

Contact: Clare Harley
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17 December 2015

Mr David Pitchford
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Dear Mr Pitchford,

RE: Draft Parramatta Road Urban Transformation Strategy

At its meeting of 8 December 2015, Leichhardt Council considered a report on the Draft Parramatta Road Urban Transformation Strategy and resolved that Council:

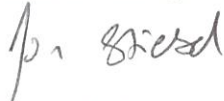
- 1. Reject the current Parramatta Road Urban Transformation Strategy and calls upon the State Government and its agencies to work collaboratively with Councils and communities along Parramatta Road Corridor for the genuine revitalisation of Parramatta Road*
- 2. Officers collaborate with the 'Save Lewisham Group' to analyse the alternative proposals they have developed and report back to the February 2016 Policy Council Meeting on how they relate to Council's submission*
- 3. Forward the submission which is included as Section 8 of this report to Urban Growth NSW.*
- 4. Note that the draft Leichhardt Industrial Lands Study Part 2, the Parramatta Road and Norton Street Retail and Commercial Study and the Parramatta Road and Norton Street Heritage Study are currently being finalised as part of Council's Strategic Sites, Centres and Corridors Study and will be reported to the February 2016 Policy Council meeting*
- 5. Note that the Draft Industrial Precincts Urban Design Study and Draft Parramatta Road and Norton Street Urban Design Study are currently being developed as part of Council's Strategic Sites, Centres and Corridors Study will be reported to the March 2016 Policy Council meeting.*
- 6. Opposes any loss of local planning controls.*
- 7. Commit to a strong advocacy campaign against the Parramatta Road Urban Transformation Strategy and the loss of Council Planning powers. That up to \$10,000 from the Major Issues Budget be committed to this campaign. That other Councils along the corridor be invited to join the campaign*
- 8. Change recommendation 55 to read;
Council does not support eight storey development in the streets in the Taverners Hill precinct as such a scale in these streets would be overwhelming, overshadowing and create a poor living environment.*

9. *Change recommendation 58 to read;
Council notes that the areas east of and inside the Taverners Hill precinct have a strong fine grain character and comprise contributory buildings. It should not be assumed that these places can be demolished as part of Urban renewal in this area.*
10. *Be provided with an estimation of the value uplift arising from projected development in the three precincts within the Leichhardt section of Parramatta Road.*
11. *Be provided with a report on the volume of development potential contributions to Council via VPA's and other contributions from the projected increased densities.*

In accordance with the above resolution, please find Council's submission on the draft Strategy attached. It comprises a table identifying issues and recommendations and accompanying responses prepared by SGS Economics & Planning and Architectus. As noted in the submission, Council's Draft Housing Discussion Paper is also attached. The report presented to Council on 8 December is included for reference.

If you have any queries in relation to the submission, please do not hesitate to contact Clare Harley on 9367 9226.

Yours sincerely,



Jon Stiebel
Acting Manager Environment & Urban Planning

ITEM 3.1 DRAFT PARRAMATTA ROAD URBAN TRANSFORMATION STRATEGY

Division	Environment and Community Management
Author	Manager Environment and Urban Planning Team Leader Strategic Planning Strategic Planner Transport Planner
Meeting date	8 December 2015 Ordinary Meeting
Strategic Plan Key Service Area	Community well-being Accessibility Place where we live and work A sustainable environment Business in the community Sustainable services and assets

SUMMARY AND ORGANISATIONAL IMPLICATIONS

Purpose of Report	To provide Council with information about the Draft Parramatta Road Urban Transformation Strategy which is on exhibition from 1 October until 18 December 2015 and to provide Council with a draft submission for its consideration.
Background	In February 2015 Council resolved (C05/15P and C06/15P) to lodge a submission with Urban Growth NSW which requested that the planning and design of the Parramatta Road corridor be undertaken within the District planning framework and developed in conjunction with Council. Council is currently progressing its own Strategic Sites, Centres and Corridors Study for Parramatta Road from Mallett Street to Norton Street.
Current Status	The Draft Parramatta Road Urban Transformation Strategy is on exhibition until 18 December 2015.
Relationship to existing policy	Relates to Council resolutions C537/13, C157/14, C185/14, C05/15P, C06/15P, C329/15 and C445/15 as well as the following Council strategies and policies: <ul style="list-style-type: none"> • Leichhardt 2025+ Community Strategic Plan • Leichhardt Delivery Program 2014-2018 & Operational Plan 2015-16 • Integrated Transport Plan 4-Year Service Delivery Plan 2014-2018 • Community and Cultural Plan 4-Year Service Delivery Plan • Employment and Economic Development Plan 4-Year Service Delivery Plan 2013-

	<p>2017</p> <ul style="list-style-type: none"> • Environmental Sustainability Plan 4-Year Service Delivery Plan 2015-2019.
Financial and Resources Implications	Current and future Strategic Sites, Centres and Corridors studies for the Parramatta Road and Norton Street corridor.
Recommendation	<p>That Council:</p> <ol style="list-style-type: none"> 1. Forward the submission which is included as Section 8 of this report to Urban Growth NSW. 2. Note that the draft Leichhardt Industrial Lands Study Part 2, the Parramatta Road and Norton Street Retail and Commercial Study and the Parramatta Road and Norton Street Heritage Study are currently being finalised as part of Councils Strategic Sites, Centres and Corridors Study and will be reported to the February 2016 Policy Council meeting 3. Note that the Draft Industrial Precincts Urban Design Study and Draft Parramatta Road and Norton Street Urban Design Study are currently being developed as part of Councils Strategic Sites, Centres and Corridors Study will be reported to the March 2016 Policy Council meeting.
Notifications	NIL
Attachments	<p>1 - SGS Response to DPRUTS 2 - Architectus Response to DPRUTS</p>

Purpose of Report

To provide Council with information about the Draft Parramatta Road Urban Transformation Strategy which is on exhibition from 1 October until 18 December 2015 and to provide Council with a draft submission for its consideration.

Recommendation

That Council:

1. Forward the submission which is included as Section 8 of this report to Urban Growth NSW.
2. Note that the draft Leichhardt Industrial Lands Study Part 2, the Parramatta Road and Norton Street Retail and Commercial Study and the Parramatta Road and Norton Street Heritage Study are currently being finalised as part of Councils Strategic Sites, Centres and Corridors Study and will be reported to the February 2016 Policy Council meeting
3. Note that the Draft Industrial Precincts Urban Design Study and Draft Parramatta Road and Norton Street Urban Design Study are currently being developed as part of Councils Strategic Sites, Centres and Corridors Study will be reported to the March 2016 Policy Council meeting.

Background

In February 2015 Council resolved (C05/15P and C06/15P) to lodge a submission with Urban Growth NSW which requested that the planning and design of the Parramatta Road corridor be undertaken within the District planning framework and developed in conjunction with Council. Council is currently progressing its own Strategic Sites, Centres and Corridors Study for Parramatta Road from Mallett Street to Norton Street.

Report

1. History

In November 2013 Council considered a report in relation to the WestConnex Motorway and Urban Revitalisation Projects. At that time the WestConnex Motorway was linked to urban revitalisation in the Parramatta Road corridor. The Motorway proposal included tunnel portals at Taverners Hill and Camperdown with urban renewal precincts identified in three locations within the Leichhardt LGA:

- West Leichhardt;
- Leichhardt near Norton Street; and
- Camperdown Industrial Precinct.

Council resolved (C537/13), in part, that *“all scenarios and supporting information prepared as part of the Integrated Land Use and Transport Structure Plan process be placed on public exhibition prior to finalisation of the Structure Plan”*.

In May 2014 Council resolved (C157/14) that Council defer consideration of the draft Parramatta Road Urban Renewal Program Memorandum of Understanding until its June meeting when a further report would be considered which outlined options and implications for Council's interface with the State Government.

In June 2014 Council resolved (C185/14) that the matter of the MoU be deferred until the State Government Concept Plan has been released and that Council seek legal advice on the implications of signing the Memorandum of Understanding.

In February 2015 Council resolved (C05/15P) and C06/15P) to lodge a submission with UrbanGrowth NSW which requested that the planning and design of the Parramatta Road Corridor be undertaken within the District planning framework and that integrated Delivery Plans and strategic land use plans be developed in conjunction with Council to make provision for projected and future:

- public, community and cultural infrastructure - any increases in population should be supported by provision of all types of infrastructure at benchmarked levels;
- requirements for industrial lands; and
- requirements for housing diversity and affordability in a timely manner.

Council also noted that it is the Responsible Planning Authority for the local government area and the objectives and controls contained in the *Leichhardt Local Environmental Plan 2013* and the *Leichhardt Development Control Plan 2014* are the relevant environmental planning instruments. Council resolved that it did not support the proposed Parramatta Road Urban Renewal Strategy as exhibited in early 2015, including the dwelling targets for Taverners Hill, Leichhardt and Camperdown Precincts.

2. Overview of the UrbanGrowth NSW Draft Parramatta Road Urban Transformation Strategy

In September 2015 the Draft Parramatta Road Urban Transformation Strategy (DPRUTS) was released by UrbanGrowth NSW and is available for public comment until 18 December 2015. This report outlines key issues and a draft submission for Council consideration.

The Draft Parramatta Road Urban Transformation Strategy considers the Parramatta Road corridor as a single strategic area located between Parramatta and Camperdown. UrbanGrowth NSW's vision for the area is "*a high quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs*". This vision is supported by five principles, each with short term actions:

- Principle 1: Plan for a diversity in housing and employment to meet existing and future needs.
- Principle 2: Reshape and better connect places and associated movement networks to better serve customers and encourage sustainable travel.
- Principle 3: Promote quality places and built form outcomes to transform the Corridor over time.
- Principle 4: Create liveable local Precincts along the Corridor that are sustainable, resilient and make Sydney a better place.

- Principle 5: Deliver, drive, facilitate and monitor action.

The Draft Strategy has been informed by the following background technical documents:

- Parramatta Road Economic Analysis Report – provides an analysis of economic trends and influences to investigate the nature and requirements of employment growth and impacts on land and floorspace requirements.
- Parramatta Road Open Space and Social Infrastructure Report and Schedule – provides an analysis of available demographic, policy and consultation data to identify open space and social infrastructure priorities. The Schedule provides a list of infrastructure required in each Precinct.
- Parramatta Road Precinct Transport Report – investigates traffic and transport movements required to support the urban transformation in the Corridor over the short, medium and long term.
- Parramatta Road PRECINX Sustainability Report – sustainability analysis to determine the interventions that could be implemented to ensure future communities within the corridor are sustainable, affordable and resilient.
- Parramatta Road Urban Amenity Improvement Plan – identifies a suite of local amenity improvement works to stimulate transformation of the Parramatta Road corridor. \$200 million has been allocated to these works.
- Draft Parramatta Road Urban Design Guidelines – outlines principles, objectives and provisions for the treatment of the private and public domain along the corridor through the development of an urban design framework.

Table 1 sets out the core elements of the Draft Parramatta Road Urban Transformation Strategy.

Table 1: Overview of the Draft Parramatta Road Urban Transformation Strategy.

Element	Summary
Proponent	UrbanGrowth NSW
Project intent/outcome	The draft Parramatta Road Urban Transformation Strategy aims to reshape Parramatta Road (see Figure 1). A population of 70,000 additional people, 40,000 new dwellings and 50,000 jobs are proposed within eight urban renewal precincts: Granville, Auburn, Homebush, Burwood, Kings Bay (which is part of Five Dock), Taverners Hill, Leichhardt and Camperdown.
Forecast growth	By 2050, it is anticipated that the Leichhardt Precinct could accommodate 3 percent of overall population growth in the corridor with over 1,200 new homes It is anticipated that Taverners Hill Precinct could accommodate 7 per cent of overall population growth in the corridor by 2050 with over 3,000 new homes. Camperdown is identified as accommodating 4 percent of the corridor’s population growth by 2050, with over 1,500 new homes.
Timing/delivery	30 years (associated with the development of WestConnex).

	<p>2014: Parramatta Road Urban Renewal Strategy development, preparation of business case for urban amenity improvement program and preparation of Parramatta Road reconfiguration program.</p> <p>2015: Development of final concept and statutory planning.</p>
Construction works	The project does not involve construction works, but rather the planning and rezoning of land to facilitate development.
Governance	State government are progressing the planning of the corridor but long term governance arrangements are unknown at this stage
Cost	Unknown
Construction and operational impact (environmental/social)	Construction impacts will depend on staging of development. Operation impacts could include improved amenity, greater provision of community facilities, retail and commercial development as well as residential development.
Implications for economic development of region	Increase in viability and vitality of local centres located along or near Parramatta Road and associated increase in jobs. Potential for loss of strategic employment lands.
Subregional (District) planning considerations	<p>Structure planning for mixed use / residential development at Taverners Hill and key accessible nodes – rather than strung along Parramatta Road</p> <p>Capacity and role of local road network to accommodate renewal</p> <p>Retail and employment strategy as a framework for urban renewal in the corridor – to manage conversion of commercial and industrial land</p> <p>Innovations to encourage non-residential uses</p> <p>Planning principles around access to public transport, retail and community facilities</p> <p>District targets and/or benchmarks for community facilities and open space</p> <p>Opportunity for open space enhancements linked to green grid program</p> <p>Resolution of potential for mass transit in the Parramatta Road Corridor to drive urban renewal</p>

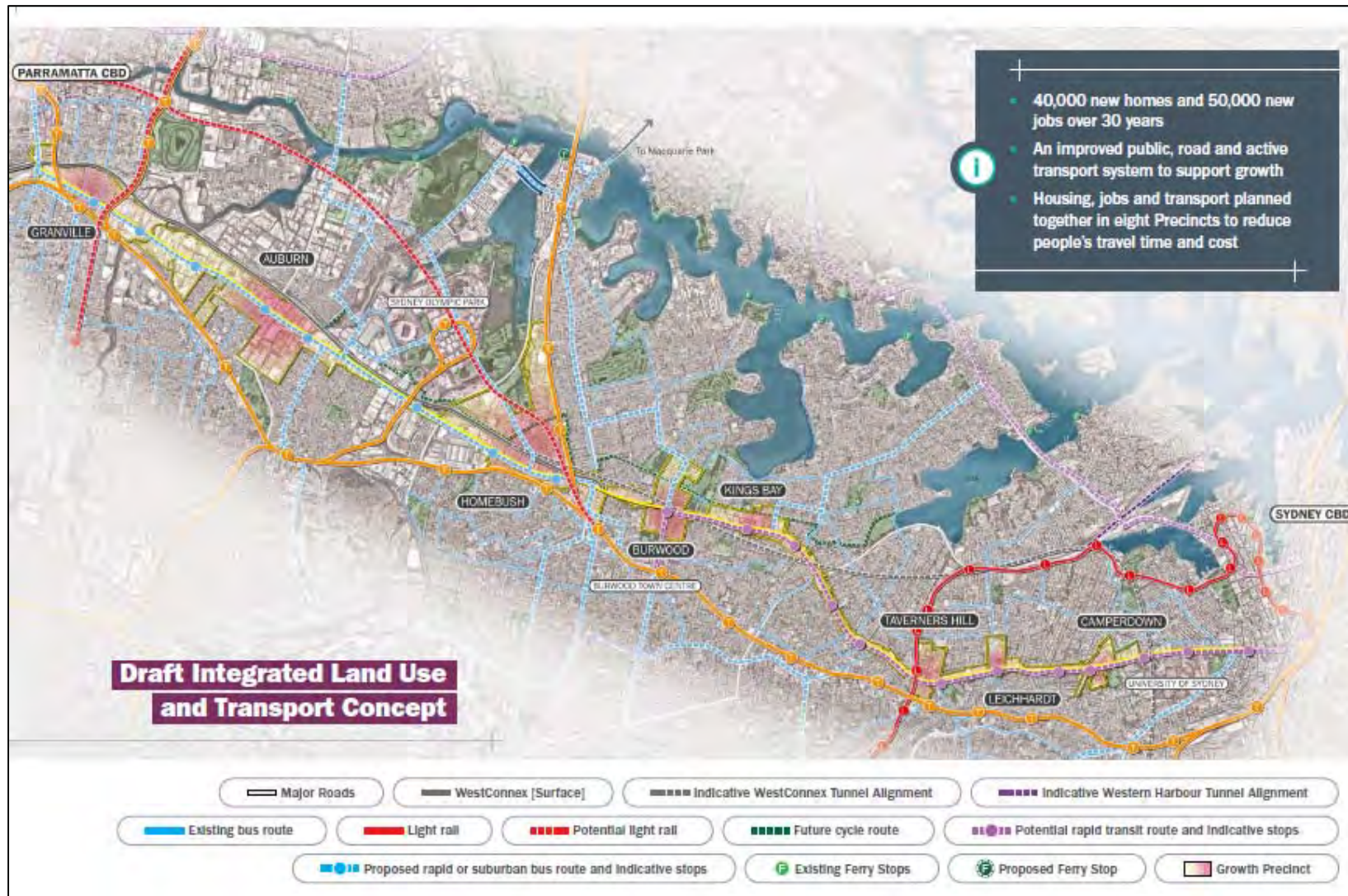


Figure 1: Draft Integrated Land Use and Transport Concept

Source: UrbanGrowth NSW, p. 35

The key elements of the three precincts in the Leichhardt local government area are summarised in the following tables.

Taverners Hill Precinct

Element	Summary		
Precinct intent	Taverners Hill is located within the Leichhardt, Marrickville and Ashfield Local Government Areas. It includes a mix of warehouse and service industries with newly active Sydney Light Rail bridge a prominent local landmark. The Precinct has been identified for future growth given its access to transport, including heavy and light rail and bus services to employment opportunities in the Sydney CBD. The Precinct could evolve to support higher scale residential development, while maintaining the Precinct's existing focus on the creative industries.		
	Tebbutt Street will be the Precinct's main street with residential development, including taller building at Parramatta Road, close to the light rail stops. New buildings will consider heritage elements and there will be new east-west pedestrian and cycling connections.		
Projected growth	Current Population: 718 Dwellings: 313 Jobs: 2,745	By 2031 Population: 4,317 Dwellings: 2,377 Jobs: 3,467	By 2050 Population: 5,516 Dwellings: 3,064 Jobs: 3,708

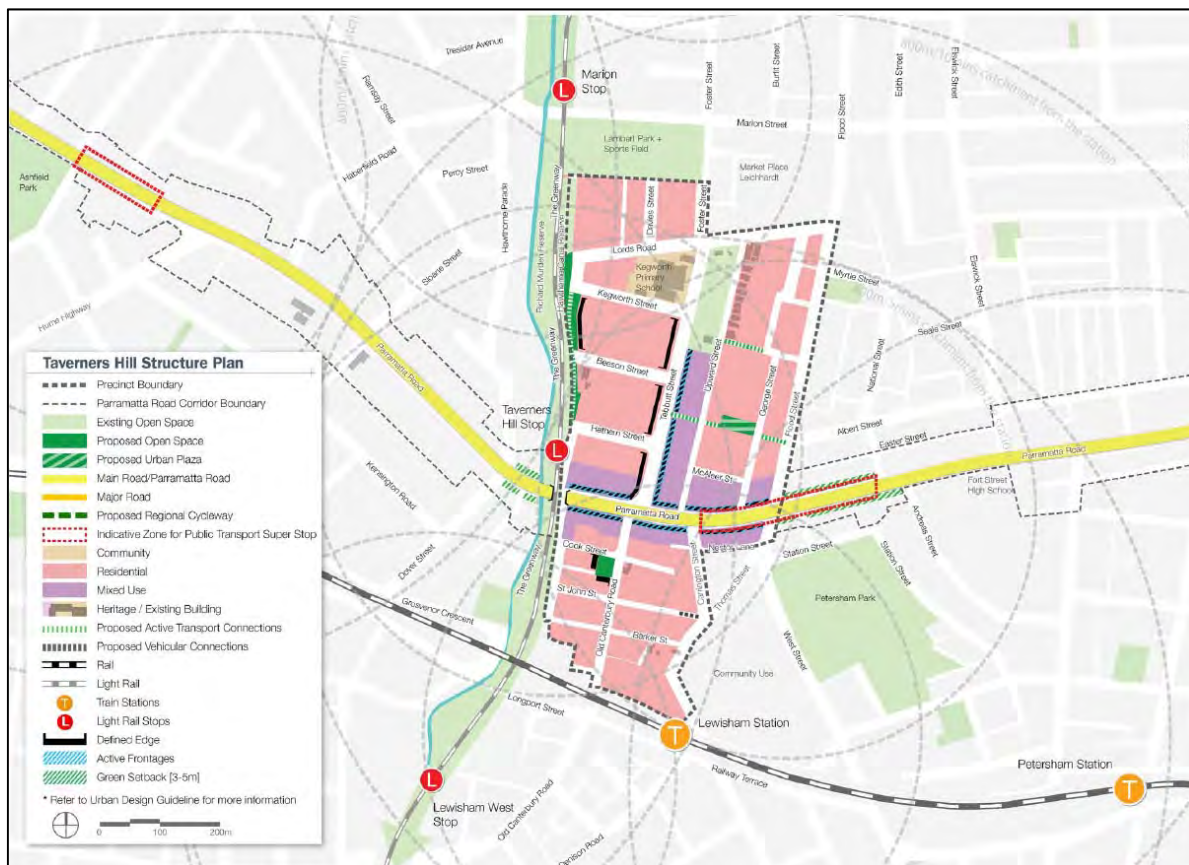


Figure 2: Structure Plan for Taverners Hill Precinct

Figure 3 shows the proposed:

- building heights;
- open space and urban plaza;
- active transport connections;
- landmark buildings; and
- indicative zone for public transport super stop.

A list of the proposed changes and developments for the Precinct are shown in Table 2



Figure 3: Built Form for Taverners Hill Precinct

Table 2: UrbanGrowth NSW proposed Actions list - Taverners Hill Precinct

Action	Responsibility	Timeframe Short – 2012-2021 Medium – 2021-2031 Long – 2031-2054	Funding	Reference document
Upgrade streetscape along Parramatta Road.	RMS and Council	Short term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule Parramatta Road Precinct Transport Report
GreenWay landscape enhancement and Parramatta Road gateway.	RMS and Council	Short term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule Parramatta Road Precinct Transport Report
GreenWay connection under Parramatta Road.	NSW Government	Short term (identified as long term in the Parramatta Road Precinct Transport Report)	NSW Government (seed funding)	Parramatta Road Open Space and Social Infrastructure Report Parramatta Road Urban Amenity Improvement Plan
GreenWay connection under Longport Street.	NSW Government	Short term (identified as long term in the Parramatta Road Transport Report)	NSW Government (seed funding)	Parramatta Road Open Space and Social Infrastructure Report Parramatta Road Urban Amenity Improvement Plan
Active streetscape upgrade to Tebbutt Street	Council	Medium term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule Parramatta Road Precinct Transport Report
Improve pedestrian and cycle crossing facilities at Flood Street and Parramatta Road intersection.	RMS and Council	Medium term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule Parramatta Road Precinct Transport Report
Provide bus priority measures along Parramatta Road from Burwood to Sydney CBD	RMS and TfNSW	Short term	-	Parramatta Road Open Space and Infrastructure Schedule Parramatta Road Precinct Transport Report
Plan and deliver Parramatta Road on-street rapid transit between Strathfield/Burwood and the Sydney CBD.	RMS and TfNSW	Medium to long term	-	Parramatta Road Open Space and Infrastructure Schedule Parramatta Road Precinct Transport Report
Provision of one (1) new local park with a minimum area of 0.17 Ha	Council	Long term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule

Action	Responsibility	Timeframe Short – 2012-2021 Medium – 2021-2031 Long – 2031-2054	Funding	Reference document
located to the south of Parramatta Road in the east of the Precinct.				Parramatta Road Open Space Social Infrastructure Report and
Children's services (could be co-located within a future multipurpose facility/school): - 1 single storey long day care centre, minimum 200sqm with at grade car parking.	Council	Short to medium term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule
Community meeting space a min of 300sqm (could be co-located within a future multipurpose facility/school).	Council	Long term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule
Primary school – 7 additional teaching spaces and associated support facilities	DEC	-	-	Parramatta Road Open Space and Infrastructure Schedule
Secondary School – 3 additional teaching spaces and associated support facilities.	DEC	-	-	Parramatta Road Open Space and Infrastructure Schedule
Hospital beds – additional at Canterbury Hospital	LHD	-	-	Parramatta Road Open Space and Infrastructure Schedule
Community Health Centre	LHD	-	-	Parramatta Road Open Space and Infrastructure Schedule

Leichhardt Precinct

Element	Summary		
Precinct intent	<p>The Leichardt Precinct has been identified for future growth, given its good access to transport, employment and service opportunities in the Sydney CBD. The draft Integrated Land Use and Transport Concept for Leichardt states a careful adaptive reuse and sensitive new life and a strong night time economy back to Parramatta Road's iconic strip.</p> <p>The Precinct's heritage, local experience, small shop frontages and existing food culture will influence future uses with new economic strategies to attract businesses. The vision for the Leichardt precinct is to have a new urban plaza along Parramatta Road across from Norton Street.</p>		
Projected growth	<p>Current</p> <p>Population: 77</p> <p>Dwellings: 34</p> <p>Jobs: 2,904</p>	<p>By 2031</p> <p>Population: 1,138</p> <p>Dwellings: 628</p> <p>Jobs: 2,265</p>	<p>By 2050</p> <p>Population: 2,199</p> <p>Dwellings: 1,222</p> <p>Jobs: 1,626</p>

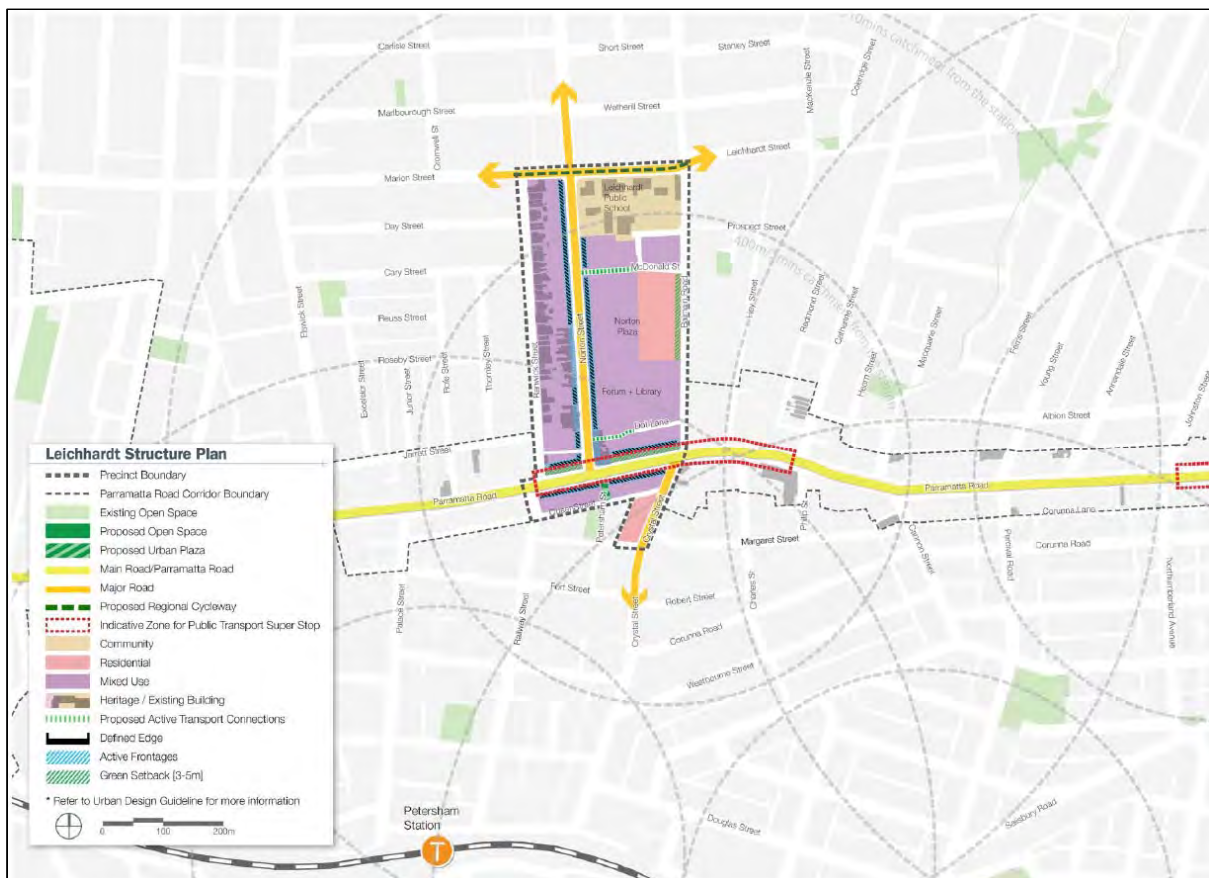


Figure 4: Structure Plan of the Leichhardt Precinct

Figure 5 outlines the proposed:

- building heights;
- open space and urban plaza;

- active transport connections;
- landmark buildings; and
- indicative zone for public transport super stop.

A list of the proposed changes and developments for the Precinct are shown in Table 3 (over the page).

