



INNER WEST COUNCIL

ATTACHMENTS

for

BUSINESS PAPER

6.30PM, TUESDAY, 8 OCTOBER, 2019

**Item 5. Parramatta Road Urban Amenity Improvement Program
- Public Domain Master Plan**

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**Item 6. Planning Proposal for 36 Lonsdale Street and 64-70 Brennan
Street, Lilyfield**

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Tract

Parramatta Road Urban Amenity Improvement Program

Leichhardt and Camperdown Precincts
Public Domain Master Plan

Master Plan Design Proposals

Prepared by Tract Consultants for Inner West Council

Revision 12

09 September 2019

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Executive Summary

The Parramatta Road corridor and the UAIP is a NSW State Government, \$198 million initiative under the Parramatta Road Corridor Urban Transformation Program. It extends from Granville to Camperdown, and includes projects in Granville, Auburn, Homebush, Burwood, Kings Bay, Taverners Hill, Leichhardt and Camperdown.

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

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

The proposed improvements include three categories of projects:

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

The projects and descriptions were developed by Urban Growth NSW through an iterative process with Councils along the corridor. The projects aim to build on the existing strengths of the neighbourhoods

and reflect their sense of place and character.

This report includes projects identified through the UAIP for Leichhardt and Camperdown Precincts. The five selected projects for Inner West Council include:

- Leichhardt Precinct
 1. Public domain improvement to key north-south streets perpendicular to Parramatta Road: Rofe Street, Renwick Street, Norton Street, Balmain Road, Catherine Street and Crystal Street
 2. New cycle connection along Dot Lane
 3. Conversion of Petersham Street to a pocket park
- Camperdown Precinct
 4. New north-south pedestrian and cycle connection along Johnstons Creek
 5. Public domain improvements and cycle connection to Pyrmont Bridge Road between Parramatta Road and Mallet Street

The approach taken by Inner West Council's Strategic Planning group from the outset was to treat all individual projects as parts of a whole.

Tract Consultants was engaged by Inner West Council in July 2018 to develop a comprehensive vision for the precincts to be implemented through the individual project's transformational potential. A public domain master plan was identified as the best, most ambitious format to articulate this vision.

The aim of the Parramatta Road UAIP is to reverse the urban decay and lack of design cohesion along Parramatta Road. This master plan presents a strategy to transform the streets and public space to a more liveable, accessible and sustainable environment for all users.

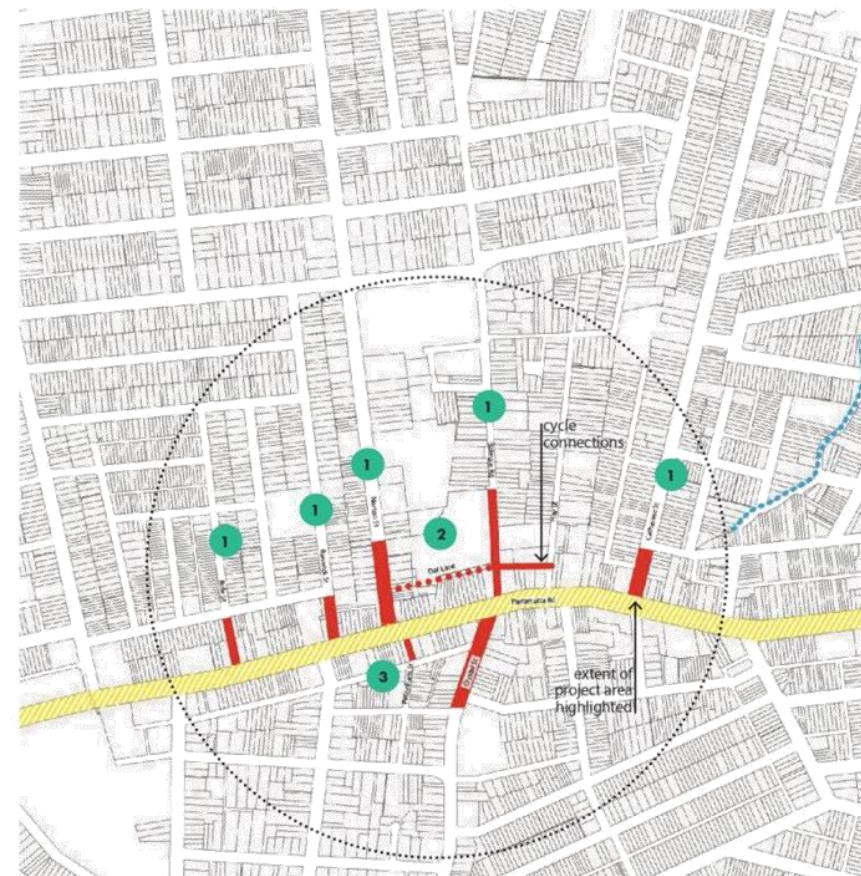
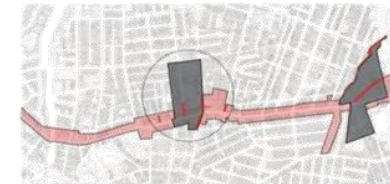
The design process has undertaken detailed site analysis, strategic policy review, community and key stakeholder engagement, collaborative workshops with Council disciplines and benchmarking with best practice. All of this analysis background work has resulted in the development of a vision and design principles which were used as design guidelines in the master plan design proposals.

Once approved, this master plan will be progressed into detailed design and then construction, as all the projects included are fully funded by the NSW State Government. In order to move forward into the documentation process as seamlessly as possible, a very high degree of detail has been provided in this master plan.

Inner West Council UAIP Projects - Leichhardt Precinct

Inner West Council has five project precincts identified for design funding in its Local Government Area (LGA) along Parramatta Road:

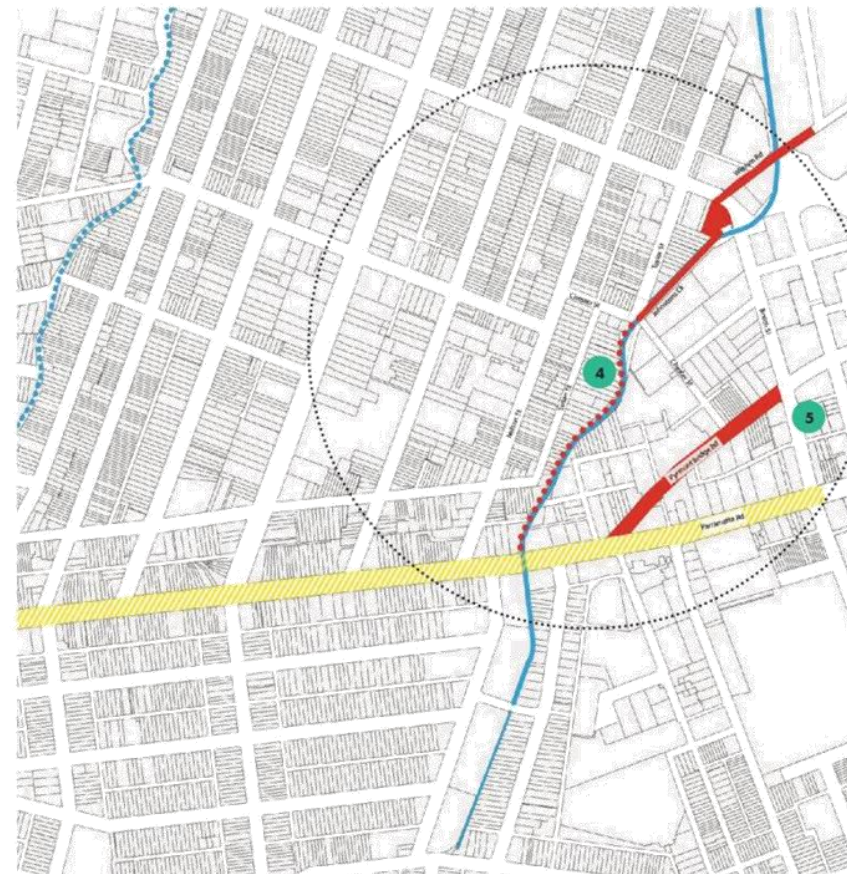
PROJECT	PRECINCT	PROJECT DESCRIPTION
1	Leichhardt	<p>Public domain improvement to key north-south streets perpendicular to Parramatta Road: Rafe Street, Renwick Street, Norton Street, Balmain Road, Catherine Street and Crystal Street.</p> <p>At present the streetscape within the Leichhardt Precinct is degraded and hostile, particularly for pedestrians. Upgrades to the existing north south streets from Parramatta Road will create a more amenable environment for pedestrians and improve the existing streetscape character</p> <p>Streetscape improvements include lifting and replacing cracked and uneven footpath pavements, new street tree planting, under storey mass planting, lighting, Water Sensitive Urban Design (WSUD) and new street furniture. This will provide a safer surface for walking and also engender a sense of pride in the appearance of the public domain.</p>
2	Leichhardt	<p>New cycleway line marking will also be provided on Renwick Street, Catherine Street and Balmain Road to create a safer cycling environment</p> <p>New cycle connection along Dot Lane</p> <p>As part of the overall improvement to connectivity a new east west cycleway connection is proposed along Dot Lane between Norton Street, Balmain Road and through to Hay Street through the existing surface carpark.</p> <p>This will improve connectivity and will assist with the future activation of the existing lanes and existing hostile carpark areas.</p> <p>Opportunities for tree planting to provide shade and assist with wayfinding will also be explored</p>
3	Leichhardt	<p>Conversion of Petersham Street to a pocket park</p> <p>A new pocket park is proposed in place of the section of Petersham Street between Parramatta Road and Queen Street.</p> <p>This will provide both a pedestrian friendly connection through to Parramatta Road and a much needed area of amenity and respite along an active street.</p> <p>The park is to provide shaded seating spaces amongst planting and new trees, including custom seating, bins, bike racks and pedestrian scale lighting. Water Sensitive Urban Design (WSUD) will also be incorporated to manage stormwater movements and provide passive irrigation to trees and plants.</p>





Inner West Council UAIP Projects - Camperdown Precinct

PROJECT	PRECINCT	PROJECT DESCRIPTION
4	Camperdown	<p>New north-south pedestrian and cycle connection along Johnstons Creek</p> <p>Currently there is a pedestrian connection along Johnstons Creek from Blackwattle Bay which terminates at Wigram Road in Glebe and then along Orphan School Creek to Foss Street. Alternatively there is street access from Hagan Park along Taylor Street that connects across Johnstons Creek to Chester Street over a narrow bridge to Pyrmont Bridge Road.</p> <p>A new shared pedestrian and cycle path is proposed to provide improved connections to Parramatta Road from the existing City of Sydney pedestrian/cycle connection, via a new shared path along Wigram Rd, Booth Street near Badu Park along the western side of Johnstons Creek to Mathieson Street and then on to Parramatta Road. This will significantly improve pedestrian and cycle connectivity to Rozelle Bay and Bicentennial Park from areas south of Parramatta Road in Camperdown and Stanmore.</p> <p>The provision of new planting will also enhance biodiversity along Johnstons creek by creating a connected habitat corridor to each of the existing open spaces along the corridor.</p>
5	Camperdown	<p>Public domain improvements and cycle connection to Pyrmont Bridge Road between Parramatta Road and Mallet Street</p> <p>At present the street-scape of Pyrmont Bridge Road within the Camperdown Precinct lacks pedestrian amenity, shade and street furniture. This improvement aims to create a more amenable environment for pedestrians through planting of trees to create shade, mitigate winds and improve visual amenity. The tree canopy will soften the appearance of the road and together with verge planting, bioswales and rain gardens will better define delineation between built form, public footpath and road carriageway.</p> <p>The footpath paving will be relaid from its existing cracked and broken form to provide a unified and safer surface for walking and also engender a sense of pride in the appearance of the public domain.</p> <p>A new dedicated cycle path is proposed to improve cycle connections along Pyrmont Bridge Road, which will complement the Johnston's Creek connection as a more direct route from Parramatta Road through Glebe and towards Pyrmont</p>



Master Plan

Design Principles

We are creating a new vision for the future, for the community within the Parramatta Road corridor .

The design proposals demonstrate how the Leichhardt and Camperdown precincts can be a benchmark where values come together to drive the design, construction and operation of a vibrant, functioning community. We envision a community that responds to the challenges and opportunities of the 21st Century, generating new social, natural, and financial capital to create a future where people can lead increasingly happy and healthy lives.

CONNECTING PEOPLE

Our design response is predicated by the guiding value of connecting precincts through connecting people.

We will engage with the community to improve livability and act as a social and educational resource. Multicultural and multi-generational integration and interaction will be encouraged. The design emphasises community health and wellness in creating a vibrant thriving municipality.

In order for the project areas to reach their full potential, they must celebrate their unique place and achieve the following combination of Social, Environmental and Commercial principles:

Social Characteristics

- Healthy environment that promotes socialisation through active and passive experiences
- Green spaces that create vibrant social life
- Connectivity throughout the sites and to the broader neighbourhood (across Parramatta Road)
- Shared spaces for interaction that are adaptable, flexible and with variety
- People scale engaging spaces
- Integrated Art installations that are contextual
- Accessible safe place for all

Environmental

- Green infrastructure to enhance habitat for local fauna
- Plant species that are resilient to a changing climate
- Flora that is appropriate, contextual and maximises tree canopy to provide summer shade and solar access during winter
- Ameliorate hot summers and cool winters
- Reduce noise impact of Parramatta Road on local streets
- Integrated water sensitive urban design by maximising permeable surfaces
- Connection to wider landscape and setting
- Maximise pollution absorption through plantings

Commercial

- Setting the image for a vibrant economy
- Consideration of project staging in design
- Accessible to the broader community
- Robust materials with long life cycles
- Initial capital costs to be in line with best practice and value for money
- Ongoing maintenance must be sustainable

Masterplan Key Moves

Masterplan

These masterplan proposals for streetscape improvements are as a result of:

- > understanding the project site context, character and broader opportunities;
- > reviewing existing physical conditions, constraints and practical on-street provisions which need to be retained;
- > gathering community feedback to understand users needs and wants; and
- > seeking and integrating Council stakeholder input and advice.

Generally across project there are some initial assumptions made as a base line for masterplan design. These are:

- Presenting streetscape designs which are bold and make positive changes.
- Overhead power lines will be moved to be underground. This removes the overhead constraint for street tree placement.
- All streets to have upgraded lighting, to support creation of safe evening walking routes.
- Use of continuous tree trenches for deep earth connections and use of porous paving as part of the system.
- Support the approach of deep earth connections through WSUD integrated with habitat creation through use of different plant species and introduction of rocks.
- Propose a variety of street trees types and species to enhance resilience and create delight.

Ecology

Reflected in new planting and vegetation corridors alongside updated storm-water designs.

Identity of Precinct

Announcement at gateway moments.

People Places

Creation of new plaza spaces and gathering places.

Heritage and Culture

Recognised and shared through materials and art work.

Movement

Additional crossings reflect the increased movement and desire to connect.








Master Plan Design - Rofe Street

Character Statement: A simple treatment from end to end, a green and leafy street, with places to rest and a place to park. A pair of trees establishes a threshold with Parramatta Road and a buffer from the busy road environment. Art work builds on a "coming home" theme and is layered into the paving and furniture.

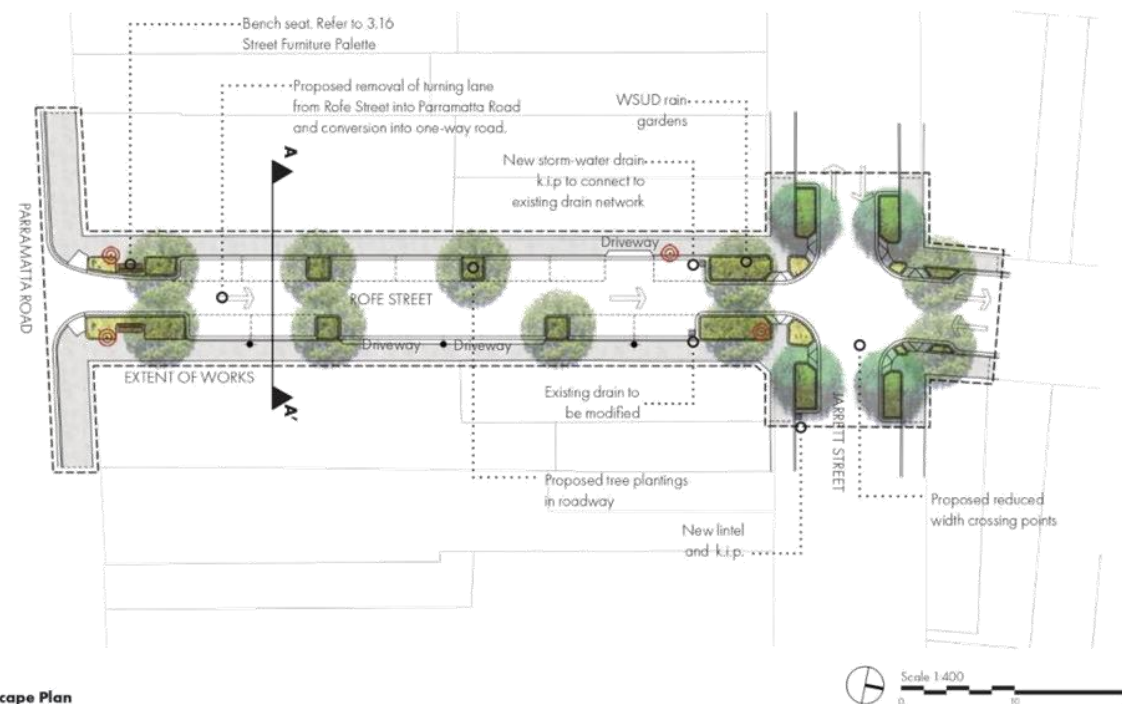
Key Design Actions:

- Removal of vehicle turning movement into Parramatta Road
- Conversion of Rofe Street into one-way road
- Planting of trees within the roadway to provide shade and pedestrian amenity
- Creation of WSUD tree pits and rain gardens to intercept and filter urban storm water
- Incorporate passive irrigation to provide trees and planted areas the best chance of success
- Reduction of the road width at crossing points for improved pedestrian safety and amenity

LEGEND

-  New Street Tree
Potential Species:
• *Cupaniopsis anacardioides*
• *Melaleuca linariifolia*
Refer to Schedules: Plant Palette - Street Trees
-  New Insitu Concrete Paving to Pedestrian and Shared spaces.
Refer to Schedules: Paving Material Palette
-  New Planting / Rain Garden
Refer to Schedules: Plant Palette Ground cover Plants
-  Art Opportunities
See Art Strategy Appendix
-  Upgraded smart pole lighting. Refer to Schedules: Lighting Palette

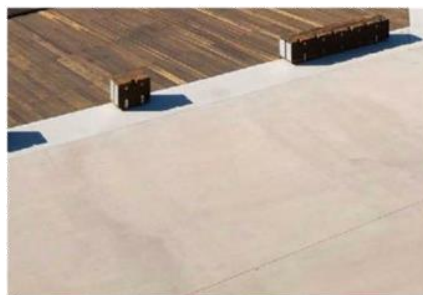
Landscape Plan



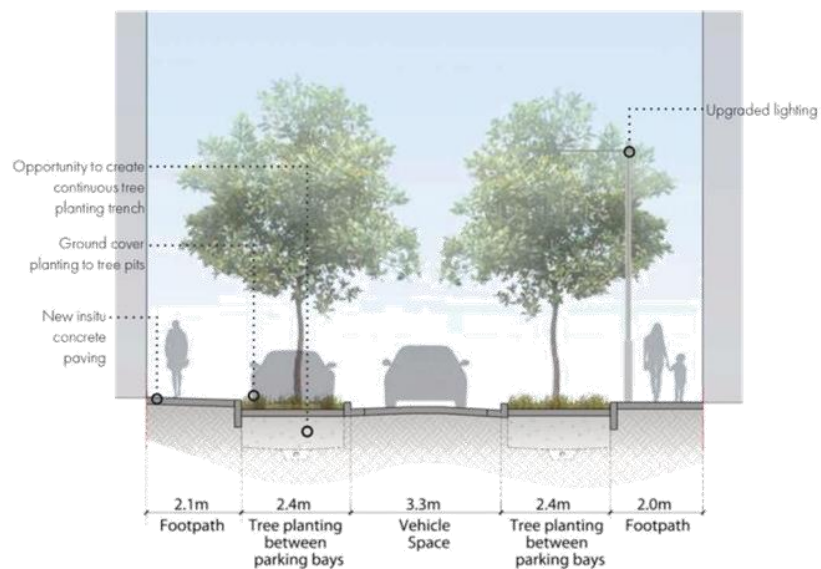
PRUAIP - Masterplan Design - Rofe Street



Informal public seating



Insitu concrete paving



Section A - A' 1:00

Town Council



Existing



Artist's Impression of Proposal








Master Plan Design - Renwick Street

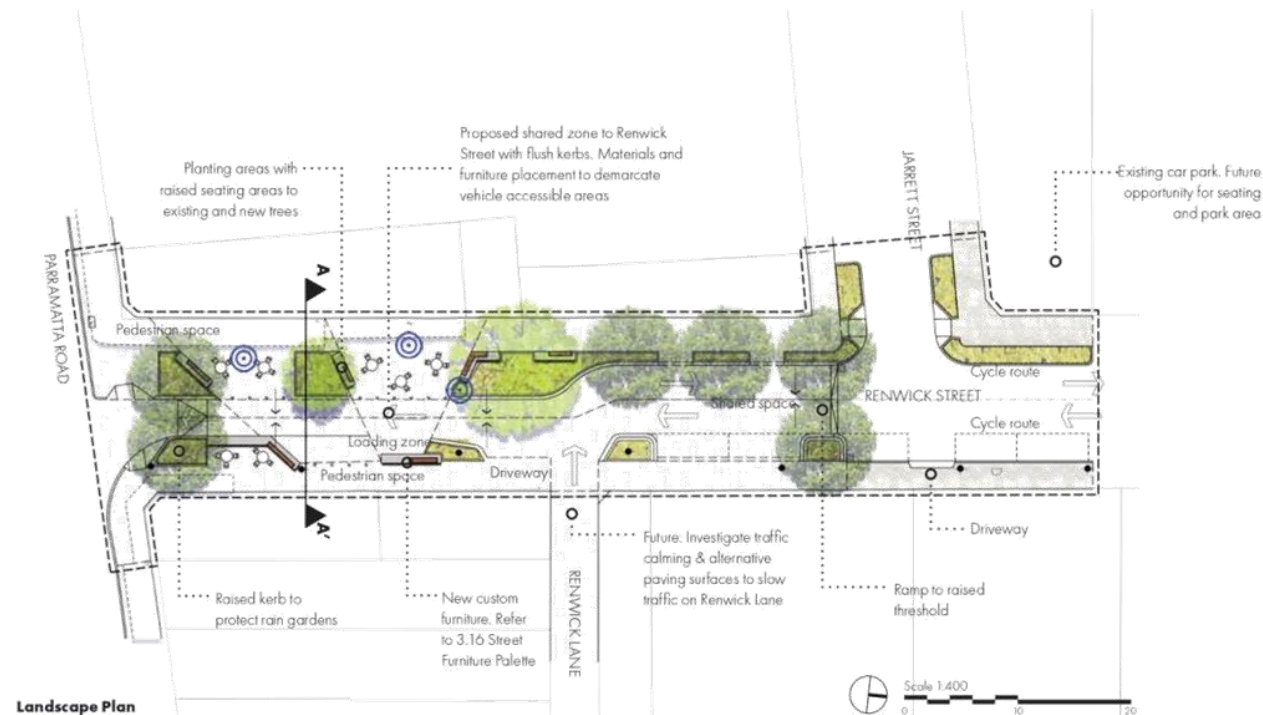
Character Statement: Already a pedestrian scale environment, the proposal creates a new plaza. More trees, lots of seating and room for outdoor dining and gathering. Vehicles are accommodated through the space as before and pedestrians are kept safe with tree, lights and furniture arrangements. Art work responds to the opportunities for social gathering and family feasting

Key Design Actions:

- Creation of a flexible raised threshold Shared pedestrian / vehicular space, with the possibility of closing off vehicular access for special events
- Planting of street trees to provide shade and pedestrian amenity
- Creation of WSUD tree pits and rain gardens to intercept and filter urban storm water where possible
- Incorporate passive irrigation to provide trees and planted areas the best chance of success
- Replacement of existing furniture with a new suite of updated elements
- Priority public art project to be included as part of these works.

LEGEND

-  Existing Tree to be protected and retained
-  New Street Trees
Potential Tree species:
 - *Tilia cordata* (at the shared zone)
 - *Liriodendron tulipifera* (at the shared zone)
 - *Acemea smithii* (to north)
 - *Waterhousea floribunda* 'Green Avenue' (to north).
 Refer to Schedules: Plant Palette - Street Trees
-  New Natural Stone Paving to Pedestrian and Shared spaces. Refer to Paving Material Palette
-  In situ Concrete Paving. Refer to Schedules: Paving Material Palette
-  New Planting / Rain Garden. Refer to Schedules: Plant Palette Ground cover
-  Priority Public Art Project. See Art Strategy Appendix
-  Upgraded smart pole lighting. Refer to Schedules: Lighting Palette



PRUAIP - Masterplan Design - Renwick Street



Natural stone paving



Different natural stone paving to distinguish vehicle access areas



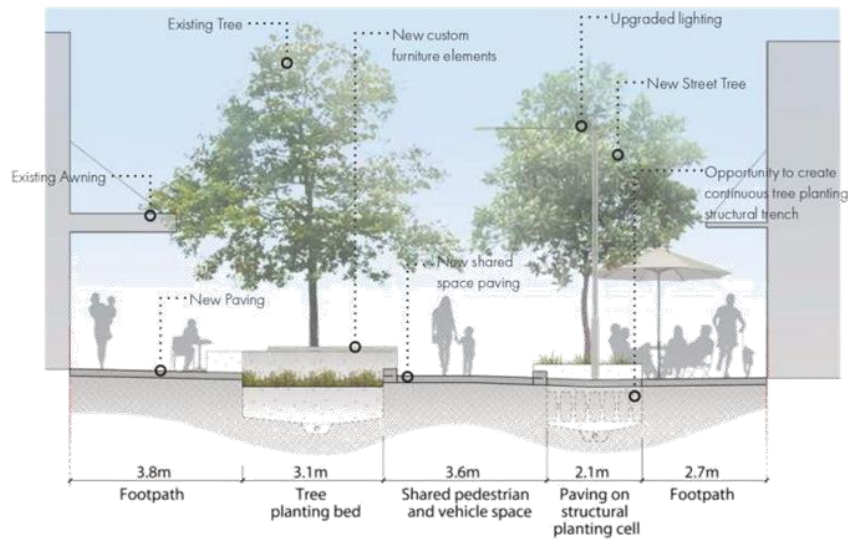
Art element details integrated on certain elements



Public art integration



Existing



Section A - A' 1:100



Artist's Impression of Proposal

Master Plan Design - Norton Street

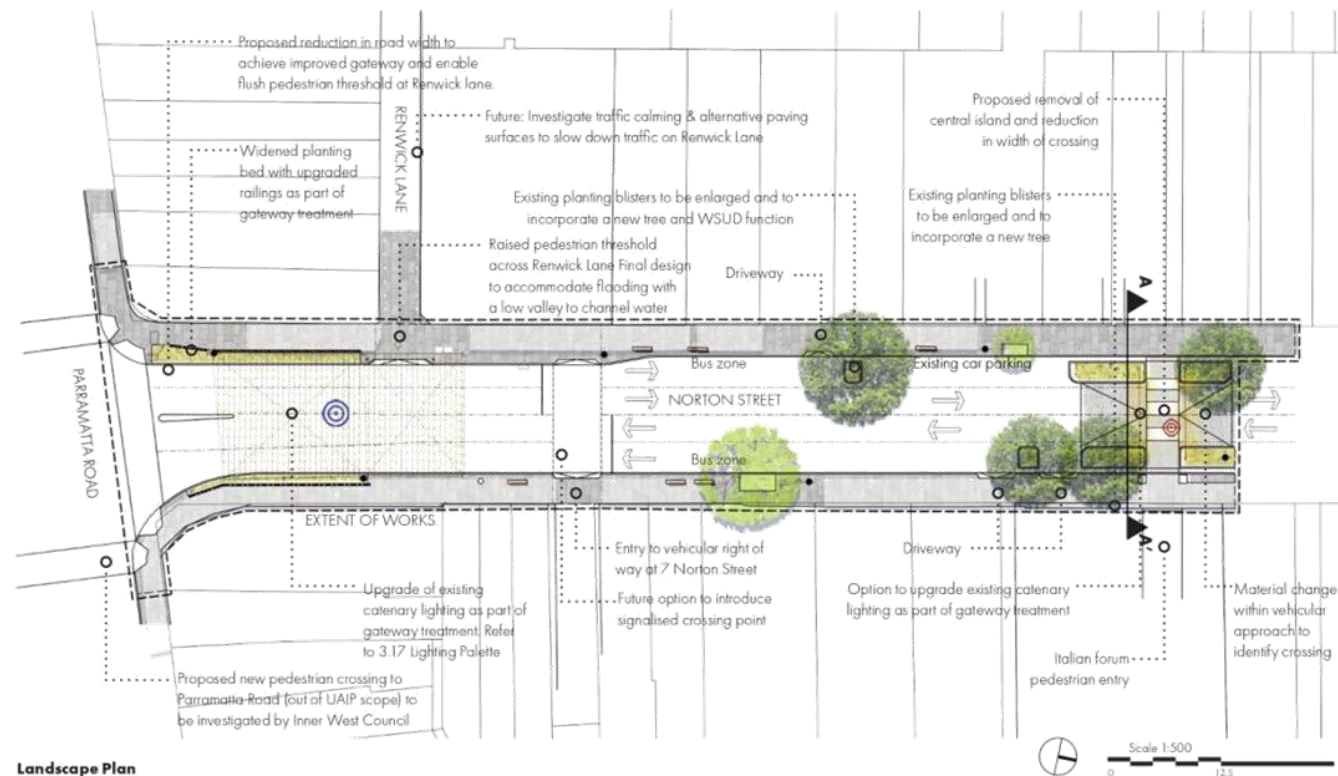
Character Statement: Updated paving and refreshed furniture with some minor kerb realignments to allow for a improved buffer between pedestrian footpath and the busy vehicle space. Art work looks to making a dramatic statement with a memorable ceiling of light.

Key Design Actions:

- Creation of a precinct Gateway using existing catenary lighting system and new feature pedestrian railings.
- Incorporate passive irrigation to provide trees and planted areas the best chance of success.
- Expand existing planting areas and convert into rain gardens which intercept and filter urban storm water.
- Replacement of small street trees with larger specimens for enhanced shade and amenity.
- Replacement of existing paving with a consistent, high-quality paving finish.
- Provide an additional pedestrian crossing across Parramatta Road to Petersham Street.
- Priority public art project to be included as part of these works.

LEGEND

-  Existing Tree to be protected and retained
-  New Street Trees
Potential Tree species:
• Waterhousea floribunda 'Green Avenue'
• Lophostemon confertus.
Refer to Schedules: Plant Palette - Street Trees
-  New Concrete unit Paving to Pedestrian and Shared spaces.
Refer to Schedules: Paving Material Palette
-  New Planting / Rain Garden
Refer to Schedules: Plant Palette Ground cover
-  Priority Public Art Project
See Art Strategy Appendix
-  Art Opportunities
See Art Strategy Appendix
-  Upgraded smart pole lighting. Refer to Schedules: Lighting Palette



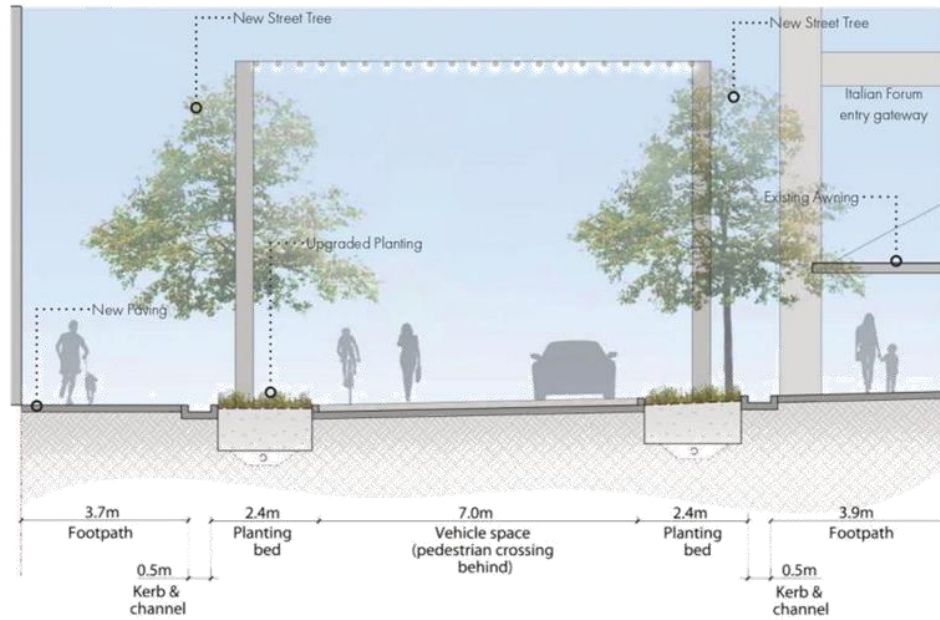
Landscape Plan



Catenary lighting elements



Concrete brick paving with integrated garden beds.



Section A - A' 1:100

Town Consultants

PRUAIP - Masterplan Design - Norton Street



Existing



Artist's Impression of Proposal - Day



Artist's Impression of Proposal - Night

Master Plan Design - Balmain Road

Character Statement: Reduced bus parking space, more parking and an improved pedestrian environment brings some life into this street. Introduction of a variety of street trees to both sides in a formal avenue will bring some colour and scale into the streetscape. The cycleway is further defined and safety improved with clear surface treatment.

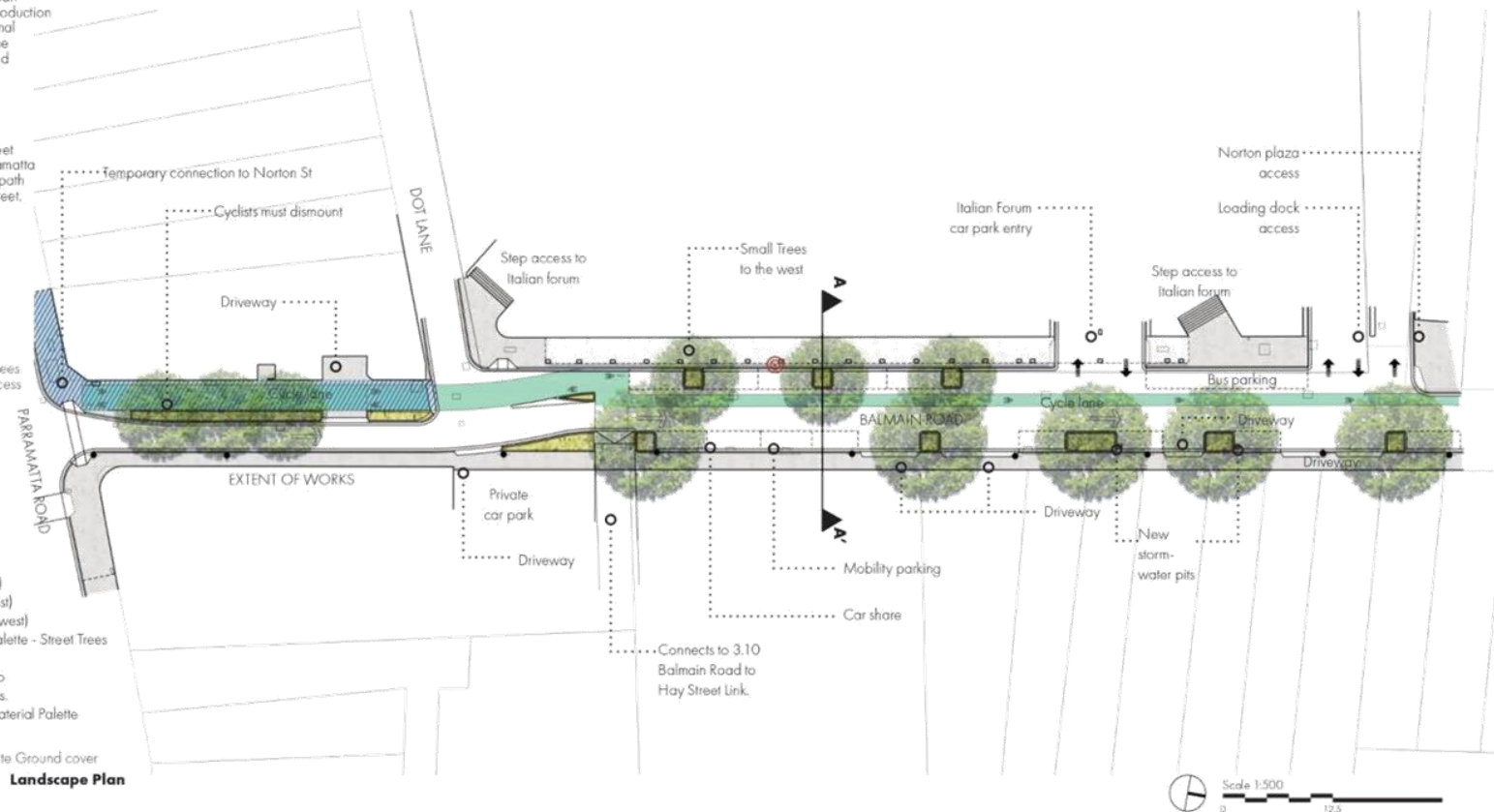
Key Design Actions:

- Integration of cycleway link to Norton Street with west bound cycle route towards Parramatta Road and use of shared space along footpath between Parramatta Road and Norton Street.
- Reduction in Bus parking area
- Planting of trees within the roadway to provide shade and pedestrian amenity
- Creation of WSUD tree pits to intercept and filter urban storm water.
- Incorporate passive irrigation to provide trees and planted areas the best chance of success
- Replacement of existing paving with a consistent, high-quality paving finish
- Provide an additional pedestrian crossing across Parramatta Road to the East

LEGEND

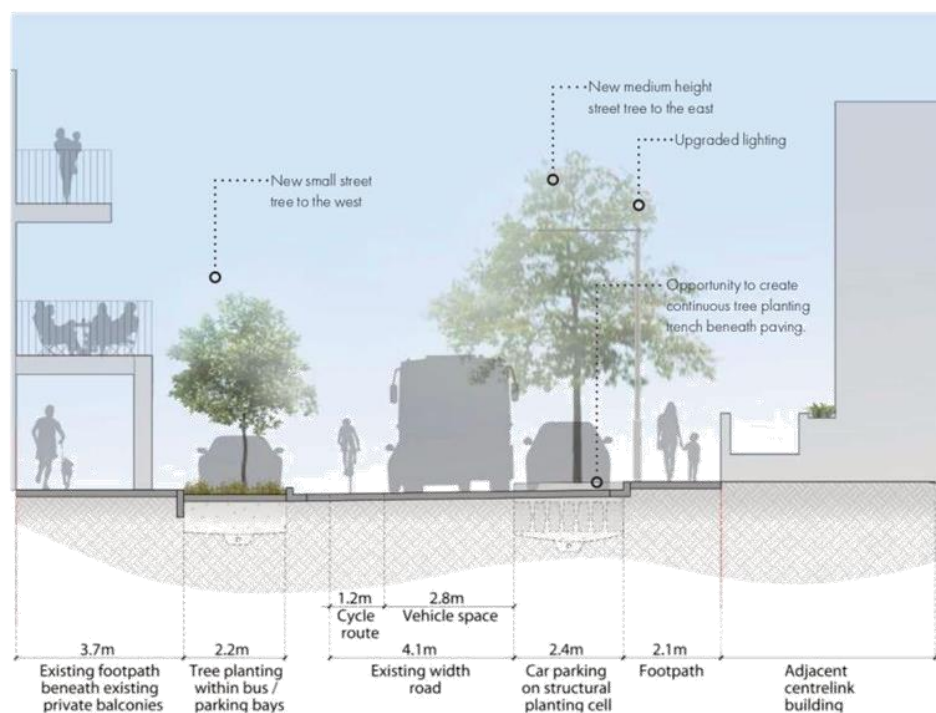
-  New Street Trees
Potential Tree Species:
 - *Tristanopsis laurina* (east)
 - *Callistemon viminalis* (west)
 - *Koeleruteria paniculata* (west)
 Refer to Schedules: Planting palette - Street Trees
-  New In Situ Concrete Paving to Pedestrian and Shared spaces.
Refer to Schedules: Paving Material Palette
-  New Planting / Rain Garden
Refer to Schedules: Plant Palette Ground cover
-  Dedicated Cycle Lane
-  Cycle dismount for temporary east/west cycle route connection
-  Art Opportunities
See Art Strategy Appendix
-  Upgraded smart pole lighting. Refer to Schedules: Lighting Palette

Landscape Plan



Scale 1:500
0 12.5

PRUAIP - Masterplan Design - Balmain Road



Section A - A' 1:100



Existing



Artist's Impression of Proposal






Master Plan Design - Catherine Street

Character Statement: Upgraded paving, additional street trees and new lighting add a simple classic upgraded streetscape to suit the established character and nearby businesses on this street. Footpaths are widened where possible and more room given for outdoor dining.

Key Design Actions:

- Removal of redundant vehicle lane at Parramatta Road intersection to create an improved pedestrian crossing
- Extend paving to allow for cafe seating.
- Planting of trees within the roadway to provide shade and pedestrian amenity
- Creation of WSUD tree pits and rain gardens to intercept and filter urban storm water
- Incorporate passive irrigation to provide trees and planted areas the best chance of success
- Replacement of existing paving with a consistent, high-quality paving finish
- Investigate future improvements to the East-West and North-South cycle routes

LEGEND

-  New Street Trees
Species to be *Brachychiton acerifolius*.
Refer to Schedules: Planting palette - Street Trees
-  New Concrete unit Paving to Pedestrian and Shared spaces.
Refer to Schedules: Paving Material Palette
-  New Planting / Rain Garden
Refer to Schedules: Plant Palette Ground cover Plants
-  Art Opportunities
See Art Strategy Appendix
-  Upgraded smart pole lighting. Refer to Schedules: Lighting Palette



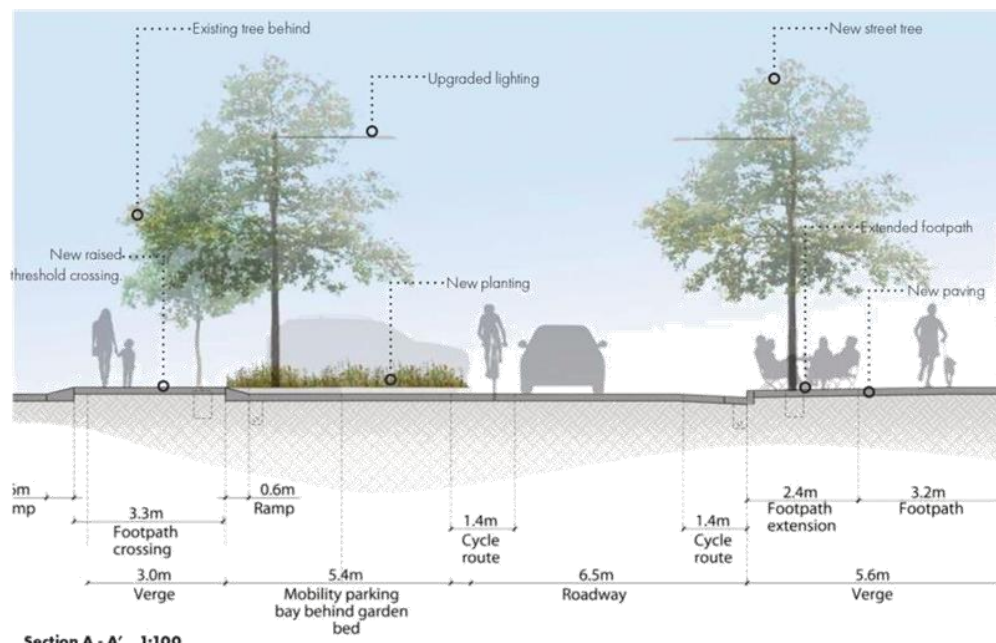
Landscape Plan

Scale 1:400
0 10 20

PRUAIP - Masterplan Design - Catherine Street



Art elements integrated into the concrete brick paving



Existing



Artist's Impression of Proposal

Master Plan Design - Petersham Street

Character Statement: This street is reinvented as a pocket park. 3 deciduous flowering trees provide a welcome introduction of canopy into the space, a buffer to Parramatta Road and opportunities to stop, rest, gather and enjoy a neighbourhood moment. Storm-water is integrated into the design with a seating wall shaped to guide a detention area. An art shelter structure provides a visual buffer to Parramatta Road and some shade until the trees mature. The pocket park creates an opportunity to host community events and gatherings.

Key Design Actions:

- Conversion of Petersham Street into a pocket park
- Creation of WSUD rain garden to intercept and filter urban storm water
- Incorporate passive irrigation to provide trees and planted areas the best chance of success
- Planting of larger trees to provide shade and pedestrian amenity
- Provide bench seating opportunities
- Accommodate movements of storm-water overland flow
- Provide a feature sculptural shade structure or pavilion
- Priority public art project to be included as part of these works.

LEGEND



New Street Trees
Potential tree Species:
• Pistacia chinensis
• Jacaranda mimosifolia
• Zelkova serrata
'Green Vase'.
Refer to Schedules: Planting palette - Street Trees



Insitu concrete paving.
Refer to Schedules: Paving Material Palette
New natural stone paving.
Refer to Schedules: Paving Material Palette



Priority Public Art Project -
See Art Strategy Appendix



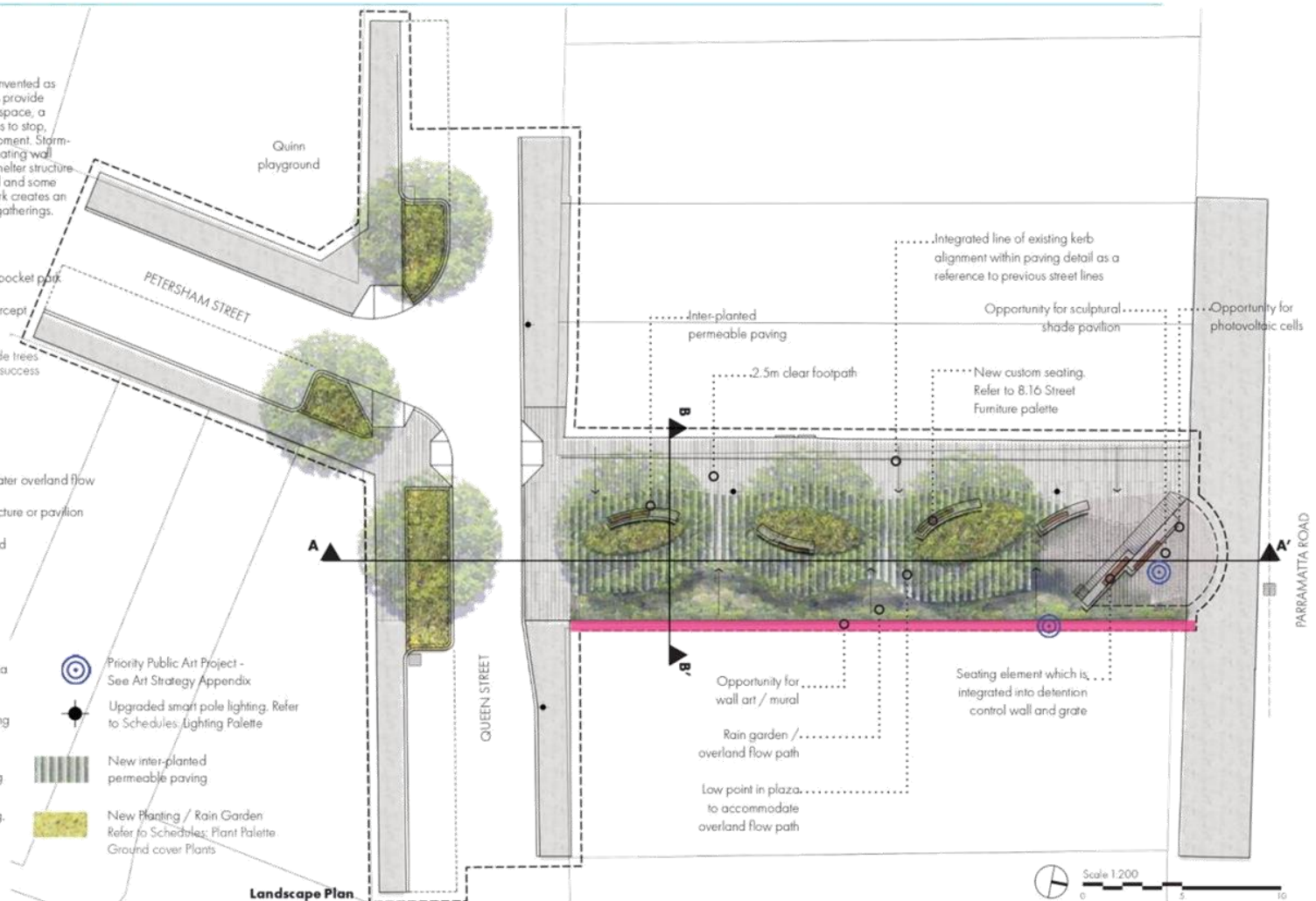
Upgraded smart pole lighting. Refer to Schedules: Lighting Palette



New inter-planted permeable paving



New Planting / Rain Garden
Refer to Schedules: Plant Palette
Ground cover Plants



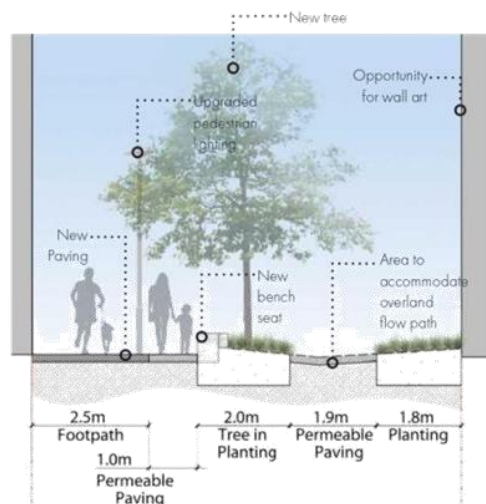
Landscape Plan



Scale 1:200

Todd Crosswell

PRUAIP - Masterplan Design - Petersham Street



Section B - B' 1:100



Existing



Section A - A' 1:200



Artist's Impression of Proposal








Master Plan Design - Crystal Street

Character Statement: Creation of a tree lined street. New trees provide a visual green canopy layer, kerbs edges are formalised and driveway access across footpaths are rationalised. Art proposals include the re-use of the existing planters as a gateway sculpture.

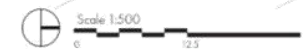
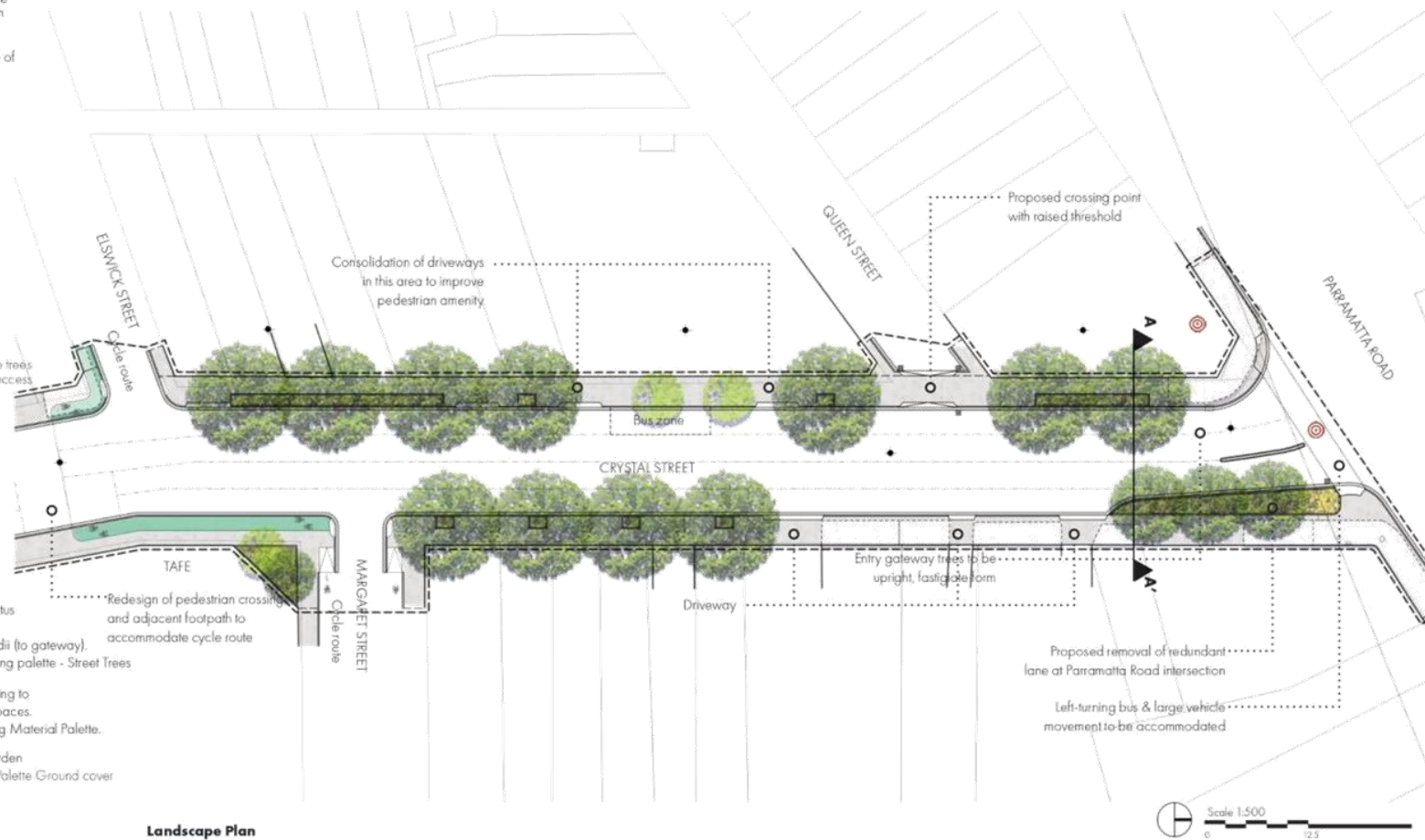
Key Design Actions:

- Reduction to vehicle lane at Parramatta Road intersection to create an improved pedestrian crossing
- Consolidation of driveways and kerb crossings to create a coherent pedestrian environment
- Planting of larger trees to provide shade and pedestrian amenity
- Creation of WSUD tree pits to intercept and filter urban storm water
- Incorporate passive irrigation to provide trees and planted areas the best chance of success
- Redesign the pedestrian crossing and approach to enable cyclists to cross

LEGEND

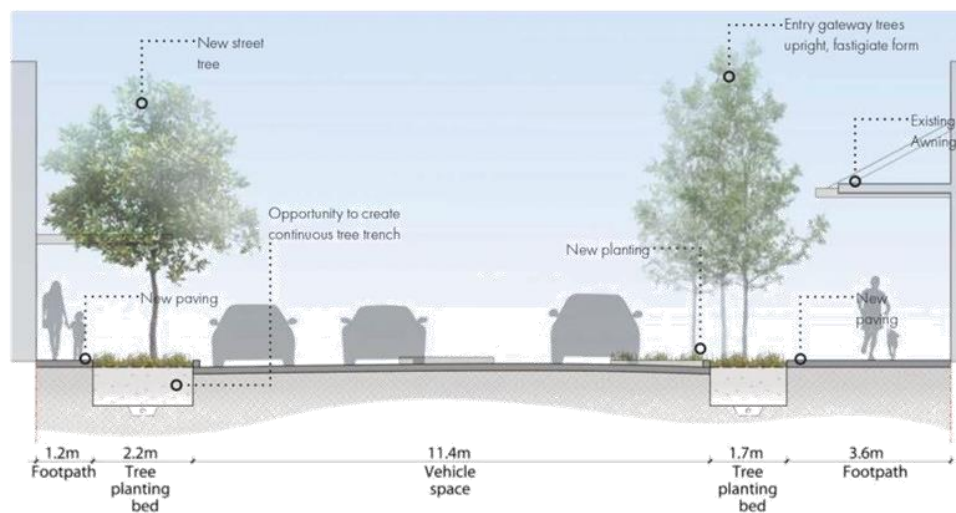
-  Existing Tree to be protected and retained
-  New Street Trees
Potential tree species:
 - *Lophostemon confertus*
 - *Tristanopsis laurina*
 - *Elaeocarpus eumundii* (to gateway).Refer to Schedules: Planting palette - Street Trees
-  New Insitu Concrete Paving to Pedestrian and Shared spaces.
Refer to Schedules: Paving Material Palette.
-  New Planting / Rain Garden
Refer to Schedules: Plant Palette Ground cover
-  Dedicated Cycle Lane
-  Art Opportunities
See Art Strategy Appendix
-  Upgraded smart pole lighting. Refer to Schedules: Lighting Palette

Landscape Plan



Tier 1 Consultants

PRUAIP - Masterplan Design - Crystal Street



Section A - A' 1:100

Town Consultants



Existing



Artist's Impression of Proposal

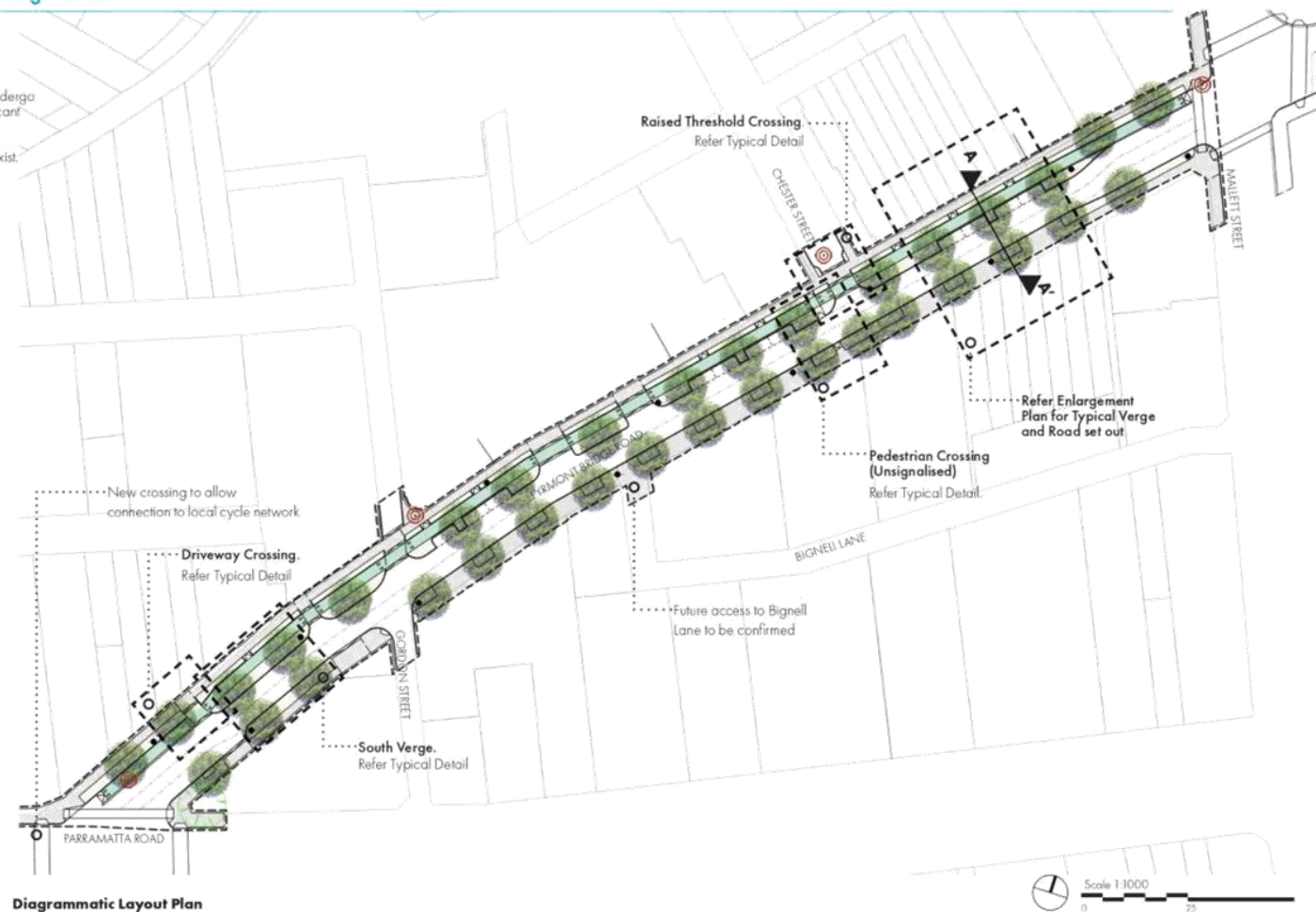
Master Plan Design - Pymont Bridge Road

Background: Pymont Bridge Road is expected to undergo substantial change in the short-to-mid term future. Significant urban infrastructure works and approaching changes to planning and land use mean that many of the existing buildings and even local street patterns may no longer exist.

