt Street
Street wall	2-storey	3-storey	4-storey street wall to Tebbutt Street only
Minimum above ground front setback to primary street frontage	Additional 3m for the 3rd storey	Additional 3m for the 4th storey	Additional 3m for 5th and 6th storey fronting Tebbutt Street
Minimum rear setback	11m		13.5m to Upward Street
Minimum above ground setback to secondary street frontage	Not applicable		Additional 10m for 5th and 6th storey fronting Upward Street
Minimum side setback	3m		3m and additional 1.5m for 5th and 6th storey

Note: Variation to built form controls may be considered on site-specific basis where the proposed development demonstrates achievement of the Precinct wide (13.3.2) and Area 1 (13.4.2) Desired Future Character and Precinct wide (13.3.10) and Area 1 (13.4.4) Built form Objectives and delivers better outcomes.

9.49. Parramatta Road Corridor - Taverners Hill Precinct

9.49.1. Application

Part 9 Strategic Context, Section 9.49 Parramatta Road Corridor – Taverners Hill Precinct applies:

- to that part of Taverners Hill Precinct shown as Area 2 – Taverners Hill South: Old Canterbury Road and Thomas Street on **Figure 1:** Parramatta Road Corridor – Taverners Hill Precinct Land Application Map, and
- where development seeks to rely on the Incentives Floor Space Ratio Map, Incentives Height of Buildings Map and Clause X.X of the Inner West LEP 2022.

Where development does not seek to rely on the Incentives provisions, Part 9, Section 9.49 does not apply. In this circumstance, relevant provisions of this DCP apply.

Taverners Hill Precinct comprises of two Areas. As detailed above, this Section applies to Area 2 – Taverners Hill South: Old Canterbury Road and Thomas Street.

Where seeking to rely on Incentives provisions, all development will achieve the Desired Future Character, Objectives and Controls detailed in:

- **Section 9.49.3** that applies to all Areas in the Taverners Hill Precinct, and
- **Section 9.49.4** that applies to Area 2 – Taverners Hill South: Old Canterbury Road and Thomas Street.

These Sections supplement and should be read in conjunction with relevant provisions of this DCP.

Where Part 9, Section 9.49 applies and there is an inconsistency between this Section and other provisions of this DCP, this Section prevails.

Figure 1: Parramatta Road Corridor – Taverners Hill Precinct Land Application Map

9.49.2. Context

Parramatta Road Corridor Urban Transformation Strategy

Parramatta Road Corridor – Taverners Hill Precinct is one of eight Precincts of the Parramatta Road Corridor Urban Transformation Strategy (PRUCTS). PRCUTS is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor.

The vision for Parramatta Road Corridor is:
A high-quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.

The vision is supported by seven principles:

1. **Housing choice and affordability**
   Plan for diversity in housing types to accommodate a wide range of community needs, including affordable, family, student and seniors housing.
2. **Diverse and resilient economy**
   Plan for and position the corridor to attract new businesses and support existing business that create a diversity of jobs and promote jobs closer to home.
3. **Accessible and connected**
   Reshape and better connect places and movement networks to better serve customers and encourage sustainable travel.
4. **Vibrant community places**
   Promote quality places and built form outcomes to transform the corridor over time.
5. **Green spaces and links**
   Embellish existing open space and provide for new open spaces that support the recreational needs of the community and encourage active and healthy lifestyles.
6. **Sustainability and resilience**
   Create liveable local Precincts along the corridor that are sustainable, resilient and make Sydney a better place.
7. **Delivery**
   Deliver, drive, facilitate and monitor action.

PRCUTS and Inner West

Four of the eight PRCUTS Precincts are within Inner West Council local government area. These include:

- Part of **Kings Bay/ Croydon Precinct** in Croydon. The remaining areas of Kings Bay/ Croydon Precinct are in Burwood and Canada Bay local government areas.
- **Taverners Hill Precinct** that extends from Petersham in the east to Summer Hill in the west and includes areas in Leichhardt and Lewisham. **Area 2 –Taverners Hill South: Old Canterbury Road and Thomas Street**, being the subject of this Section.
- **Leichhardt Precinct** in the suburbs of Leichhardt and Petersham.
- Part of **Camperdown Precinct**. The remaining area of Camperdown Precinct is in City of Sydney local government area.

9.49.3. Taverners Hill Precinct

9.49.3.1. Application

Section 9.49.3 applies to the entire Taverners Hill Precinct as identified in Figure 2.

Figure 2: Taverners Hill Precinct

9.49.3.2. Desired future character

Taverners Hill Precinct:

- Is strengthened by strategically located new housing that:
  - serves the needs of people of all ages, abilities and incomes
  - is well located to public transport and open space.
- People enjoy a public domain that:
  - is safe, well design and landscaped
  - has increased access to nearby public open space and sports facilities, and the GreenWay linking the Bay Run in the north and Cooks River in the south.
- Lot amalgamation has optimised redevelopment opportunities and made efficient use of land.
- Living environments are sustainable and comfortable as a result of:
  - buildings having a high standard environmental performance
  - integrated water management
  - building design, landscape and materials reducing urban heat effects
  - good facilities for active transport and access to public transport
  - catering for electric charging infrastructure.
- Residents benefit from building design that maximises their amenity while protecting the amenity of nearby residential development.
- Development has respected the historic fabric and character of the area.
- Old Canterbury Road and Tebbutt Street form a north-south movement link between Market Place on Marion Street and Lewisham Station at Thomas Street.
- Reliance on private vehicles has reduced due to:
  - reducing on-site car parking provision
  - setting maximum car parking rates instead of requiring minimum car parking
  - implementing new models such as unbundled parking and shared car use
  - leveraging proximity to public transport networks, including Light Rail at Taverners Hill and Marion, proximity to Lewisham Station, multiple bus routes and rapid transport on dedicated lanes on Parramatta Road.

9.49.3.3. Connectivity and accessibility

Objectives

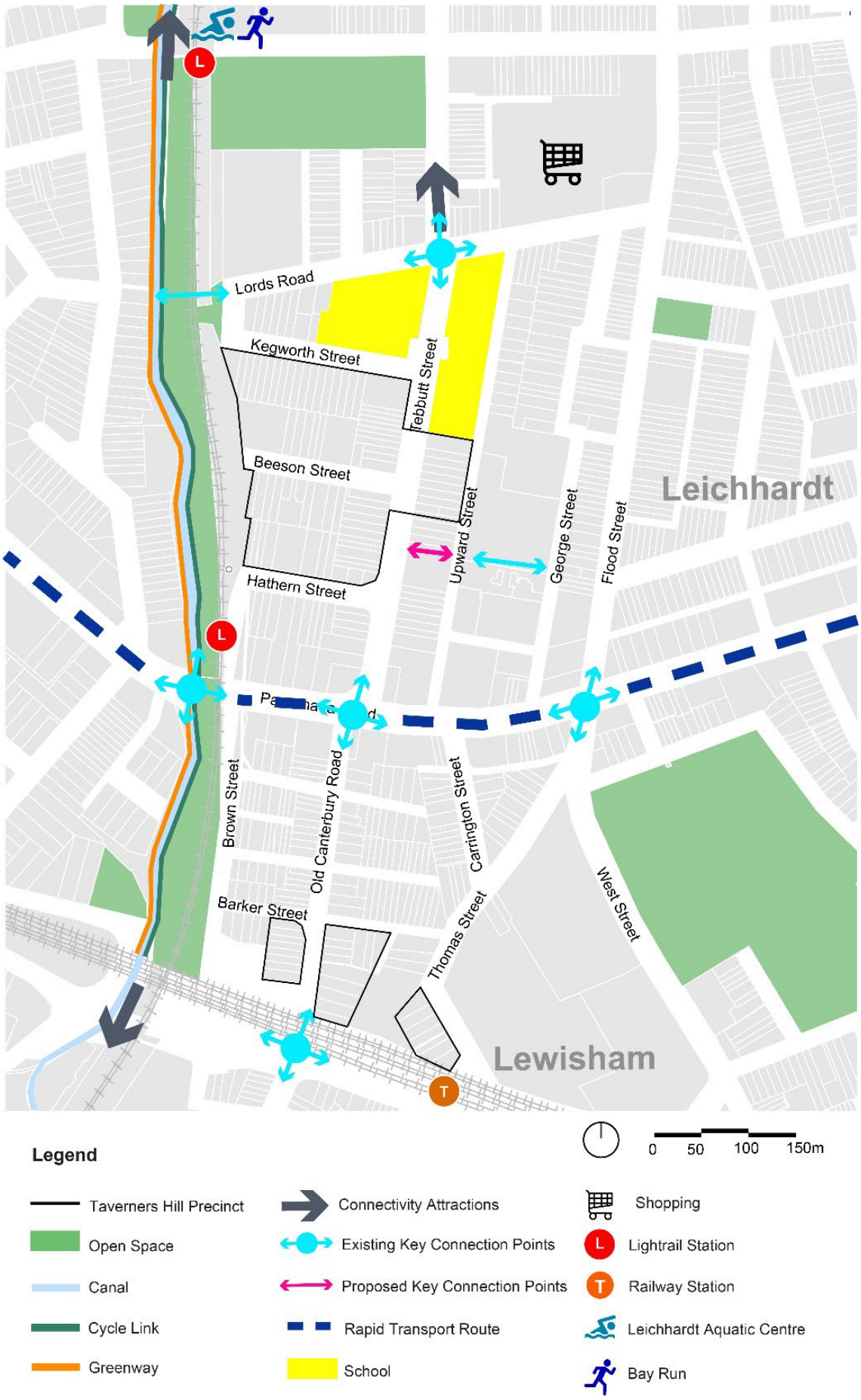
O1. To increase connectivity and accessibility across the Precinct for pedestrians and bike riders by enhancing links to key locations.

Controls

C1. Built form and streetscape treatments reinforce the connections identified in Figure 3: Taverners Hill Precinct connectivity and accessibility map, including:

a. Parramatta Road and Marion Street
b. Taverners Hill and Marion Light Rail Stations
c. Parramatta River, The Bay Run and Leichhardt Aquatic Centre
d. Market Place and other local shopping areas
e. Hawthorne Canal GreenWay
f. Lewisham Station.

Figure 3: Taverners Hill Precinct connectivity and accessibility map



9.49.3.4. Streetscape and public domain

Objectives

O2. To improve the amenity and safety of the streetscape in a manner that:
- a. contributes to the street character and intended land uses
- b. ensures built form interfaces well with the streetscape
- c. reduces street clutter and improves the visual amenity of the public domain
- d. upgrades verges and pedestrian movement paths
- e. contributes to mitigating urban heat through kerb-side landscaping
- f. protects existing street trees, in the verge or roadway
- g. positively contributes to water management and is waterwise
- h. results in a durable and low maintenance public domain.