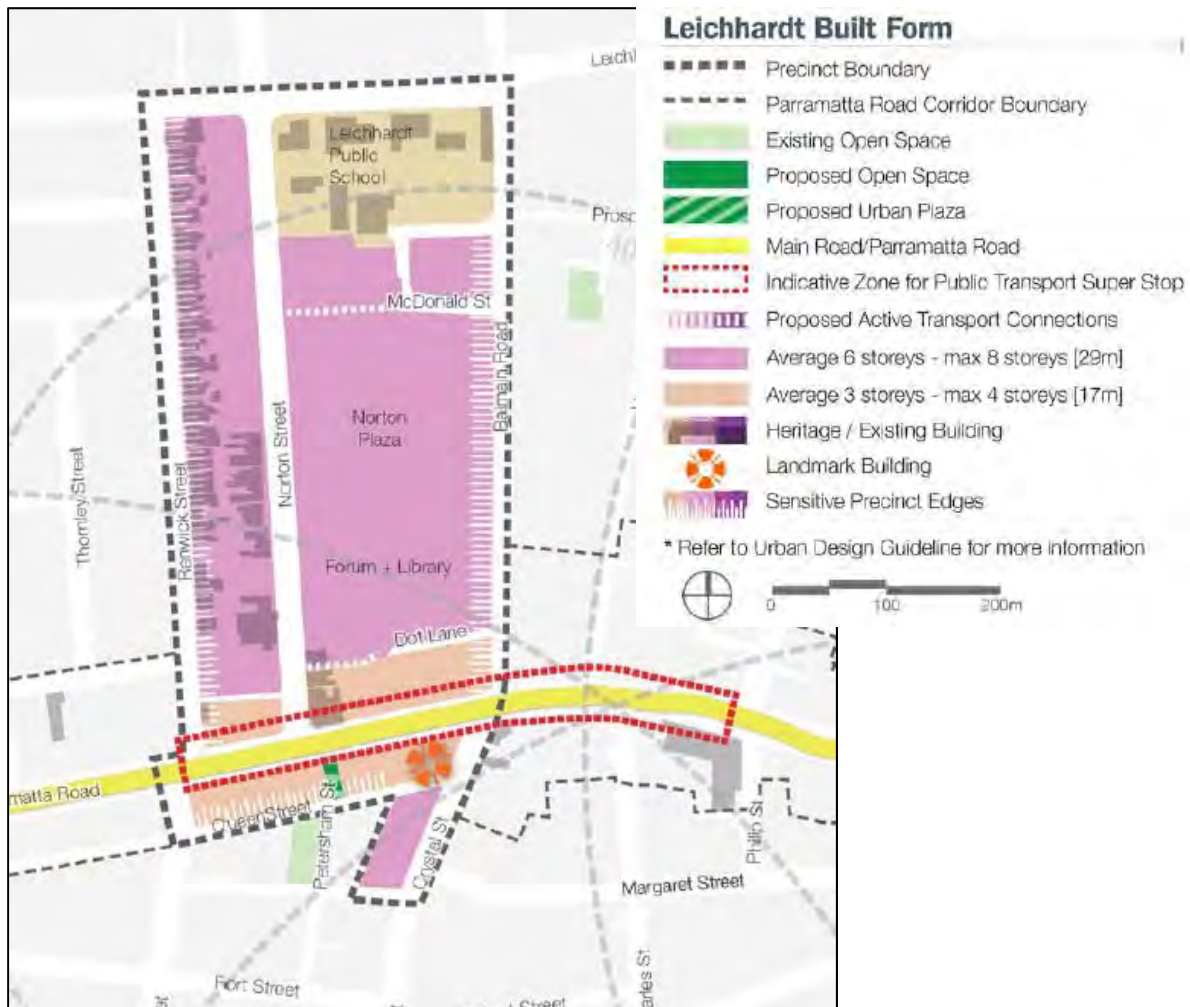


Figure 5: Built Form for the Leichhardt Precinct

Table 3: Action list for Leichhardt Precinct

Action	Responsibility	Timeframe	Funding	Reference document
Investigate upgrade to Norton Street/Parramatta Road intersection.	RMS and Council	Short – 2012-2021 Medium – 2021-2031 Long – 2031-2054	Development contributions	Parramatta Road Open Space and Infrastructure Schedule
Transformation of Norton Street and Parramatta Road into active and vibrant retail and entertainment areas with greater local connectivity and public domain improvements.	-	Short term	-	Parramatta Road Open Space and Social Infrastructure Report
Investigate upgrade to Norton Street/Marion Street intersection.	RMS and Council	Short term (identified as short-medium term in the Parramatta Road Precinct Transport Report)	Development contributions	Parramatta Road Open Space and Infrastructure Schedule
Upgrade Balmain Road/Parramatta Road intersection with improved pedestrian crossing opportunities.	RMS and Council	Short term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule Parramatta Road Precinct Transport Report
Upgrade Catherine Street/Phillip Street/Parramatta Road intersection to provide additional right turn opportunities into the precinct.	RMS and Council	Short term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule Parramatta Road Precinct Transport Report
Construction of a new east-west road connection north of the Forum.	Council	Long term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule

Action	Responsibility	Timeframe	Funding	Reference document
		Short – 2012-2021 Medium – 2021-2031 Long – 2031-2054		
				Parramatta Road Precinct Transport Report
Investigate the use of Balmain Road as a two-way cycleway tying into Parramatta Road and Crystal Street and improving access to Petersham Station.	Council	Medium term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule
				Parramatta Road Precinct Transport Report
Upgrade streetscape along Railway Street to improve accessibility to Petersham Station.	Council	Medium term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule
				Parramatta Road Precinct Transport Report
Upgrade streetscape along Parramatta Road from Renwick Street to Balmain Road.	NSW Government	Short term	NSW Government (seed funding)	Parramatta Road Precinct Transport Report
				Parramatta Road Urban Amenity Improvement Plan
Provide bus priority measures along PR from Burwood to Sydney CBD	RMS and TfNSW	Short term	-	Parramatta Road Open Space and Infrastructure Schedule
				Parramatta Road Precinct Transport Report
Plan and deliver Parramatta Road on-street rapid transit between Strathfield/Burwood and the Sydney CBD.	RMS and TfNSW	Medium to Long term	-	Parramatta Road Open Space and Infrastructure Schedule
				Parramatta Road Precinct Transport Report
Construction of a new urban square/plaza on the south side of Parramatta Road providing improved pedestrian amenity.	Council	Long term (identified as medium term in the Parramatta Road Open Space and Infrastructure Report)	Development contributions	Parramatta Road Open Space and Infrastructure Schedule
Primary school – 2 additional teaching spaces and associated support facilities.	DEC	-	-	Parramatta Road Open Space and Infrastructure Schedule
Secondary School – 1 additional teaching space and associated support facilities.	DEC	-	-	Parramatta Road Open Space and Infrastructure Schedule

Action	Responsibility	Timeframe	Funding	Reference document
Hospital beds – additional at Balmain and Camperdown hospitals.	LHD	Short – 2012-2021 Medium – 2021-2031 Long – 2031-2054	-	Parramatta Road Open Space and Infrastructure Schedule

Camperdown Precinct

Element	Summary
Precinct intent	<p>Camperdown is transitioning to a vibrant high-density precinct with many different uses and many different types of built form. Essential to Camperdown's future is its proximity to the University of Sydney and Royal Prince Alfred Hospital.</p> <p>Adaptive reuse of warehouses and poorly performing retail space, presents a further opportunity for the Precinct to meet commercial demand that flows from activities of adjacent health and education precincts. New development will be sensitive to the industrial and lower lower-scale residential character of the area. A new walking and cycling network will be implemented.</p>

Projected growth	Current	By 2031	By 2050
	Population: 720	Population: 2,512	Population: 3,110
	Dwellings: 389	Dwellings: 1,393	Dwellings: 1,728
	Jobs: 1,400	Jobs: 1,513	Jobs: 1,551

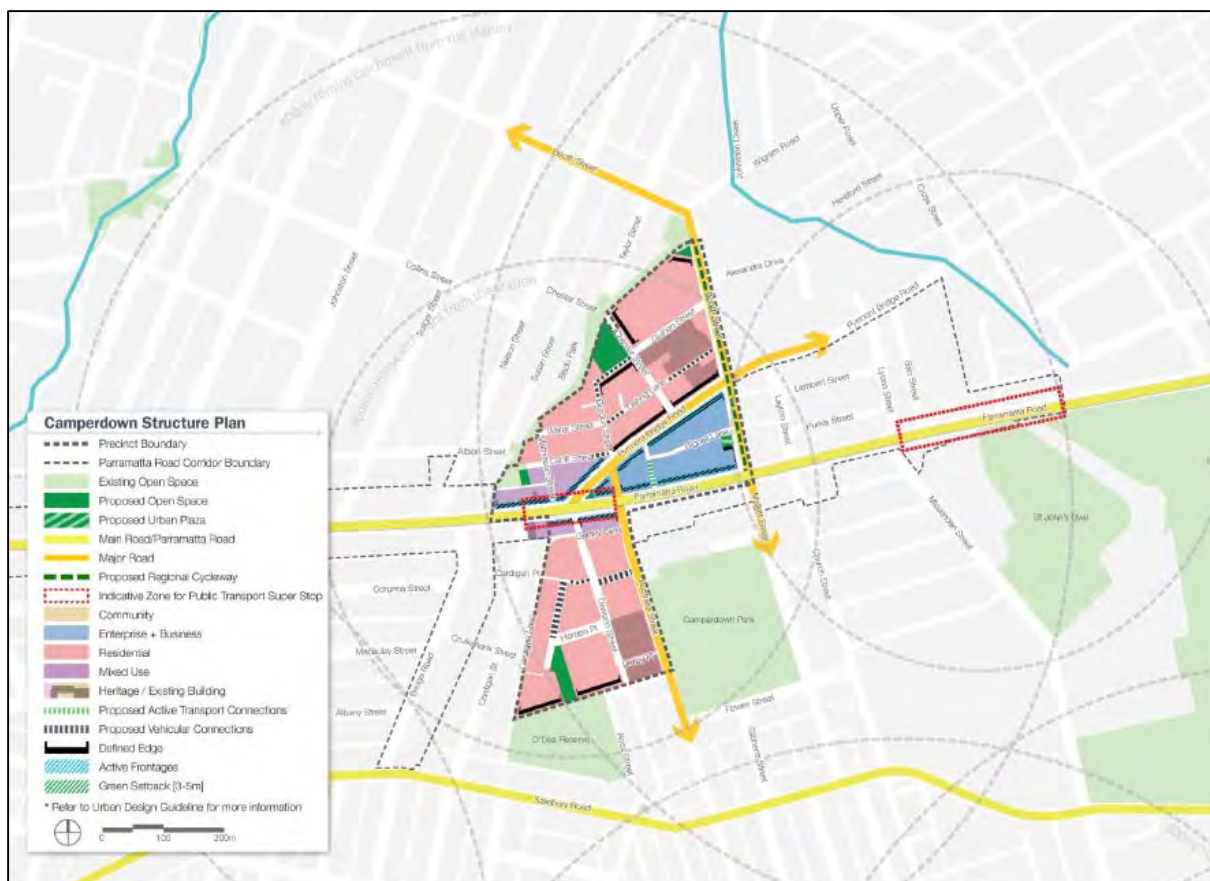


Figure 6: Structure Plan of the Camperdown Precinct

Figure 7 (below) outlines the proposed:

- building heights;
- open space and urban plaza;
- active transport connections;

- landmark buildings; and
- indicative zone for public transport super stop.

A list of the proposed changes and developments for the Precinct are shown in Table 4 (over the page).

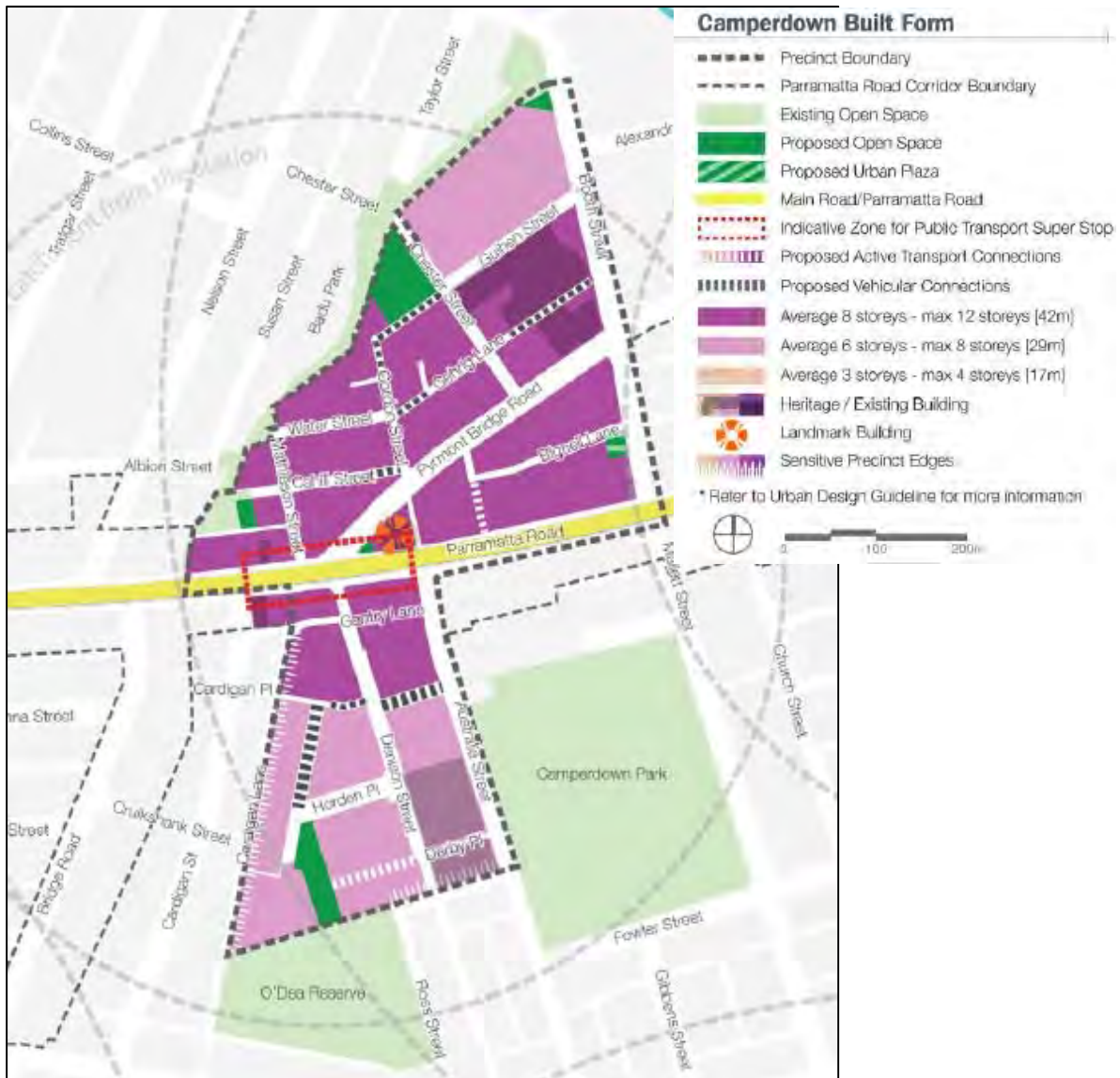


Figure 7: Built form for Camperdown Precinct

Table 4: Action list for Camperdown Precinct

Action	Responsibility	Timeframe Short – 2012-2021 Medium – 2021-2031 Long – 2031-2054	Funding	Reference document
Elevate Granville and Kings Bay to new 'Local Centres', Camperdown as a new 'Strategic Centre' and Auburn as an emerging new economic and employment hub under A Plan for Growing Sydney.	DPE	Short term	-	Draft Parramatta Road Urban Transformation Strategy
Improve east-west connections by extending Cardigan Place and Hordern Place.	Council	Medium term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule
				Parramatta Road Precinct Transport Report
Investigate formalising Bignell Lane as an east-west connection.	Council	Medium term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule
				Parramatta Road Precinct Transport Report
Formalise Pyrmont Bridge Road, Mallett Street and Booth Street as local streets with one general traffic lane and one on-street parking lane on each side.	RMS and Council	Short term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule
				Parramatta Road Precinct Transport Report
Pyrmont Bridge Road public domain improvements between Parramatta Road and Mallett Street including new street tree planting, paving and bike parking.	NSW Government	Short term	NSW Government (seed funding)	Parramatta Road Precinct Transport Report
				Parramatta Road Urban Amenity Improvement Plan
Improve Chester Street and Taylor Street connections to Johnston's	RMS and Council	Medium term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule

Action	Responsibility	Timeframe	Funding	Reference document
Creek.		Short – 2012-2021 Medium – 2021-2031 Long – 2031-2054		Parramatta Road Precinct Transport Report
Creation of the Johnston’s Creek connection - north-south green corridor including connections to surrounding walking/cycling paths and Parramatta Road.	-	Medium term	-	Parramatta Road Open Space and Social Infrastructure Report
Improve north-south regional cycle connections across Parramatta Road.	RMS and Council	Medium term (identified as long term in Parramatta Road Precinct Transport Report)	Development contributions	Parramatta Road Open Space and Infrastructure Schedule
Pedestrian access improvements to Booth Street between Wigram Road and Pyrmont Bridge Road.	Council	Short term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule Parramatta Road Precinct Transport Report
Provide bus priority measures along Parramatta Road from Burwood to Sydney CBD.	RMS and TfNSW	Short term	-	Parramatta Road Open Space and Infrastructure Schedule Parramatta Road Precinct Transport Report
Plan and deliver Parramatta Road on-street rapid transit between Strathfield/Burwood and the Sydney CBD.	RMS and TfNSW	Medium to long term	-	Parramatta Road Open Space and Infrastructure Schedule Parramatta Road Precinct Transport Report
Construction of a new urban square/plaza along Bignell Lane.	Council and developer	Long term	Development contributions	Parramatta Road Open Space and Infrastructure Schedule Parramatta Road Open Space and Social Infrastructure Report
Provision of one new local park, minimum area 0.17 Ha located to the west of Pyrmont Bridge Road and Chester Street. Land acquisition and embellishment.	Council and developer	Long term (identified as medium term in Parramatta Road Open Space and Social	Development contributions	Parramatta Road Open Space and Infrastructure Schedule

Action	Responsibility	Timeframe Short – 2012-2021 Medium – 2021-2031 Long – 2031-2054	Funding	Reference document
		Infrastructure Report)		
Primary school – 2 additional teaching spaces and associated support facilities.	DEC	-	-	Parramatta Road Open Space and Infrastructure Schedule
Secondary School – 1 additional teaching space and associated support facilities.	DEC	-	-	Parramatta Road Open Space and Infrastructure Schedule
Hospital beds – additional at RPA	LHD	-	-	Parramatta Road Open Space and Infrastructure Schedule

3. Strategic Context

3.1 Leichhardt Councils Strategic Planning for the Parramatta Road corridor

Council has been steadily building its understanding of the Parramatta Road corridor and its unique vibrant mixed use character. In doing so Council has followed evidence based planning approach which will assist in creating jobs, new public spaces, revitalisation of retail precincts and identify places where new dwellings are appropriate. Leichhardt Council's aim is to ensure that any urban renewal that does occur in the Parramatta Road corridor does not result in adverse impact on character, public domain strategies, heritage items and an unacceptable loss of valuable industrial lands.

In preparing the *Leichhardt Local Environmental Plan 2013*, which came into effect on 4 February 2014, Council pursued a translation of LEP 2000 into the Standard Instrument template. Council translated the zones, provisions and clauses of the *Leichhardt Local Environmental Plan 2000* to the Draft *Leichhardt Local Environmental Plan 2013*. This meant that unless stated, Council did not seek to achieve strategic changes by changing the planning provisions which apply throughout the municipality.

Council also advised the Department of Planning and Environment in its s.64 report about the preparation of the new LEP, in 2010, that subsequent to the finalisation of the new LEP, Council would develop a Policy Framework for *Strategic Sites, Centres and Corridors*. This Framework seeks to optimise social, economic and environmental outcomes responsive to the needs and aspirations of the community and includes:

- enhanced opportunities for connections;
- guidance about the present and future allocation of land to different uses and activities;
- guidance about the ways in which present and future buildings and spaces are created;
- guidance about where we can improve movement networks; and
- actions which will build upon the strengths that exist in the community and physical environment.

The Policy Framework will feed into a series of Structure Plans focusing on Centres, Corridors and Strategic Sites that identify the key organising elements of the urban environment and create a more detailed framework for future environmental, land use, infrastructure and development decisions. Structure plans will be used to:

- illustrate and explain existing and future urban structure;
- identify opportunities for managed land use change;
- propose refinements to urban structure and character which support strategic objectives at all levels of Council policy;
- inform land use planning recommendations and development controls including those that relate to future development capacity such as residential density, floor space ratio, height and massing;
- explain and illustrate the future mix of uses including employment generating activities; and

- explain and illustrate how land use zoning can be used to make provision for community needs.

The Parramatta Road corridor and Norton Street centre was identified as the first study area to be investigated. The study is being informed by Council resolutions and actions identified in Council's suite of Integrated Planning documents including the *Community and Cultural Plan*, *Employment and Economic Development Plan* and *Integrated Transport Plan*. The key actions arising from these documents are outlined below.

In February 2014 Council also adopted the Leichhardt Industrial Lands Study and resolved to progress Stage 2 of the Industrial Lands Study, a more detailed Precinct based study and in July 2015 adopted a new *Environmental Sustainability Plan*.

Council resolutions

C222/11:

'1. That Council's proposed Centres and Corridors Study include:

- i. an investigation of opportunities to create 'walk-through' laneways to improve non-vehicular links and this is to include options for pedestrian access between 34 and 36 Norton Street and between 18 and 20 Norton Street;*
- ii. identification of possible funding sources for potential land acquisitions including s.94, to facilitate implementation;*
- iii. identification of necessary governance arrangements to achieve enhanced pedestrian permeability in centres and corridors, identification of ways in which urban permeability and active streetscapes can be maximised in and between centres and corridors including street cross-sections and implications for built forms. Existing urban design studies commissioned by Council in relation to centres and corridors should be utilised where possible.*
- iv. that information about urban design objectives and provisions to facilitate retention and creation of new pedestrian links be included in the new Development Control Plan.'*

C137/12:

'That any future possibility of pedestrian access between Norton Street and Renwick Street and between Parramatta Road and Marion Street be investigated.'

C142/12:

'Council to investigate and acquire 7A Norton Street and land behind Bald Faced Stag to enable a functioning laneway to run between Norton Street and Susan Street.

Council to investigate use of s.94 funds and bicycle and footpath budget as well as property reserves to fund acquisitions. This may involve Floor space ratio bonuses in exchange for access to the laneways.'

C320/13:

In July 2013 Council resolved to allocate \$160,000 to Stage 1 of the Strategic Sites, Centres and Corridors Study:

'That Council encourage neighbouring Councils that border Parramatta Road from Johnston Street to Mallet Street and Johnston's Creek – the defined area to be subject to minor adjustments recommended by staff following further refinement of the study's scope – be brought forward to be commenced as soon as possible, the scope of the study to include all matters flagged for consideration, specifically:

- *future employment and economic possibilities, including business incubators to facilitate small start-up enterprises,*
- *housing opportunities, in particular aged housing, student housing and key worker housing;*
- *transport considerations, including public transport, cycleways and pedestrian linkages;*
- *public domain improvements;*
- *place making and activation of the public domain;*
- *and with reference to:*
 - *Councils flagged intention to develop Parramatta Road as a live music and entertainment precinct;*
 - *the regeneration of transport corridors and high street precincts;*
 - *the need to develop more detailed response to opportunities implied by the proposed West Connex corridor'*

C341/14:

In October 2014, Council resolved to:

'Include consideration in the pending strategic sites and corridors study of identifying Norton Street as a location for increased density. This should include an assessment of the benefits of focusing on residential, commercial, entertainment land uses on Norton Street to improve the viability of businesses and reduce impacts on the amenity of the non-main street residential dwellings.'

Employment and Economic Development Plan

In 2013, Council adopted the Employment and Economic Development Plan (EEDP) which includes objectives and actions which have been used to inform the preparation of this study:

EEDP 1.1.1: Develop Masterplans and Local Area Plans (as required) for key renewal sites, corridors and centres by:

- a) preparing a study or series of integrated studies;
- b) applying place making principles based on evidence, including:
 - i. studies undertaken as part of 1.1.2
 - ii. the objectives, outcomes, strategies and actions of all of Council's integrated strategic service plans;
 - iii. place specific actions as identified in 1.1.2;
 - iv. floorspace surveys (build on existing floorspace surveys) to determine the quantum and nature of existing businesses within

- centres/corridors/key sites including comparison of specific business/retail areas against similar practices in Sydney;
- v. feasibility testing of redeveloping sites to better understand the factors influencing development within the area;
- c) consulting extensively with people who live, work and visit those centres and corridors.

EEDP 1.1.2 (b): Norton Street:

- a) preserve the character of the traditional main street area in Norton St (north of Marion St);
- b) investigate increasing office floorspace and allowing modern development forms in Norton St (south of Marion St);
- c) investigate enhancement of the night time economy;
- d) improve local traffic management and investigate parking demand issues;
- e) improve internal access to comply with Universal Design principles/Disability Discrimination Act 1992 access provisions to enhance use by community members; and
- f) investigate opportunities for residential intensification.

EEDP 1.1.2 (e): Parramatta Road:

- a) undertake a corridor heritage study to identify properties of high heritage value and those which may be altered or which can be removed;
- b) undertake detailed masterplanning for the Parramatta Rd corridor to facilitate renewal in partnership with Marrickville Council;
- c) investigate the potential:
 - i. to extend retail and commercial activity into side streets, introduce laneways and streets within blocks to provide retail and commercial frontages to rear streets and lanes and amalgamate sites;
 - ii. for strategic rezoning with appropriate mixed use built form typologies that address aircraft and traffic noise impacts for residential components; and
 - iii. investigate public domain improvements as part of renewal activities.

EEDP 2.3.2: Investigate the extension (and potential implications) of the three existing late night trading areas recognised in DCP 2000 including live music venues along Parramatta Road between Taverners Hill and Sydney University.

EEDP 2.3.4: Investigate opportunities for site-specific controls to encourage good architecture to enhance the attractiveness of Leichhardt's strategic gateways as part of the Centres and Corridors strategic work.

EEDP 4.1.3: Develop buffer zones of low impact industrial uses (e.g. storage, parking and landscaped areas) or more resilient residential uses (e.g student or key worker accommodation) around land zoned industrial to minimise its impact to sensitive uses.

Community and Cultural Plan

In August 2011, Council adopted the Community and Cultural Plan (CCP) which includes objectives and actions which have been used to inform the preparation of this study:

CCP 2.1.2.2: Investigate opportunities for site-specific controls to encourage good architecture to enhance the attractiveness of Leichhardt's strategic gateways as part of the corridors and centres strategic work

CCP 2.2.2.3: Establish and implement objectives and controls in the Leichhardt DCP to improve connectivity of public and private spaces, whilst at the same time respecting private interests on private spaces, through:

- An improved movement system including publicly accessible at-grade links to and between public and private spaces
- Activation of the public domain
- Enhanced active transport options such as walking and cycling facilitated by a highly permeable urban environment

CCP 4.2.1.2: Ensure assessment procedures and practices uphold policies that support the revitalisation of Parramatta Road and nearby laneways.

Integrated Transport Plan

In 2014 Council adopted the Integrated Transport Plan (ITP) which included general objectives and actions as well as place specific actions which have been investigated as part of the study:

ITP 6.2.3: Make provision for place making elements and potential gateway artwork to feature in the link between Dot Lane and Norton Street as proposed for development in the EW2 Bicycle route as identified in Councils Bike Plan 'subject to rights of carriageway.

Strategic Context: NSW government strategic planning - A Plan for Growing Sydney and the NSW Infrastructure Strategy Update 2014 and District Planning

In February 2015 Council noted that any planning for the Parramatta Road Urban Renewal Corridor needs to be aligned with regional and state level strategic plans and programs, including those outlined in *A Plan for Growing Sydney*. This level of planning is required to ensure that there is timely and adequate provision of infrastructure and services and to guide land use planning.

Council has, independently, and as a member of SSROC requested that the State government develop and publish benchmarks for the provision of community and physical infrastructure and services. The benchmarks should be applied when decision makers assess whether a place has the capacity to accommodate population and jobs growth or whether additional infrastructure is required and when it is required. Increases in population in certain places should be delayed or not pursued at all where the benchmarks have not yet been met or where they cannot be

achieved. This is important for the long term sustainability of communities, the economy and the environment and to ensure that Sydney retains and improves its position as a Global City.

The inner city suburbs face different challenges in terms of infrastructure delivery to those faced in areas such as Parramatta. Some of those challenges relate to the scarcity of land, existing congestion and schools at capacity. For the city to function effectively as a Global City and to meet the needs of individuals and communities these challenges need to be addressed wherever growth and change is proposed.

Council has been involved in the preparation of the Central District Plan and has requested that the Plan establishes how any proposed growth, development and change of land use will support Sydney as a sustainable and resilient city. This means that any changes are clearly linked to plans and programs which establish how and when necessary physical and social infrastructure and open space will be provided for a growing population.

Council notes that in the Metropolitan Plan for Sydney that the NSW State government identified that any strategic planning in Sydney needs to be aligned to:

- ***State Infrastructure Strategy***
- ***Urban Feasibility Model***
- ***Growth Infrastructure Plans***
- ***School Asset Strategic Plan***
- ***School Growth Program***
- ***Industrial Lands Strategic Assessment***
- ***Priority Precinct Programs***

Council notes that the Draft Parramatta Road Urban Transformation Strategy does not include detailed information about how it relates to these documents.

4. Key issues – Draft Parramatta Road Urban Transformation Strategy

4.1 Population and dwelling increase

The DPRUTS proposes an increase in population and housing along the corridor. Table 5 outlines the growth proposed by UrbanGrowth NSW in Taverners Hill, Leichhardt and Camperdown precincts in 2031 and 2050.

Location	Current		2031		2050	
	Population	Homes	Pop.	Homes	Pop.	Homes
Taverners Hill	718	313	4317	2377	5516	3064
Leichhardt	77	34	1138	628	2199	1222
Camperdown	720	389	2512	1393	3110	1728

Table 5: Proposed population and dwelling forecast for Taverners Hill, Leichhardt and Camperdown precincts in 2031 and 2050

It is important to note that projections in relation to the existing population, housing and jobs in the draft Strategy only relate to land that has been identified as having potential to undergo transformation. The model used has excluded land that is zoned as open space, special uses (such as schools, infrastructure and health facilities), local or state heritage listed items or land that currently accommodates strata titled residential subdivision.

4.2 Housing diversity and affordability;

The DPRUTS proposes the following levers to encourage housing diversity and affordability:

- Design innovation – Councils to consider and encourage compact housing designs, flexible apartment designs or rental accommodation that includes shared spaces.
- Capital management – Councils support community housing provider (CHP) construction finance and to lower CHP interest coverage ratios and interest rates to make better use of affordable levies and land to maximise affordable housing yield.
- New tenure governance methods – Councils consider new arrangements to support smaller accommodation or shared equity; capped mechanisms to limit purchases to medium income buyers or to discount home prices permanently; or a lease/strata mechanism to retain land for affordable housing in perpetuity.
- New moderate income affordable housing – Councils consider a model of housing focused on younger professionals (sits above affordable housing).
- Partnerships with Community Housing Providers – partnerships to achieve better commercial development outcomes and funding and finance outcomes.

These levers are proposed to be achieved through a Housing Diversity Policy developed by UrbanGrowth NSW and the Department of Planning and Environment and incorporated into statutory instruments that will be established for the corridor.

The DPRUTS also discusses the potential of future funding mechanisms to support housing affordability. An example identified is inclusionary zoning, where a proportion or share of new floorspace is nominated for a specific purpose or use, such as affordable housing. Other options include floor space bonus/incentive bonus or special rate schemes.

4.3 Employment and economic activity;

There is a need for jobs and economic growth in the Parramatta Road corridor which is currently not functioning at its full commercial capacity. The DPRUTS proposes changes to the numbers of jobs in each precinct. Table 6 outlines the model’s forecast for employment in the Taverners Hill, Leichhardt and Camperdown precincts in 2031 and 2050.

Precinct	Current	2031	2050
Taverners Hill	2745	3467	3708
Leichhardt	2904	2265	1626
Camperdown	1400	1513	1551

Table 6: Proposed employment forecast in Taverners Hill, Leichhardt and Camperdown in 2031 and 2050

Council has adopted its Employment and Economic Development and Industrial Lands Study to promote jobs growth and a vibrant inner city economy. The DPRUTS outlines an additional 50,000 jobs over 30 years, but the Leichhardt LGA precincts would have a net loss of jobs. Most of the employment and economic value of the Strategy is proposed outside the Leichhardt local government area.

The draft Strategy’s justification for the decline is *“due to the limited historical and projected population growth, limited demand for retail facilities, and other constraints such as aircraft noise and height contours, heritage and traffic. Leichhardt’s future employment potential is likely to be as a commercial hub for professional or creative services”* (p. 78).

However, the reasoning that employment decline is based on limited projected population growth and limited demand for retail facilities contradicts the proposed significant increase in population that the Leichhardt precinct is anticipated to experience. This population growth will increase demand for retail facilities.