As such, this section of the Master Plan is intended to act as a set of design guidelines which may be applied to future Pymont Bridge road layouts.

The following typical scenarios are explored:

- Typical Road Arrangement
- Typical Road Intersection
- Typical Pedestrian Crossing Point
- Typical Driveway
- South Verge Treatment



Diagrammatic Layout Plan

Pyrmont Bridge Road - Typical Arrangement

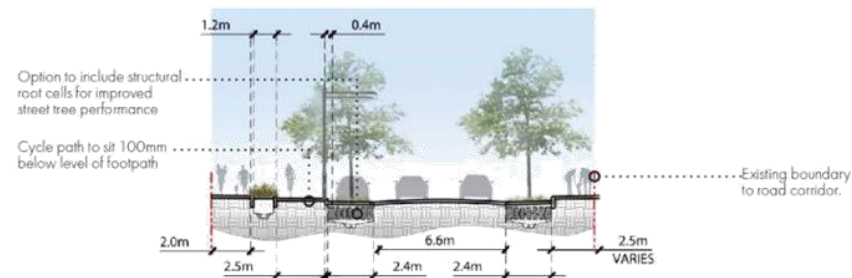
Character Statement: Creation of a boulevard with tree lined road and separated two way cycleway. The street is re-engineered across the full width of the corridor. Footpaths are a generous width, cycleway and footpath are separated with planting and a paved buffer space is inserted between kerb side parking lanes and the cycleway.

Key Design Actions:

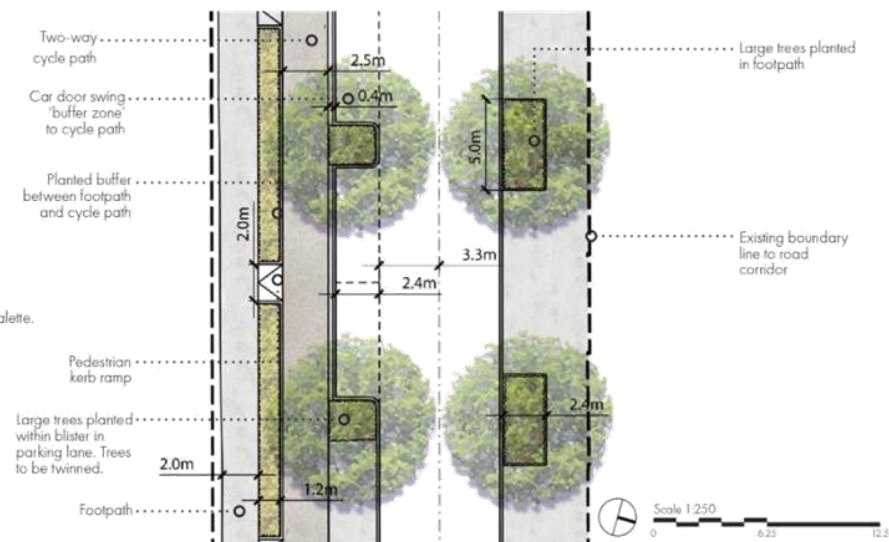
- Redesign of roadway for improved pedestrian and cyclist amenity
- Creation of a connected urban tree canopy
- Creation of WSUD tree pits and rain gardens to intercept and filter urban storm water
- Incorporate passive irrigation to provide trees and planted areas the best chance of success
- Creation of a two-way cycle path
- Act as a transition between Parramatta Road and the rest of Pyrmont Bridge Road

LEGEND

-  New Street Trees
Potential tree species:
• Angophora costata
• Corymbia maculata.
Refer to Schedules: Planting palette - Street Trees
-  New Insitu Concrete Paving to Pedestrian and Shared spaces.
Refer to Schedules: Paving Material Palette.
-  New Planting / Rain Garden
Refer to Schedules: Plant Palette
Ground cover Plants
-  Dedicated Cycle Lane
-  Art Opportunities
See Art Strategy Appendix
-  Upgraded smart pole lighting. Refer to Schedules: Lighting Palette



Section 1:250



Typical Enlargement Plan - 1:250



Benchmarking Photos - Bourke Street



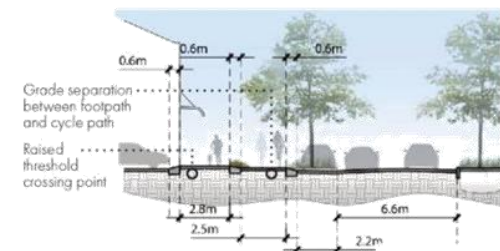
Benchmarking Photos - Kent Street

Typical Road Intersection

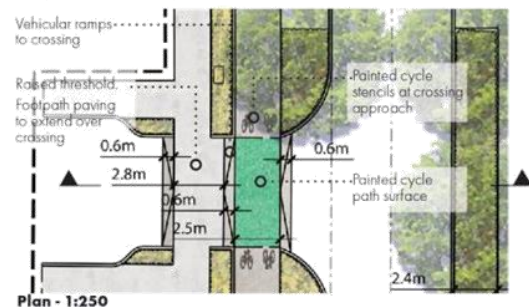
Character Statement: Creation of a flush, raised threshold intersection treatment which prioritises pedestrian and cyclist movements. Pedestrian paving is to extend across the width of the intersection, and the area of cycle path within the intersection is to be highlighted using painted finish and cycle stencils.

Key Design Actions:

- Continuous pedestrian paving finish to be provided across intersection (if necessary, reduce paver unit size to increase robustness)
- Raised threshold pedestrian / cyclist crossings to be provided
- Grade separation between footpath, cycle path and road surfaces
- Ensure visibility of intersection is maintained and that trees are positioned to ensure sight lines
- Green-painted highlight finish at intersection of cycle path and roadway



Section 1:250



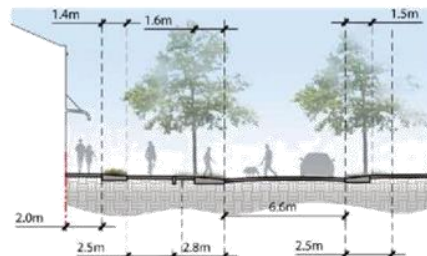
Plan - 1:250

Typical Pedestrian Crossing Point

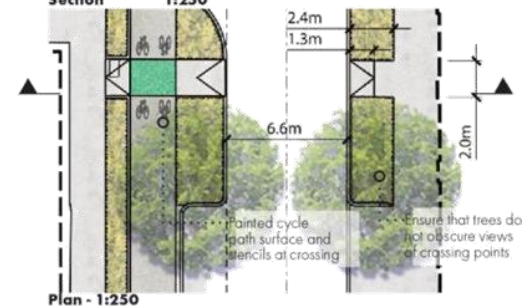
Character Statement: This item relates to future unsignalised pedestrian crossing points on Pymont Bridge Road (nominally shown at Chester Street but subject to future local road configuration)

Key Design Actions:

- Min. 2m wide pedestrian crossing path, perpendicular to the direction of traffic
- Accessible kerb ramps to be provided at all level changes
- Ensure visibility of crossing point is maintained and that trees are positioned to ensure sight lines
- Green-painted highlight finish at intersection of cycle path and pedestrian crossing path
- Provide signage and line marking to warn cyclists of approaching crossing point



Section 1:250



Plan - 1:250

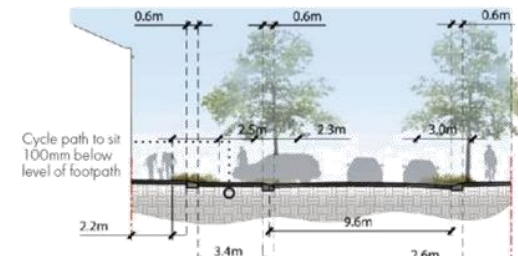
Typical Driveway

Character Statement: This item relates to future driveways on Pymont Bridge Road (note: It is recommended that future access to Pymont Bridge Road is aligned to the rear of properties to reduce impacts on the cycle path)

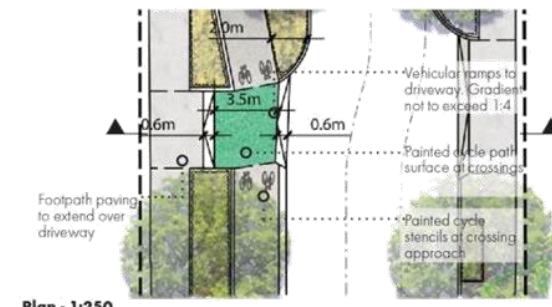
Creation of driveway treatments which prioritises pedestrian and cyclist movements, and which emphasise a continuous verge treatment. Pedestrian paving is to extend across the width of the driveway, and the area of cycle path within the driveway is to be highlighted using painted finish and cycle stencils.

Key Design Actions:

- Continuous pedestrian paving finish to be provided across driveway (if necessary, locally reduce paver unit size to increase robustness)
- Grade separation between footpath, cycle path and road surfaces
- Ensure visibility of driveway is maintained and that trees are positioned to ensure sight lines to oncoming traffic while reversing.
- Green-painted highlight finish at intersection of cycle path and driveway



Section A - A' 1:250



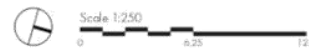
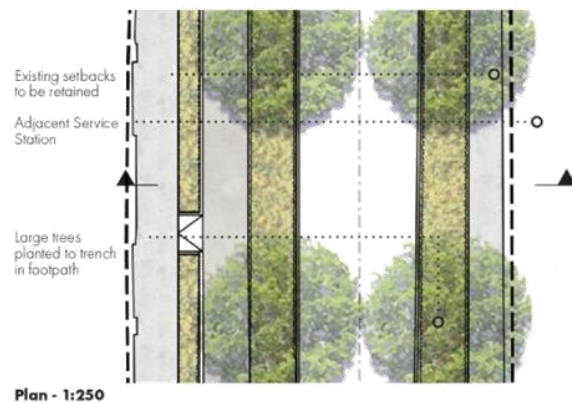
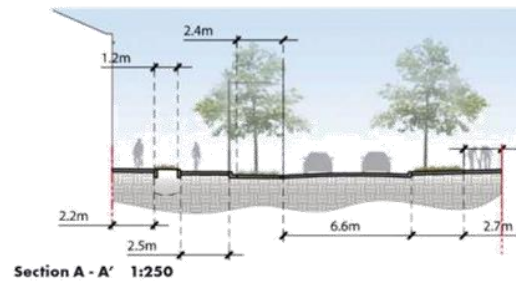
Plan - 1:250

South Verge Treatment

Character Statement: This item relates to the southern segment of Pyrmont Bridge Road, between Gordon Street and Parramatta Road, where existing set-backs on the southern side of Pyrmont Bridge Road are to be retained.

Key Design Actions:

- Cycle path, tree plantings, car parking and widened footpath to be provided to Northern side of Pyrmont Bridge Road
- Set back of future building line between Gordon Street and Parramatta Road is to be retained (at existing service station)
- Trees to be provided to southern side of Pyrmont Bridge Rd - no available space for car parking or other infrastructure.



Master Plan Design - Norton Street to Hay Street Overview

Character Statement: The provision of a cycleway link to connect the east west network between Renwick Lane at Norton Street and Hay Street

The vision for the complete route between Balmain Road and Norton Street via Dot Lane is a long term proposal. The opportunity to implement this vision will be included in future LEP planning instruments for implementation by Inner West Council. Route delivery will be staged in two phases.

1. Hay Street to Balmain Road. This section will be fully designed and built under the existing funding scheme, see masterplan on the next page for more detail; and
2. Balmain Road to Norton Street. While this section of the route will be included in the master plan it will be delivered in stages over a long term as existing land ownership issues are resolved.

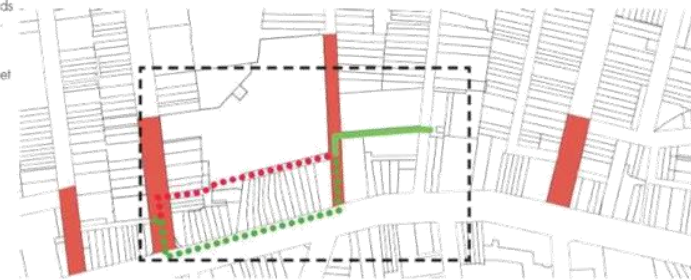
To ensure connectivity on this cycle route, footpath on Parramatta Road, between Balmain Road and Norton Street will be assessed by Council as the feasibility of this section being a shared path for pedestrians and cyclists. This link will be delivered as part phase 1 and will function until the Balmain Rd to Norton St section of the route can be built.

Key Design Actions:

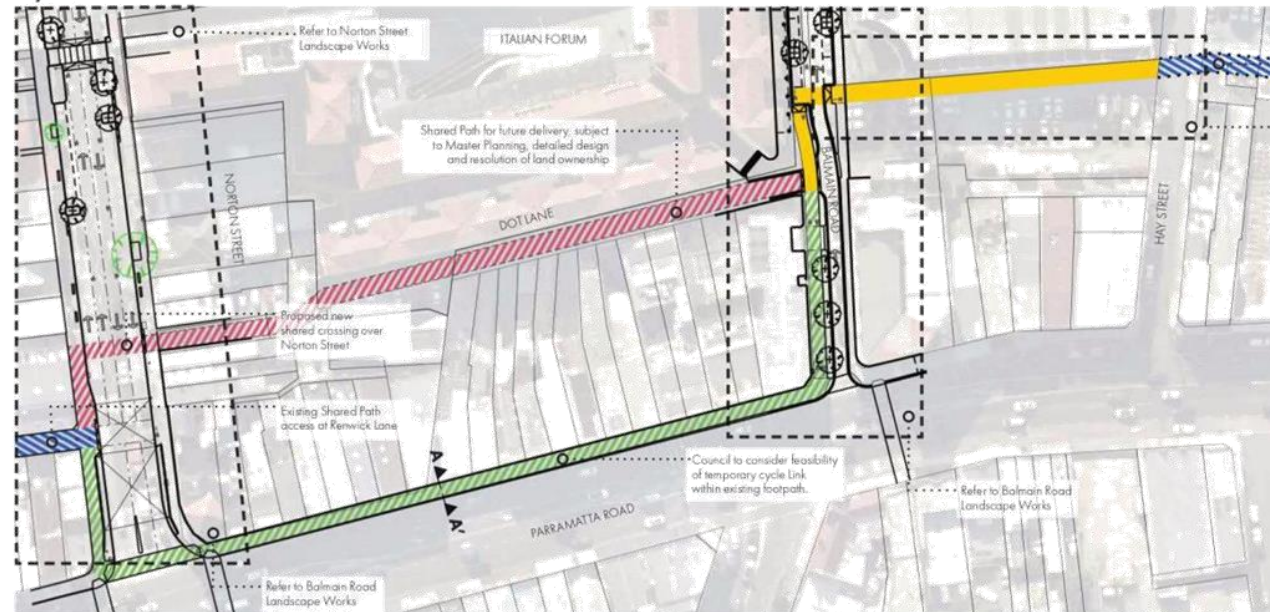
Consideration by Council of a temporary shared path along Parramatta Road - As a temporary route, the footpath on this section is considered suitable to share, with the following considerations being given to support:

- Shop fronts here generally have a set-back to the entry doors which minimises risk of collision.
- Shop fronts and doors are generally glass for good visibility

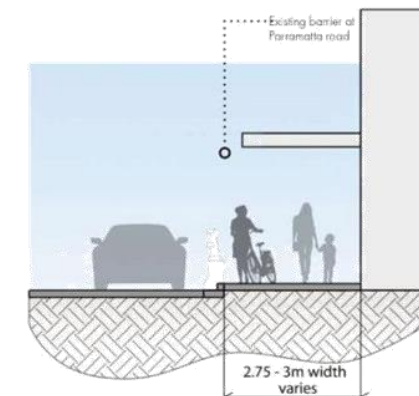
- Shop doors generally open inwards - which minimises risk of obstruction.
- Cyclists could use the existing signalised crossing at Norton Street and can use the Norton Street carriageway to access Renwick Lane, or dismount and walk to Renwick Lane along the footpath.



Key Plan



- Proposed Shared Path future stage to be investigated by council
- Proposed Shared Path delivered as part of UAIP
- Temporary Cycle Link
- Existing Cycle Link



Typical Section A - A'

Master Plan Design - Balmain Road to Hay Street Link

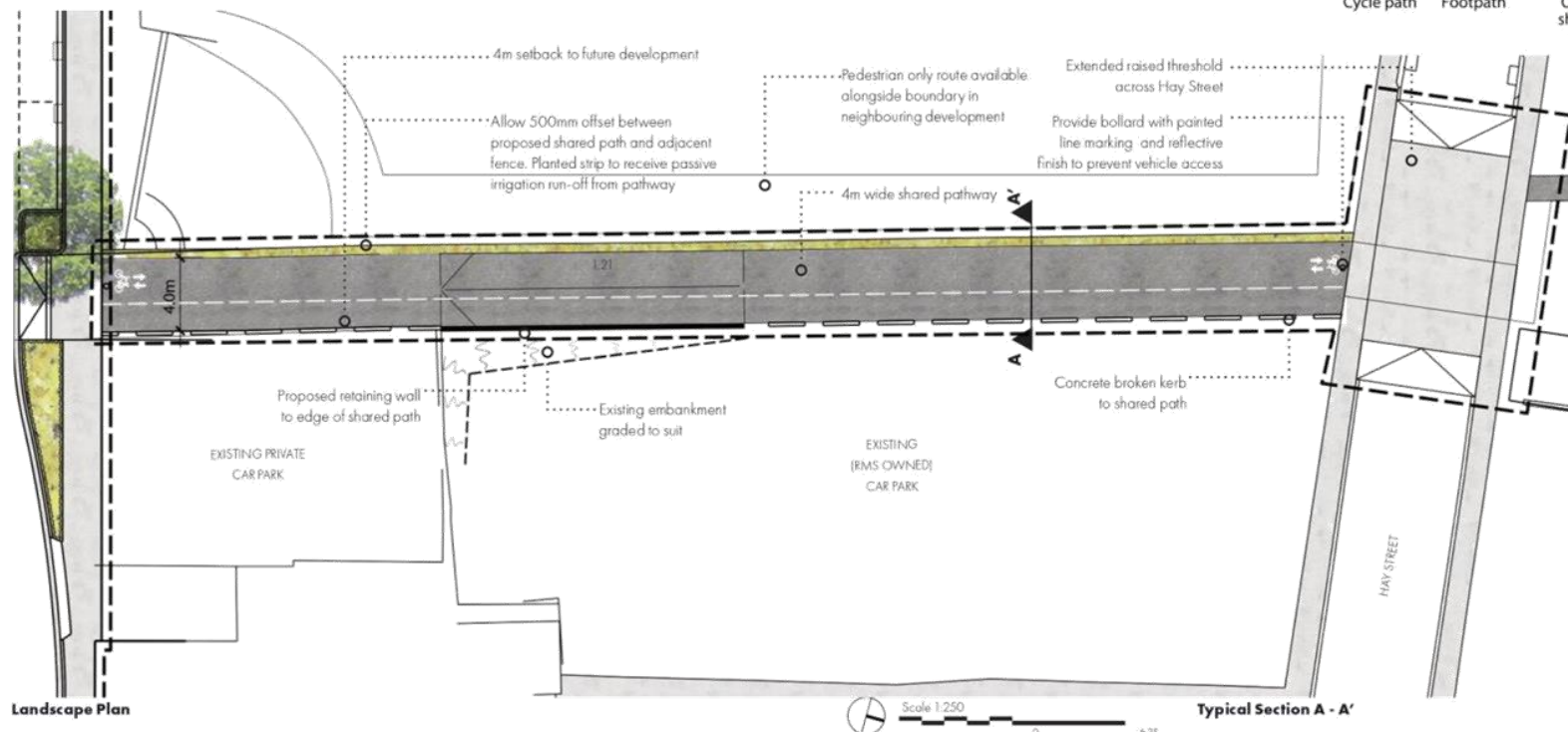
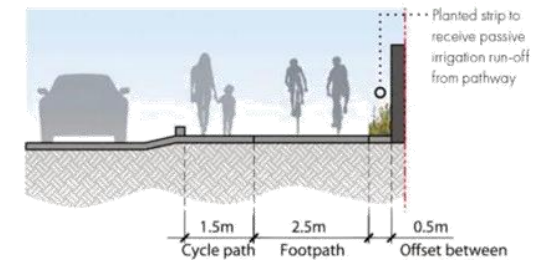
Character Statement: The creation of a simple shared path link between the two roads allowing the existing cycle route from Hay Street to be connected to the proposed improved cycle route on Balmain Road.

LEGEND

- New Paving to Pedestrian and Shared spaces
- Asphalt Shared Path
Refer to Schedules: Paving Material Palette.

Key Design Actions:

- Shared path 4.0m wide
- Ramp at 1:21 (nom) to take up change in level at property boundaries. Existing embankment regraded to suit site conditions.
- Use of broken concrete kerb and bollards to deter vehicle access along path.
- Introduction of a raised threshold pad on Hay Street to assist with cycleway connection to/ from Hay Street Car park. Detailed design to identify and address potential impacts on flood levels as a result of proposed changes to the road levels around the existing trapped low point.



Master Plan Design - Johnstons Creek Overview

Character Statement: Creation of a shared path for pedestrians and cyclists, linking Badu Park and Booth Street to the North, with Parramatta Road to the South along the existing Johnstons Creek alignment. The shared path is to be designed to maximise amenity and accessibility, and will be planted with indigenous understorey species to maximise the ecology value of the corridor.

The delivery of the path will be staged:

Zone 1: Parramatta Road to Chester Street's footbridge. The original UAIP scope's connection to Parramatta Road along Mathieson Street has been changed to continue along Johnstons Creek to ensure safety for all users. The final alignment of this section of the route is yet to be determined and will be addressed in detail planning studies for the wider area; and





Zone 2: From Chester Street footbridge to Wigram Road. This section will be fully designed and built. The original UAIP

scope has been extended through Badu Park and along Wigram Rd to ensure continuity of this recreational corridor to connect to the City of Sydney's network at Johnstons Creek.

Key Design Actions:

- Design of shared path for improved pedestrian and cyclist amenity
- Integration with existing play-space and Chester Street footbridge (currently under construction)
- Consideration for future development to integrate a set-back to accommodate corridor connection along the east bank of the Creek.
- Connection to adjacent cycle networks

LEGEND

	Proposed Path Alignment (indicative only)		Existing Creek Line
	Existing Open Spaces and Reserves		Links to existing cycle & shared path networks
	Existing Creek Corridor (Sydney Water Asset)		ZONE 2 Proposed Breakdown /Staging of works



Master Plan Design - Johnstons Creek - Zone 1

(Master planned only under PRUAIP)

Character Statement: Creation of a shared path for pedestrians and cyclists between Chester Street and Parramatta Road along the existing Johnstons Creek alignment.

The shared path is to be designed to maximise amenity and accessibility, and will be planted with indigenous understorey species to maximise the ecology value of the corridor.

The path is proposed to be located within a 3.5 metre corridor along the East bank of Johnstons Creek, to be provided as a setback to future developments or acquired by council.

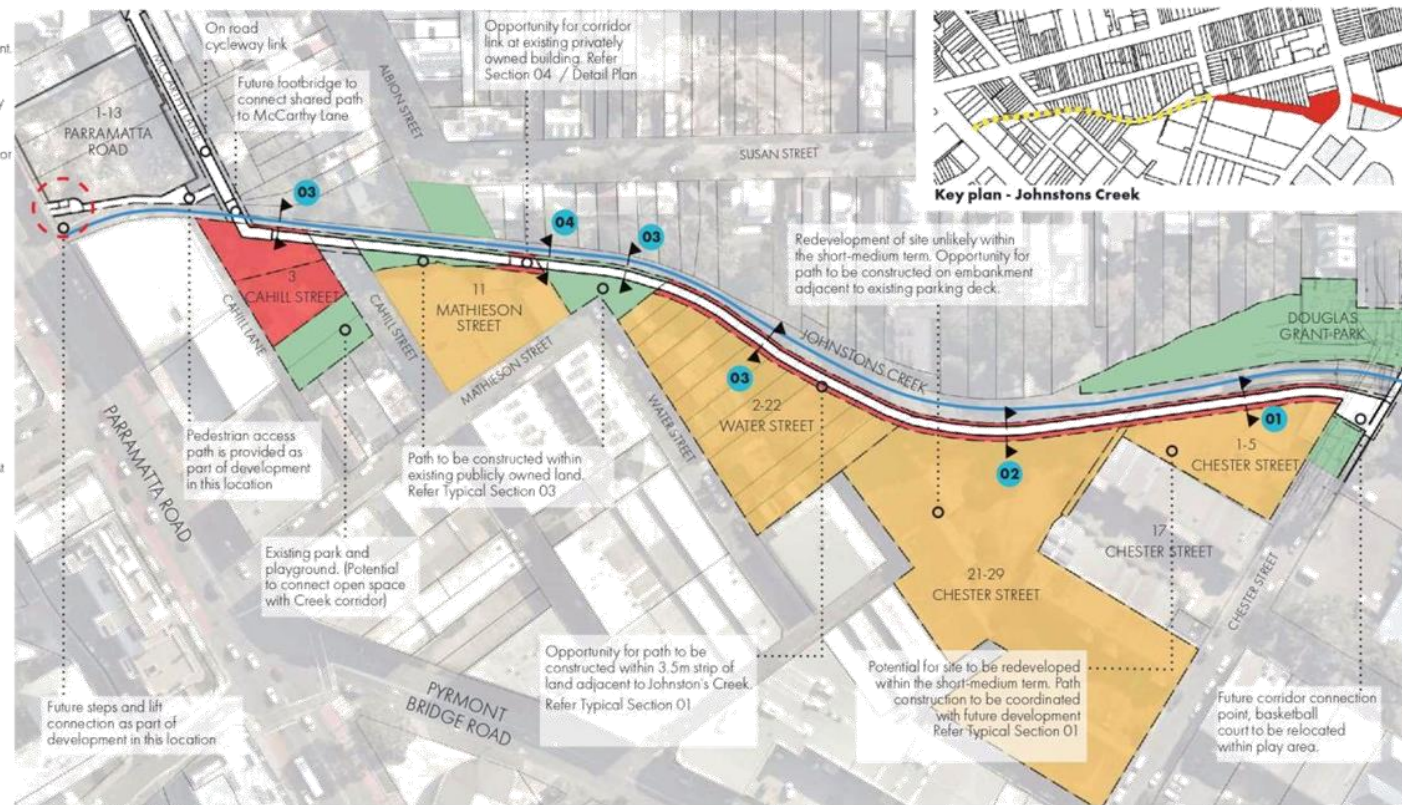
The final alignment of this section of the route is yet to be determined and will be addressed in detail planning studies for the wider area.

Key Design Actions:

- Design of Shared Path for improved pedestrian and cyclist amenity
- Integration with Chester Street footbridge (currently under construction)
- Utilisation of pedestrian access along future development at 1-13 Parramatta Road
- Integration of a set back to future building line to the east bank of the Creek to facilitate continuous connection
- Future detailed design to resolve issues of visibility, access and flooding

LEGEND

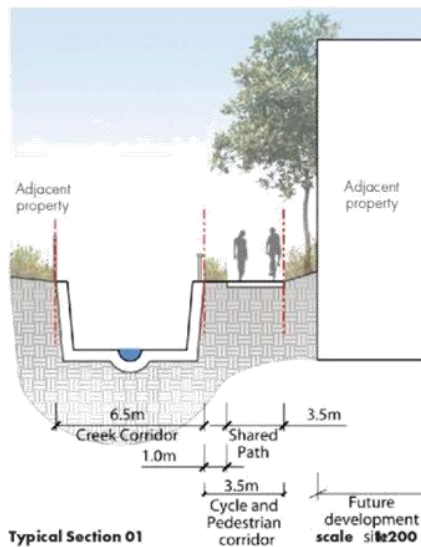
- Proposed Path Alignment (indicative only)
- Publicly-owned open space
- Building set-back / future connected corridor opportunity
- Properties affected by proposed works
- Existing Creek Line



Diagrammatic Layout Plan

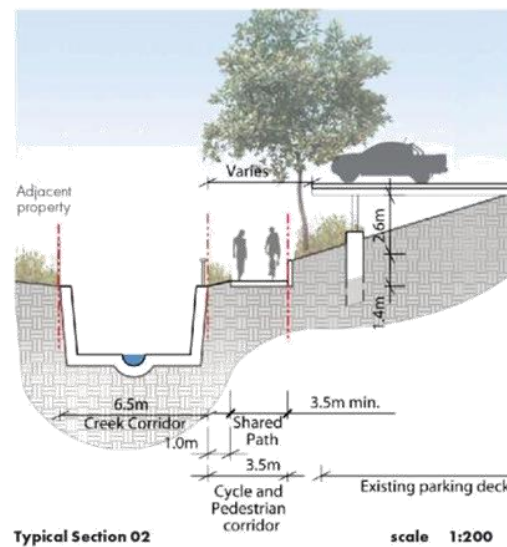
Scale 1:1250
0 10 20 30

PRUAIP - Masterplan Design - Johnstons Creek - Zone 1



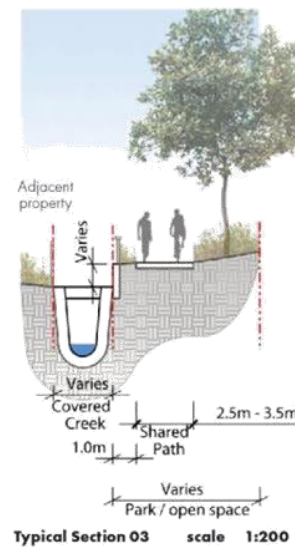
Path within corridor space to be coordinated with future site development

- development setback / creation of connected corridor to be negotiated by Council
- to incorporate 3.5m shared path, planting and safety barriers to Creek. Subject to detail design.
- potential to interface with adjacent developments for improved visibility and passive surveillance,
- future design to respond to edge conditions along Johnston's Creek, including flooding and safe egress



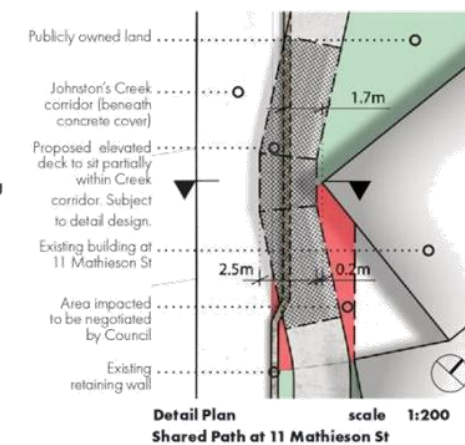
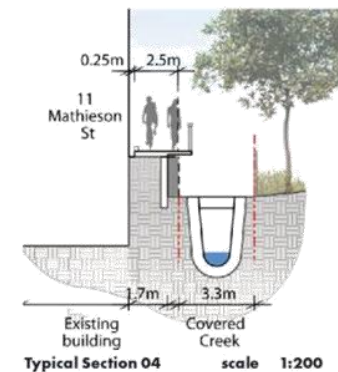
Path to be constructed on embankment adjacent to existing parking deck (21-29 Chester St)

- Council to negotiate usage / access agreement
- to incorporate 3.5m shared path, planting and safety barriers to Creek. Subject to detail design.
- future design to respond to lack of visibility and access, potential to interface with adjacent developments for improved visibility and passive surveillance, plus the edge conditions along Johnston's Creek, including flooding and safe egress



Path to be constructed within existing publicly owned land

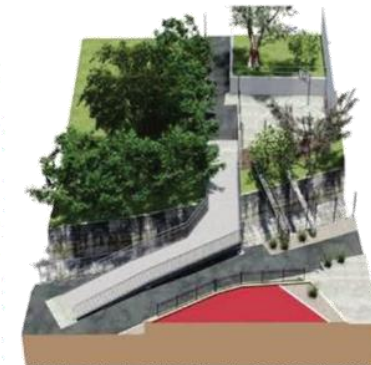
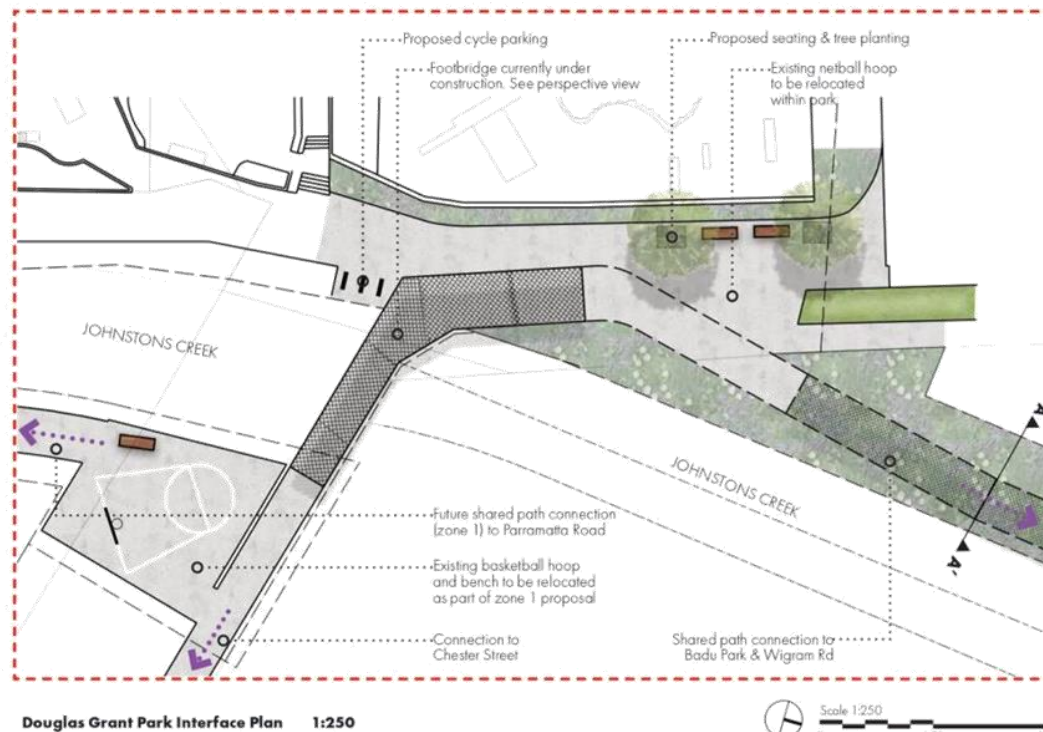
- to incorporate 3.5m shared path, planting and safety barriers to Creek
- opportunity exists to create a continuous linear open space. Subject to detail design.
- future design to respond to edge conditions along Johnston's Creek, including flooding and safe egress



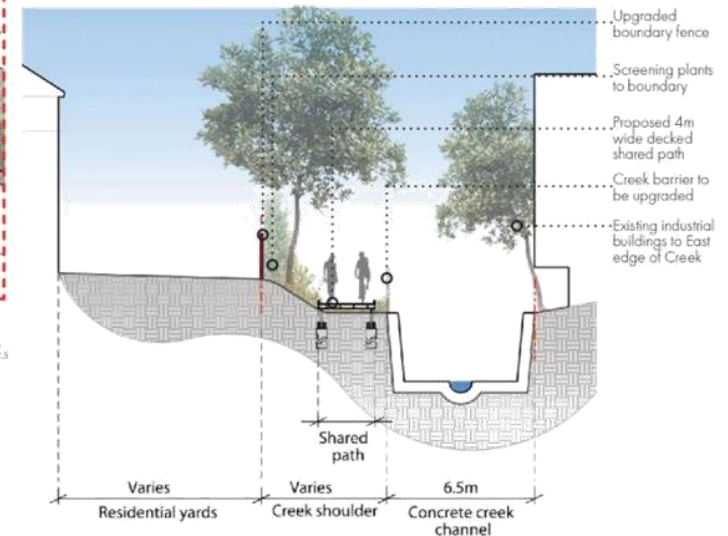
Note:
Sections indicative of design intent only. Existing conditions vary

Master Plan Design - Johnstons Creek - Zone 2

(Designed and constructed under PRUAIP)



Existing Perspective View of Chester Street Footbridge, Source: scape design



Master Plan Design - Badu Park - Johnstons Creek Zone 2

[Designed and constructed under PRUAIP]

Character Statement: Revitalisation of a leafy green pocket park, with improved access along the Johnston's Creek corridor provided through creation of a shared path linking through to the new Chester street footbridge, and improvements to visibility and passive surveillance through uplift and thinning of existing trees.

Furniture and planting are also proposed to be refreshed for improved amenity.

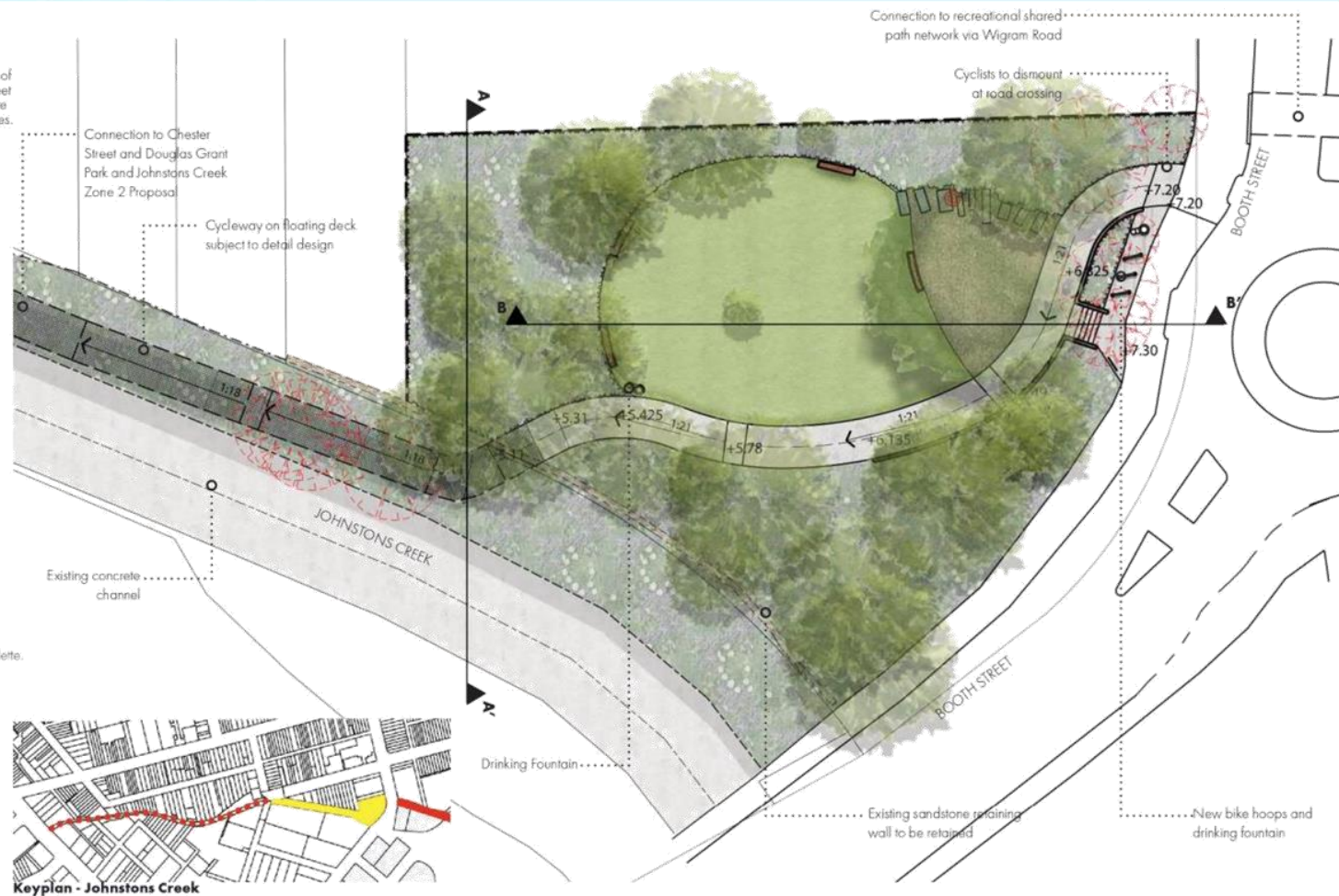
Opportunity in the future to open cafe onto the park which will further activate this space

Key Design Actions:

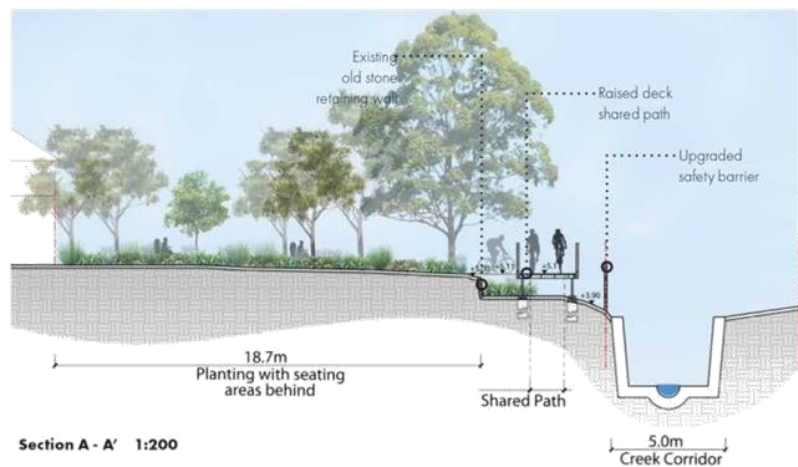
- Provision of 4m wide shared path connection
- Selective vegetation management for visibility, light penetration, and removal of weed species
- Planting of larger trees to provide shade and pedestrian amenity
- Provision of decked cycle path allowing free

LEGEND

-  Existing trees to be assessed by arborist and selectively pruned to allow light & views into the park
-  Trees to be removed
-  New concrete shared cycleway
Refer to Schedules: Paving Material Palette.
-  New shared cycleway on elevated deck
-  New planting
-  New drinking fountain
-  New bike hoop
-  Art Opportunities
See Art Strategy Appendix

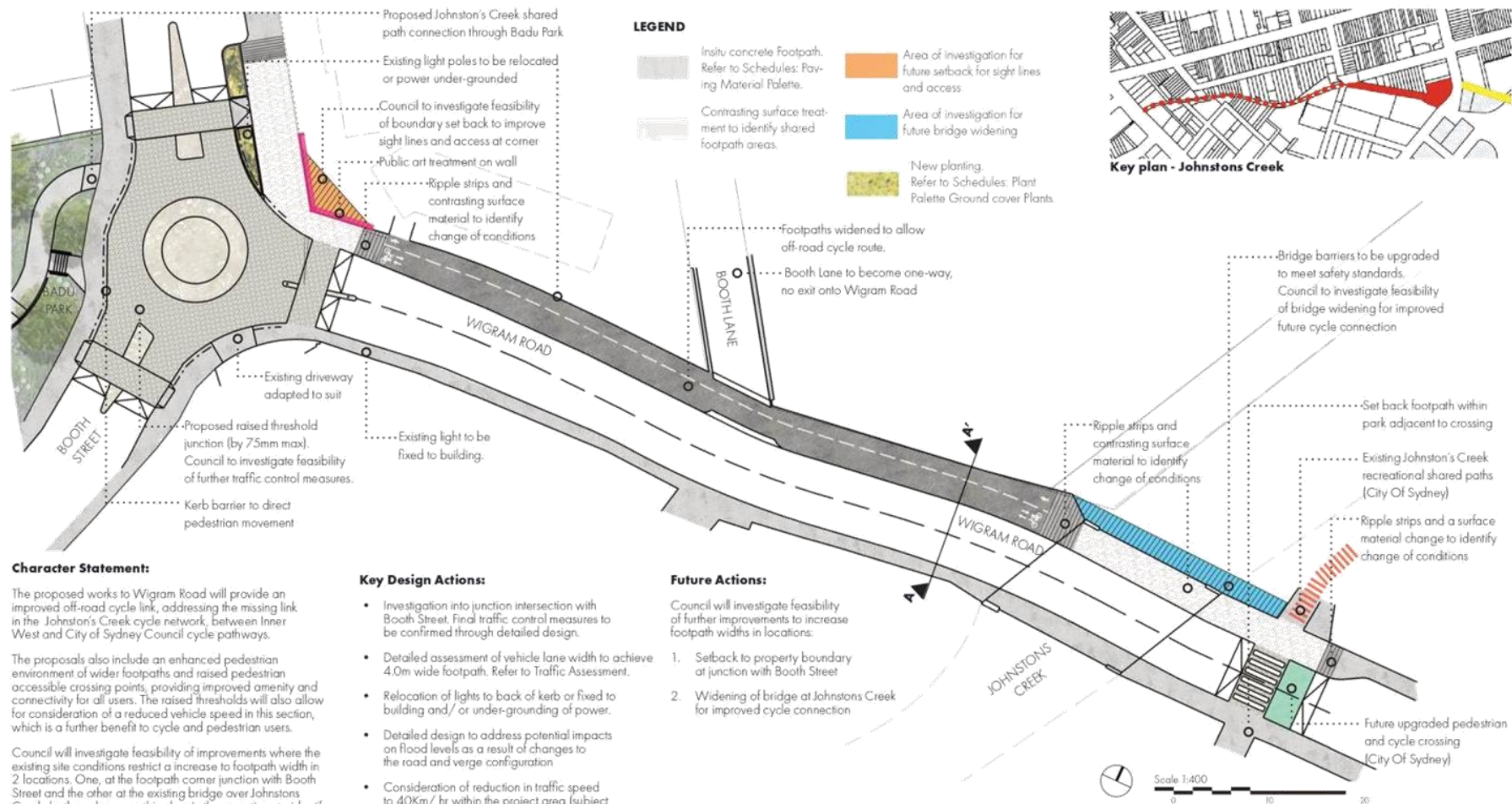


PRUAIP - Masterplan Design - Badu Park - Johnstons Creek - Zone 2

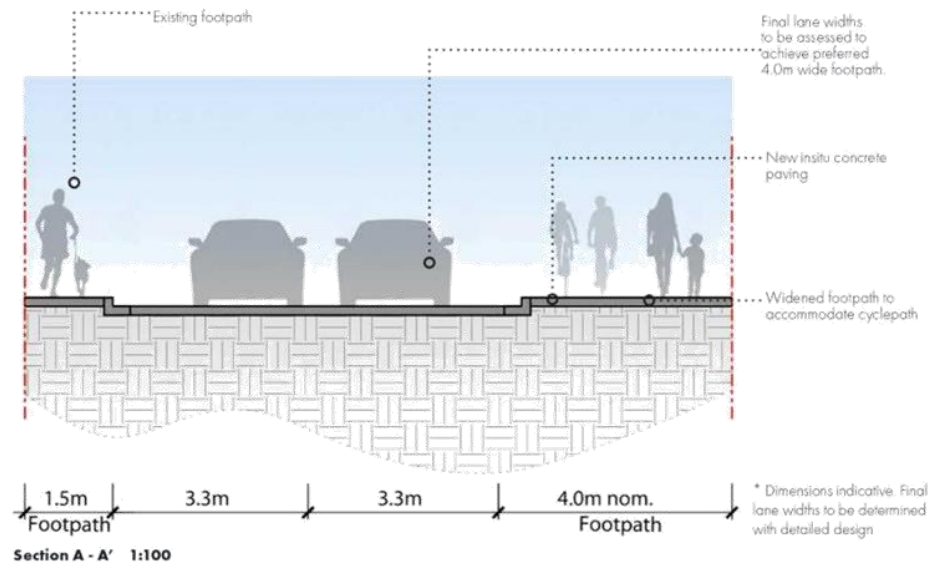


Master Plan Design - Wigram Road - Johnstons Creek Zone 2

(Designed and constructed under PRUAIP)



PRUAIP - Masterplan Design - Wigram Road - Johnstons Creek - Zone 2



Existing



Artist's Impression of Proposal

Quality Assurance.

UAIP Leichhardt and Camperdown Precincts

Revision
12

Prepared By
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Reviewed By
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Approved By
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Date of Issue 09 September 2019

REV	DATE	DETAILS	PREPARED BY	REVIEWED BY	APPROVED BY
12	09 September 2019	Draft Masterplan Issue for Public Exhibition	JOD	AL	JL

Parramatta Road Urban Amenity Improvement Program

Leichhardt and Camperdown Precincts
Public Domain Master Plan

Master Plan Materials, Furniture and Planting Schedules

Prepared by Tract Consultants for Inner West Council

Revision 12

09 September 2019

This Section includes:

- 1 Paving Palette
- 2 Lighting Palette
- 3 Street Furniture Palette
- 4 Planting Palette - Street Trees
- 5 Planting Palette - Shrubs

1.0 Paving Material Palette

Local textural detail within project kit of parts

PAVEMENT DESIGN CONSIDERATIONS

Street pavements are a significant part of the public realm and their quality has a direct effect on the pedestrian experience of a place.

- Pavements should be the unifying element in the streetscape, setting a clear canvas for other streetscape elements which may provide contrast, movement and texture.
- Pavements should provide clear distinction between pedestrian priority footpaths and vehicle use areas.
- Pavements should be comfortable and allow ease of movement for all users including people with different degrees of abilities.
- Pavements should be a consistent pattern with occasional textural, size and colour variations to alert users of change of conditions or hazards.
- Pavements should reinforce streetscape hierarchy.
- Pavement material should be high quality, durable, robust, easy to maintain and are easy to install, remove and relay.
- Pavements should be designed using WSUD principles.

Five main pavement materials have been identified for use within the sites identified in this project within Leichhardt and Annandale / Camperdown:

- Type 1 - Stone Paving
- Type 2 - Concrete Unit Paving/Permeable Paving
- Type 3 - Insitu Concrete Paving
- Type 4 - Interpretive Inlay (Public Art)
- Type 5 - Elevated steel deck
- Type 6 - Asphalt (road-base)

MATERIAL

Type 1 - Natural Stone Paving

Natural Stone paving provides an attractive, high quality and durable finish for higher specified open spaces.

Stone Paving has been proposed for the Renwick Street shared space and for the Petersham Street pocket park, where the finish will reflect the expanded role of these open spaces within the urban framework.

Dimension size and texture will be adapted for vehicle run-over where necessary

Type 2 - Concrete Unit Paving/Permeable Paving

Concrete Unit Paving is currently used across the suburb. Detailed design of concrete paver dimensions will reflect stone paving dimensions. Permeable Concrete Unit Paving should be used where possible to support tree root zones.

Type 3 - Insitu Concrete Paving

Insitu panels of concrete paving to be used for residential streets and park paths

Type 4 - Interpretive Inlay (Public Art)

To be used for textural detail. Recycled materials, brick detail, engraved words or images, inlay metalwork. These elements provide a finer grain detail to intimate spaces within the community areas.

Type 5 - Elevated Steel Deck

To be used within flood zones to allow free movement of flood water, as well as ecological areas (adjacent Creek-lines).

Type 6 - Asphalt Paving

Asphalt pedestrian grade paving - primarily for use on cycle and shared paths within an urban context

PEDESTRIAN RAMPS

Pedestrian ramps to be paved with the same material as the surrounding footpath.

KERB AND GUTTER

All kerb and gutters to be insitu concrete.

Existing heritage stone kerbs shall be carefully reused in place where possible. New stone kerbs will be used to complete the edge where required.

VEHICULAR CROSSEOVERS

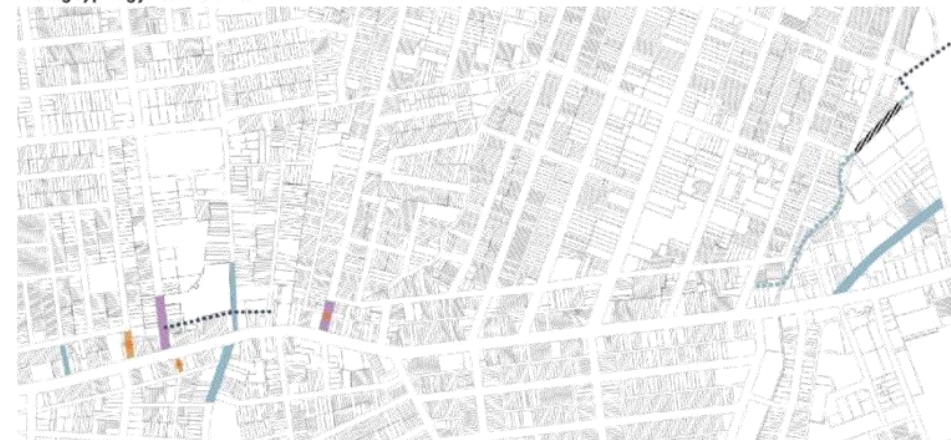
All vehicular crossovers to maintain adjacent pavement type to reinforce pedestrian priority.

PARKING BAYS

All streets to be asphalt to match roadway.

Stone setts or small stone interlocking paving units to delineate parking bays in Renwick Street Shared Zones.

Paving Typology Location Plan



Type 1
Natural Stone Paving
Warm colours, dimensions to be long x narrow to reference site heritage brick materials and scale of residential gathering spaces



Type 2
Concrete Unit/ Brick Paving & Permeable Paving
Warm colours, dimensions to be long x narrow to reference site heritage brick materials and scale of residential spaces.



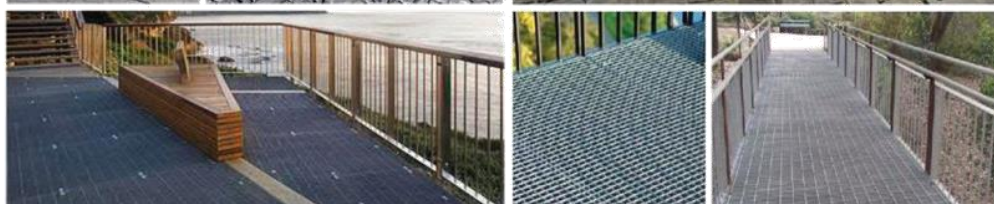
Type 3
Insitu Concrete Paving
Simple clean insitu panels with no visible tooled edges.



Type 4
Feature Public Art Paving
Story telling through texture, dimensions and engraving and inlay materials



Type 5
Elevated Steel Deck

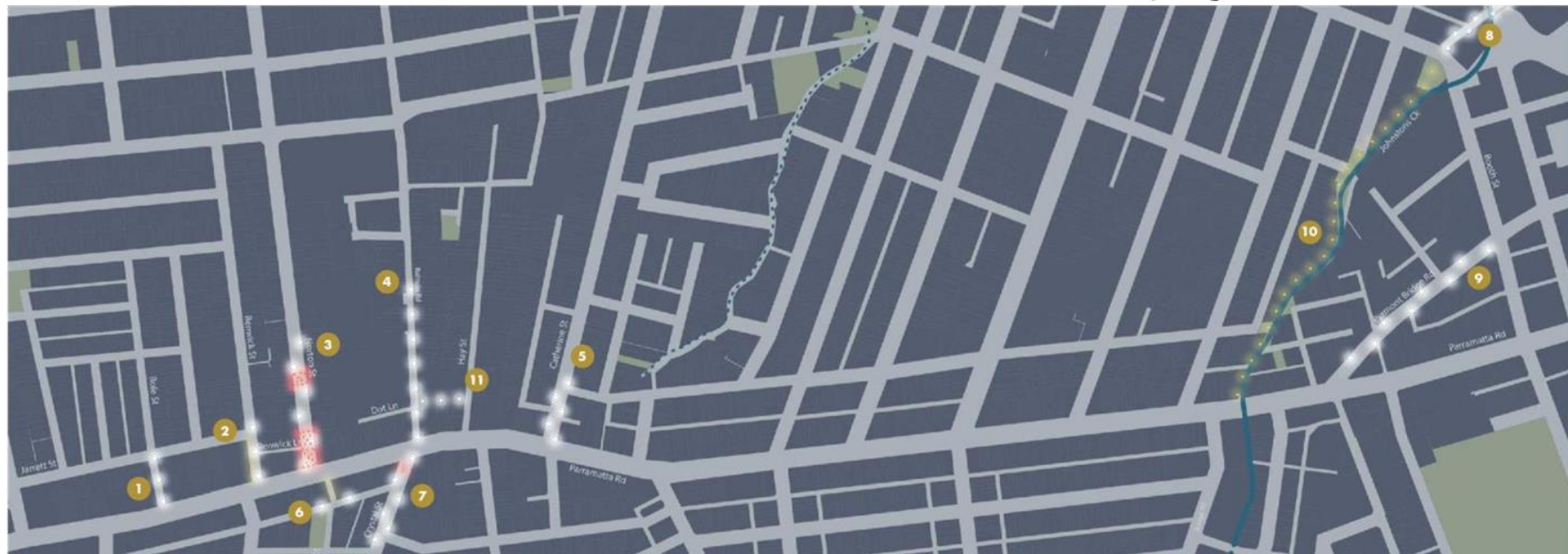


Type 6
Asphalt Paving (to cycleway)

2.0 Lighting Palette

- 1 Rofe Street** lighting will be provided through upgraded Smart pole fixtures, reflecting its quiet and relaxed residential nature.
Lighting categories: **(B)**
- 2 Renwick Street** lighting will be primarily lower-level and pedestrian in nature, reflecting the pedestrian linkage across to Railway Street, and helping to maintain the intimate plaza atmosphere, while Smart pole lighting will be provided sparingly to vehicle traffic areas and intersections. Opportunity exists to provide supplemental low-level feature lighting within furniture elements where appropriate. (Optional).
Lighting categories: **(B) (C) (D)**
- 3 Norton Street** lighting will celebrate the entry to the precinct, with upgraded catenary lighting forming a visual gateway across the road. Upgraded Smart pole lighting will be provided for vehicular and pedestrian amenity.
Lighting categories: **(A) (B)**
- 4 Balmain Road** lighting will be provided primarily through upgraded Smart pole fixtures, with the opportunity for art installation lighting to the proposed trees along the Italian forum frontage.
Lighting categories: **(B) (E)**
- 5 Catherine Street** lighting will be provided primarily through upgraded Smart pole fixtures, with the possibility to provide pedestrian level lighting throughout the extended footpath (optional).
Lighting categories: **(B) (C)**
- 6 Petersham Street Pocket Park** will be lit using pedestrian level lighting which will enhance the intimacy of the park while ensuring safety and visibility at all times, with the possibility of including in-ground highlights (optional).
Lighting categories: **(C) (F)**
- 7 Crystal Street** lighting will be provided through upgraded Smart pole fixtures, with the possibility of providing an illuminated art 'Gateway' piece at the Parramatta Road intersection.
Lighting categories: **(B) (E)**
- 8 Wigram Road** lighting will be provided through upgraded Smart pole fixtures.
Lighting categories: **(B)**
- 9 Pymont Bridge Road** lighting will be provided through upgraded Smart pole fixtures, with luminaries placed in different orientations and heights to ensure even light spread across cycle paths, pedestrian footpaths and vehicle access-way. Lighting/illuminated artworks may be provided under the Art Strategy.
Lighting categories: **(B) (E)**
- 10 Johnston's Creek Shared Path** lighting will be low-level sensor activated, pedestrian lighting which will provide amenity and safety to shared path users. The lighting will be on a timer to respond to nocturnal ecology and highly directional to prevent disturbance to residents, and will be IP rated to resist occasional inundation events.
Lighting categories: **(G)**
- 11 Dot Lane** lighting will be provided through upgraded Smart pole fixtures.
Lighting categories: **(B)**

Lighting Typology Location Plan



Lighting Benchmarking Categories



(A) Catenary Feature Lighting



(B) Smart Pole Lighting



(C) Pedestrian Level Street Lighting



(D) Inbuilt Furniture Lighting



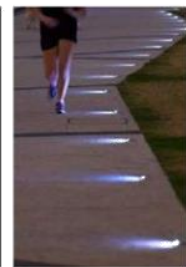
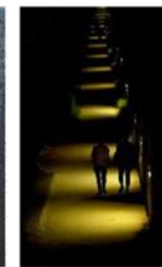
(E) Art Installation Lighting



(F) In-ground Highlights



(G) Shared Path - Low Level Amenity Lighting



3.0 Street Furniture Palette

Bench Seats
Customised Seating
(Subject to future design)



Bike Racks



**Litter Bins and
Recycling Centres**



Bollards



**Drinking Fountain
and Re-fill stations**



Multi Function Poles



4.0 Plant Palette - Street Trees

Rofe Street

Small-to-medium street trees are proposed for Rofe Street to provide a continuous canopy and shade the footpaths and roadway, to provide passive cooling and reduce glare.

The proposed design will see street trees planted within blisters in the roadway, allowing the footpath to remain clear and unobstructed. Future design of tree pits should allow for passive irrigation from storm-water, and free drainage of the subsoil.

Potential species:

Cupaniopsis anacardioides - Tuckeroo (native)
8m (w) x 8m (h)



Melaleuca linariifolia - Snow in summer (native)
4m (w) x 10m (h)



Melaleuca styphelioides - prickly paperbark
10m (w) x 12m (h)



Renwick Street

New trees within the proposed Renwick Street shared zone should reinforce the existing Linden tree historical plantings, either with more of the same species, or another medium to large deciduous feature tree.

Smaller trees to the north have the potential provide a basis for future planting along the extent of the street, and should be robust and preferably native.