Controls

C2. Development contributes towards enhancing the streetscape for the extent of the street frontage by:
- a. providing a pedestrian movement path that is:
  - i. a minimum of 1.5m wide
  - ii. clear of obstacles
- b. integrating pedestrian and vehicular entries into the streetscape design
- c. providing a kerb-side permeable landscaped area for the remaining width of the verge that:
  - i. acts as a soft barrier between pedestrians and traffic lanes
  - ii. retains and protects existing street trees, in the verge or roadway, and includes new trees where appropriate
  - iii. includes low-level ground cover species that are hardy and suited to the location, can average 0.9m in height (excludes ground level mown grass) and are a minimum of 50% native
  - iv. includes water sensitive urban design solutions
  - v. does not impede walkers, bike riders and vehicles in traffic lanes or designated on-street parking and does not interfere with sight lines
  - vi. is designed to include, as required, public transport infrastructure, street signage and lighting
  - vii. upgrades the kerb to the required standard for the location, or
- d. where the verge width does not allow for the required movement path width and a separate landscaped area that is sufficient to sustain vegetation – design the movement path to integrate landscape treatments and/or street tree planting or provide landscape buildouts extending into the road reserve.

Note: Refer to *Inner West Public Domain Design Guide* (202X) for details of road types, footpath area functions and finishes.

9.49.3.5. Development utility infrastructure

Objectives

O3. To reduce the street clutter, provide opportunity for viable street trees and enhance the public domain.

O4. To locate and design mechanical plant and essential services in a way that:
- a. improves the visual amenity of the public domain
- b. does not conflict with landscaping or street tree planting
- c. is located outside the public domain.

Controls

C3. Relocate existing overhead cables underground, and where possible, co-locate with other underground services.

C4. Mechanical plant and essential services equipment are:
- a. contained within the property
- b. located off the primary street frontage, or
- c. where on the primary street frontage are located behind the building line and screened from view
- d. integrated with the building and landscape design.

9.49.3.6. Lot amalgamation

Objectives

O5. To promote efficient use of land and orderly redevelopment by:
- a. avoiding isolating lots and reducing development potential
- b. providing for intended uses and built form outcomes that make a positive contribution to the streetscape.

Controls

C5. Lot amalgamation does not result in isolated lots that are impractical for redevelopment.

Note: Refer to additional controls in Section 9.49.4.3.

9.49.3.7. Sustainability and resilience

Objectives

O6. To achieve a high standard of environmental building performance that:
- a. reduces greenhouse gas emissions and water use
- b. will result in comfortable living environments.

O7. To reduce urban heat island effect through incorporating and integrating a range of mechanisms that collectively mitigate impacts, including:
- a. green infrastructure in the form of landscape and surface treatments that incorporate water storage and treatment while reducing water usage
- b. trees that offer shade to built form, hard surfaces and vegetation
- c. building materials and colours that contribute to energy efficiency and thermal comfort, and minimise nuisance caused by glare or heat radiation.

Controls

C6. Building Environmental Performance Report or BASIX certificate demonstrates that the development:
- a. achieves a reduction in greenhouse gas emissions and water use
- b. will result in a comfortable living environment
- c. includes passive design features such as optimal orientation, increased insulation, effective shading, cross ventilation and lower solar absorptance on external surface finishes
- d. optimises rooftop solar photovoltaic systems
- e. achieves full electrification of utilities including cooking, heating and hot water (heat pumps)
- f. achieves an average thermal performance of 7-star NatHERS
- g. incorporates ceiling fans in bedrooms and living rooms.

C7. Mitigate urban heat island effect by:
- a. achieving required tree canopy through:
  - i. site layout maximising retention of existing mature trees
  - ii. including advanced containerised trees (great than 200 litre) of a species that within 10 years will achieve 50% of their potential at maturity
  - iii. incorporating trees and vegetation across various storeys (roof tops, terraces, atriums and the like), in addition to or where necessary, as an alternative to ground level planting
  - iv. a combination of the above that collectively achieve, or exceed, tree canopy requirements
- b. integrating green roofs and walls as a component of the landscape and built form design specifically in northern and western facing locations
- c. incorporating permeable surfaces, rain gardens, and other water sensitive measures in landscape treatments
- d. using materials and colours that:
  - i. have a high solar reflectance index (lighter colours) on roofs, facades, glazing or ground surfaces subject to their purpose and aligned to orientation and exposure to sunlight
  - ii. where it may cause nuisance due to glare or reflection do not exceed 20% reflectivity (darker colours).

9.49.3.8. Access and Parking

Objectives

O8. To ensure developments reduce private motor vehicle use, minimise traffic impacts and encourage sustainable transport.

O9. To enhance the public domain, improve pedestrian experience and safety, and limit the number of vehicle access points throughout the Precinct.

O10. To reduce private vehicle ownership through unbundled parking, car share schemes and decoupled parking, where on-site car parking is provided.

O11. To ensure development provides facilities for electric vehicles.

O12. To future proof infrastructure to support increased take-up of electric vehicles.

O13. To ensure vehicle parking and servicing areas are designed to:
- a. reduce their visual impact on the public domain
- b. support all vehicle types anticipated by development including service vehicles
- c. maximise potential adaptation at a future point in time when less parking is required.

O14. To ensure bike riders have sufficient, accessible and secure parking.

Controls

C8. Travel plans are to include the following:
- a. baseline travel demand and mode share estimates from established similar developments
- b. targets for reduced private motor vehicle trips and an increased mode share for sustainable transport
- c. actions to be implemented to achieve the mode shift targets, with a written commitment from the property owner to implement them
- d. a process for monitoring and review of actions and targets
- e. a guide for residents and visitors associated with the development to assist with the mode shift
- f. on-site carshare schemes
- g. subsidised bicycle purchase and quality bicycle parking and associated end-of-trip facilities
- h. provision of peak period shuttle buses.

C9. Vehicular access is located to:
- a. reduce the number of access points, as far as practicable
- b. consolidate vehicle access and reduce the number of crossovers to a maximum of one or one-way pair per site.

C10. Provision of private vehicle parking:
- a. is listed on a separate title (unbundled) from the development (i.e. separated from dwelling, commercial units and building ownership)
- b. is decoupled from the development, as relevant
- c. includes car share vehicle(s) that:
  - i. are located either on-site or on the street at the discretion of Council
  - ii. do not result in the maximum car parking rates being exceeded
  - iii. are publicly available and readily accessible at all times.

Note: **Unbundled parking** means parking that is separated from the cost or rent of a dwelling, commercial units and building ownership.

Car share scheme means a scheme in which any car share operator provides vehicles for shared use and hires those vehicles exclusively to members of the scheme for occasional use for short periods of time, on demand and on a pay-as-you go basis.

Decoupled parking means provision of off-site car parking, usually in the form of consolidated car parking in close proximity to the development to satisfy the parking requirements.

C11. Provide Level 1 or faster electric vehicle (EV) ready to use (includes cabling, power outlet or charging head) parking spaces, at a rate of:

a. 20% for resident spaces
b. 10% for visitor spaces.

C12. Design electric infrastructure services (distribution boards, conduits and cabling) to ensure 100% of all parking spaces have:
a. sufficient energy and capacity, preferably from renewable sources
b. reticulated fixed charging facilities
c. any future EV charger does not require a cable of more than 50m from the parking space to the EV-ready connection.

C13. On-site ground level exposed car parking is not provided, and parking areas:
a. are not open structures that are visible from the public domain
b. where below ground, do not protrude:
i. above ground level at any point along street frontages
ii. into setback areas that are identified as landscape area
c. do not impede the provision of viable vegetation
d. provide sufficient manoeuvring space to allow vehicles to enter and exit the site in a forward direction
e. are designed in a manner that encourages opportunities for adaptation to other uses over time.

C14. Bicycle parking:
a. is provided at the rate of:
i. for residents – 1 space per dwelling
ii. for visitors – 1 space per 10 dwellings
b. is in accessible and visible locations for residents and visitors
c. is secure through provision of bike cages for residents and bike stands for visitors
d. is provided with ready-to-use electric charging points at a minimum rate of one per two bicycle spaces
e. where there are multiple parking areas, facilities and distributed equally across all locations.

9.49.3.9. Heritage

Objectives

O15. To ensure development:
a. respects the significance of the Heritage Items and Heritage Conservation Areas
b. in the vicinity of Heritage Items and Heritage Conservation Areas is designed and sited to minimise impacts on the significance of the item or area.

Controls

C15. To ensure development responds to the Heritage Conservation Area and Heritage Items by:
a. for Heritage Items – conserving and enhancing the significance, character, fabric and features of these buildings and conforming with the Burra Charter
b. for all other buildings – respects the Heritage Conservation Area and Heritage Items by:
i. appropriately siting and designing new development
ii. ensuring new development does not physically overwhelm or dominate the heritage significance of items or area

iii. using sympathetic materials, colours and finishes that reflect and harmonise with original materials to maintain the character of the items or area.

9.49.3.10. Built form

Objectives

O16. To provide a high-quality building design that:
- a. supports intended uses
- b. strengthens the residential character of the area
- c. protects the amenity of nearby residential development
- d. consolidates vehicle access locations
- e. enhances the public domain for pedestrians
- f. has clearly defined and accessible residential entries that are visible from the street
- g. incorporates lighting that contributes to the quality and safety of the night-time residential environment
- h. results in a high amenity internal living environment by taking an integrated and innovative approach to:
  - i. the orientation of development and individual dwellings
  - ii. maximising solar access and cross ventilation
  - iii. addressing road and rail noise impacts.

Controls

C16. Building design:
- a. includes architectural features and façade articulation to reduce apparent building bulk
- b. retains privacy and solar access to nearby residential development
- c. minimises vehicle crossovers
- d. locates entries:
  - i. on the primary street frontage so that it is visible from the street
  - ii. at the same level as the street to maximise accessibility for all users
- e. where incorporating external lighting it:
  - i. is integrated into the building design
  - ii. is energy efficient, high quality, durable and low maintenance
  - iii. does not cause nuisance or hazard to occupants of the building or nearby buildings
  - iv. minimises light spill into the night sky
  - v. supports street lighting to enhance safety and security
- f. results in comfortable and enjoyable internal environments through using a variety of integrated built form design, construction techniques and acoustic measures to ameliorate noise and other impacts including but not limited to:
  - i. materials and glazing
  - ii. angled walls and modulated surfaces
  - iii. solid balconies and winter gardens
  - iv. screens, louvers and hopper windows
  - v. locating single aspect dwellings away from the north and west street frontages
  - vi. incorporating light wells, atriums and building articulation to enhance solar access and air movement.

9.49.3.11. Building materials and finishes

Objectives

O17. To provide building materials, fittings and finishes that are high quality, sustainable, complement the locality and where adjoining the railway line are protected from effects of electrolysis.