4.3.1 Leichhardt Industrial Lands Study 2014

In February 2015, Council adopted the *Leichhardt Industrial Lands Study*. This study was undertaken by independent consultant, SGS, to understand the future for demand and supply of industrial land in the Leichhardt local government area. It identified the following issues:

- Leichhardt’s industrial lands tend to be ‘local service’ in character;
- supply of industrial lands in Leichhardt is minimal and stocks are dwindling;
- demand for industrial lands is moderate but increasing;
- under all development scenarios tested, there will not be enough industrial land to accommodate demand;
- completed and future key projects within the LGA and inner Sydney subregion, including the Inner West Light Rail extension, WestConnex, the redevelopment of the Bays Precinct and expanded operations at Port Botany, are changing the industrial landscape and are likely to increase demand for industrial land;
- inner urban industrial land use is changing with traditional uses moving away to large vacant and unencumbered land on the city’s western edge for purpose built operations with lower rents and fewer land use conflicts;
- new opportunities are emerging within industrial lands such as creative industries and niche manufacturing higher value-chain industries; and
- there is strong population-driven demand for industrial land in Leichhardt, which will increase with population growth.

The Leichhardt Industrial Lands Study, prepared by Leichhardt Council recommended that all of Leichhardt’s industrial lands be retained and protected from re-zoning, that additional industrial floorspace be provided and that Council’s planning controls be revised to facilitate the protection and growth of industrial precincts. A demand and gap analysis undertaken in the Study identified that by 2036, an additional 63,094sqm of industrial floorspace would be required in the Leichhardt LGA.

However, the DPRUTS proposes to rezone the industrial land within the Leichhardt LGA along the corridor to residential, mixed use or enterprise and business zones. The DPRUTS *Economic Analysis Report* forecasts a demand for industrial floorspace within the Precincts of 16,300 sqm GFA industrial land by 2036 (see Table 7). Despite this, the DPRUTS proposes rezonings to the industrial zoned land within the Taverners Hill and Camperdown Precincts to either residential, mixed use or enterprise and business. This would result in the decline of the industrial land uses and contrasts with the projected floorspace demand identified in Councils Industrial Lands Study and the DPRUTS *Economic Analysis Report*.

Precinct	Current (sqm GFA)	2015-2031 (sqm GFA)	2015-2036 (sqm GFA)
Base case			
Taverners Hill	-200	5,300	6,600
Leichhardt	-400	600	700
Camperdown	-200	3,000	3,700
Total	-800	8,900	11,000
With infrastructure			
Taverners Hill	-200	7,200	8,900
Leichhardt	-400	2,000	2,600
Camperdown	-200	3,900	4,800
Total	-800	13,100	16,300

Table 7: Proposed industrial floorspace demand projections by precinct

Source: Retail and Commercial Market Demand Analysis, p. 111

Note:

- *Base case: projection based on past employment trends in the Parramatta Road Corridor, with no consideration of WestConnex or any infrastructure/upgrade proposed along the corridor.*
- *With infrastructure: projection considers the cumulative impacts of WestConnex, urban amenity improvements and other infrastructure upgrades along the Parramatta Road corridor.*

Councils Industrial Land Studies have confirmed that the existing areas of Industrial land is important for the local and subregional community as there is persistent or growing demand for Leichhardt's industrial land from:

- *Population serving industries:* Leichhardt will need to maintain a stock of industrial land that is focussed on providing for the needs of the local resident population.
- *Urban manufacturers:* These firms benefit greatly from the agglomeration benefits presented by Leichhardt's location and urban environment. Additionally, being in close proximity to residential areas is increasingly appealing, with the attraction and retention of quality staff of growing importance. Furthermore, owners of and investors in businesses are increasingly drawn from the young, inner city-based entrepreneurial class. They will be seeking an inner urban location (like Leichhardt) for their business.
- *CBD 'backroom' operations:* Activities that support Sydney's 'global' centre, such as freight and logistics use, storage and archiving.
- *Creative industries:* Creative industries in particular may look to start up in Leichhardt in some of the transitioning industrial areas or may migrate after being priced out of the more established creative precincts on the city-fringe such as Surry Hills and Ultimo-Pyrmont.

Council has also noted the need to retain its Industrial precincts, particularly Camperdown for the growth of strategically important institutions such as the Royal Prince Alfred Hospital and the University of Sydney for research and related production activities, possibly in the Biomedical sphere.

The *Draft Parramatta Road Urban Transformation Strategy's Economic Analysis Report* itself states that:

"Owing to Parramatta Road Corridors central and strategic location within metropolitan Sydney, future accommodation of businesses that play a service role to the burgeoning population is expected to continue. Businesses such as local smash repairers, food wholesalers and suppliers, food and non-food retailers, householder appliance repairers, textile importers and distributors, etc. will require strategic locations from which to service their key population markets" (p. 162)

Additionally, an action identified in the *Draft Parramatta Road Urban Transformation Strategy* requires that UrbanGrowth NSW prepare a Parramatta Road Economic Development and Intervention Strategy to develop specific provisions for each precinct to apply to rezoning decisions, including:

- Retaining strategically significant employment precincts; and
- Strengthening existing clusters and centres.

This is particularly relevant in relation to the Camperdown precinct. The *Leichhardt Industrial Lands Study* identified Camperdown as one of three industrial precincts within the Leichhardt LGA that have locational and operational characteristics that make them important to both Leichhardt and the inner Sydney subregion. The Camperdown precinct is important due to its proximity to the CBD and the need for supporting or 'backroom' operations close to the business district. The loss of this industrial land would have significant ramifications for other precincts in Leichhardt, Marrickville and the City of Sydney.

4.4 Open Space

The DPRUTS provides an assessment of open space within their *Parramatta Road Open Space and Social Infrastructure Report* based on accessibility and versatility of open space. It recommends the following be provided in each Precinct:

- Taverners Hill - one 0.17 Ha open space;
- Leichhardt – plaza or square; and
- Camperdown – one 0.17Ha open space and plaza or square.

In broad terms, despite some additional open space provision, all Precincts along the corridor will experience declines in open space, per capita as a result of the population growth proposed by the *Draft Parramatta Road Urban Transformation Strategy*. For example, by 2050, the Leichhardt local government area will experience a decline in open space provision of 1.84 sqm, per person, as a result of the population growth proposed for Taverners Hill, Leichhardt and Camperdown precincts.

The *Parramatta Road Open Space and Social Infrastructure Report* actually states that currently:

- Demand exceeds supply for use of active open space;
- General community access to existing open space is limited by needs of organised sports.
- More open spaces will be required to support health and wellbeing of being who live, work and visit the corridor; and
- Increasing popularity of informal/casual participation with open space.

However, the DPRUTS highlights very little opportunity for greening the corridor. Leichhardt has no new open space planned even though the population for the Leichhardt Precinct is highlighted to increase by 2,199 new residents and 1626 new jobs. The increasing population in Inner Sydney requires strategic planning to address deficiencies in open space provision.

The Leichhardt LGA has an open space ratio of 1.65 ha /1,000 people. The City of Sydney 2007 Recreation and Needs Study highlights that on average the open space ratio stands at 2.36 Ha / 1,000 persons, whilst the national standard is benchmarked at 2.8 /1,000 people. Key deficiencies in both passive and active open space exist in both local government areas. The pressures placed on both Council's to provide spaces for both active and passive recreational needs is significant and

proper analysis and detailed master planning should be a planning requirement for the Parramatta Road Corridor.

The provision of an indoor multipurpose recreation facility should also be a priority in the study. This is needed at the regional level to address deficiencies in recreation provision across the region.

The strategy fails to take into account the Bays Precinct major urban growth project. Such a development would also incur major impacts on existing areas of open space and services. The cumulative impacts that would occur in both Leichhardt and the City of Sydney in terms of access to recreation facilities is significant and needs to be considered as a high priority and as part of a strategic planning process.

4.5 Social Infrastructure

There is a lack of social infrastructure planning in the DPRUTS. A basic (first level) needs assessment has been outlined, however there are gaps and there is no planning for future social infrastructure.

Social infrastructure in the Leichhardt LGA for children, including child care places, primary school places, secondary school places and Out of School Hours Care places are at or close to capacity. Out of School Hours Care has not been considered in the DPRUTS and this is a major gap as many families are unable to access adequate out of school hours care.

The short supply of primary school places and secondary school places is evidenced by the assessment of the additional teaching spaces throughout the study area. Council requests that the State government undertakes detailed school asset planning when there are very limited opportunities for additional teaching spaces.

The Community Infrastructure/Facilities assessment indicates that additional children's services and an additional community meeting place could be co-located with a future multipurpose school/facility; however, there is no planning for future schools, so where would this facility be?

4.6 Environmental Sustainability

The Parramatta Road Urban Transformation Program presents a unique opportunity to deliver best practice environmental sustainability within the Inner West. The purpose of the Sustainability Report is to describe the sustainability interventions that *could be* applied to the Parramatta Road Urban Transformation Program targeting World Class Urban Renewal.

It sets a framework to measure the sustainability performance of the program against four key measures:

1. Transport use (vehicle kilometres travelled per person per day);
2. Water consumption (ML per person per year);

3. Greenhouse gas emissions (tonnes per person per year); and
4. Household living affordability (\$ per household per year)

Three *key interventions for World Class Renewal* are recommended in the Sustainability Report, these are:

1. High Performance Buildings
2. Reduced and Decoupled Strategic Parking
3. Urban Resilience and Infrastructure Delivery

This scope is too narrow to bring about world class urban renewal. Internationally, various sustainability rating tools (BREEAM, LEED, GreenStar) and real world case studies define world class urban renewal.

4.7 Traffic and Transport

Traffic and Transport Principles

Given the high level of the DPRUTS it is essential that its guiding principles clearly reflect an achievable, desirable future for Leichhardt and the Corridor as a whole. The corridor is a diverse area with significant variations in demographics, urban character and travel characteristics. The transport comments provided below is focused on the likely implications for Leichhardt LGA and, to a lesser extent, Sydney's Inner West.

Leichhardt's strategic transport position is clearly stated in its Integrated Transport Strategy (ITP). This Strategy was developed in close consultation with the community and institutional stakeholders over a period of 2 years and ultimately adopted as Council policy in March 2014. At the core of the ITP is the desire to reduce private car dependency from 44% to 28% between 2015 and 2025.

In general, the DPRUTS transport principles and proposed transport initiatives have some commonality with many of the principles and objectives contained in Leichhardt's ITP.

Of particular relevance are:

- improved connectivity;
- encouragement of sustainable travel;
- designing of precinct to support active transport;

These principles and initiatives strive for the creation of inviting, sustainable, neighbourhoods it is the detailed design that will determine the true future of the Corridor, most particularly in Sydney's Inner west. It must be recognised that Sydney's Inner West is currently moving through a period of massive change, with numerous competing interests such as the Bays Precinct and WestConnex. Consequently, there is a high likelihood that not all of the objectives of all of these projects can be concurrently achieved.

The following represent four possible examples:

- 1) There is potential that the increased private car accessibility created by WestConnex will conflict with the Strategy's intention to reduce private car dependency.
- 2) The increased population likely to be generated by the Bays Precinct combined with those of the Corridor may place excessive burden on local social, community and recreational facilities resulting in significantly increased travel demand to better serviced areas outside Leichhardt LGA.
- 3) Reductions in local service industries, such as automotive workshops and tyre centres, may result in significantly increased travel demand to Sydney's more western suburbs.
- 4) Current projections associated with WestConnex indicate that (within the Inner West) Parramatta Road and Dobroyd Parade will continue to carry large traffic volumes and to experience relatively high levels of congestion. The implication of this congestion and increased accessibility to Ramsay and Waratah Streets, Haberfield, may encourage increased traffic on key streets within Leichhardt's internal street network (including Marion, Flood, Norton and Tebbutt Streets). Such traffic could jeopardise the integrity, aesthetics and walkability of the Strategy's proposed Taverner's Hill and Leichhardt Precincts. Further, if there is little reduction in traffic on Parramatta Road (in Leichhardt) opportunities to improve its environment, enhance north-south connectivity and to provide bus or light rail rapid transit are likely to be jeopardised.

It may not be possible to achieve all of the desired outcomes of the Strategy when traffic generation from the DPRUTS and WestConnex, plus changes to public transport are taken into account.

The broad transport concepts proposed in the Strategy generally reflect accepted transport planning principles. Their detailed design and implementation require significant work. General concern is expressed that:

- Traffic volumes predicted by WestConnex project may jeopardise any opportunities for significant improvement to:
 - Parramatta Road;
 - Public transport enhancements;
 - North-south connectivity;
 - Amenity on the internal street networks;*(noting that it is uncertain whether the Strategy's increase densities have been incorporated into the WestConnex modelling)*
- The ability to realistically limited car ownership with the high level of private car accessibility provided by WestConnex;
- The internal traffic volumes resulting from the proposed increase densities;
- Increased traffic conflicting with increased activity associated with the expansion of existing schools, which are generally located on major roads;
- Increased sub-regional travel that is likely to result as a consequence of:
 - Increased populations with a reduce ration of open space;
 - Increased populations with inadequate social infrastructure;
 - Removal of many general service industries for the local area;

- Reduction in the amount of employment in the local area (this also has the possibility of reducing tidal flow on public transport consequently making it less viable).

Relationship with M4 East/WestConnex

Noting that it is uncertain whether the DPRUTS increased population densities have been included in WestConnex's projections, concern is expressed that the traffic M4 East projections for Parramatta Road/Norton/Crystal Street and Dobroyd Parade will:

- Severely limit opportunities for streetscape improvements on Parramatta Road;
- Restrict north-south connectivity for pedestrians and cyclists;
- Encourage diversion of traffic from Parramatta Road to Leichhardt's internal road network including Marion, Tebbutt and Flood Streets;
- Impact on opportunities to improve operation of the Sydney Bus network when on internal streets (eg Marion and Norton Streets) and limit its efficiency to connect north-south.

Public Transport

The DPRUTS provides a series of broad concept statements regarding the enhancement of Sydney's public transport network however it is beyond the scope of the Strategy to provide detailed initiatives/plans.

The following elements are key to the Strategy's public transport approach:

- The provision of improved public transport, along the Corridor, in the form of either bus or light rail rapid transit;
- Introduction of bus priority measures along the Corridor;
- Improved public transport interchange facilities;
- Upgrading of Sydney's Western Rail Line;
- Improved suburban bus routes, likely to be better integrated to "feed" the Corridor's rapid transit services;
- Improved pedestrian facilities to "feed" public transport nodes.

Conceptually the basic principles behind these proposals are sound, however the majority of these proposals are beyond the scope of the DPRUTS and rely on Transport for NSW to prioritise and implement them. Further, as noted earlier in this report, it is uncertain whether Parramatta Road has the capacity to cope with:

- Traffic volumes predicted by WestConnex;
- Road capacity to be allocated to bus or light rail rapid transit;
- The need to improve north-south connectivity across Parramatta Road for both active and public transport (impacting on "Green Time" for through traffic on Parramatta Road);
- The need to enhance the environment for Parramatta Road through streetscape and urban design improvements.

Much of the DPRUTS reinforces the existing public transport focus on Parramatta Road as access to the CBD. Consideration should be given to improved north-south connectivity and enhanced services to (and possibly through) Leichhardt's residential areas.

Additionally, the reduction in the amount of employment in the local area has the potential to reduce the viability of public transport by reducing its "tidal flow" (ie employees traveling on public transport against the peak direction).

Active Transport

Generally the Strategy offers broad conceptual support to active transport and requires greater detail. However it's support for the completion of the GreenWay and routes parallel to major roads is in keeping with Leichhardt's new Bike Plan (adopted 10 November 2015).

Preference would be to designate a 10 minute, rather than 20 minute, walkable neighbourhood design for the precincts. This is based on the provision of daily needs within 10 minutes' walk.

The DPRUTS needs to take into consideration Council's proposed EW Cycle Route which uses Dot Lane and Renwick Lane.

No details are provided regarding upgrade of the Norton Street/Marion Street intersection, and there is a concern any upgrade will result in a loss of on-street parking including adjacent bus zones, school drop off zones and short term parking. There are also concerns regarding severance to pedestrian connectivity along Norton Street which could arise with additional intersections.

Traffic Generation

Based on traffic analysis previously conducted for Council by Bitzios Consulting in relation to the redevelopment of the Kolotex site (22 George Street, Leichhardt) it can be anticipated that the increased housing densities proposed by Urban Growth are likely to generate between 1003 and 1531 additional vehicle trips per hour during peak periods (AM, PM and Midday Saturday).

Without more detailed information regarding the proposed public transport levels of service and on-site parking rates it is difficult to accurately determine any possible reductions in private car use.

No evidence is currently available to determine whether Urban Growth have analysed the likely impacts of this increased traffic or its relationship to the projected traffic levels associated with WestConnex.

Based on current WestConnex projections for the anticipated levels of service of intersections on Parramatta Road and Dobroyd Parade it is considered that the increases in residential density currently proposed by Urban Growth will significantly

contribute to increased congestion on both Parramatta Road and Leichhardt's local street network.

Additionally, reduced levels of employment, service industries (eg automotive servicing) and social/recreational infrastructure have the potential to impact on counter-peak traffic flows. The implications of these new movements should be analysed in detail.

Recommendation:

Consequently, it is requested that a detailed analysis of the traffic and transport implications of the proposed increased residential densities and the removal of employment be conducted and the Urban Growth proposal modified in response to those findings.

Table 8: Traffic Generation

Parramatta Road Urban Transformation Strategy – Projected Traffic Generation (1)									
	Taverner's Hill		Leichhardt		Camperdown		Total		Net Increase
	Existing	Future	Existing	Future	Existing	Future	Existing	Future	
Additional Dwellings	313	3064	34	1222	389	1728	736	6014	5278
Weekday PM Peak (medium rate)	59	582	6	232	74	328	140	1143	1003
Weekday PM Peak (high rate)	91	889	10	354	113	501	213	1744	1531
Saturday Midday Peak (medium rate)	91	889	10	354	113	501	213	1744	1531

Note:

(1) Derived projected traffic generation for Kolotex Development (22 George Street, Leichhardt) Traffic Analysis (September 2014) by Bitzios Consulting and using Parramatta Road Urban Transformation Strategy projected dwelling increased

Parking

The parking rates proposed at Taverners Hill within 400m of the light rail station are low and will pressurise existing on-street parking demands in the area. The higher rates proposed for Leichhardt are more appropriate. There is merit in supporting the principle of reduced parking where there are high levels of public transport accessibility however concern is expressed that the high level of private vehicle accessibility provided by WestConnex will counter the benefits of public transport, particularly on weekends. In considering this it should be noted that the recently released *WestConnex Update Strategic Business Case* specifically notes the ability of the WestConnex Motorway project to attract passengers away from public transport.

Detailed analysis should be conducted to determine the practical travel demand characteristics in this uniquely mixed environment including the impacts of:

- Parramatta Road Urban Transformation;
- Improved bus, possibly light rail, services along Parramatta Road;
- High levels of private vehicle access and mobility provided by WestConnex.

This should then lead to an evidence-based approach to the determination of appropriate residential densities and on-site parking provision.

4.8 Flood and Stormwater Management

The DPRUTS three precincts within the Leichhardt LGA are significantly affected by flooding and would see significant population increases in these areas. It is essential that the risk of flooding is managed to be consistent with the State Government's Floodprone Land Policy. To this end, Council has prepared a Flood Risk Management Plan for the entire LGA, which will include flood mitigation measures to address flooding in these three precincts.

5. Council Committee Comments

The DPRUTS was reported to the Planning and Urban Design, Heritage and Environment and Climate Change Committees.

- The Planning and Urban Design Committee made a recommendation that the Council should review its position on signing the DPRUTS Memorandum of Understanding (MOU) but did not comment on the DPRUTS itself.
- The Heritage and Environment & Climate Change Committees met recently and their recommendations have not been considered by Council's Senior Management team yet. Their minutes will not be approved until the next Committee meetings however for reference the recommendations are as follows:
 - That Council continues to publicise to the community the plans by NSW Government for re-development within the Leichhardt LGA and to oppose the current scale of the proposed development.

The Environment and Climate Change recommendation is consistent with Council's approach to keeping the community informed about the DPRUTS. The Committee's opposition is to the scale of the proposed development, which also aligns with the issues raised in this report.

The Committee recommended that Council's submission should address the following elements:

- Pedestrian and cycle routes.
- Possible heritage items at Annangrove Cottage and 61 Albion Street.
- Vehicle access to new buildings behind Parramatta Road.
- The DPRUTS passes through significant areas of industrial, commercial and residential heritage in the Inner City, and the Committee views the DPRUTS with concern about the risk of inappropriate re-development in these areas.
- Loss of community and social heritage.
- Lack of new open space.

These comments are also consistent with the issues raised in this report. 61 Albion Street is not in the Parramatta Road corridor and Annangrove Cottage is included in Council's current heritage study of the Parramatta Road and Norton Street corridor.

6. Council Strategic Site Centres and Corridor Studies

The DPRUTS was placed on exhibition in late September 2015. This coincided with a number of Council projects; Parramatta Road and Norton Street, and Strategic Sites, Centres and Corridors studies, just having started or about to be commissioned. These include:

- Parramatta Road and Norton Street Heritage Study
- Parramatta Road and Norton Street Commercial Study
- Parramatta Road and Norton Street Urban Design Study
- Leichhardt Industrial Precincts Planning Study
- Leichhardt Industrial Precincts Urban Design Study.

Although not yet complete preliminary work on these studies in combination with Council's existing Integrated Strategic Plans and other relevant Council policies such as the Industrial Lands Study have proved invaluable in developing a strong response to the DPRUTS. These studies are much more detailed and as such will go well beyond the broad brush conceptual level analysis, master planning, urban design and development feasibility provided in the exhibited DPRUTS.

Additional studies for traffic and transport; structure planning; design guidelines for floorspace ratio, building heights and active street frontages will be required to supplement the current studies. The initial SGS Industrial Precincts Planning and Parramatta Road/Norton Street Commercial studies, and the NBRHS Heritage Study will provide the strategic planning framework for the related Architectus Industrial Precinct and Parramatta Road/Norton Street Urban Design studies.

SGS, Architectus and NBRS have however completed sufficient initial survey, research and analysis to contribute to the assessment of the DPRUTS, identification of its potential implications and the formulation of considered recommendations to UrbanGrowth NSW.

7. Independent Strategic Planning and Urban Design Best Practice Reviews on Behalf of Council

Council commissioned SGS and Architectus to assess the DPRUTS and to provide Council with their findings and recommendations on strategic planning, integrated land use and transit orientated development, employment and economic activity, master-planning and urban design. Their findings and recommendations have been incorporated into Table 9 and their more detailed advice to Council is provided as Attachments 1 and 2 to this report.

Table 9
Issue

Issue	Recommendations	Source of Councils position
<p>Population increase</p> <p>General comment Council is progressing its strategic planning for the Parramatta Road Corridor (Mallett Street to Norton Street) and all Industrial lands in the LGA – this will inform Councils planning controls and influence levels of future population growth. This may be different to Urban Growths proposals.</p>	<ol style="list-style-type: none"> 1. Recommend that Council liaise with UrbanGrowth NSW to provide them with information and updates regarding the Strategic Corridors evidence based planning work so that future iterations of the Urban Transformation Strategy can be informed by Councils work. 2. Request detailed information from UrbanGrowth NSW about how and when any future population will be serviced by appropriate, agreed and benchmarked levels of open space and community infrastructure. This information to be integrated into the following documents (or equivalent), subsequent to the findings of Councils Strategic Corridors Study and prior to any changes to land use zoning, FSR and building heights etc: <ul style="list-style-type: none"> • State Infrastructure Strategy • Growth Infrastructure Plans • School Asset Strategic Plan 	<ul style="list-style-type: none"> • Industrial Lands Study Parts 1 and 2 • Parramatta Road and Norton Street Retail and Commercial Study • Industrial Precincts Urban Design Study • Parramatta Road and Norton Street Urban Design Study • Parramatta Road and Norton Street Heritage Review

Table 9
Issue

Retention of residential zone in Taverners Hill Precinct is supported. However Council does not support an increase in residential density and population increase in the area currently zoned R1 in this precinct.

Recommendations

- *School Growth Program*
- *Industrial Lands Strategic Program*

3. Advise Urban Growth NSW that Council does not support the proposed increase in building heights and FSR in the residential areas of Taverners Hill. Council seeks to retain its current LEP provisions and notes that the Leichhardt Development Control Plan outlines the desired future character of the area.

Source of Councils position

- *SGS Review of the DPRUTS*

Housing diversity and affordability

Councils Draft Housing Discussion Paper

Council has prepared and considered a draft "Housing Discussion Paper" which outlines the current situation and identifies future actions. In September 2015, Council resolved to undertake additional work prior to exhibition of the document. In summary, the Discussion Paper included the following draft strategies:

- *Understanding population and housing issues through analysis of demographic data.*
- *Delivery of housing choice and affordability on urban redevelopment sites.*
- *Supporting the introduction of affordable housing targets and housing lands.*
- *A framework to deliver affordable housing supply.*
- *Identifying ways to facilitate housing choice and affordability.*
- *Identifying ways to improve housing diversity in key strategic urban sites for redevelopment and support for affordable housing.*

4. Council requests that UrbanGrowth NSW and other areas of the NSW government partner with Leichhardt Council to explore and develop innovative planning approaches to deliver affordable and sustainable homes in the Central District.
5. That Council provide UrbanGrowth NSW with a copy of its Draft *Housing Discussion Paper* noting that the Paper is to be updated in response to a recent Council resolution.
6. Council notes that the DPRUTS references only moderate income affordable housing; however, affordable housing is defined in the *State Environmental Planning Policy (Affordable Housing) 2009* as being for very low, low and moderate income households. Council requests that any future work in relation to affordable housing should be consistent with the relevant SEPP and include very low and low income households. Council also requests that any new provisions address the need for diverse housing for older people.
7. Council requests that a minimum affordable housing target be required of all developments in the DPRUTS and suggests that this would be, at a minimum, 3% of residential floor area (consistent with the Green Square affordable housing scheme).

- *Leichhardt 2025+*
- *Draft Leichhardt Housing Discussion Paper*
- *Leichhardt s.94 Contributions Plan Review*

Table 9
Issue

Recommendations

Source of Councils position

8. Council notes that an inclusionary zoning scheme is required (permissible in the Leichhardt LGA under SEPP 70). Council is currently progressing an amendment to the LEP 2013 as part of its s.94 Contributions Plan Review
9. Council requests that the State government provide leadership on affordable housing as part of the Parramatta Road Urban Transformation Strategy and in conjunction with the Department of Planning and Environment's District Planning team
10. Further information is requested from UrbanGrowth NSW in relation to potential future funding mechanisms to support housing affordability and how they will be implemented in the planning system.

Land Use - Employment and economic activity

The DPRUTS would have an adverse impact on the existing industrial lands within the LGA. This is contrary to the Industrial Lands Study advice to protect all industrial sites and avoid further fragmentation. The DPRUTS Employment and Retail Strategy needs to address the development of alternative sectors including the biomedical, knowledge, creative and technology sectors. There needs to be consideration of where employment floorspace which is lost in the Urban Transformation Strategy precincts would be made up elsewhere.

The Leichhardt LGA has a highly skilled employment base and therefore increasing housing without increasing employment lands will see less job containment. This highlights a need for improved sustainable transport to employment centres within and beyond the corridor (for example, to the Sydney CBD) and for expansion of employment floorspace in the LGA.

Current vacancy rates suggest a possible oversupply of retail and commercial floorspace. In recognition that the services and

11. Council does not support the loss of IN2 – Industrial zoned lands in accordance with the recommendations of the Leichhardt Industrial Lands Study.
12. Council requests that UrbanGrowth NSW review the Leichhardt Industrial Lands Study (Parts 1 and 2) and undertake discussions with Leichhardt Council regarding the findings and recommendations.

-
- Leichhardt Industrial Lands Study Part 1
- Leichhardt Industrial Lands Study Part 2
- Leichhardt Employment and Economic Development Plan
- SGS Review of the DPRUTS
- *Industrial Precincts Urban Design Study*

**Table 9
Issue**

character of existing centres, such as Norton Street, are changing, the DPRUTS may result in an oversupply of retail/commercial, downward rent and yield, further dispersment and dilution of the commercial centres.

Aspects of place and place-making need to be strengthened, and the fine grain and heritage preserved, but more is required to ensure vitality of existing centres and the emergence of new pocket café, park and retail nodes.

The role of the Italian Forum could be strengthened in the strategy with a focus on its revitalisation as a hub for creative industries.

Any impact on existing retail clusters such as bridal shops, and the likelihood of reduced active frontages on Parramatta Road needs to be addressed, for example by relocation of these clusters or reintegration.

Recommendations

Source of Councils position

TAVERNERS HILL PRECINCT

B4 – Mixed Use Zone

The strategy rezones existing B4 Mixed Use sites to residential only (corner McAleer Street and Upward Streets) – Taverners Hill Precinct

13. Councils notes that the sites which are proposed to be rezoned from B4 to Residential were only recently rezoned by the NSW government. The LEP controls that were put in place to control development in those locations do not need to be altered.

- It is noted that, 'residential flat buildings' are permissible in the B4 Zone in the Leichhardt LEP 2013, so the B4 Zone on this site would also not preclude an entirely residential building.
- To maintain flexibility, and the potential for non-residential uses in this already approved mixed use hub, it is recommended that sites zoned for B4 Zone be shown in DPRUTS as 'Mixed Use'.

- *SGS Review of the DPRUTS*

**Table 9
Issue**

Mixed use in the Taverners Hill precinct is unlikely to support existing industrial uses

The identified mixed use zone does not detail whether it considers that existing uses can remain while additional uses (presumably residential) are integrated. The reality is that it is unlikely industrial and warehousing uses would comfortably co-locate with residential use.

The mixed use zone (B4) and related active frontages in the Taverners Hill Precinct translate as a retail high street

Encouragement of retail and local commercial floorspace through the mixed-use zoning proposal will attract businesses that would otherwise locate in Norton Street, around Leichhardt Marketplace or other nearby centres such as Petersham.

It is important to avoid the creation of another high street retail strip in the area. The current active frontage designation appears too long and may compete for retail floorspace with Norton Street and other local centres. Any retail should be small with a focus of local population-serving such as cafes, newsagents etc.

Land use: loss of all IN2 zoned land in the Taverners Hill Precinct.

This represents the loss of approximately 44,665sqm of industrially zoned land would significantly undermine the LGA and the subregion's stock of important inner-city industrially zoned land. It would also place increased pressure on remaining industrial land in the LGA and subregion.

The strategic importance of the precinct's current function is such that the existing quantum of floorspace should be retained and, in light of the LGA-wide deficiency of local industrial floorspace, be increased. It is acknowledged however that the precinct is not

Recommendations

14. Council recommends that the IN2 – Industrial zone be retained in Taverners Hill Precinct. Council notes that any introduction of Mixed Use would include a Residential component which would not be compatible with the IN2 land use. Councils Industrial Lands Study (Part 1) recommends that there be no further loss of Industrial land in the LGA and that Council finds locations to increase floorspace zoned for IN2.. Further rezoning of land to B4 Mixed Use is therefore not supported in this location.
15. Council does not support the potential increases in retail and commercial floorspace in Taverners Hill Precinct as part of the proposed Mixed Use zone as it will potentially affect the trading performance of other centres and should be avoided. Council will provide UrbanGrowth NSW with its Parramatta Road and Norton Street Retail and Commercial study as the basis for discussions in this relation to this matter.
16. Council recommends that any land use change to a mixed-use zone in the Taverners Hill precinct should make provision for only minimal retail floorspace **Source** other centres in the area
17. Council recommends that the IN2 zoning in Taverners Hill be protected and retained, with additional permissible uses in the zone.
 - Councils consultants are currently testing land use options for sites in the IN2 Zone and Council will provide detailed future provisions to UrbanGrowth NSW in the first half of 2016.
18. Council does not support the loss of IN2 zoned land in Taverners Hill but if lost Council recommends that commercial development should be included in any mixed use area and include large, flexible floorspace to support businesses aligned with creative industries and similar industries that require non-traditional commercial floorspace.

of Councils position

- *SGS Review of the DPRUTS*
- *SGS Review of the DPRUTS*
- *Parramatta Road and Norton Street Retail and Commercial Study*
- *SGS Review of the DPRUTS*
- *Architectus Review of the DPRUTS*
- *Industrial Lands Study Parts 1 and 2.*
- *Industrial Precincts Urban Design Study*

**Table 9
Issue**

optimally arranged to facilitate industrial use most effectively. Redevelopment to increase industrial floorspace will necessarily be driven by mixed-use development which invites non-industrial uses such as residential into the precinct. The linear nature of the precinct means that this is likely to fragment and destabilise the industrial operations of Tebbutt Street and is therefore not desirable.