Potential species (to shared zone):

Tilia cordata - Little-leaved linden (exotic)
9m (w) x 15m (h)



Liriodendron tulipifera - Tulip tree (exotic)
8m (w) x 20m (h)



Potential species (to northern end of street):

Acmena smithii - Lilly pillly (native)
6m (w) x 10m (h)



Waterhousea floribunda 'Green Avenue' - Weeping Lilly pillly (native) 5m (w) x 8m (h)



Norton Street

Norton Street already possesses a mix of street trees - most of which are relatively small, in order to sit within existing power lines. The opportunity exists to replace some of the trees currently planted within the roadway with larger species for greater presence and shade provision.

Potential species:

Waterhousea floribunda 'green avenue' - Weeping Lilly Pilly (native) 9m (w) x 15m (h)



Lophostemon confertus - Brush box (native) 10m (w) x 15m (h)



Balmain Road

Medium trees are proposed along the east side of Balmain Road (within the roadway) to provide a connected canopy and shade to the footpath and roadway.

Small trees are proposed to the west side of the street along the frontage of the Italian Forum.

Potential species (to east):

Tristaniopsis laurina - Water Gum (native) 6m (w) x 12m (h)



Potential species (to west - Italian forum frontage):

Callistemon viminalis - Weeping bottlebrush (native) 3m (w) x 6m (h)



Koelreuteria paniculata - Golden Rain tree (exotic) 10m (w) x 10m (h)



Catherine Street

Medium - large shade and feature trees are proposed for Catherine street to provide a balance to the wide road. There is the potential for the chosen tree species to be expanded to the north within blisters in the roadway.

Potential species:

Brachychiton acerifolius - Illawarra Flame Tree (native)
6m (w) x 12m (h)



Pymont Bridge Road

Proposed tree planting to Pymont Bridge road consists a primary avenue of large paired feature trees, with a smaller secondary avenue between to provide a connected canopy.

Structural root cells should be provided to enhance the growth and establishment of these trees.

Potential species - Primary Avenue:

Angophora costata - Smooth Barked apple (native)
10m (w) x 15-20m (h)



Corymbia maculata - Spotted Gum (exotic)
10m (w) x 20m (h)



Petersham Street

Proposed trees for Petersham Street Pocket Park are medium sized feature trees, preferably deciduous for seasonal interest, improved light penetration and amenity during winter.

Potential species:

Pistacia chinensis - Chinese pistachio (exotic)
10m (w) x 15m (h)



Zelkova serrata 'Green Vase' - Japanese zelkova (exotic)
10m (w) x 14m (h)



Jacaranda mimosifolia - Jacaranda (exotic)
10m (w) x 10m (h)



Crystal Street

Although Crystal Street has existing street tree plantings, they are too small to provide a counterpoint to the busy and dominant roadway. Medium size shade trees are proposed to replace the existing small pear trees, with the potential to provide greater shade and amenity.

A new area of planting at the entry to Crystal Street is intended to function as a gateway moment - there is an opportunity for vertical fastigate trees in this location.

Potential species (street trees):

Lophostemon confertus - Brush box (native)
10m (w) x 15m (h)



Tristaniaopsis laurina - Water Gum (native)
6m (w) x 12m (h)



Potential species (entry gateway):

Elaeocarpus eumundii - Quandong (native)
5m (w) x 15m (h)



Johnston's Creek / Badu Park

Johnston's Creek and Badu park are home to a range of native and introduced species.

Future works should seek to retain those trees deemed to be of significance, whether native or introduced, while seeking to control and manage weed species. Future plantings should be native and be suited to a Creek corridor environment to enhance the habitat value of the site and facilitate ecological restoration.

Potential species:

Casuarina glauca - Swamp She-oak (native)
8m (w) x 15m (h)



Eucalyptus robusta - Swamp Mahogany (native)
12m (w) x 20m (h)



Tristania laurina - Water Gum (native)
6m (w) x 12m (h)



5.0 Plant Palette - Ground cover Plants

General Ground cover & Shrub Planting

A range of robust, hardy plants are proposed as ground covers and shrubs within tree pits and garden beds.

Generally, plants selected are to be low in height, allowing clear views for spatial surveillance, and dense in form, allowing effective suppression of weeds.

Plants should be sourced from Council's Community Nurseries. Planting should consist of a mix of grasses, ground covers and shrubs to provide a diverse vertical structure to planting and maximise habitat opportunities.

The plants listed represent a general selection of potential species and should not be considered exhaustive. Refer to Marrickville Development Control Plan (MDCP) for additional species and suggested plant list.

Potential species:



Rain-garden Planting

Rain gardens allow filtration of storm water runoff before it enters the storm water drainage network, and ultimately creeks, rivers and the sea.

Plants chosen for rain gardens need to be able to accommodate periods of inundation, as well as the dry periods between.

Potential species:





Streetscape Improvements - Master Plan Annandale, Camperdown, Leichhardt, Petersham Engagement Feedback Schedule

September 2019

Online question response from the community - <i>'Do you support the draft Master Plan for streets off Parramatta Road in Annandale, Camperdown, Leichhardt and Petersham?'</i>	Public Exhibition - Community Comments Received via the <i>'Your Say Inner West'</i> Website	Council Officer Comments	Amendments to the public domain master plans from comments received
Yes		Plan supported with no changes requested.	No action
Yes	Cycle ways are an important part of any community and council needs to be encouraged to improve these in order to promote less traffic congestion and a safe way of being able to cycle with family.	Plan supported with no changes requested.	No action

Yes	<p>Thanks for improving walking and cycling infrastructure! The plans look great. It's super important that they are well planned and built. The new bike lanes will be especially helpful to encourage the community to ride to local destinations.</p> <p>Can I please ask that any bike symbols painted on normal traffic lanes aren't placed next to parked cars. A clearance of 1m or more would be much safer. 'Dooring' is a concerning safety issue for people riding bikes. It looks like most of these streets are a slower traffic environment, so placing the bike symbols in the middle of the lane would be sensible.</p> <p>Thanks!</p>	<p>Addition of further safety measures for cyclists will be assessed and addressed during the projects' Construction Documentation phase</p>	No Action
Yes	<p>The plan is a great step in the right direction for the Inner West area, and restoring public amenity to the streets around Parramatta rd is an important step in improving the liveability of our neighbourhood, and taking back the inner city from being strangled by cars.</p> <p>Some comments:</p> <p>It is disappointing the Italian Forum entry will not be removed - this is a brutal and heavy piece of architecture that reduces visibility around the pedestrian crossing and makes that section of the street seem unwelcoming. I think this will seem disjointed from the other upgrades made on Norton street which are generally excellent.</p> <p>The Balmain Rd upgrades are excellent, the different setting will help calm traffic entering from Crystal St - and help drivers understand they are entering a pedestrian focused area. The shared path with required dismount for cyclists does not acknowledge the realities of behaviour that cyclists will not dismount which may cause collisions on the blind corner of Parramatta Rd and Balmain Rd, shared path designs are very clunky in practice and most cyclists will revert to using the road, in which case some space on the road should be maintained for cyclists that are approaching from Crystal St.</p> <p>Catherine St: Footpath extension, and reduction of superfluous lanes is great. The right hand cycling turn bay onto Albion St would benefit from a kerb to help cyclists waiting to turn feel safer from oncoming or rear-coming traffic.</p> <p>Petersham St - Is there an opportunity for Council to incentivise a cafe in an adjoining building to help properly activate this space? Or Perhaps encourage 1-2 food truck vendors on weekends to create a little market/festival atmosphere?</p> <p>Bridge Rd - A fantastic plan! The council should be congratulated in being so courageous in an updated plan for Bridge Rd. The reclaiming of two car lanes for pedestrian use on a busy Sydney road is ambitious and forward thinking. Now just make it happen! And please cooperate with City of Sydney in delivering those upgrades along the entire road to the city. This would hugely increase the number of regular active transport commuters from the inner-west to the CBD</p> <p>Johnsons Creek link - a really useful path that will liven up some pokey back streets.</p>	<p>The response to the points raised:</p> <ul style="list-style-type: none"> > Regarding the Italian Forum's entry, the quality of the private domain is outside the scope of this project. > Feasibility of temporary cycle link between Balmain Rd and Norton St along existing footpath will be considered by Council during the construction documentation phase > Catherine Street's turn has been designed to maximise safety. > Opportunity for Petersham St to host events/food trucks has been included in the Master Plan 	<p>Include note in the Master Plan</p>

Yes	What about the rest of the street? I have been liaising with council since 2014 (yes, I have the emails) always promising the streetscape would be improved in the next round of funding. This is a start but if only doing this amount each year, it will take about 25 years to get to the end of the road! What are you doing with all that extra income you're getting from parking fines!	The extent of the public domain improvements was set by NSW Government as part of the Parramatta Road Corridor Urban Transformation Strategy approved in November 2016. Council will review and develop strategies to complete the public domain improvements in the future.	No Action
Yes	It makes sense for a cycleway to connect Norton Street to Balmain Road via Dot Lane, assuming all commercial interests can be catered to. A cycle lane along Parramatta Road, requiring cyclists to dismount is surely not suitable. If using Dot Lane, this would take the cycle way past one of the entrances to the Italian Forum. The Italian Forum has long been an under-utilised asset and is in desperate need of rejuvenation for the benefit of the entire community. As part of the project, perhaps Council could consider improving the entrance to the Italian Forum via Dot Lane. In fact, this entrance could become the second main entrance to the Italian Forum. The entrance should include new signage, bike racks, lighting, bathrooms including showers and a general upgrade to that area to create a larger entrance to the Forum to capitalise on the extra foot traffic (or bike traffic) from the new cycle lane. I think this would help significantly in bringing people back to the Italian Forum so that the Italian Forum can be used for the purposes for which it was intended.	> Balmain Road to Norton Street section of the route is included in the master plan and remains the desired cycle link. Council is committed to deliver it when existing land ownership issues (Italian Forum's and private access lane off Norton St) can be resolved as is currently not possible to ensure safety. > Feasibility of temporary cycle link between Balmain Rd and Norton St along existing footpath will be considered by Council during the construction.	No Action
Yes		Plan supported with no changes requested.	No Action
Yes		Plan supported with no changes requested.	No Action
Yes		Plan supported with no changes requested.	No Action
Yes		Plan supported with no changes requested.	No Action
Yes		Plan supported with no changes requested.	No Action
Yes	These changes need to be made urgently. Also consideration given to extend streetscape all the way up Norton street to Pioneers Park.	The extent of the public domain improvements was set by NSW Government as part of the Parramatta Road Corridor Urban Transformation Strategy approved in November 2016. Council will review and develop strategies to complete the public domain improvements in the future.	No Action

Yes	I applaud Inner West Council for both trying to mitigate the detrimental effects of increased rat running from WasteCONnex, as well as taking the opportunity to improve north-south connections between local inner west residents. I applaud the improved pedestrian and cycle links as well as the much needed additions to tree canopy cover. But I fear that with increased traffic due to WasteCONnex and the ever increasing population density, that connection for drivers will become much harder. I am not an expert in traffic flow but measures MUST be taken to limit inflow of traffic from Parramatta Road and WasteCONnex feeder routes whilst not adding to the current funnel effect that stops connection across Parramatta road for local vehicle drivers. More cross streets that are not part of a commuter route must be provided so that local traffic can traverse Parramatta road and connect north and south Inner west local residents to local businesses, services and amenities without being gridlocked by through-traffic. I fear that some of the conversions here are removing some cross-street access points that are much needed by local resident drivers to avoid the bottlenecks of the commuter routes. Cycle paths and walking spaces are great for the able bodied, but for the elderly or less able, local driving connections are also required.	The only two traffic changes proposed are: > conversion of Rofe St into a one-way street in from Parramatta Road. This proposal is supported by the traffic study developed in conjunction with the master plan. The traffic movement is not affected as this street works in conjunction with Renwick St which is currently one- way out into Parramatta Road. > conversion of Petersham St into a pocket plaza. This is a minor street with reduced traffic flow. The proposal is also supported by the traffic study available in the Your Say Inner West project page.	No Action
Yes		Plan supported with no changes requested.	No action
Yes	it would be better still if grated drains could be used instead of kerbs to provide better pedestrian mobility - more akin to shared zone by use of material and design	Detail design to use all opportunities to avoid mobility barriers where possible	Include note to inform detail design
Yes		Plan supported with no changes requested.	No action
Yes	It would be great to see this concept expanded further down to Macquarie and Young St	The extent of the public domain improvements was set by NSW Government as part of the Parramatta Road Corridor Urban Transformation Strategy approved in November 2016. Council will review and develop strategies to complete the public domain improvements in the future.	No action
Yes	I think they are all positive and improve the amenity for very degraded parts of the LGA. I support them	Plan supported with no changes requested.	No action
Yes	Yes, would like to have wider footpath and greener surroundings.	Plan supported with no changes requested.	No action
Yes	I live in Camperdown and the street amenity on Pyrmont Bridge Road west of Mallet Street could really do with improvements. The plans look good.	Plan supported with no changes requested.	No action
Yes		Plan supported with no changes requested.	No action
Yes	Definitely! I use the Pyrmont Bridge road every day on my commute to North Sydney. Whilst it is possible to use the Johns road quieter route, the section from Barr Street to Junction Street is scary as drivers lack visibility in the morning due to sun position. Also, it's extremely busy on the return leg at night. The shared path section isn't great as pedestrians don't expect bikes to be on a narrow area. We also need use this street a lot to walk back and fore Glebe. Greater shade would be beneficial during the summer. The items in Norton Street look like they would really improve this massively. At the moment this street is unappealing, and appears to be dying. Any upgrades would make it appealing for businesses and smarter the area up.	Plan supported with no changes requested.	No action
Yes		Plan supported with no changes requested.	No action

Yes	Will be great and make it much safer to cycle in via Camperdown to the city. I live in Marrickville at the moment but do not go that way to cycle even though it is quite a direct route. Even though the roads are very wide the traffic is currently too fast for most people to feel 100% safe cycling on Pyrmont bridge road	Plan supported with no changes requested.	No action
Yes		Plan supported with no changes requested.	No action
Yes	I support better active transport options for residents. Having dedicated cycleways protected from wandering pedestrians and aggressive cars would encourage more people to use their bicycles for short and medium distant commutes. Having raised pedestrian and cycling crossing away from the road (i.e. speed bump) will force vehicles to slow down and provide safer roads for pedestrians. However, I am concerned that the cycle routes (which are 1.2 m) and immediately next to vehicle space do not allow enough space for vehicles to pass with the 1-1.5 m minimum passing distance. This will cause drivers to believe they do not need to follow the minimum passing distance law and cause unsafe vehicle use around bicycles on other roads.	Pyrmont bridge Road dedicated two-way dedicated cycle path is marked as 2.5 meters wide in the master plan and have a parking/planting buffer designed to separate cyclists from the traffic.	No action
Yes	<p>Improving the local cycle lane network as well as street walkability are very important matters for the overall health, safety and cycle friendliness of the area. The proposed works would dramatically improve the quality of life for many residents of the inner west and surrounding areas. The overall master plans are good and would improve the cycling network in the area.</p> <p>The plan does not include a cycling connection along crystal road from Parramatta rd even just to Elswick rd/ Margaret st. Either a dedicated bike lane or a shared footpath would significantly improve the ease of riding along this section.</p> <p>The Johnston creek proposal is great. At night, footpath lighting could improve the safety of an area like this.</p> <p>At the end of Pyrmont bridge road joining Parramatta road, a bike crossing across Parramatta road on the west side of the intersection would increase safety as cyclists are less likely to want to cross Pyrmont bridge road in the traffic before the lights.</p>	<p>The response to the points raised:</p> <p>> The extent of the public domain improvements was set by NSW Government as part of the Parramatta Road Corridor Urban Transformation Strategy approved in November 2016. Council will review and develop strategies to complete the public domain improvements in the future.</p> <p>> Although out of the scope of this project, the master plan proposes a new crossing on Parramatta Road in the described location to improve local cycling network connectivity. Council will explore and discuss this upgrade with the relevant stakeholders as a future action.</p>	No action
Yes		Plan supported with no changes requested.	No action
Yes	We fully support this master plan and improvements to the liveability of the area around Parramatta road. Especially proposed improvements to Pyrmont Bridge Road streetscape, bike and pedestrian development.	Plan supported with no changes requested.	No action

Yes	Please maximise parking along Pyrmont Bridge Road as parking in this area is extremely limited. Pg 25 has statement "Trees only to be provided to southern side of Pyrmont Bridge Road." whereas the design shows trees on both sides. If trees are planted on the N side then these should be minimised to maximise the available parking.	<p>All Master Plan proposals are in direct response to the brief's strategy provided by the NSW Government in the Parramatta Road Corridor Urban Transformation Strategy's (PRCUTS) at the outset of the project.</p> <p>PRCUTS has identified Camperdown as a 'High Accessibility' precinct with high access to public transport and more restrictive parking rates that prioritise commercial and industrial over residential parking. More specifically, Pyrmont Bridge Road is classified by PRCUTS as 'Places for People' which includes activated street frontage and no clearways and sets a priority for the street to become a walking and cycle link.</p> <p>The construction of Pyrmont Bridge Road will however not be undertaken until the WestConnex construction site is finished (currently estimated for 2023). This brings an opportunity for Council to develop planning instruments (LEP, DCP and the Camperdown Collaboration Precinct Master Plan) necessary to establish a parking strategy for the broader area.</p> <p>Mentioned page 25 note is a typo that will be edited in the final master plan</p>	Edit master plan's page 25 typo
Yes	Great to see the vision. This would make a big difference to this area.	Plan supported with no changes requested.	No action
Yes	I would like the plan to also consider Dalhousie Street in Haberfield. The opportunity for street trees on this road would make it a beautiful boulevard as opposed to an ugly street devoid of greenery. There are small trees along the street, but I suggest it would be better for traffic calming and the general environment to have a row of street trees down the middle of the street, as opposed to small trees along the footpath.	The extent of the public domain improvements was set by NSW Government as part of the Parramatta Road Corridor Urban Transformation Strategy approved in November 2016. Council will review and develop strategies to complete the public domain improvements in the future.	No action
Yes	I strongly support the proposed improvements to Pyrmont Bridge Road and Johnstons Creek as they will make our area more liveable, family friendly, safe and convenient. I understand that there is strong local support for getting the projects underway ASAP which I also fully support.	Plan supported with no changes requested.	No action

Yes	<p>I wholeheartedly support the proposed works to Pyrmont Bridge Road in Camperdown. I live on Pyrmont Bridge Road where the proposed works would take place, and it would greatly increase the liveability and sense of community for our area.</p> <p>The rest of Pyrmont Bridge Road is beautiful and looked after, however our stretch is often loud, dirty, and difficult to navigate. The footpaths are too narrow, bikes have nowhere to ride safely, and the road is not aesthetically pleasing. We often feel like the forgotten section of Annandale.</p> <p>Also - there are several lovely local businesses in the area that would benefit greatly from an improved road - especially Grumpy's Donuts. It's a local favourite, but the customers are always spilling out on the door, making it difficult for people to use the footpath.</p> <p>The other thing we ask is for the works to be done quickly. There is a lot going on in our neighbourhood right now, and this road upgrade would really boost morale in the local community.</p> <p>Thank you for recognising that our road needs some help. I am looking forward to living on a more beautiful Pyrmont Bridge Road.</p>	Plan supported with no changes requested.	No action
Yes		Plan supported with no changes requested.	No action
Yes	<p>I'm particularly excited by the prospect of a protected bicycle lane in Pyrmont Bridge Road, and the crossing from Parramatta Road. I want to cycle to work along Pyrmont Bridge Road, but I'm too scared to without a protected bike lane - cars always try to overtake you unsafely. We could move many more people along Pyrmont Bridge Road if we made it a multimodal transit corridor than the current car sewer it is today. I'd like to see a protected bike lane extended the entire length of Pyrmont Bridge Road - it could become an important bicycle highway for the inner west into town.</p>	Plan supported with no changes requested.	No action
Yes	<p>I highly support this proposed draft Master Plan. The conversion of two streets to one way off Jarrett Street will improve pedestrian amenity and traffic flow in the area. Perhaps a plaque acknowledging the history of the Excelsior Estate and the naming of local streets may be appropriate.</p>	Plan supported with no changes requested.	No action

Yes	<p>Council is to be commended for the thorough work and vision it has conveyed in the Streetscape Master Plan for Annandale, Camperdown, Leichhardt and Petersham.</p> <p>With respect to the Annandale and Camperdown proposals specifically, Council has a rare opportunity to seize the initiative and deliver a significant, transformative change for our community by adopting the Master Plan's proposed amenity and lifestyle improvements and committing a timeline and budget for their prompt delivery.</p> <p>This submission seeks to outline the key challenges with which Council should be urgently concerned and supports the ambitious, transformative agenda methodically developed by relevant experts over a 12 month period of community consultation.</p> <p>The section of Pyrmont Bridge Road connecting Parramatta Road to Mallet Street is currently a harsh and confronting tunnel of noise and traffic. It is unwelcoming to pedestrians, cyclists, residents, and business operators for several reasons.</p> <p>First, the existing footpaths on both sides of the road are below what should be reasonably expected of a liveable, inner city urban landscape. This is problematic for pedestrians passing one another, particularly where one party is pushing a pram or accompanying a young child, where a bicycle is parked or in locations where rubbish is illegally deposited.</p> <p>Second, the road often attracts 'rat running' drivers who can be observed speeding away from the Mallet St/Pyrmont Bridge Rd traffic lights at high speed, particularly during the afternoon and evening peak.</p> <p>And thirdly, Pyrmont Bridge Road and the adjacent street attract illegal dumping of rubbish on an industrial scale. On a weekly basis over the last two years, we have reported these issues to Council but fear even the best endeavours of council staff cannot keep pace with the opportunistic behaviour encouraged by this dark desert of a streetscape.</p> <p>These factors - vehicle speed, illegal dumping and dangerously narrow footpaths - should be a particular concern of Council and all Councillors as they individually and jointly contribute to the current underutilised, depressed state of the area.</p> <p>Attention on these issues is now urgently required in the interests of public health and safety, and in order to address what can reasonably be regarded as one of Sydney's worst streets at the gateway to the Inner West Council area.</p> <p>In contrast, the Streetscape Master Plan for Pyrmont Bridge Road presents a rare opportunity for Council as it;</p> <ul style="list-style-type: none"> - Achieves a balance between the interests of motorists, pedestrians, cyclists, residents and business owners; - Beautifies a key gateway to the Annandale Village and Camperdown Park, delivering significant environmental benefits through a reduction in traffic, noise, illegal dumping and air quality; and - Fosters community engagement and foot traffic through the area, encouraging businesses and residents to turn their attention outwards to the street and one another. <p>This upgrade to the Pyrmont Bridge Road requires no private land to be acquired and could be delivered in the short term. Given the current, economically depressed and barren state of Pyrmont Bridge Road, this particular component of the Streetscape Master Plan deserves the support of Council and should be prioritised ahead of other proposals within the same document.</p> <p>Finally, the separate longer term plan for Johnstons Creek should be adopted and delivered as land is redeveloped along the south boundary of the creek. This will enable the development of a safe shared path from Jubilee Park to Camperdown Park, encouraging community engagement along its length and with neighbouring shopping strips.</p> <p>I encourage Councillors to visit Pyrmont Bridge Road and Johnstons Creek in the late afternoon and consider the transformative opportunity which they should adopt, prioritise and deliver.</p> <p>Should it be of value, I would be pleased to speak further about my views on this proposal.</p>	Plan supported with no changes requested.	No action
Yes		Plan supported with no changes requested.	No action

Yes	It will make the area more safe, convenient and family friendly	Plan supported with no changes requested.	No action
Yes		Plan supported with no changes requested.	No action
Yes	I think this is a brilliant plan. The plan crates a welcoming feel to the area and softens 'hard' areas. Accessibility is essential for a city and this creates accessibility in a creative and interesting way.	Plan supported with no changes requested.	No action
Yes	An excellent start, let's see much more in the way of separate cycle paths and improved park amenities. I think the master plan should also include the re-instatement of the south bound bus stop outside Norton Street Plaza. Removal of this stop was a gross miscalculation in improving traffic flow on Norton Street and has forced people with limited mobility to walk hundreds of meters to access public transport. Catering for cars is like trying to dig all the sand off a beach, it's time for the council to double down on its efforts to improve access to alternatives to cars and access to public transport.	The extent of the public domain improvements was set by NSW Government as part of the Parramatta Road Corridor Urban Transformation Strategy approved in November 2016. Council will review and develop strategies to complete the public domain improvements in the future.	No action
Yes		Plan supported with no changes requested.	No action
Yes		Plan supported with no changes requested.	No action
Yes		Plan supported with no changes requested.	No action
Yes		Plan supported with no changes requested.	No action
Yes	I use my bike every day for commuting. I would love to take my daughter and son on regular bike rides. I love the idea of more investment in the area for this.	Plan supported with no changes requested.	No action
Yes		Plan supported with no changes requested.	No action
Yes		Plan supported with no changes requested.	No action
Yes		Plan supported with no changes requested.	No action

Yes	<p>I think this master plan is fantastic, and encapsulates some thorough research into how to improve the safety and security of areas along Parramatta road between suburbs. I have felt over the last few years how difficult it is to visit friends in Stanmore and Annandale because I need to cross over main roads (Stanmore Rd, Parramatta Rd, Salisbury Rd) and that there are no safe cycle paths to directly cross these.</p> <p>Prioritising pedestrians and also cycling I believe will have a strong impact on amenity for the inner west and interconnectedness as well. Parking for bicycles is another tricky one, with often minimal thought given, as they are out open to elements, difficult to find, and not the most ideal. I was hoping to find a secure product/method of locking up where you can stop in without your own u-lock (perhaps to be invented?) so as to attract even more people who might just stop in along the way without having planned in advance.</p> <p>I would like to express my full support for these efforts and especially supporting comfort/priority of pedestrians, separated bike paths, and more plants and trees to attract people and feel more relaxed. I think such initiatives will also draw more people to struggling retail areas (such as the surprising Leichardt decline), as it is the most efficient means to bring people in for space.</p> <p>In particular, improvements to Pyrmont Bridge Road, Crystal St, Norton St, and Johnston's Creek would be very much welcome and help connect areas together that I like to go between in a safer way.</p> <p>Thank you for your efforts, time, and consideration to improve our neighbourhoods and communities.</p>	Plan supported with no changes requested.	No action
Yes	We need to make the Johnston street area and the crescent in particular more safe for families and those travelling by foot or bike	The extent of the public domain improvements was set by NSW Government as part of the Parramatta Road Corridor Urban Transformation Strategy approved in November 2016. Council will review and develop strategies to complete the public domain improvements in the future.	No action
Unsure/neutral. Please explain in the comment box below.	<p>- <i>Name withheld</i> - owns the car park in the Italian Forum complex which as vehicular access off both Norton Street and Balmain Road. We are very concerned that whilst improvement works may benefit some users in the vicinity car park ingress and egress from our complex could be detrimentally affected. Note the car park also provides access for the council run library, retail shops and the commercial offices in the complex and a right of carriageway for the residents who live within the mixed development.</p> <p>We currently have very limited signage to alert passer-by vehicles of the car park entry and further street work in our view will likely make it confusing and less viable for parties to access the car park to the centre. we would seek specific involvement in any design changes that could affect the ingress and egress or visibility of the car park.</p>	Further signage may be necessary to ensure appropriate awareness is raised.	Council to contact the relevant internal stakeholders to seek advice.

Unsure/neutral. Please explain in the comment box below.	<p>We do support the plan but feel as though Whites Creek Lane should be addressed - the asphalt is deteriorating, rubbish is always strewn in the garden beds and the garden beds themselves are lacking vigour. Improving this would have massively positive effect for the neighbourhood as Whites Creek and the parks that adjoin it are very popular but once you get under Booth St Bridge the remainder of the lane-way right through to Parramatta Rd is a real let down. I have discussed this with neighbours and others in the neighbourhood and the general consensus is that large trees and hardy planting along with road resurfacing would all improve the lane-way immensely.</p>	The extent of the public domain improvements was set by NSW Government as part of the Parramatta Road Corridor Urban Transformation Strategy approved in November 2016. Council will review and develop strategies to complete the public domain improvements in the future.	No action
Unsure/neutral. Please explain in the comment box below.	<p>I am somewhat encouraged by the initiative Council is showing with the master plan draft and am behind the idea. However, the lack of sustainable recycled materials and sustainable initiatives lacking are a real concern. For example, the use of solar panels as shade structures, solar panel street lights and potential solar panelled walk ways and/or cycle ways should be used and encouraged. Recycled materials would save money for the council, help local business and most importantly help the environment. It would also comply with the directions and priorities as set out in the greater Sydney commission plans.</p> <p>The proposed bench seats and the use of concrete can be gathered from recycled materials. The bench seats can also provide solar panelled shade structures so people can utilise the space on hot sunny days. Solar can also be used on the shade pavilion at Petersham Street (page 19 of the draft master plan design). The solar used can potentially provide the lighting as seen on page 7 of the draft master plan schedule.</p> <p>The trees are wonderful and make the streets look great.</p> <p>Council has partnered with UNSW and the Australian Photovoltaic institute to support Inner West residents to make the switch to solar, so why isn't the Council doing the same for their projects? Council has a Renewable Energy Action, as shown on the website where it states that Inner West Council is committed to sourcing renewable energy and addressing climate change. Council's goals include becoming carbon neutral and 100% renewable. Council's strategies for addressing climate change include:</p> <ul style="list-style-type: none"> • Moving to energy-efficient street lights • Sourcing renewable energy from a solar farm • Powering our facilities with solar • Planning for changes in climate <p>This isn't a dig at Council. This is a submission to a draft master plan which wants to see more action being taken at Council with sustainability in mind. Council needs to lead the movement for sustainable development when the private sector hesitates too.</p>	Council will review the Master Plan to develop the sustainability initiatives	<p>Master Plan to include references to:</p> <ul style="list-style-type: none"> > permeable paving > passive irrigation > further develop the proposed rain gardens > include a note to the opportunity to use solar panels on the Petersham St Plaza shade pavilion

<p>Unsure/neutral. Please explain in the comment box below.</p>	<p>The design looks good however a summary of the following improvements:-</p> <ul style="list-style-type: none"> *Provide play equipment, * Locate the fountains in the park rather than on the street, *Relocate seating away from the edges and provide tables. * I can't see the need for the stairs and they only make access less equitable. <p>Further to feedback from Concerned residents please see email Badu Reserve, Annandale To Whom it may concern,</p> <p>I am writing in regards to access to Badu Park, my name is - <i>name withheld</i> - and I have occupied - <i>name withheld</i> - St Annandale for the past 5 months, overlooking the lovely park. In this time, I have been observing the use/ or should I say the misuse of the park on a daily basis. I have noticed the following:</p> <ol style="list-style-type: none"> 1. there is no SAFE access to the park for Disabled Persons, Parents with prams, the elderly, or children. These are the people who we should be encouraging to use the park and there is an Accessibility and Visibility Block to the Park at the moment. 2. The park attracts Junkies, Drunk People and Homeless people. I have called Glebe police on a number of occasions to remove persons and objects (syringes) from the park. This is not safe and can easily be changed if council makes the park more INVITING TO THE GENERAL PUBLIC. It currently is dark, and more of a hideout for those of the community who like the dark. 3. There is no area for members of community to sit down in the park and read a book or have their lunch. If it is raining, they cannot sit on the bench. Surely we can cater to members of our community by having a FEW wooden huts with sun and rain protection. THIS WOULD ENCOURAGE MEMBERS OF THE COMMUNITY TO MAKE USE OF THE PARK , and at the same time would let customers of the local cafes use the park to eat and drink their food. <p>SUPPORT FROM THE COMMUNITY</p> <ol style="list-style-type: none"> 1. I have started a petition, for those from the community who support the use of the park , and so far I have approximately 300 people who have provided their contact details in support of more use of the park VIA THE INSTALLATION OF SOME KIND OF TABLES AND CHAIRS WITH PROTECTION FROM SUN AND RAIN- 2. I have been approached by a lady called - <i>name withheld</i> - who is a long-time member of the Annandale community. She has asked me to contact council on her behalf in regards to EASIER AND SAFER ACCESS TO THE PARK! When she uses the park, myself or my staff stop our normal cafe duties with customers to make sure that- <i>name withheld</i> - DOESNT GET THROWN OUT OF HER CHAIR WHILE TRYING TO GET INTO THE PARK IN HER WHEELCHAIR AND WITH HER DOG. There is no safe access at the moment , it is DANGEROUS and I cannot believe the council has not done anything to make this ACCESS SAFE. Carol has also asked for a table in the park, to be able to drink her coffee in peace with her dog. This would not only help - <i>name withheld</i> - , but the many other disabled or less mobile people in our community. 3. The police will happily provide evidence to prove the number of occasions where junkies , drunks, homeless people have been a NUISANCE TO THE COMMUNITY. 4. I have happily worked with the fabulous organisation ABILITY LINKS NSW (- <i>name withheld</i> -), to ensure that we are safe and able to cater to the needs of the disadvantaged members of our community. I look forward to working with them in future , as we think of the GREATER GOOD and our responsibility to the community via access to parks and the environment around us for GENERAL WELLBEING AND HAPPINESS. <p>I have cc'd respected member of the community and council member - <i>name withheld</i> - to this email, and - <i>name withheld</i> - from Ability Linker for assistance with this community matter. Please let me know our next steps to make these positive changes to our community.</p>	<p>Proposed changes will all be assessed and considered during the detail design phase</p>	<p>Master plan to relocate drinking fountain to the park (from its current position on the street)</p> <p>Council officers and detail design consultants to assess and consider proposed changes.</p>
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<p>Unsure/neutral. Please explain in the comment box below.</p>	<p>I object to parts of the Camperdown precinct plans. Please see attached submission "- name withheld - submission to IWC.pdf", re: Johnstons Creek Bike path and loss of parking on Pyrmont Bridge Road</p> <p>Whilst I support many features in the draft plan, I would like to raise two points of concern regarding plans for the Camperdown Precinct. I believe that the plans for this precinct disproportionately and negatively impact the residents on the north side of Water St Annandale (No.'s 2-22 Water St) in the following ways:</p> <ol style="list-style-type: none"> 1. Council will require a setback of 2.5-3.5m in the rear of these properties to create a corridor for a bike path. I have been advised that this might be achieved by way of either compulsory acquisition, an easement, or a lease. This has negative consequences for these property owners as they will not only lose a significant part their land, but also lose privacy and amenity from the new bike path, and property value as well. Given that a bike path is already proposed along Johnstons Creek from Wigram Road to Chester St, and that there will be new bike paths on Pyrmont Bridge Road from Chester St to Parramatta Rd, the proposed section of path along Johnstons Creek from Chester St to Parramatta Rd seems redundant and unnecessary. 2. The draft plan indicates that the proposed upgrades to Pyrmont Bridge Road will remove 22 of 33 parking spaces. The plan makes vague references to Council leasing spaces in new developments to offset this loss, however, there is no firm commitment in this regard. With the loss of two-thirds of the parking spaces along Pyrmont Bridge Road, vehicles will undoubtedly seek parking in the surrounding streets, including Water St Annandale. Most residents on the north side of this street currently rely on a very few off-street parking spaces. We already compete with customers of the surrounding commercial areas for these spaces, and the loss of parking on Pyrmont Bridge Road will only make matters worse. The plan needs definitive commitments to offset the loss of parking along Pyrmont Bridge Road. <p>In light of the above two comments, I request the following amendments be made to the draft plan:</p> <ol style="list-style-type: none"> 1. Please remove or modify the proposed section of bike path along Johnstons Creek between Chester St and Parramatta Road so that it does not cut through private properties on Water St Annandale; and 2. Please provide definitive and budgeted commitments by Council to offset the loss of 22 of 33 car parking spaces along Pyrmont Bridge Road; or provide a commitment to modify parking controls along Water St Annandale and surrounding streets in favour of residents; or commit to the creation of dedicated parking areas for residents of these properties to mitigate the impact of vehicles seeking alternative parking in Water St following the loss of parking along Pyrmont Bridge Road. <p>In any event, thanks for seeking community feedback on the plan. Subject to my above concerns being addressed, I look forward to it being implemented.</p>	<p>All Master Plan proposals are in direct response to the brief's strategy provided by the NSW Government in the Parramatta Road Corridor Urban Transformation Strategy's (PRCUTS) at the outset of the project.</p> <p>The points raised are therefore targeted to the brief's scope and vision which the Master Plan was not able to change.</p> <p>PRCUTS has identified Camperdown as a 'High Accessibility' precinct with high access to public transport and more restrictive parking rates that prioritise commercial and industrial over residential parking. More specifically, Pyrmont Bridge Road is classified by PRCUTS as 'Places for People' which includes activated street frontage and no clearways and sets a priority for the street to become a walking and cycle link.</p> <p>The construction of Pyrmont Bridge Road will however not be undertaken until the WestConnex construction site is finished (currently estimated for 2023). This brings an opportunity for Council to develop planning instruments (LEP, DCP and the Camperdown Collaboration Precinct Master Plan) necessary to establish a parking strategy for the broader area.</p> <p>The master plan proposal for the section of the Johnstons Creek pedestrian and cycle corridor between Parramatta Road and Chester Street is the result of the consultation and site analysis undertaken.</p> <p>As some private land is required to implement this section of the corridor, Council requested and obtained a scope and delivery variation from NSW Government ensuring that no private land will be affected as part of the PRUAIP programmed works.</p> <p>The final alignment of this section of the route is yet to be determined and will be addressed in future detail planning studies for the wider area.</p>	<p>No action</p>
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No. Please explain in the comment box below.	The Westconnex is causing severe impacts in Johnston St, Annandale and connected streets such as Northumberland Ave, Stanmore. There is an urgent need to improve pedestrian safety and streetscape in these streets. Some resources must be diverted to the streets affected by Westconnex.	The extent and scope of the public domain improvements was set by NSW Government as part of the Parramatta Road Corridor Urban Transformation Strategy approved in November 2016. Council will review and develop strategies to complete the public domain improvements in the future.	No action
No. Please explain in the comment box below.	Your proposed cycle way along Johnston's creek will ruin the amenity of the current residents whose land you will need to acquire and expose them to noise and decrease their security. Haven't we been exposed to enough taking away of our joy of living in our neighbourhood (developments /constant constructions) without the council encroaching on our properties? My neighbours have been living here a long time far longer than you've been in council and they bought deliberately on the creek. You want to take that away. Very poor. Why not put the cycle way on the other side of the creek which is mostly industrial. Obviously too expensive.	<p>All Master Plan proposals are in direct response to the brief's strategy provided by the NSW Government in the Parramatta Road Corridor Urban Transformation Strategy's (PRCUTS) at the outset of the project.</p> <p>The objection to the recreational corridor being established is therefore targeted to the brief's scope and vision which the Master Plan was not able to change.</p> <p>The master plan proposal for the section of the Johnstons Creek pedestrian and cycle corridor between Parramatta Road and Chester Street is the result of the consultation and site analysis undertaken.</p> <p>As some private land is required to implement this section of the corridor, Council requested and obtained a scope and delivery variation from NSW Government ensuring that no private land will be affected as part of the PRUAIP programmed works.</p> <p>The final alignment of this section of the route is yet to be determined and will be addressed in future detail planning studies for the wider area.</p> <p>Regarding safety concerns, activation generated by a recreational corridor will increase safety in the broader area. Further design will assess and ensure passive surveillance and other safety measures are at the centre of the proposal.</p>	No action

<p>No. Please explain in the comment box below.</p>	<p>The pathway, on Johnston's Creek Zone 1, will cut into my garden on Water Street, open our home to be viewed by passers-by and increase undesirable behaviour in back alley pathways. I don't agree there is a need to add the pathway to provide easy access from Parramatta Road to Blackwattle Bay. There are many roads that run directly from one to the other, Johnston Street being one of them. We should just create a cycle way on Johnston Street and save the money for a worthy cause.</p> <p>Thank you - name withheld -</p>	<p>All Master Plan proposals are in direct response to the brief's strategy provided by the NSW Government in the Parramatta Road Corridor Urban Transformation Strategy's (PRCUTS) at the outset of the project.</p> <p>The objection to the recreational corridor being established is therefore targeted to the brief's scope and vision which the Master Plan was not able to change.</p> <p>The master plan proposal for the section of the Johnstons Creek pedestrian and cycle corridor between Parramatta Road and Chester Street is the result of the consultation and site analysis undertaken.</p> <p>As some private land is required to implement this section of the corridor, Council requested and obtained a scope and delivery variation from NSW Government ensuring that no private land will be affected as part of the PRUAIP programmed works.</p> <p>The final alignment of this section of the route is yet to be determined and will be addressed in future detail planning studies for the wider area.</p> <p>Regarding safety concerns, activation generated by a recreational corridor will increase safety in the broader area. Further design will assess and ensure passive surveillance and other safety measures are at the centre of the proposal.</p>	<p>No action</p>
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<p>No. Please explain in the comment box below.</p>	<p>To whom it may concern,</p> <p>I do not support the Master Plan for streets of Parramatta Road, specifically in my neighbourhood of Camperdown and Annandale.</p> <p>The removal of 22 parking spots on Pyrmont Bridge Rd (PBR) will increase pressure on the local area for parking. This is an area which already proves difficult with the mix of small business, both day time and evening usage as when businesses close, people arrive for gym, climbing, pole dancing classes. As a father of two small children the challenges of limited parking is a source of frustration and concern. It would appear that the council is over supplying parking permits and or does not correctly audit this process. Particularly when business do not use their parking spots in the case of - <i>name withheld</i> -, which has roughly 10 spots, which are limited in their function as customers have to park a car in in order to access the second row of parking. This means that often only 5 vehicles are parked and off street parking is then used. Or in the case of one small business (- <i>name withheld</i> -), at any one time up to 10 vehicles are illegally parked on Water Street and Gordon Streets. One can only imagine how this might be exacerbated should the 10am-3pm week day and all day weekend spots be removed and reduced.</p> <p>Concerning PBR and the constriction of this thoroughfare traffic conditions will worsen as the flow of traffic is forced to bottleneck. Although the stretch of PBR that is two lanes in either direction after the intersection of Parramatta Rd is only short lived (up until Mallett St from Parramatta Rd) I feel this section helps to maintain traffic coming off and entering Parramatta Rd and acts as an overflow area. I feel that without these lanes and additional space, you would have queuing and backing up of traffic along PBR and Parramatta Rd, respectively.</p> <p>The third and chief issue of this Master Plan is the decision to install a bicycle and pedestrian area behind Water Street along Johnson's Creek. I believe this is a massive waste of public funding and an unnecessary venture. The significant cost to acquire the 3.5 metres of land from the properties in question is already a factor which should deem this project untenable.</p> <p>In addition, the issue of security, safety and loss of privacy to the properties involved is of concern should this project go ahead. For what was effectively a creek, now a storm water channel should not become a thoroughfare accessible at all hour, rendering the adjacent properties vulnerable from unwanted entry and visual and noise pollution. I simply do not wish to have my living room and kitchen visible to passers-by or prying eyes, from this proposed passageway. From discussions with my family and neighbours, this development would incur a huge loss to the community who enjoy the tranquil, green backdrop and peaceful corridor at the rear of the properties. It would be deleterious to the nature of the area should this project advance, particularly when there are already bike paths on Nelson, Taylor and Trafalgar Streets and potentially PBR in the future.</p>	<p>All Master Plan proposals are in direct response to the brief's strategy provided by the NSW Government in the Parramatta Road Corridor Urban Transformation Strategy's (PRCUTS) at the outset of the project.</p> <p>The points raised are therefore targeted to the brief's scope and vision which the Master Plan was not able to change.</p> <p>PRCUTS has identified Camperdown as a 'High Accessibility' precinct with high access to public transport and more restrictive parking rates that prioritise commercial and industrial over residential parking. More specifically, Pyrmont Bridge Road is classified by PRCUTS as 'Places for People' which includes activated street frontage and no clearways and sets a priority for the street to become a walking and cycle link.</p> <p>The construction of Pyrmont Bridge Road will however not be undertaken until the WestConnex construction site is finished (currently estimated for 2023). This brings an opportunity for Council to develop planning instruments (LEP, DCP and the Camperdown Collaboration Precinct Master Plan) necessary to establish a parking strategy for the broader area.</p> <p>The master plan proposal for the section of the Johnstons Creek pedestrian and cycle corridor between Parramatta Road and Chester Street is the result of the consultation and site analysis undertaken.</p> <p>As some private land is required to implement this section of the corridor, Council requested and obtained a scope and delivery variation from NSW Government ensuring that no private land will be affected as part of the PRUAIP programmed works.</p> <p>The final alignment of this section of the route is yet to be determined and will be addressed in future detail planning studies for the wider area.</p> <p>On the note of safety concerns, activation generated by a recreational corridor will increase safety in the broader area. Further design will assess and ensure passive surveillance and other safety measures are at the centre of the proposal.</p>	<p>No action</p>
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<p>No. Please explain in the comment box below.</p>	<p>The plans look great with the exception of the Johnston's creek cycle/walk. The Johnston's creek cycle/walk represents duplication of access already provided in the plan.</p> <p>Within the proposal public will have cycle/walk access to Parramatta Rd, via- Taylor St/Chester St/Pyrmont Br Road (including the canal bridge that was recently upgraded) to Wigram road.</p> <p>With regards to Johnston's creek cycle walk (almost in parallel to Pyrmont bridge rd) for the proposed outcome of 'rerouting' ~150m between Chester St and Mathieson, is a poor use of public money.</p> <p>Further, 150 meters between Mathieson St and Chester St is a very small distance when one considers the impact to 12 residences, which would lose their privacy and land.</p> <p>Johnston's creek cycle/walk is not supported.</p>	<p>All Master Plan proposals are in direct response to the brief's strategy provided by the NSW Government in the Parramatta Road Corridor Urban Transformation Strategy's (PRCUTS) at the outset of the project.</p> <p>The objection to the recreational corridor being established is therefore targeted to the brief's scope and vision which the Master Plan was not able to change.</p> <p>The master plan proposal for the section of the Johnstons Creek pedestrian and cycle corridor between Parramatta Road and Chester Street is the result of the consultation and site analysis undertaken.</p> <p>As some private land is required to implement this section of the corridor, Council requested and obtained a scope and delivery variation from NSW Government ensuring that no private land will be affected as part of the PRUAIP programmed works.</p> <p>The final alignment of this section of the route is yet to be determined and will be addressed in future detail planning studies for the wider area.</p>	<p>No action</p>
<p>No. Please explain in the comment box below.</p>	<p>Moves the cycle path along Johnston Creek from the west side to the east--not sure why--a few properties fronting Susan St have already sold their back yards to Council, and plans have shown this corridor for acquisition for decades.</p> <p>McCarthy lane as a cycle path seems strange in view of this too.</p> <p>A massive bridge has been constructed across the creek at Chester St as part of this cycle path too</p> <p>path should continue along the west side as already zoned for that, and the route can continue under Booth at Wigram</p>	<p>All Master Plan proposals are in direct response to the brief's strategy provided by the NSW Government in the Parramatta Road Corridor Urban Transformation Strategy's (PRCUTS) at the outset of the project.</p> <p>The objection to the recreational corridor being established is therefore targeted to the brief's scope and vision which the Master Plan was not able to change.</p> <p>The master plan proposal for the section of the Johnstons Creek pedestrian and cycle corridor between Parramatta Road and Chester Street is the result of the consultation and site analysis undertaken.</p> <p>As some private land is required to implement this section of the corridor, Council requested and obtained a scope and delivery variation from NSW Government ensuring that no private land will be affected as part of the PRUAIP programmed works.</p> <p>The final alignment of this section of the route is yet to be determined and will be addressed in future detail planning studies for the wider area.</p>	<p>No action</p>

No. Please explain in the comment box below.	Why are the artistic additions not being sourced from the massive amount of craftspeople and creatives in the LGA? Let's keep the work within the area, to be made by people in this area, supporting the local craftspeople, and the local area. Why not?! Doing this will help create a stronger sense of community for people in the area, and economic benefit to our own LGA.	Council will further develop a strategy with the Public Art team to ensure that local artists are acknowledged and targeted in the brief development of any public art projects to be undertaken as part of the Urban Amenity Improvement program funding scheme.	Further engagement with Council's Public Art team during the project's Detail Design phase.
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<p>No. Please explain in the comment box below.</p>	<p>I am not in support of the draft Master Plan and I believe it has been ill thought out and overall does not add amenity to the area.</p> <p>Specifically in regards to Camperdown/ Annandale the following points are of most concern:</p> <p>The loss of roughly 20 parking spots on Pymont Bridge Road is not something the area can easily cope with. This would have flow on effects to the surrounding streets such as Water, Mathieson, Gordon, Cahill, Chester, Guihen and Booth Streets and make parking for residents, businesses and visitors even more competitive.</p> <p>The utility of the proposed cycle and walking path on Johnson's creek between Water and Susan streets is questionable. How many people and bikes would use it? Is it even warranted given that there are existing bike paths on Taylor and Johnson Streets with Pymont Bridge Rd is proposed in this draft.</p> <p>For residents on either side of Johnson's creek, north of water Street and south of Susan Street the creation of a new shared pathway would result in:</p> <p>loss of privacy increased security risk as houses could now be accessible from the rear the risk of collision to users in that pedestrians and cyclists on the path and of people entering and exiting properties finally, the added danger of construction in a flood prone area which should be rather a nature corridor and "creek" not a thoroughfare.</p>	<p>All Master Plan proposals are in direct response to the brief's strategy provided by the NSW Government in the Parramatta Road Corridor Urban Transformation Strategy's (PRCUTS) at the outset of the project.</p> <p>The points raised are therefore targeted to the brief's scope and vision which the Master Plan was not able to change.</p> <p>PRCUTS has identified Camperdown as a 'High Accessibility' precinct with high access to public transport and more restrictive parking rates that prioritise commercial and industrial over residential parking. More specifically, Pymont Bridge Road is classified by PRCUTS as 'Places for People' which includes activated street frontage and no clearways and sets a priority for the street to become a walking and cycle link.</p> <p>The construction of Pymont Bridge Road will however not be undertaken until the WestConnex construction site is finished (currently estimated for 2023). This brings an opportunity for Council to develop planning instruments (LEP, DCP and the Camperdown Collaboration Precinct Master Plan) necessary to establish a parking strategy for the broader area.</p> <p>The master plan proposal for the section of the Johnstons Creek pedestrian and cycle corridor between Parramatta Road and Chester Street is the result of the consultation and site analysis undertaken.</p> <p>As some private land is required to implement this section of the corridor, Council requested and obtained a scope and delivery variation from NSW Government ensuring that no private land will be affected as part of the PRUAIP programmed works.</p> <p>The final alignment of this section of the route is yet to be determined and will be addressed in future detail planning studies for the wider area.</p> <p>On the note of safety concerns, activation generated by a recreational corridor will increase safety in the broader area. Further design will assess and ensure passive surveillance and other safety measures are at the centre of the proposal.</p>	<p>No action</p>
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No. Please explain in the comment box below.	I object to Badu park and the quiet bush corridor along Johnston's creek being concreted over for bikes that are unlikely to use it. Bikes easily travel down Taylor Street currently which is a slow speed street. The land along Johnston's creek is home to a large array of wildlife including Bush Turkeys, possums, lizards, kookaburras and much more. It is a small haven, and one of the last green areas that do not have people and concrete carving it up. It would be much better planted with native bushes and trees and left as a passive walking area.	<p>The community has raised concerns about Badu Park currently being unsafe and underused.</p> <p>Including the park in the Johnstons Creek recreational corridor (that will link along Wigram Road with the City of Sydney's existing corridor along the Creek) will activate Badu Park bringing safety and opening this public asset to all users.</p> <p>Council has liaised internally with its Urban Ecology team to ensure that minimum disruption is caused to the existing ecological value in this area.</p> <p>the design will:</p> <ul style="list-style-type: none"> > use low levels of lighting avoiding the tree canopy; > utilise porous paving and grated surfaces to ensure maximum water on site detention is achieved; and > implement a native planting palette to further develop the already rich ecology of this location. 	No action
No. Please explain in the comment box below.	Creating a bike path with lighting behind Taylor St (Johnston creek) residential housing will disrupt home owners and local pets. Encouraging more foot traffic behind houses will also encourage local theft which has steadily been on the rise in the area.	<p>All Master Plan proposals are in direct response to the brief's strategy provided by the NSW Government in the Parramatta Road Corridor Urban Transformation Strategy's (PRCUTS) at the outset of the project.</p> <p>The objection to the recreational corridor being established is therefore targeted to the brief's scope and vision which the Master Plan was not able to change.</p> <p>The master plan proposal for the section of the Johnstons Creek pedestrian and cycle corridor between Parramatta Road and Chester Street is the result of the consultation and site analysis undertaken.</p> <p>As some private land is required to implement this section of the corridor, Council requested and obtained a scope and delivery variation from NSW Government ensuring that no private land will be affected as part of the PRUAIP programmed works.</p> <p>The final alignment of this section of the route is yet to be determined and will be addressed in future detail planning studies for the wider area.</p>	No action

<p>No. Please explain in the comment box below.</p>	<p>Comments on Streetscape improvements draft Master Plan - Annandale, Camperdown.</p> <p>I welcome council's attention to this neglected area and the intention to improve it. Concerns and comments I have follow.</p> <p>Documents</p> <p>The documents are not very screen and web friendly. Viewing them requires a lot of scrolling and zooming. This makes viewing more time-consuming than would be ideal.</p> <p>First Stages of Consultation</p> <p>Unfortunately I was not aware of earlier stages of the consultations. I did not receive a flyer.</p> <p>Nomenclature: Camperdown/Annandale</p> <p>The area bounded by Johnstons Creek, Parramatta Rd and Booth/Mallett St is in Annandale, not Camperdown. Leichhardt Council caused this change in the mid1990s, and it is unlawful to name it otherwise. This is not pedantry: it is misleading to misname it because the location can easily be misunderstood. Council should ensure the correct name is used to avoid confusion or apply to the Geographic names Board to revert to Camperdown.</p> <p>Reduction in Area of Park</p> <p>The plan proposes a further reduction in the usable area of Badu Park by bisecting it with a 3 meter wide path. Open space is scarce in southern Annandale – reductions in useable area should be avoided and minimised.</p> <p>This has already happened in Douglas Grant Park the new bridge across Johnstons Creek has alienated more of the park, effectively making it pathway.</p> <p>The proposal includes "Existing basketball hoop and bench to be relocated as part of zone 1 proposal". This has only just been relocated to make way for the new bridge. If it is to be moved again it must not occupy existing space in Douglas Grant Park. Unfortunately at the time of planning the park residents were assured there were no plans to replace the pre-existing bridge. Has this been better handled a more integrated design would have been possible at less expense to the park. Repetition of this should be avoided.</p> <p>Landscaping</p> <p>Council refers to the Chester St to Booth St corridor adjacent to the stormwater channel as being vegetated. Unfortunately almost all the vegetation is weeds or garden escapes. The trees are almost all Celtis, which is recognised as a major urban weed. The trees are becoming increasingly dangerous as they senesce with many large branches dropping. Any works should include removal of the weeds and landscaping with appropriate native species in accordance with council's policies.</p> <p>Parramatta Rd to Chester St Proposed Path (Zone 1)</p> <p>Sections of this path on the western side of Johnstons Creek were zoned for acquisition in the LEP made in about 2000, consistent with council's access plans of the time (including a published policy/plan). Council has said the path will go ahead, in the face of considerable opposition from the landowners along Susan St. This was repeated many times during the consultation for Douglas Grant Memorial Park. The park includes the start of the path and lighting for it. This was done to emphasise council's intentions. This path removes the opportunity for a larger grass area for play. If the path is no longer need it should be replaced with grass. Now council has foreshadowed removing the acquisition zoning and instead acquiring on the east side of Johnston's Creek:</p> <p>'As the majority of properties affected by the existing overlays are residential in nature the opportunity exists to realign these overlays to the East bank of Johnstons Creek, which is zoned Light Industrial, minimising the impact on residential properties.'</p> <p>I note that in almost twenty years council only acquired two of the eleven sections of path on the western side. At that rate the last one will not be acquired for many decades unless there is active negotiation and possibly compulsory acquisition. Council should decide now if the western route is to be maintained or abandoned and take concerted action either way.</p> <p>I think there is merit in the path being on the east, but this needs to be in place (in LEPs if not physically) before any changes are made on the west.</p>	<p>The response to the points raised:</p> <p>> The complex nature of the document, with sections including several layers of information can make the documents hard to navigate at times. Public Domain Planning will review and adopt best practice accessibility and legibility standards in any documents produced going forward.</p> <p>> It is certainly unfortunate that you missed the project's early community engagement phase which included a letter box drop to all properties located in the Inner West Council within a 400 meters radius from the areas subject to study. Engagement also included on-street surveys, on-street information sessions, on-line surveying and was supported by a broader advertising campaign including the Inner West Courier, Inner West council's facebook page and the Inner West Council website.</p> <p>> The use of the terminology 'Camperdown Precinct' (affecting projects located in Annandale) in the master plan was determined by NSW government's brief derived from the Parramatta Road Corridor Urban Transformation Strategy' which was approved in November 2016 and is publicly available online.</p> <p>> Badu Park:</p> <ul style="list-style-type: none"> + The community has raised concerns about Badu Park currently being unsafe and underused. Including the park in the Johnstons Creek recreational corridor (that will link along Wigram Road with the City of Sydney's existing corridor along the Creek) will activate Badu Park bringing safety and opening this public asset to all users. + The path has been located at the edge of the existing lawn in order to embrace and articulate its existing natural flows. <p>> Chester St to Booth St corridor.</p> <p>Council has liaised internally with its Urban Ecology team to ensure that minimum disruption is caused to the existing ecological value in this area. The design will:</p> <ul style="list-style-type: none"> + use low levels of lighting avoiding the tree canopy; + utilise porous paving and grated surfaces to ensure maximum water on site detention is achieved; and + implement a native planting palette to further develop the already rich ecology of this location. <p>> Chester St to Parramatta Road section.</p> <p>The master plan proposal for the section of the Johnstons Creek pedestrian and cycle corridor between Parramatta Road and Chester Street is the result of the consultation and site analysis undertaken.</p> <p>As some private land is required to implement this section of the corridor, Council requested and obtained a scope and delivery variation from NSW Government ensuring that no private land will be affected as part of the PRUAIP programmed works.</p> <p>The final alignment of this section of the route is yet to be determined and will be addressed in future detail planning studies for the wider area.</p>	<p>> Public Domain Planning to review and adopt best practice document accessibility and legibility</p>
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<p>Council should accelerate the acquisition of blocks of open space such as at 3 Cahill St.</p> <p>Flood Levels I trust the designs meet the strict requirements of Sydney Water and council for structures in flood prone sites.</p> <p>Wigram Road Section The roundabout at Booth/Wigram and Wigram Road are narrow and busy. It seems ill advised to direct pedestrians and cyclists to cross at the roundabout, without a pedestrian crossing. I request consideration be given to using Taylor St south as the main route, thus linking to the existing pedestrian crossing Taylor St north and Spindler/Smith/Hogan Parks. If the path is constructed adjacent to the stormwater channel it would be preferable to have an underpass of Booth St, rather than necessitating crossing at a hazardous point (the roundabout). I note the Wigram Road section is within the City of Sydney. Is it committed to the proposal?</p> <p>Booth Lane – One Way This would inconvenience residents would have to drive further down Booth St into Wigram to enter, rather than entering from Nelson St. At peak traffic times this could result in significant delays. Not clear if the lane would be one way only to Nelson Lane or to Nelson St. If the former, traffic consequences would be worse.</p> <p>Pymont Rd Though generally desirable, the proposal would significantly reduce the traffic capacity of this section. Council should be careful to anticipate and provide for displaced traffic using other routes, such as increased volumes on Booth/Mallett St, Parramatta Rd and other local roads. As planned it has cycle paths that lead nowhere. While this may be seen as a first step the consequences needs to be considered for the interim. Will the RMS allow a second crossing of Parramatta Rd?</p>	<p>The master plan proposal for the section of the Johnstons Creek pedestrian and cycle corridor between Parramatta Road and Chester Street is the result of the consultation and site analysis undertaken.</p> <p>As some private land is required to implement this section of the corridor, Council requested and obtained a scope and delivery variation from NSW Government ensuring that no private land will be affected as part of the PRUAIP programmed works.</p> <p>The final alignment of this section of the route is yet to be determined and will be addressed in future detail planning studies for the wider area.</p> <p>Council's vision for Johnstons Creek is to develop a green corridor that will bring cohesion and serve the community as a high quality asset. The opportunity to articulate this vision includes both banks of the creek. There are no plans to revert or remove section currently identified for acquisition on the west side of the creek.</p> <p>> Flood levels. Council has liaised with Sydney Water during the master plan phase and will continue to do so during the detail design to ensure all technical requirement are met</p> <p>> Wigram Road section. + Possibility to continue the path under the Booth St bridge was explored and dismissed as the bridge would have to be demolished and rebuilt due to existing head height being insufficient. + Roundabout redesign has been discussed with Council's traffic and road engineers, RMS and Sydney Buses to ensure a solution that improves flows and safety for all users. This intersection will however be subject to redesign during detail design which may result in changes to the final solution. + The boundary between the Inner West Council and the City of Sydney runs along the centre lines of Booth St, Wigram Rd and Johnstons Creek (north of its intersection with Wigram Rd). The City of Sydney has been consulted and informed and has issued its support for the public amenity improvements proposed.</p> <p>> Booth Lane. The traffic study produced as part of the master plan package supports the proposal to turn this lane into a one way in from Wigram Rd.</p> <p>> Wigram Road. The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) has identified Camperdown as a 'High Accessibility' precinct with high access to public transport and more restrictive parking rates that prioritise commercial and industrial over residential parking. More specifically, Pymont Bridge Road is classified by PRCUTS as 'Places for People' which includes activated street frontage and no clearways and sets a priority for the street to become a walking and cycle link.</p> <p>> Pymont Bridge Road. The construction of Pymont Bridge Road will however not be undertaken until the WestConnex construction site is finished (currently estimated for 2023). This brings an opportunity for Council to develop planning instruments (LEP, DCP and the Camperdown Collaboration Precinct Master Plan) necessary to establish a parking strategy for the broader area. RMS and other key stakeholders will be further engaged and consulted during the detail design phase.</p>	<p>> Council to further engage with key stakeholders during the detail design phase of the project.</p>
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**Attachment 1 – Report to the Inner West Council Local
Planning Panel**

 INNER WEST COUNCIL	
PLANNING PROPOSAL REPORT From the Strategic Planning and Policy Team	
Planning Proposal No.	IWC_PP_2018_03
Address	36 Lonsdale Street and 64-70 Brenan Street, Lilyfield
Proposal	Make amendments to the <i>Leichhardt Local Environmental Plan 2013</i> to increase the floor space ratio from 0.6:1 to 1.5:1, introduce a maximum building height development standard of RL 33.2, addition of the site as key site and the addition of a site-specific clause for objectives, minimum setbacks, maximum number of storeys and non-residential development at street level adjoining City West Link.
Main issues	Bulk and scale, urban design, character and context traffic impacts and land contamination.
Recommendation	Support the Planning Proposal prepared by Council and require amended and additional information be provided following the Gateway Determination

SUMMARY

Council received a Planning Proposal on 7 August 2018 seeking to amend the *Leichhardt Local Environmental Plan 2013* ('LLEP 2013') as it applies to 36 Lonsdale Street and 64-70 Brenan Street ('the site'), Lilyfield to facilitate greater residential development to be permitted on the site. The site is located on the corner of Lonsdale and Russell Streets, adjoins the City West Link (northern boundary) and is close to the Lilyfield light rail stop.