O18. To reduce building waste by effectively re-using or recycling building materials where demolition or deconstruction of existing structures is required to facilitate development.

Controls

C17. Building materials, fittings and finishes:
- a. are durable, high-quality, textured and complement materials used in the locality
- b. structurally address potential impacts of electrolysis resulting from proximity to the electric railway line
- c. are sustainable with low embodied carbon such as:
  - i. replacement of Portland cement with supplementary cementitious materials (SCMs) in concrete (i.e., 30% SCM across all pre-cast and in-situ cement)
  - ii. high recycled content in steel
  - iii. timber framing instead of steel framing
  - iv. cross laminate timber
- d. incorporate recycled materials, where possible.

C18. The Deconstruction Plan demonstrates that the majority of demolished building materials, excluding hazardous materials, are integrated into the design and construction of development by re-using on-site or through appropriate recycling.

9.49.3.12. Landscaping

Objectives

O19. To ensure on-site landscaping:
- a. includes species native to the area
- b. is suited to the location
- c. provides habitat to enhance biodiversity
- d. positively contributes to water management and is waterwise
- e. contributes to mitigating urban heat
- f. is durable and low maintenance.

Controls

C19. Landscaping Strategy demonstrates that landscape:
- a. is provided in dedicated setbacks
- b. includes:
  - i. water sensitive urban design solutions
  - ii. trees and supporting vegetation
  - iii. greening opportunities including green roofs and walls, pergolas with climbers, podiums, planters, lawns and gardens, rain gardens and permeable pavement
  - iv. 50% native species.

9.49.4. Area 2 – Taverners Hill South: Old Canterbury Road and Thomas Street

9.49.4.1. Application

Section 9.49.4 applies to Area 2 - Taverners Hill South: Old Canterbury Road and Thomas Street as shown in Figure 4.

Figure 4: Area 2 - Taverners Hill South: Old Canterbury Road and Thomas Street

9.49.4.2. Desired future character

The Desired future character for Area 2 supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 9.49.3 for the Taverners Hill Precinct.

Area 2 - Taverners Hill South: Old Canterbury Road and Thomas Street:

- Has delivered high quality and suitably scaled residential development that responds to the local context.
- Has increased residential densities and housing diversity in the location.
- Is supported by lot amalgamation suited to intended uses and has avoided lots being isolated from redevelopment opportunities.
- Enhanced public domain and streetscape increases amenity and safety for all users.
- Residents benefit from building design that maximises their amenity while protecting the amenity of nearby residential developments.
- The landscape character of the area is maintained and enhanced through:
  - retention of mature trees on-site and in the public domain, as much as possible
  - incorporating landscaped front and rear gardens.

9.49.4.3. Lot amalgamation

Objectives

O20. To ensure lot amalgamation promotes the orderly redevelopment of land for intended residential uses and identified built form.

Controls

C20. Lot amalgamation:

a. aligns to Figure 5: Area 2 - Taverners Hill South preferred lot amalgamation pattern, or

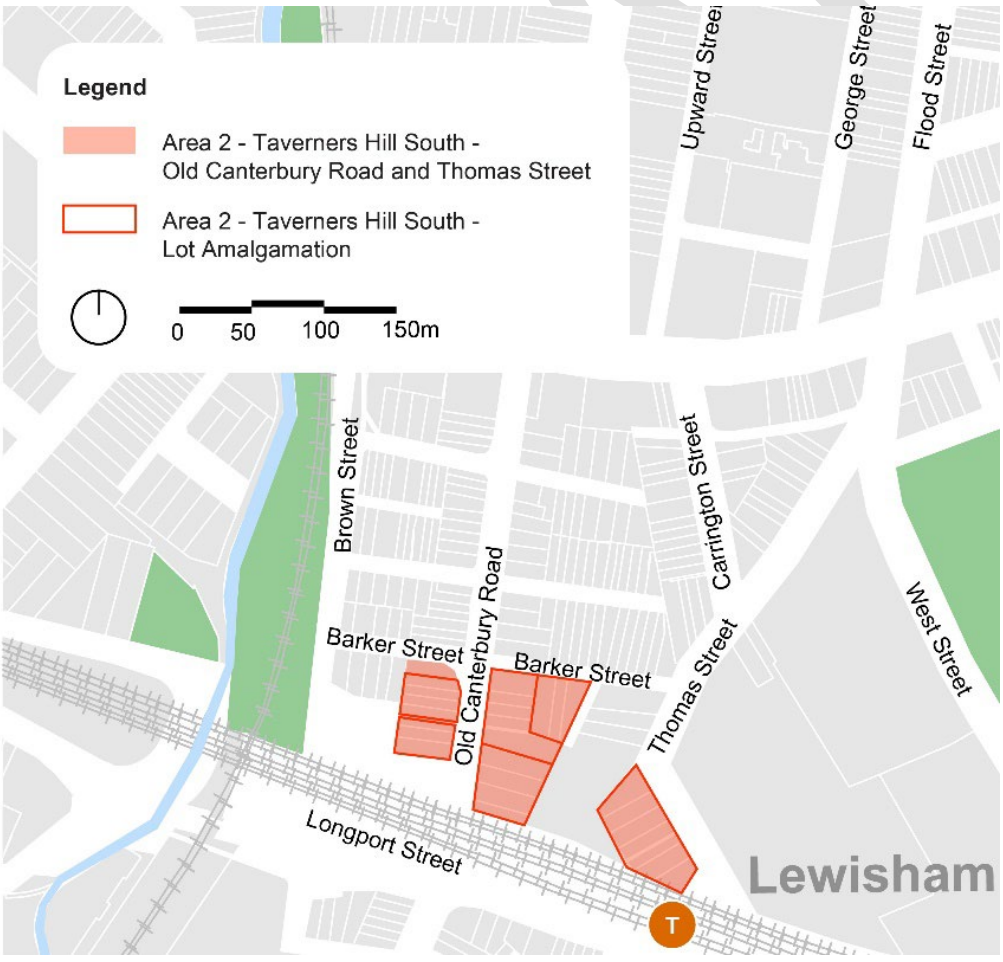
b. where a. is not achievable:

i. results in a lot size of 720m^2 and has a street frontage of 20m, or

ii. meets the following criteria:

- does not isolate surrounding lots from redevelopment
- achieves required landscape areas and communal open space
- provides required setbacks
- consolidates vehicle access and reduces their impact on pedestrian movement paths
- provides appropriate access for servicing and waste management
- facilitates basement parking, where on-site parking is provided.

Figure 5: Area 2 - Taverners Hill South preferred lot amalgamation pattern



9.49.4.4. Built form

Objectives

O21. To deliver the preferred building type and align building height, design and layout to suit:
   a. the local context and protect the amenity of nearby residential development
   b. lot pattern and depth, street frontage and access arrangements.

Controls

C21. Built form complies with the number of storeys, building envelope, scale and site layout requirements detailed in Table 1.

Table 1: Built form – storeys, building envelope, scale and site layout requirements

Criteria/Location	Old Canterbury Road West and Barker Street East	Old Canterbury Road East	Thomas Street
Refer to:		Figure 6: Northern site and Figure 7 – Southern site	Figure 8
Maximum storeys	3-storey	5-storey	4-storey
Minimum floor to floor	First storey, ground floor – 4m (including topography allowance) Second storey and above – 3.2m		
Minimum front setback to primary street frontage	4m	3m for public domain improvements and additional 3m to front building line	6m
Street wall	2-storey		
Minimum above ground front setback to primary street frontage	Additional 3m for 3rd storey	Additional 3m for 3rd, 4th and 5th storey	Additional 3m for 3rd and 4th storey
Minimum rear setback	7m	6m	From 4m increasing to 12m
Minimum side setbacks	3m	Northern site – 6m to Barker Street and 3m to southern boundary Southern site – 3m to northern boundary 5m to southern boundary	6m
Minimum above ground side setback	Not applicable	Additional 3m for 3rd, 4th and 5th storey	Additional 3m for 3rd and 4th storey
Vehicle access location	Old Canterbury Road or	Northern Site - Barker Street	Thomas Street

	Barker Street	Southern Site – Old Canterbury Road	

Note: Variation to built form controls may be considered on site specific basis where the proposed development demonstrates achievement of the Precinct wide (9.49.3.2) and Area 2 (9.49.4.2) Desired Future Character and Precinct wide (9.49.3.10) and Area 2 (9.49.4.4) Built form Objectives and delivers better outcomes.

Figure 6: Old Canterbury Road East, northern site - indicative solution that achieves storeys, building envelope, scale and site layout – plan and section

Figure 7: Canterbury Road East, southern site indicative solution that achieves storeys, building envelope, scale and site layout – plan and section

Figure 8: Thomas Street – indicative solution that achieves storeys, building envelope, scale and site layout – plan and section

9.49.4.5. Landscaping

Objectives

O22. To maintain and enhance the landscaped and leafy character of the area.

O23. To extend the public domain and enhance pedestrian amenity on Old Canterbury Road east.

Controls

C22. Maintain and enhance the landscape character by:
   a. providing landscaping in the required front, side and rear setbacks
   b. minimising driveways and crossovers
   c. retaining existing on-site vegetation, especially mature trees, as much as possible.

C23. Provide streetscape and pedestrian movement improvements on Old Canterbury Road east that contributes towards an enhanced public domain.

Note: Landscaping requirements should be read in conjunction with Section 9.49.3.2 Streetscape and public domain, 9.49.3.7 Sustainability and resilience and 9.49.3.12 Landscaping.

14. Parramatta Road Corridor – Kings Bay/ Croydon Precinct

14.1. Application

Chapter D, Section 14 Parramatta Road Corridor: Kings Bay/ Croydon/ Croydon Precinct applies:

- to the land identified in **Figure 1:** Parramatta Road Corridor: Kings Bay/ Croydon Precinct Land Application Map, and
- where development seeks to rely on the Incentives Floor Space Ratio Map, Incentives Height of Buildings Map and Clause X.X of the Inner West LEP 2022.

Where development does not seek to rely on the incentive provisions, Chapter D, Section 14 does not apply. In this circumstance, relevant provisions of this DCP apply.

Kings Bay/ Croydon Precinct comprises three Areas that are identified on Figure 1. Each Area has varying functions and intended outcomes. The Areas are:

- Area 1 – Kings Bay/ Croydon: Parramatta Road Employment
- Area 2 – Kings Bay/ Croydon: Dalmar Street
- Area 3 – Kings Bay/ Croydon: Opportunity Sites.