The deficit of industrial floorspace across the LGA will be exacerbated if lost in Tebbutt Street. If this occurs, other precincts within the LGA (for instance Camperdown or Moore Street South) will be required to find additional floorspace.

Taverners Hill Precinct: It is unlikely that Parramatta Road will attract active frontages

The DPRUTS indicates that retail and commercial frontages along Parramatta Road will remain active. Regardless of any potential benefits that Westconnex may deliver in terms of traffic reduction, the road is unpleasant for pedestrians.

Recommendations

- 19. Council notes that it needs to make provision for an increased in IN2 floorspace in the LGA and notes that if any industrial floorspace is lost in the Taverners Hill Precinct that it must be made up elsewhere
- 20. Council requests that UrbanGrowth NSW consider the Leichhardt Industrial Lands Study (Parts 1 and 2) and the Industrial Precincts Urban Design Study in detail and in consultation with Council and that the findings and recommendations be used to inform the next iterations of any Transformation Strategy for the corridor.
- 21. Council recommends that where active uses such as retail and commercial, are demonstrated to be required, they should be focused on side streets and close to the light rail station.

**of
Councils position**

- *SGS Review of the DPRUTS*

LEICHHARDT PRECINCT

Source

Leichhardt Precinct: The spread of mixed use may encourage retail and commercial uses away from Norton Street

The current mixed-use zoning's blanket coverage is too broad. It does not explicitly define a retail strip (although the active frontage designation along Norton Street suggests this). The blanket mixed use zoning expanding east to Balmain Road and west to Renwick Street may inadvertently encourage retail and commercial to locate on these streets. This would dilute the opportunity to re-establish Norton Street as the area's high street and should not be encouraged.

- 22. Council does not support the DPRUTS proposal for a blanket mixed use zoning over the Leichhardt Precinct as coverage is too broad. It does not explicitly define a retail strip (although the active frontage designation along Norton Street suggests this).
- 23. Council recommends that the Structure Plan should be amended to keep frontages along Balmain Road and Renwick Street as residential. This will help to reinforce Norton Street's role as Leichhardt's main retail strip. There may be some opportunity to expand mixed use into the laneway that runs south of the Forum, however this should remain close to Norton Street.
- 24. Council notes that it is progressing its Strategic Corridors Study for

- *Industrial Lands Study Parts 1 and 2*
- *Parramatta Road and Norton Street Retail and Commercial Study*
- *Industrial Precincts Urban Design Study*
- *Parramatta Road and*

Table 9
Issue

Issue	Recommendations	of Councils position
<p>Leichhardt Precinct: Increased residential may lead to a loss of retail and commercial floorspace <i>An increased population as a result of residential development is a positive addition to Norton Street's catchment. It does, however, open up the risk of new development replacing existing retail and commercial floorspace. Current retail modelling in SGS's draft report indicates a surplus in 2015, while by 2031, there is forecast to be a gap in retail provision,</i></p>	<p>the Leichhardt Precinct and is currently finalising a Retail and Commercial Study for the Precinct as well as an Urban Design Study, in response to Council resolution to investigate residential intensification south of Marion Street. Council will be in a position to provide UrbanGrowth NSW with those studies in February and March 2016 and requests that those studies be used to inform the next iteration of the DPRUTS.</p> <p>25. Council notes that it is finalising a Retail and Commercial Study for Parramatta Road and Norton Street (south of Marion St) and an Urban Design Study. Council does not support residential development that will result in a net loss of existing retail or commercial floorspace. In some areas, additional retail floorspace may be appropriate within new developments.</p> <p>26. Council will be in a position to provide UrbanGrowth NSW with its current studies in February and March 2016 and requests that those studies be used to inform the next iteration of the DPRUTS in relation to land use</p>	<ul style="list-style-type: none"> • <i>Norton Street Urban Design Study</i> • <i>Parramatta Road and Norton Street Heritage Review</i> • <i>SGS Review of the DPRUTS</i> • <i>Architectus Review of the DPRUTS</i>
<p>Leichhardt Precinct: Residential should be confined to the south of Marion Street</p>	<p style="text-align: center;">Source</p> <p>27. Council notes that its Retail and Commercial Study, Urban Design Study and SGS/Architectus review of the DPRUTS all suggest that new residential development should only be concentrated to the south of Marion Street and along Parramatta Road, with an orientation to the north. This is to maintain a retail commercial and retail focus in the heart of the Norton Street precinct. It will also encourage pedestrian footfall from new residential development up to Norton Plaza. This will facilitate activation along its length. Any residential along Norton Street should only be shop-top or behind the high street frontages.</p>	
<p>Leichhardt Precinct: Maintenance of (and improvement to) Norton Street's active frontage <i>The DPRUTS indicates that Norton Street will retain its active</i></p>	<p>28. Council supports the retention of active street frontages</p>	

**Table 9
Issue**

frontages.

Leichhardt Precinct: need for a continuous retail and commercial frontages

Leichhardt Precinct: new retail in new development should be minimised and should only be allowed to the extent it covers any identified shortfall

Leichhardt Precinct: It is unlikely that Parramatta Road will attract active frontages

The DPRUTS indicates that retail and commercial frontage along Parramatta Road will remain active. While this section has developed as a local destination for wedding-related retail, the aspiration to encourage active uses along this stretch is seen as optimistic. Regardless of any potential benefits that Westconnex may deliver in terms of traffic reduction, the road is unpleasant for pedestrians. Instead, active uses should be focused on Norton Street with only some expanding at the junction along Parramatta Road.

Recommendations

- 29. Council supports continuity of active frontages with the intention to establish a stronger building alignment, particularly along Norton Street's eastern side.
- 30. Council recommends that the mixed-use zone should only provide enough retail and commercial floorspace to satisfy any shortfall identified in the retail model. If none is identified, this mixed-use development should be primarily residential in nature. Council notes that its current Strategic Corridors Study will provide more detailed, evidence based planning to inform future development controls in this precinct. Council will provide this information to UrbanGrowth NSW.
- 31. Council recommends that active uses should be focused on Norton Street with only some expansion at the junction with Parramatta Road.

Source of Councils position

CAMPERDOWN PRECINCT

SGS's 2014 Industrial Lands Strategy and currently-underway Industrial Precincts Strategy identifies Camperdown as one of Leichhardt's largest and most important industrial precincts. The Camperdown precinct contains a number of businesses that support the local population, however its primary role is as a subregional industrial precinct. It is uniquely positioned as the

- 32. Council does not support the loss of IN2 – Industrial land in the Camperdown Precinct. The Industrial floorspace in the Camperdown precinct should be protected and retained. The strategic importance of the precinct's current function is such that the existing quantum of floorspace should be retained and protected for continued industrial

- *SGS Review of DPRUTS*
- *Architectus Review of DPRUTS*

**Table 9
Issue**

closest industrial precinct to the CBD and accommodates a number of uses such as off-site storage and catering services. These require proximity to CBD-located businesses and larger floorplate buildings but cannot afford CBD rents or operate in CBD-style floorspace configurations.

SGS takes the position that the industrial nature of the precinct should be retained. Of the three urban transformation strategy precincts, the Camperdown proposal raises the greatest concern in our opinion.

Camperdown Precinct: The strategy makes no allowance for industrial use

The DPRUTS vision for Camperdown does not identify any industrial zoning for the precinct. Under the current structure plan, the loss of the precinct's 75,000sqm of floorspace would significantly undermine the LGA and the subregion's stock of important inner-city industrially-zoned land.

Camperdown Precinct: Residential development will undermine industrial use

The identification of residential throughout the precinct's industrial core will significantly compromise the industrial nature, due to the possibility of noise complaints, access constraints and the inevitable need for supporting amenity that residential requires. Even if the strategy does assume that residential will be accommodated above existing industrial uses (as has been tested in SGS's feasibility model), the risk of fragmenting the precinct and compromising industrial operations is high.

Camperdown Precinct Redevelopment should only be considered as a means to increasing or reorganising industrial floorspace

Commercial or residential development can act as a feasibility lever to increase the supply of industrial floorspace or provide a more suitable arrangement of floorspace. However, redevelopment should only be considered if there is a loss of

Recommendations

use. Council is undertaking detailed Precinct Planning for Camperdown, including an Urban Design Study and further testing feasibility testing. This work should be used to inform the future for land use zones and FSR in the precinct.

33. Council recommends that this land is reserved for industrial uses into the future with no decrease in flexibility due to residential uses; and to avoid land use conflicts.

34. The current IN2 allows for a broad range of employment uses, including offices, neighbourhood shops, educational uses, warehouses and bulky goods premises. Clause 6.9 Leichhardt LEP 2013 allows for 'business premises' where they are for a 'creative' use.

35. Council does not support the introduction of residential development into the Camperdown precinct as it will undermine the important industrial uses. **Source** is currently undertaking more detailed Precinct Planning for Camperdown to identify future built form and land use scenarios which support its ongoing feasibility as Industrial land. It is recommended that this work be provided to UrbanGrowth NSW to inform its next iteration of the DPRUTS

36. Council strongly recommends that an Industrial only scenario is the preferred outcome for the precinct. Council notes that if its sequential testing demonstrates there is a need for redevelopment in order to gain additional industrial floorspace, then a floorspace mix of industrial and commercial uses is the preferred option. This would accommodate a range of commercial uses that support the precinct's

**of
Councils position**

Table 9
Issue

industrial floorspace in a particular precinct which must be balanced by additional industrial floorspace elsewhere in the LGA. In this instance, a sequential test should be undertaken as per the precinct studies SGS has done. This will look in greater detail at specific sites where additional industrial floorspace is required and determine if additional floorspace can be feasibly delivered by:

- *Industrial only redevelopment*
- *Industrial + commercial redevelopment*
- *Industrial + commercial + residential redevelopment*

Industrial only scenarios are the preferred outcome for the precinct. If sequential testing demonstrates there is a need for redevelopment in order to gain additional industrial floorspace, then a floorspace mix of industrial and commercial uses is the preferred option. This would accommodate a range of commercial uses that support the precinct's operations and align with council's aspirations to encourage creative industries in the area.

Residential should only be considered as a last option due to its ability to fragment industrial precincts and create land use conflicts. It should only be located on the precinct's edges and should not impede the ongoing operations of the precinct. More detailed site testing should be undertaken before determining the appropriate site.

Camperdown Precinct - Retain storage facility as part of enterprise corridor

The existing storage facility is an important use within the precinct and should be incorporated into any future development within this zone.

Camperdown precinct: Streetscape upgrades should not compromise precinct operations

Recommendations

operations and align with council's aspirations to encourage creative industries in the area.

37. Council recommends that residential uses should only be considered as a last option (due to its ability to fragment industrial precincts and create land use conflicts) and that It should only be located on the precinct's edges and should not impede the ongoing operations of the precinct. More detailed site testing must be undertaken prior to any decisions in relation to this Precinct.
38. Council notes that the Camperdown Precinct is well located to provide Industrial, employment lands for uses associated with the growth of industries associated with the research and production activities of the Royal Prince Alfred Hospital and Sydney University, in particular in relation to biomedical industries. Council recommends that further consideration of the strategic importance of the Precinct in light of this potential growth is imperative.
39. Council requests that UrbanGrowth NSW considers, in detail, the findings and recommendations of the Leichhardt Industrial Lands Study (Parts 1 and 2) ^{Source} including the finding that the precinct is important on a subregional basis and should not be rezoned to other uses.
40. Council recommends that the storage facilities located in the Camperdown Precinct are an important land use which supports the population and businesses and should not be rezoned.
41. Council requests that any streetscape improvement works be developed in conjunction with Council and that the design of the

of
Councils position

**Table 9
Issue**

Development along Parramatta Road and Pyrmont Bridge Road may necessitate improvements to the public domain. These should not impede truck access into the industrial core. This requires a consideration of footpath and carriageway widths, pedestrian and cycle networks and street tree planting.

Camperdown Precinct: Enterprise and business zone

The location of the enterprise and business zone aligns with the majority of land uses within the triangular block. It does, however, contain a significant storage facility which provides an important function in supporting the CBD and nearby apartment-dwelling residents. The frontage to Parramatta Road (and to a lesser extent Pyrmont Bridge Road) provides high visibility to enterprise corridor-type businesses, including the existing bulky goods retail uses.

It is unclear what the permissible land uses would be for the proposed Enterprise and Business Zone. Any additional uses permitted in this area (compared to the IN2 Zone) are likely to result in light industrial and creative uses being forced out of the area, and therefore a loss of lands available for employment uses and essential urban services.

Recommendations

public domain be appropriate for an industrial core including consideration of the requirements of trucks in relation to footpath and carriageway widths, pedestrian and cycle networks and street tree planting.

- 42. Council does not support the proposed Enterprise and Business Zone in the Camperdown Precinct as it is unable to ascertain from the DPRUTS what the permissible land uses would be for the proposed Enterprise and Business Zone and notes that any additional uses permitted in this area (compared to the IN2 Zone) are likely to result in light industrial and creative uses being forced out of the area, and therefore a loss of lands available for employment uses and essential urban services.

Source

Open Space

The DPRUTS provides an assessment of open space within their Parramatta Road Open Space and Social Infrastructure Report based on accessibility and versatility of open space. It recommends the following be provided in each Precinct:

- Taverners Hill - one 0.17 Ha open space;
- Leichhardt – plaza or square; and
- Camperdown – one 0.17Ha open space and plaza or square.

In broad terms, despite some additional open space provision, all Precincts along the corridor will experience declines in open space, per capita as a result of the population growth proposed by the Draft Parramatta Road Urban Transformation Strategy. For example, by 2050, the Leichhardt local government area will experience a decline in open space provision of 1.84 sqm, per person, as a result of the population growth proposed for

- 43. Council supports the proposed investment by the NSW State Government in completing the Greenway at Southport Street and Parramatta Road but notes that Leichhardt Council has already committed funds to the implementation of all of the sections of the Greenway within its jurisdiction. As such Council would like to see more of the Public Amenity Improvement Fund allocated to works within the Leichhardt LGA to ensure the adequate provision of open space and public domain improvements to meet the needs of any growth in population.
- 44. Council notes that it has commenced a s.94 Contributions Plan Review which include updates to the Community, Recreation, Traffic and Infrastructure Works Programmes. This will be finalised in the

**of
Councils position**

- *Leichhardt Council Recreation Needs Study*
- *s.94 Contributions Plan Review (underway)*

**Table 9
Issue**

Taverners Hill, Leichhardt and Camperdown precincts.

The Parramatta Road Open Space and Social Infrastructure Report actually states that currently:

- *Demand exceeds supply for use of active open space;*
- *General community access to existing open space is limited by needs of organised sports.*
- *More open spaces will be required to support health and wellbeing of being who live, work and visit the corridor; and*
- *Increasing popularity of informal/casual participation with open space.*

However, the DPRUTS highlights very little opportunity for greening the corridor. Leichhardt has no new open space planned even though the population for the Leichhardt Precinct is highlighted to increase by 2,199 new residents and 1626 new jobs.

The Leichhardt LGA has an open space ratio of 1.65 ha /1,000 people. The City of Sydney 2007 Recreation and Needs Study highlights that on average the open space ratio stands at 2.36 Ha / 1,000 persons, whilst the national standard is benchmarked at 2.8 /1,000 people. Key deficiencies in both passive and active open space exist in both local government areas. The pressures placed on both Council's to provide spaces for both active and passive recreational needs is significant and proper analysis and detailed master planning should be a planning requirement for the Parramatta Road Corridor.

The provision of an indoor multipurpose recreation facility should also be a priority in the study. This is needed at the regional level to address deficiencies in recreation provision across the region.

The strategy fails to take into account the other Bays Precinct major urban growth project. Such a development would also incur major impacts on existing areas of open space and services. The cumulative impacts that would occur in both Leichhardt and the City of Sydney in terms of access to recreation facilities is

Recommendations

first half of 2016.

45. Council notes that the proposed provision of open space in the DPRUTS is inadequate and does not satisfy targets established in other, comparable cities in the world and requests that the DPRUTS should include the following open space and recreation infrastructure targets:
- Neighbourhood Parks
 - *Open space serving an area generally with a walking distance of around 400 metres from dwellings.*
 - *Size generally a minimum of .75 or 1 hectare and can be up to 2ha. A minimum width of 50m could*
 - *Be required to achieve a reasonable proportioned open space.*
 - *Generally provided for residents in a single neighbourhood.*
 - *A minimum of 3 neighbourhood parks are required in the Leichhardt catchment.*
 - District Provision
 - *Open space serving three neighbourhoods.*
 - *Size generally 5-6 hectares*
 - *Generally provide several recreation nodes offering a range of opportunities.*
 - *Provision of sporting facilities will depend on the settlement type and the specific catchments that relate to individual sports and types of facilities.*
 - *Passive recreation provision is important as either the primary open space provision or to complement a sporting use.*
- (Note: Pioneers Memorial Park is currently provided however significant infrastructure investment is requirement to support this park into the future).*
- Regional Provision

Source of Councils position

Table 9
Issue

significant and needs to be considered as a high priority and as part of a strategic planning process.

Recommendations

- *Open space and indoor recreation facilities serving around six neighbourhoods or a population catchment area of 15,000 to 25,000 people.*
- *Open Space Provision generally up to 10 hectares in size*
- *Generally provide for a wide range of recreational activities including facilities for organised sports.*
- *Informal recreation and passive use of open space at this level is also very important.*
- *Accessible to residents by safe walking and cycling routes. Where provided beyond 1km from residences, will also cater for visitors arriving by car.*
- *Examples include regional sporting grounds and regional trails.*

46. Council requests that the NSW state government ensure that at least one standalone indoor recreation facility, which is multipurpose in provision and can provide for regional recreation needs, is provided.

of Councils position

Camperdown Precinct

Green Link and New Pocket Parks

Council notes the proposed green link in the PRUTS (the open space on the north-western precinct boundary), but detailed studies and works are required to allow continued access through this open space (it currently drops into a culvert for a length of the connection). The DPRUTS does not provide any framework for these improvements.

The DPRUTS also recommends two new open spaces along the green link. The southern open space is supported, but more detailed work is required to assess the impacts of the park on affected sites.

The northern open space affects several privately-owned properties and it is not clear how this open space might be achieved.

47. Council notes that its Industrial Precinct Urban Design Study will provide more detailed guidelines for the design of the green link. The project would be a good location for State Government investment in public domain in the area.

48. Council recommends that for other sites that address the green link, it that new development is setback from the open space to create usable spaces and allow for more planting. Detailed setback provisions will be provided as part of the Urban Design Study and should inform built form controls and design provisions in a future DCP.

49. The Industrial Precinct Urban Design Study will investigate the southern proposed open space in more detail and test the impacts for the development capacity of affected sites.

- *Architectus review of DPRUTS*

Table 9
Issue

Recommendations

Source of Councils position

50. Council recommends that an alternative location for the northern most area of proposed open space to the north of Chester Street is more appropriate. It is recommended that the DPRUTS be updated accordingly and Council can provide additional detail.

Urban Design and liveability

Taverners Hill

Site coverage - the PRUTS site testing assumes a site coverage between 35% and 40% coverage for development between 6 and 8 storeys.

51. Council advises UrbanGrowth NSW that it is undertaking detailed site testing as part of its Strategic Corridors Study. Where Council identifies any locations for potential revisions to height, FSR and built form controls (based on site testing and not rules of thumb) they will be provided by Council to UrbanGrowth NSW. It is anticipated that Council will be in a position to provide that study in 2016.

- *Industrial Lands Study Parts 1 and 2*
- *Parramatta Road and Norton Street Retail and Commercial Study*
- *Industrial Precincts Urban Design Study*
- *Parramatta Road and Norton Street Urban Design Study*
- *Parramatta Road and Norton Street Heritage Review*

Taverners Hill

Proposed 'super stop' at the intersection of Thomas Street and Parramatta Road has the potential to conflict with public domain strategies and pedestrian flow in all directions (for example, a central lane bus stop may require access via a pedestrian bridge, which is a poor urban design outcome). It is understood that super stops are yet to be designed, and the

52. It is recommended that UrbanGrowth NSW work with Leichhardt Council to ensure that the super stop is in the right location and does not have an adverse impact on the quality of the public domain, or accessibility for pedestrians and cyclists.

53. Council to develop urban design principles for a 'super stop' in Taverners Hill, including a preferred location and will provide this

Table 9
Issue

types of transport using the stops has not been decided.

Taverners Hill - Landmark buildings - *The DPRUTS identifies the potential for landmark buildings on Parramatta Road, adjacent to the Green Way. This strategy is not supported for the following reasons:*

- *The sites are adjacent to a bridge and the topography of the site presents challenges for increased densities.*
- *If Flood Street is the primary spine, then the taller built form might be located near this street to signalise the location of public domain, or access to public transport.*
- *The affected sites in fragmented ownership. Any additional height needs to be linked with site amalgamation and public domain provision.*

The sites are next to low-scale housing that may not turn over. Impacts and built form transition must be considered.

Taverners Hill Precinct

8 storey building heights on Parramatta Road, Tebutt Street and George Street

- *Councils early testing has demonstrated that 8 storeys is not achievable on lots less than 2,000sqm and/or less than 17m in width because:*
- *Adequate building separation cannot be achieved.*
- *Many sites are not wide enough to accommodate any basement car parking.*

Recommendations

feedback to UrbanGrowth NSW in the first half of 2016.

54. Council will, as part of its current Strategic Corridors Study identify if there are any suitable locations for 'landmark' buildings, and consider detailed aspects of the location including any need for site amalgamation, the provision of public benefit and quality of public domain. This will be provided to UrbanGrowth NSW in the first half of 2016.

Source

55. Council does not support 8 storey development which addresses the streets in the Taverners Hill Precinct as such a scale in those streets would be overwhelming, overshadowed and create a poor pedestrian environment.

of Councils position

- *Industrial Lands Study Parts 1 and 2*
- *Parramatta Road and Norton Street Retail and Commercial Study*
- *Industrial Precincts Urban Design Study*
- *Parramatta Road and Norton Street Urban Design Study*
- *Parramatta Road and Norton Street Heritage Review*

Table 9
Issue

Some of the streets in the recommended 8-storey zone are less than 10m wide.

Taverners Hill Precinct

The proposed concentration of active uses and new active transport connections on Tebbutt Street and Old Canterbury Road suggest that this street is the proposed spine.

However, Councils Urban Design review of the proposal indicates that Flood Street and Thomas Street should form that spine of the precinct because:

- *The streets are level and easy to walk and navigate.*
- *This route connects the market place and school directly to Lewisham Station and other amenities in the south.*
- *It creates a node at Parramatta Road near the Petersham Park - which is a key asset.*

Addition through site links into Flood Street will reinforce this strategy.

New through site connections / new streets locations are generally supportable, but some closer testing of how they might be delivered through redevelopment is required.

The DPRUTS misses an opportunity to provide rear lane access to sites facing Parramatta Road and create much needed east-west connections.

The Urban Growth Transformation Strategy frame area to the east of the Taverners Hill precinct requires a 3m to 5m 'green setback'. The affected areas have a strong, fine grain character and comprise contributory buildings, and should not be assumed to be demolished through the renewal of this area.

Recommendations

56. That Council advise UrbanGrowth NSW that it does not support the proposed main street environment on Tebbutt Street and that it will prepare an alternative public domain strategy and Structure plan to reinforce Flood Street as the organising spine for the precinct.

57. That Easter Street be extended through to McAleer Street and Tebutt Street to provide east-west connections for vehicles, pedestrians and bikes.

58. Council notes that the areas east of the Taverners Hill Precinct have a strong, fine grain character and comprise contributory buildings. It should not be assumed that these places can be demolished as part of urban renewal of this area.

59. That Council does not support the 'green setback' requirements from the northern side of Parramatta Road in the Taverners Hill frame area and recommends they be deleted from the Transformation Strategy. Council will, however, undertake further built form testing to confirm which areas can be identified as opportunities for short sections of landscaped setback in this part of Parramatta Road. Detailed

Source of Councils position

- *2016 - Industrial Precincts Urban Design Study*
- *2016 - Parramatta Road and Norton Street Urban Design Study*

- *2016 - Industrial Precincts Urban Design Study*

- *2016 - Industrial Precincts Urban Design Study*

- *Architectus review of DPRUTS*

**Table 9
Issue**

**Leichhardt Precinct
Building Heights - Parramatta Road**
The draft DPRUTS recommends heights of 4 storeys for sites on Parramatta Road.

Recommendations

recommendations to be provided by Council in 2016.

60. That UrbanGrowth NSW amend the Transformation Strategy to take into account additional testing by Council which will establish:

- The preferred built form typology for sites on Parramatta Road and other streets (street wall heights and setbacks, side setback strategy etc.)
- Maximum height and FSR controls for different lot sizes.
- Detailed built form controls to protect shopfronts in some areas, and a fine grain built form in all areas.
- Street wall heights for all important pedestrian and cycle corridors.
- ways to achieve residential amenity on Parramatta Road through building design.

Council will provide more detail to UrbanGrowth NSW in the first half of 2016.

61. Council notes that all properties fronting Parramatta Road in the Leichhardt Precinct are within a Heritage Conservation Area. The built form controls for this precinct must be informed by detailed site testing, showing how contributory buildings can be adaptively reused and how additional density can be acceptable from a heritage perspective. Council has recently completed a comprehensive review of the heritage status of the Parramatta Road and Norton Street corridor as it relates to the Leichhardt Precinct. Council will be using this work to inform its Urban Design Study for this Precinct. Council requests that its studies be used to inform further iterations of the DPRUTS

62. Council recommends that additional testing is undertaken to establish:

- A built form typology that allows for the retention of the front element of contributory buildings and retention of the existing

Source of Councils position

- *2016 - Industrial Precincts Urban Design Study*
- *2016 - Parramatta Road and Norton Street Urban Design Study*
- *Parramatta Road and Norton Street Heritage Review*
- *2016 - Parramatta Road and Norton Street Urban Design Study*
- *Architectus review of DPRUTS*

**Table 9
Issue**

Leichhardt Precinct : New Public Domain

The DPRUTS does not identify any new public open space in the Leichhardt part of the precinct.

Building Height - Remainder of the Precinct

The draft DPRUTS recommends heights between 6-8 storeys for the majority of the precinct.

- *The precinct comprises several heritage items and all properties fronting Parramatta Road, and many properties to the west of Norton Street are within a Heritage Conservation Area. The built form controls for this precinct must be informed by detailed site testing, showing how contributory buildings can be adaptively reused and how additional density can be acceptable from a heritage perspective. A 6-8 storey control for the full extent of the precinct is not a good outcome in this regard and further refinement is needed.*
- *Early testing has demonstrated that 6-8 storeys is not achievable on lots less than 2,000sqm because:*
 - *Adequate building separation cannot be*

Recommendations

street wall and fine grain character.

- Maximum height and FSR controls for different lot sizes.
- If lot amalgamation is required to achieve a feasible mixed use development.

Council is currently testing built form options and will provide detailed feedback to UrbanGrowth NSW in 2016.

63. Council recommends that streets parallel to Parramatta Road, may be the location for new civic space achieved through a setback to development. In these locations, where the traffic noise is significantly less than on Parramatta Road, places to meet and dwell could be created without unreasonable impacts on the development potential of those sites. These spaces could also provide a sequence of interesting spaces to activate the link between residential areas and Norton Street and contribute to Councils objectives in relation to a reduction in the Heat Island effect.

64. Council recommends that the DPRUTS public domain plan be amended to include additional spaces once Councils Urban Design study is completed and provided to UrbanGrowth NSW in 2016.

65. Council does not support the 6-8 storeys as proposed in the DPRUTS in the Leichhardt Precinct. Council notes that is undertaking additional testing to identify the most appropriate:

- built form typology for sites on Parramatta Road and other streets (street wall heights and setbacks, side setback strategy etc.)
- maximum height and FSR controls for different lot sizes.
- detailed built form controls to protect heritage and shopfronts in some areas, and a fine grain built form in all areas.
- street wall heights for all important pedestrian and cycle corridors.
- ways to achieve residential amenity on Parramatta Road through building design.

Council is currently testing built form options and will provide detailed future provisions to UrbanGrowth NSW in 2016.

Source of Councils position

Table 9
Issue

- achieved.
- Many sites are not wide enough to accommodate any basement parking.
 - Access to some of the streets in the recommended 6-8 storey zone are less than 10m wide. 6 storey development addressing these streets would be overwhelming and overshadowed and create a poor pedestrian environment.

Leichhardt Precinct : Active Street Frontages

The DPRUTS recommends active frontages on Parramatta Road and Norton Street

Camperdown Precinct

Building Height - Average 8 storeys on Parramatta Road, Pyrmont Bridge Road and around smaller streets and laneways.

The proposed heights are not likely to be suitable for the area, if it is to be retained for employment uses. Research and testing has demonstrated that the employment uses permissible in the current IN2 Zone are not likely to develop over 4 storeys, for practical and cost reasons.

Assuming some commercial uses might develop up to 8 storeys, early testing has demonstrated that 8 storeys is not achievable on lots less than 2,000sqm because:

- Adequate building separation cannot be achieved.
- Many sites are not wide enough to accommodate any basement parking.

Some of the streets in the recommended 8-storey zone are less than 10m wide. 8 storeys development addressing these streets would be overwhelming and overshadowed and create poor pedestrian environment.

Recommendations

66. Council supports the requirement for development on Parramatta Road to have non-residential uses at ground level and multiple entries. However, Council notes that Parramatta Road will not have the same main street character as other streets - primarily because of the narrow footpaths, busy traffic and traffic noise and that Norton Street should be the primary focus for retail activity and public domain upgrades in this precinct.

67. Council is undertaking additional testing to establish:

- The preferred built form typology for sites on Parramatta Road and other streets (street wall heights and setbacks, side setback strategy etc) for employment uses.
- Maximum height and FSR controls for different lot sizes.
- Detailed built form controls to protect heritage and shopfronts in some areas, and a fine grain built form in all areas.
- Street wall heights for all important pedestrian and cycle corridors.

Source of Councils position

Table 9
Issue

Camperdown Precinct - Location of the super stop

A super stop is proposed at the intersection of Parramatta Road and Pyrmont Bridge Road. The design and function of the super stop is not known at this stage.

The proposed location is at a very busy intersection that is already the location of traffic, pedestrian and cycle conflict.

Camperdown Precinct - The main spine for the precinct

The application of the active frontages on Parramatta Road and Pyrmont Bridge Road suggest that these streets form the 'main streets' in the precinct.

Camperdown Precinct -New through site links

Camperdown Precinct - Increased accessibility and connectivity

Recommendations

68. Council recommends that the intersection of Parramatta Road and Booth Street/Mallet Street needs to be considered as the appropriate location for a transport super stop. This would serve both the industrial precinct and residential to the north of Booth Street and to the south of Parramatta Road, and is also the intersection of two key cycle routes.