The original Planning Proposal ('the original proposal') sought to increase the maximum floor space ratio ('FSR') to 2.15:1 for the site and introduce a new height control of 19 metres. Following a thorough assessment of this original proposal by Council officers, fundamental concerns were identified resulting from the bulk and scale of the proposed FSR and height amendments. The scale was inconsistent with the site context and would have resulted in significant adverse impacts on the amenity of the surrounding low density residential area. The proponent's planning proposal is not supported by Council.

Accordingly, Council Officers have prepared an alternate Planning Proposal, which acknowledges that the site can sustain an increased density above the current controls. This passes the strategic merit test in the Department of Planning, Industry and Environment's ('DPIE') *'A Guide to preparing Planning Proposals'*, whereas the original proposal does not.

This report addresses this alternative Planning Proposal prepared by Council officers, herein referred to as the Planning Proposal (**Attachment 2**). This Planning Proposal is presented to the Inner West Planning Panel to consider making a recommendation to Council that it be forwarded to the Minister for Planning for Gateway determination in accordance with Section 2.33 of the *Environmental Planning and Assessment Act 1979* ('EP&A Act').

RECOMMENDATION:

THAT the Inner West Planning Panel recommends to Council:

1. The proponent's planning proposal is not supported for the following reasons:
 - Inappropriate FSR and height controls which would result in excessive bulk and scale in relation to the surrounding residential area to the south and a desirable future character to the City West Link;
 - The proposed FSR and height controls would result in unacceptable overshadowing and visual privacy impacts on adjoining southern properties (in particular to No 37 Russell Street and No 34 Lonsdale Street);
 - Inconsistencies with the Apartment Design Guide (ADG) and the design quality Principles of SEPP 65;
 - A lack in the proposal of any alternative building envelopes, layouts or testing of various scenarios that would reduce the adverse impacts on the amenity of the adjoining residential properties to the south;
 - A lack of a site-specific development control plan, despite the proposal being inconsistent with provisions of the *Leichhardt Development Control Plan 2013* (LDCP 2013);
 - Insufficient consideration of the likely overshadowing of adjoining western and eastern properties given the shadow analysis did not explore likely shadowing to the properties to the east (including 402 Catherine Street); and
 - A lack of information on acoustic impacts, water cycle management on the site (stormwater and flooding), and traffic impacts on the surrounding road network.
2. That Council endorse the Planning Proposal prepared by Council Officers for the land at 36 Lonsdale Street and 64-70 Brenan Street, Lilyfield (provided in Attachment 2) which seeks to amend the *Leichhardt Local Environmental Plan 2013* (LLEP 2013) in relation to the site by:
 - a) Amending the Floor Space Ratio Map (Sheet FSR_004) to reflect a maximum floor space ratio for the site of 1.5:1 and removal of the site from Area 6;
 - b) Amending the Height of Building Map (Sheet HOB_004) to reflect a maximum height of buildings for the site to RL 33.2 by adding the site to the RL 21m – 40m category;
 - c) Amending the Key Sites Map (Sheet KYS_004) by adding the site as Key Site 7; and
 - d) Adding a site-specific Clause to Part 6 of LLEP 2013 generally as follows:
 - The objective of this clause is to facilitate the development of the land to which this clause applies by specifying controls for different maximum heights and minimum setbacks for buildings on the land to achieve a sympathetic building scale relationship with adjacent existing dwellings to the south and new appropriate form to City West Link, all to allow redevelopment without adversely affecting the streetscape, character, amenity or solar access of surrounding land.
 - any proposed building is set back at least:
 - 3 metres from the southern boundary adjoining No 34 Lonsdale Street and No 37 Russell Street;
 - 3 metres from the northern site boundary adjoining the City West

Link; and

- 4 metres from the eastern and western site boundaries to adjoining side streets.
 - 2 storeys - if the building is adjacent to the adjoining low density residential area at No 34 Lonsdale Street and No 37 Russell Street then stepping to 5 storeys towards the northern boundary to provide a transition in built form and land use intensity between these different areas having particular regard to the transition between houses and other buildings.
 - 5 storeys including a basement podium partially out of ground — if the building is adjacent to the City West Link on the northern site boundary.
 - Development other than residential uses is proposed on the level located at street level along the northern boundary adjoining the City West Link.
3. That the attached Planning Proposal be forwarded to the Minister for Planning and Open Space for a Gateway determination in accordance with Section 3.33 of the *Environmental Planning & Assessment Act 1979* subject to the provision of the following amended and additional information as Gateway conditions:
 - a) Revised key development controls for the site (building height, FSR, building depth/ separation/envelopes, deep soil zones, and setbacks);
 - b) Voluntary Planning Agreement (VPA) for infrastructure and affordable housing contributions;
 - c) Site-specific Development Control Plan; and
 - d) An amended Traffic Impact Assessment which considers impacts on the City West Link;
 4. That a site-specific Development Control Plan (DCP) be prepared by the Proponent and reported to Council prior to the exhibition of the Planning Proposal, and for the exhibition of both the Planning Proposal and DCP to occur concurrently;
 5. That the Department of Planning, Industry and Environment be requested to delegate the plan making functions, in relation to the subject Planning Proposal, to Council;
 6. Following receipt of a Gateway determination, and compliance with any conditions, the Planning Proposal and revised supporting documentation be placed on public exhibition for a minimum of 28 days and public authorities be consulted on the Planning Proposal in accordance with the Gateway determination; and
 7. A report be presented to Council at the completion of the public exhibition period detailing submissions received and the outcome of consultation with public authorities.

1.1 OVERVIEW OF PROPOSAL

The Planning Proposal seeks to increase the FSR and height controls for the site to facilitate greater residential development on the site. Council's Urban Design Officer has considered the site and its constraints, including the topography and proximity to the City West Link, and the proposed increase to the density controls for the site. This assessment concluded that the site is capable of accommodating an increase to the FSR and height as outlined in this proposal.

The design principles upon which this assessment is based include:-

- Future apartments to be oriented to the Lonsdale and Russell Street frontages so as to not be directly exposed to the City West Link, with an acoustic wall between the buildings to achieve a quiet middle open space area;
- Provision of a central open space area achieving 25% communal open space for the site;
- Provision of a perimeter buffer adjacent to the existing dwellings to the south, 3 metres wide and for deep soil tree planting and the necessary tree canopy width;
- Future development to consist of a two (2) storey scale adjoining the existing detached dwelling houses to the south transitioning to five (5) storeys along the boundary with the City West Link.
- A 3 metre wide deep soil zone along the City West Link (northern) boundary to establish a buffer zone of trees to reduce impacts from noise and car lights and provide a beneficial green environment/tree canopy; and
- Provision of non-residential uses along the lower street level storey adjoining the City West Link (northern boundary), including for example, 'live-work' apartments.

The Planning Proposal and the associated checklist are provided at **Attachments 2 and 4** and involve the following changes to the LLEP 2013 for the site:

- Maximum FSR – 1.5:1;
- Maximum Height of Building – RL 33.2;
- Addition of the site as a Key Site (Key Site 7); and
- Addition of a site-specific Clause which is to include objectives, land title details, required setbacks from boundaries, heights of future buildings in storeys and limitations on residential uses adjoining the City West Link along the northern boundary.

A Voluntary Planning Agreement ('VPA') was offered as part of the original proposal to provide contributions for affordable housing and other contributions. Further details of this VPA will be required and considered during the assessment of the Planning Proposal with the Proponent. The Planning Proposal is not accompanied by a proposed amendment to *Leichhardt Development Control Plan 2013* ('LDCP 2013') which should be required as a Gateway Determination condition. There are also numerous technical issues such as land contamination, acid sulphate soils and traffic generation impacts which will need to be addressed following the Gateway Determination.

2.1 SITE AND SURROUNDING CONTEXT

The site is located on the southern side of Brenan Street/City West link and comprises a corner location with three (3) street frontages. The main frontage is to the City West Link along the northern boundary with the local roads of Lonsdale and Russell Streets forming the other site boundaries. The site is located approximately 6km west of the Sydney CBD

and approximately 50 metres west of the Lilyfield Light Rail Station. The site location is illustrated in **Figure 1**.



Figure 1: Site Location (Source: SIX Maps)

The site is known as 36 Lonsdale Street and 64-70 Brenan Street, Lilyfield ('the site') and the following comprises of seven (7) allotments as illustrated in **Figure 2**:

- 36 Lonsdale Street - Lots 18, 19 & 20 DP 977323
- 64 Brenan Street - Lot 1 DP 1057094
- 66 Brenan Street - Lot 22 DP 977323
- 68 Brenan Street - Lot 2 DP 529451
- 70 Brenan Street - Lot 1 DP 529451

The site is irregularly shaped, with a 54 metre northern boundary to the City West Link (Brenan Street) major east-west arterial road, located at the bottom of the slope the existing buildings are on. The 36 metre eastern boundary fronts Lonsdale Street, a local road which terminates in a cul-de-sac a short distance to the south of the site. This road is a left in, left out only road onto the City West Link.

The 30 metre western boundary adjoins Russell Street, a local road providing access to residential properties with no access to the City West Link. The 64 metre irregular southern boundary adjoins low density residential development on Lonsdale Street and Russell Street. The site has a total area of 2,145m².



Figure 2: The Site (Source: SIX Maps)

The existing development has a mix of styles, uses and buildings including

- A part single and part two (2) storey industrial building with vehicle access from Lonsdale Street (36 Lonsdale Street);
- A part single and part two (2) storey commercial building with vehicle access from Brenan Street (64 Brenan Street);
- A single storey dwelling house with vehicle access and garaging from Brenan Street dominated by a high masonry wall to Brenan Street (66 Brenan Street);
- Single dwelling house set high off Brenan Street with no vehicle access (68 Brenan Street);
- Single dwelling house set high off Brenan Street with no vehicle access (70 Brenan Street).

This existing development on the site is illustrated in **Figures 3, 4 and 5**.

The site is in a generally low density residential neighbourhood with some mixed uses occurring to the east and is dominated by the City West Link, which carries significant volumes of traffic throughout the day.

A mixed use commercial and residential development exists on the opposite corner of Lonsdale Street with a small ground floor IGA supermarket ('IGA Site') with residential apartments located on the upper levels (refer **Figure 6**). The FSR of this development is 1.75:1, notwithstanding the maximum FSR under LLEP 2013 is 1.5:1 by virtue of Clause 4.4A since the site is within Area 1 on the FSR map. This property is a B2 (Local Centre) zone under LLEP 2013.



Figure 3: Existing Development on the site - corner of Lonsdale and Brenan Streets



Figure 4: Existing Development on the site - along Brenan Street



Figure 5: Existing Development on the site - Russell Street

Development to the south generally comprises single detached dwellings, with similar development located beyond. The immediate property to the south is a single storey brick dwelling at No 34 Lonsdale Street (**Figure 7**), located beyond the City West Link road barrier wall Lonsdale Street cul-de-sac (**Figure 8**). There is a single storey weatherboard dwelling on the Russell Street boundary at No 37 Russell Street (**Figure 9**).



Figure 6: Adjoining Development on the opposite side of Lonsdale Street – IGA site



Figure 7: Adjoining Development to the South - 34 & 32 Lonsdale Street

There are no significant natural features on the site, with only minor trees on the site in the Russell Street lots and City West Link street tree planting along the northern street boundary. The site slopes down from the western corner on Russell Street to the north-east corner at the intersection of Lonsdale Street and the City West Link (Brenan Street). Parts of it are significantly higher than the City West Link. The long axis of the site has a northern orientation.

The site is not located within any conservation area and does not contain any heritage items. The only heritage item in the vicinity is the Lilyfield (Catherine Street) Overbridge listed in Schedule 4, Part 3 of the Sydney Regional Environmental Plan NO. 26 and the NSW RailCorp state agency 170 register.

Due to the existence of the light rail stabling facility, industrial premises, the light rail station, a large digital advertising sign and the IGA development in the immediate vicinity, the proposed addition of medium density apartments on this site is unlikely to result in any additional adverse impacts on the Overbridge.

The site is close to a range of services including IGA, the Catherine Street neighbourhood centre, 150 metres to the south-east as well as the retail and commercial services in Leichhardt town centre approximately 1.2km to the south-west. Various schools are located close to the site while public transport services include the Lilyfield light rail stop (50m) from the site and bus services along Catherine Street to the east.

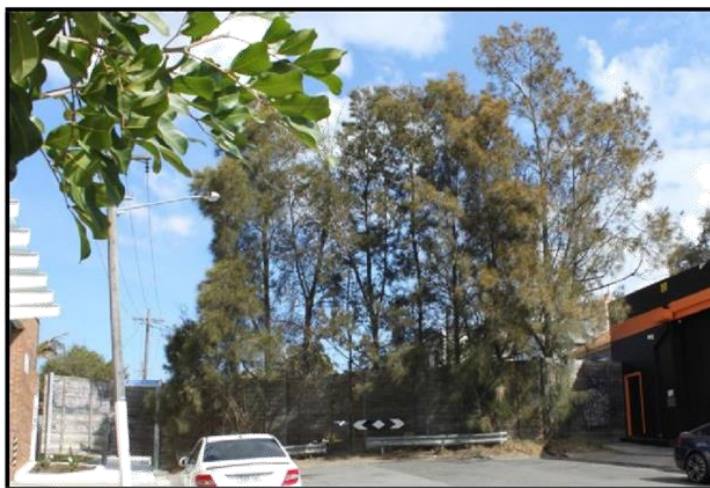


Figure 8: Cul-de-sac and dividing wall in Lonsdale Street with the subject site to the right



Figure 9: Adjoining Development to the South - 37 Russell Street
Site Constraints

The site is affected by aircraft noise in the 20-25 Australian Noise Exposure Forecast (ANEF) contour for Sydney Airport. It is close to the light rail line, the associated stabling facility and a major classified road (City West Link). The site is also affected by Class 5 acid sulphate soils and adjoins land within Class 3. The site currently contains industrial and commercial uses and therefore land contamination could potentially affect it. These issues are considered in the attached Planning Proposal.

3.1 BACKGROUND

The site has been the subject of a number of previous development applications (DA) and pre-planning proposals for higher density mixed use commercial and residential development. Pre-Planning Proposal submission meetings were held with Council and the Proponent on a number of occasions between 2015 and the lodgement of the original proposal.

Pre-Planning Proposal at the Subject Site

On 12 May 2016 a Pre-Planning Proposal application was lodged with Council for 36 Lonsdale Street, Lilyfield, which included 64 and 66 Brenan Street, Lilyfield (note that this current proposal also now includes No 68 & 70 Brenan Street). This Pre-Planning Proposal sought to amend the FSR and introduce a height control (Clause 4.3). It is noted that this was not initially proposed in this proposal however has now been included.

The Pre-Planning Proposal provided two (2) sets of concept plans for a proposed six storey mixed use development which included a child care centre and retail space at ground level, basement parking, residential development ranging from 44 to 53 dwellings, building heights of approximately 21 metres and FSR ranging from 4.42:1 to 5.17:1. The Pre-Planning Proposal envisaged a built form higher and denser than the previously refused application for this site (D/2015/69 discussed below); therefore many of the potentially detrimental impacts on local amenity and built form would possibly have been greater.

Council identified a number of concerns regarding the Pre-Planning Proposal including:

- The need to address non-compliance and unsatisfactory elements of D/2015/69 in Council's refusal of that DA;
- Non-Compliance with SEPP 65;
- Provision of retail space is prohibited in the R1 zone;
- Non-Compliance with Zone R1 objectives for character, complementary design and scale;
- FSR and height objectives of the LLEP 2013 including appropriate transition and compatible built form;
- Non-Compliance with relevant Council DCP controls including landscaped area; and
- The appropriateness and viability of a child care centre.

The incompatibility with retail space and the child care centre are not included in the current proposal.

The Pre-Planning Proposal was considered by Council to constitute an over-development having regard to the current zoning and controls, the relationship with surrounding development and probable adverse impacts. This view reflected the recent refusal of a development application for the site which proposed a development scale lower and less dense than this Pre-Planning Proposal.

The second concept plan under the Pre-Planning Proposal required the acquisition from Council of the portion of Lonsdale Street across the frontage of the site. This acquisition request was refused by Council. It was considered that this aspect was insufficiently outlined in the Pre-Planning Proposal application. This concept was not pursued in the current PP.

The current long standing non-residential uses of the site were acknowledged, as was the likelihood that the existing structures on site exceeded the existing FSR (General Residential 0.5:1). It was explained to the Proponent that Council was likely to support an amendment to the existing FSR controls reflecting the existing structures on site, but that the scale of any re-development proposal would need to respond to the adjoining dwellings and be justified in terms of its impacts on the surrounding environment including residential amenity and traffic movements.

The relationship with the adjoining dwellings would be paramount and it remains an issue for the current PP. This was raised with specific reference to the approximately six (6) storeys height being proposed in close proximity to the boundary of a single storey residential dwelling.

Further pre-planning proposal meetings were held in June 2018 at which time issues arising from previous discussions were raised again.

36 Lonsdale Street (a portion of the site)

In February 2015, a development application (D/2015/69) was lodged with Council for 36 Lonsdale Street, a portion of the current site. It was proposed to demolish the existing structures and construct a five (5) storey mixed use building with retail on the ground floor and 22 residential apartments above. The proposal sought an **FSR of 2.44:1**, representing a variation of 388%.

The application was refused under delegated authority on 29 May 2015 due to the excessive breach of FSR, excessive bulk, height and scale (overdevelopment) and loss of amenity to neighbours. Land contamination, basement car parking concerns including waste collection and servicing and issues raised in submissions were further reasons for refusal.

The fundamental issues and concerns included:

- Failure to comply with SEPP 65
- Landscaped area non-compliance
- Excessive height which was not in keeping with the Desired Future Character of the Catherine Street Distinctive Neighbourhood/The Peripheral Sub Area or take into account the area's transitional nature
- Significant visual/privacy impacts upon adjoining properties that would result in overdevelopment in the R1 zone
- Insufficient areas of private open space
- Overshadowing / Solar access concerns for neighbouring properties

Many of the above concerns raised as part of D/2015/69 are still relevant to the recent original Planning Proposal. This refused development is illustrated in **Figure 10**.



Figure 10: Refused Development at 36 Lonsdale Street – Northern Elevation (Source: DRA dated February 2015, from IWC DA Tracker)

64 Brenan Street (a portion of the subject site)

In October 2015, a development application (D/2015/108) was refused for the proposed demolition of the existing commercial building at the site and the construction of a residential flat building comprising four (4) x 1 bedroom units and one (1) x 2 bedroom unit and associated works. The proposal sought an **FSR of 0.89:1**, representing an exceedance of 75.8%. This application was refused as an overdevelopment of the site, with FSR and site coverage non-compliances and inconsistencies with State Environmental Planning Policy (SEPP) 65 and various DCP controls. (**Figure 11**).



Figure 11: Refused development (D2015-108) - 64 Brenan Street (Source: Candalepas Architects June 2015 from IWC DA Tracker)

402 Catherine Street (adjoining site to the east)

There have also been several development applications for the adjoining site to the east across Lonsdale Street at 402 Catherine Street, Lilyfield ('the IGA site'), including D/2010/476 (refused in April 2011) and D2011/551 which was subsequently approved on appeal to the Land and Environment Court of NSW. Both of these applications sought the demolition of the existing structures and the construction of a mixed use development with basement parking and a supermarket on the ground floor on the site.

The first of these applications proposed the construction of twenty-four (24) residential units over the upper four (4) storeys, while the latter application proposed eighteen (18) dwellings on the upper four (4) levels.

Both applications were refused by Council, with the first application being refused as overdevelopment of the site that did not comply with the relevant FSR and building envelope controls of the LEP and DCP. It was also considered to be inconsistent with the desired future character of the area, because of its inappropriate mass and bulk with an architectural design that did not respond to surrounding development. Inadequate vehicular access and loading facilities, stormwater and solar access were further concerns.

The latter application (D2011/551) was approved on appeal to the Land and Environment Court of NSW (Matter No 11212 of 2011) on 31 May 2012 by way of Deferred Commencement consent (**Figures 12 & 13**). This consent was made operational in October 2012 and had an approved FSR of 1.75:1.



Figure 12: Approved development at 402 Catherine St (IGA Site) opposite the site (Source: Court stamped plans provided by Council)



Figure 13: Court Approved development at 402 Catherine Street opposite the site (IGA Site) – Lonsdale Street elevation (Source: Court stamped plans provided by Council)

Road Closure – Lonsdale Street

In February 2018, the Proponent applied to Council to close and purchase the northern-most portion of Lonsdale Street adjoining No 36 Lonsdale Street to provide additional land for this proposal. Council refused the application on planning, traffic and pedestrian access and sewer/stormwater grounds. Council considered that such a sale did not provide any community benefit and that the amalgamated site coupled with the road reserve would exacerbate the issues of bulk and scale previously noted for the site and adjoining IGA site, resulting in a poor built form. *Original Planning Proposal (lodged by Proponent – JRNN Pty Ltd)*

The Proponent's original proposal (**Attachment 5**) sought to amend LLEP 2013 to establish higher FSR and maximum height controls. This original proposal involved increasing the maximum FSR for the site to 2.15:1 (with a resulting additional 3,324.75sqm of GFA above the current maximum GFA) and the introduction of a new maximum height of buildings development standard of 19 metres (or approximately RL 36 to the top of the lift overrun). Assessment by Council concluded that the original proposal had:-

- Inappropriate FSR and height controls with unacceptable overshadowing and visual privacy impacts on adjoining southern properties (in particular to No 37 Russell Street and No 34 Lonsdale Street) and excessive bulk and scale in relation to the surrounding area;
- Inconsistencies with the Apartment Design Guide (ADG) and the design quality Principles of SEPP 65;
- A lack of any alternative building envelopes, layouts or testing of various scenarios to reduce the adverse impacts on the amenity of the adjoining residential properties to the south;
- A lack of a site-specific development control plan, despite the proposal being inconsistent with provisions of the *Leichhardt Development Control Plan 2013* (LDCP 2013);
- Insufficient consideration of the likely overshadowing of adjoining western and eastern properties given the shadow analysis did not explore likely shadowing to the properties to the east (including 402 Catherine Street);
- A lack of information on acoustic impacts, water cycle management on the site (stormwater and flooding), land contamination and traffic impacts on the surrounding road network.

The Proponent's proposal primarily relied on the submitted architectural plans (**Figures 14 and 15**) to justify the height and FSR for the site and was not accompanied by any block/massing diagrams or evidence from application of other design tools or building envelope studies as recommended by Part 2 of the *Apartment Design Guide*.

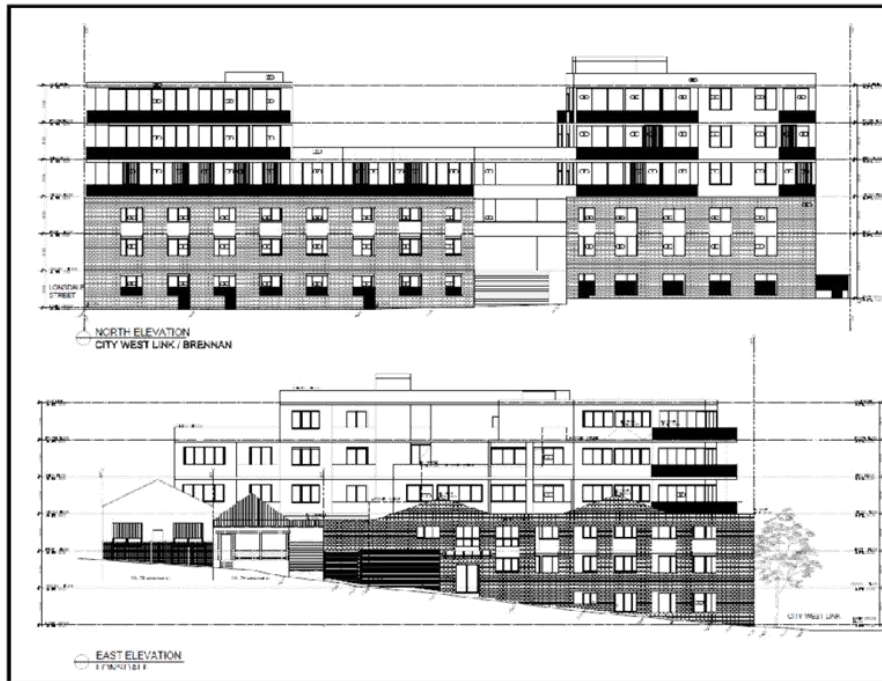


Figure 14: Proponent's original Planning Proposal at 2.15:1 and 19m (Source: DRA, April 2018)

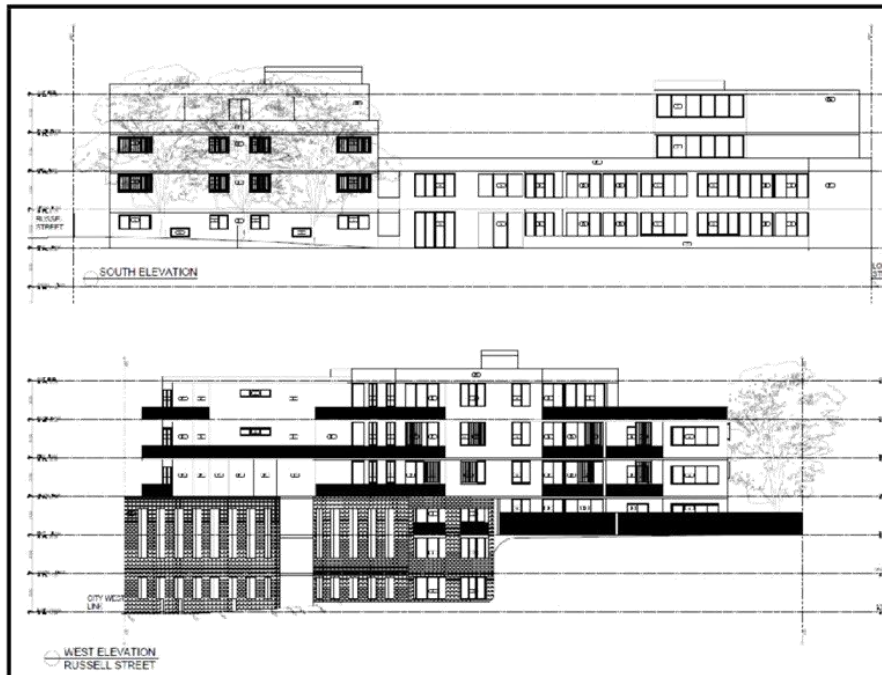


Figure 15: Proponent's original Planning Proposal at 2.15:1 and 19m (Source: DRA, April 2018)

Figure 16: Proponent's original Planning Proposal at 2.15:1 and 19m (Source: DRA, April 2018)

On 4th October 2018 Council asked the Proponent to address these issues. On 18 January 2018 he responded with some additional information including a VPA valuation report, contamination report for a portion of the site, minor revisions to the justification provisions and some revised floor plans and shadow diagrams. He did not amend the actual proposal.

In general, the original proposal continued to fail to demonstrate that such an increase to the FSR and height on the site could be undertaken without an adverse impact on the surrounding area. Despite requests from Council to reduce the scale of the proposal, no significant changes have been made and the information deficiencies have not been addressed by the Proponent to Council's satisfaction.

The relationship with the adjoining residential dwellings, particularly to the south remained an issue for the original proposal and particularly the six (6) storeys close to the boundary with a single storey residential dwelling.

The Planning Proposal outlined in this report and in Attachment 2 shows how these concerns with regard to the significant overshadowing; overlooking and adverse bulk and scale concerns for the adjoining low density residential properties to the south can be resolved. It is considered that other information deficiencies can be addressed following the Gateway Determination. The Planning Proposal is outlined in the context of the existing controls under the LLEP 2013 as well as the original amendments proposed by the Proponent below (**Table 1**).

Table 1: Proposed Changes to the LEP under the Planning Proposal

CRITERIA	CURRENT LEP CONTROL	ORIGINAL PROPOSAL (PROPONENT)	PLANNING PROPOSAL BY COUNCIL
MAX FSR	0.6:1 (for R1 & >450sqm)	2.15:1	1.5:1
MAX HEIGHT OF BUILDINGS	N/A (no height limit)	19 metres	RL 33.2 (approx. 5 storeys including a basement)

Strategic Context

The site is subject to the provisions of the *Greater Sydney Region Plan 2018 - A Metropolis of Three Cities* ('GSRP') and the *Eastern City District Plan* ('ECDP') 2018. These plans and strategies are considered in Section 5 of this report.

Current Planning Controls

The site is zoned R1 General Residential under LLEP 2013 (**Figure 16**), with the majority of the surrounding area also located within the R1 zone. A small pocket of land zoned B2 Local Centre on the opposite side of Lonsdale Street accommodates the IGA mixed use development. City West Link to the north is zoned SP2 Classified Road R1.

The objectives of the R1 zone in Clause 2.3 of LLEP 2013 are:

- To provide for the housing needs of the community.
- To provide for a variety of housing types and densities.
- To enable other land uses that provides facilities or services to meet the day to day needs of residents.
- To improve opportunities to work from home.
- To provide housing that is compatible with the character, style, orientation and pattern of surrounding buildings, streetscapes, works and landscaped areas.
- To provide landscaped areas for the use and enjoyment of existing and future residents.
- To ensure that subdivision creates lots of regular shapes that are complementary to, and compatible with, the character, style, orientation and pattern of the surrounding area.
- To protect and enhance the amenity of existing and future residents and the neighbourhood.

Uses permitted with consent in the R1 zone in Item 3 of Clause 2.3 of LLEP 2013 include, among others, residential flat buildings and any other development not specified in item 2 (permitted without consent) or 4 (prohibited). Therefore, the proposal to redevelop the site with residential flat development is permissible with consent, with no change proposed to the zoning or the permissible uses on the site under this Planning Proposal. Shop top housing is also permissible with consent in the zone.

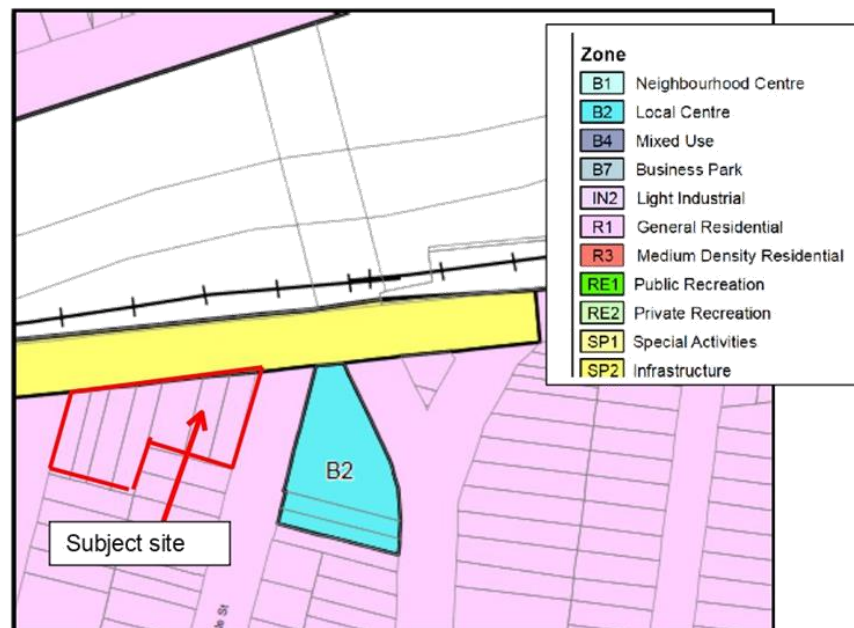


Figure 17: Extract from the Zoning Map (LLEP 2013) showing land affected by the Planning Proposal (Source: www.legislaion.nsw.gov.au)

The existing controls of LLEP 2013 which apply to the site include:

- Clause 2.6 – Subdivision permissible with consent

- Clause 2.7 – Demolition - Permissible with consent
- Clause 4.3A(3)(a)(ii) – Minimum Landscaped area – 20%
- Clause 4.3A(3)(b) – Maximum site coverage
- Clause 4.4(2B)(a)(iv) - Maximum FSR – 0.6:1 (Area 6 with a site area >450m²)
- Clause 6.1 – Acid Sulphate Soils – Class 5
- Clause 6.2 – Earthworks
- Clause 6.4 – Stormwater
- Clause 6.7 - Obstacle limitation surface - below 120m AHD
- Clause 6.8 - Aircraft Noise - 20-25 ANEF contour
- Clause 6.11 - Adaptive reuse of existing buildings for residential accommodation
- Clause 6.13 - Mix of dwellings

Currently, the maximum FSR for the site is 0.6:1 pursuant to Clause 4.4(2B)(a)(iv)) of LLEP 2013 being located in Area 6 and having a site area greater than 450m². The current FSR map for the site is illustrated in **Figure 17**.

The planning proposal is generally compliant with the provisions of the LLEP 2013 and/or potentially compliant subject to detailed design at DA stage, with the exception of the proposed increase in maximum FSR.

The LDCP 2013 also applies to the site and includes controls for car parking, building height, landscaping, open space and character. The site is in the 'Peripheral Sub Area' of the Catherine Street Distinctive Neighbourhood in Lilyfield under Section C2.2.4.1 of the LDCP 2013. It is noted that under the LDCP 2013 controls, a maximum building wall height of 7.2 metres limit applies to this site. The proposal does not currently meet this provision of LDCP 2013.

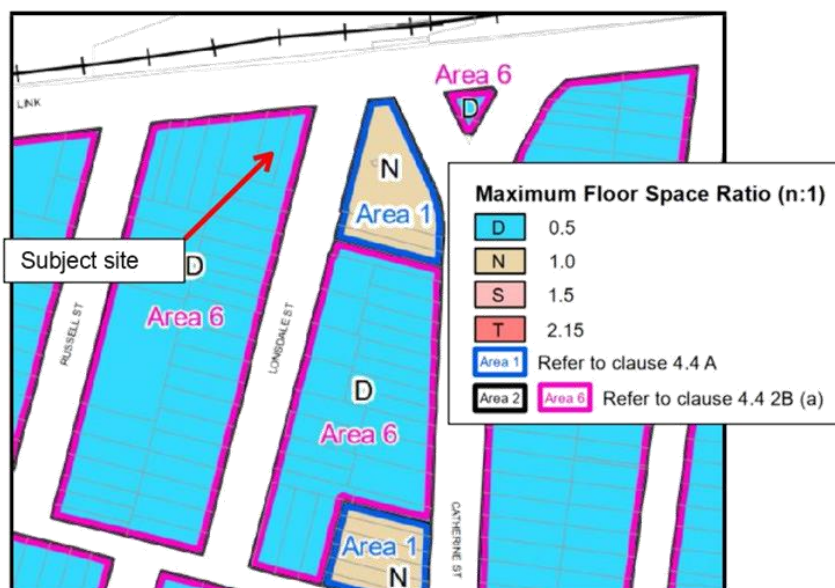


Figure 18: Extract from the Floor Space Ratio Map (LLEP 2013) (Source: www.legislaiton.nsw.gov.au)

4.1 THE PLANNING PROPOSAL

The Planning Proposal seeks to amend the provisions of LLEP 2013 for FSR and height of buildings as they apply to the site as well as the addition of the site as a key site with site-specific provisions as outlined below:

- a) Amend the Floor Space Ratio Map (Sheet FSR_004) to reflect a maximum floor space ratio for the site of 1.5:1 and removal of the site from Area 6);
- b) Amend the Height of Building Map (Sheet HOB_004) to reflect a maximum height of buildings for the site to RL 33.2 by adding the site to the RL 21m – 40m category;
- c) Amend the Key Sites Map (Sheet KYS_004) by adding the site as Key Site 7; and
- d) Add a site-specific Clause in Part 6 which is to include the following provisions:
 - (i) *The objective of this clause is to facilitate the development of the land to which this clause applies by specifying controls for different maximum heights and minimum setbacks for buildings on the land to achieve a sympathetic building scale relationship with adjacent existing dwellings and to allow redevelopment without adversely affecting the streetscape, character, amenity or solar access of surrounding land.*
 - (ii) *This clause applies to Lots 18, 19 & 20, DP 977323, Lot 1, DP 1057094, Lot 22, DP 977323, Lots 1 & 2 DP 529451, 36 Lonsdale Street and 64-70 Brenan Street Lilyfield, identified as "7 - 36 Lonsdale Street and 64-70 Brenan Street Lilyfield" on the Key Sites Map.*
 - (iii) *Development consent must not be granted to development on the site unless the consent authority is satisfied that the development complies with the following:*
 - (a) *any proposed building is set back at least:*
 - (i) *3 metres from the southern boundary adjoining No 34 Lonsdale Street and No 37 Russell Street, and*
 - (ii) *3 metres from the northern site boundary adjoining the City West Link, and*
 - (iii) *4 metres from the eastern and western site boundaries to adjoining side streets;*
 - (b) *the height in storeys of any proposed building will not exceed:*
 - (i) *2 storeys - if the building is adjacent to the adjoining low density residential area at No 34 Lonsdale Street and No 37 Russell Street to provide a transition in built form and land use intensity between these different areas having particular regard to the transition between houses and other buildings, or*
 - (ii) *5 storeys including a basement podium partially out of ground — if the building is adjacent to the City West Link on the northern site boundary.*

- (c) *Development other than residential uses is proposed on the level located at street level along the northern boundary adjoining the City West Link.*

The application is supported by information including:

- Planning Proposal Report prepared by SJB Planning dated July 2018 including Draft LEP maps (**Attachment 5**);
- Architectural Concept Plans prepared by Derek Raithby Architecture dated April 2018 (**Attachment 6**);
- Urban Analysis and Context prepared by Derek Raithby dated March 2019 (**Attachment 7**);
- ADG Compliance Table (**Attachment 8**);
- Traffic Impact Assessment prepared by traffix dated July 2018 (**Attachment 9**);
- Detailed Site Investigation Report - 36 Lonsdale Street, Lilyfield, prepared by Environmental Investigations Australia dated 24 March 2015 (**Attachment 10**); and
- Valuation Assessment for a Proposed Voluntary Planning Agreement (VPA) prepared by Property Logic dated 10 December 2018 (**Attachment 11**).

The Planning Proposal would allow for a future residential apartment building consisting of two (2) and five (5) storeys with basement car parking as illustrated in **Figures 18 and 19**.

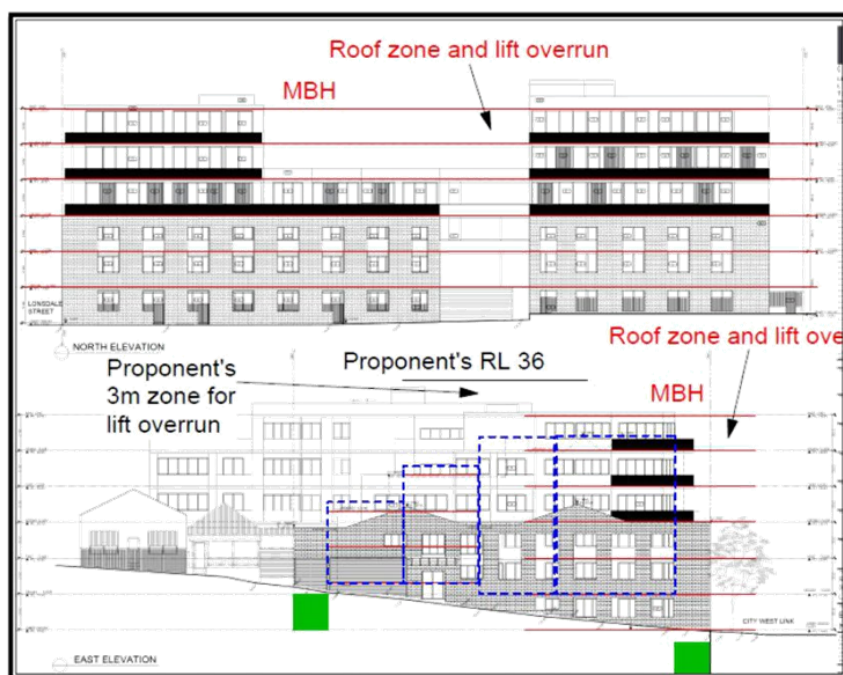


Figure 19: Council's concept design with a 1.5:1 FSR and reduced height to RL 33.2 (Source: annotated over DRA drawings by Council Urban Designer)

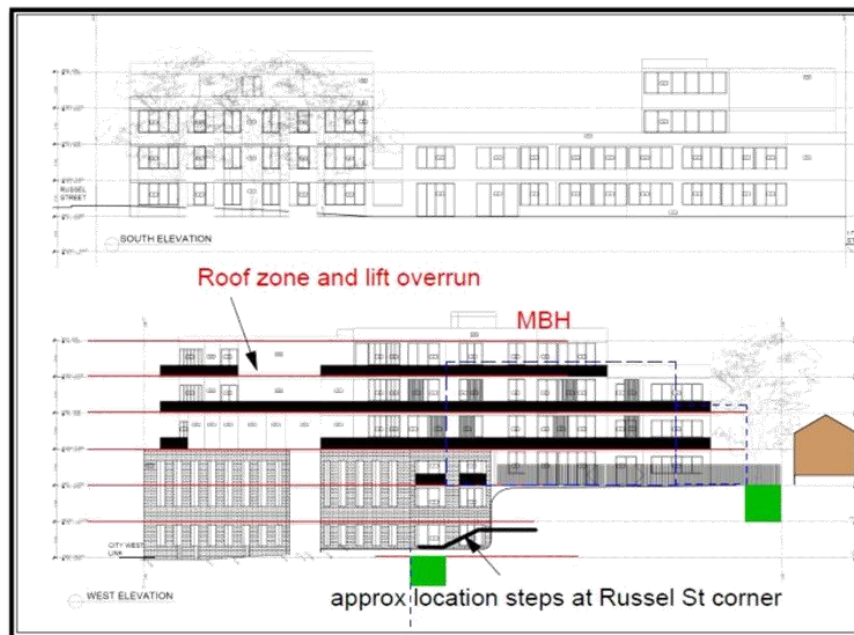


Figure 20: Council's concept design with a 1.5:1 FSR and reduced height to RL 33.2 (Source: annotated over DRA drawings by Council Urban Designer)

5.1 ASSESSMENT OF THE PLANNING PROPOSAL

The Planning Proposal application including the supporting documentation has been assessed with consideration given to current planning strategies and controls at State and local level, strategic planning projects currently underway and the Department of Planning's *A Guide to Preparing Planning Proposals*.

Overall, it is considered that the Planning Proposal provides adequate documentation for Council to determine whether the Planning Proposal has merit to proceed to the Gateway Stage. The Planning Proposal has been amended from the Proponent's original Planning Proposal due to significant concerns with the bulk and scale proposed in the original application as outlined above. A detailed assessment of the Planning Proposal is also provided in the Planning Proposal assessment checklist attached to this report (**Attachment 4**).

The tabulated analysis below assesses the adequacy of the supporting information supplied with the Planning Proposal and whether it meets the aims and objectives of the strategic framework in DPE's *'Guide to Preparing Planning Proposals.'* The proposal at this now proposed lower density by Council adequately satisfies the overall strategic test, with the following discussion highlighting the key issues.

Part 1 Objectives and intended outcomes

GUIDELINE REQUIREMENTS	
2.1	Requires a concise statement setting out the objective or intended outcomes of the planning proposal.
	The objectives or intended outcomes state the following:

	<p><i>To amend the Leichhardt Local Environmental Plan 2013 as it applies to 36 Lonsdale Street and 64-70 Brenan Street, Lilyfield to facilitate the redevelopment of the site for a residential apartment development by increasing the FSR development standard and introducing a new maximum building height development standard.</i></p> <p>'A Guide to Preparing Planning Proposals' requires a concise statement setting out the objectives or intended outcomes of the planning proposal. The statement is specific enough to accurately reflect the desired outcome of the proposal as required by the Guidelines.</p>
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Part 2 Explanation of Provisions

	GUIDELINE REQUIREMENTS
2.2	<p>Requires a more detailed statement of how the objectives or intended outcomes are to be achieved.</p> <p>The Explanation of Provisions states the following:</p> <p><i>To achieve the intended outcome, the Planning Proposal seeks to make the following amendments to the Leichhardt Local Environmental Plan 2013:</i></p> <ul style="list-style-type: none"> • <i>Amend the Floor Space Ratio Map Sheet FSR_004 as shown in Part 4 of this Planning Proposal to increase the FSR from 0.5:1 to 1.5:1;</i> • <i>Amend the Height of Building Map Sheet HOB_004 as shown in Part 4 of this Planning Proposal to nominate the maximum height to RL 33.2 for the site by adding the site to the RL 21m – 40m category;</i> • <i>Amend the Key Sites Map Sheet KYS_004 as shown in Part 4 of this Planning Proposal to nominate the site as a key site; and</i> • <i>Add a Clause to Part 6 Additional Local Provisions to relate to the site to contain the following:</i> <ul style="list-style-type: none"> - <i>objectives for the future redevelopment of the site,</i> - <i>setbacks and maximum height in storeys for future development;</i> - <i>a requirement for non-residential development adjoining the City West Link.</i> <p>This explanation adequately addresses this requirement.</p>

Part 3 Justification

	GUIDELINE REQUIREMENTS
2.3	Requires adequate justification documentation to be provided for the specific land use and development standards proposed to the LEP.
2.3.1	Questions to consider when demonstrating the justification
	Section A - Need for Planning Proposal
Q1	Is the planning proposal part of any strategic study or report?
	The site lies at the centre of the current (on exhibition) Inner West Draft Housing Strategy Lilyfield East investigation area. In the Strategy's opportunities analysis the investigation area is identified as having the capacity to deliver an additional 310-

	330 dwellings with revised planning controls. Development of this site offers a good opportunity to deliver additional dwellings with access to employment, services and public transport.
Q2	Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?
	<p>Under LLEP 2013, the site has a maximum permitted FSR of 0.6:1, enabling development of a substantially lesser scale than presented in this Planning Proposal. While Clause 4.6 of LLEP 2013 allows variations to a development standard in development consent an FSR of 1.5:1 under this clause would be inappropriate.</p> <p>The R1 General Residential zoning permits <i>residential flat buildings</i> as well as other uses suitable for the site including <i>shop top housing</i> and therefore no change in the zoning of the site is required. This proposed use is consistent with the objectives of the zone in that it will provide for the housing needs of the community and for a variety of housing types and densities. Located just over 50 metres from the entrance to the Lilyfield light rail station and adjoining a small area of local shops, the site is well positioned to provide this additional housing. Accordingly, it is considered that the Planning Proposal is the best means of achieving the intended outcome.</p>
Section B - Relationship to strategic planning framework	
Q3a	Does the proposal have strategic merit? Is it:
i.	<p>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.</p> <p>The following regional/district/corridor plans apply to the site:</p> <ul style="list-style-type: none"> • <i>Greater Sydney Region Plan 2018 - A Metropolis of Three Cities 2018 (GSRP)</i> • <i>Eastern City District Plan 2018 - (ECDP)</i> <p>The Planning Proposal is generally consistent with the objectives and actions of GSRP and ECDP. A detailed analysis of the Proposal against these directions, objectives and priorities is provided in the checklist in Attachment 4.</p> <p>In summary, the proposal is consistent with these plans as follows:</p> <ul style="list-style-type: none"> • <i>Direction 1: A City supported by Infrastructure</i> – there is no infrastructure proposed as part of this proposal given services and infrastructure are currently available to the site. Furthermore, the proposal would allow greater use of existing infrastructure within the urban footprint given its proximity to major roads (City West Link) and public transport (light rail and bus services). • <i>Direction 2: A Collaborative City</i> – The proposal provides a collaborative approach between private individuals (the Proponent) and local government to provide additional housing as well as affordable housing opportunities in the local area. The site is not located in a collaboration area, growth area, planning precinct or similar areas. • <i>Direction 3: A City For People</i> – The proposal provides a location where

	<p>walking and use of public transport are easy. Being located close to transport and services, the proposal will provide for a healthy and socially connected community. The site is also close to the small shopping area of Lilyfield allowing for daily needs to be met by the future residents.</p> <ul style="list-style-type: none"> • <i>Direction 4: Housing the City</i> – The GSRP and the ECDP has set housing supply targets of 5,900 new dwellings in the next 5 years for the Inner West. The site is located in close proximity to transport and services, which ensures that any additional housing provided is well located. The additional housing capacity created by the proposal is to be located within an established residential area, with access to all necessary amenities and services, thereby ensuring the urban footprint is not extended and resources are used more efficiently. The proposal will also provide affordable housing (via the proposed VPA) and potential for a mix of apartment types would also assist in satisfying these objectives. • <i>Direction 5: A City of Great Places</i> – The proposal achieves an appropriate form and density for future development on the site in the context of the area. The proposal is considered to be generally consistent with these objectives and priorities as the site is located within a walkable neighbourhood to transport and services, allowing people to come together. It is also consistent with the policy direction of the Inner West Draft Local Housing Strategy. The proposed planning controls will allow for an appropriate form of development having regard to height, bulk and setbacks, which can be further considered at the detailed design/DA stage. • <i>Direction 6: A Well Connected City</i> – The site is close to the light rail station and bus stops, ensuring future residents can gain access to the 30 minute city consistent with the strategic plans. The site is also within an easy walking 150m distance of the Catherine Street Neighbourhood Centre and areas where walking and cycling are good modes of transport. • <i>Direction 7: Jobs and skills for the City</i> – The site is in a residential zone and no changes to the zoning are proposed. Until recently it was primarily occupied by an existing use rights industrial business. Given this current zoning however, the site is not located in the employment lands as outlined in these strategies and its protection as an industrial site is not required. While the site is not located in a centre, it is located close to the B2 Local Centre zoning to the east and to the Catherine Street Neighbourhood Centre. The proposed development would support these centres by providing an additional residential population to increase their viability. • <i>Direction 8: A City in its Landscape</i> – The proposal is generally consistent with this direction in that enhanced landscaping could be provided on the redeveloped site. The introduction of additional landscaping on the site in the required deep soil zone will contribute to the localities tree canopy. • <i>Direction 9: An Efficient City</i> – Future development on the site will be required to comply with BASIX requirements for water and energy efficiency. The provision of a deep soil zone and other landscaping opportunities contribute to general consistency with this Direction. Further opportunities to include controls relating to environmental performance and sustainability could be incorporated into a site-specific Development Control Plan which is to be provided following the Gateway Determination.
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	<ul style="list-style-type: none"> Direction 10: A Resilient City – Future development on the site will be subject to the BASIX requirements at DA stage and the site is not affected by any natural hazards. 						
ii.	<p>Consistent with a relevant local council strategy that has been endorsed by the Department.</p> <p>There are no relevant local strategies that have been endorsed by the Department that are applicable to the site, however, Council is currently preparing a wide range of broader strategic planning work including but not limited to:</p> <ul style="list-style-type: none"> Local Housing Strategy Local Strategic Planning Statement Employment Lands Review Local Infrastructure Contributions Plan Integrated Transport Plan Comprehensive IWC LEP and DCP Affordable Housing Contribution Scheme <p>Council's Draft Housing Strategy, <i>Our Place Inner West – Draft Housing Strategy, May 2019</i>, has just been released for public comment. This Draft Strategy includes an opportunities analysis of housing in the Lilyfield area which indicates that approximately an additional 310-330 dwelling could be provided in the area by 2036 in a mix of housing typologies comprising low to medium-rise residential flat buildings and hybrid townhouse dwellings. The site is indicated in this strategy for residential development and the proposal is consistent with this draft strategy and its anticipated housing targets.</p> <table border="1"> <caption>Table 31 Lilyfield East opportunities analysis</caption> <tr> <td>Estimated existing dwelling numbers (ABS, 2016)</td><td>1,450</td></tr> <tr> <td>Anticipated additional capacity under existing planning controls</td><td>50</td></tr> <tr> <td>Anticipated <u>additional</u> dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings)</td><td>310 – 330 dwellings</td></tr> </table> <p>Figure 21: Draft Housing Strategy Targets (Source: <i>Our Place Inner West – Draft Housing Strategy, May 2019</i>)</p> <p>The remainder if these plans and strategies are still being completed.</p>	Estimated existing dwelling numbers (ABS, 2016)	1,450	Anticipated additional capacity under existing planning controls	50	Anticipated <u>additional</u> dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings)	310 – 330 dwellings
Estimated existing dwelling numbers (ABS, 2016)	1,450						
Anticipated additional capacity under existing planning controls	50						
Anticipated <u>additional</u> dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings)	310 – 330 dwellings						
iii.	<p>Responding to a certain change in circumstances, such as investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.</p> <p>The proposal does not rely on these criteria and no immediate change is expected. However, the site is close to significant transport infrastructure (light rail) and the proposal would assist in meeting housing targets for the LGA.</p>						
Q3(b)	Does the proposal have site-specific merit with regard to the following:						
i.	The natural environment (including known significant environmental values,						

	resources or hazards)
	The site is located within the urban footprint and is not considered to have any significant environmental values. While there are some trees located on the site, these trees are not considered to be significant. There are no other natural site features and the site is not affected by any significant natural hazards such as flooding, bushfire or geotechnical instability.
ii.	The existing uses, approved uses, and likely future uses of land in the vicinity of the proposal
	The site is zoned R1 and no changes are proposed to this zoning or the General Residential uses permissible. The surrounding area is also in the R1 zone with the exception of the small B2 Local Centre on the opposite side of Lonsdale Street. There are some commercial and industrial uses on the site that rely on existing use rights. Given there is no change to the zoning or permissible uses and the surrounding area is residential, the future use of the site for residential development is satisfactory.
iii.	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.
	The site is close to transport and services, including the Lilyfield light rail stop as well as bus stops and the Catherine Street Neighbourhood Centre. The site is also adequately serviced with reticulated water, sewerage, electricity and telecommunications infrastructure. The Proposal offers to fund infrastructure provision at local level through a VPA, which can be further discussed following the Gateway Determination.
Q4	Is the planning proposal consistent with a council's strategy or other local strategic plan?
	<p>Relevant Council Policies include:</p> <ul style="list-style-type: none"> • <i>Our Inner West 2036: A Community Strategic Plan for the Inner West community</i> (June 2018); • <i>Integrated Transport Plan – Leichhardt</i>; • <i>Inner West Council Delivery Program 2018-22</i>; and • <i>Inner West Council's Affordable housing Policy 2016</i> <p>Council's Draft Housing Strategy has not been adopted at this stage and therefore is not required to be addressed by the proposal. However, as outlined above, the proposal is generally consistent with this Draft policy.</p> <p>The Planning Proposal is generally consistent with these Council strategies and plans, as discussed in detail in Attachments 2 and 4. A summary of these discussions is provided below.</p> <p><i>Inner West Council Community Strategic Plan – Our Inner West 2036</i></p> <p>This Plan has the following strategic Directions:</p> <ul style="list-style-type: none"> • <i>Strategic Direction 1: An ecologically sustainable inner west;</i> • <i>Strategic Direction 2: Unique, liveable, networked neighbourhoods;</i> • <i>Strategic Direction 3: Creative communities and a strong economy;</i> • <i>Strategic Direction 4: Caring, happy, healthy communities;</i> • <i>Strategic Direction 5: Progressive local leadership</i> <p>The proposal is consistent with this Community Strategic Plan given:</p>

	<ul style="list-style-type: none"> • The proposal is generally <i>ecologically sustainable</i> in that it provides additional landscaping opportunities and coverage on the site, increases the tree canopy and allows for communal open spaces for gardens. Development would have to comply with the Building Sustainability Index (BASIX). Further energy and water efficiency initiatives can be considered at the detailed design/DA stage. • The proposal will provide a <i>liveable neighbourhood</i> in an appropriate location for increased residential development given its proximity to light rail and bus services. The proposal has the potential to contribute to the streetscape and public domain through good detailed design and can provide a range of dwelling sizes and affordable housing through a VPA. • The proposal can strengthen the local economy with greater patronage of nearby retail and commercial services. The proposal will also assist in promoting the Inner West as a place to live, work, visit and invest in, while not displacing any creative activities. • The proposal complements the provision of a <i>caring, happy, healthy community</i>. • The proposal allows for progressive local leadership through community consultation by Council if the proposal proceeds to the Gateway Stage and receives a positive Gateway Determination. This report represents a thorough consideration of the proposal. <p><i>Leichhardt Integrated Transport Plan</i></p> <p>This Plan has the following strategic objectives:</p> <ol style="list-style-type: none"> 1. <i>Improve accessibility within and through the LGA;</i> 2. <i>Create a legible, direct and safe pedestrian and cycling environment;</i> 3. <i>Encourage public transport use;</i> 4. <i>Provide appropriate levels of parking;</i> 5. <i>Provide a safe and efficient road network for all road users;</i> 6. <i>Facilitate integration of land use, transport and community & cultural activities;</i> 7. <i>Provide convenience for the users of Leichhardt;</i> 8. <i>Promote health and wellbeing; and</i> 9. <i>Improve environmental conditions.</i> <p>Objectives 2, 3, 4, 5 and 6 are particularly relevant. The proposal can provide sufficient car parking on site and is in close proximity to Lilyfield light rail stop to meet objectives 3 and 4. Footpaths can be provided at the detailed design stage for Objective 2. Objective 6 is satisfied by increasing residential density close to light rail and bus services.</p> <p>Objective 5 requires the provision of a safe and efficient road network subject to further consideration by the RMS following Gateway determination. The potential increase in traffic joining and exiting City West Link may be an issue for Objective 5. In all other aspects, the proposal is generally consistent with this Policy.</p> <p><i>Inner West Council Delivery Program 2018-22</i></p>
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	<p>The proposal is generally consistent with this Delivery Program. The proposal provides an appropriate form of development close to services and public transport. Sustainability goals and creating a sense of community can be more fully considered at the detailed design stage. The proposal encourages the use of sustainable modes of transport, it is supported by a VPA offer for value uplift sharing that can address Council's priorities, to be considered further following the Gateway Determination.</p> <p><i>Inner West Council's Affordable Housing Policy 2017</i></p> <p>The Policy (Section 2.5) states that this size of development of more than 20 dwellings and a GFA of > 1,700m² should provide 15% of the total gross floor area (GFA) as affordable housing. The proposal involves an offer to enter into a VPA to provide a monetary contribution towards affordable housing. The proposal is generally consistent with this Policy subject to this VPA. Further details of this VPA will be considered following the Gateway Determination.</p>
Q5	<p>Is the planning proposal consistent with applicable State Environmental Planning Policies?</p> <p>A detailed analysis of the Planning Proposal against the relevant SEPPs has been provided in Attachment 2. The Planning Proposal fails to demonstrate consistency with the following:</p> <p><i>SEPP 55 – Remediation of Contaminated Land</i></p> <p>The site has a history of commercial and industrial land uses with a risk of contamination. Clause 7 of SEPP 55 requires consideration of potential areas of contamination. A Detailed Site Investigation (DSI) report has been provided with the proposal by the Proponent, however, this DSI only relates to one portion of the site (36 Lonsdale Street) and is out of date. This issue is discussed further in Question 8 of this report. The issue requires further consideration, however this can be addressed following the Gateway Determination.</p> <p><i>SEPP 65 - Design Quality of Residential Apartment Development</i></p> <p>The Apartment Design Guide (ADG) and SEPP 65 will apply to development. The design quality principles of SEPP 65 are considered against the proposed density changes in Attachment 2. This assessment concluded that the proposal is generally consistent with these principles subject to further information being provided following the Gateway Determination and the imposition of the recommended controls for minimum setbacks and a maximum number of storeys.</p> <p><i>SEPP 70 - Affordable Housing (Revised Schemes) and SEPP (Affordable Rental Housing) 2009</i></p> <p>Council has been included in the SEPP 70 application area to secure affordable housing in accordance with the Policy. 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 yet been completed. The proposal includes a commitment to affordable housing under the proposed VPA, which can be considered following the Gateway Determination.</p> <p><i>SEPP (Infrastructure) 2007</i></p>

	The proposal will result in an infill development with increased density adjoining a classified road and affected by aircraft noise. Acoustic testing and reporting is therefore required. Should the proposal proceed, future development must comply with the requirements of this SEPP. This can be addressed at the detailed design/DA stage.
Q6	Is the planning proposal consistent with applicable Ministerial Directions (s. 9.1 Directions)?
	<p>A detailed analysis of the Planning Proposal against the relevant Section 9.1 Directions is provided in Attachment 4. The proposal is generally consistent with these Directions, with the most relevant Directions briefly considered below:</p> <ul style="list-style-type: none"> • 3.1: Residential Zones – the proposal will increase the maximum permitted density on the site and use land and existing infrastructure and services efficiently. The housing mix will be determined at the development application stage informed by Clause 6.13 (Diverse housing) of LLEP 2013. It specifies a minimum proportion of small (studio or one bedroom) dwellings and a maximum proportion of dwellings including three or more bedrooms. The proposal has been prepared by Council following a review of the site configuration and likely best fit in terms of building envelopes, height and FSR. Further consideration of an appropriate building envelope and layout will be required following a Gateway Determination to ensure good design and consistency with the ADG and SEPP 65. The site is serviced and the proposal would not reduce the permissible residential density. • 3.5 – Development Near Regulated Airports and Defence Airfields – the proposal will be required to provide further information on aircraft noise at the detailed design/DA stage as well as undertaking consultation with the Sydney Airport Corporation Limited (SACL) following a Gateway Determination. • 4.1: Acid Sulfate Soils - The site is located on Class 5 Acid Sulfate soils (ASS) land and adjoins City West Link Class 3 land. This issue has not been addressed in the proposal. A detailed ASS Plan will be required at the detailed design/DA stage under Clause 6.1 of the LLEP 2013. • 6.3: Site-Specific Provisions - The proposal involves increasing the maximum FSR and introducing a maximum height of buildings development standard for the site. Both of these development standards are already contained in the LLEP 2013 and therefore no additional provisions are required for the proposal in this regard. The site is zoned R1 which allows a variety of uses including residential apartment buildings, shop top housing etc. so no zoning changes are required. Site-specific provisions for minimum setbacks, number of storeys and the requirement to provide non-residential development adjoining the City West Link are proposed. These provisions only represent a minor inconsistency with this Direction and are appropriate for the site. They will not result in unnecessarily restrictive site specific planning controls and are similar to existing LLEP 2013 for other sites. • 7.1: Implementation of a Plan for Growing Sydney - The proposal is consistent with the GSRP and the ECDP as the relevant regional and district plans.
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 proposal?