Where seeking to rely on Incentives provisions, all development will achieve the Desired Future Character, Objectives and Controls detailed in:

- **Section 14.3** that applies to all Areas in the Kings Bay/ Croydon Precinct, and as applicable
- **Section 14.4** that applies to Area 1 – Kings Bay/ Croydon: Parramatta Road Employment, or
- **Section 14.5** that applies to Area 2 – Kings Bay/ Croydon: Dalmar Street, or
- **Section 14.6** that applies to Area 3 – Kings Bay/ Croydon: Opportunity Sites.

These Sections supplement and should be read in conjunction with relevant provisions of this DCP.

Where Part D, Section 14 applies and there is an inconsistency between this Section and the other provisions of this DCP, this Section prevails.

Figure 1: Parramatta Road Corridor: Kings Bay/ Croydon Precinct Land Application Map

14.2. Context

Parramatta Road Corridor Urban Transformation Strategy

Parramatta Road Corridor - Kings Bay/ Croydon Precinct is one of eight Precincts of the Parramatta Road Corridor Urban Transformation Strategy (PRUCTS). PRCUTS is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor.

The vision for Parramatta Road Corridor is:

A high-quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.

The vision is supported by seven principles:

1. Housing choice and affordability
   Plan for diversity in housing types to accommodate a wide range of community needs, including affordable, family, student and seniors housing.
2. Diverse and resilient economy
   Plan for and position the corridor to attract new businesses and support existing business that create a diversity of jobs and promote jobs closer to home.
3. Accessible and connected
   Reshape and better connect places and movement networks to better serve customers and encourage sustainable travel.
4. Vibrant community places
   Promote quality places and built form outcomes to transform the corridor over time.
5. Green spaces and links
   Embellish existing open space and provide for new open spaces that support the recreational needs of the community and encourage active and healthy lifestyles.
6. Sustainability and resilience
   Create liveable local Precincts along the corridor that are sustainable, resilient and make Sydney a better place.
7. Delivery
   Deliver, drive, facilitate and monitor action.

PRCUTS and Inner West

Four of the eight PRCUTS Precincts are within Inner West Council local government area. These include:

- Part of **Kings Bay/ Croydon Precinct** in Croydon that extends from Lang Street, Croydon in the west to Iron Cove Creek in the east. The remaining areas of Kings Bay/ Croydon Precinct are in Burwood and Canada Bay local government areas. The Inner West section of **Kings Bay/ Croydon Precinct**, being the subject of Part D, Section 14 of this DCP.
- **Taverners Hill Precinct** that extends from Petersham in the east to Summer Hill in the west and includes areas in Leichhardt and Lewisham.
- **Leichhardt Precinct** in the suburbs of Leichhardt and Petersham.
- Part of **Camperdown Precinct**. The remaining area of Camperdown Precinct is in City of Sydney local government area.

14.3. Kings Bay/ Croydon Precinct

14.3.1. Application

Section 14.3 applies to the entire Kings Bay/ Croydon Precinct as identified in Figure 2.

Figure 2: Kings Bay/ Croydon Precinct

14.3.2. Desired future character

Kings Bay/ Croydon Precinct:

- Parramatta Road is a productive economic corridor that attracts investment, new businesses and employment opportunities.
- Housing within the Precinct is well located and diverse, serving the needs of people of all ages, abilities and incomes.
- People enjoy a public domain that is safe, well-designed and landscaped.
- Pedestrians and bike riders benefit from:
  - increased connections between Parramatta Road and Dalmar Street
  - links to the open space along Iron Cove Creek.
- Lot amalgamation has optimised redevelopment opportunities and made efficient use of land.
- Living and working environments are sustainable and comfortable as a result of:
  - buildings having a high standard of environmental performance
  - integrated water management
  - building design, landscape and materials reducing urban heat effects
  - good facilities for active transport and access to public transport
  - catering for electric charging infrastructure.
- The built form is high quality, suitably scaled, transitions to neighbouring areas and meet the needs of intended uses.

- Residents benefit from building design that maximises their amenity while protecting the amenity of nearby residential development.
- Consolidated, access locations reduce vehicle movements to and from Parramatta Road and across the Precinct.
- Reliance on private vehicles has reduced to support sustainable living through:
    - reducing on-site car parking provision for origin and destination locations
    - setting maximum car parking rates instead of requiring minimum car parking
    - implementing new models such as unbundled parking and shared car use
    - leveraging proximity to public transport networks, including Sydney Metro at Five Dock Croydon Station and rapid transport on dedicated lanes on Parramatta Road.

14.3.3. Connectivity and accessibility

Objectives

O1. To increase connectivity and accessibility across the Precinct for pedestrians and bike riders by enhancing links between workplaces and residential areas to key locations.

O2. To enhance local connectivity between Dalmar Street and Parramatta Road.

Controls

C1. Built form and streetscape treatments reinforce the connections identified in Figure 3: Kings Bay/ Croydon Precinct connectivity and accessibility map, including:

a. Spencer Street urban village centre
b. Sydney Metro Five Dock Station
c. Croydon Railway Station
d. Iron Cove Creek, Parramatta River and the Bay Run
e. public open space and recreation facilities in the locality
f. Queens Road cycling link.

C2. Where a desired through-site link is identified on Figure 3, lot amalgamation and development contribute to mid-block connections to increase connectivity between Dalmar Street and Parramatta Road.

Figure 3: Kings Bay/ Croydon Precinct connectivity and accessibility map

14.3.4. Streetscape and public domain

Objectives

O3. To improve the amenity and safety of the streetscape in a manner that:
- a. contributes to the street character and intended land uses
- b. is supported by built form that interfaces well with the streetscape
- c. reduces street clutter and improve the visual amenity of the public domain
- d. upgrades verges and pedestrian movement paths
- e. contributes to mitigating urban heat through kerb-side landscaping
- f. protects existing street trees, in the verge or roadway
- g. positively contributes to water management and is waterwise
- h. results in a durable and low maintenance public domain.

Controls

C3. Development contributes towards enhancing the streetscape for the extent of the street frontage by:
- a. providing required built form setbacks and a built form that interfaces well with the streetscape
- b. providing a pedestrian movement path that is:
  - i. a minimum of 1.8m wide on Parramatta Road and intersecting streets for a length of 20m, or
  - ii. a minimum of 1.5m wide on all other streets
- c. ensuring that pedestrian movement area is clear of obstacles
- d. integrating pedestrian and vehicular entries into the streetscape design
- e. providing a kerb-side permeable landscaped area for the remaining width of the verge that:
  - i. acts as a soft barrier between pedestrians and traffic lanes
  - ii. retains and protects existing street trees, in the verge or roadway, and includes new trees where appropriate
  - iii. includes low-level ground cover species that are hardy and suited to the location, can average 0.9m in height (excludes ground level mown grass) and are a minimum of 50% native
  - iv. includes water sensitive urban design solutions
  - v. does not impede walkers, bike riders, vehicles in traffic lanes or designated on-street parking and does not interfere with vehicle sight lines
  - vi. is designed to include, as required, public transport infrastructure, street signage and lighting
  - vii. upgrades the kerb to the required standard for the location, or
- f. where the verge width does not allow for the required movement path width and a separate landscaped area that is sufficient to sustain vegetation - design the movement path to integrate landscape treatments and/or street tree planting or provide landscaped buildouts extending into the road reserve.

Notes:

1. Refer to *Inner West Public Domain Design Guide* (202X) for details of road types, footpath area functions and finishes.

2. Refer to Figure 4 for examples of streetscape and building setback landscaping.
3. Controls related to built form and landscaping as detailed in Sections 14.4, 14.5 and 14.6 as relevant to the development location.

Figure 4: Examples of streetscape verge and façade planting




14.3.5. Development utility infrastructure

Objectives

O4. To reduce street clutter, provide opportunity for viable street trees and enhance the public domain.

O5. To locate and design mechanical plant and essential services in a way that:
   a. improves the visual amenity of the public domain
   b. does not conflict with landscaping or street tree planting
   c. is located outside the public domain.

Controls

C4. Relocate existing overhead cables underground, and where possible, co-locate with other underground services.

C5. Mechanical plant and essential services equipment are:
   a. contained within the property

b. located off the primary street frontage, or
c. where on the primary street frontage - located behind the building line and screened from view
d. integrated with the building and landscape design.

14.3.6. Lot amalgamation

Objectives

O6. To promote efficient use of land and orderly redevelopment by:
a. avoiding isolating lots and reducing development potential
b. providing intended uses and built form outcomes that make a positive contribution to the streetscape.

Controls

C6. Lot amalgamation:
a. does not result in isolated lots that are impractical for redevelopment due to the scale and intensity desired for the area
b. combines narrow lots and lots in fragmented ownership.

Note: Refer to additional Controls in Section 14.4.3 for Area 1 or 14.5.3 for Area 2.

14.3.7. Sustainability and resilience

Objectives

O7. To achieve a high standard of environmental building performance that:
a. reduces greenhouse gas emissions and water use
b. results in comfortable living and working environments.

O8. To reduce urban heat island effect through incorporating and integrating mechanisms that collectively mitigate the impacts, including:
a. green infrastructure in the form of landscape and surface treatments that incorporate water storage and treatment while reducing water usage
b. trees that offer shade to the built form, hard surfaces and vegetation
c. building materials and colours that reduce heat impacts, contribute to energy efficiency and thermal comfort, and minimise nuisance caused by glare or heat radiation.

Controls

C7. Building Environmental Performance Report or BASIX certificate demonstrates that the development:
a. achieves a reduction in greenhouse gas emissions and water use
b. results in comfortable living and working environments
c. includes passive design features such as optimal orientation, increased insulation, effective shading, cross ventilation and lower solar absorptance external surface finishes
d. optimises rooftop solar photovoltaic systems
e. achieves full electrification of utilities including cooking (other than in commercial kitchens), heating and hot water (heat pumps)
f. for residential development:
i. achieves an average thermal performance of 7-star NatHERS

ii. incorporates ceiling fans in bedrooms and living rooms.

C8. Mitigate urban heat island effect by:

a. achieving required tree canopy through:
   i. site layout maximising retention of existing mature trees
   ii. including advanced containerised trees (greater than 200 litre) of a species that within 10 years will achieve 50% of their potential at maturity
   iii. incorporating trees and vegetation across various storeys (roof tops, terraces, atriums, and the like), in addition to, or where necessary, as an alternative to ground level planting
   iv. a combination of the above that collectively achieve, or exceed, tree canopy requirements
b. integrating green roofs and walls as a component of the landscape and built form design specifically in northern and western facing locations
c. incorporating permeable surfaces, rain gardens, and other water sensitive measures in landscape treatments
d. using materials and colours that:
   i. have a high solar reflectance index (lighter colours) on roofs, facades, glazing or ground surfaces subject to their purpose and aligned to orientation and exposure to sunlight
   ii. where it may cause nuisance due to glare or reflection do not exceed 20% reflectivity (darker colours).