69. Council will develop urban design principles for the design of a super stop in Camperdown and submit those to UrbanGrowth NSW in 2016.

70. Council recommends:

- that Pyrmont Bridge Road (in support of Industrial use) and Chester Street should be the focus of streetscape improvements and active uses to promote their role as main streets.
- Parramatta Road should continue to have commercial uses at ground level and many openings to the street but should not have the same character as the other streets.
- Council develop an alternative public domain strategy and structure plan to reinforce Pyrmont Bridge Road as the organising spine for the precinct.

71. Council recommends several additional through site links that would improve pedestrian access to transport and open spaces, and which could be achieved as part of the redevelopment of the identified sites. It is recommended that the Access and Movement Plan be updated to identify these opportunities.

72. Council recommends the removal of the proposed vehicle connection through the heritage building between Chester Street and Booth Street.

73. Council recommends that the provision for a right hand turn to increase the accessibility of the precinct.

Source of Councils position

Table 9
Issue

	Recommendations	Source of Councils position
Social Infrastructure		
<p><i>There are gaps in the DPRUTS social infrastructure assessment and no planning for future provisions. In particular, Out of School Hours Care has not been considered and there is no asset planning to create additional new mainstream primary and secondary school teaching spaces.</i></p> <p><i>The assessment of health infrastructure is limited to acknowledging that additional hospital beds will be needed. The level of provision required is not quantified and there is no planning for development of this infrastructure</i></p> <p>Kegworth Primary School <i>The western part of the Kegworth Primary School (bound by Tebbutt Street and Upward Street) is identified incorrectly as 'open space'. The State-owned site should retain the potential to be intensified for school uses to meet future demand.</i></p>	<p>74. Council requests that a detailed social infrastructure assessment be carried out by UrbanGrowth NSW to quantify what education, childcare and health infrastructure will be required. This assessment should then form the basis of detailed social infrastructure provision plan for the Parramatta Road corridor and each LGA within it.</p> <p>75. Kegworth Primary School should not be zoned for open space to ensure the long term flexibility for the school to expand as required. It is recommended that the site be shown as a 'Community' use, consistent with the other parts of the school and other schools in the local government area.</p>	<ul style="list-style-type: none"> • <i>Leichhardt 2025+</i> • <i>Council officer review of DPRUTS</i>
Environmental Sustainability		
<p>Sustainability Performance Framework <i>The Parramatta Road Urban Transformation Program Sustainability Report develops a framework for measuring sustainability performance against four key measures:</i></p> <ol style="list-style-type: none"> <i>1. Transport use (vehicle kilometres travelled per person per day);</i> <i>2. Water consumption (ML per person per year);</i> <i>3. Greenhouse gas emissions (tonnes per person per year); and</i> 	<p>76. Council requests that the breadth of the sustainability performance measures should be expanded to include:</p> <ul style="list-style-type: none"> • Precinct green cover targets • Renewable Energy targets • Stormwater pollutant load reduction targets • Construction Materials & Recycling • Urban Ecology • Zero waste to landfill 	<ul style="list-style-type: none"> • <i>Leichhardt 2025+</i> • <i>Environmental Sustainability Plan</i>

Table 9
Issue

4. Household living affordability (\$ per household per year).

Although the above measures are commended, Council considers four sustainability performance measures too narrow to bring about world class urban renewal.

Internationally, various sustainability performance rating tools establish the benchmark and allow comparisons between projects across a more holistic range of indicators (BREEAM, LEED, GreenStar).

Commitments and Targets

The Sustainability Report proposes increasing BASIX water and energy requirements and establishing NABERS ratings. Council supports this initiative noting that the sustainability performance of existing homes is now similar to a new home meeting BASIX Energy targets for mid-rise development. Over 60% of new dwellings exceeded minimum requirements for BASIX Energy targets in 2013/14.

The Sustainability Report calculates it has the potential to deliver:

- 24 to 27% reduction in greenhouse gas emissions
- 31 to 40% reduction in potable water consumption;
- 18 to 39% reduction in peak electricity demand
- 19% to 33% reduction in peak sewer load requirements
- 37 to 48% lower household costs and associated strata fees associated with energy, water and transport.

High performance buildings

Council notes high performance buildings are included in the Sustainability Report as one of three sustainability initiatives to drive world class urban renewal. Although it is understood that a proposed increase in BASIX requirements could drive a number of the below strategies Council considers that planning controls should address the following as minimum - consistent with world class sustainable buildings.

- Sub Meters/Smart Meters allowing occupants to understand

Recommendations

77. Council requests that the Transformation Strategy and any governance/development agreements require planning approaches and incentives to ensure buildings within each precinct achieve the equivalent of a 5 Star (Australian Excellence) - 6-star (World Leadership) GreenStar Rating.

78. The Parramatta Road Urban Transformation Program should lock in firm commitments and targets within the Parramatta Road Urban Renewal Strategy document to require planning controls to be built around these commitments.

79. Council requests that UrbanGrowth NSW increase the greenhouse gas and potable water consumption targets noting that there are several examples of precincts/buildings achieving better performance which are considered world best practice

Source

80. Council considers waste to landfill as a significant issue and recommends zero-waste to landfill targets be developed in each of the precincts noting international best practice.

81. Council recommends that planning approaches/incentives be introduced which will result in high performance buildings which meet 5 star (Australian Excellence – 6-star (World Leadership) GreenStar Certification or equivalent level of sustainability performance.

82. Council requests that following sustainability elements be incorporated into revised and more detailed Parramatta Road Urban Design Guidelines and planning controls so that the project delivers

of Councils position

- Leichhardt 2025+
- Environmental Sustainability Plan

- Leichhardt 2025+
- Environmental Sustainability Plan

Table 9
Issue

- *and manage their consumption.*
- *Indoor environmental quality addressing thermal comfort, noise, and indoor air quality*
- *Natural lighting strategies*
- *Passive design – heating/cooling*
- *Renewable energy systems*
- *Occupancy sensors to minimise lighting and air conditioning of unoccupied areas*
- *Energy efficient appliances*
- *Peak electricity demand reduction strategies*
- *WSUD – rainwater, stormwater, grey water, run off treatment*
- *Sustainable materials – sustainable timber, building re-use, dematerialisation, recycled content*
- *Zero-waste to landfill – well designed storage areas for recycling, food and green waste recycling/energy production*
- *Green Infrastructure and Biodiversity*
- *Building operating guidelines for residents*
- *Light pollution reduction*

Whilst it is understood that GreenStar certification imposes an additional cost, incentives could be considered to encourage certification or alternatively a points system developed for the eight growth precincts to drive high performance buildings beyond BASIX water and energy. Providing a series of incentives and regulatory requirements can ensure desired outcomes are achieved, while providing the right conditions for the private sector to innovate.

Reduced and Decoupled Strategic Parking

The Sustainability Report recommends reduced car parking provisions. The outcomes of this strategy are considered to be:

- *Reduced vehicle traffic and household car ownership*
- *Lower construction costs associated with construction of parking;*
- *\$50,000 to \$70,000 reduction in the sales price of a new apartment;*
- *Less energy demand for parking lighting and ventilation,.*
- *Business case for car share pods.*

Recommendations

World Class Urban Renewal/High Performance Buildings:

- Sub Meters/Smart Meters allowing occupants to understand and manage their consumption.
- Indoor environmental quality addressing thermal comfort, noise, and indoor air quality
- Natural lighting strategies
- Passive design – heating/cooling
- Renewable energy systems
- Occupancy sensors minimising lighting and air conditioning of unoccupied areas
- Energy efficient appliances
- Peak electricity demand reduction strategies
- WSUD – rainwater, stormwater, grey water, run off treatment
- Sustainable materials – sustainable timber, building re-use, dematerialisation, recycled content
- Zero-waste to landfill – well designed storage areas for recycling, food
- Green waste recycling organic waste diversion
- Green infrastructure and biodiversity
- Building operating guidelines for residents
- Light pollution reduction

83. A recommendation on this element of the DPRUTS is provided under the Traffic and Transport part this report.

of Councils position

- *Leichhardt 2025+*
- *Environmental Sustainability Plan*

**Table 9
Issue**

The above objectives and outcomes are supported and consistent with Council's. Council does however consider that the WestConnex freeway is counter to these objectives and will promote car use. One of the most successful examples of a near car free precinct is that of Vauban, Freiburg. Key success factors have been:

- Access to high-quality public transport (light rail) and car.
- Centralised garages provide parking for residents within the precinct removing parking from almost all residential streets. Residents must lease or purchase a space as a separate cost to purchasing or renting their property.
- Cars only allowed into residential area for pick-up and drop off.
- Speed limits - main road 30 km/h and residential 5 km/h.
- Residents receive a one-year discount public transport pass when joining car-share.

Note: The implications of this element of the DPRUTS are assessed under the Traffic and Transport part of this section of the report.

Urban Resilience and Infrastructure Delivery

Council notes and supports the promotion of recycled water and tree canopy to cool the urban environment and public domain having the potential to deliver:

- Reduced consumption for public space irrigation
- Reduced heat island/cooler streets
- Reduced sewer infrastructure requirements

Council recommends that mitigating urban heat will need to extend beyond the public domain and address the buildings themselves addressing the albedo of materials, passive cooling design, building layout, orientation and spacing.

It is recommended that integrated water cycle management be extended to include fit for purpose water for toilet flushing and clothes washing as well as addressing the Sydney Harbour

Recommendations

- 84. Council supports Integrated Water Cycle Initiatives as outlined within the DPRUTS Sustainability Report
- 85. Council recommends extending the Integrated Water Cycle Strategy to include fit for purpose water for toilet flushing and clothes washing as well as delivering on the Sydney Harbour Water Quality Improvement Plan targets for pollutant load reduction.
- 86. Council supports strategies to address the risk to the community from urban heat. Council requests that UrbanGrowth NSW liaise with Council in relation to its Draft Heat Island Study which is currently being finalised.
- 87. Council recommends that the approach to urban heat island mitigation requires a combination heat mitigation actions encompassing

Source of Councils position

- Leichhardt 2025+
- Environmental Sustainability Plan
- Draft Leichhardt Heat Island Strategy

**Table 9
Issue**

Water Quality Improvement Plan targets for pollutant load reduction. Targets within the Plan for Leichhardt based on 70% WSUD to infill development, 10% retrofit to existing urban areas and capping sewer overflows to no more than 40 in 10 years are:

- Total nitrogen -12%
- Total phosphorus -17%
- Total Suspended Solids -21%
- Enterococci -18%
- Faecal coliforms -20%

Unique targets are contained within the Plan for every other LGA within the Parramatta Road Urban Renewal corridor based on modelling urban growth scenarios in A Plan for Growing Sydney.

The Sydney Harbour Water Quality Improvement Plan is the result of a collaborative funding partnership between Greater Sydney Local Land Services (GS LLS), NSW Office of Environment and Heritage (OEH); Sydney Water; NSW Roads and Maritime Services; and 16 local government authorities including Leichhardt Council.

District energy/renewable energy

It is noted that sustainable waste management is conspicuously absent from the Parramatta Road Urban Renewal Program. Significant amounts of waste can be generated both at the construction stage and throughout operation.

The NSW Waste Avoidance and Resource Recovery Strategy 2013-21 requires councils to divert 70% of waste from landfill by 2021-22. The percentage of waste diverted from landfill is currently 43% consistently across councils in the SSROC region including Leichhardt, and is well below target primarily because of a lack of facilities to process the diverted material.

Waste audits indicate that food waste makes up 39% of Leichhardt households' waste. The disposal of food waste imposes considerable costs on the community through waste collection and disposal. When food waste ends up in landfill it creates methane. Wasted food also wastes the energy, water,

Recommendations

requirements for:

- Percentage shade coverage
- Percentage vegetation coverage
- Percentage grass and permeable surface coverage
- Green walls/roofs
- Maintenance plans
- WSUD features (e.g. rain gardens)
- Contribution to shading surrounding public areas
- High albedo materials
- Passive cooling
- Building layout and spacing promoting air flow between buildings (urban geometry)

Or, that alternatively, UrbanGrowth NSW develop benchmarks and minimum percentage covers for shade, permeability, high albedo materials, green roofs and walls.

88. Council notes that if the Parramatta Road Urban Renewal Transformation Strategy proceeds it represents a key opportunity to implement climate adapted local energy solutions. Council therefore requests that opportunities for renewable energy and distributed energy solutions should be assessed in greater detail and incorporated into the project

Source

**of
Councils position**

- Leichhardt 2025+
- Environmental Sustainability Plan

**Table 9
Issue**

and resources used to produce, process, store and transport the food. Recovering food waste, minimising it or avoiding it in the first place is an opportunity to contribute significantly to tackling climate change.

A key concern is a lack of coordination and planning at the State level with respect to identifying and setting aside suitable sites for major waste infrastructure. The State government needs to undertake a strategic waste infrastructure planning process for the Greater Sydney area to identify and designate suitable infrastructure sites to service the region. Other states including Victoria and Western Australia have or are in the process of strategies that support waste and resource recovery strategies and provide the confidence to industry to invest in new facilities.

Leichhardt Council supports the establishment of a local facility for processing organic food waste (insert council resolution). The Bays Precinct has been identified as a site with the potential to support such a facility.

Waste to landfill targets

It is noted that sustainable waste management is conspicuously absent from the Parramatta Road Urban Renewal Program. Significant amounts of waste can be generated both at the construction stage and throughout operation.

The NSW Waste Avoidance and Resource Recovery Strategy 2013-21 requires councils to divert 70% of waste from landfill by 2021-22. The percentage of waste diverted from landfill is currently 43% consistently across councils in the SSROC region including Leichhardt, and is well below target primarily because of a lack of facilities to process the diverted material.

Waste audits indicate that food waste makes up 39% of Leichhardt households' waste. The disposal of food waste imposes considerable costs on the community through waste collection and disposal. When food waste ends up in landfill it creates methane. Wasted food also wastes the energy, water, and resources used to produce, process, store and transport the

Recommendations

- 89. Council requests that UrbanGrowth NSW (or other state government authority) set zero waste to landfill targets for the eight growth precincts and that such a target is supported by infrastructure and land use planning that provides for suitable resource recovery infrastructure.
- 90. Council requests that a local organic waste processing facility be established in the Bays Precinct project.

Source of Councils position

- *Leichhardt 2025+*
- *Environmental Sustainability Plan*
- *Leichhardt Organic Waste Facility Study*

Table 9
Issue

food. Recovering food waste, minimising it or avoiding it in the first place is an opportunity to contribute significantly to tackling climate change.

A key concern is a lack of coordination and planning at the State level with respect to identifying and setting aside suitable sites for major waste infrastructure. The State government needs to undertake a strategic waste infrastructure planning process for the Greater Sydney area to identify and designate suitable infrastructure sites to service the region. Other states including Victoria and Western Australia have or are in the process of strategies that support waste and resource recovery strategies and provide the confidence to industry to invest in new facilities.

Leichhardt Council supports the establishment of a local facility for processing organic food waste (insert council resolution). The Bays Precinct has been identified as a site with the potential to support such a facility.

Traffic and Transport

The parking rates proposed at Taverners Hill within 400m of the light rail station are low and will put pressure on existing on-street parking demands in the area. The higher rates proposed for Leichhardt are more appropriate. There is merit in supporting the principle of reduced parking where there are high levels of public transport accessibility however concern is expressed that the high level of private vehicle accessibility provided by WestConnex will counter the benefits of public transport, particularly on weekends. In considering this it should be noted that the recently released WestConnex Update Strategic Business Case specifically notes the ability of the WestConnex Motorway project to attract passengers away from public transport.

Detailed analysis should be conducted to determine the practical travel demand characteristics in this uniquely mixed environment including the impacts of:

- Parramatta Road Urban Transformation;
- Improved bus, possibly light rail, services along

Recommendations

91. Council requests that a detailed mode share and travel demand analysis be conducted by Urban Growth NSW subsequent to UrbanGrowth NSW being provided with Councils Draft Strategy in the early part of 2016 and that it:
- Analyse the impacts of the increased housing densities on both public transport and the existing road network, the increased car travel and implications for amenity improvements for both Parramatta Road and the local road network (this further work to take into account projected traffic resulting from the WestConnex Motorway project, The Bays Precinct and other anticipated major developments/projects) and that it identify opportunities to:
 - achieve improved north-south permeability across major routes (eg Parramatta Road) for pedestrians, bikes and public transport;
 - create a pedestrian friendly internal street network (eg enhanced pedestrian priority and signal phasing);

Source of Councils position

- Leichhardt Integrated Transport Plan

**Table 9
Issue**

- Parramatta Road;*
- *High levels of private vehicle access and mobility provided by WestConnex.*

This should then lead to an evidence-based approach to the determination of appropriate residential densities and on-site parking provision.

Flood and Stormwater management

General comments

The DPRUTS precincts within the Leichhardt LGA are significantly affected by flooding. It is essential that the risk of flooding is managed to be consistent with the State Government's Floodprone Land Policy. To this end, Council has prepared a Flood Risk Management Plan for the entire LGA, which includes flood mitigation measures to address flooding in these three precincts. These measures will include (but not be limited to) the upgrade of stormwater infrastructure and opening

Recommendations

- identify the level of public transport frequency (and likely modes) required to achieve the desired mode share and the likely variation in mode share between weekday and weekend peak periods, the impact of reduced on-site parking provision and the likely up-take of car share;
 - The likely uptake of active transport and the level of enhancement to local and sub-regional infrastructure required to encourage, achieve and support that increased use;
 - The implications of reduced employment, service industries and social/recreational infrastructure in the local area and its impact on:
 - Counter-peak traffic flows;
 - Counter-peak public transport operations and viability;
92. Council requests that NSW Government agencies provide a single comprehensive strategy that takes into account, and details, all of the major projects including details of public transport provision (for its complete network, not merely Parramatta Road), phasing of public transport enhancements, WestConnex portals and associated traffic movements, active transport enhancements and The Bays Precinct and that Councils Strategic Sites, Centres and Corridor Strategy also be used to inform public transport provision
93. Flood mitigation measures should be accommodated and funded by any development in the Precincts, with the entire schemes implemented as early as possible. The opening up of flowpaths should be combined with the creation of transport links and open space areas. The drainage systems should be upgraded along Parramatta Road as the precincts are developed.
94. All developments should:

**of
Councils position**

- *Leichhardt Flood Risk Management Plan*
- *Leichhardt Development Control Plan 2013*

**Table 9
Issue**

up of flowpaths currently blocked by buildings.

There are a number of sections of Parramatta Road which have insufficient stormwater drainage infrastructure and in some cases are subject to significant flooding.

Taverners Hill Precinct– *This precinct is subject to high hazard flooding, with overland flowpaths blocked by buildings and the railway embankment servicing the Light Rail corridor.*

Parramatta Road between Flood Street and George Street is subject to high hazard flooding. The stormwater drainage infrastructure in this area requires significant upgrade.

Leichhardt Precinct

There is insufficient stormwater drainage infrastructure in Parramatta Road in the Leichhardt precinct and this would need to be addressed in detailed planning and application of development contributions.

Recommendations

- include installation of on-site retention (stormwater and rainwater reuse) facilities to service toilets, laundries, irrigation, etc based on water balance models to determine the optimum storage volumes. (This should be in addition to BASIX requirements to ensure the sustainability outcomes.)
- apply water sensitive urban design principles and be required to meet appropriate pollution reduction targets for stormwater runoff leaving the site.
- include installation of on-site detention facilities in accordance with the Leichhardt Development Control Plan 2013.

95. That UrbanGrowth NSW and other NSW government agencies actively seek solutions to the flood management issues in the Taverners Hill Precinct including investigation of:

- the suitability of a new pedestrian underpass at the western end of Beeson Street, beneath the railway embankment, to reinstate the original flowpath through to Hawthorne Canal (this would achieve a significant reduction in flooding along the eastern side of the railway embankment)
- the urban design and active transport opportunities and constraints. (it is noted that this suggestion has not been the subject of detailed investigation, urban design, community consultation or Councillor consideration.)

96. That the proposed pedestrian link between Upward Street and Tebbutt Street be positioned so that it can double as an overland flowpath for flood mitigation.

97. That the proposed active transport link between Norton Street and Dot Lane is be a suitable location to provide an overland flowpath for flood mitigation.

Source of Councils position

• *Leichhardt Flood Risk Management Plan*

• *Leichhardt Flood Risk Management Plan*

Table 9
Issue

Camperdown Precinct

The Johnston’s Creek corridor, which runs generally along the western boundary of this precinct, is made up of a concrete lined channel, part open and part covered, and is subject to high hazard flooding. The location represents an opportunity for improved active transport and open space connections from Parramatta Road to the Jonstons Creek Parklands and Jubilee Park

This precinct is subject to high hazard flooding, with overland flowpaths blocked by buildings between Bignell Land and Pymont Bridge Road, and Pymont Bridge Road and Gehrig Lane, through to Johnstons Creek. The opportunity to create active transport links to double as overland flowpaths should be investigated. The location of this flowpath is defined by an existing Sydney Water stormwater drainage pipeline.

Recommendations

- 98. Council recommends that the Johnston’s Creek Corridor be upgraded and modified to address flood risk, opportunities for creek naturalisation and the creation of an active transport and open space. Any work in relation to this location requires detailed and sensitive design by Council, Sydney Water and other stakeholders.
- 99. That there be investigation of ways in which the overland flowpaths blocked by buildings between Bignell Land and Pymont Bridge Road, and Pymont Bridge Road and Gehrig Lane, through to Johnstons Creek can be addressed to achieve better flow. The opportunity to create active transport links to double as overland flowpaths should be investigated.

Source of Councils position

- *Leichhardt Flood Risk Management Plan*
- *2016 - Industrial Precincts Urban Design Study*

8. Attachments

- 1 - SGS Response to DPRUTS
- 2 - Architectus Response to DPRUTS

Response to Draft Parramatta Road Urban Transformation Strategy

FINAL

Leichhardt Municipal Council
November 2015



Independent insight.



This report has been prepared for Leichhardt Municipal Council. SGS Economics and Planning has taken all due care in the preparation of this report. However, SGS and its associated consultants are not liable to any person or entity for any damage or loss that has occurred, or may occur, in relation to that person or entity taking or not taking action in respect of any representation, statement, opinion or advice referred to herein.

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1 INTRODUCTION

SGS Economics and Planning have been engaged by Leichhardt Municipal Council to review Urban Growth NSW's Draft Parramatta Road Urban Transformation Strategy, released in September 2015. The strategy identifies Urban Growth NSW's (UGNSW) future vision for Parramatta Road and includes three identified development precincts within Leichhardt. These are:

- Taverners Hill (Tebbutt Street)
- Leichhardt (Norton Street)
- Camperdown (Pymont Bridge Road)

FIGURE 1. PARRAMATTA ROAD URBAN TRANSFORMATION STRATEGY



This report provides a summary of the three precinct proposals, before making an assessment of their impact on Leichhardt. These are based on work undertaken by SGS on two current studies – A commercial study for Norton Street and Parramatta Road, and an analysis of Leichhardt's industrial precincts, undertaken in 2014.

For each of the precincts, the report provides the following:

- An overview of UGNSW's proposal for the precinct
- A statement regarding SGS's position on the proposal in relation to the precinct
- A discussion regarding the key issues and implications SGS have identified
- Recommendations for Leichhardt Council to help inform their position when responding to UGNSW

SGS is aware of the rationale for UGNSW's strategy. This response takes the position for the three precincts from the work undertaken in the identified studies and the findings (or preliminary findings) that they provide

Broadly, these are based on two fundamental points. The first is that industrial land should be retained and protected across the LGA to address an identified shortage. The second is Norton Street should be the focus of local retail and commercial activity. These two fundamental points influence the recommendations in this review.

2 REVIEW AND ASSESSMENT

This section provides a summary of the strategy as a whole, as well as a review of each of the three precincts that are within the Leichhardt LGA.

2.1 Urban Transformation Strategy

OVERVIEW

Element	Overview
Proponent	UrbanGrowth NSW
Project intent/outcome	The draft Parramatta Road Urban Renewal Strategy aims to reshape Parramatta Road. A population of 170,000 additional people, 40,000 new dwellings and 50,000 jobs will be accommodated within eight urban renewal precincts: Granville, Auburn, Homebush, Burwood, Kings Bay (which is part of Five Dock), Taverners Hill, Leichhardt and Camperdown.
Forecast growth	By 2050, it is anticipated that the Leichhardt Precinct could accommodate 3 percent of overall population growth in the corridor with over 1,200 new homes. It is anticipated that Taverners Hill Precinct could accommodate 7 percent of overall population growth in the corridor by 2050 with over 3,000 new homes.
Timing/delivery	Camperdown is identified as accommodating 4 percent of the corridor's population growth by 2050 with over 1,500 new homes. 30 years (associated with the development of WestConnex). 2014: Parramatta Road Urban Renewal Strategy development, preparation of business case for urban amenity improvement program and preparation of Parramatta Road reconfiguration program. 2015: Development of final concepts and statutory planning.
Construction works	The project does not involve construction works, but rather the planning and rezoning of land to facilitate development.
Governance	State government control
Cost	Unknown
LGA support	Leichhardt: low support. Opposed, specifically due to specific concerns about Taverners Hill, Norton Street and Camperdown Precincts.
Construction and operational impact (environmental/social)	Construction impacts will depend on staging of development. Operational impacts could include improved amenity, greater provision of community facilities, retail and commercial developments as well as residential development.
Implications for economic development of region	Increase in viability and vitality of localities located along or near Parramatta Road and associated increase in jobs. Potential for loss of strategic employment lands.
Subregional planning considerations	<ul style="list-style-type: none"> - Structure planning for mixed use / residential development at Taverners Hill as key accessible nodes – rather than straggle along high Parramatta Road - Capacity and role of local road network to accommodate renewal - Retail and employment strategy as a framework for urban renewal in the corridor – to manage conversion of commercial and industrial land - Innovations to encourage non-residential uses - Planning principles around access to public transport, retail and community facilities - Subregional targets and/or benchmarks for community facilities and open space - Opportunity for open space enhancements linked to green grid program - Resolution of potential for mass transit in the Parramatta Road Corridor to drive urban renewal

2.2 Camperdown precinct

OVERVIEW

Element	Overview		
Precinct intent	<p>Camperdown is transitioning to a vibrant high-density precinct with many different uses and many different types of built form. Essential to Camperdown's future is its proximity to the University of Sydney and Royal Prince Alfred Hospital.</p> <p>Adaptive reuse of warehouses and poorly performing retail space, presents a further opportunity for the Precinct to meet commercial demand that flows from activities of adjacent health and education precincts. New developments will be sensitive to the industrial and lower lower-scale residential character of the area. A new walking and cycling network will be implemented.</p>		
Projected growth	Current	By 2031	By 2050
	Population: 720	Population: 2512	Population: 3,110
	Dwellings: 389	Dwellings: 1,393	Dwellings: 1,726
	Jobs: 1,400	Jobs: 1,513	Jobs: 1,551

Structure plan



SGS POSITION

SGS's 2014 Industrial Lands Strategy and currently-underway Industrial Precincts Strategy identifies Camperdown as one of Leichhardt's largest and most important industrial precincts. The Camperdown precinct contains a number of businesses that support the local population, however its primary role is as a subregional industrial precinct. It is uniquely positioned as the closest industrial precinct to the CBD and accommodates a number of uses such as off-site storage and catering services. These require proximity to CBD-located businesses and larger floorplate buildings but cannot afford CBD rents or operate in CBD-style floorspace configurations.

SGS takes the position that the industrial nature of the precinct should be retained. Of the three urban transformation strategy precincts, the Camperdown proposal raises the greatest concern in our opinion.

ASSESSMENT AND IMPLICATIONS OF URBAN TRANSFORMATION STRATEGY

The strategy makes no allowance for industrial use

The DPRUTS vision for Camp erdown does not identify any industrial zoning for the precinct. Under the current structure plan, the loss of the precinct's 75,000sqm of floorspace would significantly undermine the LGA and the subregion's stock of important inner-city industrially-zoned land.

Residential development will undermine industrial use

The identification of residential throughout the precinct's industrial core will significantly compromise the industrial nature, due to the possibility of noise complaints, access constraints and the inevitable need for supporting amenity that residential requires. Even if the strategy does assume that residential will be accommodated above existing industrial uses (as has been tested in SGS's feasibility model), the risk of fragmenting the precinct and compromising industrial operations is high.

Enterprise and business zone

The location of the enterprise and business zone aligns with the majority of land uses within the triangular block. It does, however, contain a significant storage facility which provides an important function in supporting the CBD and nearby apartment-dwelling residents. The frontage to Parramatta Road (and to a lesser extent Pyrmont Bridge Road) provides high visibility to enterprise corridor-type businesses, including the existing bulky goods retail uses.

RECOMMENDATIONS

Industrial floorspace should be protected and retained.

The strategic importance of the precinct's current function is such that the existing quantum of floorspace should be retained and protected for continued industrial use.

Redevelopment should only be considered as a means to increasing or reorganising industrial floorspace

Commercial or residential development can act as a feasibility lever to increase the supply of industrial floorspace or provide a more suitable arrangement of floorspace. However, redevelopment should only be considered if there is a loss of industrial floorspace in a particular precinct which must be balanced by additional industrial floorspace elsewhere in the LGA. In this instance, a sequential test should be undertaken as per the precinct studies SGS has done. This will look in greater detail at specific sites where additional industrial floorspace is required and determine if additional floorspace can be feasibly delivered by:

1. Industrial only redevelopment
2. Industrial + commercial redevelopment
3. Industrial + commercial + residential redevelopment

Industrial only scenarios are the preferred outcome for the precinct. If sequential testing demonstrates there is a need for redevelopment in order to gain additional industrial floorspace, then a floorspace mix of industrial and commercial uses is the preferred option. This would accommodate a range of commercial uses that support the precinct's operations and align with council's aspirations to encourage creative industries in the area.

Residential should only be considered as a last option due to its ability to fragment industrial precincts and create land use conflicts. It should only be located on the precinct's edges and should not impede the ongoing operations of the precinct. More detailed site testing should be undertaken before determining the appropriate site.

Retain storage facility as part of enterprise corridor

The existing storage facility is an important use within the precinct and should be incorporated into any future development within this zone

Streetscape upgrades should not compromise precinct operations

Development along Parramatta Road and Pyrmont Bridge Road may necessitate improvements to the public domain. These should not impede truck access into the industrial core. This requires a consideration of footpath and carriageway widths, pedestrian and cycle networks and street tree planting

2.3 Leichhardt precinct

OVERVIEW

Element	Overview		
Precinct intent	<p>The Leichhardt Precinct has been identified for future growth, given its good access to transport, employment and service opportunities in the Sydney CBD. The draft Integrated Land Use and Transport Concept for Leichhardt sets a careful adaptive reuse and sensitive new life and a strong night time economy back to Parramatta Road's iconic strip.</p> <p>The Precinct's heritage, local experience, small shop frontages and existing food culture will influence future uses with new economic strategies to attract businesses. The vision for the Leichhardt precinct is to have a new urban plaza along Parramatta Road across from Norton Street.</p>		
Projected growth	Current	By 2031	By 2050
	Population: 77	Population: 1,138	Population: 2,199
	Dwellings: 34	Dwellings: 628	Dwellings: 1,222
Structure plan	Jobs: 2,904	Jobs: 2,265	Jobs: 1,626



SGS POSITION

SGS's current Norton Street and Parramatta Road Commercial and Retail study (2015) indicates that Norton Street is underperforming for a variety of reasons. The DPRUTS proposes a mixed use precinct running north from Parramatta Road on either side of Norton Street. SGS supports the intent of this proposal as it will increase the residential catchment and contribute to increased expenditure within the Norton Street Precinct. However, the report identifies that the heart of the retail offer should lie in the vicinity of Norton Plaza.