	<p>The site is mostly occupied by commercial and industrial buildings, with dwelling houses and driveways on the remainder. There are some trees and shrubs located on and adjoining the site, but there are no known critical habitats, threatened species, populations or ecological communities or their habitats on the site.</p>
Q8	<p>Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?</p>
	<p><i>Urban Design and Built form</i></p> <p>The proposal envisages a residential apartment development with a significantly larger bulk and scale than the surrounding residential development. Several urban design issues need to be considered with regard to building bulk, separation, height and setbacks. In general, these issues have been addressed in the proposed controls which are outlined in the Planning Proposal and the recommendations to this report. These controls relate to minimum setbacks and maximum number of storeys, in addition to the maximum FSR and height controls, as well as site-specific controls and objectives in the LLEP 2013. These issues will be further addressed in the site-specific DCP.</p> <p>The proposal is generally consistent with the design quality principles of SEPP 65 as discussed in Attachment 2.</p> <p>Having considered these design principles in relation to the proposal in this context it is suitable for the site subject to revised key development controls being prepared following a Gateway Determination. This is to ensure that the good design and that ADG and SEPP 65 matters are adequately considered.</p> <p><i>Overshadowing</i></p> <p>The proposed increased density and height for this site has been calculated to ensure that adequate sunlight will be received by the proposed development and the existing adjoining buildings, particularly the low density residential dwellings to the south.. The separation of the building forms within the site will help minimise overshadowing of adjoining properties and internal communal open space.</p> <p>Further consideration of the building form and layout will be required following a Gateway Determination to reinforce this minimisation of overshadowing. The site-specific DCP will be updated with this information to ensure future development is guided by this analysis. The proposed density controls are satisfactory subject to more detailed design consideration at the DA stage to ensure minimal overshadowing.</p> <p><i>Public Domain</i></p> <p>Additional dwellings will generate increased pedestrian activity through the area. The Planning Proposal provides an opportunity to improve the public domain around the site with a safe, walkable and accessible environment. These improvements may include:</p> <ul style="list-style-type: none"> • Better pedestrian links between Lonsdale Street, Russell Street and City West Link; • Installation of new street lights; and • Footpath tree planting.

	<p>The proponent should explore these opportunities further and could be included in a VPA offer to Council. It is requested that a Gateway Determination require that potential public domain improvements be finalised prior to exhibition.</p> <p><i>Landscaping</i></p> <p>Deep soil zones will be provided and included in the site-specific DCP. A good tree canopy and deep soil zone is required to achieve the relevant objectives and Planning Priorities of the Regional and District Plans. An urban forest canopy target of 25% should be adopted for the site to reflect Regional and District Plans goals of increasing urban forest canopy, and Council urban forest policies. These requirements should also be reflected in a Gateway Determination in regard to the site-specific DCP.</p> <p><i>Site-Specific DCP</i></p> <p>A Site-specific Development Control Plan is to be prepared for inclusion in Part G: Site Specific Controls of the LDCP 2013. This DCP must include specific design measures and other controls and provisions, including (but not limited to):-</p> <ul style="list-style-type: none"> • Desired future character statement; • Public domain; • Built form and design controls for:- <ul style="list-style-type: none"> - Residential amenity (including solar access, cross ventilation, open space, visual privacy, and deep soil and podium planting landscaping areas). - Parking and access; - Waste management; and - Communal open space of 25% of the site area (irrespective of the ADG provisions due to the 'U shape' design concept). <p>It is requested that a Gateway Determination require that this site specific DCP is provided prior to exhibition of the proposal. This issue is considered in more detail in Section 7 of this report and in the Planning Proposal in Attachment 2.</p> <p><i>Traffic Impacts</i></p> <p>A <i>Traffic Impact Assessment</i> prepared by Traffix Traffic and Transport Planners dated July 2018 ('the Traffic Report') was provided with the proposal. The Traffic Report was based on an indicative development yield of 54 residential apartments and determined that between 33 and 55 car parking spaces would be required on site under the provisions of the LDCP 2013.</p> <p>The Traffic Report noted that the concept drawings indicated provision for approximately 61 parking spaces in two (2) basement levels, with capacity for car share, bicycle and motorcycle spaces. At this preliminary stage, it is considered that the site is capable of providing the required car parking on site associated with the proposed increase in density. Further analysis of the car parking requirement can be undertaken at the detailed design/DA stage.</p> <p>The site is 50m from the Lilyfield light rail station and 200 metres from bus stops on Catherine Street and Lilyfield Road routes to the Sydney central business district and surrounding areas.</p>
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<p>The Traffic Report concluded that the proposal is likely to generate comparable traffic volumes to existing conditions based on recommended trip generation rates for both the existing and proposed uses on the site. This analysis concluded that there would be two (2) less vehicle trips than those generated by the existing uses on the site in the AM peak and only two (2) additional vehicle trips in the PM peak. On this basis, the Proponent considered that the changes sought under the Planning Proposal will not increase the traffic generating potential of the site.</p> <p>Council's Traffic Engineers consider that the proposed increased density and related traffic movements onto Lonsdale Street could adversely affect traffic flow on City West Link.</p> <p>There are also pedestrian safety concerns with increased traffic, particularly at the intersection of Catherine Street and City West Link. There is already a high level of pedestrian activity at this intersection close to Lilyfield light rail station and the IGA supermarket.</p> <p>Accordingly, a Gateway Determination should require provision of an amended Traffic Impact Assessment that considers these issues.. This amended Traffic Impact Assessment would then be peer-reviewed by Council and considered by other relevant State authorities under Gateway Determination consultation requirements.</p> <p><i>Stormwater Management and Flooding</i></p> <p>The site is not affected by flooding, but City West Link is. This issue should be further considered at the detailed design/DA stage as part of the Section 4.15(1) of the EP&A Act assessment. Similarly, in relation to stormwater, Clause 6.4 (Stormwater management) of LLEP 2013 includes adequate controls for the management of stormwater on the. This issue can also be addressed at the DA stage as part of the Section 4.15(1) merit assessment.</p> <p><i>Land Contamination</i></p> <p>Most of the site has been used for industrial purposes until recently and may be contaminated. Potential contamination sources include imported fill soils of unknown origin, impacts from previous and current industrial and/or commercial activities, including the handling and storage of hydrocarbon fuels in the identified Underground Petroleum Storage System (UPSS), spills and leaks from parked vehicles or machinery and weathering of painted, structural surfaces (buildings). Hazardous materials, including potential asbestos-containing materials (ACM) from building products used onsite and others that may have migrated onto the site from unknown, offsite contamination may also be present.</p> <p>A Preliminary Stage 1 Site Investigation Report (PSI) for the 36 Lonsdale Street portion of this site was completed by Environmental Investigations Australia (EI) in February 2015. This PSI, which involved an historical records search including a search of records for dangerous goods and fuel storage infrastructure. It recommended a Stage 2 Detailed Site Investigation (DSI) to assess the potential for on-site contamination associated with the identified current and former land uses. This PSI also indicated the presence of underground storage tanks on the Lonsdale Street boundary.</p> <p>A Detailed Site Investigation report was provided with the PP prepared by EI dated 24 March 2015 (DSI) but again for No. 36 Lonsdale Street. This DSI indicated</p>
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<p>exceedances of the adopted health-based investigation/screening levels as follows:</p> <ul style="list-style-type: none"> • The heavy metals copper and zinc at concentrations exceeding adopted ecological criteria in site fill; • Benzo(a)pyrene (B(a)P) Toxic Equivalent (TEQ) exceedances in sampling locations BH2 and BH6 within the fill layer; • (B(a)P) in fill at BH2, BH5 and BH6 exceeding ecological criteria; and • Total recoverable hydrocarbon (TRH) fraction F3 exceeding the ecological criterion in fill at BH2. • Groundwater contamination sampled at location MW1 identified concentrations in excess of the adopted groundwater investigation criteria for heavy metals arsenic, chromium, nickel and zinc, TRH fraction F1; and Polycyclic Aromatic Hydrocarbons (PAH) benzo(a)pyrene concentrations. <p>Further investigation and assessment of groundwater after the demolition stage will be necessary to delineate the extent of contaminated groundwater, assess risks to site users and/or to the environment and inform remedial action..</p> <p>The DSI concludes that the site can be made suitable for the proposed development, subject to the recommendations provided, including preparation of a Remedial Action Plan being prepared.</p> <p>There were numerous contamination concerns with this PP including that:</p> <ul style="list-style-type: none"> • Only the Lonsdale Street block has been considered in the DSI; • This DSI refers to an earlier PSI study which has not been provided; • The data used in the DSI is from 2015 and is considered too outdated to be reliable for assessment purposes. It is unknown whether thresholds have changed or if any new uses have occurred in the intervening period which may have led to further contamination. <p>Accordingly, the issue of potential land contamination has not been adequately considered by the Proponent in this Planning Proposal at this stage and needs to be addressed more comprehensively following Gateway Determination.</p> <p><i>Acid Sulphate Soils</i></p> <p>The site is affected by Class 3 and 5 acid sulphate soils ('ASS') and under Ministerial Direction 4.1, a relevant planning authority must not prepare a planning proposal that proposes an intensification of land uses on such land identified unless it has considered an ASS Study of the appropriateness of the proposed change of land use.. The proposed involves intensification of the residential use of the land and an ASS Study is required following a Gateway Determination.</p> <p><i>Noise impact</i></p> <p>The site is close to noise sources including:</p> <ul style="list-style-type: none"> • Light rail line and stabling yard (located to the north); • Road traffic on City West Link (located to the north of the site); • Aircraft noise (the site is in the 20-25 ANEF contour). <p>The site is affected by <i>State Environmental Planning Policy (Infrastructure) 2007</i> (the Infrastructure SEPP) which identifies matters to be considered in the</p>

	<p>assessment of development adjacent to particular types of infrastructure development.</p> <p>The proposal was not accompanied by an Acoustic assessment. Council considers that an Acoustic Report can be provided at the detailed design (DA) stage. There are adequate provisions in LLEP 2013 Clause 6.8 – aircraft noise and the Infrastructure SEPP to ensure acoustic impacts are adequately considered at that stage.</p> <p>The proposed land uses and their potential acoustic impacts for existing surrounding development can also be considered at the detailed design stage. It is however unlikely to generate significant adverse noise impacts given it's residential nature.</p> <p>Conclusion</p> <p>The proposed changes are unlikely to have significant adverse environmental effects given the density changes proposed and the recommended controls for minimum setbacks and maximum number of storeys. The additional information required following a Gateway Determination would also ensure that there are minimal environmental impacts.</p>
Q9	Has the planning proposal adequately addressed any social and economic effects?
	<p>Social impact</p> <p>The planning proposal is satisfactory in terms of social impacts. The provision of a variety of housing types and an affordable housing contribution through a VPA will help meet local housing needs and proximity to services will encourage walking and social interaction. There should be adequate existing social infrastructure such as schools as the proposal is within the housing targets for the region set by the GSRP and the ECDP.</p> <p>Economic Impact</p> <p>The planning proposal is satisfactory in terms of economic impacts. There are unlikely to be any significant economic impacts given the site is already zoned for residential development and will utilise existing infrastructure.. The provision of additional housing will provide additional patronage for shops and other services in the area.</p>
Q10	Is there adequate public infrastructure for the planning proposal?
	<p>The site is in an area well serviced by public transport, electricity, telecommunications, water and sewer infrastructure. The additional demand created under the Planning Proposal is likely to be minimal, ensuring efficient use of existing services and infrastructure without overburdening them. Consultation with relevant authorities during public exhibition of the Planning Proposal will confirm the capacity of current utilities to service the site.</p>
Q11	What are the views of State and Commonwealth public authorities consulted in accordance with Gateway Determination?
	<p>Should the Planning Proposal proceed past the Gateway, a favourable Gateway Determination would identify a list of public authorities to be consulted as part of the exhibition process.</p>
2.4	Mapping
	<p>The Planning Proposal is supported with a request to amend the FSR, Height of Building and Key Sites Maps of the LLEP 2013.</p>

2.5	Community Consultation
	If the Planning Proposal was to be supported, given a Gateway Determination and Council was the Planning Proposal Authority the Proposal would be formally exhibited in accordance with the requirements of the Gateway Determination and Council's Community Engagement Framework.
2.6	Project timeline
	The Planning Proposal does not provide the necessary timetable, however, the Gateway Determination, if granted, would determine the milestones and maximum timeline required to complete the LEP amendment.

6.1 ASSESSMENT OF AMENDMENTS TO LEICHHARDT DEVELOPMENT CONTROL PLAN 2013 (LDCP 2013)

The LDCP 2013 applies to the site and includes controls relating to car parking, building height, landscaping, open space and character. The site is located within the 'Peripheral Sub Area' of the Catherine Street Distinctive Neighbourhood in Lilyfield under Section C2.2.4.1 of the LDCP 2013. It is noted that under the LDCP 2013 controls, a maximum building wall height of 7.2 metres applies to this site. The proposal does not currently satisfy this provision of LDCP 2013. The original planning proposal did not provide an amendment to the LDCP 2013 and the planning proposal is inconsistent with the current provisions of this policy.

Accordingly, a Site-specific Development Control Plan must be prepared for inclusion in LDCP 2013 Part G: Site Specific Controls. This DCP must include the specific design measures and other controls for the site, including (but not limited to) the following controls:-

- Desired future character statement;
- Public domain;
- Built form and design controls as follows:-
 - *Building height and bulk* including a sympathetic building height for existing dwellings on Lonsdale and Russell Street then transitioning up to 4 storeys above a ground level non-residential podium along City West Link Road in accordance with LLEP 2013;
 - *Building setbacks and articulation* to have apartments oriented toward Lonsdale Street and Russell Street, with a dual aspect layout and cross ventilation, winter garden balconies to ameliorate noise and a middle quiet open zone for apartments to face;
 - *Building separation* to comply with ADG requirements;
 - *Building materials and finishes* including architectural cues to compliment adjacent houses in Lonsdale Street and Russell Street and achieve a sympathetic relationship with those houses and the residential character of those streets. Exterior building finishes should use a variety of complementary materials suitably arranged to provide visual interest and strengthen sense of place. A monolithic building appearance will not be supported;
 - *Design of building elements* including a noise screen wall or similar device should be constructed between buildings along the northern part of the site. (eg a 3 storey wall and horizontal top return placed above the lower level employment storey);

- *Disability access*; and
- *Ground floor apartments* adjoining City West Link must not be used for residential uses, although subject to detailed design at the DA stage they may be suitable as part of live work units.
- Residential amenity (including solar access, cross ventilation, open space, visual privacy, and deep soil and podium planting landscaping areas). Deep soil zones should provide:
 -
 - a 3m wide perimeter deep soil area for a tree planting area adjacent to adjoining dwellings to the south to establish a tree buffer;
 - a 3m wide perimeter deep soil zone along Lonsdale Street to establish front gardens;
 - for use of roof top gardens; and
 - a 3m wide deep soil zone along City West Link;
- Parking and access;
- Waste management; and
- Communal open space of 25% of site area (irrespective of the ADG provisions due to the 'U shape' design concept).

The environmental impacts of the proposal can be addressed through the provision of these controls in the site-specific DCP. It is requested that a Gateway Determination require that this DCP is provided prior to exhibition of the proposal.

7.1 VOLUNTARY PLANNING AGREEMENT

Council and the Proponent have entered into preliminary discussions for the preparation of a draft Voluntary Planning Agreement ('VPA') in response to the offer to enter into a VPA that was submitted with the original Planning Proposal under Section 7.4 of the EP&A Act. This VPA could provide for a share of the value uplift to become a monetary contribution towards a public purpose. This could include the provision of (or the recoupment of cost) for:

- public amenities or services,
- affordable housing,
- transport or other infrastructure relating to land,
- monitoring of the planning impacts of development, or
- conservation or enhancement of the natural environment.

The original planning proposal indicated that expenditure of such a VPA should be determined by Council, with the monetary value to be utilised to fund a variety of potential projects, including Council's affordable housing program. If Council were to enter into negotiations on a potential VPA, the negotiations should seek the provision of an adequate affordable housing contribution in accordance with the provisions of Council's *Affordable Housing Policy (2017)* and possibly contributions for other infrastructure.

Should the proposal proceed to the Gateway Determination stage and be approved for exhibition, the VPA would have to be negotiated by Council and exhibited concurrently with the Planning Proposal. Council can only negotiate a VPA relating to the Planning Proposal if it is the Planning Proposal Authority.

8.0 FINANCIAL IMPLICATIONS

The proponent has paid fees for the Council's consideration of a Planning Proposal and possible submission to the Gateway process in accordance with IWC's 2018/2019 Fee Structure.

However, the proponent would also be responsible for meeting the costs associated with revising documentation or studies prior to exhibition if required by a Gateway Determination and the peer reviews of this material or additional studies should these be deemed necessary.

As this report relates to a policy change, it does not raise any financial obligation for Council. The Proponent has submitted an offer to enter into a VPA with Council that will address contributions and affordable housing matters. The proponent will be obliged to cover Council's legal costs for negotiating such an agreement. The VPA will need to be publicly exhibited as required by the Regulations prior to finalising the LEP amendment.

9.1 PUBLIC CONSULTATION

This Planning Proposal has not been the subject of any preliminary community consultation. The Proponent has not undertaken any public consultation for the proposal, with the following noted in the submitted report:

It is expected that community consultation will be pursued consistent with standard practice of:

- Notification of surrounding land owners;
- Public notification in local newspapers; and
- Notification on Council's website.

Consultation will also have regard to the requirements set down in the Gateway Determination issued by the Director-General of the DP&E.

During the exhibition period, the Planning Proposal, Gateway Determination, and other relevant documentation will be available on Council's Customer Service Centre and on Council's website.

Should the Planning Proposal proceed to the Gateway Determination Stage, any Council community consultation would be undertaken in accordance with the conditions of the Gateway Determination and Council's Community Engagement Framework.

10.1 OVERALL ANALYSIS

The Planning Proposal for the site has been reviewed taking into consideration the requirements of the DPE's Planning Proposal Guide and the DPE's 'Guide to preparing local environmental plans'.

Overall, the Planning Proposal is considered to be satisfactory subject to the imposition of the controls outlined in this report and the provision of additional supporting information following the Gateway Determination on the basis that the Planning Proposal:

- has strategic merit as it is consistent with the key directions, objectives, priorities and actions of the *Greater Sydney Region Plan* and *Eastern Harbour City District Plan*;

- is considered to have site-specific merit as it will not adversely impact on any natural environmental values, the future use of the land is consistent with the context of the area and there will be adequate infrastructure available to service the proposal site subject to the provisions of a prospective VPA;
- is generally consistent with the character of the area that the proposed development is in, a predominantly residential area, well served by public transport and local retail and commercial facilities;
- is generally consistent with the relevant Ministerial Directions under Section 9.1 of the EP&A Act and relevant State Environmental Planning Policies subject to provision of amended and additional information Gateway Determination requirements;
- is generally consistent with Council's Policies including *Our Inner West 2036: A Community Strategic Plan for the Inner West community* (June 2018), *Integrated Transport Plan – Leichhardt*, *Inner West Council Delivery Program 2018-22* and *Inner West Council Affordable Housing Policy 2017* (subject to finalisation of the VPA);
- is capable of being serviced with infrastructure given it is within the existing urban footprint and the majority of services are already available. Increased population on the site is unlikely to generate any significant increased demand on social infrastructure as additional population would be within the housing targets of the *Eastern City District Plan*;
- is well located 50 metres west of the Lilyfield Light Rail Station and close to bus stops and a major arterial road. Increased density on the site will ensure that future residents will be within the 30 minute city target of the relevant strategic plans;
- the technical aspects of the proposal can be refined further after the Gateway Determination and at the detailed design/DA stage;
- is satisfactory in terms of social and economic impacts;
- is the only means of achieving this level of additional FSR and height on the site given the variation is too great for a Clause 4.6 objection and a change in zoning is not required. The proposal also provides a mechanism for the proponent to deliver substantial public benefits not otherwise required under the existing controls including the provision of contributions for affordable housing consistent with Council's *Affordable Housing Policy (2017)* via a VPA;
- would remove non-conforming industrial uses;
- will not result in any significant adverse environmental impacts and the recommended controls that respond to additional and amended information recommended in this report, will not adversely affect the amenity of the surrounding area. The site is not affected by any natural hazards; and
- will allow greater landscaping opportunities in the required deep soil zones and contribute to the tree canopy of the locality.

11.1 CONCLUSION

The Planning Proposal achieves the Strategic Merit test as indicated in this planning report and is consistent with the key objectives, priorities and actions of the Regional and District Plans as well as the relevant State Environmental Planning Policies, Ministerial Directions and Council plans and policies.

It is recommended that the Inner West Planning Panel advises Council to support the Planning Proposal subject to the recommended controls for FSR, height of buildings, minimum setbacks, maximum number of storeys and non-residential use of the street level element of the proposed development adjoining the City West Link as outlined in the Planning Proposal at **Attachment 2**.

The Planning Proposal should be forwarded to the Minister for Gateway Determination subject to the following information being provided after the Gateway Determination and prior to exhibition of the Planning Proposal:

- a) A revised Urban Design Report outlining key development controls for the site including building height, FSR, building depth, building separation, building envelopes, deep soil zones and setbacks having regard to the recommendations and conclusions of this report. This revised report must adequately consider relevant matters in *State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development* and the *Apartment Design Guide*, including overshadowing. These key development controls must be incorporated into site-specific DCP;
- b) A Voluntary Planning Agreement (VPA) which provides contributions for infrastructure (including, among other things, public domain upgrade works in the vicinity of the site) services and affordable housing contributions. A revised Valuation Report for the proposed VPA based on a Residual Land Valuation (RLV) and a Hypothetical Development Methodology (HDM) will be required to assist in the preparation of the VPA;
- c) A site-specific Development Control Plan to be included in Part G: Site Specific Controls of the *Leichhardt Development Control Plan 2013*. This DCP must include the key development controls which would apply to the site and controls relating to the desired future character, public domain, residential amenity, parking and access, waste management and communal open space;
- d) An Acid Sulphate Soils Study for the site demonstrating that the intensification of the residential land use is appropriate having regard to the site being affected by Class 5 Acid Sulphate Soils;
- e) An amended Traffic Impact Assessment which considers impacts of the proposed increased density on this site in relation to traffic flow along the City West Link and pedestrian safety at the intersection of Catherine Street and the City West Link; and
- f) A Phase 2 Detailed Site Investigation for the whole site which identifies all past and present potential contaminating activities and types, provides a preliminary assessment of site contamination and assesses the need for further investigations.

Attachment 2 – Council Officer’s Planning Proposal

INTRODUCTION

This Planning Proposal has been prepared by Inner West Council ('the Council') to explain the intent of and justification for an amendment to *Leichhardt Local Environmental Plan 2013* ('LLEP 2013') as it applies to 36 Lonsdale Street and 64-70 Brenan Street, Lilyfield ('the site').

This Planning Proposal has been prepared to amend the maximum floor space ratio ('FSR') and introduce a maximum building height for the site to facilitate a greater residential density on the site in the form of a future residential apartment development. A Checklist against the criteria for the Planning Proposal as outlined in the Department of Planning and Environment's ('DPE') *A Guide to Preparing Planning Proposals* ('Planning Proposal Guide') is provided in **Attachment 4**.

This Proposal has been prepared following an initial request from the Proponent to prepare a Planning Proposal, provided at **Attachment 5**. Council considered this original Planning Proposal involved an excessive increase to the FSR and height development standards for the site, however considered that a greater residential density could be accommodated on the site as outlined in this proposal.

Specifically, the Planning Proposal seeks to increase the maximum permitted FSR and building height for the site as well as the addition of the site as a key site and a site-specific clause which is to provide objectives, maximum number of storeys and setbacks for the site. The proposed amendments will enable redevelopment of the site to provide an increased density and diversity of housing types and sizes in the area.

This Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* ('EP&A Act') and guidelines published by the DPE including the Planning Proposal Guide as well as 'A guide to preparing planning proposals' and 'A guide to preparing local environmental plans'.

BACKGROUND

Site Description

The Planning Proposal relates to 36 Lonsdale Street and 64-70 Brenan Street, Lilyfield, Lots 18, 19 & 20 DP 977323, Lot 1 DP 1057094, Lot 22 DP 977323, and Lots 1 & 2 DP 529451 ('the site'). The site is located approximately 6km west of the Sydney CBD and approximately 50 metres west of the Lilyfield Light Rail Station, part of the Inner West Light Rail Line which runs between Central Station and Dulwich Hill (**Figure 1**).

The site is an irregularly shaped block located on the corner of three (3) streets, with a frontage of 54 metres to the City West Link to the north, a 36 metre frontage to Lonsdale Street along the eastern boundary and a 30 metre frontage to Russell Street along the western boundary. The site has an approximate area of 2,145m².

The City West Link (Brenan Street) is a major arterial road running east-west, located at a level significantly below the site. Lonsdale Street is a local road which terminates in a cul-de-sac a short distance to the south of the site. This road is a left in, left out only road onto the City West Link. Russell Street is also a local road providing access to low density housing. Low density, detached housing exists along the southern boundary.

The site is currently occupied by a mix of styles and use buildings including a part single and

part two (2) storey industrial building with vehicle access from Lonsdale Street (36 Lonsdale Street) and a part single and part two (2) storey commercial building with vehicle access from Brenan Street (64 Brenan Street). The remainder of the site is currently occupied by single detached dwelling houses with limited vehicle access due to the location of the City West Link and the height of the wall down to this road.

Existing development on the site is illustrated in **Figures 2, 3 and 4.**



Figure 1: Aerial photograph showing land affected by the Planning Proposal



Figure 2: The site looking west along the northern boundary to City West Link



Figure 3: Lonsdale Street frontage of the site



Figure 4: Russell Street frontage of the site

The site is located within a generally low density residential environment with mixed uses occurring to the east. This mixed use commercial and residential development exists on the opposite corner of Lonsdale Street with a small IGA supermarket located on the ground floor. Residential development exists on the upper levels. Development to the south generally comprises single detached dwellings, with similar development located beyond. The neighbourhood is dominated by the City West Link which carries significant volumes of traffic throughout the day.

There are no significant natural features on the site, with only minor trees located within the Russell Street properties on the site and street tree planting along northern street boundary. The site slopes from the western corner along Russell Street to the north-east corner at the intersection of Lonsdale Street and the City West Link (Brenan Street), with the site located significantly higher than the City West Link. A large brick wall exists along this boundary (Figure 2). The long axis of the site has a northern orientation. Beyond the site to the north, the land continues to slope down towards the light rail line. The topography means that the site is lower than the adjoining properties to the south.

The site is located in close proximity to a range of services including the retail services in the Lilyfield 50 metres to the south-east along Catherine Street as well as the retail and commercial services within the Leichhardt town centre approximately 1.2km to the south-west. Various schools are located close to the site while public transport services include the Lilyfield light rail stop of and bus services along Catherine Street to the east of the site.

Current Planning Controls

The site is zoned R1 General Residential under 'LLEP 2013, illustrated in **Figure 5**. The objectives of the zone are:

- *To provide for the housing needs of the community.*
- *To provide for a variety of housing types and densities.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To improve opportunities to work from home.*
- *To provide housing that is compatible with the character, style, orientation and pattern of surrounding buildings, streetscapes, works and landscaped areas.*
- *To provide landscaped areas for the use and enjoyment of existing and future residents.*
- *To ensure that subdivision creates lots of regular shapes that are complementary to, and compatible with, the character, style, orientation and pattern of the surrounding*

- area.
- To protect and enhance the amenity of existing and future residents and the neighbourhood.

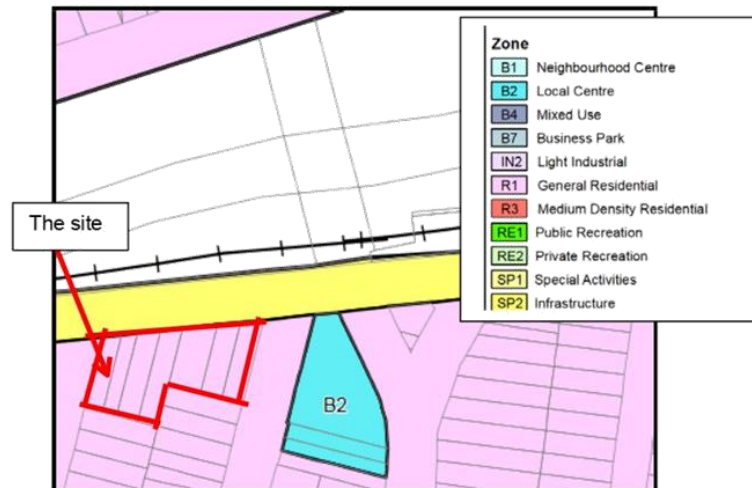


Figure 5: Extract from the Land Zoning Map showing land affected by the Planning Proposal

The site has a maximum permitted (FSR of 0.6:1 pursuant to Clause 4.4(2B)(a)(iv)) of LLEP 2013 as the site is located in Area 6 and has a site area greater than 450m². The current FSR map for the site is illustrated in **Figure 6**.

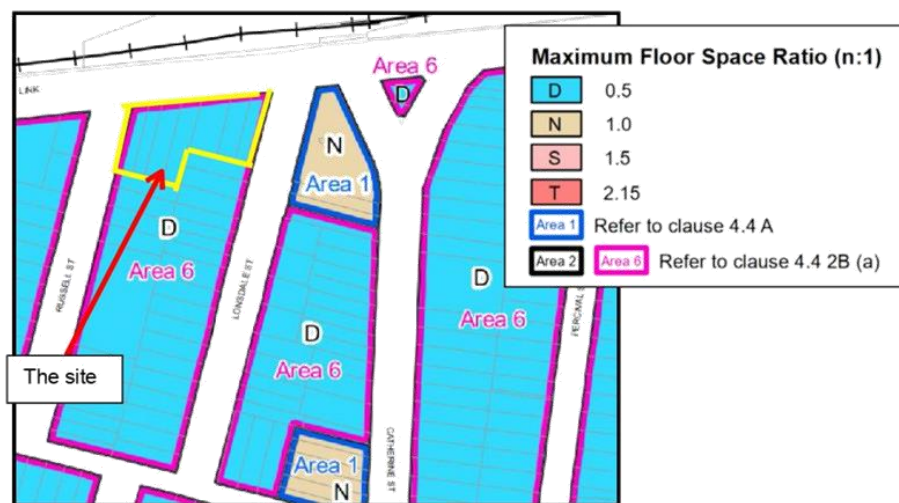


Figure 6: Extract from the FSR Map showing land affected by the Planning Proposal

While there is no maximum height of building control for the site in the LEP, the *Leichhardt Development Control Plan 2013* ('LDCP 2013') effectively controls height with the provisions for the Catherine Street Distinctive Neighbourhood imposing a maximum building wall height of 7.2m.

Other relevant controls of the LLEP 2013 include the following, where no changes are proposed and where adequate provisions exist for assessment at DA stage:

- Clause 2.6 – Consent required for subdivision
- Clause 2.7 - Consent required for demolition
- Clause 4.3A(3)(a)(ii)) and (b)) - minimum landscaped area of 20% and a maximum 60% site coverage for the site
- Clause 6.1 - site is affected by Class 5 acid sulphate soils
- Clause 6.2 - earthworks
- Clause 6.4 – stormwater management
- Clause 6.7 - obstacle limitation surface
- Clause 6.8 - aircraft noise
- Clause 6.13 – diverse housing requirements

Request to amend the planning controls

Council has prepared this Planning Proposal to amend LLEP 2013 as it applies to the site to facilitate the following:

- Increase the maximum floor space ratio for the site to 1:5:1;
- Introduce a maximum height of buildings development standard of RL 33.2 for the site;
- Add the site to the Key Sites Map as Key Site 7 of LLEP 2013; and
- Add a site-specific clause to LLEP 2013 which includes the following provisions:-
 - objectives for the future redevelopment of the site,
 - setbacks and maximum height in storeys for future development; and
 - a requirement for non-residential development adjoining the City West Link.

PLANNING PROPOSAL

This Planning Proposal has been prepared by Council officers following consideration and assessment of the proponent's original requested amendments to LLEP 2013 lodged on 7 August 2018.

Part 3 of the Planning Proposal demonstrates that it has strategic merit; however more detailed consideration of the key development controls is required to demonstrate that the scale of development that would be facilitated under the proposed amendments to the height and FSR is appropriate for the site. Accordingly, further detail on the anticipated built form massing should be required prior to exhibition as well as compliance with *State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development* ('SEPP 65') and the ADG.

Other issues relating to land contamination, traffic generation and the VPA contributions (including affordable housing) have also not been sufficiently addressed and it is recommended that they be addressed prior to exhibition. Consultation with Roads and Maritime Services ('RMS') will also be required to ensure the likely increased traffic generation, particularly for the City West Link, is acceptable. A revised Valuation Report is required to ensure the required contributions for the VPA can be accurately calculated.

The proponent's initial Planning Proposal was accompanied by supporting documentation, including concept plans and technical assessments. It is requested that a Gateway determination require this material to be updated prior to exhibition to reflect the development concept now envisaged under the current Planning Proposal and the information deficiencies addressed as outlined above.

PART 1 – Objectives and Intended Outcomes

The objective and intended outcome of this Planning Proposal is:

To amend the Leichhardt Local Environmental Plan 2013 as it applies to 36 Lonsdale Street and 64-70 Brenan Street, Lilyfield to facilitate the redevelopment of the site for a residential apartment development by increasing the FSR development standard and introducing a new maximum building height development standard.

PART 2 – Explanation of Provisions

To achieve the intended outcome, the Planning Proposal seeks the following amendments to the Leichhardt Local Environmental Plan 2013:

- Amend the Floor Space Ratio Map Sheet FSR_004 as shown in Part 4 of this Planning Proposal to increase the FSR from 0.5:1 to 1.5:1;
- Amend the Height of Building Map Sheet HOB_004 as shown in Part 4 of this Planning Proposal to nominate the maximum height to RL 33.2 for the site by adding the site to the RL 21m – 40m category;
- Amend the Key Sites Map Sheet KYS_004 as shown in Part 4 of this Planning Proposal to nominate the site as a key site; and
- Add a Clause to Part 6 Additional Local Provisions to relate to the site to contain the following:
 - objectives for the future redevelopment of the site,
 - setbacks and maximum height in storeys for future development; and
 - requirement for non-residential development adjoining the City West Link.

PART 3 – Justification

Section A – Need for the planning proposal

Q1. Is the planning proposal a result of any strategic study or report?

The Planning Proposal is not the result of a strategic study or report undertaken by Council. A request to amend the planning controls for 36 Lonsdale Street and 64-70 Brenan Street, Lilyfield was received by Council. Development of this site offers a good opportunity to deliver additional dwellings with access to employment, services and public transport.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Under LLEP 2013, the site has a maximum permitted FSR of 0.6:1, enabling development of a substantially lesser scale than presented in this Planning Proposal. While Clause 4.6 of LLEP 2013 allows variations to a development standard, such a substantial departure would be inappropriate.

The R1 General Residential zoning permits *residential flat buildings* as well as other uses suitable for the site including *shop top housing* and therefore no change in the zoning of the site is required. This proposed use is consistent with the objectives of the zone in that it will provide for the housing needs of the community and for a variety of housing types and densities. Located just over 50 metres from the entrance to the Lilyfield light rail station and

adjoining a small area of local shops, the site is well positioned to provide this additional housing. Accordingly, it is considered that the Planning Proposal is the best means of achieving the intended outcome.

Section B - Relationship to strategic planning framework

Q3. *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)?*

Greater Sydney Region Plan: A Metropolis of Three Cities (2018)

The *Greater Sydney Region Plan 2018: A Metropolis of Three Cities* (GSRP) was released in March 2018 and sets out a vision of three cities, comprising the Western Parkland City, the Central River City and the Eastern Harbour City, where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. The site is located within the Eastern Harbour City.

The GSRP sets a 40-year vision and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. To achieve this, the GSRP includes 10 directions and associated objectives. Directions relevant to this Planning Proposal including the following:

- **Direction 1: A city supported by infrastructure and Objective 4: Infrastructure use is optimised** - The site is well located to optimise the use of existing infrastructure, in particular the Lilyfield Light Rail Station as well as major roads and bus services. The proposed increased density on the site will ensure that the use of existing infrastructure is optimised and is therefore consistent with Direction 1 and Objective 4.
- **Direction 2: A collaborative city and Objective 5: Benefits of growth realised by collaboration of governments, community and business** – The proposal is supported by an offer to enter into a VPA with Council for affordable housing and other requirements (to be considered in further detail following the Gateway Determination). Such an arrangement allows for a collaborative approach between private individuals and local government to provide affordable housing opportunities in the local area.
- **Direction 3: A city for people and Objective 7: Communities are healthy, resilient and socially connected** - The proposal provides a location which allows walking and use of public transport. Being located close to services, the proposal will provide for a healthy and socially connected community.
- **Direction 4: Housing the city and Objective 10: Greater housing supply and Objective 11: Housing is more diverse and affordable.**

The GSRP and District plans have set a housing supply target of 5,900 new dwellings in the next 5 years for the Inner West. This proposal will assist Council in achieving this target given the provision of additional gross floor area for residential development is proposed. The site is located in close proximity to transport and services, which ensures that any additional housing provided is well located. The additional housing capacity is also located within the established general residential area, with access to all necessary amenities and services and therefore does not require the extension of the urban footprint.

The proposed affordable housing via a VPA and a mix of apartment types (required by Clause 6.13 of the LLEP 2013) would also assist in satisfying Objective 11 and Planning Priority E5. Council's *Affordable Housing Policy* (November 2016) states that stronger intervention through the planning system in the form of mechanisms to capture an equitable share of land value uplift is needed. This Policy requires a 15% Affordable Housing Contribution within various sites, which will be provided in the proposal via the proposed VPA.

- **Direction 5: A city of great places and Objective 12: Great places that bring people together** – This planning proposal achieves an appropriate form and density for future development on the site. The proposal is considered to be generally consistent with these objectives and priorities as the site is located within a walkable neighbourhood to transport and services, allowing people to come together.

Strategy 12.1 includes, among other things, states "*providing fine grain urban form, diverse land use mix, high amenity and walkability in and within a 10-minute walk of centre*". The proposal provides for an appropriate bulk and scale such that with adequate setbacks and building envelopes that overshadowing and overlooking of the adjoining southern properties should be minimised.

- **Direction 6: A well connected city and Objective 14: A metropolis of three cities- integrated land use and transport creates walkable and 30-minute cities** - The proposal is considered to be consistent with this Direction given the site's proximity to the Lilyfield light rail station and bus stops, ensuring future residents can gain access to the 30 minute city consistent with the strategic plans. The site is also within an easy walking distance to the small local centre of Lilyfield. The proposal is consistent with Strategy 14.1 which is to integrate land use and transport plans to deliver the 30-minute city.
- **Direction 7: Jobs and skills for the city and Objective 23: Industrial and urban services land is planned, protected and managed** – The proposal is consistent with this direction as the site is already located within a residential zone. While the site currently includes commercial and industrial uses, the site is not zoned for industrial or urban services uses and accordingly is not required to be protected or maintained for this use as the LLEP 2013 considers the site suitable for residential use.
- **Direction 8: A city in its landscape and Objective 25: The coast and waterways are protected and healthier, Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced and Objective 30: Urban tree canopy cover is increased** - The site is located in close proximity of Sydney Harbour and within the Sydney Harbour REP area (but not within the Foreshores and Waterways area). The redevelopment of the site for higher density housing will provide opportunities to deliver a more effective stormwater management system on-site that will capture and appropriately dispose of stormwater, will allow for groundwater absorption, and may capture and reuse stormwater. This, together with the phasing out of non-conforming industrial premises on-site, will ultimately improve the water quality, health, and enjoyment of Sydney Harbour and the District's waterways.

The proposal will not adversely impact on any bushland or biodiversity. Further and future landscaping and deep soil planting can be introduced to the site, consistent with the requirements of LLEP 2013. The introduction of landscaping to the site will

contribute to the tree canopy of the locality. Accordingly, the Proposal is generally consistent with this direction in that greater landscaping opportunities can be provided on the redeveloped site than is currently achieved on the site.

- **Direction 9: An efficient city and Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change** - Future development on the site will be required to comply with the BASIX requirements for water and energy efficiency. The provision of a deep soil zone and other landscaping opportunities will also assist with the proposal being generally consistent with this Direction. Further opportunities to include controls relating to environmental performance /sustainability should be incorporated into a site-specific Development Control Plan which is to be provided following the Gateway Determination.
- **Direction 10: A resilient city and Objective 37: Exposure to natural and urban hazards is reduced and Objective 38: Heatwaves and extreme heat are managed** – The proposal will be subject to the BASIX requirements at DA stage. Additional landscaping opportunities are proposed which will assist in reducing the heat island effect at the site. The proposal is generally consistent with this direction.

The proposal is generally consistent with the GSRP.

Eastern City District Plan (2018)

The *Eastern City District Plan* ('ECDP') is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It contains the planning priorities and actions for implementing the GSRP, at a district level and is a bridge between regional and local planning. The ECDP includes the same 10 directions with associated Planning Priorities relevant to this District.

Directions and Planning Priorities from the ECDP relating to this proposal are addressed below:

- **Direction 1: A city supported by infrastructure and Planning Priority E1: A city supported by infrastructure** - It is considered that the proposal is well located in terms of existing infrastructure to optimise its use by future residents and is consistent with Direction 1 and the associated objective and planning priorities.
- **Direction 2: A collaborative city and Planning Priority E2: Working through collaboration** - It is considered that the proposal demonstrates this collaboration via the proposed VPA for the provision of contributions (following the Gateway Determination).
- **Direction 3: A city for people and Planning Priority E3: Providing services and social infrastructure to meet people's changing needs and E4: Fostering healthy, creativity, culturally rich and socially connected communities** - The site is located in close proximity to the small local centre of Lilyfield, located approximately 250 metres to the east. This small local centre comprises a café, newsagent and small supermarket. This allows future residents to enjoy a walkable neighbourhood comprising walking opportunities and social connections which can potentially increase the quality of life for residents.
- **Direction 4: Housing the city and Planning Priority E5: Providing housing supply, choice and affordability, with access to jobs, services and public transport** – The site is located in close proximity to transport and services, which

ensures that any additional housing provided is well located. Council's Affordable Housing Policy requires a 15% Affordable Housing Contribution within various sites (including infill development) where there are more than 20 dwellings proposed or GFA of more than 1,700m². The proposal involves providing this affordable housing via a cash contribution in a VPA which satisfies this requirement. Being located close to jobs, services and transport as well as providing housing supply and choice ensures the proposal is consistent with this Direction. The proposed additional FSR on this site will assist Council to achieve the additional dwellings required to be provided within an existing residential area, which is 5,900 by 2021. The proposal fits within these housing targets and the future dwellings required in the area in terms of housing supply.

- **Direction 5: A city of great places and Planning Priority E6: Creating and renewing great places and local centres, and respecting the District's heritage -** This planning proposal as outlined by Council achieves an appropriate form and density of future development on the site. The proposal is considered to be generally consistent with these objectives and priorities as the site is located within a walkable neighbourhood to transport and services, allowing people to come together.

Strategy 12.1 includes, among other things: *"providing fine grain urban form, diverse land use mix, high amenity and walkability in and within a 10-minute walk of centre"*. This proposal provides for an appropriate bulk and scale such that overshadowing and overlooking of the adjoining southern properties in the context of the low density residential properties has been minimised.

- **Direction 6: A well connected city and Planning Priority E10: Delivering integrated land use and transport planning and a 30-minute city -** The proposal is considered to be consistent with this Direction given its proximity to the light rail station and bus stops, ensuring future residents can gain access to the 30 minute city consistent with the strategic plans.
- **Direction 7: Jobs and skills for the city and Planning Priority E12: Protecting industrial and urban services land -** The proposal does not rezone land as the site is already located in the R1 General Residential zone. The proposed amendment to LLEP 2013 seeks to amend the FSR and height controls only. There will be no loss of industrial land given the existing industrial use on the site currently operates under existing use rights and the site is located outside of the core industrial lands identified in the District Plan.
- **Direction 8: A city in its landscape and Planning Priority E14: Protecting and improving the health and enjoyment of Sydney Harbour, and the District's waterways, Planning Priority E15: Protecting and enhancing bushland and biodiversity and Planning Priority E17: Increasing urban tree canopy cover and delivering Green Grid connections -** The proposal is unlikely to adversely impact on the water quality of Sydney Harbour and will not adversely impact on any bushland or biodiversity. The proposal is generally consistent with this direction in that greater landscaping opportunities can be provided on the redeveloped site than is currently achieved on the site.
- **Direction 9: An efficient city and Planning Priority E19: Reducing carbon emissions and managing energy water and waste efficiently -** Future development on the site will be required to comply with the BASIX requirements for water and energy efficiency. The provision of a deep soil zone and other landscaping opportunities will further ensure the proposal is generally consistent with this

Direction. Further opportunities to include controls relating to environmental performance or sustainability should be incorporated into a site-specific Development Control Plan which should be provided following the Gateway Determination.

- **Direction 10: A resilient city and Planning Priority E20: Adapting to the impacts of urban and natural hazards and climate change** - The site is not affected by any natural hazards and energy efficiency should be addressed in the site-specific development control plan to be provided following the Gateway Determination.

The proposal is generally consistent with the ECDP.

Strategic Merit Assessment Criteria

DPEs Planning Proposal Guide establishes Assessment Criteria to be considered in the justification of a planning proposal in terms of whether the proposal has strategic merit. In this case, it is considered that the proposal has strategic merit, as outlined in **Table 1** below.

Table 1: Consideration of the Planning Proposal against the Assessment Criteria of 'A guide to preparing Planning Proposals'

CRITERIA	COMMENT
Qu 3 (a) Does the proposal have strategic merit? Is it:	
<ul style="list-style-type: none"> • 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. 	<p>The proposal is considered to be consistent with the Eastern City District Plan as outlined above. The site is well located to optimise the use of existing infrastructure, in particular the Lilyfield Light Rail Station as well as major roads and bus services and allows for walking to nearby services. The proposed increased density on the site will therefore ensure that the use of existing infrastructure is optimised and contributes towards a 30 minute city. The proposal is also supported by an offer to enter into a VPA with Council for contributions and affordable housing and with a mix of apartment types (required by Clause 6.13 of the LLEP 2013) will assist in providing housing choice.</p> <p>This proposal will assist Council in achieving the housing target given the provision of additional gross floor area for residential development proposed. The site is located in close proximity to transport and services, which ensures that any additional housing provided is well located. The additional housing capacity is also located within the established general residential area, with access to all necessary amenities and services and therefore does not require the extension of the urban footprint.</p> <p>The redevelopment of the site for higher density housing will provide opportunities to deliver a more effective stormwater</p>

	<p>management system on-site and will result in the phasing out of non-conforming industrial uses, which will ultimately improve the water quality, health, and enjoyment of district's waterways. The proposal will not adversely impact on any bushland or biodiversity and further landscaping and deep soil planting can be introduced to the site which will contribute to increasing the tree canopy in the area. Future development on the site will be required to comply with the BASIX requirements for water and energy efficiency.</p>
<ul style="list-style-type: none"> Consistent with relevant local council strategy that has been endorsed by the Department; or 	<p>There is no relevant strategy endorsed by the Department. This criterion has not been relied upon in this proposal.</p>
<ul style="list-style-type: none"> 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. 	<p>This has not been relied upon in this instance.</p> <p>It is therefore considered that the proposal has strategic merit.</p>

Qu 3 (b) Does the proposal have site-specific merit, having regard to:

<ul style="list-style-type: none"> The natural environment (including known significant values, resources or hazards) and 	<p>The site is located within the urban footprint and is not considered to have any significant environmental values. While there are some trees located on the site, these trees are not considered to be significant. Furthermore, there are no other natural site features and the site is not affected by any significant natural hazards such as flooding, bushfire or geotechnical instability.</p>
<ul style="list-style-type: none"> The existing uses, approved uses, and likely future uses of land in the vicinity of the proposal and 	<p>The site is currently zoned R1 General Residential and there are no changes proposed to this existing zoning or the uses permissible on the site. The surrounding area is also within the R1 zone with the exception of a small area zoned B2 Local Centre to the east on the opposite side of Lonsdale Street. There is currently some commercial and industrial uses on the site, however, these uses rely on existing use rights. Given there is no change to the zoning or permissible uses and the surrounding area is residential, the future use of the site for residential development is satisfactory.</p>

<ul style="list-style-type: none"> 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. 	<p>The site is well located in terms of close proximity to transport and services, including the Lilyfield light rail stop as well as numerous bus stops. The small local centre of Lilyfield is also located in close proximity to the site. The site is also adequately serviced with the relevant infrastructure for residential development including reticulated water and sewerage, electricity and telecommunications. Therefore, there are sufficient services and infrastructure in the area for the proposal.</p> <p>It is therefore considered that the proposal has site-specific merit.</p>
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Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

The relevant Council Policies are considered below in relation to this Planning Proposal.

Our Inner West 2036 – Community Strategic Plan

The Inner West Community Strategic Plan, *Our Inner West 2036* ('the CSP'), identifies the community's vision for the future, long-term goals, the strategies to get there and how to measure progress towards that vision. The CSP is structured around the guiding principle, 'To work together in a way that is creative, caring and just'. This Guiding Principle reflects the values of the Inner West community, underpins community expectations of how Council will interact with its residents and is the foundation for all decision-making, actions taken and management of resources.

The CSP contains five (5) strategic directions, which are considered in the context of the proposal in **Table 2** below. The proposal is consistent with the CSP.

Table 2: Consideration of Council's Community Strategic Plan

STRATEGIC DIRECTION	OUTCOMES	COMMENT
Strategic Direction 1: An ecologically sustainable inner west	<p>1.1 The people and infrastructure of Inner West contribute positively to the environment and tackling climate change.</p> <p>1.2 Inner West has a diverse and increasing urban forest that supports connected habitats for flora and fauna</p> <p>1.3 The community is water sensitive, with clean, swimmable waterways</p> <p>1.4 Inner West is a zero emissions community that generates and owns clean energy</p> <p>1.5 Inner West is a zero waste community with an active share economy.</p>	<p>The proposal is generally consistent with these outcomes in that it provides additional landscaping opportunities and coverage on the site, increases the tree canopy and allows for communal open spaces where gardens could be grown.</p> <p>Future development on the site would be required to comply with the BASIX requirements at the DA stage. Further energy and water efficient initiatives can be considered at the detailed</p>

Strategic direction 2: Unique, liveable, networked neighbourhoods	<p>2.1. Development is designed for sustainability and makes life better.</p> <p>2.2. The unique character and heritage of neighbourhoods is retained and enhanced</p> <p>2.3. Public spaces are high-quality, welcoming and enjoyable places, seamlessly connected with their surrounding</p> <p>2.4. Everyone has a roof over their head and a suitable place to call home</p> <p>2.5. Public transport is reliable, accessible, connected and enjoyable</p> <p>2.6. People are walking, cycling and moving around Inner West with ease.</p>	<p>design/DA stage of the proposal.</p> <p>The proposal will allow a greater use of public transport given its proximity to the light rail and bus services and is located in an appropriate area for a higher density development.</p> <p>While there are no public spaces proposed, the proposal has the potential to positively contribute to the streetscape and public domain subject to an appropriate scale as outlined in this report. The proposal provides a range of dwelling sizes and will provide for affordable housing through the VPA.</p>
Strategic Direction 3: Creative communities and a strong economy	<p>3.1. Creativity and culture are valued and celebrated</p> <p>3.2. Inner West is the home of creative industries and services</p> <p>3.3. The local economy is thriving</p> <p>3.4. Employment is diverse and accessible</p> <p>3.5. Urban hubs and main streets are distinct and enjoyable places to shop, eat, socialise and be entertained.</p>	<p>The proposal is likely to have a positive economic impact given it would result in greater patronage of the nearby retail and commercial services in Lilyfield. The proposal can also assist in promoting the Inner West as a great place to live, work, visit and invest in.</p> <p>The proposal will not adversely affect employment given the land is already zoned residential; notwithstanding the existing use of the site currently involves a minor amount of industrial and commercial employment. The proposal does not remove any creative uses and is not contrary to this Direction.</p>
Strategic Direction 4: Caring, happy, healthy communities	<p>4.1. Everyone feels welcome and connected to the community.</p> <p>4.2. The Aboriginal community is flourishing, and its culture and heritage continues to strengthen and enrich Inner West.</p> <p>4.3. The community is healthy and people have a sense of wellbeing</p> <p>4.4. People have access to the services and facilities they need at all stages of life.</p>	<p>The proposal is not inconsistent with this Direction.</p>
Strategic Direction 5: Progressive local leadership	<p>5.1. People are well informed and actively engaged in local decision making and problem solving.</p> <p>5.2. Partnerships and collaboration are valued and recognised as vital for community leadership and making</p>	<p>Detailed community consultation would be undertaken by Council following the Gateway Determination. This report represents a thorough consideration of the proposal.</p>

	<p><i>positive changes</i></p> <p>5.3. <i>Government makes responsible decisions to manage finite resources in the best interest of current and future communities.</i></p>	
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Integrated Transport Plan – Leichhardt

The Leichhardt Integrated Transport Plan 2013 – 2023 10 Year Strategic Plan has been prepared by drawing from the previous community strategic plan. This Plan's primary goal is to foster environmental improvements by reducing private car dependency for all travel and also to improve the safety for all of the community. In order to achieve this, the Plan identifies nine strategic objectives which include:-

1. *Improve accessibility within and through the LGA;*
2. *Create a legible, direct and safe pedestrian and cycling environment;*
3. *Encourage public transport use;*
4. *Provide appropriate levels of parking;*
5. *Provide a safe and efficient road network for all road users;*
6. *Facilitate integration of land use, transport and community & cultural activities;*
7. *Provide convenience for the users of Leichhardt;*
8. *Promote health and wellbeing; and*
9. *Improve environmental conditions.*

Of particular relevance to this proposal are objectives 2, 3, 4, 5 and 6. It is considered that the site and proposal are capable of providing sufficient car parking on site and is located in close proximity to Lilyfield light rail stop which ensures Objectives are 3 and 4 are met by the proposal. Public domain improvements in the form of public footpaths and similar pedestrian infrastructure can also be provided within the VPA, which allows consistency with Objective 2. Objective 6 is also considered satisfied by the proposal given the proposed increase in residential density is well located to utilise public transport comprising the light rail and bus services.

Objective 5 requires the provision of a safe and efficient road network. The potential increase to traffic joining and exiting from the City West Link is an issue which requires further consideration by the RMS following the Gateway determination. In all other aspects, the proposal is generally consistent with this Policy.

Inner West Council Delivery Program 2018-22

The *Inner West Council Delivery Program 2018-22* ("Delivery Program") was adopted by Council in June 2018 which outlines the Council's four year Delivery Program. This includes two parts; Part A outlines the continuation of the delivery of essential and established services while Part B involves initiatives for major changes that deliver on the Community Strategic Plan (CSP). The Delivery Program identifies how the Council will implement the strategic directions and outcomes outlined in the CSP.

The proposal is generally consistent with the CSP and therefore this Delivery Program as outlined above. The proposal provides an appropriate form of development in an appropriate location in terms of accessibility to services and public transport. Sustainability goals and creating a sense of community can be more fully considered at the detailed design stage. The proposal encourages the use of sustainable modes of transport, and is supported by a

VPA offer for value uplift sharing that could be allocated to address Council's priorities. The proposal is generally consistent with this Policy.

Affordable Housing Policy 2016

Council's *Affordable Housing Policy 2016* outlines the Council's justification to actively seek to increase the supply of affordable housing through its planning instruments and policies. The amount of land value uplift created through the operation of Council's planning and approvals processes, some of which may reasonably be contributed to affordable housing as key infrastructure or a public purpose under a voluntary planning agreement or other legal mechanism, is also acknowledged.

The Policy outlines that there are a number of reasons why affordable housing needs to be provided including that there are a large, disproportionate and growing number of local people in housing stress, the displacement of historical populations through ongoing gentrification and non-replacement of affordable housing lost and current and projected levels of unmet need for affordable housing including for very low, low and moderate income households together with other more vulnerable groups.

The Policy (Section 2.5) requires 15% of the total gross floor area ('GFA') of the development as a Major Planning Agreement as it is for a rezoning with a development of more than 20 dwellings and a GFA of > 1,700m² to be provided as affordable housing. Contributions made under a Planning Agreement may be made in the form of apartments or a cash contribution, or a combination of the two. Council will determine the form of the contribution to be made. Where the share of land value uplift is provided as apartments, Council will determine the size of apartments in accordance with its strategic priorities, and seek a mix of dwellings sizes.

In this instance, the proposal involves an offer to enter into a VPA to provide a monetary contribution towards affordable housing. The proposal is generally consistent with this Policy subject to this VPA. Further details of this VPA will be considered following the Gateway Determination.

The proposal is generally consistent with the relevant Council Policies.

Q5. *Is the planning proposal consistent with applicable State Environmental Planning Policies?*

The Planning Proposal is generally consistent with applicable State Environmental Planning Policies (SEPPs) as shown in the table below.