14.3.8. Access and parking

Objectives

O9. To ensure developments reduce private motor vehicle use, minimise traffic impacts and encourage sustainable transport.

O10. To enhance the public domain, improve pedestrian experience and safety, and limit the number of vehicle access points throughout the Precinct.

O11. To reduce private vehicle ownership through unbundled parking, car share schemes and decoupled parking, where on-site car parking is provided.

O12. To ensure development provides facilities for electric vehicles.

O13. To future proof infrastructure to support increased take-up of electric vehicles.

O14. To ensure vehicle parking, servicing and loading areas are designed to:
   a. reduce their visual impact on the public domain
   b. support all vehicle types anticipated by development including service vehicles and loading areas
   c. maximise potential adaptation at a future point in time when less parking is required.

O15. To ensure delivery areas prioritise servicing outside peak pedestrian activity for key streets.

O16. To ensure bike riders have sufficient accessible and secure parking.

O17. To provide on-site workers facilities for employment generating uses that encourage active transport commuting, healthy workplaces and cater for worker needs.

Controls

C9. Travel plans are to include the following:
- a. baseline travel demand and mode share estimates from established similar developments
- b. targets for reduced private motor vehicle trips and an increased mode share for sustainable transport
- c. actions to be implemented to achieve the mode shift targets, with a written commitment from the property owner and/or business operator to implement them
- d. a process for monitoring and review of actions and targets
- e. a guide for residents, employees and visitors associated with the development to assist with the mode shift
- f. public transport subsidies for workers for commuter and for-work trips and parking charges for workers who commute by car and/or payments to employees who don't
- g. on-site carshare schemes and memberships, and priority parking for multiple occupancy vehicles, e.g. employees who car pool
- h. subsidised bicycle purchase and quality bicycle parking and associated end-of-trip facilities
- i. provision of peak period shuttle buses, relocation allowances and flexible working hours

C10. Vehicular access is located to:
- a. reduce the number of access points to and from Parramatta Road
- b. use secondary streets or rear accessways and laneways
- c. consolidate vehicle access to reduce the number of crossovers through a maximum of one driveway per site or one-way pair.

Note: Refer to additional Controls relevant to specific Areas within the Precinct in Sections 14.4, 14.5 and 14.6.

C11. Provision of private vehicle parking:
- a. is listed on a separate title (unbundled) from the development (i.e. separated from dwelling, commercial units and building ownership)
- b. is decoupled from the development, as relevant
- c. includes car share vehicle(s) that:
  - i. are located either on-site or on the street at the discretion of Council
  - ii. do not result in the maximum car parking rates being exceeded
  - iii. are publicly available and readily accessible at all times.

Note: **Unbundled parking** means parking that is separated from the cost or rent of a dwelling, commercial units and building ownership.
Car share scheme means a scheme in which any car share operator provides vehicles for shared use and hires those vehicles exclusively to members of the scheme for occasional use for short periods of time, on demand and on a pay-as-you go basis.
Decoupled parking means provision of off-site car parking, usually in the form of consolidated car parking in close proximity to the development to satisfy the parking requirements.

C12. Where shared use of car parking spaces is included, they are determined on a case-by-case basis dependant on anticipated tenancies/uses.

C13. Provide electric vehicle (EV) ready to use (including cabling, power outlet or charging head) car parking spaces:
   a. for non-residential development – Level 3, or faster, at a rate of 10% for all spaces – dedicated and visitor
   b. for residential development – Level 1, or faster, at a rate of:
      i. 20% for resident spaces
      ii. 10% for visitor spaces.

C14. Design electric infrastructure services (distributions boards, conduits and cables) to ensure:
   a. sufficient energy and capacity, preferably from renewable sources
   b. reticulated fixed charging facilities cater for a minimum of:
      i. for non-residential development - 50% of all parking spaces
      ii. for residential development – 100% of all parking spaces
   c. any future EV charger does not require a cable of more than 50m from the parking space to the EV-ready connection.

C15. On-site ground level exposed car parking is not provided, and parking areas:
   a. are concentrated below ground or sleeved by other uses
   b. are not open structures that are visible from the public domain
   c. where below ground:
      i. do not protrude:
         - above ground level at any point along street frontages
         - into setbacks areas that are identified as landscape areas
      ii. are designed to facilitate break out walls, where required
   d. do not impede the provision of viable vegetation
   e. are designed to accommodate all vehicles anticipated by the development
   f. provide sufficient manoeuvring space to allow vehicles to enter and exit the site in a forward direction
   g. are designed in a manner that encourages opportunities for adaptation for other uses over time.

C16. Service delivery times are restricted to avoid conflict with peak pedestrian periods on key streets, where practical.

C17. Bicycle parking:
   a. complies with the minimum requirements detailed in Table 1
   b. is in accessible and visible locations for residents, workers and visitors
   c. is secured through provision of bike cages for residents and workers or bike stands for visitors
   d. is provided with ready-to-use electric charging points at a minimum rate of:
      i. for non-residential development - 1 per 4 bicycle spaces
      ii. for residential development – 1 per 2 bicycle spaces
      iii. where there are multiple parking areas, facilities are distributed equally across all locations.

Table 1: Minimum bicycle parking

Development type	Resident/Worker	Visitor
Residential	1 space per dwelling	1 space per 10 dwellings
Office	1 space per 150m^2 GFA	1 space per 400m^2 GFA
Retail	1 space per 250m^2 GFA	2 spaces + 1 per 100m^2 GFA
Industrial	1 per 10 staff	1 space per 500m^2 GFA

C18. On-site workers facilities:
- a. comply with the minimum requirements detailed in Table 2
- b. are in secure locations
- c. where more than one shower/change cubicle is required, separate and equal numbers of male and female facilities are provided.

Table 2: Minimum worker facilities for all employment generating uses

Anticipated number of workers	Personal lockers	Showers and change cubicles
0-49	1 per 2 workers	1 unisex
50 - 99	1 per 3 workers	2
100-199	1 per 4 workers	4
200+	1 per 5 workers	+ 1 per 200 workers

14.3.9. Active street frontages

Objectives

O18. Active street frontages are provided to reinforce the vitality and liveliness of the public domain.

O19. Active street frontages are provided:
- a. with ground floor frontages being pedestrian orientated and of a high design quality to add vitality to streets
- b. by incorporating frequent pedestrian entries that open towards the street.

Controls

C19. Provide active street frontages by including the following uses at street level:
- a. shops, commercial premises and other employment uses
- b. commercial and residential lobbies and reception areas
- c. public buildings or community facilities.

C20. Active street frontages contribute to the liveliness and vitality of streets by:
- a. providing a minimum of 70% of the ground floor frontage as transparent glazing with an unobstructed view from the adjacent footpath to at least a depth of 6m within the building
- b. maximising entries, display windows, customer service areas and key activities to provide pedestrian interest and interaction
- c. minimising blank walls, fire escapes, service doors, plant and equipment hatches

d. providing elements of visual interest, such as display cases, or creative use of materials where fire escapes, service doors and equipment hatches cannot be avoided
e. providing a high standard of finish and appropriate level of architectural detail for building facades
f. providing passive surveillance to enhance safety and security
g. providing ground floor pedestrian entry at the same level as the street to maximise accessibility for all users
h. not including driveways and service entries
i. if including security measures, using grilles or screens that are fitted internally and are a minimum of 60% perforated/transparent when closed.

14.3.10. Built form

Objectives

O20. To provide a high-quality and well-designed built form that:
a. supports intended land uses
b. promotes a positive image for businesses
c. is of a bulk and scale and has site layout that complements the local context
d. minimises adverse amenity impacts
e. enhances the public domain for pedestrians
f. incorporates lighting that contributes to the quality and safety of the night-time urban environment, is sustainable and easy to maintain
g. does not create nuisance or hazard from glare, noise and odour for pedestrians, motorists, or occupants of nearby buildings.

O21. To ensure development for residential purposes achieves a high-quality living environment and mitigates urban hazards by taking an integrated and innovative approach to:
a. address road noise and air quality impacts
b. the orientation of development and individual dwellings
c. minimise the need for mechanical ventilation and heating or cooling
d. protect the amenity of nearby residential developments.

Controls

C21. Building design:
a. includes architectural features and façade articulation to reduce apparent building bulk
b. emphasises building corners at intersections
c. does not result in overshadowing or loss of privacy
d. locates pedestrian entries:
i. on the primary street frontage and visible from the street
ii. at the same level as the street to maximise accessibility for all users
e. where incorporating external lighting it:
i. is integrated into the building design and highlights distinctive architectural features
ii. is energy efficient, high quality, durable and low maintenance
iii. does not cause nuisance or hazard to occupants of the building or nearby buildings
iv. minimises light spill into the night sky
v. supports street lighting to enhance safety and security
f. negates adverse noise and odour emissions from activities, plant or equipment.

C22. Residential development results in comfortable and enjoyable internal environments through:
   a. meeting the required standards for residential development near busy roads
   b. using a variety of integrated built form design and construction and acoustic solutions to ameliorate negative amenity impacts including but not limited to:
      i. material and glazing choices
      ii. angled walls and modulated surfaces
      iii. solid balconies and winter gardens
      iv. screens, louvres and hopper windows
      v. locating single aspect dwellings away from the north and west street frontages
      vi. incorporating light wells, atriums and internal articulation to enhance sun capture and air movement
   c. retaining privacy and solar access while improving noise impacts for nearby residential developments.

14.3.11. Building materials and finishes

Objectives

O22. To provide building materials, fittings and finishes that are high quality, sustainable and complement the locality.

O23. To reduce building waste by effectively re-using or recycling building materials where demolition or deconstruction of existing structures is required to facilitate new development.

Controls

C23. Building materials, fittings and finishes:
   a. are durable, of high-quality, textured, and complement materials used in the locality
   b. are sustainable with low embodied carbon such as:
      i. replacement of Portland cement with supplementary cementitious materials (SCMs) in concrete (i.e., 30% SCM across all pre-cast and in-situ cement)
      ii. high recycled content in steel
      iii. timber framing instead of steel framing
      iv. cross laminate timber
   c. incorporate recycled materials, where possible.

C24. The Deconstruction Plan demonstrates that the majority of demolished building materials, excluding hazardous materials, are integrated into the design and construction of development by re-using on-site or through appropriate recycling.

14.3.12. Landscaping

Objectives

O24. To ensure on-site landscaping:
   a. includes species native to the area
   b. is suited to the location
   c. provides habitat to enhance biodiversity
   d. positively contributes to water management and is waterwise
   e. contributes to mitigating urban heat
   f. is durable and low maintenance.

Controls

C25. Landscaping Strategy demonstrates that the landscape:

a. is provided in dedicated setbacks

b. includes:

i. water sensitive urban design solutions

ii. trees and supporting vegetation

iii. greening opportunities including green roofs and walls, pergolas with climbers, podiums, planters, lawns and gardens, rain gardens and permeable pavement

iv. 50% native species.