The broad brush nature of the proposed zoning however requires fine-tuning to ensure it does not focus retail and commercial uses away from Norton Street or jeopardise future retail and commercial floorspace requirements.

ASSESSMENT AND IMPLICATIONS OF URBAN TRANSFORMATION STRATEGY

Spread of mixed use may encourage retail and commercial uses away from Norton Street

The current mixed-use zoning's blanket coverage is too broad. It does not explicitly define a retail strip (although the active frontage designation along Norton Street suggests this). The blanket mixed-use zoning expanding east to Balmain Road and west to Renwick Street may inadvertently encourage retail and commercial to locate on these streets. This would dilute the opportunity to re-establish Norton Street as the area's high street and should not be encouraged.

Increased residential may lead to a loss of retail and commercial floorspace

An increased population as a result of residential development is a positive addition to Norton Street's catchment. It does, however, open up the risk of new development replacing existing retail and commercial floorspace. Current retail modelling in SGG's draft report indicates a surplus in 2015, while by 2031, there is forecast to be a gap in retail provision. It is important, therefore, that any residential development does not result in a net loss of existing retail or commercial floorspace and that, in some areas, additional retail floorspace may be appropriate within new developments.

Maintenance of (and improvement to) Norton Street's active frontage

The DPRUTS indicates that Norton Street will retain its active frontages. This is supported.

Unlikely that Parramatta Road will attract active frontages

The DPRUTS indicates that retail and commercial frontage along Parramatta Road will remain active. While this section has developed as a local destination for wedding-related retail, the aspiration to encourage active uses along this stretch is seen as optimistic. Regardless of any potential benefits that Westconnex may deliver in terms of traffic reduction, the road is unpleasant for pedestrians. Instead, active uses should be focused on Norton Street with only some expanding at the junction along Parramatta Road.

RECOMMENDATIONS

Contain any retail and main street commercial uses to Norton Street

The structure plan should be amended to keep frontages along Balmain Road and Renwick Street as residential. This will help to reinforce Norton Street's role as Leichhardt's main retail strip. There may be some opportunity to expand into the laneway that runs south of the Forum, however this should remain close to Norton Street.

Continuous retail and commercial frontages

Support continuity of active frontages with the intention to establish a stronger building alignment, particularly along Norton Street's eastern side.

Residential should be confined to the south

New residential development should be concentrated to the south of Norton Street and along Parramatta Road, with an orientation to the north. This is to maintain a retail commercial and retail focus in the heart of the Norton Street precinct. It will also encourage pedestrian footfall from new residential development up to Norton Plaza. This will facilitate activation along its length. Any residential along Norton Street should only be shop-top or behind the high street frontages.

Minimise new retail in new development to only cover any identified shortfall

The mixed-use zone should only provide enough retail and commercial floorspace to satisfy any shortfall identified in the retail model. If none is identified, this mixed-use development should be primarily residential in nature.

2.1 Taverners Hill precinct

OVERVIEW

TABLE 1. TAVERNERS HILL

Element	Overview
Precinct intent	Taverners Hill is located within the Leichhardt, Marrickville and Ashfield Local Government Areas. It includes a mix of warehouse and service industries with newly active Sydney Light Rail bridge a prominent local landmark. The Precinct has been identified for future growth given its access to transport, including heavy and light rail and bus services to employment opportunities in the Sydney CBD. The Precinct could evolve to support higher scale residential development, while maintaining the Precinct's existing focus on the creative industries. Tebbutt Street will be the Precinct's main street with residential development, including taller building at Parramatta Road, close to the light rail stops. New buildings will consider heritage elements and there will be new east-west pedestrian and cycling connections.

Projected growth	Current	By 2031	By 2050
	Population: 718	Population: 4,317	Population: 5,516
	Dwellings: 313	Dwellings: 2,377	Dwellings: 3,064
	Jobs: 2,745	Jobs: 3,467	Jobs: 3,708



SGS POSITION

SGS's 2014 Industrial Land Strategy and currently-undertaken Industrial Precincts Strategy identifies Tebbutt Street as one of Leichhardt's larger precincts with 47,000sqm of industrially-zoned floorspace. The 2014 study recommended that no additional industrial floorspace be lost within the LGA. Tebbutt Street is a linear precinct and does lack a core, making it susceptible to fragmentation and rezoning.

Given the site's location adjacent a light rail station and notwithstanding the demand for industrial floorspace that the LGA faces, SGS acknowledges the site's favourable conditions for alternative uses, including residential.

ASSESSMENT AND IMPLICATIONS OF URBAN TRANSFORMATION STRATEGY

The strategy makes no allowance for industrial use

The DPRUTS vision for Tebbutt Street/Taverners Hill does not identify any industrial zoning for the precinct. Under the current structure plan, the loss of the precinct's 47,000 sqm of floorspace would significantly undermine the LGA and the subregion's stock of important inner-city industrially zoned land. It would also place increased pressure on remaining industrial land in the LGA and subregion.

Residential use in the precinct is supported from a strategic planning point of view

The identified residential land use surrounding the Tebbutt Street industrial area is logical given the good public transport opportunities that the precinct has.

Mixed use is unlikely to support existing industrial uses

The identified mixed use zone does not detail whether it considers that existing uses can remain while additional uses (presumably residential) are integrated. The reality is that it is unlikely industrial and warehousing uses would comfortably co-locate with residential use.

The mixed use zone and related active frontages translate as a retail high street

Encouragement of retail and local commercial floorspace through the mixed-use zoning proposal will attract businesses that would otherwise locate in Norton Street, around Leichhardt Marketplace or other nearby centres such as Peter sham. This can affect the potential trading performance of these centres and should be avoided.

Unlikely that Parramatta Road will attract active frontages

The DPRUTS indicates that retail and commercial frontages along Parramatta Road will remain active. Regardless of any potential benefits that Westconnex may deliver in terms of traffic reduction, the road is unpleasant for pedestrians. Instead, where active uses are demonstrated to be required, they should be focused on side streets such as Tebbutt and close to the light rail station.

RECOMMENDATIONS

Industrial floorspace should be protected and retained

The strategic importance of the precinct's current function is such that the existing quantum of floorspace should be retained and, in light of the LGA-wide deficiency of local industrial floorspace, be increased. It is acknowledged however that the precinct is not optimally arranged to facilitate industrial use most effectively. Redevelopment to increase industrial floorspace will necessarily be driven by mixed-use development which invites non-industrial uses such as residential into the precinct. The linear nature of the precinct means that this is likely to fragment and destabilise the industrial operations of Tebbutt Street and is therefore not desirable.

Flexible commercial floorspace should be part of the mixed use development

Should traditional industrial uses be lost, commercial development should retain large, flexible floorspace to support businesses aligned with creative industries and similar industries that require non-traditional commercial floorspace.

The mixed-use zone should have minimal retail floorspace

It is important to avoid the creation of another high street retail strip in the area. The current active frontage designation appears too long and may compete for retail floorspace with Norton Street and other local centres. Any retail should be small with a focus of local population-serving such as cafes, newsagents etc.



If any industrial floorspace is lost, it must be made up elsewhere

The deficit of industrial floor space across the LGA will be exacerbated if lost in Tebbutt Street. If this occurs, other precincts within the LGA (for instance Camperdown or Moore Street South) will be required to find additional floorspace.



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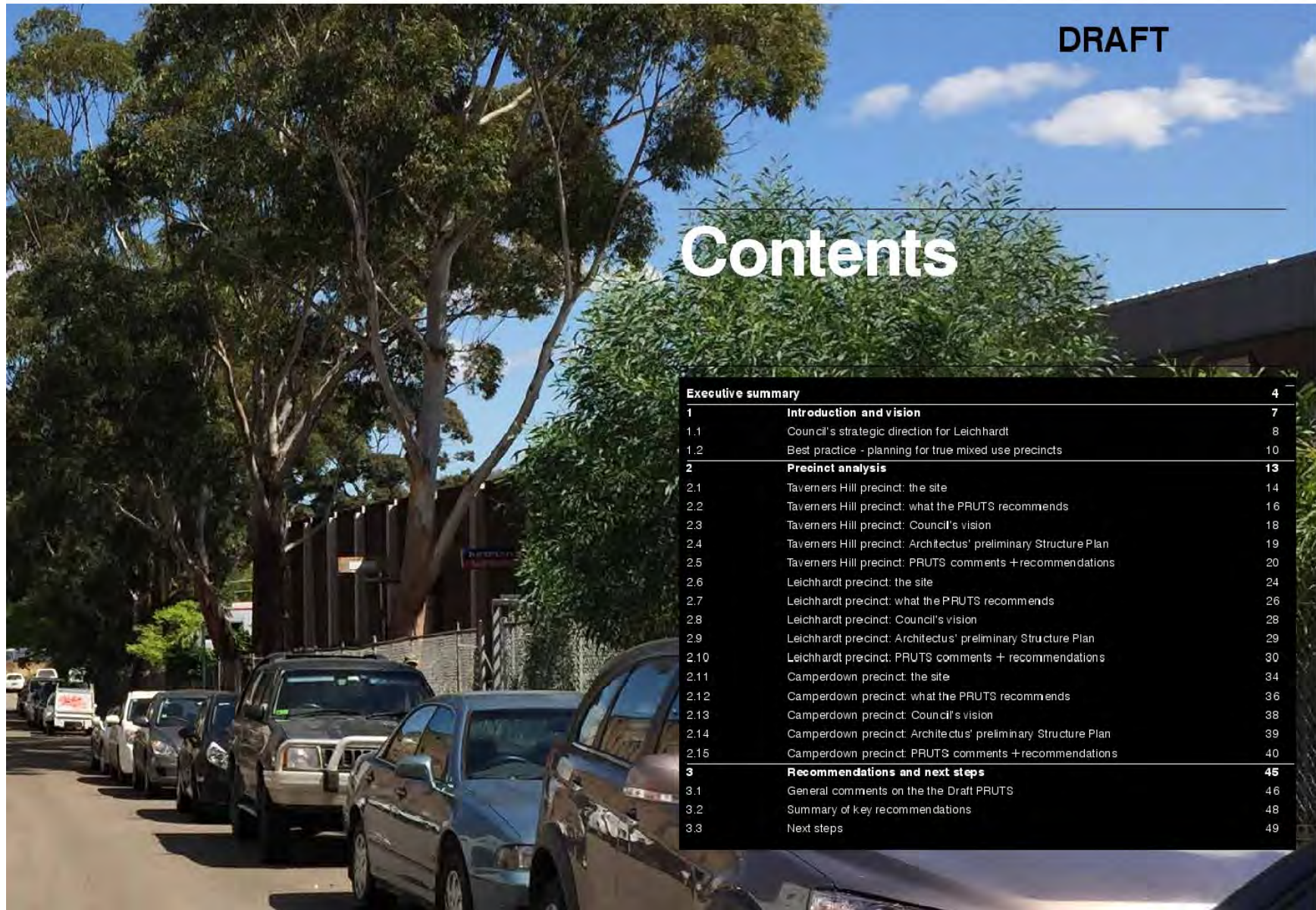
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Executive summary

Purpose of this submission

This submission has been prepared by Architectus on behalf of Leichhardt Municipal Council (Council). Architectus is currently preparing an *Industrial Lands Urban Design Study* and *Norton Street Urban Design Study* and this submission is informed by the early stages of that work. The purpose of this submission is to:

- Provide comments on the Draft Parramatta Road Urban Transformation Strategy (PRUTS), with a focus on the three precincts that are currently the subject of our review - Taverers Hill, Leichhardt and Camperdown.
- Outline Council's vision for each of the precincts
- Request the opportunity to assist UrbanGrowth NSW to refine the land use and built form recommendations in the PRUTS following the completion of the studies in early 2016.

Structure of this submission

This submission is structured as follows:

Part 1 - Introduction & vision

Part 2 - Precinct analysis

- Taverers Hill precinct
- Leichhardt precinct
- Camperdown precinct

Part 3 - Recommendations and next steps

Council's vision for Leichhardt

The vision for Leichhardt is to build on the area's unique vibrant mixed use character, encouraging intensification and renewal in appropriate locations to create jobs, new public spaces, revitalise retail precincts and provide new dwellings.

Leichhardt Council's aim is to assist UrbanGrowth NSW to refine the recommendations for the three renewal precincts to ensure that renewal does not result in adverse impact on character, public domain strategies, heritage items and most importantly the unacceptable loss of valuable industrial lands.

The importance of employment lands

SGS's *2014 Industrial Lands Strategy* and current *Industrial Precincts Strategy* identifies the significance of the Leichhardt industrial lands in supporting the local population and the broader function of the subregion.

Leichhardt currently has 308,902 sqm of floorspace within industrially-zoned land. Leichhardt is projected to have a shortfall of industrial floorspace between 7,570sqm and 54,965sqm by 2036.

The Camperdown precinct in particular is uniquely positioned as the closest industrial precinct to the CBD and accommodates a number of uses such as off-site storage and catering services that support the operation of Central Sydney, and cannot be accommodated in other parts of the city.

The Leichhardt Industrial Lands Urban Design Study 2015 and the Norton Street Urban Design Study 2015

Architectus and SGS were commissioned by Council to review the Taverers Hill, Camperdown and Moore Street South industrial precincts. Architectus was also commissioned to prepare an urban design report for the Leichhardt precinct, focusing on Norton Street (study areas shown to the right).

The studies will test opportunities to increase densities in the three precincts and recommend refined land use, built form and public domain recommendations. This work is being supported by feasibility testing by SGS.

This work is still in progress. Council will consider the recommendations of this study in March 2016, for discussion with UrbanGrowth NSW thereafter.

Summary of recommendations and next steps

- **Retain industrial zoning, or a similar employment zoning for the Camperdown Precinct and Taverers Hill Precinct.** Architectus to test options for 'bonus' mixed uses on key sites in the Taverers Hill Precinct only.

- It is understood **Leichhardt Council is committed to increasing dwelling and job numbers in the precincts** - in the appropriate locations. In 2016, the Urban Design Studies will recommend sites in the precincts and frame areas (for example, large sites east of Norton Street) that can potentially accommodate more density that recommended in the PRUTS, as a way of balancing the need to retain industrial uses in the Camperdown precinct.

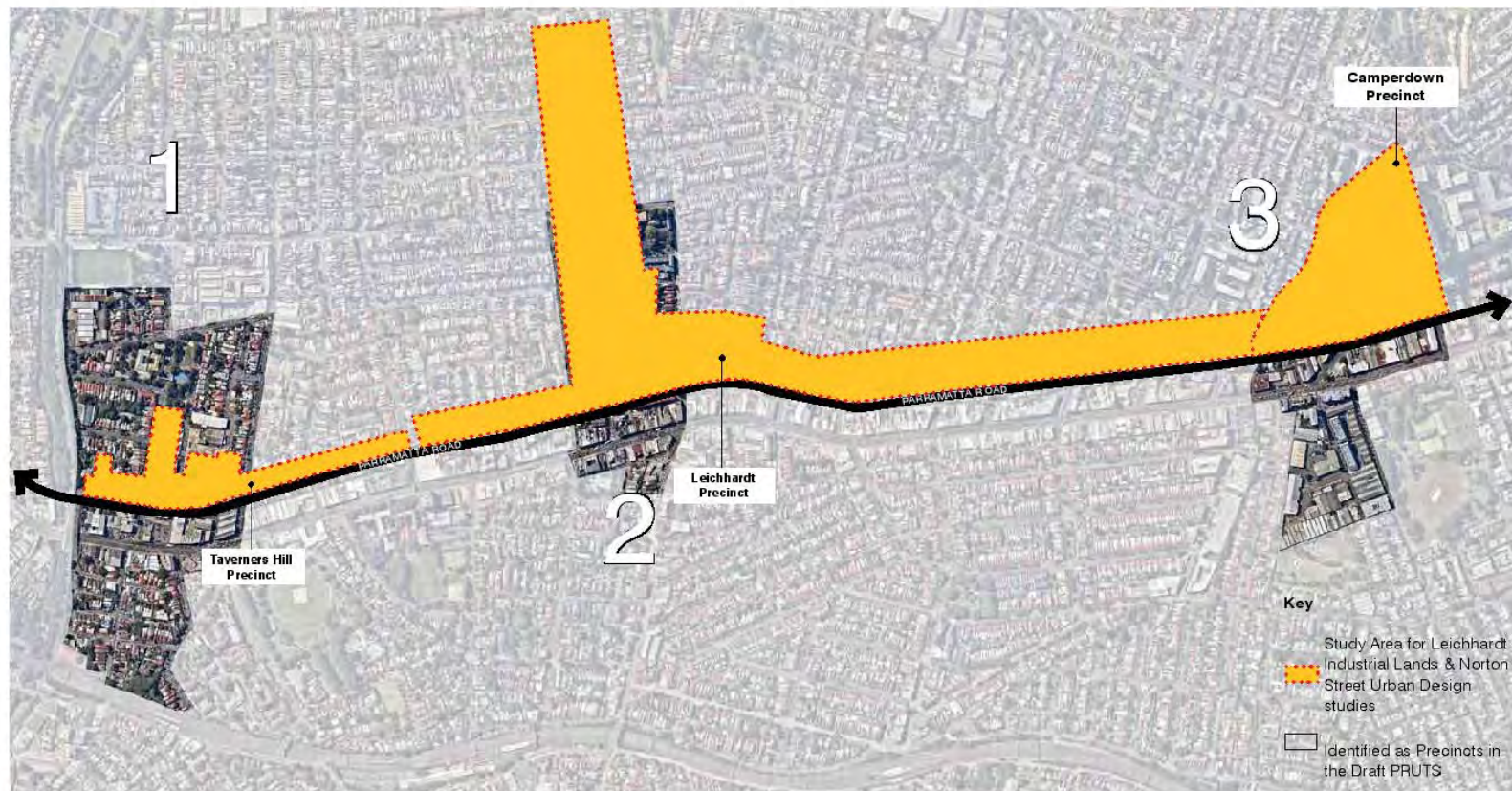
- The Draft PRUTS provides good strategic directions for the Corridor generally but has been prepared at a very high level without the benefit of detailed site testing or consideration of complicated landownership and heritage issues. In many cases, **Leichhardt Council are not opposed to increased densities, but submits that the PRUTS be refined** before it is finalised and potentially given statutory force under s117 of the Act.

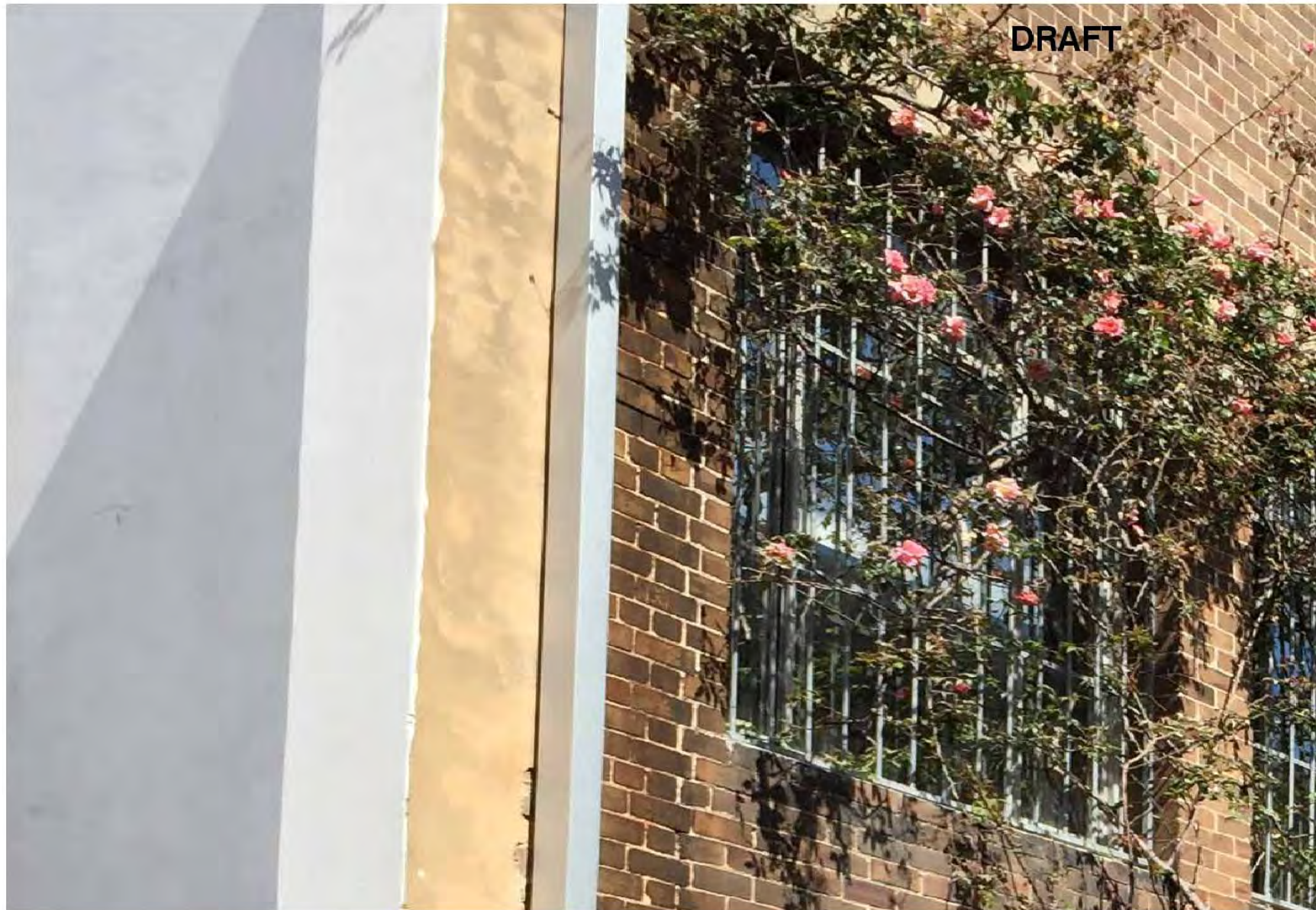
In summary, early detailed investigations by Architectus have identified the following opportunities to refine the land use, built form and public domain opportunities for each precinct:

- **Refined controls** based on lot size/ amalgamation pattern
- Promote the retention of **pedestrian street scale, fine grain**, and retention of existing shop fronts or dwelling fronts for contributory buildings.
- Opportunities for new **through site connections**
- Creation of **new public domain**
- **Alternative locations for super-stops, crossings, and the spines for each precinct**

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PRUTS study areas (UrbanGrowth NSW) and Leichhardt Industrial Lands Urban Design Study Areas (Leichhardt Council with SGS and Architectus)







1.1 Council’s strategic direction for Leichhardt

Council has undertaken and commissioned a range of studies focused on the Parramatta Road corridor through the Leichhardt LGA. These studies have informed land use planning, including preparation of and amendments to the Leichhardt LEP 2013.

These documents, existing Council policies, and the key directions for consideration in finalising the PRUTS are summarised below:

Leichhardt 2025+

Leichhardt 2025+ is Leichhardt Council's Community Strategic Plan which guides the Delivery Program and Operational Plan in line with the community's aspirations for the next ten years. The vision statement from *Leichhardt 2025+* is:

Community and Council will work together to promote and develop Leichhardt as a sustainable, liveable and connected community.

The plan also sets goals for community participation and best practice planning. The Draft PRUTS and the Urban Design Reviews currently underway will provide the opportunity for community involvement in the refinement of the PRUTS.

Leichhardt Industrial Lands Study, SGS, 2014

The Leichhardt Industrial Lands Study 2014, was endorsed by Council in February 2015. The study provides a strategic land use framework for the LGA, based on an understanding of the subregional context.

This study assessed a shortfall of industrial land of between 7,570sqm and 54,965sqm by 2036.

Key recommendations for Leichhardt's industrial precincts are:

- Industrial floorspace should be retained and protected;
- Alternative uses could be considered in strategic locations only as a means of triggering increased industrial floor space or renewal;
- Any alternative uses must minimise land use conflict and fragmentation of lots.



Leichhardt 2025+



Industrial buildings in the Camperdown Precinct create a unique, fine grain neighbourhood character.



The DJ Warehouse in the Taverners Hill Precinct is an example of an urban service that supports tourism and entertainment businesses right across the city.

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Leichhardt Town Centre Urban Design Study, Hill Thalys, 1996

The Hill Thalys study undertook a thorough analysis of topography and environment, street layout, blocks, mid-block links, public facilities, subdivision, built form and conservation areas in the Norton Street area. Key recommendations, for consideration as part of the review of the PRUTS include:

- Increased density for mixed uses on Norton Street.
- Increased permeability and new through site links into Norton Street.

Fine Grain Density Modelling, RAW Architects + Callagher

RAW Architects and Callagher undertook an analysis and assessment of Parramatta Road within the Leichhardt LGA and prepared massing models to consider various densities. Key recommendations include:

- Allow for renewal along Parramatta Road on one or two lots to retain a fine grain.
- Consider the transition to adjoining neighbourhoods, with density focussed on Parramatta Road.

Leichhardt Shopfront Improvement Audit, GMU, 2014

The audit concluded that Leichhardt and Parramatta Road are most in need of upgrade and recommends no setback to Norton Street and better provision of passive surveillance terms of built form, recommends encouraging mid-block pedestrian links, activating side setbacks by permitting outdoor dining, and improving landscape character.

West Leichhardt Distinctive Neighbourhood, Leichhardt DCP 2013

The Taverners Hill Precinct is located in the West Leichhardt Distinctive Neighbourhood as defined by the DCP.

Key controls for residential areas are:

- Preserve and enhance the predominant scale and character of the dwellings, providing for more significant development along Marion Street; and
- Promote land uses and urban design that enhance and contribute to the character and identity of the neighbourhood while protecting heritage items.

Key controls for industrial and business are:

- To ensure the ongoing viability of industrial and commercial uses;
- Encourage development with noise and vehicle impacts on Parramatta Road;
- Promote low impact businesses, particularly in interface areas.

Off Broadway Live Music Reference Group Final Report, 2014

This report identifies opportunities to enhance the potential of Parramatta Road and Sydenham as a culture, live music and performance destination. Recommendations include the promotion and management of the area as a live music and cultural space, including small, affordable, flexible venues for emerging artists and ancillary uses (cafés, small bars, clothing, design). The report also makes recommendations to manage interface, including building construction requirements.



1.2 Best practice - planning for true mixed use precincts

A critical part of Council's vision for Leichhardt is the retention of the area's diverse, mixed use character. As part of Architectus' current work on the *The Leichhardt Industrial Lands Urban Design Study 2015* and the *Norton Street Urban Design Study 2015*, the team are looking at international case studies for mixed use development. The following two key project highlight the opportunities for Leichhardt - that could be achieved through renewal and refined recommendations in the PRUTS.

South of Market Area (SoMA) District, San Francisco

SoMA District has been zoned as a mixed use industrial district and comprises of several specific land use zones such as SLI (Served/light Industrial) and SLR (Served/Light Industrial/ Residential) that have been designed specifically to preserve manufacturing and industrial uses from other competing residential and commercial land uses. Additionally, planning regulations within the district require all developments to dedicate a percentage of floor space to Production, Distribution and Repair Services.

At its base, the district uses good design principles to articulate the built form. Street networks are designed as pedestrian and cycle friendly spaces that also cater to service and delivery vehicle requirements.

Several recent proposals such as 100 Hooper Street seek to integrate commercial, manufacturing and retail space with other uses including classroom space for the adjacent California College of Arts, also located within the SoMA district.

350 Eighth Street is yet another development of approximately 3.36 acres (1.2 ha) within SOMA district that is being redeveloped to facilitate for residential blocks containing 444 units, light industrial and artist space including community space.

Navy Yard & Washington Avenue, Philadelphia

Deterioration of existing industrial warehouse sites, coupled with the simultaneous growth of small scale manufacturing and light industries (artisan industries including breweries, wood working and metal working, and engineering-oriented activities, such as software design, electronics, and robotics) has steered Philadelphia to implement new zoning codes such as ICMX (Industrial/commercial mixed uses) and IRMX (Industrial/residential mixed uses) to allow for mixed industrial development.

A strategic remapping process guided by Philadelphia 2035 District Plan Process will consider areas with existing industrial land uses such as Navy Yard and Washington Avenue among others to be zoned for mixed industrial use including residential, commercial.

IRMX zoning codes even allows for the conversion of old industrial warehouse buildings into live-work arrangement for artisan industries.



100 Hooper Street, SoMA District, San Francisco
Image source: Campus Planning 2015



350 Eighth Street Project, SoMA
Image source: San Francisco Curbed by Michael Conrad 2014



Urban Outfitters Headquarters, Navy Yard, Philadelphia
Image source: The American Institute of Architects by Lara Swimmer

Mix-Use Development Vulkan, Cologne . 'Industrial reclamation': mix of old and new transforms this site into an economic prospering and desirable area to live and work.

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2.1 Taverners Hill precinct: the site



Taverners Hill

Taverners Hill is located within the Leichhardt, Marrickville and Ashfield Local Government Areas. It includes a mix of warehouse and service industries with newly active Sydney Light Rail bridge a prominent local landmark. The Precinct has been identified for future growth given its access to transport, including heavy and light rail and bus services to employment opportunities in the Sydney CBD. The Precinct could evolve to support higher scale residential development, while maintaining the Precinct's existing focus on the creative industries.

Tebbutt Street will be the Precinct's main street with residential development, including taller building at Parramatta Road, close to the light rail stops. New buildings will consider heritage elements and there will be new east-west pedestrian and cycling connections.

The urban design characteristics of the precinct are:

1. Mix of large industrial buildings and individual single houses.
2. Distinctive frontage to Parramatta Road with rear access laneways.
3. Strong north-south block and street grid with more opportunities for east-west connections.
4. In close proximity to Petersham Park, Marketplace Leichhardt, light & heavy rail.

The precinct is currently zoned as IN2 'Light Industrial'.



Zone	
B1	Neighbourhood Centre
B2	Local Centre
B4	Mixed Use
B7	Business Park
IN2	Light Industrial
R1	General Residential
RS	Medium Density Residential
PR1	Public Recreation
PR2	Private Recreation
SP1	Special Activities
SP2	Infrastructure

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The Taxemers Hill light rail station adjoins the Precinct to the south, but is not easily accessible from some areas due to fencing.



Rear laneways provide accessibility for business and an opportunity for pedestrians to avoid Parramatta Road.



An example of rooftop parking in an existing industrial building.



With parking being an issue, some businesses provide at-grade car parks for their employees. This is not the most efficient use of large lots of land.



Parramatta road separates the Precinct from nearby open space and impacts amenity through noise.

