

**Attachment 1 – Council's Assessment Checklist**



**ATTACHMENT 1 - PLANNING PROPOSAL ASSESSMENT CHECKLIST**

PLANNING PROPOSAL APPLICATION No. IWC\_PP\_2018\_02

1 - 5 CHESTER STREET, ANNANDALE

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

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

### 1. Planning Proposal (LEP Amendment Request) Application Details

Aerial photographs



**1. Planning Proposal (LEP Amendment Request) Application Details**

Site photos/photomontage



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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

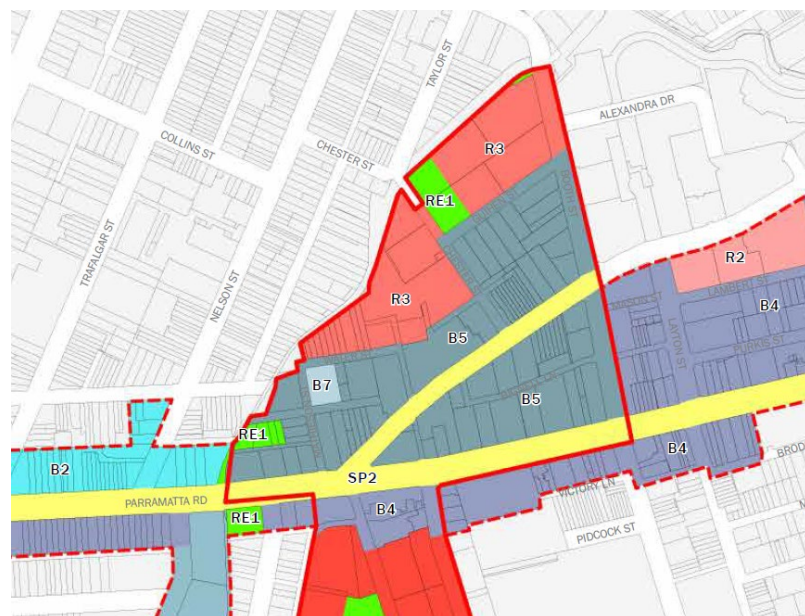


Figure 1 - Extract from PRCUTS illustrating recommended zoning in the Camperdown precinct.

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

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



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

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



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

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

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

Satisfactory

Comments

Y

N

N/A

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

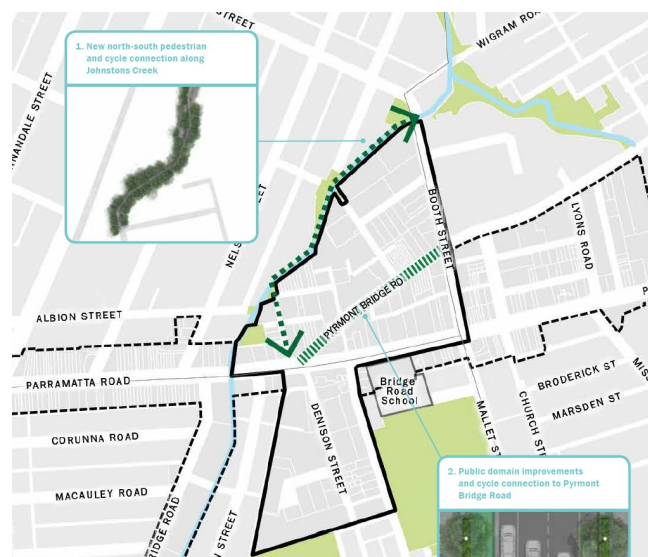


Figure 3 – Extract from the PRCUTS UAIP indicating the proposed works for Camperdown

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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			Y	N	N/A	
		NSW Far North Coast				
	5.4	Commercial and Retail Development along the Pacific Highway, north Coast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	5.8	Second Sydney Airport: Badgerys Creek	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	5.9	North West Rail Link Corridor Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	5.1 0	Implementation of Regional Plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		Local Plan Making				
	6.1	Approval and Referral Requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	6.2	Reserving Land for Public Purposes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	6.3	Site Specific Provisions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		Metropolitan Planning				
	7.1	Implementation of a Plan for Growing Sydney	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A Plan for Growing Sydney has been superseded by the Greater Sydney Region Plan 2018. As discussed previously, the Planning Proposal is inconsistent with the Region Plan and therefore with this direction 7.1.
	7.2	Implementation of Greater Macarthur Land Release Investigation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	7.3	Parramatta Road Corridor Urban Transformation Strategy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See below.
		<p><b>Objectives</b></p> <p>(1) The objectives of this Direction are to:</p> <ul style="list-style-type: none"> <li>a) facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and the Parramatta Road Corridor Implementation Tool Kit,</li> <li>b) provide a diversity of jobs and housing to meet the needs of a broad cross - section of the community, and</li> <li>c) guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure.</li> </ul>				

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



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

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

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

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

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