14.4. Area 1 – Kings Bay/ Croydon: Parramatta Road Employment

14.4.1. Application

Section 14.4 applies to Area 1 – Kings Bay/ Croydon: Parramatta Road Employment as shown in Figure 5.

Figure 5: Area 1 – Kings Bay/ Croydon: Parramatta Road Employment

14.4.2. Desired future character

The Desired Future Character for Area 1 supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 14.3 for the Kings Bay/ Croydon Precinct.

Kings Bay/ Croydon: Parramatta Road Employment:

- Is supported by lot amalgamation that uses land efficiently, is suited to intended uses and has avoided lots being isolated from future redevelopment.
- Development provides suitable floorplates and flexible spaces that accommodate a mix of medium to large format businesses.
- New accessways and use of existing laneways and side streets reduce vehicle access to and from Parramatta Road.
- Footpath upgrades, landscaping and reduced street clutter enhance the public domain, attracting pedestrians and businesses and creating a vibrant place for people.
- Development siting:
  - provides setback to Parramatta Road and intersecting streets allowing for landscaping to soften the built form
  - facilitates substantial landscaping along the rear boundary adjoining residential development and providing for rear access

- increases accessibility by providing for desired through-site links, in identified locations.

- Its built form:
  - is cohesive and presents a consistent street wall that defines Parramatta Road
  - provides active frontages that positively interact with the street through ground and mezzanine floors that are glazed and visually accessible
  - has protected solar access, privacy and amenity for nearby residential uses.

14.4.3. Lot amalgamation

Objectives

O25. To facilitate lot amalgamation that:
  a. results in lots of a sufficient size to deliver intended land uses
  b. reduces, or removes, where possible, direct access to or from Parramatta Road.

Controls

C26. Lot amalgamation:
  a. aligns with Figure 6: Area 1 – Kings Bay/ Croydon: Parramatta Road Employment preferred lot amalgamation pattern where a specific lot pattern is identified, or
  b. in other circumstances, achieves a minimum street frontage of 25m
  c. does not result in battle-axe lots
  d. facilitates access from intersecting streets or existing or proposed rear accessways.

Note: Refer to additional Controls in 14.3.6 Lot amalgamation.

Figure 6: Area 1 – Kings Bay/ Croydon: Parramatta Road Employment preferred lot amalgamation pattern

14.4.4. Built form

Objectives

O26. To ensure building height:
- a. is appropriate for the location and anticipated land uses while protecting the amenity of adjoining residential development to the south
- b. provides consistent street wall to Parramatta Road that is suited to the street proportions and defines and reinforces the street edge.

O27. To ensure storey height:
- a. at the ground level, allows for a variety of uses, the potential for a mezzanine and flexibility to cater for change over time
- b. above ground, is suited to employment land uses.

O28. To ensure building floorplates are of sufficient size to support intended medium to large scale uses.

O29. To provide a front setback that:
- a. facilitates a landscaped green edge along the front façade
- b. extends across all storeys, including basement, so that the built form accommodates landscape areas
- c. allows for public domain improvements along Parramatta Road.

O30. To provide rear setbacks that:
- a. support a range of vehicular movements expected by the development
- b. provide adequate landscaping to create a buffer between employment and residential uses
- c. facilitate the provision of a continuous rear access easement between Lang and Scott Streets
- d. increase in depth aligned to building height to provide a built form transition, and protect solar access, amenity and privacy to residential properties to the south.

O31. To provide side setbacks, as applicable, that:
- a. meet the side property boundary line, or
- b. facilitate connectivity and accessibility from Dalmar Street to Parramatta Road where desired through-site links are identified, or
- c. on corner lots of Lang, Byron and Scott Streets:
  - i. reinforce the visual prominence of the street corner
  - ii. provide opportunity to enhance the public domain though landscaping, street tree planting and footpath upgrades.

Note: Refer to Figure 3: Kings Bay/ Croydon Precinct Connectivity and Accessibility Map for location of desired through-site links.

O32. To provide shelter for pedestrians at key activity locations.

Controls

C27. Building height:
- a. does not exceed four storeys
- b. provides a four-storey street wall to Parramatta Road.

C28. At ground level floor to floor height is a minimum of 5m.

Note: Floor to floor heights include a slope/topography allowance.

C29. Building floorplates:
- a. at the ground floor support employment uses and street activation
- b. limit ground floor use for services, storage and other business needs, and where required locate these to the rear of the building
- c. are larger in scale and designed to provide flexibility and ability to adapt to different uses.

C30. Front setback is 1.5m across all storeys and including the basement to facilitate public domain improvements and landscaping.

C31. Rear setback:
- a. between Lang and Byron and Byron and Scott Streets includes an accessway as detailed in Figure 8: Access Easement for the full extent of the rear setback
- b. is minimum of 9m at ground level:
  - i. includes a 3m wide landscaped area to the southern boundary that is unobstructed by any basement structure
  - ii. provides a 6m wide area for vehicle movement, or
  - iii. between Croydon Road and Scott Street:
    - facilitates an extension of Sophia Lane, where possible
    - includes a 3m wide landscaped area to the southern boundary that is unobstructed by any basement structure, or
    - north of Sophia Lane, being 624 to 636 Parramatta Road include a 3m wide landscaped area on the southern boundary that is unobstructed by any basement structure
- c. increases by 5m per floor above the second storey.

C32. Side setbacks, as applicable, are:
- a. zero; or
- b. 2m if the lot is identified as the location of a desired through-site link on Figure 4: Precinct Connectivity and Accessibility Map in Section 14.3.3, or
- c. on corner lots - built form design is splayed at the corner by a minimum of 3 x 3m.

C33. Building design incorporates awnings:
- a. at entries and lobbies
- b. that extend to the front property boundary
- c. do not impact on landscaping or provision of street trees
- d. cantilever from the top of the ground floor.

Notes:

1. Read built form requirements in conjunction with 14.3.4 Streetscape and public domain, 14.3.9 Active street frontages, 14.3.10 Built form,14.3.11 Building materials and finishes, and 14.3.12 Landscaping

2. Refer to Figure 7 for indicative built form bulk and scale.
3. Floor to floor heights include a slope/topography allowance.
4. Variation to built form controls may be considered on site specific basis where the proposed development demonstrates achievement of the Precinct wide (14.3.2) and Area 1 (14.4.2) Desired Future Character and Precinct wide (14.3.10) and Area 1 (14.4.4) Built form Objectives and delivers better outcomes.

Figure 7: Indicative built form bulk and scale including storeys, floor heights, setbacks landscape areas and access – section, plan and axonometric views

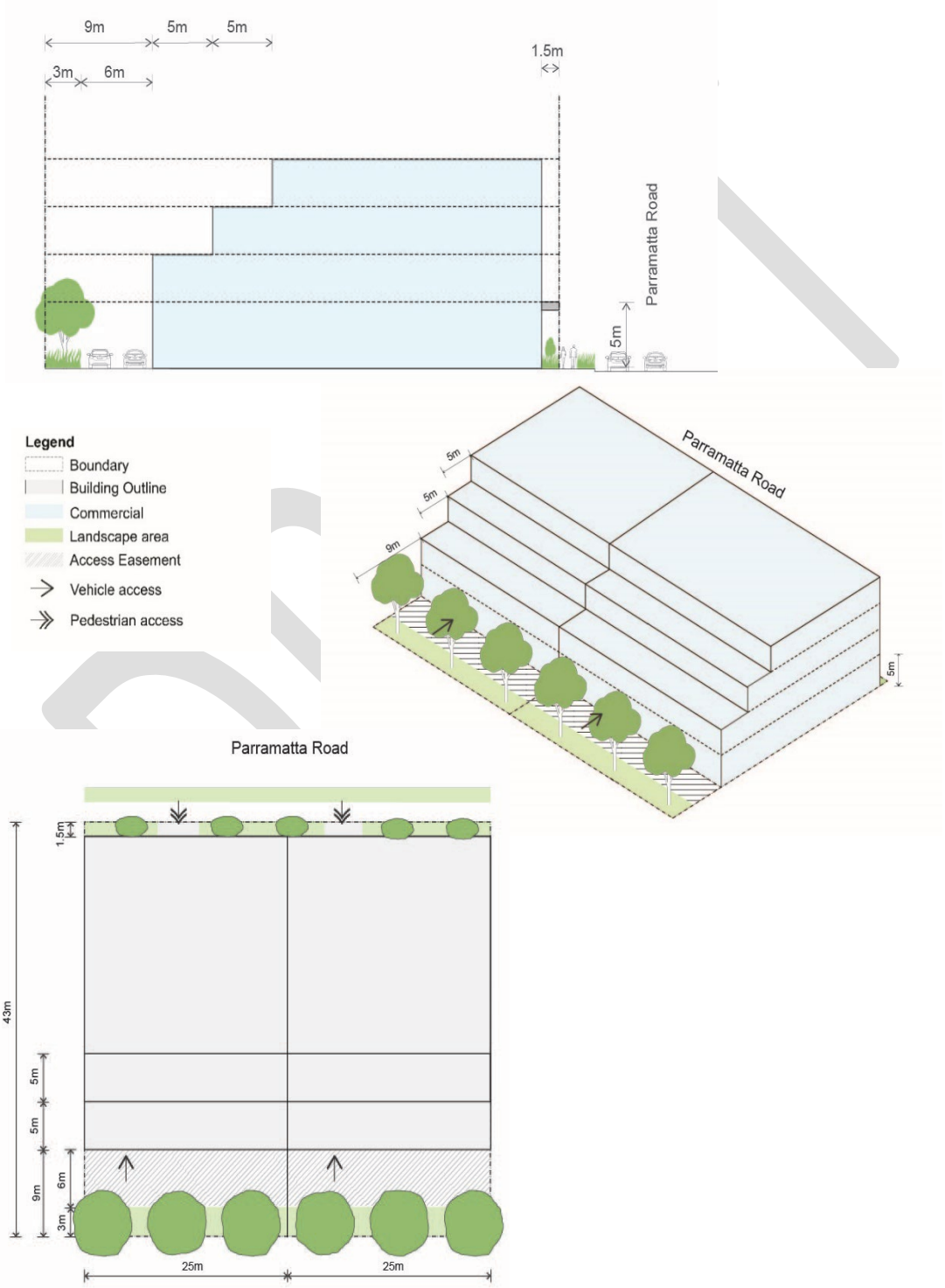


Figure 8: Access Easement

14.4.5. Landscaping

Objectives

O33. To ensure on-site landscaping:

a. in the front setback - softens the building façade and enhances pedestrian amenity on Parramatta Road

b. in the rear setback - achieves a vegetated visual barrier between employment uses and residential development to the south.