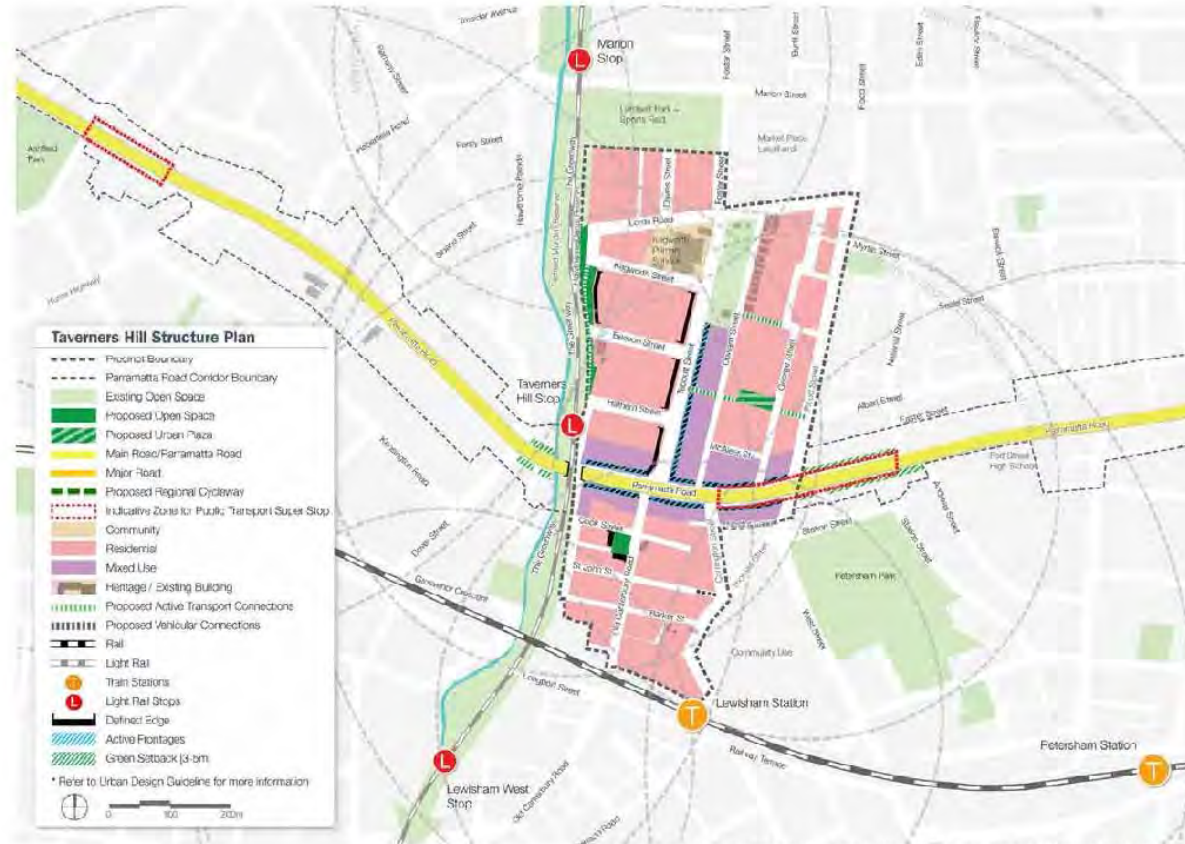


Example of existing floor plates and key anchors.

2.2 Taverners Hill precinct: what the PRUTS recommends

Structure plan

- Mixed use along Parramatta Road and between Tebbutt Street and Upward Street, with defined edges and active frontages.
- Residential uses for the majority of the precinct.



Built form

- Landmark buildings alongside Parramatta Road and Taverners Hill stop.
- Average 8 storeys - max. 12 storeys (42m) alongside Parramatta Road and north between Tebbutt Street and George Street.
- Average 4 storeys - max. 4 storeys (17m) in majority of existing residential areas.

Access and movement

- Intersection upgrades at the junction of Parramatta Road with Flood Street and Tebbutt Street.
- Proposed active transport connections east/west between Tebbutt Street and Flood Street and George Street and Upward Street.



2.3 Taverners Hill precinct: Council's vision



Retain the quantum of industrial land for essential industries and urban services.



Investigate opportunities for other uses to trigger renewal and to provide additional industrial floor space.



Retain the strong heritage, fine grain industrial character – provide controls for development above industrial buildings, and allow for 1 or 2 lot amalgamation.



4. Create pockets for cafés, trees and amenity – focus on the streets that intersect with Parramatta Road which have a balance of protection from Parramatta Road and pedestrian activity.



5. An active, service laneway – Create a continuous east-west connection between Elsenwick and Tebbutt Street with the through site connections and public domain upgrades.



6. Flood Street as the main spine for the precinct – active uses and public domain upgrades will create an active, attractive pedestrian connection between Marion Street, Petersham Park and Lewisham Station.

2.4 Taverners Hill precinct: Architectus' preliminary Structure Plan

This structure plan summarises Architectus' preliminary land use, built form and public domain strategies for Taverners Hill, and recommended to be used for the refinement of the PRUTS - following completion of the Urban Design Study in 2016.

1. Retain the quantum of industrial land through an industrial or employment zoning for all sites in the precinct.
2. Consider mixed uses as 'additional permissible uses' on appropriate sites to allow for sites to turn-over and deliver more industrial floor space.
3. Retain the strong heritage, fine grain industrial character. Built form and land use controls should provide for the retention of shop fronts for contributory buildings and protection of the 2-storey street wall height.
4. Create pocket parks for trees and amenity and enjoyment by workers and residents.
5. An active pedestrian, cycle, and service laneway.
6. Flood Street as the main spine for the precinct.



2.5 Taverners Hill precinct: PRUTS comments + recommendations

2.4.2 Key issues for Taverners Hill Precinct

Issue	Recommendation	Issue	Recommendation
<p>Land use: loss of IN2 zoned land for mixed uses</p> <p>Under a future B4 Mixed Uses Zone it is highly likely that sites would be developed for residential uses, with the potential for some retail or commercial uses at ground level.</p> <p>This represents the loss of approx. 44,665sqm of industrially zoned land.</p>	<p>Ultimately, the aim for this precinct is to increase the area of industrial floorspace. This may be achieved through the renewal of some sites for industrial uses + mixed uses.</p> <p>It is recommended that the IN2 zoning be retained, with 'bonus' additional permissible uses in the zone. Architectus and SGS are currently testing land use options for site in the IN2 Zone and Council will provide detailed future provisions to UrbanGrowth NSW in 2016.</p>	<p>The pedestrian and public domain spine</p> <p>The proposed concentration of active uses and new active transport connections on Tebbutt Street and Old Canterbury Road suggest that this street is the proposed spine.</p>	<p>Flood Street + Thomas Street should form the spine of the precinct because:</p> <ul style="list-style-type: none"> -The streets a level and easy to walk and navigate -This route connects the market place and school directly to Lewisham Station and other amenities in the south. -It creates a node at Parramatta Road near the Petersham Park – which is a key asset. <p>Additional through site links into Flood Street will reinforce this strategy.</p> <p>Architectus to prepare an alternative public domain strategy and structure plan to reinforce Flood Street as the organising spine for the precinct.</p>
<p>Building height – 8 storeys on Parramatta Road, Tebbutt Street and George Street</p> <p>-Early testing has demonstrated that 8 storeys is not achievable on lots less than 2,000sqm and/or less than 17m in width because:</p> <ul style="list-style-type: none"> • Adequate building separation cannot be achieved. • Many sites are not wide enough to accommodate any basement parking. <p>-Some of the streets in the recommended 8-storey zone are less than 10m wide. 8 storeys development addressing these streets would be overwhelming and overshadowed and create a poor pedestrian environment.</p>	<p>That additional testing is undertaken to establish:</p> <ul style="list-style-type: none"> -The preferred built form typology for sites on Parramatta Road and other streets (street wall heights and setbacks, side setback strategy etc.) -Maximum height and FSR controls for different lot sizes. -Detailed built form controls to protect shopfronts in some areas, and a fine grain built form in all areas. -Street wall heights for all important pedestrian and cycle corridors. -How to achieve residential amenity on Parramatta Road through building design. <p>Architectus and SGS are currently testing built form options and Council will provide detailed future provisions to UrbanGrowth NSW in 2016.</p>	<p>New through site connections / new streets</p> <p>-Generally, the new through site link locations seem supportable, but some closer testing of how they might be delivered through redevelopment is required.</p> <p>-The PRUTS misses an opportunity to provide rear lane access to sites facing Parramatta Road and create much needed east-west connections.</p>	<p>Extend Easter Street through to McAleer Street and Tebbutt Street to provide east-west connections for vehicles, pedestrians and bikes.</p>

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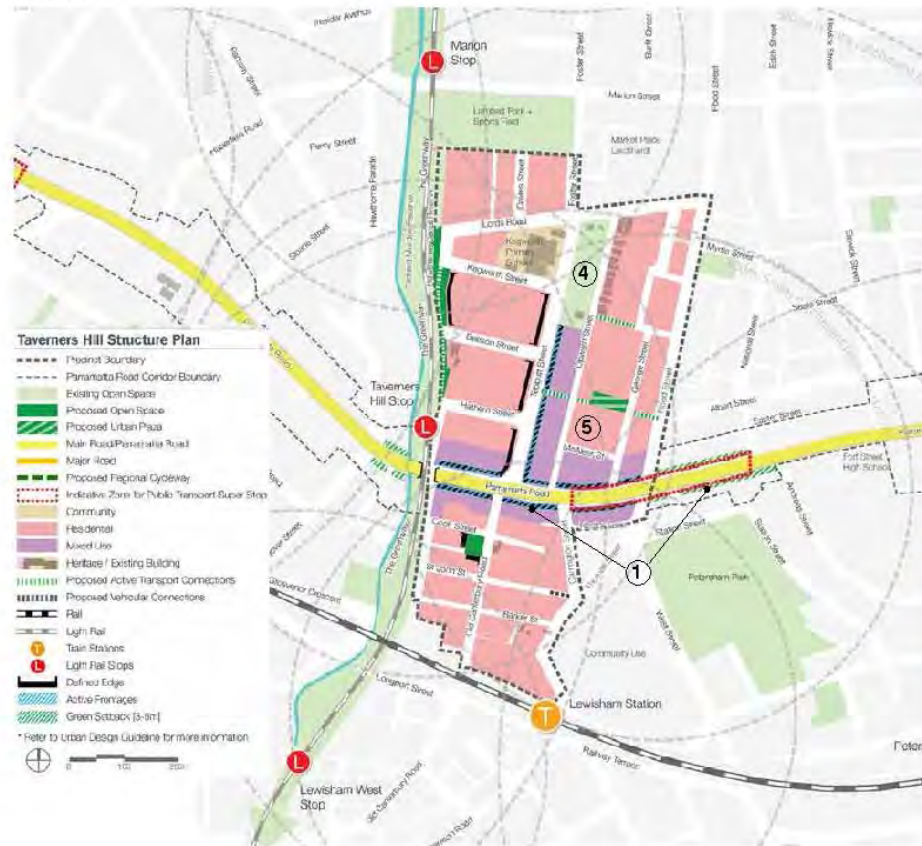
2.5.1 Minor issues and corrections (refer to map reference overleaf)

Issue	Recommendation	Issue	Recommendation
<p>1 Setbacks to Parramatta Road – The frame area to the east of the Taverners Hill precinct require a 3m to 5m 'green setback'. The affected areas have a strong, fine grain character and comprise contributory buildings, and should not be assumed to be demolished through the renewal of this area.</p>	<p>– It is recommended that the 'green setback' requirements from the northern side of Parramatta Road in the Taverners Hill frame area be deleted.</p> <p>– Further built form testing by Architectus might reveal opportunities for short sections of landscaped setback in this part of Parramatta Road. Detailed recommendations will be provided in 2016.</p>	<p>5 The strategy rezones existing B4 Mixed Use sites to residential only (corner McAleer Street and Upward Street).</p>	<p>– If some non-residential component was proposed on these sites, it should be encouraged.</p> <p>– In any case, 'residential flat buildings' are permissible in the B4 Zone in the Leichhardt LEP 2013, so the B4 Zone on this site would also not preclude an entirely residential building.</p>
<p>2 Site coverage – the PRUTS site testing assumes a site coverage between 35% and 40% coverage for development between 6 and 8 storeys.</p>	<p>– This assumed site coverage may be too low for sites on Parramatta Road, in particular sites with non-residential uses at lower levels.</p> <p>– Height and FSR controls for this site should be the result of detailed sites testing and not rules of thumb.</p> <p>– Revised height, FSR and built form controls (based on site testing and not rules of thumb) will be provided in 2016.</p>	<p>6 Landmark buildings – The PRUTS identifies the potential for landmark buildings on Parramatta Road, adjacent to the Green Way. This strategy is not supported for the following reasons:</p> <p>– The sites are adjacent to a bridge and the topography of the site presents challenges for increased densities.</p> <p>– If Flood Street is the primary spine, then the taller built form might be located near this street to signalise the location of public domain, or access to public transport.</p> <p>– The affected sites are in fragmented ownership. Any additional height needs to be linked with site amalgamation and public domain provision.</p> <p>– The sites are next to low-scale housing that may not turn over. Impacts and built form transition must be considered.</p>	<p>– To maintain flexibility, and the potential for non-residential uses in this mixed use hub, it is recommended that sites zoned for B4 Zone be shown in PRUTS as 'Mixed Use'.</p> <p>– Architectus and Council will consider appropriate locations for landmark buildings as part of the Urban Design Study currently underway.</p> <p>– The preferred location for taller buildings, and the detailed provisions to ensure amalgamation and the provision of public benefit and public domain will be provided to UrbanGrowth NSW in 2016.</p>
<p>3 The proposed 'super stop' at the intersection of Thomas Street and Parramatta Road has the potential to conflict with public domain strategies and pedestrian flow in all directions (for example, a central lane bus stop may require access via a pedestrian bridge, which is a poor urban design outcome). It is understood that super stops are yet to be designed, and the types of transport using the stops has not been decided.</p>	<p>– It is recommended that UrbanGrowth NSW work with Leichhardt Council to ensure that the super stop is in the right location and does not have an adverse impact on the quality of the public domain, or accessibility for pedestrians and cyclists.</p> <p>– Architectus to develop urban design principles for the design of a super stop in Taverners Hill, and the preferred location, for submission to UrbanGrowth NSW in 2016.</p>		
<p>4 The western part of the Kegworth Primary School (bound by Tebbutt Street and Upward Street) is identified incorrectly as 'open space'. The State-owned site should retain the potential to be intensified for school uses to meet future demand.</p>	<p>– Although the site can be accessed by the public for recreation uses, and this should continue, it should not be zoned for open space to ensure the long term flexibility for the school to expand as required.</p> <p>– It is recommended that the site be shown as a 'Community' use, consistent with the other part of the school.</p>		

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Reference plan - refer to issues listed on the previous page

Structure Plan




Built Form Plan



Access & Movement Plan



2.6 Leichhardt precinct: the site



Leichhardt


The Leichhardt Precinct has been identified for future growth, given its good access to transport, employment and service opportunities in the Sydney CBD. The draft Integrated Land Use and Transport Concept for Leichhardt states a careful adaptive reuse and sensitive new life and a strong night time economy back to Parramatta Road's iconic strip.

The Precinct's heritage, local experience, small shop frontages and existing food culture will influence future uses with new economic strategies to attract businesses. The vision for the Leichhardt precinct is to have a new urban plaza along Parramatta Road across from Norton Street.

The urban design characteristics of the precinct are:

1. Main street retail environment, a centre for the Inner West.
2. Strong north-south blocks and street grid with more opportunities for east-west connections.
3. Lack of public open space.
4. Fine grain buildings and lots with substantial heritage.

The majority of the precinct is currently zoned as B2 'Local Centre' with some R1 'General Residential' on the east of the precinct. The centre of Norton Street has sites zoned as SP2 'Infrastructure'.



Zone	
B1	Neighbourhood Centre
B2	Local Centre
B4	Mixed Use
B7	Business Park
I2	Light Industrial
R1	General Residential
R3	Medium Density Residential
RE	Public Recreation
RE2	Private Recreation
SP	Special Activities
SP2	Infrastructure

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The heritage listed Horton Hotel marks the entry to Norton Street from Paramatta Road



Misaligned street setbacks create a visually cluttered experience



The eastern edge is characterised by large blocks, poor built form and low footpath amenity with many driveway entries



Horton Plaza offers a concentration of people, however the activity does not continue down the street to neighbouring buildings



The entry to the Forum is marked with high signage, a pedestrian crossing and low level planting



Large blocks on the eastern side of Norton St often present blank frontages to the streetscape



Example of empty tenancies and unused open space Horton St



Example of potential land to develop between Renwick St and Horton St

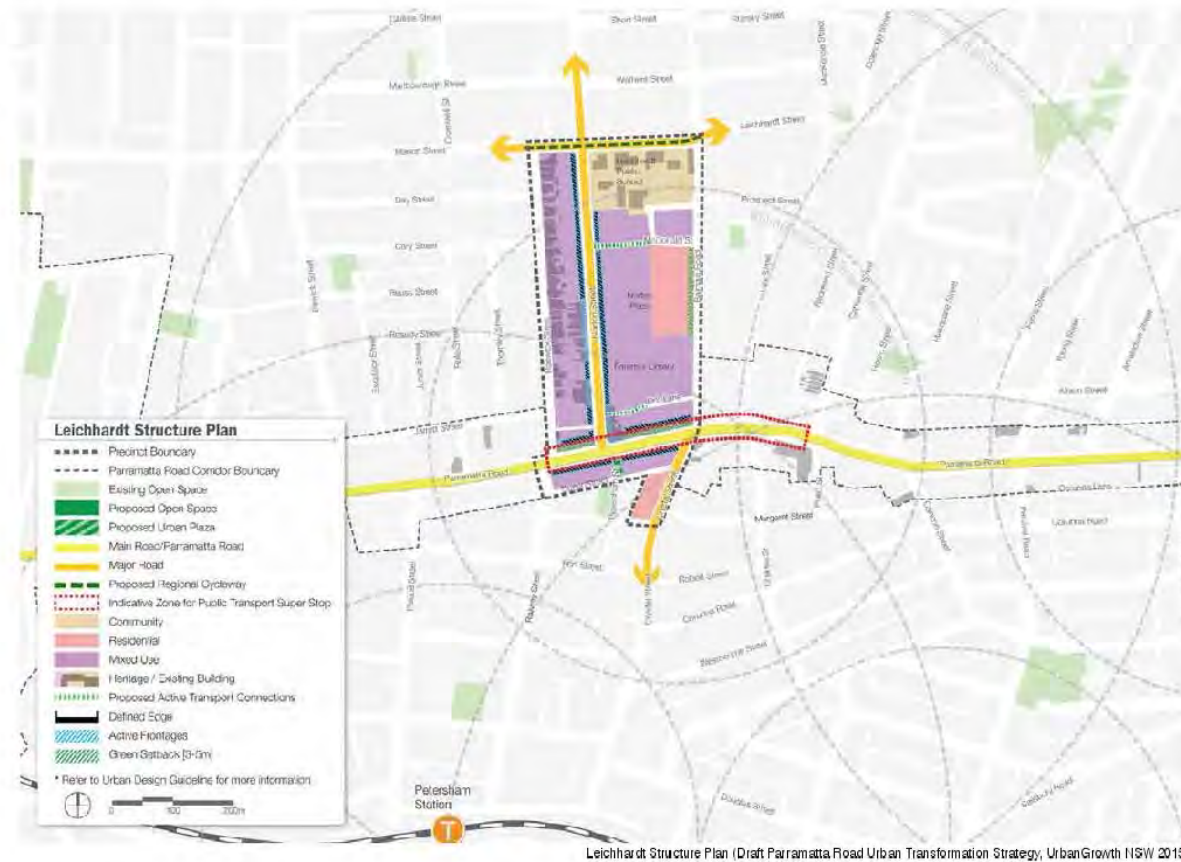


Built form is often run down and focused on driveway entries

2.7 Leichhardt precinct: what the PRUTS recommends

Structure plan

- Mixed Use for the majority of the Precinct.
- Residential only pockets where existing residential uses exist (frontage to Balmain Road).



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Built form

- Predominately average 6 storeys - max. 8 storeys (29m).
- Average 4 storeys - max. 4 storeys (17m) fronting Parramatta Road.
- Landmark building junction Crystal Street and Parramatta Road.

Access and movement

- 4 proposed intersection upgrades, including Marion Street/Norton Street, Norton Street/Parramatta Road, Crystal Street/ Parramatta Road, and Catherine Street/ Parramatta Road.
- Extension of Dot Lane from Balmain Road to Norton Street, and extension of McDonald Street to Norton Street, creating east/west links.

Built Form Plan



Access & Movement Plan



2.8 Leichhardt precinct: Council's vision



1. **Revitalise Norton Street** – intensification of residential and retail uses is essential to creating a critical mass in the neighbourhoods around Norton Street and bringing life back to the precinct.



2. **Maximise east-west through site connections into Norton Street** – The street blocks in this area are incredibly long, and pedestrians are not able to walk to Norton Street. Improved access to the retail street will be critical in making Norton Street busy and active, and businesses viable.



3. **Retain the existing fine grain built form character** – The shopfronts on Parramatta Road, and residences on the western side of Norton Street and on Renwick Street have fantastic character, and many have been identified as "contributory items" in the conservation areas. Ensure that new development allows for the retention of the front elements of these contributory buildings, with new development above and set back.



4. **Create pockets for cafes, trees and retail just off Parramatta Road.** The north-south streets intersecting with Parramatta Road could evolve as green, active spaces that are sheltered from the noise of Parramatta Road. The spaces can take advantage of the footfall created from public transport and pedestrians on Parramatta Road.



5. **Public domain upgrades on Norton Street** – public domain plans should be developed to provide for trees, shade, seating, and open spaces.

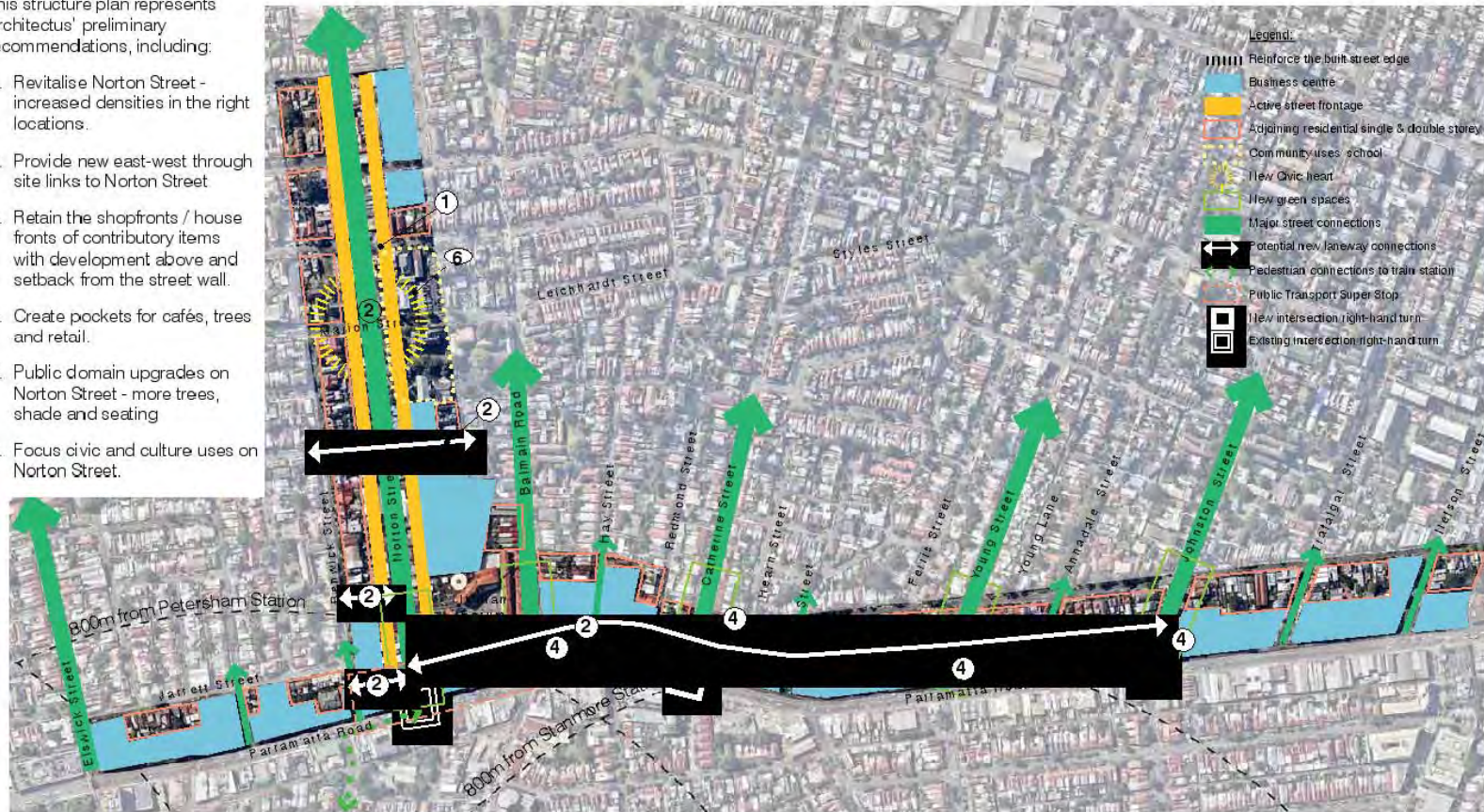


6. **Focus civic and cultural uses and potential new open space on Norton Street** – to increase visitation to Norton Street and extend dwell times.

2.9 Leichhardt precinct: Architectus' preliminary Structure Plan

This structure plan represents Architectus' preliminary recommendations, including:

1. Revitalise Norton Street - increased densities in the right locations.
2. Provide new east-west through site links to Norton Street
3. Retain the shopfronts / house fronts of contributory items with development above and setback from the street wall.
4. Create pockets for cafés, trees and retail.
5. Public domain upgrades on Norton Street - more trees, shade and seating
6. Focus civic and culture uses on Norton Street.



Public domain recommendation analysis

2.10 Leichhardt precinct: PRUTS comments + recommendations

2.10.1 Key issues for Leichhardt Precinct

Issue	Recommendation	Issue	Recommendation
<p>Building height – Parramatta Road</p> <ul style="list-style-type: none"> - The draft PRUTS recommends heights of 4 storeys for sites on Parramatta Road. - Initial testing has revealed that intensification is difficult on single lots. Further testing and detailed built form controls are required. - All properties fronting Parramatta Road are within a Conservation Area. The built form controls for this precinct must be informed by detailed site testing, showing how contributory buildings can be adaptively reused and how additional density can be acceptable from a heritage perspective. 	<p>It is recommended that additional testing is undertaken to establish:</p> <ul style="list-style-type: none"> - A built form typology that allow for the retention of the front element of contributory buildings and retention of the existing street wall and fine grain character. - Maximum height and FSR controls for different lot sizes. - If lot amalgamation is required to achieve a feasible mixed use development. <p>Architectus and SGS are currently testing built form options and Council will provide detailed future provisions to UrbanGrowth NSW in 2016.</p>	<p>Building height – remainder of the precinct</p> <ul style="list-style-type: none"> - The draft PRUTS recommends heights between 6-8 storeys for the majority of the precinct. - The precinct comprises several heritage items and all properties fronting Parramatta Road, and many properties to the west of Norton Street are within a Conservation Area. The built form controls for this precinct must be informed by detailed site testing, showing how contributory buildings can be adaptively reused and how additional density can be acceptable from a heritage perspective. A 6-8 storey control for the full extent of the precinct is not a good outcome in this regard and further refinement is needed. - Early testing has demonstrated that 6-8 storeys is not achievable on lots less than 2000sqm because: <ul style="list-style-type: none"> • Adequate building separation cannot be achieved. • Many sites are not wide enough to accommodate any basement parking. • Access to some of the streets in the recommended 6-8 storey zone are less than 10m wide. 6 storeys development addressing these streets would be overwhelming and overshadowed and create a poor pedestrian environment. 	<p>That additional testing is undertaken to establish:</p> <ul style="list-style-type: none"> - The preferred built form typology for sites on Parramatta Road and other streets (street wall heights and setbacks, side setback strategy etc.) - Maximum height and FSR controls for different lot sizes. - Detailed built form controls to protect shopfronts in some areas, and a fine grain built form in all areas. - Street wall heights for all important pedestrian and cycle corridors. - How to achieve residential amenity on Parramatta Road through building design. <p>Architectus and SGS are currently testing built form options and Council will provide detailed future provisions to UrbanGrowth NSW in 2016.</p>
<p>New public domain</p> <ul style="list-style-type: none"> - The PRUTS does not identify any new public open space in the Leichhardt part of the precinct. 	<ul style="list-style-type: none"> - It is recommended that the streets adjoining Parramatta Road, be identified as future public spaces, for the depth of one block. Refer to the Architectus Structure Plan. These spaces could be achieved through a setback to development on these corners, simple seating and landscape treatment. In these locations, where the traffic noise is significantly less than on Parramatta Road, places to meet and dwell could be created without unreasonable impacts on the development potential of those sites. These spaces could also provide a sequence of interesting spaces to activate the link between residential areas and Norton Street. <p>It is recommended that the public domain plan be amended to include these spaces, once the Urban Design Study is completed and provided to UrbanGrowth NSW in 2016.</p>		

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Issue	Recommendation
<p>Through site links</p> <ul style="list-style-type: none"> - The proposed extension of McDonald Street through to Norton Street, and the extension of Dot Lane to Norton Street are the two most critical connections, and the proposal is supported wholeheartedly. - There is an additional opportunity to connect neighbourhoods 	<ul style="list-style-type: none"> - Increasing permeability and opportunities for pedestrian access into Norton Street will be critical to the street's revitalisation. The built form controls for development adjoining Norton Street could provide incentives for the creation of additional through site links into Norton Street – particularly from Renwick Street in the west, where there are major activity generators like the Catholic Education Headquarters.