Table 3: Consideration of the Relevant SEPPs to the Planning Proposal

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)	COMMENT
SEPP No 65—Design Quality of Residential Apartment Development	<p>The proposal is considered to be generally consistent with the design quality principles of SEPP 65 as outlined below:</p> <ul style="list-style-type: none"> <i>Principle 1: Context and neighbourhood Character</i> - This principle states that good design responds and contributes to its context. Context is the key natural and built features of an area, their

	<p>relationship and the character they create when combined. Responding to this context involves identifying the desirable elements of an area's existing or future character. Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change. Contextually, whilst the current low-scale houses to the south of the site may over time increase in height and density, in the short-to-medium term it will be important for any development on the subject site to transition in height and overall built form to this current low-scaled adjoining area. It is considered that this contextual relationship is satisfactory having regard to the controls outlined in this proposal in that greater setback and minimum height controls are required to ensure the contextual relationship with the lower density development to the south is retained. Articulation and adequate setbacks (discussed in this report) further ensure that adverse impacts will be minimised by the proposal on the surrounding area.</p> <ul style="list-style-type: none"> • <i>Principle 2: Built form and scale</i> – This principle states that good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings. Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements. The proposed density changes have been developed having regard to achieving an appropriate built form for the site given the low density residential areas adjoining to the south of the site. • <i>Principle 3: Density</i> – This Principle states that good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate for the site and its context. As outlined in the planning proposal, it is considered that the proposed maximum FSR of 1.5:1 for the site will allow an increased density while also preserving the amenity of the surrounding area in terms of overshadowing, bulk and scale and overlooking. Further controls are proposed which relate to minimum setbacks and a maximum number of storeys to further ensure amenity is maintained. • <i>Principle 4: Sustainability</i> – This principle states that good design combines positive environmental, social and economic outcomes. In
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	<p>terms of sustainability the proposed density changes will allow for buildings to provide for natural ventilation and solar access to minimise the use of artificial heating and cooling for the buildings. The proposal will also require the provision of significant landscaping throughout the site to ensure groundwater recharge and a tree canopy for biodiversity. Future development will also be subject to the requirements of BASIX for water and energy efficiency.</p> <ul style="list-style-type: none"> • <i>Principle 5: Landscape</i> – This principle states that good design recognises that together landscape and buildings operates as an integrated and sustainable system, resulting in attractive developments with good amenity. The proposal allows for adequate setbacks which will provide opportunities for landscaping for amenity improvements including privacy and communal open space areas. • <i>Principle 6: Amenity</i> – This principle states that good design positively influences internal and external amenity for residents and neighbours. The proposed controls have been developed having regard to reducing adverse impacts on adjoining properties as well as increasing the level of internal amenity for future residents. The provision of minimum setbacks and maximum number of storeys, particular near boundaries, will reduce overshadowing and overlooking which will assist in reducing adverse impacts. The proposed density controls will also ensure there is adequate provision for open space and car parking on the site. • <i>Principle 7: Safety</i> – This principle states that good design optimises safety and security within the development and the public domain. These design features will be further considered at the detailed design stage. It is considered that a building can be designed on the site which will have good casual surveillance of the street and entry areas and that a secure basement car park can be provided on the site. • <i>Principle 8: Housing Diversity and Social Interaction</i> – This principle states that good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets. In this regard, Clause 6.13 of the LLEP 2013 requires that such a mix is provided. The housing mix on the site will be considered at the detailed design stage. It is
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	<p>considered that the proposed density changes can accommodate a housing mix on the site.</p> <ul style="list-style-type: none"> <i>Principle 9: Aesthetics</i> – This principle states that good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. The aesthetics on the site will be considered at the detailed design stage. It is considered that the proposed density changes can accommodate a built form with positive aesthetics on the site. <p>Further consideration of an appropriate building envelope and layout is required following the Gateway Determination to ensure that the proposal will demonstrate good design and that the matters required to be addressed by the ADG and SEPP 65 are adequately considered.</p>
SEPP 55 - Remediation of Land	The site contains existing commercial and industrial land uses and accordingly, there is a potential risk of contamination. Clause 7 of SEPP 55 requires consideration of potential areas of contamination to be considered. A Detailed Site Investigation (DSI) report has been provided with the proposal, however, this DSI only relates to one portion of the site (36 Lonsdale Street) and is out of date. This issue is discussed further in Question 8 below. It is considered that this issue requires further consideration however can be addressed following the Gateway Determination.
SEPP 70 - Affordable Housing (Revised Schemes)	The proposal involves the offer to enter into a VPA, which will include an affordable housing contribution. It is considered that this issue requires further consideration however can be addressed following the Gateway Determination. The PP does not contain provisions that contradict or hinder application of this SEPP.
SEPP (Affordable Rental Housing) 2009	The proposal involves the offer to enter into a VPA, which will include an affordable housing contribution. The proposal does not contain provisions that contradict or hinder application of this SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	The proposal does not contain provisions that contradict or hinder application of this SEPP. Should the proposal proceed, any future development must comply with the requirements of this SEPP.
SEPP (Exempt and Complying Development Codes) 2008	The proposal does not contain provisions that contradict or hinder application of this SEPP.
SEPP (Infrastructure) 2007	The proposal will result in an infill development with increased density on a site which adjoins a classified road. Acoustic testing and reporting is required given its proximity to the City West Link. Should the proposal proceed, any future development must comply with the

	requirements of this SEPP and can be addressed at the detailed design/DA stage.
Sydney REP (Sydney Harbour Catchment) 2005	The proposal does not contain provisions that contradict or hinder the application of this SEPP. The site, while within the area of this SREP, is not within the Foreshores and waterways map area or zoned under this Policy.

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The Planning Proposal has been assessed against each of the relevant Section 117 Ministerial Directions. Consistency with these relevant directions is achieved by the proposal subject to various matters being addressed following the Gateway Determination, as discussed in the table below.

Table 4: Assessment of the Planning Proposal against the relevant s117 directions

DIRECTION	REQUIREMENT	COMMENT
3. Housing, Infrastructure and Urban Development		
3.1 Residential Zones	<p>4) A planning proposal must include provisions that encourage the provision of housing that will:</p> <ul style="list-style-type: none"> a) broaden the choice of building types and locations available in the housing market, and b) make more efficient use of existing infrastructure and services, and c) reduce the consumption of land for housing and associated urban development on the urban fringe, and d) be of good design. 	<p>The Planning Proposal will increase the maximum permitted density on the site thereby making more efficient use of land and existing infrastructure and services.</p> <p>Housing mix will be determined at the development application stage and will be informed by Clause 6.13 (Diverse housing) of LLEP 2013 which specifies a minimum proportion of small (studio or one bedroom) dwellings and a maximum proportion of dwellings including three or more bedrooms.</p> <p>The proposal has been prepared by Council following a review of the site configuration and likely best fit in terms of building envelopes, height and FSR. Further consideration of an appropriate building envelope and layout is required following the Gateway Determination to ensure that the proposal will demonstrate good design and that the matters required to be addressed by the ADG and SEPP 65 are</p>

	<p>5) A planning proposal must, in relation to land to which this direction applies:</p> <p>a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and</p> <p>b) not contain provisions which will reduce the permissible residential density of land.</p>	<p>adequately considered.</p> <p>The site is adequately serviced and there are no planning provisions which would reduce the permissible residential density of land.</p>
3.4 Integrating Land Use and Transport	<p>4) A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of:</p> <p>a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and</p> <p>b) The Right Place for Business and Services – Planning Policy (DUAP 2001).</p>	<p>The proposal aims to facilitate additional residential dwellings in close proximity to public and active transport. The site is proximate to well-serviced bus and light rail stops, particularly those servicing the CBD. There are also a number of on-road and shared path cycle routes accessible from the site, including on Lilyfield Road, Victoria Road and Catherine Street.</p>
3.5 Development Near Regulated Airports and Defence Airfields	<p>4) In the preparation of a planning proposal that sets controls for development of land near a regulated airport, the relevant planning authority must:</p> <p>a) consult with the lessee/operator of that airport;</p> <p>b) take into consideration the operational airspace and any advice from the lessee/operator of that airport;</p> <p>c) for land affected by the operational airspace, prepare appropriate development standards, such as height controls.</p> <p>d) not allow development types that are incompatible with the current and future operation of that airport.</p>	<p>The subject site is within the ANEF 20-25 contour for Sydney Airport. Consultation with Sydney Airport Corporation must be undertaken following the Gateway Determination.</p>
	<p>5) In the preparation of a planning proposal that sets controls for development of land near a core regulated airport, the relevant planning authority must:</p>	<p>Consultation is required as outlined above.</p>

	<ul style="list-style-type: none"> a) <i>consult with the Department of the Commonwealth responsible for airports and the lessee/operator of that airport;</i> b) <i>for land affected by the prescribed airspace (as defined in Regulation 6(1) of the Airports (Protection of Airspace) Regulation 1996, prepare appropriate development standards, such as height controls.</i> c) <i>not allow development types that are incompatible with the current and future operation of that airport.</i> d) <i>obtain permission from that Department of the Commonwealth, or their delegate, where a planning proposal seeks to allow, as permissible with consent, development that would constitute a controlled activity as defined in section 182 of the Airports Act 1996. This permission must be obtained prior to undertaking community consultation in satisfaction of section 57 of the Environmental Planning and Assessment Act 1979.</i> 	
	<p>6) <i>In the preparation of a planning proposal that sets controls for the development of land near a defence airfield, the relevant planning authority must:</i></p> <ul style="list-style-type: none"> a) <i>consult with the Department of Defence if:</i> <ul style="list-style-type: none"> (i) <i>the planning proposal seeks to exceed the height provisions contained in the Defence Regulations 2016 – Defence Aviation Areas for that airfield; or</i> (ii) <i>no height provisions exist in the Defence Regulations 2016 – Defence Aviation Areas for the airfield and the proposal is within 15km</i> 	Not relevant.

	<p>of the airfield.</p> <p>b) for land affected by the operational airspace, prepare appropriate development standards, such as height controls.</p> <p>c) not allow development types that are incompatible with the current and future operation of that airfield.</p>	
	<p>7) A planning proposal must include a provision to ensure that development meets Australian Standard 2021 – 2015, Acoustic-Aircraft Noise Intrusion – Building</p>	<p>Clause 6.8 of the LLEP 2013 - Development in areas subject to aircraft noise provides adequate controls for this requirement.</p>
	<p>siting and construction with respect to interior noise levels, if the proposal seeks to rezone land:</p> <p>a) for residential purposes or to increase residential densities in areas where the ANEF is between 20 and 25; or</p> <p>b) for hotels, motels, offices or public buildings where the ANEF is between 25 and 30; or</p> <p>c) for commercial or industrial purposes where the ANEF is above 30.</p>	
	<p>8) A planning proposal must not contain provisions for residential development or to increase residential densities within the 20 ANEC/ANEF contour for Western Sydney Airport.</p>	<p>Not applicable to this site.</p>

4. Hazard and Risk

4.1 Acid Sulphate Soils	<p>4) <i>The relevant planning authority must consider the Acid Sulfate Soils Planning Guidelines adopted by the Director-General of the Department of Planning when preparing a planning proposal that applies to any land identified on the Acid Sulfate Soils Planning Maps as having a probability of acid sulfate soils being present.</i></p> <p>5) <i>When a relevant planning authority is preparing a planning proposal to introduce provisions to regulate works in acid sulfate soils, those provisions must be</i></p>	<p>The site is located on Class 5 acid sulfate soils ('ASS') land and is located adjoining Class 3 land being the City West Link pursuant to the LLEP 2013.</p> <p>There are no specific new provisions being proposed which are contrary to Clause 6.1 of the LLEP 2013 in relation to ASS.</p>
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	<p>consistent with:</p> <p>a) the Acid Sulfate Soils Model LEP in the Acid Sulfate Soils Planning Guidelines adopted by the Director-General, or</p> <p>b) such other provisions provided by the Director-General of the Department of Planning that are consistent with the Acid Sulfate Soils Planning Guidelines.</p> <p>6) A relevant planning authority must not prepare a planning proposal that proposes an intensification of land uses on land identified as having a probability of containing acid sulfate soils on the Acid Sulfate Soils Planning Maps unless the relevant planning authority has considered an acid sulfate soils study assessing the appropriateness of the change of land use given the presence of acid sulfate soils. The relevant planning authority must provide a copy of any such study to the Director-General prior to undertaking community consultation in satisfaction of section 57 of the Act.</p> <p>7) Where provisions referred to under paragraph (5) of this direction have not been introduced and the relevant planning authority is preparing a planning proposal that proposes an intensification of land uses on land identified as having a probability of acid sulfate soils on the Acid Sulfate Soils Planning Maps, the planning proposal must contain provisions consistent with paragraph (5).</p>	<p>An Acid Sulfate Soils Study will be required following the Gateway Determination to ensure that there are no significant environmental impacts arising from the proposed intensification of residential development on the site which is affected by ASS.</p> <p>Clause 6.1 of the LLEP 2013 provides requirements in relation to ASS which will be required to be complied with for any future development application.</p>
6. Local Plan Making		
6.3 Site Specific Provisions	<p>4) A planning proposal that will amend another environmental planning instrument in order to allow a particular development proposal to be carried out must either:</p> <p>a) allow that land use to be</p>	<p>The proposal involves increasing the maximum FSR and introducing a maximum height of buildings development standard for the site. Both of these development standards are already contained in the</p>

	<p><i>carried out in the zone the land is situated on, or</i></p> <p>b) <i>rezone the site to an existing zone already applying in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or</i></p> <p>c) <i>allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.</i></p>	<p>LLEP 2013 and therefore no additional provisions are required for the proposal. The site is zoned R1 which allows a variety of uses including residential apartments buildings, shop top housing etc and therefore there are no changes required to the zoning.</p> <p>The only requirement beyond the FSR and height development standards is that of setbacks, number of storeys and the need to provide non-residential development adjoining the City West Link. These requirements represent an inconsistency with this Direction; however, they are considered minor and are appropriate for the site. These requirements will not result in any unnecessarily restrictive site specific planning controls and are similar to existing controls with the LLEP 2013 for other sites.</p>
	<p>5) <i>A planning proposal must not contain or refer to drawings that show details of the development proposal.</i></p>	<p>The proposal does not include or reference any drawings of a specific development proposal.</p>

7. Metropolitan Planning

7.1 Implementation of a Plan for Growing Sydney	<p>4) <i>Planning proposals shall be consistent with:</i></p> <p>a) <i>the NSW Government's A Plan for Growing Sydney published in December 2014.</i></p>	<p>The Proposal will achieve the vision and desired outcomes of the Plan by increasing housing supply close to services and transport in close proximity to the CBD and public and active transport infrastructure while maintaining the amenity of the local area. Consistency of the Planning Proposal with the regional and district plans is discussed in detail in Section B Question 3.</p>
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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 proposal?

The site is located within an urban area, with the majority of the site comprising existing buildings and improvements, including commercial and industrial buildings as well as dwelling houses and driveways. There are some trees and shrubs located on and adjoining the site, however, there is no significant vegetation existing on the site. There is no known critical habitat, threatened species, populations or ecological communities or their habitats located on the site.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Built Form

Built form is largely considered having regard to the principles and requirements of SEPP 65 and the *Apartment Design Guide* ('ADG'). The design quality principles of SEPP 65 were considered above in Question 5, with the proposal found to be generally consistent with these design principles subject to further information following the Gateway Determination and the imposition of the recommended controls for minimum setbacks and maximum number of storeys.

The ADG outlines that the primary development controls are the key planning tool used to manage the scale of development so that it relates to the context and desired future character of an area and manages impacts on surrounding development. The site is located in a predominantly low density residential environment with low density detached housing and some mix of uses located within the B2 Local Centre zoning to the east of the site across Lonsdale Street. An increase to the density through an adjustment of the FSR and height controls for this site needs to ensure that the amenity and character of the immediate area is preserved.

The primary development controls and how they have been addressed in this proposal are outlined below:

- ***Building Height*** – The proposed maximum height of buildings for the site is RL 33.2, having regard to minimising both the visual and physical impacts for adjoining and nearby development as well as considering the varying site levels. This maximum height of buildings development standard is considered to be capable of accommodating five (5) storey buildings across the site with varying heights and setbacks to reduce impacts to adjoining properties. This maximum height has also been developed, in conjunction with the maximum FSR, having regard to the topography of the site, particularly the fall towards the northern boundary and the ability to spread the bulk across the site with varying heights and setbacks.
- **FSR** - The proposed density has been calculated having regard to the following:-
 - A setback to the southern boundary with the adjoining low density residential development of at least 3 metres;
 - A front setback to the City West Link of approximately 3 metres to reduce noise and other amenity impacts;
 - A side setback to the side streets of Lonsdale and Russell Streets of approximately 4 metres;

- A deep soil zone shall extend for the length of the site to the south and other side boundaries; and
- Building height in storeys restrictions to ensure bulk, scale and overshadowing are acceptable, particularly a maximum two (2) storey limit to the adjoining southern properties.

Following from this analysis, it is proposed to increase the FSR for the site to 1.5:1 to allow an additional 1,930.5m² of GFA with a resulting total GFA permissible on the site of 3,217.5m². A maximum height to RL 33.2 (or approximately five (5) storeys) is also proposed having regard to the ADG and the discussion above. These proposed controls are considered to be appropriate to provide an increased density while preserving the amenity of adjoining and nearby residential development.

- Building depth – The depth of the future buildings on the site is largely set by the controls within the ADG and should be within the range of 10 to 18 metres, depending on orientation and unit configuration. The controls have been designed to allow for satisfactory depths of buildings on the site.
- Building separation and setbacks - The ADG notes that adequate building separation ensures useability of communal and private open space, provision of deep soil areas, solar and daylight access, privacy, outlook and natural ventilation. In this regard, the ADG recommends that *'apartment buildings should have an increased separation distance of 3 metres when adjacent to a different zone that permits lower density residential development to provide for a transition in scale and increased landscaping'*.

While it is acknowledged that there is not a zoning change in this instance, the proposal seeks a much higher density in comparison to the adjoining sites as the proposal will facilitate a scale of development on this site that is substantially greater than that of those to the south and west. Therefore, it is recommended that this rear setback be a minimum of 3 metres as well as being of a lower scale in terms of height (in storeys) to provide a more appropriate transition to the surrounding low density area.

Accordingly, it is considered that in order to protect the visual privacy and amenity of the adjoining low density dwellings to the south, a setback of at least 3 metres and a maximum height of two (2) storeys in this location is required to the adjoining southern properties. This requirement should also be reflected in a Gateway determination.

Further consideration of an appropriate building envelope and layout is required following the Gateway Determination to ensure that the proposal will demonstrate good design and that the matters required to be addressed by the ADG and SEPP 65 are adequately considered. It is requested that a Gateway determination require that this documentation be provided and/or updated (as appropriate) prior to exhibition of the proposal.

Having considered these design principles in relation to the proposal, it is considered that the proposal is suitable for the site subject to further consideration of an appropriate building envelope and layout, which is required following the Gateway Determination. This is to ensure that the proposal will demonstrate good design and that the matters required to be addressed by the ADG and SEPP 65 are adequately considered.

Overshadowing

The proposed increased density and height for this site has been calculated on the basis of

ensuring, among other things, that adequate sunlight can be achieved by both the proposed development and the existing adjoining buildings, particularly the low density residential dwellings to the south of the site. The separation of the building forms within the site will also assist with minimising overshadowing to the adjoining properties as well as the internal communal open space.

Further detailed consideration of the building forms and layouts will be required following the Gateway Determination to further ensure that overshadowing is minimised to the adjoining properties and within the site for future development at the proposed density. It is requested that a Gateway determination require that this documentation be provided and/or updated (as appropriate) prior to exhibition of the proposal.

Public Domain

The proposal is likely to generate increased pedestrian activity through the area as a consequence of the proposed increased density. The Planning Proposal provides an opportunity to contribute towards a community benefit by improving and enhancing the public domain around the site to ensure that the surrounding area is safe, walkable and accessible. Potential public domain improvements may include the following:

- Enhancement of the pedestrian links between north and south of Lonsdale Street, Russell Street and City West Link;
- Installation of new street lights; and
- Footpath tree plantings.

The proponent should explore these opportunities further and these can be included in the VPA letter of offer to Council. It is requested that a Gateway determination require that this issue is adequately addressed prior to exhibition.

Heritage

The subject site is not a heritage item nor located in a heritage conservation area. There are no heritage items in close proximity to the site. Accordingly, it is considered that the PP will not adversely impact on any heritage values. No further consideration of this issue is required.

Landscaping and deep soil zone

The site includes several trees and other shrubs; however, none of these trees are listed as significant or identified as heritage items. Accordingly it is considered that this vegetation does not pose a significant constraint on the site subject to appropriate compensatory tree planting.

Deep soil zones are to be provided on the site and are to be included in the site-specific DCP. A good tree canopy and deep soil zone is required to achieve the various objectives and Planning Priorities of the Regional and District Plans. These zones allow for healthy plant and tree growth, provide for water management and also improve residential amenity and privacy. In this regard, an urban forest canopy target of 25% should be adopted for the site to reflect the goals of increasing urban forest canopy in the Regional and District Plans, and the urban forest policies of Council. These requirements should also be reflected in a Gateway determination in regard to the required site-specific DCP.

Site-specific DCP

The site is identified to be located within the 'Peripheral Sub Area' of the Catherine Street Distinctive Neighbourhood in Lilyfield pursuant to Section C2.2.4.1 of the LDCP 2013. In particular, it is noted that under the LDCP 2013 controls, a maximum building wall height of 7.2 metres applies to this Peripheral Sub Area. The proposal does not currently meet this provision of LDCP 2013.

Accordingly, a Site-specific Development Control Plan is required to be prepared to be included in Part G: Site Specific Controls of the LDCP 2013. This DCP must include the specific design measures for the site and other controls which would apply to the site, including (but not limited to) the following controls:-

- Desired future character statement;
- Public domain;
- Built form and design controls including the following:-
 - *Building height and bulk* including a sympathetic building height with existing dwellings on Lonsdale and Russell Street then transitioning up to 4 storeys above a ground level non-residential podium along City West Link Road in accordance with LLEP 2013;
 - *Building setbacks and articulation* including apartments to be oriented toward Lonsdale Street and Russell Street, with a dual aspect layout and cross ventilation, with winter garden balconies to ameliorate noise and a middle quiet open zone for apartments to open onto;
 - *Building separation* to comply with the ADG requirements;
 - *Building materials and finishes* including the requirement for architectural cues to be provided with adjacent houses in Lonsdale Street and Russell sufficient to enough to achieve a sympathetic relationship with those houses and the residential character of those streets. Exterior building finishes shall use a variety of complementary materials suitably arranged to provide visual interest, sense of place and so enhance the character of the streets. A monolithic building appearance will not be supported;
 - *Design of building elements* including a noise screen wall or similar device to be constructed between buildings on the site along the northern part of the site. (eg a 3 storey wall and horizontal top return placed above the lower work storey");
 - *Disability access*; and
 - *Ground floor apartments* including the apartments adjoining City West Link must not be used for residential uses. It may be used for work purposes as part of a live work apartment.
- Residential amenity (including solar access, cross ventilation, open space, visual privacy, and deep soil and podium planting landscaping areas). Deep soil zones in accordance with the following:
 - 3m wide perimeter deep soil area adjacent to adjoining dwellings to the south to establish a tree buffer;
 - 3m wide perimeter deep soil zone along Lonsdale Street to establish front gardens;
 - Use of roof top gardens encouraged; and

- 3m wide deep soil zone along City West Link;
- Parking and access;
- Waste management; and
- Communal open space of 25% of site area (irrespective of the ADG provisions due to the 'U shape' design concept).

The environmental impacts of the proposal can be addressed through the provision of these controls within the site-specific DCP. It is requested that a Gateway determination require that this documentation be provided prior to exhibition of the proposal.

Traffic and Transport

A *Traffic Impact Assessment* prepared by Traffix Traffic and Transport Planners dated July 2018 ('the Traffic Report') was provided with the proposal. The Traffic Report was based on an indicative development yield of 54 residential apartments and determined that between 33 and 55 car parking spaces would be required on site under the provisions of the LDCP 2013.

The Traffic Report noted that the concept drawings indicated provision for approximately 61 parking spaces within the proposed two (2) basement levels, with capacity for any required car share, bicycle and motorcycle spaces. At this preliminary stage, it is considered that the site is capable of providing the required car parking on site associated with the proposed increase in density. Further analysis of the car parking requirement can be undertaken at the detailed design/DA stage.

Having regard to transport, the site is well serviced by public transport, namely bus services and light rail, with Lilyfield light rail station approximately 50m from the site. The site is also located within 200 metres of bus stops on Catherine Street and Lilyfield Road that are serviced by routes connecting to the Sydney central business district and the surrounding region.

In terms of traffic generation, the Traffic Report concluded that the proposal is likely to generate comparable traffic volumes to existing conditions based on recommended trip generation rates for both the existing and proposed uses on the site. This analysis concluded that there would be two (2) less vehicle trips than the existing uses on the site in the AM peak and only two (2) additional vehicle trips in the PM peak having regard to the existing uses on the site. On this basis, the Proponent considered that the changes sought under the Planning Proposal will not increase the traffic generating potential of the site.

Following consideration of this issue by Council's Engineers, it is considered that the proposal, due to its increased density arising from the increase to height and FSR, has the potential to adversely impact on traffic flow along the City West Link resulting from the increased number of traffic movements both entering and exiting the City West Link from Lonsdale Street adjoining the site.

There are further concerns with potential adverse impacts to pedestrian safety as a result of the increased traffic generated by the proposal, particularly at the intersection of Catherine Street and the City West Link. This impact is due to the high level of pedestrian activity at this intersection as a result of the proximity of the Lilyfield light rail station and the local supermarket at this location.

Accordingly, it is requested that a Gateway determination require an amended Traffic Impact Assessment to be prepared which further considers these issues. This amended Traffic

Assessment must consider further site-specific impacts of the proposed increased density on this site and its potential impacts to traffic flow along the City West Link and pedestrian safety at the intersection of Catherine Street and the City West Link intersection. This amended Traffic Impact Assessment would then be peer-reviewed by Council and considered by other relevant state authorities as part of the consultation requirements following the Gateway Determination.

Stormwater Management and Flooding

The site is not affected by flooding; however, the adjoining site (City West Link) is affected by flooding. It is considered that this issue can be further considered at the detailed design/DA stage as part of the Section 4.15(1) of the EP&A Act assessment. Similarly, in relation to stormwater, Clause 6.4 (Stormwater management) of LLEP 2013 includes adequate controls for the management of stormwater on the site for future development. This issue can also be addressed at the DA stage as part of the Section 4.15(1) merit assessment.

Land Contamination

The potential for land contamination is an important consideration for this site, given its past and present use for industrial and commercial purposes. While Clause 6 of *State Environmental Planning Policy No 55 – Remediation of Land* ('SEPP 55') specifically refers to rezoning of land, which is not proposed in this application, it does require the consent authority to consider if the land is within an investigation area and whether the land has been used for a purpose referred to in Table 1 to the contaminated land planning guidelines for changes of use. The former uses of the site are unknown and it is considered prudent that this issue is considered in the preparation of the planning controls for the site.

The original proposal did not address land contamination, however, a Phase 1 detailed site investigation report 36 Lonsdale Street was provided for a portion of the site with the revised proposal. This report is now out of date, being four years old and only relates to a portion of the site. Accordingly, a Phase 2 Detailed Site Investigation should be provided for the whole site which identifies all past and present potential contaminating activities and types, provides a preliminary assessment of site contamination and assesses the need for further investigations. Any future development application for the site would be required to satisfy Clause 7 of SEPP 55 and would likely require a more detailed report. It is requested that a Gateway Determination require that this issue is adequately addressed prior to exhibition.

Acid Sulphate Soils

The site is affected by Class 5 acid sulphate soils ('ASS') pursuant to the ASS maps under Clause 6.1(2) of the LLEP 2013. Pursuant to Ministerial Direction 4.1, a relevant planning authority must not prepare a planning proposal that proposes an intensification of land uses on land identified as containing ASS unless it has considered an ASS Study assessing the appropriateness of the change of land use given the presence of ASS. The proposal involves an intensification of the residential use of the land and accordingly an ASS Study is required following the Gateway Determination.

Noise

There is a number of existing noise sources in close proximity to the site which need to be considered having regard to the proposed increased in residential density at the site. These noise sources including aircraft noise, as the site is located within the ANEF 20 - 25 contour for Sydney Airport, noise from the light rail and road noise from the City West Link.

While the proposal was not accompanied by any Acoustic assessment, Council considers that an Acoustic Report can be provided at the detailed design (DA) stage. There are adequate provisions in the LLEP 2013 (Clause 6.8 – aircraft noise) and the Infrastructure SEPP to ensure acoustic impacts are adequately considered for a future development on the site at the detailed design/DA stage.

Voluntary Planning Agreement

The proposal is supported by an offer from the Proponent to enter into a Voluntary Planning Agreement ('VPA') to share in the value uplift that would accrue from the proposed amendment to LLEP 2013. The monetary value will be utilised by Council in the funding of a variety of potential projects, including Council's affordable housing programs.

In the revised proposal submitted in January 2019, the proponent provided a 'Valuation Assessment for a Proposed Voluntary Planning Agreement (VPA)' prepared by Property Logic dated 10 December 2018 ('Valuation Report'). This report uses a combination of the Direct Comparison (per sqm of land value) method of similar sites and comparable zones and densities and a Capitalised Valuation Method for industrial sites. While this methodology used to arrive at the current residual land value (\$9.8m) is supported, the methodology used to arrive at the 'value uplift of the proposed Planning Proposal' (\$17.85m) is not supported. The methodology applied does not assess the Gross Realisation (GR) or 'end market value' of the site in a post development, Hypothetical Development Methodology (HDM) scenario. A revised valuation is required that sums the costs of site acquisition, construction, interest and sales cost, profit and risk factor, less the affordable housing component to ascertain whether the affordable housing component is viable.

Accordingly, following a thorough consideration of this Valuation Report by Council, it is considered that the report is unacceptable and needs to be revised by the Proponent. A revised Valuation Report for the proposed VPA based a Residual Land Valuation (RLV) and a Hypothetical Development Methodology (HDM) should be provided as outlined above. It is requested that a Gateway determination require that this issue is adequately addressed prior to exhibition.

Q9. Has the planning proposal adequately addressed any social and economic effects?

In relation to social impacts, the additional housing opportunities, a variety of dwelling types and the provision for affordable housing via the VPA will assist the local population in their housing needs and the proximity to services will allow for walking and social interaction for the local community. This will also facilitate the more efficient use of land and increase housing density in close proximity to transport, employment and services.

It is considered that adequate social infrastructure services exist as the proposal fits within the housing target for the area as outlined in the GSRP and the ECDP. It is not anticipated that the additional population will substantially increase demand for social infrastructure such as schools, hospitals and community facilities. The proposal is considered to be generally satisfactory in terms of social impacts.

In relation to economic impacts, there are unlikely to be any significant economic impacts arising from this proposal given the site is already zoned for residential development and will utilise existing infrastructure. The proposal also does not involve any commercial development which may seek to compete with nearby businesses and commercial uses.

The provision of additional housing choices and supply in the area will assist the local population in housing as well as providing additional patronage to existing shops and other

services in the local area. The displacement of the existing commercial and industrial development on the site is considered satisfactory given the site is zoned residential and the current uses on the site rely on existing use rights. The site is not part of the core employment lands of the local government area. The proposal is considered to be satisfactory in terms of economic impacts.

Q10. Is there adequate public infrastructure for the planning proposal?

The site is located in an area well serviced by necessary services and infrastructure including public transport, electricity, telecommunications, water and sewer. The additional demand created under the Planning Proposal is likely to be minimal, thereby ensuring the efficient use, but not overburdening, of existing services and infrastructure. Consultation with relevant authorities during public exhibition of the Planning Proposal will confirm the capacity of current utilities to serve the site.

Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

Further consultation with relevant State and Commonwealth public authorities will be undertaken in accordance with a Gateway determination. In general, the proposal is consistent with the relevant Regional and District Plans and the Government's housing targets and strategies for the Sydney region in appropriate locations.

It is considered that, as a minimum, the Sydney Airport Corporation limited (for aircraft noise) and the Roads and Maritime Services (RMS) (for road noise and potential impact on traffic flow on the City West Link) should be consulted.

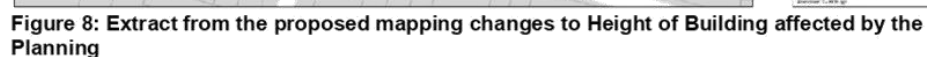
PART 4 – Mapping

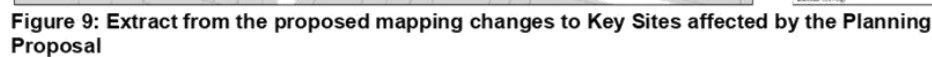
The planning proposal involves changes to the mapping for this site, with the proposed changes outlined below in accordance with the DPE's Guidelines on LEPs and Planning Proposals. The Planning Proposal seeks to amend the FSR map, Height of Building map and Key Sites Map of the LLEP 2013 as it applies to the subject site.

Current Planning Controls

The DPE's requirements for mapping are outlined below:

- Land subject to the planning proposal – Lots 18, 19 & 20 DP 977323, Lot 1 DP 1057094, Lot 22 DP 977323, and Lots 1 & 2 DP 529451 (36 Lonsdale Street and 64-70 Brenan Street, Lilyfield);
- Current zoning of the land – R1 General Residential;
- Current development standards relating to the land – the land is currently affected by the following mapping:
 - Acid Sulphate Soils – The site is currently located within the Class 5 land on ASS_004 map. No changes are proposed;
 - FSR – The site is currently located within the 'D' classification (0.50:1) and within "Area 6" (Clause 4.4(2B)(a)(iv)) land on FSR_004 map. Changes are proposed;





Public consultation will be undertaken in accordance with the requirements of the Gateway determination, the DPE's Planning Proposal Guide and '*A guide to preparing local environmental plans*' and Council's Community Engagement Framework.

- on the Inner West Council website;
- in relevant local newspapers; and
- in writing to the owners and occupiers of adjoining and nearby properties.

The gateway determination will specify the level of public consultation that must be undertaken in relation to the planning proposal including those with government agencies. Consistent with sections 3.34(4) and 3.34(8) of the EP&A Act 1979, where community consultation is required, an instrument cannot be made unless the community has been given an opportunity to make submissions and the submissions have been considered.

PART 6 – Project Timeline

The table below outlines an anticipated timeline for completion of the Planning Proposal if approved for public exhibition at Gateway.

Table 5: Project Timeline

MILESTONE	TIMEFRAME
Planning Proposal submitted to Department of Planning and Environment seeking Gateway determination	July 2019
Anticipated commencement date (date of Gateway determination)	August 2019
Anticipated timeframe for the completion of required technical information and peer review by Council	October 2019
Public exhibition and public authority consultation	November/December 2019
Timeframe for consideration of submissions	December 2019/January 2020
Timeframe for the consideration of a proposal post exhibition (including reporting to Council)	March 2020
Drafting of instrument and finalisation of mapping	April 2020
Date of submission to the Department to finalise the LEP	May 2020
Anticipated date RPA will make the plan (if delegated)	June 2020
Anticipated date RPA will forward to the Department for notification	June 2020

**Attachment 3 – Minutes of the Inner West Council Local
Planning Panel**



INNER WEST COUNCIL

INNER WEST LOCAL PLANNING PANEL MEETING

23 JULY 2019

MINUTES

MINUTES of INNER WEST LOCAL PLANNING PANEL MEETING held in the Council Chambers, Leichhardt Town Hall, Norton Street, Leichhardt on 23 July 2019.

Present: Adjunct Professor David Lloyd QC in the chair; Mr Ian Stapleton; Ms Kath Roach; Ms Annelise Tuor.

Staff Present: Manager Strategic Planning & Policy; Team Leader Strategic Planning; Strategic Planners and Administration Officer.

Meeting commenced: 2:05pm

**** ACKNOWLEDGEMENT OF COUNTRY**

I acknowledge the Gadigal and Wangal people of the Eora nation on whose Country we are meeting today, and their elders past and present.

**** DECLARATION OF PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS**

There were no declarations of interest.

IWLPP739/19 Agenda Item 1	Planning Proposal – 36 Lonsdale Street and 64-70 Brenan Street, Lilyfield
Description:	Planning Proposal to amend Leichhardt Local Environmental Plan (LLEP) 2013 to amend the floor space ratio, introduce a maximum building height and addition of the site as a key site, and addition of a site specific clause for objectives, minimum setbacks, maximum number of storeys and non-residential development at street level adjoining City West Link.

The following people addressed the meeting in relation to this item:

- Scott Barwick
- Derek Raithby

DECISION OF THE PANEL

The Panel adjourned the decision of the matter at 2:35pm

The matter resumed at 3:15pm

The Panel agrees with the findings in the Council's report subject to the following advice:

RECOMMENDATION:

THAT the Inner West Planning Panel recommends to Council:

1. The proponent's planning proposal is not supported for the following reasons:
 - Inappropriate FSR and height controls which would result in excessive bulk and scale in relation to the surrounding residential area to the south and a desirable future character to the City West Link;
 - The proposed FSR and height controls would result in unacceptable overshadowing and visual privacy impacts on adjoining southern properties (in particular to No 37 Russell Street and No 34 Lonsdale Street);
 - Inconsistencies with the Apartment Design Guide (ADG) and the design quality Principles of SEPP 65;
 - A lack in the proposal of any alternative building envelopes, layouts or testing of various scenarios that would reduce the adverse impacts on the amenity of the adjoining residential properties to the south;
 - A lack of a site-specific development control plan, despite the proposal being inconsistent with provisions of the Leichhardt Development Control Plan 2013 (LDGP 2013);
 - Insufficient consideration of the likely overshadowing of adjoining western and eastern properties given the shadow analysis did not explore likely shadowing to the properties to the east (including 402 Catherine Street); and
 - A lack of information on acoustic impacts, water cycle management on the site (stormwater and flooding), and traffic impacts on the surrounding road network.

2. That Council endorse the Planning Proposal prepared by Council Officers for the land at 36 Lonsdale Street and 64-70 Brennan Street, Lilyfield (provided in Attachment 2) which seeks to amend the *Leichhardt Local Environmental Plan 2013* (LLEP 2013) in relation to the site by:
 - a) Amending the Floor Space Ratio Map (Sheet FSR_004) to reflect a maximum floor space ratio for the site of 1.5:1 and removal of the site from Area 6;
 - b) Amending the Height of Building Map (Sheet HOB_004) to reflect a maximum height of buildings for the site to RL 33.2 by adding the site to the RL 21m – 40m category;
 - c) Amending the Key Sites Map (Sheet KYS_004) by adding the site as Key Site 7; and
 - d) Adding a site-specific Clause to Part 6 of LLEP 2013 generally as follows:
 - The objective of this clause is to facilitate the development of the land to which this clause applies by specifying controls for different maximum heights and minimum setbacks for buildings on the land to achieve a sympathetic building scale relationship with adjacent existing dwellings to the south and new appropriate form to City West Link, all to allow redevelopment without adversely affecting the streetscape, character, amenity or solar access of surrounding land.
 - any proposed building is set back at least:
 - 3 metres from the southern boundary adjoining No 34 Lonsdale Street and No 37 Russell Street;
 - 3 metres from the northern site boundary adjoining the City West Link; and
 - 4 metres from the eastern and western site boundaries to adjoining side streets.
 - 2 storeys - if the building is adjacent to the adjoining low density residential area at No 34 Lonsdale Street and No 37 Russell Street then stepping to 5 storeys towards the northern boundary to provide a transition in built form and land use intensity between these different areas having particular regard to the transition between houses and other buildings.
 - 5 storeys including a basement podium partially out of ground — if the building is adjacent to the City West Link on the northern site boundary.
 - Development other than residential uses is proposed on the level located at street level along the northern boundary adjoining the City West Link.
3. That the attached Planning Proposal be forwarded to the Minister for Planning and Open Space for a Gateway determination in accordance with Section 3.33 of the *Environmental Planning & Assessment Act 1979* subject to the provision of the following amended and additional information as Gateway conditions:
 - a) Revised key development controls for the site (building height, FSR, building depth/separation/envelopes, deep soil zones, and setbacks);
 - b) Voluntary Planning Agreement (VPA) for infrastructure and affordable housing contributions;
 - c) Site-specific Development Control Plan; and
 - d) An amended Traffic Impact Assessment which considers impacts on the City West Link;

4. That a site-specific Development Control Plan (DCP) be prepared by the Proponent and reported to Council prior to the exhibition of the Planning Proposal, and for the exhibition of both the Planning Proposal and DCP to occur concurrently;
5. That the Department of Planning, Industry and Environment be requested to delegate the plan making functions, in relation to the subject Planning Proposal, to Council;
6. Following receipt of a Gateway determination, and compliance with any conditions, the Planning Proposal and revised supporting documentation be placed on public exhibition for a minimum of 28 days and public authorities be consulted on the Planning Proposal in accordance with the Gateway determination; and
7. A report be presented to Council at the completion of the public exhibition period detailing submissions received and the outcome of consultation with public authorities.

The decision of the panel was unanimous.

IWLPP740/19 Agenda Item 2	Amended Planning Proposal - 1-5 Chester Street, Annandale
Description:	Revised planning proposal to amend the Leichhardt Local Environmental Plan (LLEP) 2013 to allow boarding house as an additional permitted use, amend the Floor Space Ratio and introduce a Maximum Building Height control.

The following people addressed the meeting in relation to this item:

- Michael File
- Alex Sicari

DECISION OF THE PANEL

The Panel adjourned the decision of the matter at 3:45pm

The matter resumed at 4:03pm

The Panel agrees with the findings in the Council's report subject to the following advice:

THAT the Inner West Planning Panel advise Council:

1. THAT it does not support the Planning Proposal for 1-5 Chester Street Annandale as:
 - It fails the strategic and the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Out of Sequence Checklist tests;
 - It is inconsistent with the ministerial direction issued under Section 9.1 of the Environmental Planning and Assessment Act 1979 Direction 7.3 - Parramatta Road Corridor Urban Transformation Strategy; and
 - It is premature in the light of the prospective outcomes of current State and local government strategic planning studies and projects including the Inner West Local Strategic Planning Statement/ Local Environmental Plan/ Development Control Plan/Contributions Plan and PRCUTS precinct-wide traffic study.
2. THAT it does not support the proponent's proposal to proceed to Gateway.
3. THAT it generally supports the following principles for revising the planning proposal:
 - Rezone the site to B7 Business Park and allow boarding house as an additional permitted use;
 - Increase the FSR of the site up to 2:1 with a minimum non-residential floor space of 980 sqm (or FSR 0.75:1) dedicated to business and office premises and light industries in the technology, bio-medical, arts, production and design sectors. Refer to the alternate scheme developed by Architectus as provided in Attachment 4;
 - Establish a 17m height limit which would facilitate a five-storey development on the site with minimum floor to ceiling heights for employment uses to be incorporated in the DCP;
 - Ensure that the proposed boarding house will not have an adverse impact on the surrounding industrial uses and that the development will include the necessary design and acoustic measures to ensure that there are no significant adverse impacts on the amenity of future residents of the site;

- Ensure that a minimum percentage of non-residential floor space is made available as affordable space for tech start-ups, innovative creative industries, community uses and artists to align with the objectives of Camperdown Ultimo Collaboration area Place Strategy;
- Incorporate appropriate mechanisms to ensure that 'new gen' boarding house rents are affordable in perpetuity;
- Ensure that the development provides a pedestrian and cycle access through the site along Johnstons Creek to align with the objectives of the Parramatta Road Corridor Urban Amenity Improvement Plan and Camperdown Public Domain Masterplan;
- Ensure that the development will incorporate environmentally sustainable design principles which exceed the PRCUTS sustainability targets;
- Update the site - specific DCP to reflect Architectus's urban design recommendations and in particular, the re-orientation of the building form to front Chester Street and the southern boundary of the site and create open space facing Johnstons Creek;
- Update the proposal in response to the outcomes of the precinct-wide traffic study once completed;
- Update the IIDP and ensure that satisfactory arrangements are made for the provision of State and local infrastructure;
- Consider DCP requirements to provide infrastructure or the capacity for EV charging points, including appropriate charging outlets in each parking space
- Future-proof the development by incorporating for recycled water use; and
- Update the Out of Sequence Checklist assessment to reflect achievement of the above objectives.

The decision of the panel was unanimous.

The Inner West Planning Panel Meeting finished at 4:08 pm.

CONFIRMED:

**Adjunct Professor David Lloyd QC,
Chairperson
23 July 2019**

**Attachment 4 – Council Officer’s Planning Proposal
Assessment Checklist**




ASSESSMENT CHECKLIST

PLANNING PROPOSAL APPLICATION No. IWC_PP_2018_03

36 Lonsdale Street & 64 – 70 Brennan Street, Lilyfield

1. Planning Proposal (LEP Amendment Request) Application Details	
Planning Proposal Application Number:	IWC_PP_2018_03
Property Address:	36 Lonsdale Street and 64-70 Brenan Street, Lilyfield
Legal Description:	Lots 18-20 DP977323, Lot 1 DP 1057094, Lot 22 DP 977323, Lot 1 & 2 DP 529451
Date of Lodgement:	7 August 2018
Type of Planning Proposal (Minor/ Major/ Complex):	Major LEP Amendment
Fees Paid:	Yes
Pre-Planning Proposal meeting Minutes (If attended):	<p>May 2016 – The Pre-Planning Proposal provided various concept plans for a proposed six storey mixed use development which included a child care centre and retail space at ground level, basement parking (38 to 68 spaces), residential development (44 to 53 dwellings), building heights of approximately 21 metres and FSR ranging from 4.42:1 to 5.17:1. The Pre-Planning Proposal envisaged a built form higher and denser than the previously refused application on this site (D/2015/69), with many of the potentially detrimental impacts on local amenity and built form possibly being greater.</p> <p>Concerns raised by Council included:</p> <ul style="list-style-type: none"> • Non-compliance and unsatisfactory elements of D/2015/69;; • Compliance with SEPP 65; • Retail space prohibited in R1 zone; • Compliance with Zone R1 objectives regarding character, style and complementary design and scale; • LLEP 2013 FSR and height objectives including appropriate transition and compatible built form; • Compliance with relevant Council DCP controls including landscaped area; and • Appropriateness and viability of a child care centre on-site. • The scale of any future re-development proposal would need to respond to the adjoining dwelling houses and be justified in terms of its

	impacts on the surrounding environment including residential amenity and traffic movements (including from the City-West Link).
Project Planner:	Kim Johnston/Aleksandar Kresovic
Proponent:	JRNN Pty Ltd
Owner/s of the property Notification (Written and signed):	Owners consent provided for all properties except for No 68 and 70 Brenan Street. Owners consent is not a legal requirement for a Planning Proposal.
Current zoning:	R1 General Residential
Description of Proposal:	<p>The Planning Proposal seeks to amend the Leichhardt LEP 2013 by:</p> <ul style="list-style-type: none"> Increasing the maximum FSR for the site to 1.5:1 pursuant to Clause 4.4(2) via a revised FSR map (Floor Space Ratio Map Sheet FSR_004); Introducing a maximum height of buildings development standard of RL 33.2 for the site via a revised HOB map (Height of Building Map Sheet HOB_004); Addition of the site as a Key Site (with an updated Key Sites Map Sheet KYS_004 adding the site as Key Site 7); and Additional site-specific Clause in Part 6 setting out: <ul style="list-style-type: none"> objectives for the future redevelopment of the site, setbacks and maximum height in storeys for future development; and a requirement for non-residential development located at street level adjoining the City West Link.
Does it propose to reclassify public land?	No
Description of all existing uses and existing development on the land:	Industrial/commercial building (36 Lonsdale Street), commercial building (No 64 Brenan Street) and detached residential development (66, 68 & 70 Brenan Street)
History of subject site (if required):	Refer to assessment report.
Description of surrounding properties:	Refer to assessment report.
Any former Council resolutions:	No.
Related projects or similar Planning Proposals (any that would impact upon the outcome of this project for e.g. Strategic Sites and Corridor Study):	The site is not a strategic site and is not included in any Corridor Study. There has been numerous development applications lodged previously which proposed to increase the density of the site (outlined in assessment report).

Site visit undertaken:	23 August 2018		
Site Description/Context	Generally a low density residential area, with some mixed use development. Refer to assessment report.		
Aerial photographs	Aerial photograph of the site (source: SIX Maps) 		
Site photos/photomontage	Refer to assessment report.		
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 Planning Policy (includes SREPs)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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 type="checkbox"/>	<input checked="" type="checkbox"/>	
What Acid Sulfate Soils Class (es) affects the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Class 5 (adjoining Class 3 land)
Is the site Flood affected? (This includes tidal inundation)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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"/>	ANEF 20-25
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, and 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"/>	Potential land contamination resulting from the existing industrial use on the site will be considered following the Gateway Determination.
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 checked="" type="checkbox"/>	<input type="checkbox"/>	Adjoins a classified road (City West Link) – to be addressed in an Acoustic Report following the Gateway Determination.
Is there any site specific provisions (additional permitted uses) applying to the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Schedule 1 of LLEP 2013 does not apply to the site.
Development Applications	Y	N	
Are there any recent or contentious development applications for the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> DA 2015/69 (36 Lonsdale Street – part of this site) – for the demolition of the existing structures and construction of a five (5) storey mixed use building with retail on ground floor and 22

			<p>residential apartments above. The proposal sought an FSR of 2.44:1, representing a variation of 388%. Refused on 29/5/15 due to excessive bulk and scale/FSR, land contamination, basement issues relating to car parking, waste and servicing.</p> <ul style="list-style-type: none"> D/2015/108 (64 Brenan Street – part of this site) - for the proposed the demolition of the existing commercial building (part of the site of this PP) and the construction of a residential flat building comprising four (4) x 1 bedroom units and one (1) x 2 bedroom unit and associated works. Refused on 29/10/15 due to the proposal being considered to be an overdevelopment of the site, FSR and site coverage non-compliances, inconsistent with SEPP 65 design requirements and inconsistent with various DCP controls. D/2011/551 (402 Catherine Street – adjoining to east IGA site) – for the demolition of existing structures and the construction of a mixed use development with basement parking, supermarket on the ground floor and 18 residential apartments on the upper four (4) levels. Refused by Council but approved by the Court with an FSR of 1.75:1.
Outstanding Notices			
Are there any outstanding notices and orders applying to the subject site? Contact Rates.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None known to affect the site.
Caveats or other property restrictions			
Are there any caveats or other property restrictions affecting the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None known to affect the site.
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"/>	To be considered in the VPA and at the DA stage.
Developer Contributions Plan No 2 – Community Facilities and Services (In operation from 23.8.05)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	To be considered in the VPA and at the DA stage.
Transport and Access Contributions Plan (In operation from	<input checked="" type="checkbox"/>	<input type="checkbox"/>	To be considered in the VPA and at the DA stage.

3.11.99)					
3. Department of Planning and Environment's Guide to Preparing Planning Proposals Information Checklist		Satisfactory			Comments
REQUIREMENTS FOR ALL PLANNING PROPOSALS – <i>A Guide to preparing Planning Proposals - Section 3.33 (2) of the EP&A Act</i>		Y	N	N/A	
Part 1 - Objectives and Intended Outcomes (2.1 of PP Guide)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>'A Guide to Preparing Planning Proposals' requires a concise statement setting out the objectives or intended outcomes of the planning proposal. Council's Planning Proposal statement is specific enough to accurately reflect the desired outcome of the proposal as required by the Guidelines. The objective is stated as:</p> <p><i>"To amend the Leichhardt Local Environmental Plan 2013 as it applies to 36 Lonsdale Street and 64-70 Brenan Street, Lilyfield to facilitate the redevelopment of the site for a residential apartment development by increasing the FSR development standard and introducing a new maximum building height development standard".</i></p>
Part 2 - Explanation of Provisions (2.2 of PP Guide)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal prepared by Council clearly explains the proposed provisions of the proposal including the proposed FSR and height of building development standards which are the most appropriate for the site as well as maximum heights in storeys, setbacks and other requirements for future development of the site.
Part 3 – Justification (2.3 of PP Guide)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Section A: Need for the Planning Proposal					
Q1	Is the Planning Proposal a result of any strategic study or report?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Planning Proposal is not the result of a strategic study or report undertaken by Council. A request to amend the planning controls for 36 Lonsdale Street and 64-70 Brenan Street, Lilyfield was received by Council from the

					Proponent. Redevelopment of this site offers a good opportunity to deliver additional dwellings with access to employment, services and public transport at a contextually appropriate density.
Q2	Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is the only means of achieving this level of additional FSR and height on the site given the variation is too great for a Clause 4.6 objection and a change in zoning is not required. The proposal also provides a mechanism for the proponent to deliver substantial public benefits not otherwise required under the existing controls including the provision of contributions for affordable housing consistent with its <i>Affordable Housing Policy (2016)</i> .
Section B: Relationship to Strategic Planning Framework					
Q3	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? Consideration of the relevant Strategies is demonstrated below:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The <i>Greater Sydney Region Plan (GSRP)</i> and the <i>Eastern City District Plan (ECDP)</i> are considered in detail below. The proposal is considered to be generally consistent with the Regional and District Plans.
Greater Sydney Region Plan 2018: Metropolis of 3 Cities – A vision to 2056					
Direction 1: A city supported by infrastructure					
	Objective 1: Infrastructure supports the three cities. <ul style="list-style-type: none"> Strategy 1.1 - Prioritise infrastructure investments to support the vision of <i>A Metropolis of Three Cities</i>. Strategy 1.2 - Sequence growth across the three cities to promote north-south and east-west connections. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – no infrastructure proposed.
	Objective 2: Infrastructure aligns with forecast growth - growth infrastructure compact <ul style="list-style-type: none"> Strategy 2.1 - Align forecast growth with Infrastructure. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – no infrastructure proposed.

	<ul style="list-style-type: none"> Strategy 2.2 - Sequence infrastructure provision across Greater Sydney using a place-based approach. 				
	Objective 3: Infrastructure adapts to meet future needs. <ul style="list-style-type: none"> Strategy 3.1 - Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – no infrastructure proposed.
	Objective 4: Infrastructure use is optimised. <ul style="list-style-type: none"> Strategy 4.1 - Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site is well located to optimise the use of existing infrastructure being located 50 metres west of the Lilyfield Light Rail Station. Increased density on the site will ensure that the use of existing infrastructure is optimised.
Direction 2: A collaborative city					
	Objective 5: Benefits of growth realised by collaboration of governments, community and business.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal provides a collaborative approach between private individuals (the Proponent) and local government to provide additional housing as well as affordable housing opportunities in the local area. The site is not located in a collaboration area, growth area, planning precinct or similar areas.
Direction 3: A city for people					
	Objective 6: Services and infrastructure meets communities' changing needs. <ul style="list-style-type: none"> Strategy 6.1 - Deliver social infrastructure that reflects the needs of the community now and in the future. Strategy 6.2 - Optimise the use of available public land for social infrastructure. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – social infrastructure not proposed.
	Objective 7: Communities are healthy, resilient and socially connected. Strategy 7.1 - Deliver healthy, safe and inclusive places for	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal provides a location which allows walking and use of public transport. Being located close to transport and services, the proposal will provide for a healthy and socially connected community. The site is also in close proximity to

	<p>people of all ages and abilities that support active, resilient and socially connected communities by:</p> <ul style="list-style-type: none"> • providing walkable places at a human scale with active street life • prioritising opportunities for people to walk, cycle and use public transport • co-locating schools, health, aged care, sporting and cultural facilities • promoting local access to healthy fresh food and supporting local fresh food production. 				the small shopping area of Lilyfield allowing for daily needs to be met by the future residents.
	<p>Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods.</p> <ul style="list-style-type: none"> • Strategy 8.1 - Incorporate cultural and linguistic diversity in strategic planning and engagement. • Strategy 8.2 - Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – no refugee populations and the proposal is not contrary to migrant communities.
	<p>Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation.</p> <p>Strategy 9.1 - Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden, including:</p> <ul style="list-style-type: none"> • arts enterprises and facilities and creative industries • interim and temporary uses • appropriate development of the night-time economy. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – The proposal is not contrary to this objective.
	Direction 4: Housing the city				
	Objective 10: Greater housing supply	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The Regional and District plans have set a housing supply target of 5,900 new dwellings in the next 5 years for the Inner West. The site is located in close proximity to transport and services, which ensures that any additional housing provided is well located.</p> <p>The additional housing capacity created by the proposal is</p>

					<p>to be located within an established residential area, with access to all necessary amenities and services, thereby ensuring the urban footprint is not extended and resources are used more efficiently.</p> <p>The proposed affordable housing and potential for a mix of apartment types would also assist in satisfying Objective 11 and Planning Priority E5. The IWC's <i>Affordable Housing Policy</i> (November 2016) states that stronger intervention through the planning system in the form of mechanisms to capture an equitable share of land value uplift is needed. This Policy requires a 15% Affordable Housing Contribution within various sites (including infill development) where there are more than 20 dwellings proposed or GFA of more than 1,700m². The proposal satisfies this requirement via the proposed VPA.</p>
	<p>Objective 11: Housing is more diverse and affordable.</p> <ul style="list-style-type: none"> • Strategy 11.1 - Prepare Affordable Rental Housing Target Schemes, following development of implementation arrangements. • Strategy 11.2 - State agencies, when disposing or developing surplus land for residential or mixed-use projects include, where viable, a range of initiatives to address housing diversity and/or affordable rental housing. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposal provides for additional housing supply with affordable housing in accordance with Council's 15% requirement for FSR uplift via a VPA, within in a well serviced location and in an area which is already zoned for residential development.</p>
	Direction 5: A city of great places				
	<p>Objective 12: Great places that bring people together.</p> <ul style="list-style-type: none"> • Strategy 12.1 - Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places by: <ul style="list-style-type: none"> ▪ prioritising a people-friendly public realm and open spaces as a central organising design 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposal as outlined by Council achieves an appropriate form and density of future development on the site in the context of the area. The proposal is considered to be generally consistent with these objectives and priorities as the site is located within a walkable neighbourhood to transport and services, allowing people to come together.</p>

	<ul style="list-style-type: none"> principle <ul style="list-style-type: none"> recognising and balancing the dual function of streets as places for people and movement <i>providing fine grain urban form, diverse land use mix, high amenity and walkability in and within a 10-minute walk of centres</i> integrating social infrastructure to support social connections and provide a community hub recognising and celebrating the character of a place and its people. Strategy 12.2 - In Collaboration Areas, Planned Precincts and planning for centres: <ul style="list-style-type: none"> investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking ensure parking availability takes into account the level of access by public transport consider the capacity for places to change and evolve, and accommodate diverse activities over time incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles including charging stations. 				
	Objective 13: Environmental heritage is conserved and enhanced.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – There is no heritage items on the site or in the vicinity of the site.
	Direction 6: A well connected city				
	Objective 14: A metropolis of three cities- integrated land use and transport creates walkable and 30-minute cities. <ul style="list-style-type: none"> Strategy 14.1 - Integrate land use and transport plans to deliver the 30-minute city. Strategy 14.2 - Investigate, plan and protect future transport and infrastructure corridors. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is considered to be consistent with this Direction given its proximity to the light rail station and bus stops, ensuring future residents can gain access to the 30 minute city consistent with the strategic plans. The site is also within an easy walking distance to the small local centre of Lilyfield. The site is located in an area suitable to encourage walking and cycling as alternate modes of

	<ul style="list-style-type: none"> Strategy 14.3 - Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network. 				transport.
	<p>Objective 15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive.</p> <ul style="list-style-type: none"> Strategy 15.1 - Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the economic corridors. Strategy 15.2 - Prioritise transport investments that enhance access to the economic corridors and between centres within the corridors. Strategy 15.3 - Co-locate health, education, social and community facilities in strategic centres along the economic corridors. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – the site is not located in these areas.
	Objective 16: Freight and logistics network is competitive and efficient.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	Objective 17: Regional connectivity is enhanced.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	Direction 7: Jobs and skills for the city				
	Objective 18: Harbour CBD is stronger and more competitive.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – the site is not located in the Harbour CBD.
	Objective 19: Greater Parramatta is stronger and better connected.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – the site is not located in Greater Parramatta.
	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"/>	N/A - the site is not located in this area.
	Objective 21: Internationally competitive health, education, research and innovation precincts.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	<p>Objective 22: Investment and business activity in centres.</p> <ul style="list-style-type: none"> Strategy 22.2 - Create new centres in accordance with the principles for Greater Sydney' s centres. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	While the site is not located in a centre, it is located in close proximity to the B2 local Centre zoning to the east. The proposal would support this centre by providing additional residential population which would increase the viability of

					this centre.
	Objective 23: Industrial and urban services land is planned, protected and managed. <ul style="list-style-type: none"> • 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	While the site currently involves commercial and industrial uses, the site is not zoned for industrial or urban services uses and accordingly is not required to be protected and maintained for this use. The site is not located in the employment lands as outlined in this Strategy.
	Objective 24: Economic sectors are targeted for success.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	Direction 8: A city in its landscape				
	Objective 25: The coast and waterways are protected and healthier. <ul style="list-style-type: none"> • Strategy 25.1 - Protect environmentally sensitive areas of waterways and the coastal environment area. • Strategy 25.2 - Enhance sustainability and liveability by improving and managing access to waterways, foreshores and the coast for recreation, tourism, cultural events and water-based transport. • Strategy 25.3 - Improve the health of catchments and waterways through a risk-based approach to managing the cumulative impacts of development including coordinated monitoring of outcomes. • Strategy 25.4 - Reinstate more natural conditions in highly modified urban waterways. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site is located in close proximity of Sydney Harbour and within the Sydney Harbour REP area (but not within the Foreshores and Waterways area). The redevelopment of the site for higher density housing will provide opportunities to deliver a more effective stormwater management system on-site that will capture and appropriately dispose of stormwater, will allow for groundwater absorption, and capture and reuse of stormwater. This, together with the phasing out of non-conforming industrial premises on-site, will ultimately improve the water quality, health, and enjoyment of Sydney Harbour and the District's waterways.
	Objective 26: A cool and green parkland city in the South Creek corridor.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – The site is not located in the catchment of South Creek.
	Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal will not adversely impact on any bushland or biodiversity.
	Objective 28: Scenic and cultural landscapes are protected. <ul style="list-style-type: none"> • Strategy 28.1 - Identify and protect scenic and cultural landscapes. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A

	<ul style="list-style-type: none"> Strategy 28.2 - Enhance and protect views of scenic and cultural landscapes from the public realm. 				
	Objective 29: Environmental, social and economic values in rural areas are maintained and enhanced.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – The site is not located in a rural area.
	Objective 30: Urban tree canopy cover is increased. <ul style="list-style-type: none"> Strategy 30.1 - Expand urban tree canopy in the public realm. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is generally consistent with this direction in that greater landscaping opportunities can be provided on the redeveloped site than is currently achieved on the site. The introduction of this additional landscaping within the required deep soil zone on the site will contribute to the tree canopy of the locality.
	Objective 31: Public open space is accessible, protected and enhanced.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – There is no public open space proposed.
	Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – refer above.
	Direction 9: An efficient city				
	Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change. <ul style="list-style-type: none"> Strategy 33.1 - Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050 especially through the establishment of low-carbon precincts in Planned Precincts, Growth Areas and Collaboration Areas. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is not located within a planning precinct, growth area or collaboration area or a State Significant Precinct and therefore onerous efficiency targets may be inappropriate. Future development on the site will be required to comply with BASIX requirements for water and energy efficiency. The provision of a deep soil zone and other landscaping opportunities will also assist with the proposal being generally consistent with this Direction. Further opportunities to include controls relating to environmental performance and sustainability could be incorporated into a site-specific Development Control Plan which is to be provided following the Gateway Determination.
	Objective 34: Energy and water flows are captured, used and re-used. <ul style="list-style-type: none"> Strategy 34.1 - Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency especially in Planned Precincts 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposal is generally consistent with this direction in that it will be subject to the BASIX requirements at DA stage. The site is not a planned precinct.

	and Growth Areas, Collaboration Areas and State Significant Precincts.				
	<p>Objective 35: More waste is re-used and recycled to support the development of a circular economy.</p> <ul style="list-style-type: none"> • Strategy 35.1 - Protect existing, and identify new, locations for waste recycling and management. • Strategy 35.2 - Support innovative solutions to reduce the volume of waste and reduce waste transport requirements. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposal is not inconsistent with this direction in that it will be subject to waste management requirements including recycling at the DA stage.
	Direction 10: A resilient city				
	<p>Objective 36: People and places adapt to climate change and future shocks and stresses.</p> <ul style="list-style-type: none"> • Strategy 36.1 - Support initiatives that respond to the impacts of climate change. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposal is generally consistent with this direction in that it will be subject to the BASIX requirements at DA stage. The site is not a planned precinct.
	<p>Objective 37: Exposure to natural and urban hazards is reduced.</p> <ul style="list-style-type: none"> • Strategy 37.1 - Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards. • Strategy 37.2 - Respond to the direction for managing flood risk in the Hawkesbury-Nepean Valley as set out in <i>Resilient Valley, Resilient Communities – Hawkesbury-Nepean Valley Flood Risk Management Strategy</i>. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is generally consistent with this direction in that the site is not affected by any natural hazards.
	<p>Objective 38: Heatwaves and extreme heat are managed.</p> <ul style="list-style-type: none"> • Strategy 38.1 - Mitigate the urban heat island effect and reduce vulnerability to extreme heat. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is generally consistent with this direction in that it will provide additional landscaping opportunities to reduce the heat island effect at the site.
	Implementation				
	Objective 39: A collaborative approach to city planning	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	Objective 40: Plans refined by monitoring and reporting.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A

Eastern City District Plan					
Direction 1: A city supported by infrastructure					
E1: A city supported by infrastructure.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		It is considered that the proposal is well located in terms of existing infrastructure to optimise its use by future residents and is consistent with Direction 1 and the associated objective and planning priorities.
Direction 2: A collaborative city					
E2: Working through collaboration.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		It is considered that the proposal demonstrates this collaboration via the proposed VPA for contributions.
Direction 3: A city for people					
E3: Providing services and social infrastructure to meet people's changing needs.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The site is located in close proximity to the small local centre of Lilyfield, located approximately 250 metres to the east. This small local centre comprises a café, newsagent and small supermarket. This allows future residents to enjoy a walkable neighbourhood comprising walking opportunities and social connections which can potentially increase the quality of life for residents.
E4: Fostering healthy, creativity, culturally rich and socially connected communities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer above.
Direction 4: Housing the city					
E5: Providing housing supply, choice and affordability, with access to jobs, services and public transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The site is located in close proximity to transport and services, which ensures that any additional housing provided is well located. Council's Affordable Housing Policy requires a 15% Affordable Housing Contribution within various sites (including infill development) where there are more than 20 dwellings proposed or GFA of more than 1,700m ² . The proposal involves providing this affordable housing via a cash contribution in a VPA which satisfies this requirement. Being located close to jobs, services and transport as well as providing housing supply and choice ensures the proposal is consistent with this Direction.