Controls

C34. Provide appropriate landscaping:

a. in the front setback - is designed as an integral element of the built form design and does not cause impediment to the pedestrian movement area

b. in the rear setback:

i. includes deep soil areas that have a minimum dimension of 3m

ii. includes tree planting at a rate of 1 medium tree per 8 metres of lot width that will result in a continuous tree canopy appearance when viewed from residential development to the south.

Notes:

1. A medium tree has a minimum 8 metre diameter canopy at maturity.
2. Landscaping requirements should be read in conjunction with Section 14.3.4 Streetscape and public domain, 14.3.7 Sustainability and resilience, and 14.3.12 Landscaping.

14.5. Area 2 – Kings Bay/ Croydon: Dalmar Street

14.5.1. Application

Section 14.5 applies to Area 2 – Kings Bay/ Croydon: Dalmar Street as shown in Figure 9.

Figure 9: Area 2 – Kings Bay/ Croydon: Dalmar Street

14.5.2. Desired future character

The Desired Future Character for Area 2 supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 14.3 for the Kings Bay/ Croydon Precinct.

Kings Bay/ Croydon: Dalmar Street:

- Has delivered suitably scaled residential development that responds to the local context and provides a transition from the employment uses on Parramatta Road to the lower density residential area south of Dalmar Street.
- Footpath upgrades, landscaping and reduced street clutter enhance the public domain.
- Accessibility is increased by providing through-site links, in identified locations.
- Redevelopment is supported by lot amalgamation suited to intended uses and avoids lots being isolated from development opportunities.
- Development has increased housing diversity in the location.
- Residents benefit from building design that maximise their amenity while protecting solar access, privacy and amenity of existing residential development to the south.
- The existing street character is retained through landscaped front garden setbacks.

14.5.3. Lot amalgamation

Objectives

O34. To ensure lot amalgamation promotes the orderly redevelopment of land for intended residential uses and identified built form.

Controls

C35. Lot amalgamation:

a. aligns to Figure 10: Area 2 – Kings Bay/ Croydon: Dalmar Street preferred lot amalgamation pattern, or

b. where a. is not achievable:

i. results in a minimum lot size of 720m^2 and a minimum street frontage as detailed in Table 3, or

ii. meets the following criteria:

- does not isolate surrounding lots from redevelopment
- achieves required landscape areas and communal open space
- provides required setbacks
- consolidates vehicle access and reduces their impact on pedestrian movement paths
- provides appropriate access for servicing and waste management
- facilitates basement parking, where on-site parking is provided.

Figure 10: Area 2 - Kings Bay/ Croydon: Dalmar Street preferred lot amalgamation pattern

14.5.4. Built form

Objectives

O35. To deliver the preferred building type and align building design and layout to lot pattern and depth, street frontage and access arrangements.

O36. To provide an appropriate built form that:

a. has an appropriate height for its context and provides a transition between employment uses to the north and low scale residential to the south of Dalmar Street

b. is responsive to the desired future character of the area and does not result in adverse amenity impacts on adjacent properties.

Controls

C36. Lot layout and building types are as identified in Figure 11: Residential building types based on:

a. Type 1A - Narrow lot infill with lot depth of approximately 46m

b. Type 1B - Narrow lot infill with lot depth of approximately 56m

c. Type 1C - Narrow lot infill - Croydon Road corner lot

d. Type 2 - Row house – between Byron and Scott Streets.

Figure 11: Residential building types

C37. Built form:

a. complies with the number of storeys, building envelope, scale and site layout requirements detailed in Table 3

b. where identified as a location for a desired through-site link on Figure 3: Precinct Connectivity and Accessibility Map in Section 14.3.4 provide an additional side setback of 2m.

Table 3: Built form – storeys, building envelope, scale and site layout requirements

Criteria/type	Type 1 (A and B)	Type 1C	Type 2
Description	Narrow lot infill	Narrow lot infill corner of Croydon Road and Dalmar or West Streets	Row house between Byron and Scott Streets
Minimum street frontage	20m	35m	30m
Maximum storeys	3-storey	4-storey	3-storey
Street wall	2-storey	• 4-storey street wall to Croydon Road, and • 3-storey to West Street or Dalmar Street	2-storey
Floor to floor storey heights	First storey, ground floor – 4m Second storey and above – 3.2m		
Minimum above ground setback	Additional 3m for the 3rd storey	Additional 3m for the 4th storey fronting West or Dalmar Streets	Additional 3m for the 3rd storey
Minimum front, corner and rear setbacks	6m		
Minimum side setback	3m	6m	6m for corner lots, otherwise 3m

Note: Variation to built form controls may be considered on site-specific basis where the proposed development demonstrates achievement of the Precinct wide (14.3.2) and Area 2 (14.5.2) Desired Future Character and Precinct wide (14.3.10) and Area 2 (14.5.4) Built form Objectives and delivers better outcomes.

14.5.5. Landscaping

Objectives

O37. To maintain and enhance a landscaped character that relates to the existing streetscape.

Controls

C38. Maintain and enhance the landscape character by:

a. providing a 6m setback for a landscaped front garden
b. minimising driveways and crossovers
c. retaining existing vegetation, especially mature trees, as much as possible.

Note: Landscaping requirements should be read in conjunction with 14.3.4 Streetscape and public domain, 14.3.7 Sustainability and resilience, and 14.3.12 Landscaping.

14.6. Area 3 – Kings Bay/ Croydon: Opportunity Sites

14.6.1. Application

Section 14.6 applies to Area 3 –Kings Bay/ Croydon: Opportunity Sites as shown in Figure 12.

Area 3 comprises:

- Opportunity Site 1: 612–624 Parramatta Road and 210 Croydon Road
- Opportunity Site 2: 590–610 Parramatta Road and 235-237 Croydon Road

Figure 12: Area 3 – Kings Bay/ Croydon: Opportunity Sites

14.6.2. Desired future character

The Desired Future Character for Area 3 supplements and should be read in conjunction with the Desired Future Character Statement detailed in Section 14.3 for the Kings Bay/ Croydon Precinct.

Kings Bay/ Croydon: Opportunity Sites:

- Reinvigorate these key locations in the Precinct.
- Enliven the important intersection at the corner of Parramatta Road and Croydon Road.
- Have active employment uses on the ground floor with residential uses above.
- Are supported by lot amalgamation that use land efficiently, is suited to intended uses and avoids lots being isolated from redevelopment.
- There is an enhanced public domain due to increased setbacks, footpath upgrades, landscaping and reduced street clutter.
- Consolidated access from Croydon Road and rear lanes reduces vehicle access to and from Parramatta Road.
- The adaptive reuse of the Electricity Substation at 590 Parramatta Road, Croydon has conserved the heritage significance, character, fabric and features of the heritage listed building.

- Its built form:
  - is high-quality architecture
  - is cohesive and presents a consistent street wall that defines Parramatta Road and is appropriately scaled to transition along Croydon Road
  - positively interacts with the street through ground and mezzanine floors that are highly glazed and visually accessible.

14.6.3. Lot amalgamation

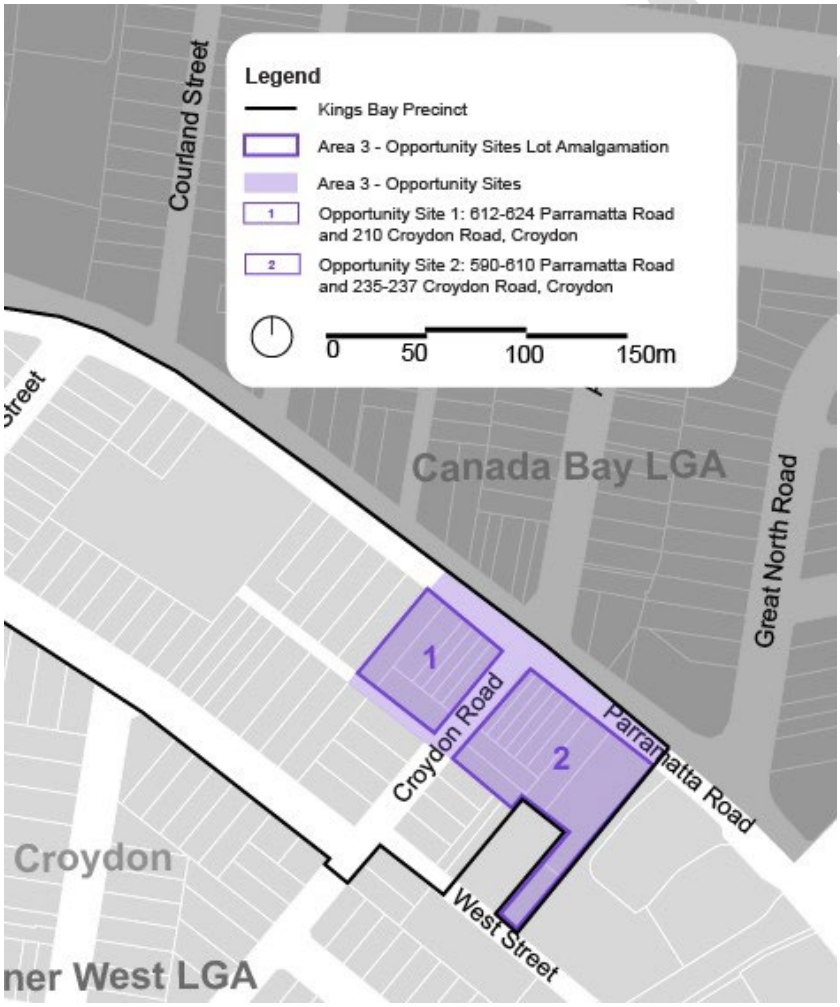
Objectives

O38. To ensure lot amalgamation promotes the orderly redevelopment of land for intended uses and does not isolate or prevent redevelopment of lots.

Controls

C39. Lot amalgamation aligns to Figure 13: Area 3 – Kings Bay/ Croydon: Opportunity Sites preferred lot amalgamation pattern.

Figure 13: Area 3 – Kings Bay/ Croydon: Opportunity Sites preferred lot amalgamation pattern



14.6.4. Built form

Objectives

O39. To ensure building height:
   a. is appropriate for the location and anticipated land uses while protecting the amenity of nearby residential development
   b. provides consistent street wall on Croydon Road and Parramatta Road that is suited to the street proportions and defines and reinforces the street edge.

O40. To provide a ground level storey height that allows for a variety of uses, the potential for a mezzanine and provides flexibility to adapt to changing market conditions over time.

O41. To ensure storey height above ground floor is suited to support residential uses.

O42. To ensure ground floor and basement setbacks:
   a. support intended building typologies
   b. provide a landscaped area on the Parramatta Road building frontage
   c. on the corner of Croydon Road:
      i. reinforce the visual prominence of the street corner
      ii. provide for public domain enhancement of Croydon Road.