There is general support for the vision for the Leichhardt precinct as a invigorated neighbourhood that has:

- *A desired future character that responds to the precinct's heritage, local businesses small shop frontages and fine grain built form and existing food culture.*
- *Provides a balance between providing homes and jobs, with mixed uses throughout the precinct.*
- *New public domain on, and connecting to, Norton Street.*
- *Renewal and increased densities in appropriate locations.*

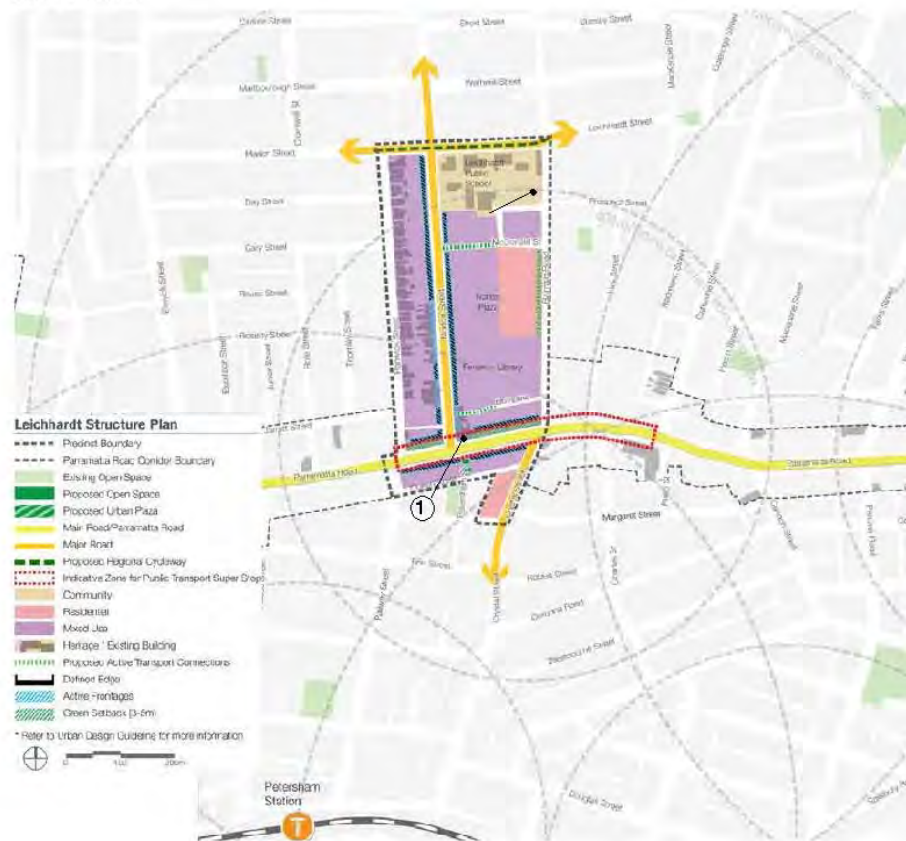
2.10.2 Minor issues and corrections (refer to map reference overleaf)

Issue	Recommendation
<p>1 Active frontages</p> <p>-The draft PRUTS recommends active frontages on Parramatta Road and Norton Street.</p>	<p>-As with all of the precincts, development on Parramatta Road should have non-residential uses at ground level and multiple entries, but will not have the same main street character as other streets – primarily because of the narrow footpaths, busy traffic and traffic noise.</p> <p>-In the Leichhardt precinct, Norton Street should be the primary focus for retail activity and public domain upgrades.</p>
<p>2 Site coverage – the PRUTS site testing assumes a site coverage between 35% and 40% coverage for development between 6 and 8 storeys.</p>	<p>-This assumed site coverage may be too low for sites on Parramatta Road, in particular sites with non-residential uses at lower levels.</p> <p>-Height and FSR controls for this site should be the result of detailed sites testing and not rules of thumb.</p> <p>-Revised height, FSR and built form controls (based on site testing and not rules of thumb) will be provided in 2016.</p>
<p>3 The proposed 'super stop' at the intersection of Thomas Street and Parramatta Road has the potential to conflict with public domain strategies and pedestrian flow in all directions (for example, a central lane bus stop may require access via a pedestrian bridge, which is a poor urban design outcome). It is understood that super stops are yet to be designed, and the types of transport using the stops has not been decided.</p>	<p>-It is recommended that UrbanGrowth NSW work with Leichhardt Council to ensure that the super stop is in the right location and does not have an adverse impact on the quality of the public domain, or accessibility for pedestrians and cyclists.</p> <p>-Architectus to develop urban design principles for the design of a super stop in Leichhardt, and the preferred location, for submission to UrbanGrowth NSW in 2016.</p>

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Reference plan - refer to issues listed on the previous page

Built Form Plan



- Leichhardt Structure Plan**
- District Boundary
 - Parramatta Road Corridor Boundary
 - Existing Open Space
 - Proposed Open Space
 - Proposed Urban Plaza
 - Major Road/Parramatta Road
 - Major Road
 - Highway/Highway Overpass
 - Indicative Zone for Public Transport Super Stop
 - Community
 - Residential
 - Mixed Use
 - Heritage / Existing Building
 - Proposed Active Transport Connections
 - Existing Edge
 - Active Heritage
 - Green Setback (3-6m)
- * Refer to Urban Design Guidelines for more information

Built Form Plan

- District Boundary
 - Parramatta Road Corridor Boundary
 - Existing Open Space
 - Proposed Open Space
 - Proposed Urban Plaza
 - Major Road/Parramatta Road
 - Major Road
 - Indicative Zone for Public Transport Super Stop
 - Proposed Active Transport Connections
 - Proposed Vehicular Connections
 - Average 8 stories - max 12 stories (40m)
 - Average 6 stories - max 8 stories (24m)
 - Average 3 stories - max 4 stories (17m)
 - Heritage / Existing Building
 - Landmark Building
 - Correlative Pedestrian Edges
- * Refer to Urban Design Guidelines for more information

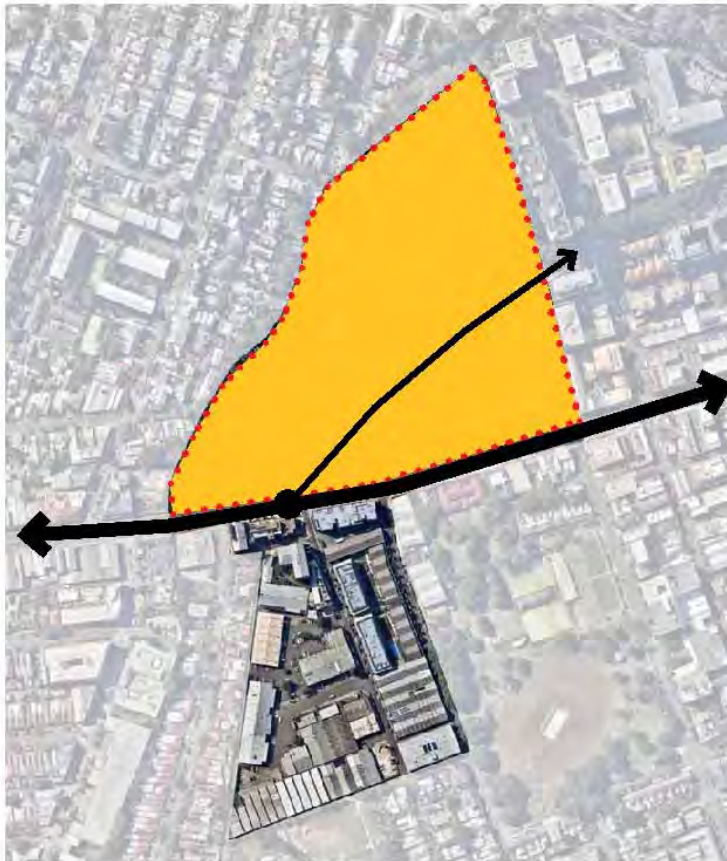


Access & Movement Plan

- District Boundary
 - Parramatta Road Corridor Boundary
 - Existing Open Space
 - Proposed Open Space
 - Proposed Urban Plaza
 - Heritage / Existing Building
 - Major Road/Parramatta Road
 - Major Road
 - Existing Active Transport
 - Proposed Regional Cycleway
 - Upgrade Active Transport Connections
 - Proposed Active Transport Connections
 - Proposed Vehicular Connections
 - Indicative Zone for Public Transport Super Stop by Station
 - Existing Signalised Intersection
 - Proposed Intersection Upgrade
- * Refer to Urban Design Guidelines for more information



2.11 Camperdown precinct: the site



Camperdown

Camperdown is transitioning to a vibrant high-density precinct with many different uses and many different types of built form. Essential to Camperdown's future is its proximity to the University of Sydney and Royal Prince Alfred Hospital.

Adaptive reuse of warehouses and poorly performing retail space, presents a further opportunity for the Precinct to meet commercial demand that flows from activities of adjacent health and education precincts. New development will be sensitive to the industrial and lower lower-scale residential character of the area. A new walking and cycling network will be implemented.

The urban design characteristics of the precinct are:

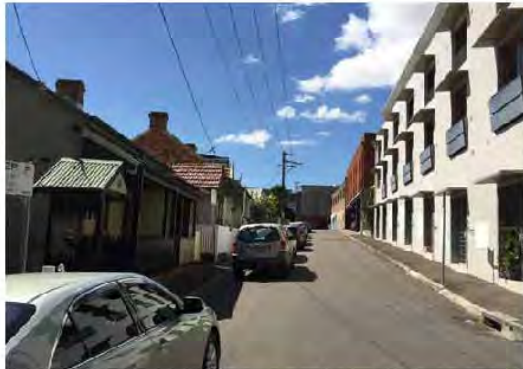
1. Quality industrial/warehouse heritage buildings.
2. Network of permeable pedestrian friendly laneways.
3. Located along Johnstons Creek.

The precinct is currently zoned as IN2 'Light Industrial' with RE1 'Public Recreation' on the west boundary of the site and a pocket of B7 'Business Park' located on the corner site of Mathieson & Cahill Streets.



Zone	
B1	Neighbourhood Centre
B2	Local Centre
B4	Mixed Use
B7	Business Park
IN2	Light Industrial
R1	General Residential
R3	Medium Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP1	Social Activities
SP2	Infrastructure

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Example of residential to live/work and industrial interface.



The Precinct has good key anchors which could be strengthened by allowing retail outlets where manufactured.



A green laneway (following a canal) runs between the industrial precinct and residential area to the north-west. In some areas, the laneway is narrow and informally used.



In other parts of the green laneway, Council are providing play equipment and improved pedestrian facilities. This example is at the end of Chester Street.



The Precinct has a number of laneways that increase permeability.



Plymouth Bridge Road forms a main spine to the Precinct, running east-west between Booth Street and Parramatta Road.

2.12 Camperdown precinct: what the PRUTS recommends

Structure plan

- Enterprise and business uses between Pyrmont Bridge Road, Booth Street and Parramatta Road.
- Mixed uses along Parramatta Road, residential uses in majority of the precinct.
- Proposed open space between Chester Street and greenway.



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Built form

- Majority of precinct proposed average 8 storeys - max. 12 storeys (42m).
- Area between Booth Street, Guihen Street, and Chester Street identified for average 6 storeys - max. 8 (29m).
- Landmark building corner Parramatta Road and Pymont Bridge Road.

Access and movement

- Proposed intersection upgrades at junction of Layton Street/Parramatta Road and Booth Street/Parramatta Road.
- Extension pedestrian link between Bignell Lane to Parramatta Road.
- Increased vehicle connections between Chester Street and Gordon Street and Gehrig Lane.

Built Form Plan



Access & Movement Plan



2.13 Camperdown precinct: Council's vision



1. **Retain the quantum of industrial floorspace** for essential industries and urban services. Consider how public domain improvements and increased development capacity for office and business uses might promote investment and the development of additional floor area.

2. **Retain the heritage, fine grain industrial built form character** – provide controls for development above industrial buildings, and allow for 1 or 2 lot amalgamation.



3. **Retain and enhance the fine grain street and lane network** – focus public domain improvements on streets and lanes while maximising shared pedestrian and vehicular access.

4. **An active open space corridor** – create a continuous open space connection between Parramatta Road and Booth Street on the western boundary of the precinct, with pedestrian connections across the corridor and public domain upgrades.

2.14 Camperdown precinct: Architectus' preliminary Structure Plan

1. Retain the quantum of industrial floor space through the retention of the existing land use controls.
2. Retain the strong heritage, fine grain built form character.
3. Retain and enhance the fine grain street and lane network - creating new through site links to the 'spine' streets
4. Develop plans for this remnant open space as a Green Link - provide for continued pedestrian and cycle connectivity, landscaping and pocket parks along the link.
5. New development facing the Green Link should address the open space and provide a landscaped setback (average 10m setback)
6. Create green spaces in the streets off Parramatta Road. A setback, trees and seating provide places for employees and visitors to relax away from Parramatta Road.



2.15 Camperdown precinct: PRUTS comments + recommendations

2.15.1 Key issues for Camperdown Precinct

Issue	Recommendation	Issue	Recommendation
<p>Land use: loss of IN2 zoned land for mixed uses</p> <p>The majority of the existing light industrial precinct is proposed to be residential uses only with mixed uses along Parramatta Road.</p> <p>This represents the loss of approx. 70,980sqm of industrially zoned land.</p>	<ul style="list-style-type: none"> - The aim for this precinct is to retain the existing quantum of industrial floor space; ensure that this land is reserved for industrial uses into the future with no decrease in flexibility due to residential uses; and to avoid land use conflicts. - The current IN2 allows for a broad range of employment uses, including offices, neighbourhood shops, educational uses, warehouses and bulky goods premises. Clause 6.9 Leichhardt LEP 2013 allows for 'business premises' where they are for a 'creative' use. - The introduction of residential uses in this precinct is not supported. Leichhardt Council is committed to increased densities in other parts of the LGA in order to retain the existing IN2 Zone. 	<p>Building height – average 8 storeys on Parramatta Road, Pyrmont Bridge Road and around smaller streets and laneways.</p>	<ul style="list-style-type: none"> - Increased densities for employment uses in the precinct are supported. - It is recommended that additional testing is undertaken to establish: <ul style="list-style-type: none"> - The preferred built form typology for sites on Parramatta Road and other streets (street wall heights and setbacks, side setback strategy etc.) for employment uses. - Maximum height and FSR controls for different lot sizes. - Detailed built form controls to protect heritage and shopfronts in some areas, and a fine grain built form in all areas. - Street wall heights for all important pedestrian and cycle corridors.
	<p>- It is recommended that the IN2 zoning be retained. Architectus and SGS are currently testing land use and built form options for sites in the IN2 Zone to see if increased densities for employment uses, or any other measures might trigger renewal and investment in employment uses. Council will provide detailed future provisions to UrbanGrowth NSW in 2016.</p>	<ul style="list-style-type: none"> - The proposed heights are not likely to be suitable for the area, if it is to be retained for employment uses. Research and testing has demonstrated that the employment uses permissible in the current IN2 Zone are not likely to develop over 4 storeys, for practical and cost reasons. - Assuming some commercial uses might develop up to 8 storeys, early testing has demonstrated that 8 storeys is not achievable on lots less than 2000sqm because: <ul style="list-style-type: none"> - Adequate building separation cannot be achieved. - Many sites are not wide enough to accommodate any basement parking. - Some of the streets in the recommended 8-storey zone are less than 10m wide. 8 storeys development addressing these streets would be overwhelming and overshadowed and create a poor pedestrian environment. 	<ul style="list-style-type: none"> - Architectus and SGS are currently testing built form options and Council will provide detailed recommendations to UrbanGrowth NSW in 2016.

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Issue	Recommendation
<p>Land use – 'Enterprise and Business Zone'</p> <ul style="list-style-type: none"> - It is unclear what the permissible land uses would be for the proposed Enterprise and Business Zone. - Any additional uses permitted in this area (compared to the IN2 Zone) are likely to result in light industrial and creative uses being forced out of the area, and therefore a loss of lands available for employment uses and essential urban services. 	<ul style="list-style-type: none"> - As outlined in the report by SGS, these employment lands are important to the broader functioning of the city. There is likely to be increased demand for industrial land in the LGA, so the loss of more industrially-zoned land is not supported. - It is recommended that the Structure Plan be amended to show the sites currently zoned IN2 Zone as "Light Industrial" or similar.
<p>The green link and new pocket parks</p> <ul style="list-style-type: none"> - Architectus supports the identification of the green link in the PRUTS (the open space on the north-western precinct boundary), but detailed studies and works are required to allow continued access through this open space (it currently drops into a culvert for a length of the connection). The draft PRUTS does not provide any framework for these improvements. - The Draft PRUTS also recommends two new open spaces along the green link. The southern open space is supported, but more detailed work is required to assess the impacts of this park on affected sites. - The northern open space affects several privately-owned properties and it is not clear how this open space might be achieved 	<ul style="list-style-type: none"> - The Architectus Urban Design Study will provide more detailed guidelines for the design of the green link. This project would be a good location for State Government investment in public domain in the area. - For other sites that address the green link, it is recommended that new development is setback from the open space to create usable spaces and allow for more planting. Detailed setback provisions will be provided as part of the Urban Design Study and should inform built form controls and design provisions in a future DCP. - The Architectus Urban Design Study will investigate the southern proposed open space in more detail and test the impacts for the development capacity of affected sites. - For the northern-most proposed open space, an alternative location to the north of Chester Street is recommended. It is recommended that the PRUTS be updated accordingly.



Comments

- The broader vision for a cohesive Corridor Strategy is supported.
- There is general support for the vision for the Camperdown precinct including:
 - Improved pedestrian connections to existing parks, destinations and infrastructure.
 - New development that responds to heritage elements.
 - Improved east west active transport connections.

2.15.3 Minor issues and corrections (refer to map reference overleaf)

Issue	Recommendation	Issue	Recommendation
<p>1 Location of the super stop</p> <p>A super stop is proposed at the intersection of Parramatta Road and Pymont Bridge Road.</p>	<ul style="list-style-type: none"> -The design and function of the super stop is not known at this stage. -The proposed location is at a very busy intersection that is already the location of traffic and pedestrian and cycle conflict. -It is recommended that the intersection of Parramatta Road and Booth Street/Mallet Street be considered for a transport super stop. This would serve both the industrial precinct and residential to the north of Booth Street and to the south of Parramatta Road, and is also the intersection of two key cycle routes. 	<p>3 New through site links</p>	<ul style="list-style-type: none"> -Architectus recommends several additional through site links that would improve pedestrian access to transport and open spaces, and could be achieved as part of the redevelopment of the identified sites. Refer to the Structure Plan. It is recommended that the Access and Movement Plan be updated to identify these opportunities. -Remove the proposed vehicle connection through the heritage building between Chester Street and Booth Street.
<p>2 The main spine for the precinct</p> <p>The application of the active frontages on Parramatta Road and Pymont Bridge Road suggests that the PRUTS would suggest that these streets form the 'main streets' in the precinct</p>	<ul style="list-style-type: none"> -Architectus to develop urban design principles for the design of a super stop in Camperdown for submission to UrbanGrowth NSW in 2016. -It is recommended that Pymont Bridge Road and Chester Street should be the focus of streetscape improvements and active uses to promote their role as main streets. -Parramatta Road should continue to have commercial uses at ground level and many openings to the street but will not have the same character as the other streets. -It is recommended that future public domain strategies support Pymont Bridge Road and Chester Street as main streets in the precinct. 	<p>4 Increased accessibility and connectivity</p>	<ul style="list-style-type: none"> -Provision for a right hand turn should be made to increase the accessibility of the precinct.
	<ul style="list-style-type: none"> -Architectus to prepare an alternative public domain strategy and structure plan to reinforce Pymont Bridge Road as the organising spine for the precinct. 	<p>5 Site coverage – the PRUTS site testing assumes a site coverage between 35% and 40% coverage for development between 6 and 8 storeys.</p>	<ul style="list-style-type: none"> -This assumed site coverage may be too low for sites on Parramatta Road, in particular sites with non-residential uses at lower levels. -Height and FSR controls for this site should be the result of detailed sites testing and not rules of thumb. -Revised height, FSR and built form controls (based on site testing and not rules of thumb) will be provided in 2016.

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Structure Plan



Camperdown Structure Plan (Draft Parramatta Road Urban Transformation Strategy, UrbanGrowth NSW 2015)

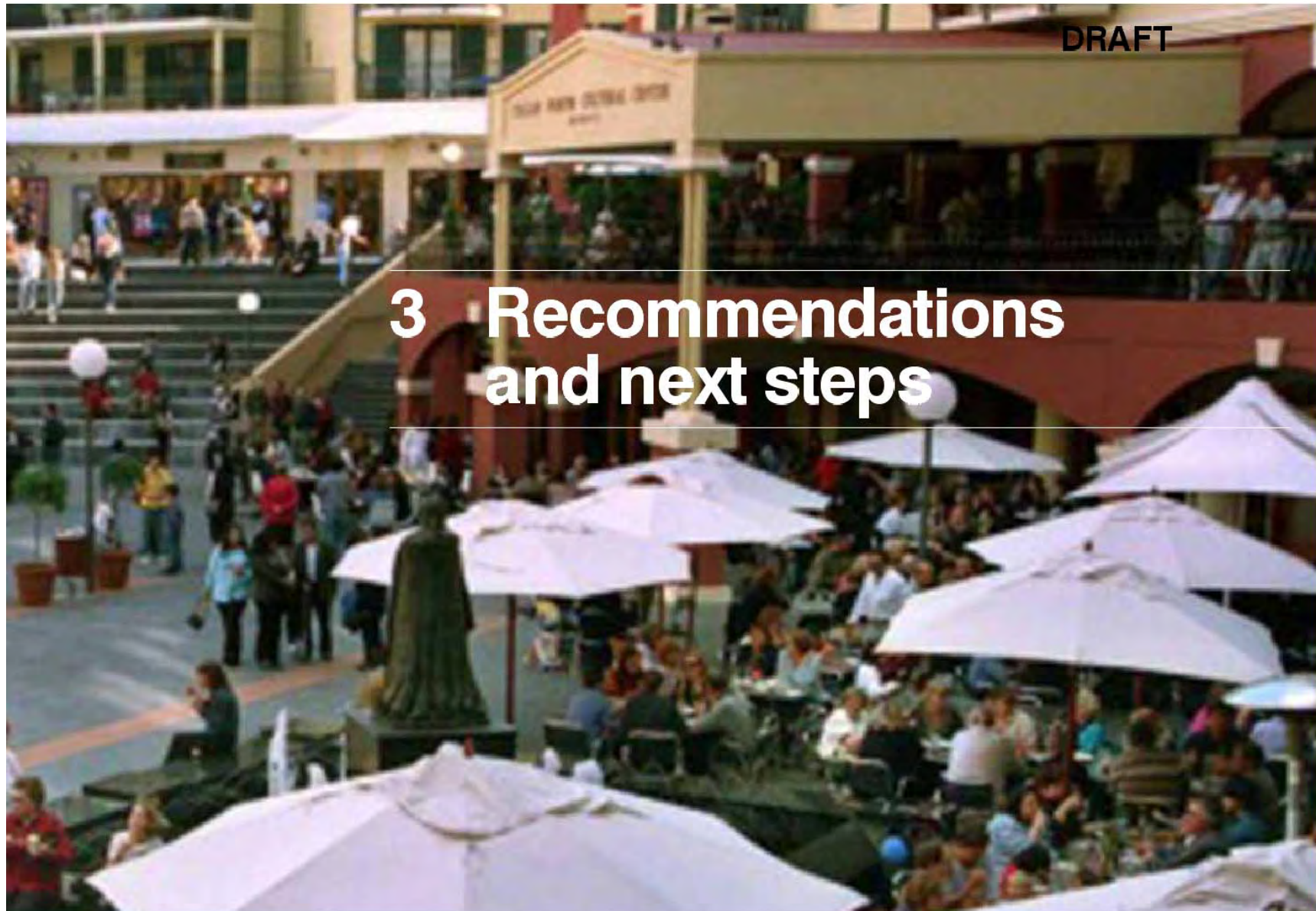
Built Form Plan



Access & Movement Plan







3.1 General comments on the Draft PRUTS

Implementation

- Part 6 of the Draft PRUTS, Delivering the Strategy, sets out the implementation framework through a Short Term Implementation Plan and Five Year Action Plan. For Councils, it is expected that a Section 117 Direction could be implemented to require all planning proposals to be consistent with the vision, principles and actions of the Strategy (alternatively, a State policy could be used to give the Strategy statutory force).
- In the case of the changes to land use proposed in the Taverners Hill Precinct and the Camperdown Precinct, this would result in Council having to depart from the application of Section 117 Direction 1.1 Business and Industrial Zones. While a Planning Proposal may be inconsistent with this Direction if it is justified by a study which gives consideration to the objective of the Direction, the studies prepared by or for the information of Council have concluded that such a rezoning would not be justified.

Efficiencies and character of Parramatta Road

- Support no landscape setback for Camperdown to Taverners Hill Precincts, including Leichhardt.
- Development models on page 45 of the PRUTS assume a lower site coverage than is likely to be achieved in mixed use development, particularly on the Parramatta Road Corridor.
- Taking the example of two amalgamated sites along Parramatta Road, a site area of approximately 2,250sqm has been used as an example of a site appropriate for an average of 6 storeys.
- Our testing demonstrates that the likely built form outcome would involve a podium of ground and first floor non residential uses, which would achieve a range of 1.5:1 to 1.8:1, with 100% site coverage. This would achieve a continuous street edge to both Parramatta Road and rear laneway, as well as increasing the efficiency of the sites.
- This would achieve a greater FSR than 2.1:1 at six storeys. It is considered through this example that the site coverage is not realistic and more detailed testing of appropriate FSRs and heights will need to be undertaken.

Fine grain study and urban design response

- Structure plan objectives should be better connected with the desired built form outcomes for each precinct, as demonstrated in the Fine Grain Study in the Urban Design Guidelines.
- A typical lot fronting Parramatta Road depth is 36m and 12m wide. Allowing for a single site to turn over and an appropriate built form with density and urban renewal outcomes, a typical plan has been provided at Figure 1.
- Assuming an amalgamation of two sites, a typical built form outcome has been demonstrated at Figure 2. This built form achieves a 3:1 FSR.
- Likelihood of amalgamation across three or more sites decreases and may result in isolated sites.

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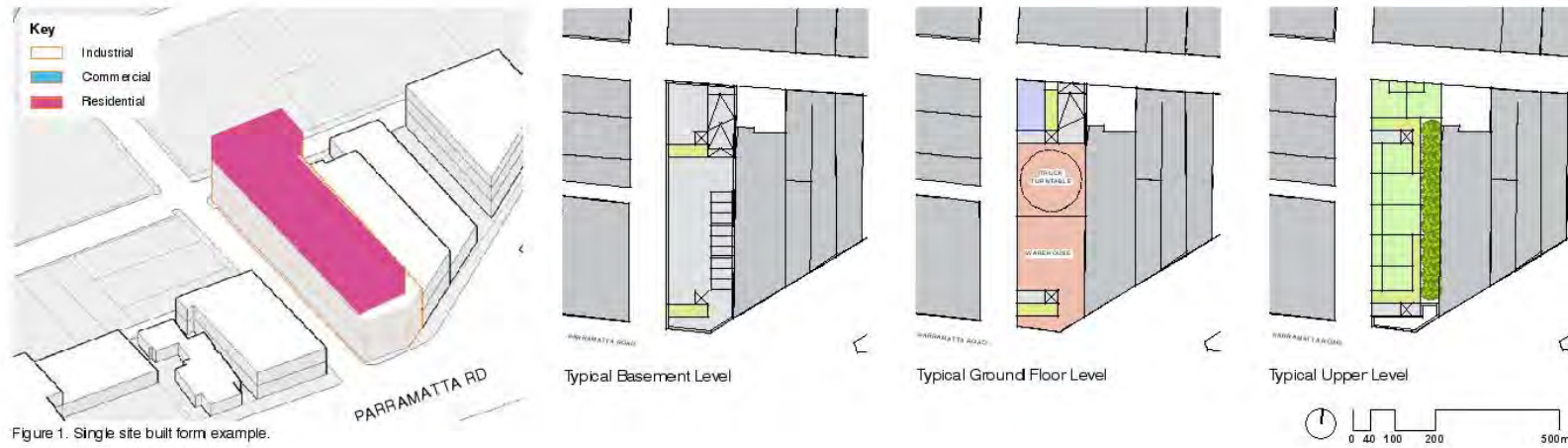


Figure 1. Single site built form example.

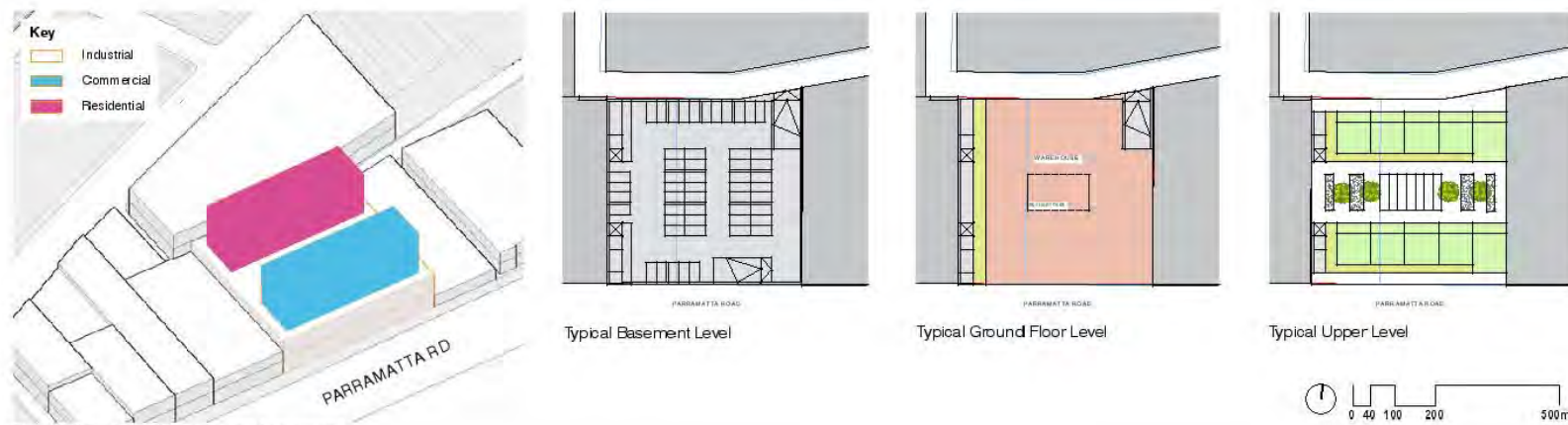


Figure 2. Two site amalgamation built form example.

3.2 Summary of key recommendations

Land use – loss of employment lands

Camperdown Precinct and Taverners Hills Precinct are valuable employment lands, and be recommended by SGS for retention. The PRUTS recommendation to rezone these precincts almost entirely for mixed uses is not supported.

Leichhardt are committed to increased densities in the precincts and frame areas, in appropriate locations. Some areas may have the potential to accommodate higher density development, justifying the retention of valuable, intact employment precincts.

As part of the Urban Design Study currently being undertaken, the following will be tested:

– **Retention of the IN2 Zone for the Camperdown Precinct** and investigate public domain opportunities and increased density/ flexibility under the planning controls to promote renewal for employment uses (urban services, manufacturing, offices, some businesses).

– **Retention of the IN2 Zone for the Taverners Hill precinct, with mixed uses permissible as a ‘bonus’** additional permissible use and increased densities as a way to promote renewal, and the creation of more employment floorspace as part of mixed use developments.

Recommendation 1 – That UrbanGrowth NSW work with Leichhardt Council to refine the land use recommendations for the Taverners Hill and Camperdown Precinct in early 2016, following Council's consideration of the Industrial Urban Design Study in March 2016.

Building and street wall heights

Testing has demonstrated that 8 storeys is not achievable on lots less than 2000sqm because:

- Adequate building separation cannot be achieved.
- Many sites are not wide enough to accommodate any basement parking.
- Generally, at this high-level, the proposed 8-12 storey heights have not been tested for impacts on amenity, streetscape character, overshadowing, buildability or heritage, and need to be refined in the next stages.
- As part of the Urban Design Study currently being undertaken, the following will be tested and identified:
 - Preferred heights and FSR controls for all sites in the precincts and frame areas, with a view to maximising density in a compatible way.
 - Minimum lot sizes for higher density development, and potentially alternative controls for more modest development on single lots.
 - Detailed design controls for each precincts – including street wall height, street wall setbacks, side setbacks and design controls to ensure a fine grain character.
 - Controls for the renewal of sites comprising heritage buildings or contributory buildings.
 - New public domain and through site connections that can be provided through private re-development of sites.

Recommendation 2 – Leichhardt Council to provide detailed land use recommendation for the Taverners Hill and Camperdown Precinct in early 2016, following Council's consideration of the Industrial Urban Design Study in March 2016.

Recommendation 3 – Consider the additional comments on public domain, transport infrastructure and other minor points raised in this submission for inclusion in the final PRUTS.

3.3 Next steps

Next steps

Architectus sees the next steps as being a very important step to refine the controls to ensure good land use and built form outcomes for the Leichhardt LGA. Council looks forward to working with UrbanGrowth NSW and can commit to the following timeline for the provision of additional information.

January 2016

- Meeting between Council and UrbanGrowth NSW to confirm next steps.
- Complete the Draft Industrial Areas Urban Design Study (Architectus + Leichhardt Council).

February 2016

- Heritage review of the Urban Design Study, by NBRS.
- Feasibility and strategic land use review of the Urban Design Study.

March 2016

- Council considers the final Urban Design Study.
- Submission to UrbanGrowth NSW.
- Workshop to discuss recommendations.