					The proposed additional FSR on this site will assist Council in achieving the additional dwellings required to be provided within an existing residential area, which is 5,900 by 2021. The proposal fits within these housing targets and the future dwellings required in the area in terms of housing supply.
Direction 5: A city of great places					
E6: Creating and renewing great places and local centres, and respecting the District's heritage.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<p>As outlined for Objective 12 above.</p> <p>The proposal achieves an appropriate form and density for future development on the site. The proposal is considered to be generally consistent with these objectives and priorities as the site is located within a walkable neighbourhood to transport and services, allowing people to come together. The proposal provides for an appropriate bulk and scale.</p> <p>The site is not listed as a heritage item or located within a conservation area, the retention of the existing warehouse façade, as part of the proposed scheme, could assist in maintaining the established character of the area, as well as providing an interpretation of the sites former industrial use. The mix of existing and former industrial buildings with residential development is typical of the local character.</p>
Direction 6: A well connected city					
E10: Delivering integrated land use and transport planning and a 30-minute city.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The proposal is considered to be consistent with this Direction given its proximity to the light rail station and bus stops, ensuring future residents can gain access to the 30 minute city consistent with the strategic plans.
Direction 7: Jobs and skills for the city					
E7: Growing a stronger and more competitive Harbour CBD.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		N/A
E8: Growing and investing in health and education precincts and the Innovation Corridor.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		N/A
E9: Growing international trade gateways.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		N/A

E11: Growing investment, business opportunities and jobs in strategic centres.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
E12: Protecting industrial and urban services land.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal does not rezone land as the site is already zoned R1 General Residential. There will be no loss of industrial land given the existing industrial use on the site currently operates under existing use rights and the site is not located in the core employment lands as outlined in the Regional and District Plans.
E13: Supporting growth of targeted industry sectors.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
Direction 8: A city in its landscape				
E14: Protecting and improving the health and enjoyment of Sydney Harbour, and the District's waterways.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is unlikely to adversely impact on the water quality of Sydney Harbour as outlined above in the consideration of the GSRP. Stormwater management of the site will be considered in further at the detailed design/DA stage.
E15: Protecting and enhancing bushland and biodiversity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal will not adversely impact on any bushland or biodiversity. The site remains within the urban footprint and does not adversely impact upon biodiversity or flora communities.
E16: Protecting and enhancing scenic and cultural landscapes.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
E17: Increasing urban tree canopy cover and delivering Green Grid connections.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is generally consistent with this direction in that greater landscaping opportunities can be provided on the site than is currently achieved. Street tree planting at DA stage can further increase the tree canopy in the area.
E18: Delivering high quality open space.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – There is no public open space proposed in the PP.
Direction 9: An efficient city				
E19: Reducing carbon emissions and managing energy water and waste efficiently.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is not located within a planning precinct, growth area or collaboration area or a State Significant Precinct and therefore onerous efficiency targets may be inappropriate. Future development on the site will be required to comply with BASIX requirements for water and

					energy efficiency. The provision of a deep soil zone and other landscaping opportunities will also assist with the proposal being generally consistent with this Direction. Further opportunities to include controls relating to environmental performance or sustainability should be incorporated into a site-specific Development Control Plan which should be provided following the Gateway Determination.
	Direction 10: A resilient city				
	E20: Adapting to the impacts of urban and natural hazards and climate change.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site is not affected by any natural hazards and energy efficiency should be addressed in the site-specific development control plan to be provided following the Gateway Determination.
	Implementation				
	E21: Preparing local strategic planning statements informed by local strategic planning	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	E22: Monitoring and reporting on the delivery of the Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	STRATEGIC MERIT TEST				
	Qu 3 (a) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is considered to be consistent with the Greater Sydney Region Plan and the Eastern City District Plan as outlined above. The site is well located to optimise the use of existing infrastructure, in particular the Lilyfield Light Rail Station as well as major roads and bus services and allows for walking to nearby services. The proposed increased density on the site will therefore ensure that the use of existing infrastructure is optimised and contributes towards a 30 minute city. The proposal is also supported by an offer to enter into a VPA with Council for affordable housing and with a mix of apartment types (required by Clause 6.13 of the LLEP 2013) will assist in providing housing choice.

						<p>This proposal will assist Council in achieving the housing target given the provision of additional gross floor area for residential development proposed. The site is located in close proximity to transport and services, which ensures that any additional housing provided is well located. The additional housing capacity is also located within the established general residential area, with access to all necessary amenities and services and therefore does not require the extension of the urban footprint.</p> <p>The redevelopment of the site for higher density housing will provide opportunities to deliver a more effective stormwater management system on-site and will result in the phasing out of non-conforming industrial uses, which will ultimately improve the water quality, health, and enjoyment of district's waterways. The proposal will not adversely impact on any bushland or biodiversity and further landscaping and deep soil planting can be introduced to the site which will contribute to increasing the tree canopy in the area. Future development on the site will be required to comply with the BASIX requirements for water and energy efficiency.</p>
		Consistent with relevant local council strategy that has been endorsed by the Department.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There are no relevant strategies which have been endorsed by the Department.
		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 type="checkbox"/>	<input checked="" type="checkbox"/>	This has not been relied upon in the PP.
Qu 3 (b) 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"/>	The site is located within the urban footprint and is not considered to have any significant environmental values. While there are some trees located on the site, these trees are not considered to be significant. Furthermore, there are no other natural site features and the site is not affected by

						any significant natural hazards such as flooding, bushfire or geotechnical instability.
		The existing uses, approved uses, and likely future uses of land in the vicinity of the proposal.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site is currently zoned R1 General Residential and there are no changes proposed to this existing zoning or the uses permissible on the site. The surrounding area is also within the R1 zone with the exception of a small area zoned B2 Local Centre to the east on the opposite side of Lonsdale Street. There is currently some commercial and industrial uses on the site, however, these uses rely on existing use rights. Given there is no change to the zoning or permissible uses and the surrounding area is residential, the future use of the site for residential development is satisfactory.
		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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site is well located in terms of close proximity to transport and services, including the Lilyfield light rail stop as well as numerous bus stops. The small local centre of Lilyfield is also located in close proximity to the site. The site is also adequately serviced with the relevant infrastructure for residential development including reticulated water and sewerage, electricity and telecommunications. Therefore, there are sufficient services and infrastructure in the area for the proposal.
		Parramatta Road Urban Transformation Strategy (PRUTS)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A to this site.
		Sydenham to Bankstown Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A to this site.
Q4		Is the planning proposal consistent with Council's strategy or other local strategic plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The Council Policies which are required to be considered include:</p> <ul style="list-style-type: none"> • <i>Our Inner West 2036: A community strategic plan for the Inner West community</i> (June 2018) • <i>Integrated Transport Plan – Leichhardt</i> • <i>Inner West Council Delivery Program 2018-22</i> • <i>Inner West Council Affordable Housing Policy 2016</i> <p>These plans are addressed as outlined below.</p>

	<i>Our Inner West 2036: A community strategic plan for the Inner West community (June 2018)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer to the discussion below on relation to the Strategic Directions of this Plan.
	<i>Strategic Direction 1: An ecologically sustainable inner west</i>				
	<p><i>1.1 The people and infrastructure of Inner West contribute positively to the environment and tackling climate change.</i></p> <p><i>1. Provide the support needed for people to live sustainably</i></p> <p><i>2. Reduce urban heat and manage its impact</i></p> <p><i>3. Create spaces for growing food</i></p> <p><i>4. Develop planning controls to protect and support a sustainable environment</i></p> <p><i>5. Provide green infrastructure that supports increased ecosystem services.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposal is generally consistent with these outcomes in that it provides additional landscaping opportunities and coverage on the site, increases the tree canopy and allows for communal open spaces where gardens could be grown.</p> <p>Future development on the site would be required to comply with the BASIX requirements at the DA stage. Further energy and water efficient initiatives can be considered at the detailed design/DA stage of the proposal.</p>
	<p><i>1.2 Inner West has a diverse and increasing urban forest that supports connected habitats for flora and fauna.</i></p> <p><i>1. Support people to protect, restore, enhance and connect with nature in Inner West</i></p> <p><i>2. Maintain and increase Inner West's tree canopy and urban forest, and enhance biodiversity corridors</i></p> <p><i>3. Protect, conserve and enhance existing natural area sites for species richness and diversity.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposal provides some additional landscaping opportunities within the site and increases the tree canopy. This can be further addressed at the detailed design/DA stage.</p>
	<p><i>1.3 The community is water sensitive, with clean, swimmable waterways</i></p> <p><i>1. Collaborate to deliver water-sensitive plans, decisions and infrastructure</i></p> <p><i>2. Supply water from within Inner West catchments</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Water cycle management will be considered at the detailed design/DA stage, including water recycling.</p>
	<p><i>1.4 Inner West is a zero emissions community that generates and owns clean energy</i></p> <p><i>1. Support local adoption of clean renewable</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Energy management will be considered at the detailed design/DA stage, including BASIX compliance.</p>

		energy 2. Develop a transport network that runs on clean renewable energy				
		1.5 Inner West is a zero waste community with an active share economy 1. Support people to avoid waste, and reuse, repair recycle and share 2. Provide local reuse and recycling infrastructure 3. Divert organic material from landfill 4. Advocate for comprehensive Extended Producer Responsibility+	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Relevant conditions can be applied to future DAs for recycling.
		Strategic Direction 2: Unique, liveable, networked neighbourhoods				
		2.1. Development is designed for sustainability and makes life better. 1. Pursue integrated planning and urban design across public and private spaces to suit community and local environment needs 2. Identify and pursue innovative and creative solutions to complex urban planning and transport issues 3. Improve the quality, and investigate better access and use of existing community assets 4. Develop planning controls that protect and support a sustainable environment and contribute to a zero emissions and zero waste community.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal will allow a greater use of public transport given its proximity to the light rail and bus services. Waste management and recycling can be addressed at the detailed design stage.
		2.2. The unique character and heritage of neighbourhoods is retained and enhanced. 1. Provide clear and consistent planning frameworks and processes that respect heritage and the distinct characters of urban villages 2. Manage change with respect for place, community history and heritage.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is satisfactory in this regard given there is no heritage values in the area and the neighbourhood character is not unique.

	<p>2.3. <i>Public spaces are high-quality, welcoming and enjoyable places, seamlessly connected with their surroundings.</i></p> <p>1. <i>Plan and deliver public spaces that fulfil and support diverse community needs and life</i></p> <p>2. <i>Ensure private spaces and developments contribute positively to their surrounding public spaces</i></p> <p>3. <i>Advocate for and develop planning controls that retain and protect existing public and open spaces.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	While there are no public spaces proposed, the proposal has the potential to positively contribute to the streetscape and public domain subject to an appropriate scale as outlined in this report.
	<p>2.4. <i>Everyone has a roof over their head and a suitable place to call home.</i></p> <p>1. <i>Ensure the expansion of social, community and affordable housing, distributed across Inner West, facilitated through proactive policies</i></p> <p>2. <i>Encourage diversity of housing type, tenure and price in new developments</i></p> <p>3. <i>Assist people who are homeless or sleeping rough.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal provides a range of dwelling sizes and will provide for affordable housing through the VPA.
	<p>2.5. <i>Public transport is reliable, accessible, connected and enjoyable.</i></p> <p>1. <i>Advocate for improved public transport services to, through and around Inner West</i></p> <p>2. <i>Advocate for, and provide, transport infrastructure that aligns to population growth.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal provides an appropriate location for an increase in residential development given its proximity to various public transport options including the light rail and buses.
	<p>2.6. <i>People are walking, cycling and moving around Inner West with ease.</i></p> <p>1. <i>Deliver integrated networks and infrastructure for transport and active travel.</i></p> <p>2. <i>Pursue innovation in planning and providing new transport options</i></p> <p>3. <i>Ensure transport infrastructure is safe, connected and well maintained</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer above.

Strategic Direction 3: Creative communities and a strong economy					
	<p>3.1. Creativity and culture are valued and celebrated.</p> <p>1. Grow Inner West's reputation as a leading creative and cultural hub, celebrating and supporting diverse creative industries and the arts</p> <p>2. Create opportunities for all members of the community to participate in arts and cultural activities</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal does not remove any creative uses and is not contrary to this strategy.
	<p>3.2. Inner West is the home of creative industries and services.</p> <p>1. Position Inner West as a place of excellence for creative industries and services and support them to thrive</p> <p>2. Facilitate links to programs and services to help businesses grow, innovate and improve their competitiveness</p> <p>3. Encourage the establishment of new enterprises in Inner West</p> <p>4. Facilitate the availability of affordable spaces for creative industries and services.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal does not remove any creative and is not contrary to this strategy.
	<p>3.3 The local economy is thriving.</p> <p>1. Support business and industry to be socially and environmentally responsible</p> <p>2. Strengthen economic viability and connections beyond Inner West.</p> <p>3. Promote Inner West as a great place to live, work, visit and invest in.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is likely to have positive economic impacts given it would result in greater patronage of the nearby retail and commercial services in Lilyfield. The proposal will also assist in promoting the Inner West as a great place to live, work, visit and invest in.
	<p>3.4 Employment is diverse and accessible.</p> <p>1. Support local job creation by protecting industrial and employment lands</p> <p>2. Encourage social enterprises and businesses to grow local employment</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is not contrary to this outcome given the land is already zoned residential; notwithstanding the existing use of the site currently involves a minor amount of industrial and commercial employment. The site is not located within the core employment lands for the area.

	<p>3.5 <i>Urban hubs and main streets are distinct and enjoyable places to shop, eat, socialise and be entertained.</i></p> <p>1. <i>Promote unique, lively, safe and accessible urban hubs and main streets – day and night</i></p> <p>2. <i>Enliven community life by delivering and supporting events, public art, cultural celebrations and entertainment</i></p> <p>3. <i>Pursue a high standard of planning, urban design and development that supports urban centres</i></p> <p>4. <i>Promote the diversity and quality of retail offerings and local products</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This is not relevant to the Planning Proposal as it is not located on a main street or within an urban hub.
	Strategic Direction 4: Caring, happy, healthy communities				
	<p>4.1 <i>Everyone feels welcome and connected to the community.</i></p> <p>1. <i>Foster inclusive communities where everyone can participate in community life</i></p> <p>2. <i>Embrace, celebrate, respect and value difference by building awareness and appreciation of Inner West's diversity</i></p> <p>3. <i>Empower and support vulnerable and disadvantaged community members to participate in community life</i></p> <p>4. <i>Increase and promote awareness of the community's history and heritage</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is not inconsistent with this provision.
	<p>4.2 <i>The Aboriginal community is flourishing, and its culture and heritage continues to strengthen and enrich Inner West.</i></p> <p>1. <i>Celebrate Aboriginal and Torres Strait Islander cultures and history</i></p> <p>2. <i>Promote Aboriginal and Torres Strait Islander arts and businesses</i></p> <p>3. <i>Acknowledge and support the rights of the Aboriginal community to self determination</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is not inconsistent with this provision.

		4. Actively engage Aboriginal people in the development of programs, policies and strategies				
		4.3 The community is healthy and people have a sense of wellbeing. 1. Provide the facilities, spaces and programs that support wellbeing and active and healthy communities 2. Provide opportunities for people to participate in recreational activities they enjoy.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is not inconsistent with this provision.
		4.4 People have access to the services and facilities they need at all stages of life. 1. Plan and provide services and infrastructure for a changing and ageing population 2. Ensure the community has access to a wide range of learning spaces, resources and activities 3. Support children's education and care services to ensure a strong foundation for lifelong learning.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is not inconsistent with this provision.
		Strategic Direction 5: Progressive local leadership				
		5.1 People are well informed and actively engaged in local decision making and problem solving. 1. Support local democracy through transparent communication and inclusive participatory community engagement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Detailed community consultation would be undertaken by Council if the Planning Proposal proceeds past the Gateway Determination.
		5.2 Partnerships and collaboration are valued and recognised as vital for community leadership and making positive changes. 1. Support leadership and mentoring initiatives that build and strengthen the capacity of individuals, businesses and communities 2. Support local capacity for advocacy 3. Collaborate with partners to deliver positive outcomes for the community, economy and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This is not directly relevant to this proposal.

	<i>environment.</i>				
	<p>5.3 <i>Government makes responsible decisions to manage finite resources in the best interest of current and future communities.</i></p> <p>1. <i>Undertake visionary, integrated, long term planning and decision making, reflective of community needs and aspirations</i></p> <p>2. <i>Ensure responsible, sustainable, ethical and open local government</i></p> <p>3. <i>Deliver innovation, excellence, efficiency, effectiveness and probity in Council processes and services.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This report represents a thorough consideration of the proposal.
	Inner West Delivery Program 2018-2022 (June 2018)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The <i>Inner West Council Delivery Program 2018-22</i> ('<i>Delivery Program</i>') was adopted by Council in June 2018 which outlines the Council's four year Delivery Program. This includes two parts; Part A outlines the continuation of the delivery of essential and established services while Part B involves initiatives for major changes that deliver on the Community Strategic Plan (CSP). The Delivery Program identifies how the Council will implement the strategic directions and outcomes outlined in the CSP.</p> <p>The proposal is generally consistent with the CSP and therefore this Delivery Program as outlined above. The proposal provides an appropriate form of development in an appropriate location in terms of accessibility to services and public transport. Sustainability goals and creating a sense of community can be more fully considered at the detailed design stage. The proposal encourages the use of sustainable modes of transport, and is supported by a VPA offer for value uplift sharing that could be allocated to address Council's priorities. The proposal is generally consistent with this Policy.</p>
	Integrated Transport Plan – Leichhardt	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This Plan has the following strategic objectives (my

				<p>emphasis added):</p> <ol style="list-style-type: none"> 1. <i>Improve accessibility within and through the LGA;</i> 2. <i>Create a legible, direct and safe pedestrian and cycling environment;</i> 3. <i>Encourage public transport use;</i> 4. <i>Provide appropriate levels of parking;</i> 5. <i>Provide a safe and efficient road network for all road users;</i> 6. <i>Facilitate integration of land use, transport and community & cultural activities;</i> 7. <i>Provide convenience for the users of Leichhardt;</i> 8. <i>Promote health and wellbeing; and</i> 9. <i>Improve environmental conditions.</i> <p>Of particular relevance to this proposal are objectives 2, 3, 4, 5 and 6. It is considered that the site and proposal are capable of providing sufficient car parking on site and is located in close proximity to Lilyfield light rail stop which ensure Objectives are 3 and 4 are met by the proposal. Public domain improvements in the form of public footpaths and similar pedestrian infrastructure can also be provided at the detailed design stage which allows consistency with Objective 2. Objective 6 is also considered satisfied by the PP given the proposed increase in residential density is well located to utilise public transport comprising the light rail and bus services.</p> <p>Objective 5 requires the provision of a safe and efficient road network. The potential increase to traffic joining and exiting from the City West Link is an issue which requires further consideration by the RMS following the Gateway determination. In all other aspects, the PP is generally</p>
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					consistent with this Policy.
	Inner West Council Affordable Housing Policy 2016	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The Policy outlines that there are a number of reasons why affordable housing needs to be provided. These include that there are a large, disproportionate and growing number of local people in housing stress, the displacement of historical populations through ongoing gentrification and non-replacement of affordable housing lost. Current and projected levels of unmet need for affordable housing including for very low, low and moderate income households together with other more vulnerable groups are further reasons.</p> <p>This Policy (Section 2.5) requires 15% of the total gross floor area ('GFA') of the development as a Major Planning Agreement as it is for a rezoning with a development of more than 20 dwellings and a GFA of > 1,700m² to be provided as affordable housing. Contributions made under a Planning Agreement may be made in the form of apartments or a cash contribution, or a combination of the two. Council will determine the form of the contribution to be made. Where the share of land value uplift is provided as apartments, Council will determine the size of apartments in accordance with its strategic priorities, and seek a mix of dwellings sizes.</p> <p>In this instance, the proposal involves an offer to enter into a VPA to provide a monetary contribution towards affordable housing. The proposal is generally consistent with this Policy subject to this VPA. Further details of this VPA will be considered following the Gateway Determination.</p>
	Any other former Leichhardt Council policies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A - Outlined above.
	Any other former Marrickville Council policies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – The site is not located in the former Marrickville LGA.
	Any other former Ashfield Council policies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A – The site is not located in the former Ashfield LGA.

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"/>	Not applicable to the current PP.
	SEPP No 19 - Bushland in Urban Areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site does not contain any bushland.
	SEPP 55 - Remediation of Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site contains existing commercial and industrial land uses and accordingly, there is risk of contamination. Clause 7 of SEPP 55 requires consideration of potential areas of contamination to be considered. A Detailed Site Investigation (DSI) report has been provided with the Planning Proposal, however, this DSI only relates to one portion of the site (36 Lonsdale Street) and is out of date. This issue is discussed further in the Planning Assessment Report. It is considered that this issue requires further consideration however can be addressed following the Gateway Determination.
	SEPP 64 - Advertising and Signage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal does not contain provisions that contradict or hinder application of this SEPP. Should the proposal proceed, any future development must comply with the requirements of this SEPP.
	SEPP 65 - Design Quality of Residential Apartment Development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal involves an appropriate FSR and height of building development standards to ensure an appropriately sized development can be undertaken on the site in accordance with the requirements of SEPP 65 and ADG. It is considered that this issue requires further consideration in relation to revised key development controls, however, can be addressed following the Gateway Determination. Urban design is further considered below in relation to Question 8.
	SEPP 70 - Affordable Housing (Revised Schemes)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal involves the offer to enter into a VPA, which will include an affordable housing contribution. It is considered that this issue requires further consideration, however, can be addressed following the Gateway Determination. In general, the proposal does not contain

					provisions that contradict or hinder application of this SEPP.
	SEPP 71 - Coastal Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	SEPP (Affordable Rental Housing) 2009	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal involves the offer to enter into a VPA, which will include an affordable housing contribution. It is considered that this issue requires further consideration, however, can be addressed following the Gateway Determination. In general, the proposal does not contain provisions that contradict or hinder application of this SEPP.
	SEPP (Building Sustainability Index - BASIX) 2004	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal does not contain provisions that contradict or hinder application of this SEPP. Should the proposal proceed, any future development must comply with the requirements of this SEPP.
	SEPP (Exempt and Complying Development Codes) 2008	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal does not contain provisions that contradict or hinder application of this SEPP.
	SEPP (Housing for Seniors or People with a Disability) 2004	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal does not contain provisions that contradict or hinder application of this SEPP and does not propose development under this SEPP.
	SEPP (Infrastructure) 2007	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal will result in an infill development with increased density on a site which adjoins a classified road. Acoustic testing and reporting is required given its proximity to the City West Link and the aircraft noise affectation. Should the Planning Proposal proposal proceed, any future development must comply with the requirements of this SEPP and may be addressed at the detailed design/DA stage.
	SEPP (State and Regional Development) 2011	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable to the current proposal.
	SEPP (State Significant Precincts) 2005	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable to the current proposal.
	SEPP (Sydney Drinking Water Catchment) 2011	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable to the current proposal.
	SEPP (Sydney Region Growth Centres) 2006	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable to the current proposal.
	SEPP (Three Ports) 2013	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable to the current proposal.

	SEPP (Urban Renewal) 2010	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable to the current proposal.
	SEPP (Western Sydney Employment Area) 2010	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable to the current proposal.
	Sydney (Western Sydney Parklands) 2009	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable to the current proposal.
	Sydney REP No 26 - City West	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable to the current proposal.
	Sydney REP (Sydney Harbour Catchment) 2005	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal does not contain provisions that contradict or hinder the application of this SEPP. The site, while within the area of this SREP, is not within the Foreshores and waterways map area or zoned under this Policy.
	SEPP (Educational Establishments and Childcare facilities) 2017	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable to the current proposal.
	SEPP (Vegetation in Non-Rural Areas) 2017	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal does not contain provisions that contradict or hinder the application of this SEPP.
	Draft SEPP (Competition) 2010	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable to the current proposal.
	Draft SEPP (Infrastructure) Amendment (Review) 2016	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable to the current proposal.
	Draft Environment SEPP 2017	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal does not contain provisions that contradict or hinder the application of this SEPP.
	Any other SEPPs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
Q6	Is the planning proposal consistent with applicable Ministerial Directions (s. 117 Directions)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Employment and Resources				
	1.1 Business and Industrial Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	1.2 Rural zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	1.3 Mining, Petroleum Production and Extractive Industries	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	1.4 Oyster Aquaculture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	1.5 Rural Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	Environment and Heritage				

	2.1	Environment Protection Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	2.2	Coastal Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	2.3	Heritage Conservation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The site is not affected by any heritage items or values.
	2.4	Recreation Vehicle Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	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"/>	N/A
	Housing Infrastructure and Urban Development					
	3.1	Residential Zones	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposal must comply with the following:-</p> <p>Clause 4 - A planning proposal must include provisions that encourage the provision of housing that will:</p> <ul style="list-style-type: none"> (a) broaden the choice of building types and locations available in the housing market, and (b) make more efficient use of existing infrastructure and services, and (c) reduce the consumption of land for housing and associated urban development on the urban fringe, and (d) be of good design. <p>Clause 5 - A planning proposal must, in relation to land to which this direction applies:</p> <ul style="list-style-type: none"> (a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and (b) not contain provisions which will reduce the permissible residential density of land. <p>The Planning Proposal will increase the maximum permitted density on the site thereby making more efficient use of land and existing infrastructure and services.</p>

					<p>Housing mix will be determined at the DA stage and will be informed by Clause 6.13 (Diverse housing) of LLEP 2013 which specifies a minimum proportion of small (studio or one bedroom) dwellings and a maximum proportion of dwellings including three or more bedrooms.</p> <p>The Planning Proposal has been prepared by Council officers following a review of the site configuration and likely best fit in terms of building envelopes, height and FSR.</p> <p>The site is adequately serviced and there are no planning provisions which would reduce the permissible residential density of land. The proposal is consistent with this Direction.</p>
	3.2	Caravan Parks and Manufactured Home Estates	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Not applicable to the current PP.
	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 aims to facilitate additional residential dwellings in close proximity to public and active transport. The site is proximate to well-serviced bus and light rail stops, particularly those servicing the CBD. There are also a number of on-road and shared path cycle routes accessible from the site, including on Lilyfield Road, Victoria Road and Catherine Street. The proposal does not contravene this Direction.
	3.5	Development Near Regulated Airports and Defence Airfields	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> The site is within the ANEF 20-25 contour for Sydney Airport. Consultation with Sydney Airport must be undertaken following the Gateway Determination.
					<p>Where it is proposed to increase residential densities in areas where the ANEF is between 20 and 25, the Direction requires inclusion of a provision to ensure that development meets AS 2021 regarding interior noise levels. Clause 6.8 (Development in areas subject to aircraft noise) of LLEP 2013 includes an appropriate provision, which requires a consent authority when determining a development</p>

						application to consider whether the development will meet the indoor design sound levels shown in Table 3.3 (Indoor Design Sound Levels for Determination of Aircraft Noise Reduction) in AS 2021—2015. This provision is adequate to address this requirement at the DA stage.
	3.6	Shooting Ranges	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	Hazard and Risk					
	4.1	Acid Sulphate Soils	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site is located on Class 5 Acid Sulfate soils (ASS) land and is located adjoining Class 3 land being the City West Link. This issue has not been addressed in the proposal at this stage. A ASS Study will be required following the Gateway Determination to ensure that there are no significant environmental impacts arising from the proposed intensification of residential development on the site which is affected by ASS. This is further discussed in the planning report.
	4.2	Mine Subsidence and Unstable Land	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	4.3	Flood Prone Land	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	4.4	Planning for Bushfire Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	Regional Planning					
	5.1	Implementation of Regional Strategies	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	5.2	Sydney Drinking Water Catchments	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	5.3	Farmland of State and Regional Significance on the NSW Far North Coast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	5.4	Commercial and Retail Development along the Pacific Highway, north Coast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	5.8	Second Sydney Airport: Badgerys Creek	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	5.9	North West Rail Link Corridor Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	5.10	Implementation of Regional Plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A

	Local Plan Making				
6.1	Approval and Referral Requirements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal does not contravene this Direction as there are no proposed concurrence, consultation or referral requirements for development applications to a Minister or public authority proposed in the proposal.
6.2	Reserving Land for Public Purposes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal does not contravene this Direction as there are no provisions to create, alter or reduce existing zonings or reservations of land for public purposes in the proposal.
6.3	Site Specific Provisions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal does not contravene this Direction as the proposed site-specific provisions are considered minor and are generally consistent with this Direction. This is further discussed in the Planning Report and Planning Proposal.
	Metropolitan Planning				
7.1	Implementation of a Plan for Growing Sydney	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	As discussed in this report, the proposal is consistent with the GSRP and the ECDP.
7.2	Implementation of Greater Macarthur Land Release Investigation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
7.3	Parramatta Road Corridor Urban Transformation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
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"/>	N/A
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"/>	N/A
7.6	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
Q7	Is there any likelihood that critical habitat or threatened species, populations or ecological communities or their habitats will be adversely	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site is located within an urban area, with the majority of the site comprising existing buildings and improvements, including commercial and industrial buildings as well as dwelling houses and driveways. There are some trees and

	affected as a result of the proposal?				shrubs located on and adjoining the site, however, there is no significant vegetation existing on the site. There is no known critical habitat, threatened species, populations or ecological communities or their habitats located on the site.
Q8	Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Urban Design, Built form & Apartment Design Guide	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal prepared by Council considered these issues and includes an FSR and height appropriate for the site. This issue is considered in further detail in the Planning Proposal and the Planning Assessment report.
	Existing site plan (buildings vegetation, roads, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A site plan has been provided.
	Building mass/block diagram study (changes in building height and FSR)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Council undertook an analysis of the site and the surrounding sites to develop a set of controls which would allow an increased density to the site while also maintaining amenity to surrounding properties and the area in general. A maximum FSR and height has been outlined which achieves these requirements as well as other various controls including minimum setbacks and maximum heights in storeys to further ensure amenity is maintained.</p> <p>The design quality principles of SEPP 65 are further considered in the Planning Assessment report as well as within the Planning Proposal in Attachment 2. Further consideration of the building forms and layouts will be required following the Gateway Determination to further ensure that amenity is maintained to adjoining properties.</p>
	Overshadowing impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed increased density and height for this site has been calculated on the basis of ensuring, among other things, that adequate sunlight can be achieved by both the proposal and the existing adjoining buildings, particularly the low density residential dwellings to the south of the site. The separation of the building forms within the site will also

						<p>assist with minimising overshadowing to the adjoining properties as well as the internal communal open space.</p> <p>Further consideration of the building forms and layouts will be required following the Gateway Determination to further ensure that overshadowing is minimised to the adjoining properties and within the site for future development. The site-specific DCP for the site shall also be updated with this information to ensure future development on the site is guided by this analysis. The proposed density controls are considered satisfactory subject to more detailed design consideration of future development on the site to ensure minimal overshadowing occurs.</p>
		Development yield analysis (potential yield of lots, houses, employment generation)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal will provide additional housing in a well serviced location, which is required to meet the LGAs target of 5,900 additional dwellings, a portion of the 46,550 dwellings required in the Eastern City District.
	Traffic and Transport		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed scale of the proposal may result in potential impacts to the surrounding road network, particularly the potential impacts on the City West Link of additional vehicles, exiting and entering this major arterial road. Further consideration and detailed assessment and consultation with the RMS will be required following the Gateway Determination. This issue is further considered in the Planning Assessment report and the Planning Proposal in Attachment 2 .
	Heritage		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The subject site is not a heritage item and is not located in a heritage conservation area.
	Bushfire hazard		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The site is not affected by bushfire.
	Acid Sulphate Soils		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site is affected by Class 5 ASS and adjoins Class 3 land. Clause 6.1 of LLEP 2013 includes provisions to regulate works on land containing acid sulfate soils which would need to be considered in the preparation and assessment of any future development application.

					However, Ministerial Direction 4.1 requires that an Acid Sulphate Soils Study is provided where an ' <i>intensification of land use</i> ' is proposed, which is the case in this instance given the increased density being proposed. Accordingly, this issue will need to be addressed following the Gateway Determination.
	Noise impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site adjoins a classified road and is located within the 20-25 ANEF contour for Sydney Airport. The Infrastructure SEPP will apply to any future development proposal on the site, which will require that road noise is taken into consideration in the design of the development. The aircraft noise issue will also need to be considered pursuant to Clause 6.8 of the LLEP 2013. Accordingly, it is considered that the potential noise impacts can be considered at the detailed design/DA stage as part of the Section 4.15(1) of the EP&A Act assessment.
	Flora and/or fauna	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site does not contain any significant flora or fauna.
	Soil stability, erosion, sediment, landslip assessment, and subsidence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	These issues can be considered at the DA stage with construction management conditions of consent.
	Water quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are no natural waterways on the site or in the vicinity of the site which are likely to be adversely affected by the proposal. This issue can be addressed at the development application stage in terms of construction impacts on the site.
	Stormwater management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This issue can be considered at the DA stage as part of the Section 4.15(1) of the EP&A Act assessment.
	Flooding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site is not affected by flooding, however, the adjoining site (City West Link) is affected by flooding. It is considered that this issue can be further considered at the detailed design/DA stage as part of the Section 4.15(1) of the EP&A Act assessment.
	Landscape	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal provides for a greater vegetation and tree

					cover than currently exists on the site. A deep soil zone will be needed to allow a greater planting of more significant trees. This issue is required to be addressed following the gateway determination in the site-specific DCP. This issue is further considered in the Planning Assessment Report and Planning Proposal in the Attachments.
	Land/site contamination (SEPP55)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The site contains existing commercial and industrial land uses and accordingly, there is risk of contamination. Clause 7 of SEPP 55 requires consideration of potential areas of contamination to be considered. A Detailed Site Investigation (DSI) report was provided with the proposal, however, this DSI only relates to one portion of the site (36 Lonsdale Street) and is out of date. This issue is discussed further in the Planning Assessment report.</p> <p>This issue requires further consideration however can be addressed following the Gateway Determination.</p>
	Resources (including drinking water, minerals, oysters, agricultural lands, fisheries, mining) Sea level rise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The site is not affected by any of these resources.
Q9	Has the planning proposal adequately addressed any social and economic effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Social Impacts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposal is considered to be generally satisfactory in terms of social impacts. The provision of a variety of housing types and affordable housing will assist the local population in their housing needs and the proximity to services will allow for walking and social interaction for the local community. It is considered that adequate services exist as the proposal fits within the housing target for the area as outlined in the GSRP and the ECDP.</p>
	Economic Considerations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>There are unlikely to be any significant economic impacts arising from this proposal given the site is already zoned for residential development and will utilise existing infrastructure. The provision of additional housing choices and supply in the area will assist the local population in</p>

					housing as well as providing additional patron for the existing shops and other services in the local area. The proposal is considered to be satisfactory in terms of economic impacts.
	Economic impact assessment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	Retail centres hierarchy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	Employment land	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
	Miscellaneous/Additional Considerations (any additional studies required)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Q10	Is there adequate public infrastructure for the planning proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site is located in an area well serviced by necessary services and infrastructure including public transport, electricity, telecommunications, water and sewer. The additional demand created under the Planning Proposal is likely to be minimal, thereby ensuring the efficient use of, but not overburdening, existing services and infrastructure. Consultation with relevant authorities during public exhibition of the Planning Proposal will confirm the capacity of current utilities to serve the site.
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"/>	The proposal is satisfactory.
	Part 4 - Mapping (including current and proposed zones/changes etc.) (2.4 of PP Guide)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer to final assessment report.
	Part 5 - Recommended community consultation (including agencies to be consulted) (2.5 of PP Guide)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer to final assessment report.
	Part 6 - Project timeline (anticipated timeframes) (2.6 of PP Guide)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer to final assessment report.

Attachment 5 – Proponent's original Planning Proposal

SJB Planning



36 Lonsdale Street & 64-70 Brennan Street, Lilyfield

Planning Proposal

January 2019 | Amended

Contact Details:

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- Attachment 2: Site Studies prepared by Derek Raithby Architects
- Attachment 3: Transport Impact Assessment prepared by Traffix
- Attachment 4: Detailed Site investigation Report Prepared by EIA

Executive Summary

This Planning Proposal (PP) has been prepared for JRNN Pty Ltd, the owners of the land known as 36 Lonsdale Street, 64-66 Brenan Street, and 68-70 Brenan Street, in Lilyfield (the site). The site has a legal description of:

- Lots 18-20 DP 977323 (36 Lonsdale Street);
- Lot 1 DP 1057094 (64 Brenan Street);
- Lot 22 DP 977323 (66 Brenan Street);
- Lot 2 DP 529451 (68 Brenan Street); and
- Lot 1 DP 529451 (70 Brenan Street).

The PP has addressed the publication: Planning Proposals – A Guide to Preparing Planning Proposals (August 2016). Particularly, Section 4.4 of this report addresses the questions to consider when demonstrating the justification and the Strategic Merit Test raised in Question 3(a). The submission and supporting plans and report show that the proposal demonstrates strategic merit when considered against the Strategic Merit Test.

The site extends from the existing industrial site on the corner of Lonsdale and Brenan Streets (36 Lonsdale Street) and incorporates four (4) properties at 64 Brenan Street to 70 Brenan Street to the west, to the corner of Russell Street. 64 Brenan Street is a part one (1) and part two (2) storey commercial building. 66 Brenan Street is occupied by an existing dwelling house, dominated by a high masonry wall and roller door fronting the street. 68 Brenan Street and 70 Brenan Street are each occupied by a dwelling house with no off-street parking or vehicle access. Russell Street is closed to vehicular traffic from Brenan Street, whilst through vehicular access along Lonsdale Street to the south is prevented from the southern boundary of the subject site.

The industrial site at 36 Lonsdale Street is occupied by a part one (1) and part two (2) storey industrial building, and includes upper level office space ancillary to the industrial use of the property.

This PP seeks to amend the maximum floor space ratio (FSR) provisions under the Leichhardt Local Environmental Plan (LLEP) 2013 that currently apply to the site.

The site, within the Inner West Council local government area (LGA), is currently zoned R1 General Residential under LLEP 2013. LLEP 2013 imposes a maximum FSR of 0.6:1 (pursuant to the provisions of Clause 4.4(2B)(a)(iv)). The PP proposes to amend the LLEP 2013 map to apply an FSR of 2.15:1 on the land, and to apply a maximum height of buildings development standard of 19m.

This PP provides an analysis of the physical and strategic planning constraints, and the opportunities of the site, and considers the relevant environmental, social, and economic impacts of the proposal and its strategic merit.

The proposal is supported by an offer to enter into a Voluntary Planning Agreement (VPA) with Council providing a share of the value uplift as a consequence of the PP.

The proposal does not require any other consequential amendments to the LLEP 2013.

The Proposal is supported by architectural drawings prepared by Derek Raithby Architects (Attachment 1), and a Traffic Impact Assessment prepared by Traffix (Attachment 3).

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The architectural drawings provide a concept for a part three (3) to six (6) storey residential flat building development, that could be potentially accommodated under the proposed amendment to the maximum FSR, comprised of 54 dwellings. The development concept has been assessed against State Environmental Planning Policy No. 65— Design Quality of Residential Flat Development (SEPP 65), the Apartment Design Guide (ADG) and Leichardt Development Control Plan (LDGP) 2013, and has been found to satisfactorily address the relevant provisions relating to building separation, context relationships, and future residential amenity.

In relation to potential traffic and parking impacts, the traffic impact assessment concludes that the surrounding road network can accommodate the increased density. In particular, it concludes that the concept development:

- Has the potential to accommodate a compliant provision of car parking on-site, thereby resulting in reduced on-street parking demands over present conditions; and
- Will generate identical or slightly less traffic during peak periods compared to existing developments on-site.

The PP is considered to demonstrate strong strategic merit for the following reasons:

- Consistency with 'A Metropolis of Three Cities' and the 'Eastern City District Plan', providing additional accommodation in well located and serviced areas;
- The site is located approximately 50m from the Lilyfield Light Rail Station, with a frequency of trams running every 10 minutes during peak;
- The site is situated within 200m of bus stops on Catherine Street and Lilyfield Road, that are serviced by routes connecting the Sydney CBD and surrounding region;
- The site proposes to enter into a VPA to share the value uplift;
- The PP can be accommodated utilising the existing road network, which has been assessed as being capable of accommodating the increased residential development capacity; and
- The location of higher density, multi-unit housing close to existing public transport is also consistent with the desired future character of the locality, particularly at this location, as per LDGP 2013.

Recommendations

It is recommended that arising from the consideration of this PP, Inner West Council resolve to support the changes to LLEP 2013 as detailed in this PP, and forward the PP for a Gateway Determination to undertake the following:

- Amend the Floor Space Ratio Map (Map Sheet FSR_004) to show a maximum FSR of 2.15:1 applying to the site; and
- Impose a height of buildings maximum development standard of 19m.

In support of the amendments to LLEP 2013, an offer to enter into a VPA is proposed to share in the value uplift.

1.0 Introduction

1.1 Overview

This Planning Proposal (PP) has been prepared for JRNN Pty Ltd, the owners of the land known as 36 Lonsdale Street and 64-66 Brenan Street, and 68-70 Brenan Street, in Lilyfield (the site). The site has a legal description of:

- Lots 18-20 DP 977323 (36 Lonsdale Street);
- Lot 1 DP 1057094 (64 Brenan Street);
- Lot 22 DP 977323 (66 Brenan Street);
- Lot 2 DP 529451 (68 Brenan Street); and
- Lot 1 DP 529451 (70 Brenan Street).

This PP seeks to amend the maximum FSR provisions under LLEP 2013, that currently apply to the site. LLEP 2013 imposes a maximum FSR of 0.6:1 to the site (pursuant to the provisions of Clause 4.4(2B)(a)(iv)).

The PP is seeking to amend the Floor Space Ratio Map (map sheet FSR_004) to show a maximum FSR of 2.15:1 applying to the site, and apply a maximum height of buildings development standard of 19m.

An offer to enter into a VPA with the Council regarding sharing the value uplift is proposed.

The PP has been prepared in accordance with the DP&E's publication: Planning Proposals – A Guide to Preparing Planning Proposals, dated August 2016.

1.2 Scope and Format of the Planning Proposal

The PP details the merits of the proposed changes to LLEP 2013 and has been structured in the following manner:

- Section 1.0 provides an introduction to the PP;
- Section 2.0 provides a description of the site, its context and existing development;
- Section 3.0 identifies the planning framework applying to the site, and considers the PP against relevant strategic plans and policies;
- Section 4.0 is the Planning Proposal, and is provided consistent with the matters to be considered in the DP&E's A Guide to Preparing Planning Proposals; and
- Section 5.0 provides the conclusions and recommendations to proceed with the PP to Gateway Determination to amend LLEP 2013.

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1.3 Supporting Plans and Documentation

This Proposal has been prepared with input from a number of technical and design documents which have been prepared to accompany the application. These documents are included as Attachments to this report and are identified in Table 1.

Document name	Prepared by
Architectural Concepts	Derek Raithby Architects
Site Survey	Derek Raithby Architects
Traffic Impact Assessment	Traffix
Detailed Site Investigation	EI Australia

Table 1: Plans and documents prepared to accompany this Planning Proposal

2.0 Site Description and Context

2.1 Site Context and Locality

The subject site is located in the suburb of Lilyfield, located 6km west of the Sydney CBD. The site has frontage to the City-West link, a major traffic artery to and from the Sydney CBD, and linking to other major east-west and north-south roads serving the local and metropolitan area. The site is approximately 50m west of the Lilyfield Light Rail Station.

The site is located directly opposite a part two (2) and part five (5) storey shop-top housing development bound by Lonsdale Street, Brenan Street, and Catherine Street. This development includes an IGA supermarket at ground level. The section of Lonsdale Street that provides frontage to both 36 Lonsdale street and the IGA site is physically closed towards the northern end, thereby providing vehicular access only to these two (2) properties.

To the south, beyond the landscaped and fenced barrier in Lonsdale Street, are one (1) and two (2) storey attached and detached dwellings.

64, 66, 68, and 70 Brenan Street have long north-south orientations, with frontage to the City-West Link and a rear boundary with the northern side boundary of 37 Russell Street, a single storey dwelling house with an east-west orientation.

The general locality is characterised by a range of residential dwelling types, and to the south, east, and west is largely residential in character.

The locality of the site and the existing urban area are shown in Figures 1 to 9 below.

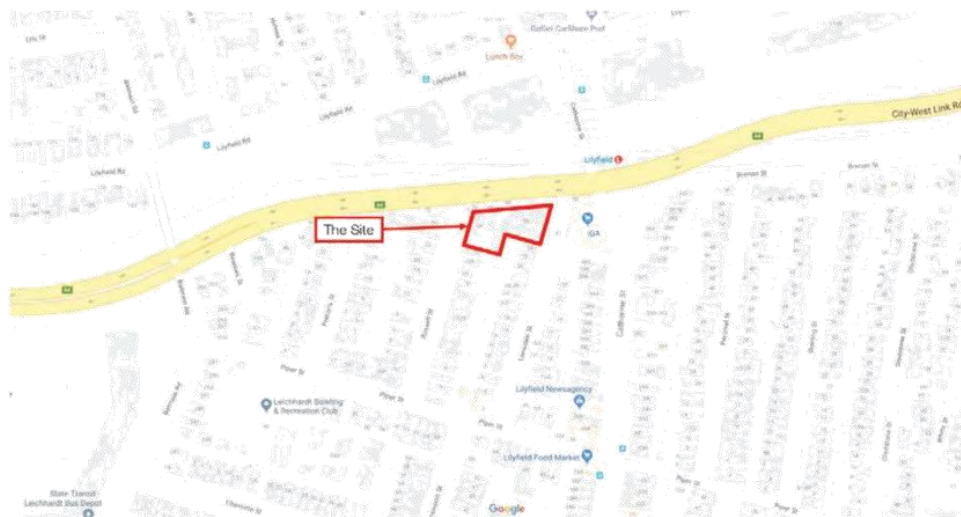


Figure 1: Locality map (Source: Google Maps)

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Figure 2: Aerial photo of site (Source: SIX Maps)



Figure 3: Photo of Lilyfield Light Rail Station



Figure 4: Photo of the site taken from City West Link/Brenan Street, Lilyfield

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Figure 5: Photo of 66-70 Brenan Street, Lilyfield



Figure 6: Photo of 64-66 Brenan Street, Lilyfield

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Figure 7: Photo of 36 Lonsdale Street, Lilyfield



Figure 8: Photo of 32-34 Lonsdale Street, Lilyfield



Figure 9: Photo of 99 Lilyfield Road, Lilyfield

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2.2 Site Description

The subject site is an irregular shaped land holding and comprised of properties known as 36 Lonsdale Street, and 64-70 Brenan Street, Lilyfield. The site has a legal description of:

- Lots 18-20 DP 977323 (36 Lonsdale Street);
- Lot 1 DP 1057094 (64 Brenan Street);
- Lot 22 DP 977323 (66 Brenan Street);
- Lot 2 DP 529451 (68 Brenan Street); and
- Lot 1 DP 529451 (70 Brenan Street).

The site extends from the existing industrial site on the corner of Lonsdale and Brenan Streets (36 Lonsdale Street) and incorporates four (4) properties at 64-70 Brenan Street to the west, to the corner of Russell Street. 64 Brenan Street is a part one (1) and part two (2) storey commercial building. 66 Brenan Street is occupied by an existing dwelling house dominated by a high masonry wall and roller door fronting the street. 68 Brenan Street and 70 Brenan Street each are occupied by a dwelling house with no off-street parking/vehicle access. Russell Street is closed to vehicular traffic from Brenan Street whilst through vehicular access along Lonsdale Street to the south is prevented from the southern boundary of the subject site.

The industrial site at 36 Lonsdale Street is occupied by a part one (1) and part two (2) storey industrial building, and includes upper level office space ancillary to the industrial use of the property.

2.3 Supporting Concept

The PP request is supported by an Architectural Concept Design and Site Survey prepared by Derek Raithby Architecture (Attachments 1 and 2 respectively).

The concepts demonstrate the ability for the site to accommodate residential flat buildings up to six (6) storeys.

The concepts demonstrate the ability of residential development to provide required deep soil provision, ADG consistent building separation, and the capacity to satisfy required solar access and natural ventilation.

The architectural concepts also demonstrate the ability for development on the site to the FSR proposed to minimise adverse solar access impacts upon adjoining, existing residential development.

3.0 Planning Framework

3.1 A Metropolis of Three Cities

The subject site is located just west of the Eastern Economic Corridor and Harbour CBD, within the Eastern Harbour City, as identified in the Greater Sydney Region Plan – ‘A Metropolis of Three Cities’.

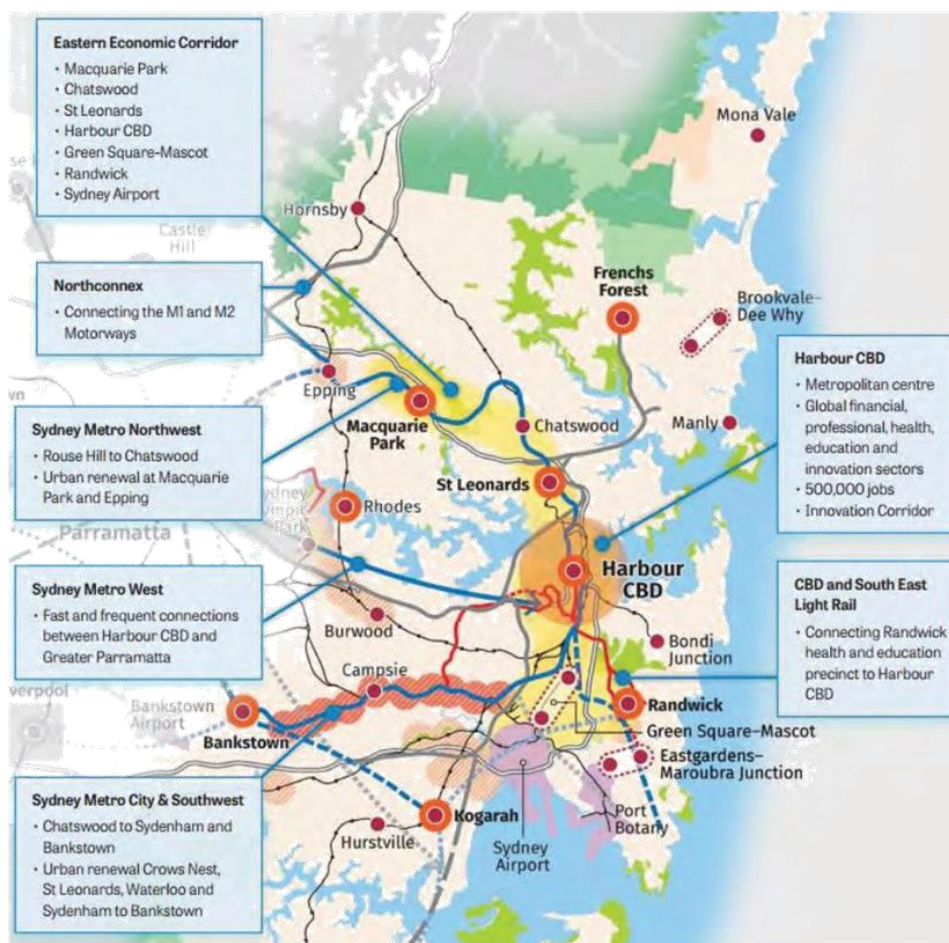


Figure 10: Extract from Eastern Harbour City Vision – ‘A Metropolis of Three Cities’

The proposal is consistent with the broad directions of ‘A Metropolis of Three Cities’ through:

- Assisting the state government in achieving its target of an additional 725,000 new dwellings for the metropolitan region by 2036, in an area well connected to employment and transport;
- The provision of additional residential floor space outside of the identified core employment areas, but highly accessible to the Sydney CBD;

- Facilitating development of a site which is highly accessible by public transport;
- Improving resident access to jobs, services, and recreation opportunities; and
- Accelerating housing supply, choice and affordability and building great places to live.

The pursuit of an increased FSR at the site is consistent with the following Directions and Objectives of the plan:

3.1.1 Direction 1 – A city supported by infrastructure

“Infrastructure supporting new developments”

Objective 4: Infrastructure use is optimised

The subject site is located 50m west of the Lilyfield Light Rail Station. In this regard, the increased density on the site will ensure that the use of existing infrastructure is optimised.

3.1.2 Direction 2 – A collaborative city

“Working together to grow a Greater Sydney”

Objective 5: Benefits of growth realised by collaboration with governments, community and business

The PP is supported by an offer to enter into a VPA with the Inner West Council. Expenditure of the VPA will be determined by Council.

3.1.3 Direction 3 – A city for people

“Celebrating diversity and putting people at the heart of planning”

Objective 7: Communities are healthy, resilient and socially connected

The site is located in a highly accessible area, with easy walkable access to a wide range of local services and facilities, as well as being close to public transport, enabling short commutes to an even wider range of employment, education, entertainment, and service facilities. The location fosters ready access to these services, and facilities access by means other than the private vehicle (e.g. via light rail, buses, and cycling), as well as ready access to the Harbour CBD.

3.1.4 Direction 4 – Housing the city

“Giving people housing choices”

Objective 10 - Greater housing supply

The proposal has the potential to provide approximately 54 dwellings, in a well serviced location, close to public transport, jobs, and support facilities. The site currently accommodates only three (3) dwellings.

The additional housing capacity is an extension of the established general residential area, with access to all necessary amenities and services.

Objective 11 – Housing is more diverse and affordable

The proposal is supported by an offer to enter into a VPA to share in the value uplift that would accrue from the amendment to the LEP. The monetary value will be utilised by Council in the funding of a variety of potential projects, including Council’s affordable housing programs.

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Objective 12 – Great places to bring people together

The site is in a location that is in readily walkable access to transport, shops, and open space.

The frontage to the City West Link represents a terminating street block, with through-site links not providing access to any feature. The proposal will however provide an address to Lonsdale Street, improving the appearance of this frontage. The site and locality is well suited to the provision of high amenity residential accommodation given the access to facilities and services ready available to the site.

3.1.5 Direction 6 – A well-connected city

"Developing a more accessible and walkable city"

Objective 14 –Integrated land use and transport creates walkable and 30-minute cities

The site is highly accessible to a range of public transport options, including Lilyfield Light Rail Station (50m east of the site), bus services within 200m of the site connecting to the Sydney CBD and surrounding region, and cycle networks. This transport accessibility, in conjunction with ready walkable access to a diverse range of local services and recreational opportunities, supports ready accessibility to many facilities within well under 30 minutes. The transport access provides ready connectivity to the Eastern Economic Corridor and the Harbour CDB in an easy 30 minutes travel time.

The site is located in an area suitable to encourage walking and cycling as alternate modes of transport.

3.1.6 Direction 8 - A city in its landscape

"Valuing green spaces and landscape"

Objective 30: Urban tree canopy cover is increased

The site known as 36 Lonsdale Street is occupied boundary to boundary by an industrial building. The concepts demonstrate that landscaping and deep soil landscaping can be introduced to the site, consistent with the requirements of LLEP 2013.

The introduction of landscaping to the site will contribute to the canopy of the locality.

3.1.7 Direction 4 – An Efficient City

"Using resources wisely"

The proposal seeks to accommodate additional housing choice in a location well suited to the utilisation of public transport options and where cycling and walking are highly viable transport alternatives. These opportunities reduce the reliance upon private vehicle transport and associated emissions. In addition, any new housing will be built to contemporary standards of environmental performance.

3.2 Eastern City District Plan

The Inner West Council is located within the Eastern City District, identified under the District Plans prepared by the Greater Sydney Commission. The plans include a number of Planning Priorities that are to be considered by planning authorities in making strategic planning decisions.

The relevant Planning Priorities from the Eastern District Plan relating to this proposal are addressed below.

3.2.1 Planning Priority E1 – Planning for a city supported by infrastructure

The opportunity to increase the housing density is in a location well serviced by public transport infrastructure, namely the Lilyfield Light Rail Station (50m east of the site), and bus services within 200m of the site. The site is already zoned for residential purposes, with this PP seeking to maximise the efficiency of the utilisation of the land.

3.2.2 Planning Priority E5 - Providing housing supply, choice and affordability with access to jobs, services and public transport

The proposal has the capacity to deliver high quality, higher density living in conjunction with the provision of affordable housing as part of the mix. The dwelling mix will be weighted towards one (1) bedroom, and two (2) bedroom apartments, to provide more affordable stock on this well located site and, in recognition of the attraction to this size of dwelling close to the Sydney CBD, and excellent public transport infrastructure.

The proposed concept scheme consists of 14 one (1) bedroom, 36 two (2) bedroom, and six (6) three (3) bedroom apartments.