O43. To ensure above ground floor setbacks are provided to:
   a. reduce the bulk and scale of development
   b. retain solar access, amenity and privacy for nearby residential properties
   c. retain the prominence and landmark qualities of the heritage item.

O44. To provide appropriate employment uses on the ground floor that:
   a. are compatible with the residential uses above
   b. are separated from residential uses through subdivision
   c. safeguard the provision and viability of business uses
   d. provide large floor plates and high ceilings to ensure functionality and flexibility in accommodating a diverse range of employment uses.

O45. To provide clearly defined and accessible non-residential and residential lobbies and entries.

O46. To improve the interface of the public domain and the built form for pedestrians and residents by:
   a. providing shelter at key activity locations
   b. ensuring visual access to the interior.

O47. To minimise land use conflict between employment and residential uses by:
   a. ensuring acceptable residential amenity and the ongoing viability of employment uses on site and on surrounding sites
   b. providing a built form design with appropriate construction techniques and acoustic measures that attenuates noise and vibration between residential and employment uses.

Controls

C40. Building height:
- a. is equivalent to 5 storeys
- b. has a street wall of 4 storeys to Parramatta Road and 1 storey to Croydon Road
- c. for 590 Parramatta Road, Croydon retains its existing height to Parramatta Road frontage with any additions clearly distinguishable from the fabric of the heritage item.

C41. Ground level floor to floor height is a minimum of 5m for employment uses.

C42. First storey and above is a minimum of 3.2m for residential uses.

C43. Built form setbacks at the ground and basement levels are at a minimum of:
- a. to Parramatta Road – 1.5m
- b. to Croydon Road – 3m
- c. for 590 Parramatta Road - retain zero front setback
- d. side and rear – zero.

C44. Above ground setbacks:
- a. facilitate built form articulation, separation distances and communal open space
- b. are a minimum of:
  - i. to Parramatta Road – additional 6m for the 5th storey
  - ii. to Croydon Road – additional 3m above the 1st storey
  - iii. for Opportunity Site 1 to the rear laneway – additional 6m above the 1st storey
  - iv. for Opportunity Site 2 - additional 9m above the 1st storey where adjoining residential land to the south or the Heritage Item at 590 Parramatta Road Croydon

C45. Building design facilitates employment uses on the ground floor that:
- a. are compatible with residential uses
- b. activate the street frontage
- c. provide suitable floorplates
- d. limit ground floor use for services, storage and other business needs, and where required locate these to the rear of the building
- e. are larger in scale and designed to provide flexibility and ability to adapt to different uses
- f. include a stratum subdivision scheme to delineate land use separation, ownership structures and obligations to the overall building regarding requiring owners' corporation consent for the submission of development applications and complying development certificates for employment uses separate from residential uses.

C46. Locate:
- a. the primary pedestrian access for ground floor employment uses on Parramatta Road
- b. residential pedestrian access on Croydon Road
- c. ground floor entries at the same level as the street to maximise accessibility for all users.

C47. The building façade along Parramatta Road and Croydon Road incorporates awnings:
- a. at entries and lobbies
- b. that extend to the property boundary
- c. do not impact on landscape areas or tree planting
- d. cantilever from the top of the ground floor.

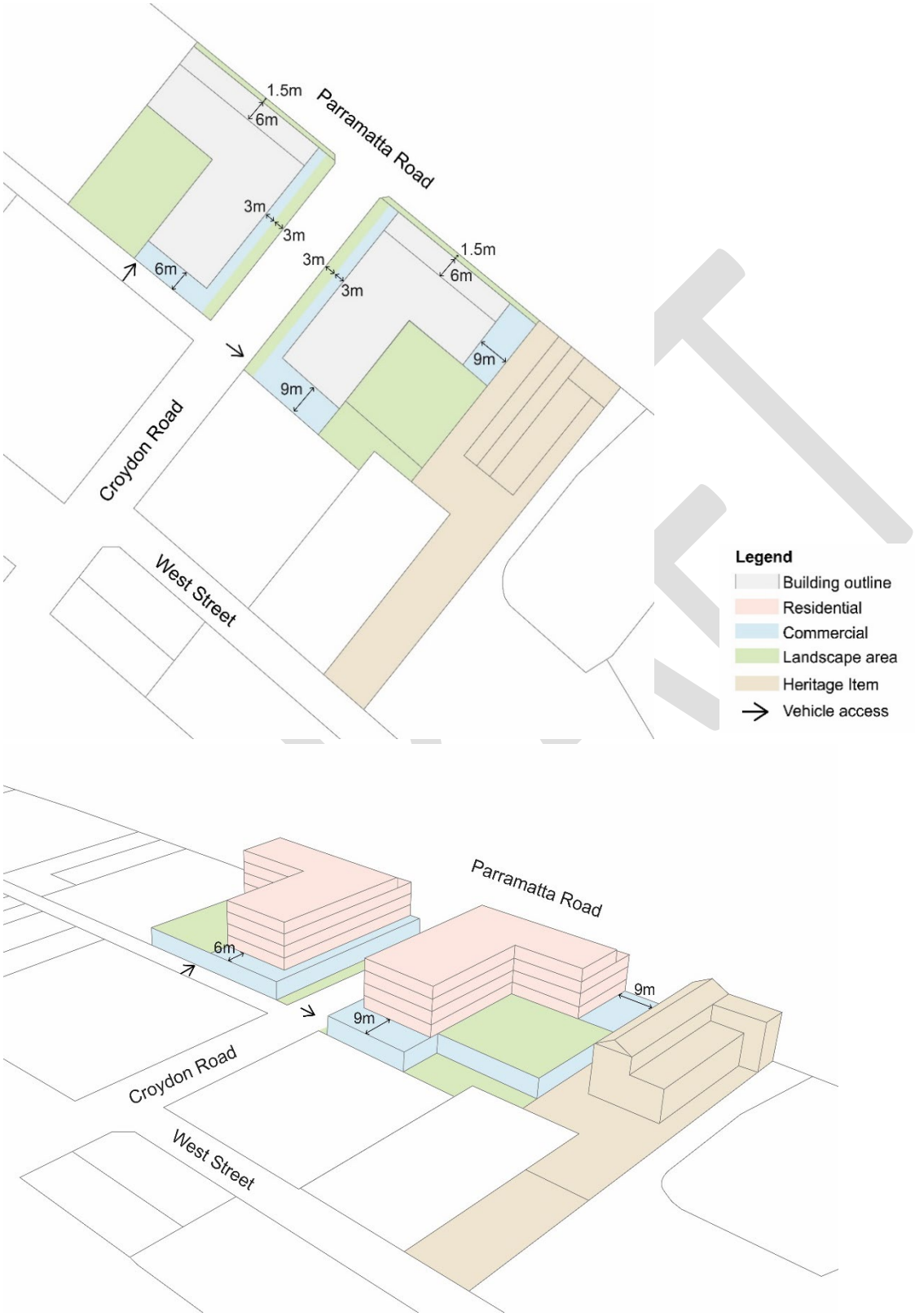
C48. Acoustic Report demonstrates the adequacy of the design, construction methods and materials so that land use conflicts are minimised between employment and residential uses through, among other methods:

a. implementing a minimum 400mm thick floor slab, or alternate treatment, for acoustic attenuation
b. incorporating construction methods and materials that insulate against noise and vibration transmission, on-site and from surrounding employment uses
c. designing and locating services and equipment (plant, goods lifts) to minimise amenity impacts.

Notes:

1. Read built form requirements in conjunction with 14.3.4 Streetscape and public domain, 14.3.9 Active street frontages, 14.3.10 Built form,14.3.11 Building materials and finishes, and 14.3.12 Landscaping.
2. Figures 14 provides an indicative built form for Opportunity Sites.
3. Floor to floor heights include a slope/topography allowance.
4. Variation to built form controls may be considered on site specific basis where the proposed development demonstrates achievement of the Precinct wide (14.3.2) and Area 3 (14.6.2) Desired Future Character and Precinct wide (14.3.10) and Area 3 (14.6.4) Built form Objectives and delivers better outcomes.

Figure 14: Opportunity Sites 1 and 2 – indicative built form that achieves storeys, building envelope, scale and site layout requirements - plan and axonometric views



14.6.5. Heritage

Objectives

O48. To conserve and enhance the heritage significance of the Heritage Item at 590 Parramatta Road, Croydon and demonstrate that achievement of the floor space ratio and height of buildings incentives provisions will not have any negative impact on the item.

Controls

C49. Heritage Impact Statement demonstrates that the development and any proposed works:

a. within the heritage item site:

i. result in the positive adaptive reuse of the item in a manner that retains heritage significance and existing built form

ii. retains the existing built form fabric, façade, openings and windows, internal proportions and levels

iii. that all new building elements are appropriately sited and designed to not dominate the scale and character of the item

b. on Opportunity Site 2: 590–610 Parramatta Road, Croydon and 235-237 Croydon Road, Croydon:

i. appropriately site and design development to respect and respond to the item

ii. ensure development does not physically overwhelm or dominate the item

iii. using sympathetic materials, colours and finishes that reflect and harmonise with materials of the item.

14.6.6. Vehicle and service access locations

Objectives

O49. To ensure vehicle and service access:
- a. reduces vehicular movements to and from Parramatta Road
- b. does not impact on achieving an active street frontage
- c. prioritises pedestrian movement along Parramatta Road
- d. does not result in an unsafe pedestrian or cycling environment
- e. does not visually dominate the Parramatta Road streetscape
- f. makes use of existing laneways, secondary streets and Croydon Road.

Controls

C50. Vehicle and service access:
- a. for Opportunity Site 1 - the rear accessway laneway off Croydon Road
- b. for Opportunity Site 2:
  - i. from Croydon Road
  - ii. creates a splayed corner at the intersection of Parramatta Road and Croydon Road to facilitate improvements for public transport access.

14.6.7. Landscaping

Objectives

O50. To ensure landscaping is provided in the front setbacks along Parramatta Road and Croydon Road that:
- a. softens the appearance of building façade
- b. enhances pedestrian amenity
- c. contributes to defining this important intersection.

Controls

C51. Landscaping Strategy demonstrates that landscape:
- a. in the front setback to Parramatta Road is a minimum of 1.5m, supports ground floor employment uses, and enhances amenity on Parramatta Road
- b. is designed to prioritise pedestrian movement along Parramatta Road and Croydon Road specifically at business and residential entries
- c. forms an integral element of the built form design including green roofs, terraces, walls and other features.

Note: Landscaping requirements should be read in conjunction with Section 14.3.4 Streetscape and public domain, 14.3.7 Sustainability and resilience and 14.3.12 Landscaping.