The site currently accommodates a total of three (3) dwellings, whilst the proposed concept will deliver approximately 54 dwellings. This will boost the Eastern City District's opportunity to meet its 5 year housing targets, with the Inner West Council aiming to deliver 5,900 dwellings of the District's total target of 46,550 dwellings to 2021. The proponent's timeframe would have the development completed within three (3) years (commencing December 2018) providing a genuine contribution to the targets. Dwellings delivered in this earlier timeframe will contribute to the 20 year target of 157,500 dwellings for the east district. Given the transport, employment, education and urban support facilities that are readily accessible from the site, it is prudent urban management to ensure that the best use of the available capacity is utilised. Otherwise, this land in this location, once developed, will not be capable of delivering additional housing for a significant period.

The proposal is supported by an offer to enter into a value uplift share VPA. The expenditure of the funds collected will be determined by Council, and could include affordable housing.

3.2.3 Planning Priority E6 - Creating and renewing great places and local centres, and respecting the District's heritage

The increase in density on the subject site will assist in delivering a well-designed built environment, particularly in terms of responding to the local character and activating the public domain to make the area more attractive and safe.

Much of the site is currently occupied by an existing warehouse building and use, which is non-compliant in the current R1 General Residential zoning, but operating under existing use rights. The proposed scheme will better activate all street frontages (i.e. Lonsdale Street, Brenan Street, and Russell Streets) with the main living areas of dwellings, including balconies, providing casual surveillance of the public domain.

Whilst the site is not listed as a heritage item or located within a conservation area, the retention of the existing warehouse façade, as part of the proposed scheme, could assist in maintaining the established character of the area, as well as providing an interpretation of the site's former industrial use. The mix of existing and former industrial buildings with residential development is typical of the local character.

The site is highly accessible to a range of local amenities such as transport and open space. The site is located adjacent to a supermarket, providing a wide range of products to support the day to day needs of residents.

3.2.4 Planning Priority E12 – Retaining and managing industrial and urban services land

The proposal does not seek to alter the underlying zone or land use permissibility, noting the site's current R1 General Residential zoning. The proposed amendment to LLEP 2013 seeks to amend the FSR control only. The proposed redevelopment of the site would extinguish an existing non-conforming warehouse use currently operating under existing use rights at 36 Lonsdale Street, as well as a commercial use at 64 Brenan Street as envisaged with the site's current zoning. Furthermore, the site is located outside of the core industrial lands identified in the District Plan.

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3.2.5 Planning Priority E14 - Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways

The redevelopment of the site for higher density housing will provide opportunities to deliver a more effective stormwater management system on-site that will capture and appropriately dispose of stormwater, and will allow for groundwater absorption, and capture and reuse of stormwater. This, together with the phasing out of a non-conforming industrial premises on-site, will ultimately improve the water quality, health, and enjoyment of Sydney Harbour and the District's waterways.

3.2.6 Planning Priority E15 - Protecting and enhancing bushland and biodiversity

The site is existing developed urban land. The development of the site remains within the urban footprint and does not adversely impact upon biodiversity or flora communities.

3.2.7 Planning Priority E17 - Increasing urban tree canopy cover and delivering Green Grid connections

The concepts propose the delivery of deep soil zones along the southern and western boundaries of the site, measuring between 2.275m to 6m. In total, 16% of the site is provided with deep soil zones, and a total of 23% of the site will be landscaped area. This landscaped area could readily accommodate substantive urban tree canopy planting opportunities. The concept design also retains all existing street tree plantings surrounding the site.

3.2.8 Planning Priority E19 – Reducing carbon emissions and managing energy, water as waste efficiently

The location and access to facilities and infrastructure is highly suitable to fostering reliance upon transport options other than the private vehicle.

The location of the site is highly suitable to support residential development to contemporary standards of environmental performance.

3.3 Leichardt Local Environmental Plan (LLEP) 2013

The PP seeks to amend LLEP 2013 relating to FSR and Height of Buildings Maps. It is proposed that the FSR Map (Sheet 004) is amended to permit a maximum FSR of 2.15:1 on the site. A maximum height of buildings of 14m is proposed

The existing R1 General Residential zone applying to the site accommodates land use permissibility.

The concepts demonstrate achieving 16 % deep soil landscaped area.

3.3.1 Part 4 – Principal Development Standards

The site is not affected by a height limit under the LLEP 2013 Height of Building Map.

The proposal does not seek to alter any other development standards of LLEP 2013, including 'landscaped areas for residential accommodation in Zone R1' as per Clause 4.3A, including site coverage. In fact, the proposed residential scheme accompanying the proposal demonstrates a compliant landscaped area of 23% (min. 20%) and site coverage of 58% (max. 60%).

The site is zoned R1 General Residential under LLEP 2013, as illustrated in the extract of the Land Zoning Map in Figure 11.



Figure 11: Extract from LLEP 2013 Land Zoning Map

The objectives of the R1 General Residential zone are:

- To provide for the housing needs of the community.
- To provide for a variety of housing types and densities.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To improve opportunities to work from home.
- To provide housing that is compatible with the character, style, orientation and pattern of surrounding buildings, streetscapes, works and landscaped areas.
- To provide landscaped areas for the use and enjoyment of existing and future residents.
- To ensure that subdivision creates lots of regular shapes that are complementary to, and compatible with, the character, style, orientation and pattern of the surrounding area.
- To protect and enhance the amenity of existing and future residents and the neighbourhood.



Figure 11: Extract from LLEP 2013 Floor Space Ratio Map

3.3.2 Part 6 – Additional Local Provisions

Acid Sulfate Soils (Clause 6.1)

The site is identified under LLEP 2013 as being within a Class 5 Acid Sulfate Soils Area.

The requirements of Clause 6.1 would be relevant to any future Development Application (DA) considerations. It is noted that the site has an RL of 14.28m at the lowest point. Any excavation is unlikely to reach RL 5m, or lower the water table by 1m.

Flood planning (Clause 6.3)

The City West Link (Brenan Street) to the immediate north of the site is identified as being affected by the 100 Year ARI Flood Extent. Lonsdale Street is unaffected.

The potential flood impact of the inundation of the City West Link would be able to be addressed with any future DA.

Adaptive reuse of existing buildings in Zone R1 (Clause 6.11)

The PP request seeks to amend the FSR applying. It is unlikely that a future DA for the site would rely upon this provision.

Diverse housing (Clause 6.13)

The diverse housing provision will apply to any future DA.

The proposal has included a preference towards studio, one (1) bedroom, and two (2) bedroom dwellings, consistent with the intent of this provision.

Development control plans for certain development (Clause 6.14)

The site is less than 3,000m² in area. Accordingly, this provision of the LEP is not applicable.

3.4 Leichardt Development Control Plan (LDCP) 2013

Future development on the site will be subject to the provisions of LDCP 2013. The DCP provides a more detailed layer of planning controls for residential development. It is considered that the proposed development will be able to achieve a high level of compliance with the requirements of the DCP and/or satisfactorily address the objectives of the relevant controls. Some of the key and relevant areas of the DCP, as they apply to the proposed residential development, are discussed below:

3.4.1 Part B – Connections

Given the close proximity of the site to public transport options and local services and facilities, the PP will promote urban design that encourages active travel options such as walking, cycling and public transport between homes, workplaces, centres and attractions.

The health and well being of the community will also be enhanced by the PP via the active travel options available from site that will prioritise this type of travel over the use of private cars. The proposed residential development will also activate and address the public domain to deliver improved casual surveillance of surrounding streets thereby creating safer, more vibrant and attractive streetscapes.

No adverse social impacts are envisaged as a result of the proposal and a detailed social impact statement will be provided with future development in accordance with the DCP.

3.4.2 Part C – General Provisions (Section 1)

Equity of Access and Mobility

The development concept provides equitable and convenient access to and throughout the building, including all public/communal areas. Accessible car parking spaces are also identified within the basement car park. These matters would be addressed at DA stage, with the concept demonstrating the ability of the requirement to be addressed.

Parking

The development concept demonstrates that the site is capable of accommodating the minimum car parking requirements of the DCP, including resident, visitor, car share, and accessible car parking. Bicycle and motor cycle parking is also provided in accordance with the DCP.

Landscaping

Approximately 500m² or 23% of the site is allocated for landscaping, including 16% of deep soil zones. This meets and exceeds the minimum standards required under LLEP 2013. The area provided is capable of providing landscaping to meet the requirements of Council's DCP.

3.4.3 Part C – Urban Character (Section 2)

The subject site is located within the 'Lilyfield Distinctive Neighbourhood' and specifically within the 'Catherine Street Distinctive Neighbourhood'. The Catherine Street Neighbourhood is further broken down into distinct sub-areas, with their own established characters and desired future characters. The site is identified as being wholly within the 'The Peripheral' sub-area.

In terms of the Catherine Street Neighbourhood, it is noted that one of the pertinent controls is to "encourage larger buildings consisting of a variety of accommodation types at the edge of the Distinctive Neighbourhood". The proposal does exactly that, by seeking to provide a residential flat building accommodating a mix of apartment types, including 15% of dwellings as affordable housing.

The 'Peripheral Sub Area' (refer to Figure 13) is described in the DCP:

"The Peripheral Sub Area consists of the length of the City West Link west of Catherine Street to the junction of Balmain Road, and from this point on Balmain Road south to the intersection with Moore Street.

The Peripheral Sub Area is not as distinctive as the core of the neighbourhood, due to the variety of development within the area. The change in character in Balmain Road is more transitional, whereas the City West Link has a clear physical departure from the homogenous character of the remainder of the neighbourhood. This is reinforced by road barriers and a change of level at the end of Russell, Pretoria and Lonsdale Streets. Although there are still pockets of detached, single storey cottages evident in the Peripheral Sub Area, it represents more of a mixed area in terms of built form and use. This change helps to define the boundary of the neighbourhood.

With the introduction of the nearby Lilyfield Light Rail stop, and the mix of commercial and residential uses in this area, there is potential for Council to make provision for future multi-unit development around this node. The location, and mixed residential/commercial character of the road, lends itself to higher density development. Balmain Road also has potential for a mixture of permissible commercial uses.

It is appropriate to maintain this area's transitional nature and provide for contemporary designed buildings and a variety of uses, particularly approaching corner sites. Such development would not be intrusive or out of character with this area, as compared with the majority of the Distinctive Neighbourhood."

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The subject site is adjacent to the road barriers identified in this statement that provide a clear physical barrier to the remainder of the homogeneous neighbourhood character, to appropriately enable the introduction of larger buildings of varied built form. The sub area has also notes the presence of the Lilyfield light Rail stop and the opportunity to make provision for higher density multi-unit development around this node. The proposal clearly achieves this vision whilst also ensuring that the built form is not intrusive to existing residential development to the south via responsive building separation and form. This in turn ensures no adverse amenity impacts, such as overshadowing, overlooking and visual impact.



Figure 12: Sub Areas within Catherine Street Distinctive Neighbourhood (Figure C92 from LDCP 2013)

3.4.4 Part C – Residential Provisions (Section 3)

This part of the DCP contains more detailed controls that will guide assessment for any future development application. By virtue of its site layout and overall building design, the development concept appropriately addresses or is capable of addressing the relevant specific provisions contained in this section of the DCP. It should also be noted that the proposed development will also be required to address the specific provisions of SEPP 65 and the ADG, that prevail over the provisions of the DCP.

As noted previously, the proposed building separation/setback to the southern boundary, building form, and layout ensures that the development suitably addresses the potential amenity impacts arising from overshadowing, overlooking and visual impact.

4.0 The Planning Proposal

4.1 Overview

This section addresses the DP&E publication Planning Proposals – A Guide to Preparing Planning Proposals (August 2016). This section provides:

- Objectives and intended outcomes;
- Explanation of provisions;
- Justification;
- Mapping;
- Community consultation; and
- Project timeline.

4.2 Objectives and Intended Outcomes

The objective of this PP is to amend the FSR and height of building development standard that applies to the site to facilitate a redevelopment of the site that:

- Provides residential accommodation in a well serviced location with high levels of access to employment, transport, and urban services;
- Contributes to the five (5) year inner west dwelling target of 5900 dwellings to 2021, and the 20 year district target of 157,500 dwellings;
- Optimise the utilisation of existing and current capital expenditure on transport infrastructure; and
- Maintain the amenity of existing residential development.

4.3 Explanations of Provisions

The PP does not seek to amend the underlying land use zone of R1 General Residential. To facilitate the redevelopment of the site with a residential flat development of approximately 54 dwellings, as depicted in the supporting architectural plans prepared by Derek Raithby Architects (refer to Attachment 1), the amendment proposed comprises amending the LLEP 2013 FSR Map (Sheet FSR_004) to impose a maximum FSR of 2.25:1 across the site as depicted in Figure13.



Figure 13: Proposed amended LLEP 2013 FSR Map

4.4 Justification and Strategic Merit

This section addresses the need for the rezoning (i.e. amendment to the LLEP 2013 FSR Map), identifies the background studies undertaken, why the PP is the best approach and what the community benefits will be.

4.4.1 Section A – Need for the Planning Proposal

Q1. Is the planning proposal a result of any strategic study or report?

The Planning Proposal is not a result of a broad strategic study.

The FSR adopted for the site stems from the gazettal of LLEP 2013 in December 2013 based strategic studies before that time. It is noted that the FSR adopted was that imposed by the previous LLEP 2000. Since the gazettal of the LLEP 2013, there have been substantial shifts in strategic planning context and Government priorities that recognise the need to pursue greater housing supply and affordability, particularly in locations with access to jobs and public transport. These factors support the request to better utilise the available urban land already zoned for residential purposes.

The Greater Sydney Region Plan – ‘A Metropolis of Three Cities’ and associated ‘Eastern City District Plan’, as discussed in Sections 3.1 and 3.2 of this PP, identified the need for greater housing supply and affordability in locations with access to jobs and public transport. The subject site which is located only 50m from a light rail station, 200m to bus services and less than 6km west of the centre of Sydney’s CBD is consistent with these directions to be explored for increased housing potential.

In addition to the above priorities, the PP is also supported by:

- Architectural Plans prepared by Derek Raithby Architects;
- Site studies prepared by Derek Raithby Architects; and
- Traffic Impact Assessment prepared by Traffix.

The site study has undertaken a context analysis and review to test the capability of the site to accommodate additional development. the testing has been informed by the preparation of an architectural concept to prove the capability for the site to accommodate a development. The testing of impacts relating to solar access, visual impacts, and capacity of the transport network supports the conclusion that the site is suitable for detailed consideration to support a greater density than currently permitted.

Of most significance is the consideration of the impact of the building mass that could be achieved under the proposed development standard.

The site study at Attachment 2 provides a comparison of existing solar access impact with the scheme approved in 2007 and the proposed envelope. The testing undertaken has supported the pursuit of a “split tower” approach accommodating the greater height and the corners of the site.

The architectural plans prepared by Derek Raithby Architects, demonstrate that the proposed development of the site for a residential flat building accommodating 54 apartments is capable of complying with the design quality principles and relevant provisions of SEPP and the ADG. Furthermore, consideration has been given to ensure that there is no adverse impact (e.g., amenity and environmental) on adjoining and nearby properties, the public domain, streetscape and local character of the area.

The Traffic Impact Assessment (TIA), prepared by Traffix, has modelled the traffic generation of the proposal and its potential impacts upon the surrounding transport/road network. The TIA also examined the adequacy of the off-street parking. In summary, the TIA found that appropriate parking will provided to the development and that the road network will be able to accommodate the additional traffic from the proposed development. In fact, the TIA has concluded that the proposed development is likely to improve existing traffic and parking conditions on and around the site through lessening of pressure on on-street parking, via a complaint provision of parking on-site, as well as traffic generation rates that are identical if not less than that generated by existing developments on-site.

Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The PP is considered the best option as it will allow the redevelopment of the site in a manner that is compatible with the concepts prepared. The variation to the FSR control could not reasonably be pursued via a variation under Clause 4.6 of LLEP 2013.

Further, the PP approach provides a mechanism for the proponent to deliver substantial public benefits not otherwise required under the existing controls. This will provide contributions to Council's affordable housing portfolio in an appropriate location and otherwise consistent with its Affordable Housing Policy (2016).

4.4.2 Section B – Relationship to Strategic Planning Framework – The Strategic Merit Test

In considering if a PP should proceed to gateway determination, strategic merit is to be demonstrated. Section B – Relationship to Strategic Planning Framework from 'Planning Proposals' – A Guide to Preparing Planning Proposals (August 2016) provides the matters to be considered when determining strategic merit.

The particular matters to be considered are addressed below.

Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional strategy, or district plan or strategy (including any exhibited draft plans or strategies)?

The consideration of the strategic framework at Section 3.0 confirms the consistency of the proposal relating to:

- Acceleration of housing supply in well serviced areas, close to public transport, jobs, recreation and support facilities (e.g., retail, health and education);
- Provision of housing supply in close proximity to existing public transport options to ensure infrastructure use is optimised;
- Delivery of housing choice and affordable rental housing in targeted areas; and
- Provision of housing in a locality that does not diminish employment or urban services land.

Q3(a). 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; or
- Consistent with a relevant local council strategy that has been endorsed by the Department; or
- 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?

The consistency of the proposal with 'A Metropolis of Three Cities' and the 'Eastern City District Plan' has been addressed in detail in Section 3.0 of this PP. One of the key priorities of both these plans is the provision of "housing supply, choice and affordability with access to jobs, services and public transport". The strategic decision to zone the land residential has already been made. This PP seeks to increase the potential housing capability of the site.

In terms of housing delivery, the 'Eastern City District Plan' seeks to deliver a total of 46,550 dwellings across the district, with the Inner West Council being targeted to provided 5,900 of these dwellings. The planning proposal aims to deliver approximately 54 dwellings on a site that currently only accommodates three (3) dwellings. This is a significant contribution from site towards the District's housing targets, particularly noting the site's close proximity to public transport and the centre of Sydney's CBD.

The planning proposal also has strategic merit in that it is consistent with Council's strategy to increase the delivery of affordable housing. To this effect, in November 2016, the Council released its Affordable Housing

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Policy in an effort to actively seek the increase in supply of affordable housing through its planning instruments and policies. The policy was adopted in recognition of ongoing loss and non-replacement of affordable housing via gentrification and general redevelopment. Accordingly, the Policy adopted by Council was in response to changing circumstances and demographic trends that have not been recognised by existing planning controls.

One of the mechanisms identified in the Policy to deliver much needed affordable housing in the area is via 'value capture', implemented through VPAs. A value uplift sharing VPA is proposed. The

In considering the three (3) points raised in the strategic merit test, the request is considered to have strategic merit as:

- The request has been demonstrated to be consistent 'A Metropolis of Three Cities' and with the 'Eastern City District Plan';
- It is responding to the housing demand forecasts identified in the District Plan;
- It is responding to the need to deliver more affordable housing, as per the District Plan, because of demographic and general redevelopment trends causing the ongoing loss and non-replacement of affordable housing; and
- The request is consistent with Council's Affordable Housing Policy which was underpinned by the Department in April 2018 with its inclusion of the Inner West LGA in SEPP 70.

Q3(b). Does the proposal have site specific merit, having regard to the following:

- The natural environment (including known significant environmental values, resources or hazards);
- The existing uses, approved uses, and likely future uses of land in the vicinity of the proposal; and
- 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?

The site is existing developed urban land and therefore does not have impacts upon significant environmental values or natural resources. The site is not subject to natural hazards of land slip or geotechnical instability. The site is not identified as being affected by the 100 year ARI, or being bushfire prone land.

The subject site is zoned R1 General Residential. A substantive portion of the site contains a non-conforming light industrial/warehouse building and use at 36 Lonsdale Street. The PP will facilitate the redevelopment of the site for residential flat building, a permissible use, including the delivery of much needed affordable housing. The existing and likely future uses of land in the vicinity of the proposal is general residential, as well as mixed use development. The PP is directly opposite a part two (2) and part five (5) storey shop-top housing development bound by Lonsdale Street, Brenan Street, and Catherine Street. The adjacent development includes an IGA supermarket on the ground floor.

The sites key merit is its proximity to solid public transport options, such the Lilyfield Light Rail Station (50m from the site), which connects the site to a wide range of employment, education, health, retail, and other key services and facilities. In fact, it is only a short commute to the centre of Sydney's CBD, which is only 6km east of the site. It is also within walking distance of local services and facilities.

Q4. Is the planning proposal consistent a local council's Local Strategy, or other local strategic plan?

Council, through the preparation of LLEP 2013, has already made the strategic decision to zone the land for residential purposes.

The PP request is supported by architectural concepts to test the ability of the FSR proposal to be accommodated on the site without adverse impacts. The potential development yield has also been tested from a traffic impact consideration.

The traffic assessment determined that development on the site is capable of being accommodated within the existing transport network and utilising existing public transport availability.

The proposal is consistent with many of the Strategic Directions as the proposal supports:

- Minimising the City's ecological footprint by reusing existing urban land and supporting public transport usage, walking, and cycling;
- Supports growth in a location providing housing and supporting jobs and services in the locality;
- Improves the use of existing urban land, well served by public transport;
- Maximises residential potential outside of the identified core employment lands; and
- Encourages walking, cycling, and public transport uses.

Council also has a suite of strategic documents relevant for consideration which are addressed below.

Our Inner West 2036 – Community Strategic Plan

The Community Plan outlines the goals and priorities of Council to 2036.

The PP is consistent with the principle of working together in a way that is creative, caring and just, as well as the relevant strategic directions.

Strategic Direction 1 – An Ecologically Sustainable Inner West

The proposal facilitates the renewal of existing urban land to accommodate housing choice in a well serviced location. The proposal can reduce private vehicle reliance, accommodate housing choice close to jobs and services, and introduce landscaping to a former industrial site.

Strategic direction 2: Unique, liveable, networked neighbourhoods

The proposal is located adjacent to the existing neighbourhood centre of Lilyfield and public transport. There are excellent public transport connections to open space and recreation facilities.

Leichhardt Community and Cultural Plan 2011-2021

The relevant strategic objectives are considered below:

Strategic Objective 1 – Connecting people to each other

The proposal would renew the site located adjacent public transport and a neighbourhood node. The development would be connected to the community.

Strategic Objective 2 – Connecting people to place

The proposal is supported by a value uplift VPA offer. The VPA has the potential to be allocated to a range of facilities and upgrades as determined by Council.

Integrated Transport Plan – Leichhardt 2013-2023

The proposal aligns with the strategies and actions for transport through:

- Assisting to create an urban village with good public transport and cycle network accessibility;
- Accommodation of bicycle facilities within a future development;
- Location of housing in an area capable of encouraging mode shift to sustainable options; and
- Readily walkable access to day to day needs and recreation opportunities.

Inner West Delivery Program 2018-2022

The delivery program identifies the means of delivering the Community Strategic Plan.

The proposal does not conflict with the priority to manage development.

Future development is capable of and would be required to meet sustainability targets, and does not impede upon heritage neighbourhoods.

The proposal encourages the use of sustainable modes of transport, and is supported by a VPA offer for value uplift sharing that could be allocated to address Council's priorities.

Q5. Is the planning proposal consistent with applicable state environmental planning policies?

The consideration of these SEPPs and deemed SEPPs has identified that the PP does not conflict with any of these policies:

SEPP Title	Consistency	Comment
19. Bushland in Urban Areas	Yes	The proposal is unlikely to have adverse impacts upon urban bushland.
44. Koala Habitat Protection	Yes	The site does not include potential koala habitat.
55. Remediation of Land	Yes	The PP does not alter land use permissibility or introduce permissibility for sensitive land uses. Past land use would continue to be considered at Development Application stage as required by Clause 7 of the SEPP.
64. Advertising and Signage	N/A	Should the PP proceed future development would be subject to the provisions of this SEPP.
65. Design Quality of Residential Flat Development	Yes	The concept residential flat building development for the site has had regards to the principles of SEPP 65.
70. Affordable Housing (Revised Schemes)	Yes	The provisions of the SEPP apply to the Inner West Council and will be addressed by future development applications.
SEPP (Building Sustainability Index: BASIX) 2004	Yes	This SEPP is relevant to specific development that would be permitted on the land. Future development would need to comply with these provisions.
SEPP (Housing for Seniors or People with a Disability) 2004	Yes	This SEPP is relevant to specific development that would be permitted on the site and would need to comply with these provisions should this development be pursued.

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SEPP Title	Consistency	Comment
SEPP (Infrastructure) 2007	Yes	This SEPP is relevant to particular development categories. This PP does not derogate or alter the application of the SEPP to future development.
SEPP (Exempt and Complying Development Codes) 2008	Yes	This SEPP is relevant to particular development categories. This PP does not derogate or alter the application of the SEPP to future development.
SEPP (Affordable Rental Housing) 2009	Yes	This SEPP is relevant to particular development categories. This PP does not derogate or alter the application of the SEPP to future development.
SEPP (Vegetation in Non-rural Areas) 2017	Yes	This SEPP is relevant to particular development categories. This PP does not derogate or alter the application of the SEPP to future development.
SREP (Sydney Harbour Catchment) 2005	Yes	Consideration of this deemed SEPP will continue to apply relating to management of water quality entering the Sydney Harbour Catchment.

Table 2: Consistency of the Planning Proposal with SEPP titles

Q6. Is the planning proposal consistent with applicable Ministerial Directions (S9.1 Directions)?

The PP would be consistent with all relevant Directions as detailed below:

S9.1 Direction Title	Consistency	Comment
1.0 Employment and Resources		
1.1 Business and Industrial Zones	N/A	
1.2 Rural Zones	N/A	
1.3 Mining, Petroleum Production and Extractive Industries	N/A	
1.4 Oyster Aquaculture	N/A	
1.5 Rural Lands	N/A	
2.0 Environment and Heritage		
2.1 Environment Protection Zones	N/A	
2.2 Coastal Protection	N/A	
2.3 Heritage Conservation	Yes	There are no known matters of heritage significance required to be considered for the site and there are no heritage items located on the site.
2.4 Recreation Vehicle Areas	N/A	
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	
3.0 Housing, Infrastructure and Urban Development		
3.1 Residential Zones	Yes	The proposal is considered to be consistent with the direction, including the potential to broaden housing choice and provision in a location able to make

S9.1 Direction Title	Consistency	Comment
		efficient use of existing infrastructure and services. The range of housing includes 15% of the uplift as Affordable Rental Housing that would be dedicated free of charge to the Council.
3.2 Caravan Parks and Manufactured Home Estates	NA	
3.3 Home Occupations	Yes	Home occupations will continue to be permitted, to be carried out in dwelling houses without the need for development consent.
3.4 Integrating Land Use and Transport this Ministerial Direction	Yes	<p>The PP is considered to be consistent with this Direction through:</p> <ul style="list-style-type: none"> The Proposal will provide housing in a location that will be well serviced by public transport and in a location able to support cycling and/or walking to jobs and other services and facilities; Providing an opportunity for residential development that improves opportunities for travel by means other than by car; and Supports the efficient and viable operation of public transport services.
3.5 Development Near Licensed Aerodromes	N/A	
3.6 Shooting Ranges	N/A	
4.0 Hazard and Risk		
4.1 Acid Sulphate Soils	Yes	The site is identified under LLEP 2013 as being potentially affected by acid sulfate soils. The site is mapped within the Class 5 area of potential affectation and is directly adjacent to land mapped as Class 3 potential affectation. Clause 6.1 of LLEP 2013 provides detailed provisions for the management of acid sulfate soils as per the Acid Sulfate Planning Guidelines. This PP does not derogate or alter the application of the LLEP 2013 to future development.
4.2 Mine Subsidence and Unstable Land	NA	
4.3 Flood Prone Land	Yes	The site is not identified as flood prone land.
4.4 Planning for Bushfire Protection	N/A	
5.0 Regional Planning		
5.2 Sydney Drinking Water Catchments	N/A	
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	

7870B_5_Planning Proposal_Amended_190115

S9.1 Direction Title	Consistency	Comment
5.8 Second Sydney Airport: Badgerys Creek	N/A	
5.9 North West Rail Link Corridor Strategy	N/A	
5.10 Implementation of Regional Plans	Yes	The PP is consistent with the Regional Plan 'A Metropolis of Three Cities' and has been specifically addressed in the PP request.
6.0 Local Plan Making		
6.1 Approval and Referral Requirements	Yes	The PP is consistent with this Ministerial Direction.
6.2 Reserving Land for Public Purposes	Yes	The PP is consistent with this Ministerial Direction.
6.3 Site Specific Provisions	Yes	The PP is consistent with this Ministerial Direction.
7.0 Metropolitan Plan Making		
7.1 Implementation of the Metropolitan Strategy	Yes	The PP is consistent with the relevant actions from 'A Metropolis of Three Cities' and the 'Eastern City District Plan' as detailed within this submission.

Table 3: Consistency of the Planning Proposal with Ministerial Directions

4.4.3 Section C – Environmental, Social and Economic Impact

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 proposal?

The request for a PP is for existing developed urban land and is not considered to have any adverse impacts upon threatened species, population or ecological communities.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Natural Environment

As noted above, the proposal for existing developed urban land and is not considered to have any adverse impacts upon threatened species, population or ecological communities.

The PP will promote increased urban tree canopy on the site with the concept residential development plans indicating that substantive deep soil zones are capable of being delivered along the southern and western boundaries of the site of up to 6m in width. Under the scheme, 16% of the site will be provided with deep soil zones and a total of 23% of the site will be landscaped, which meets and exceeds the LLEP 2013 (Clause 4.3A) minimum landscape area requirement of 20% for residential development in Zone R1.

There are no other identified adverse effects on the natural environment as a result of the proposal.

Built Environment

In terms of traffic and transport, the Traffic Impact Assessment (TIA), prepared by Traffix, accompanying the proposal concludes that the road network will be able to accommodate the additional traffic from the proposed development and that appropriate parking can be facilitated on-site to service the development. In fact, the TIA has concluded that the proposed development is likely to improve existing traffic and parking conditions on and around the site through lessening of pressure on on-street parking, via a complaint

7870B_5_Planning Proposal_Amended_190115

provision of parking on-site, as well as traffic generation rates that are identical if not less than that generated by existing developments on-site.

The parking is provided entirely within the basement, thereby enhancing streetscape outcomes for the site, with access via Lonsdale Street. Access to the site via Lonsdale Street will further ensure that there are no adverse traffic impacts on local streets noting that vehicular access further along Lonsdale Street to the south is restricted with a barrier.

In terms of site planning, the proposed development has been designed to maximises side/rear setbacks to adjoining properties (i.e. to the south) as well as provide maximum deep soil zones in that area. Adequate building (including basement) separation is provided to those areas.

The proposed development proposes to retain the existing façade of the existing industrial/warehouse building on the corner of Lonsdale Street and Brenan Street, and proposes to construct a similar façade treatment extending to the corner of Russell Street. A nil building line setback is proposed to Lonsdale Street and Brenan Street, commensurate to the built form of the mixed use development opposite on the corner of Lonsdale Street and Catherine Street. A 3.225m building line setback is provided to Russell Street, commensurate to setbacks provided in that street. The building will also address all street frontages to activate and provide casual surveillance to the public domain.

The proposed building has also been setback, and heights minimised along the southern property boundary to ensure that adequate solar access is provided to surrounding/adjoining properties.

Visual and acoustic privacy to surrounding and nearby properties has been appropriately addressed by maximising side/rear setbacks and concentrating as many openings as possible onto the streets/public domain.

The proposed development has been designed having regard to the design principles of SEPP 65 and the ADG. In terms of the ADG, the architectural plans accompanying the PP demonstrate general compliance with its provisions such as cross ventilation, solar access, communal open space, and building separation/setbacks.

As discussed at Section 3.4 of this PP, the proposed development also addresses the existing and desired future character provisions for the area as defined in LDCP 2013. The development is located within the 'Peripheral Sub Area' of the 'Catherine Street Neighbourhood'.

In terms of the Catherine Street Neighbourhood, one of the pertinent controls of the DCP for the area is to *"encourage larger buildings consisting of a variety of accommodation types at the edge of the Distinctive Neighbourhood"*. The proposal does exactly that, by seeking to provide a residential flat building accommodating a mix of apartment types, including 15% of dwellings as affordable housing.

For the "Peripheral Sub Area" of the Catherine Street Neighbourhood, the DCP notes the presence of the Lilyfield light Rail stop and the opportunity to make provision for higher density, multi-unit development around this node. The proposal clearly achieves this vision too.

Q9. How has the planning proposal adequately addressed any social and economic effects?

Social Effects

The site does not contain any items of known heritage significance, and is highly disturbed from previous development.

The proposal includes the provision of five (5) dwellings as affordable rental housing in a location that is highly accessible to public transport, employment, services, and education. This highly desirable outcome is consistent with key strategic and social planning policies outlined in 'A Metropolis of Three Cities', 'Eastern City District Plan', SEPP 70, and Inner West Council's Affordable Housing Policy.

The PP is not considered to present any adverse social impacts.

Economic Effects

The proposed redevelopment of the site would extinguish an existing non-conforming warehouse use currently operating under existing use rights at 36 Lonsdale Street, as well as a commercial use at 64 Brennan Street. However, this was envisaged and accounted for with the site's current R1 General Residential zoning. Furthermore, the site is located outside of the core industrial/employment lands identified in the District Plan.

The proposal has the potential to deliver a range of positive economic impacts, with the provision of a significant level of affordable rental housing that is well located to suit a range of potential key worker groups. The potential to provide affordable rental accommodation closer to employment opportunities and transport improves the prospect of reducing commute times with the consequent social benefits that can provide.

In general, the proposal delivers housing that has excellent access to public transport, and consequently access to jobs and other services. This in turn reduces the demand on private vehicle usage and promotes increased patronage and utilisation of the Government's investment in the Light Rail system.

The PP is not considered to present any adverse economic impacts.

Q10. Is there adequate public infrastructure for the planning proposal?

In terms of services, the subject site is located in an urbanised area that is well serviced by sewer, water, stormwater, electricity and telecommunications. In this regard, the site is already connected to these services, and these are considered to be adequate for the planning proposal too. However, any need to augment existing utility services will be undertaken as required.

In relation to transport infrastructure, the site is well serviced and adequate for the proposal, noting:

- The site is located approximately 50m of the Lilyfield Light Rail Station, with a frequency of trams running every 10 minutes during peak; and
- The site is situated within 200m of bus stops on Catherine Street and Lilyfield Road that are serviced by routes connecting the Sydney CBD and surrounding region.

Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway Determination?

This section will be completed following consultation with any State and Commonwealth Public Authorities identified in the Gateway Determination. However, the PP is consistent with the latest strategic planning policies and Government approach to increase housing supply in appropriate locations.

4.5 Part 4 – Mapping

It is requested that the LLEP 2013 FSR Map be amended as follows:



Figure 14: Proposed FSR Map

The amended mapping proposes a new FSR of 2.15:1 and a height of buildings of 19m across the site.



Figure 15: Proposed Height of Buildings Map

4.6 Part 5 – Community Consultation

It is expected that community consultation will be pursued consistent with standard practice of:

- Notification of surrounding land owners;
- Public notification in local newspapers; and
- Notification on Council's website.

Consultation will also have regard to the requirements set down in the Gateway Determination issued by the Director-General of the DP&E.

During the exhibition period, the Planning Proposal, Gateway Determination, and other relevant documentation will be available on Council's Customer Service Centre and on Council's website.

4.7 Part 6 – Project Timeline

The project timeline is to be determined by Council.

5.0 Conclusion and Recommendations

This Planning Proposal for 36 Lonsdale Street and 64-70 Brenan Street, Lilyfield seeks to retain the R1 General Residential zone, but amend the FSR development standard.

The amendments to the development standard requested would facilitate the redevelopment of the site to accommodate a part three (3) to seven (7) storey residential flat building containing 54 apartments. It will also deliver a total of five (5) much needed affordable housing dwellings by way of VPA with Council.

The PP request ensures that the potential of the site is best realised to maximise the benefit of the site's proximity to public transport and consequential access to employment, education and urban services. It is also noted that the centre of Sydney's CBD is only a short 6km commute. It is also within easy walking and cycling distance of local services and facilities.

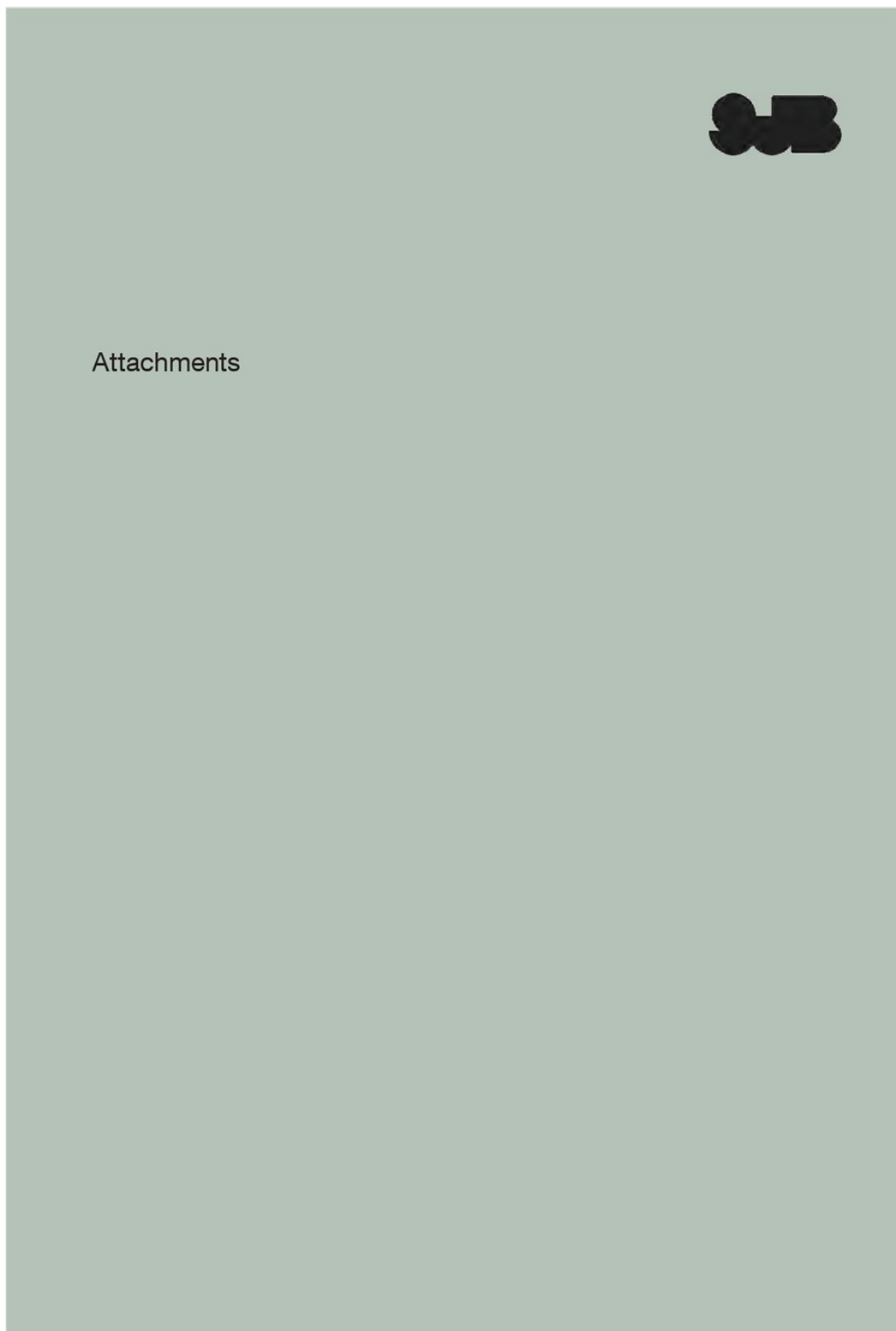
The location of higher density multi-unit housing close to existing public transport is also consistent with the desired future character of the locality, and particularly at this location, as per LDCP 2013.

The site configuration and arrangement has been demonstrated to be capable of achieving ADG amenity requirements and avoids adverse impact upon nearby residential areas.

The supporting traffic study also indicates that the local road system can accommodate the proposal, without any adverse impacts, and that the site is well serviced by public transport – namely, light rail and bus services. The proposed development also accommodates an appropriate and compliant level of off-street car parking.

It is therefore requested that arising from the consideration of this PP request that the LLEP 2013 be amended in the following manner:

- Amend the Floor Space Ratio Map (Map Sheet LZN_004) to show a maximum FSR of 2.15:1 applying to the site; and
- Amend Height of Buildings Map (Map Sheet HOB_004) to show maximum height of buildings of 19m.



Attachments

SUB

Attachment 6 – Proponent’s Architectural Concept Plans

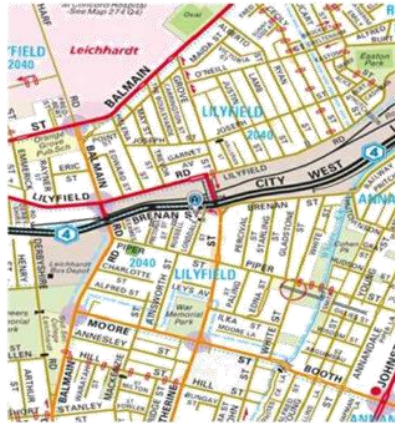


RESIDENTIAL DEVELOPMENT

36 LONSDALE STREET & 64 - 70 BRENNAN STREET

L I L Y F I E L D

N S W



STREET DIRECTORY (www.street-directory.com.au)



STREET DIRECTORY (www.street-directory.com.au)



AERIAL PHOTOGRAPH (maps.six.nsw.gov.au)

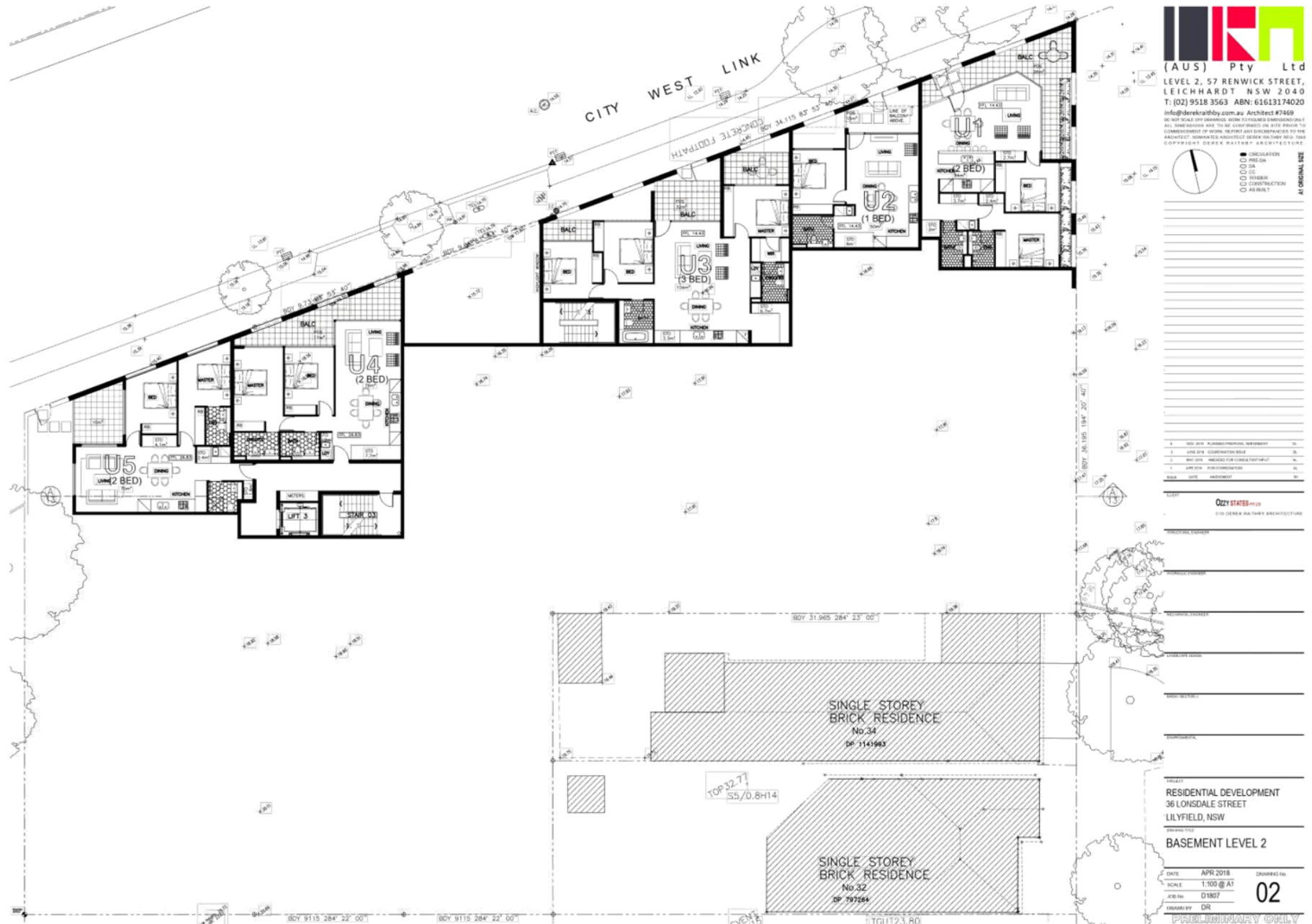


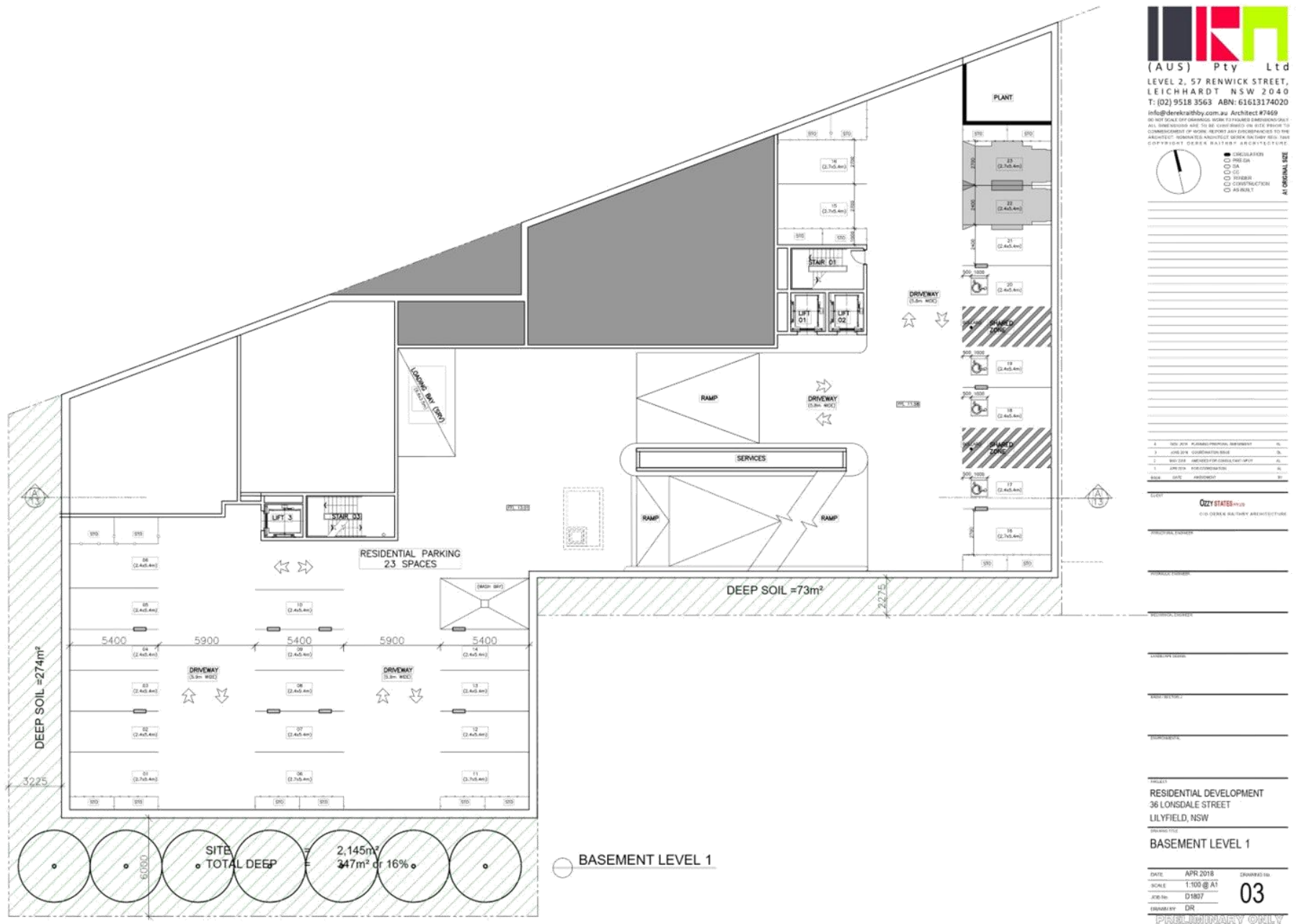
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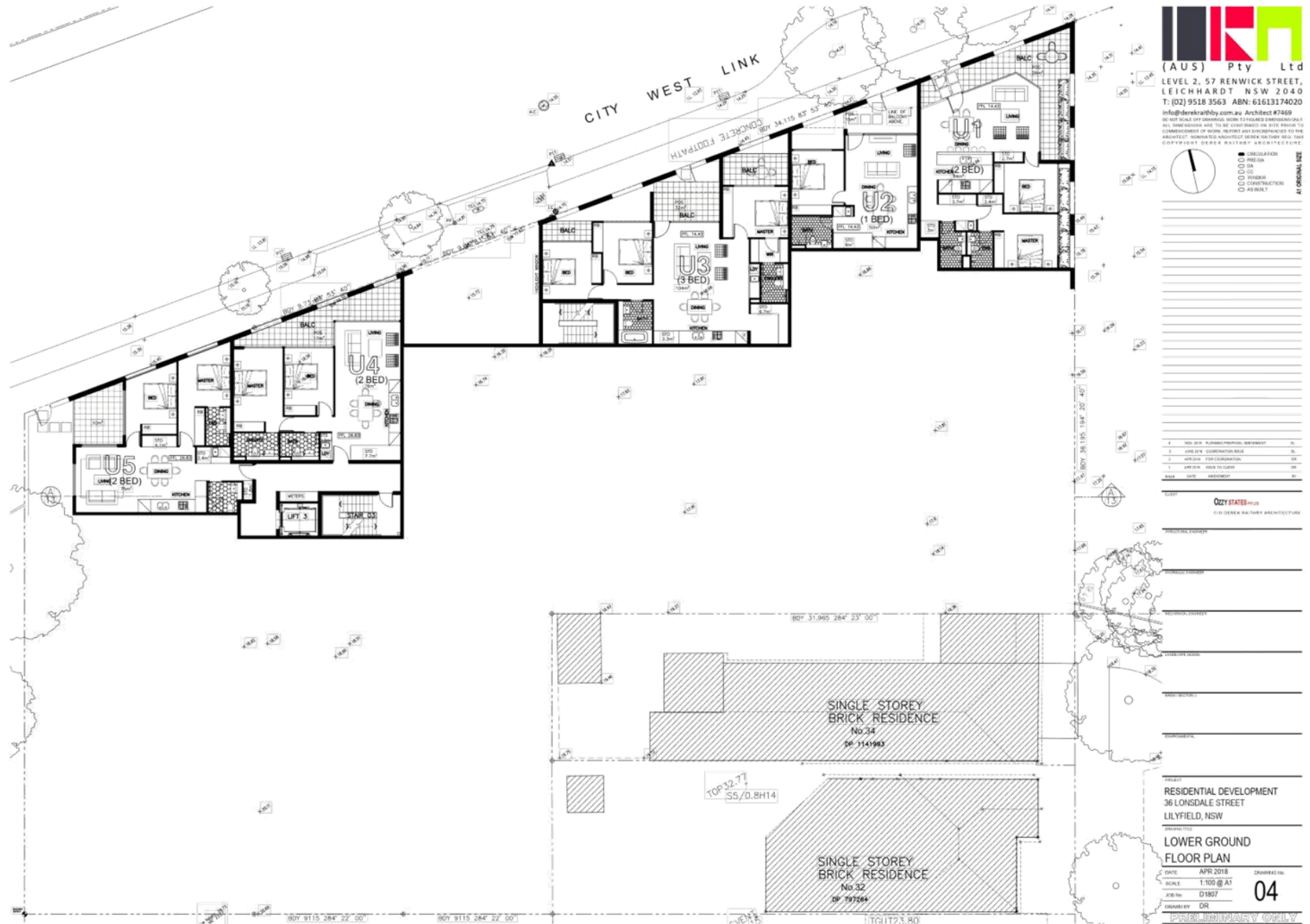
ARCHITECTURAL DRAWINGS

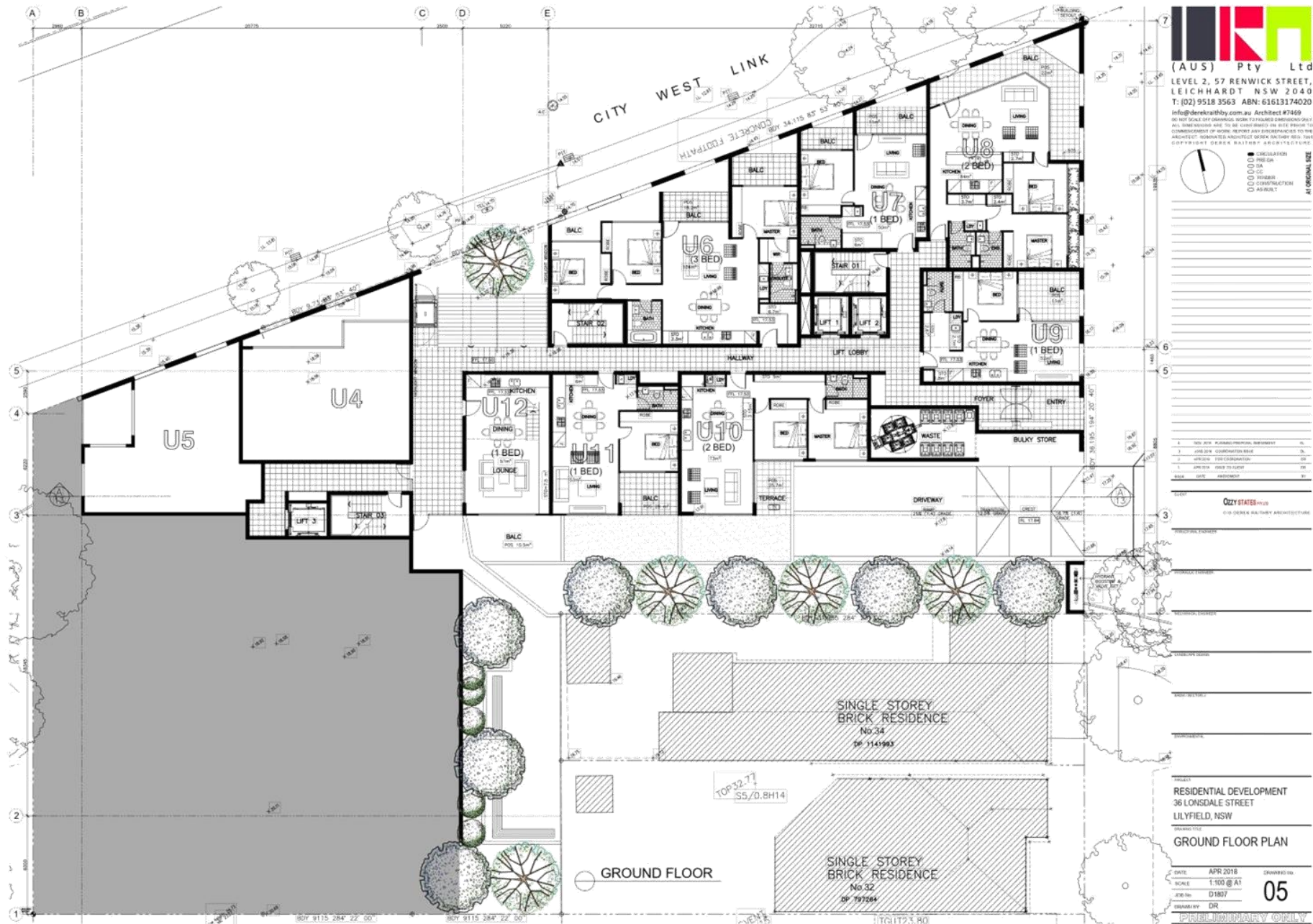
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	DA-01	SITE ANALYSIS PLAN	1:200 @ A1	1	APR 2014
	DA-02	BASEMENT FLOOR PLAN	1:200 @ A1	1	APR 2014
	DA-03	GROUND FLOOR PLAN	1:200 @ A1	1	APR 2014
	DA-04	FIRST FLOOR PLAN	1:200 @ A1	1	APR 2014
	DA-05	SECOND FLOOR PLAN	1:200 @ A1	1	APR 2014
	DA-06	THIRD FLOOR PLAN	1:200 @ A1	1	APR 2014
	DA-07	FOURTH FLOOR PLAN	1:200 @ A1	1	APR 2014
	DA-08	ROOF PLAN	1:200 @ A1	1	APR 2014
	DA-09	SECTION - NORTH AND EAST ELEVATIONS	1:200 @ A1	1	APR 2014
	DA-10	SECTION - SOUTH AND WEST ELEVATIONS	1:200 @ A1	1	APR 2014
	DA-11	SECTION - NORTH AND WEST ELEVATIONS	1:200 @ A1	1	APR 2014
	DA-12	SECTION - SOUTH AND EAST ELEVATIONS	1:200 @ A1	1	APR 2014
	DA-13	SECTION - NORTH AND WEST ELEVATIONS	1:200 @ A1	1	APR 2014
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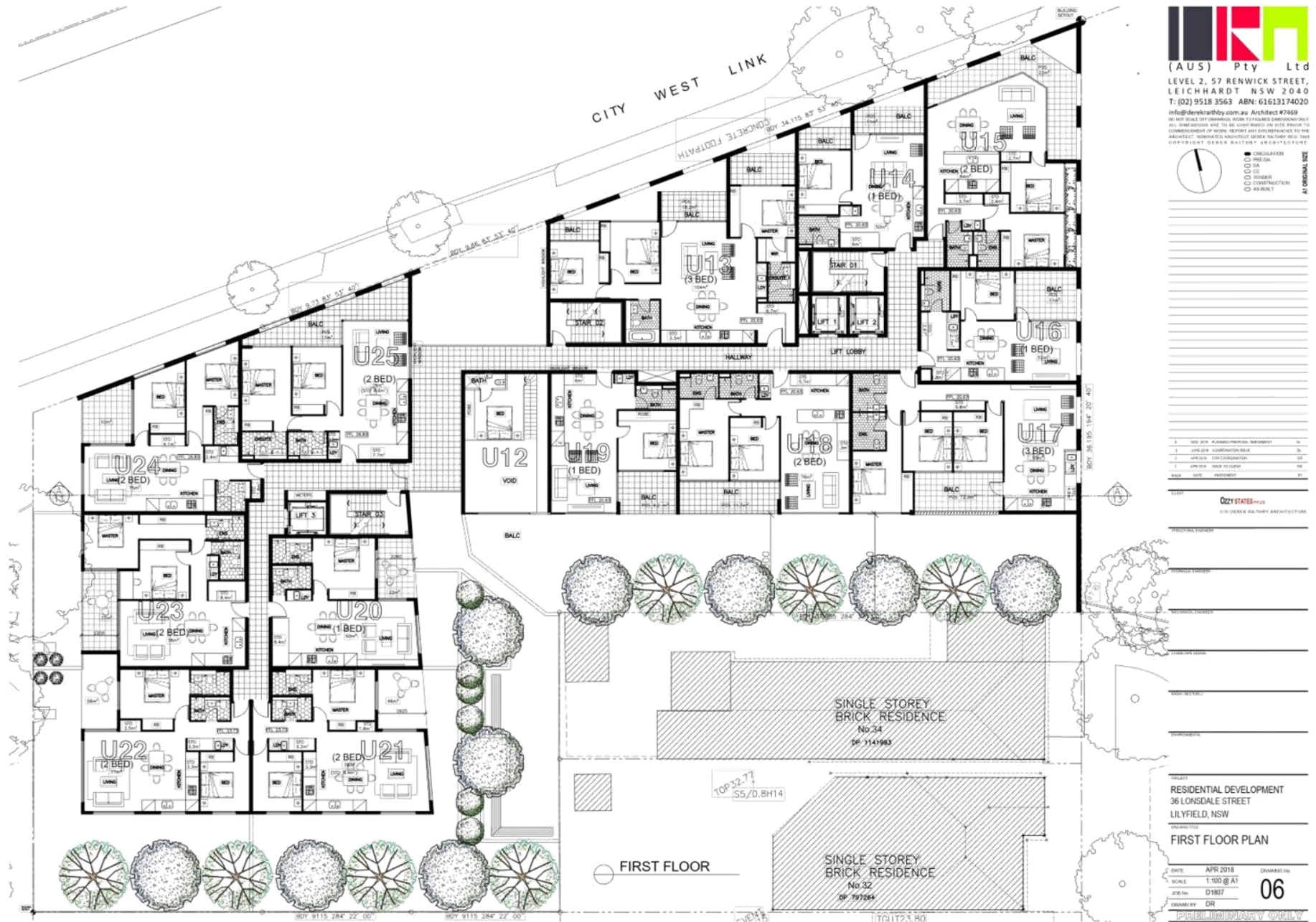


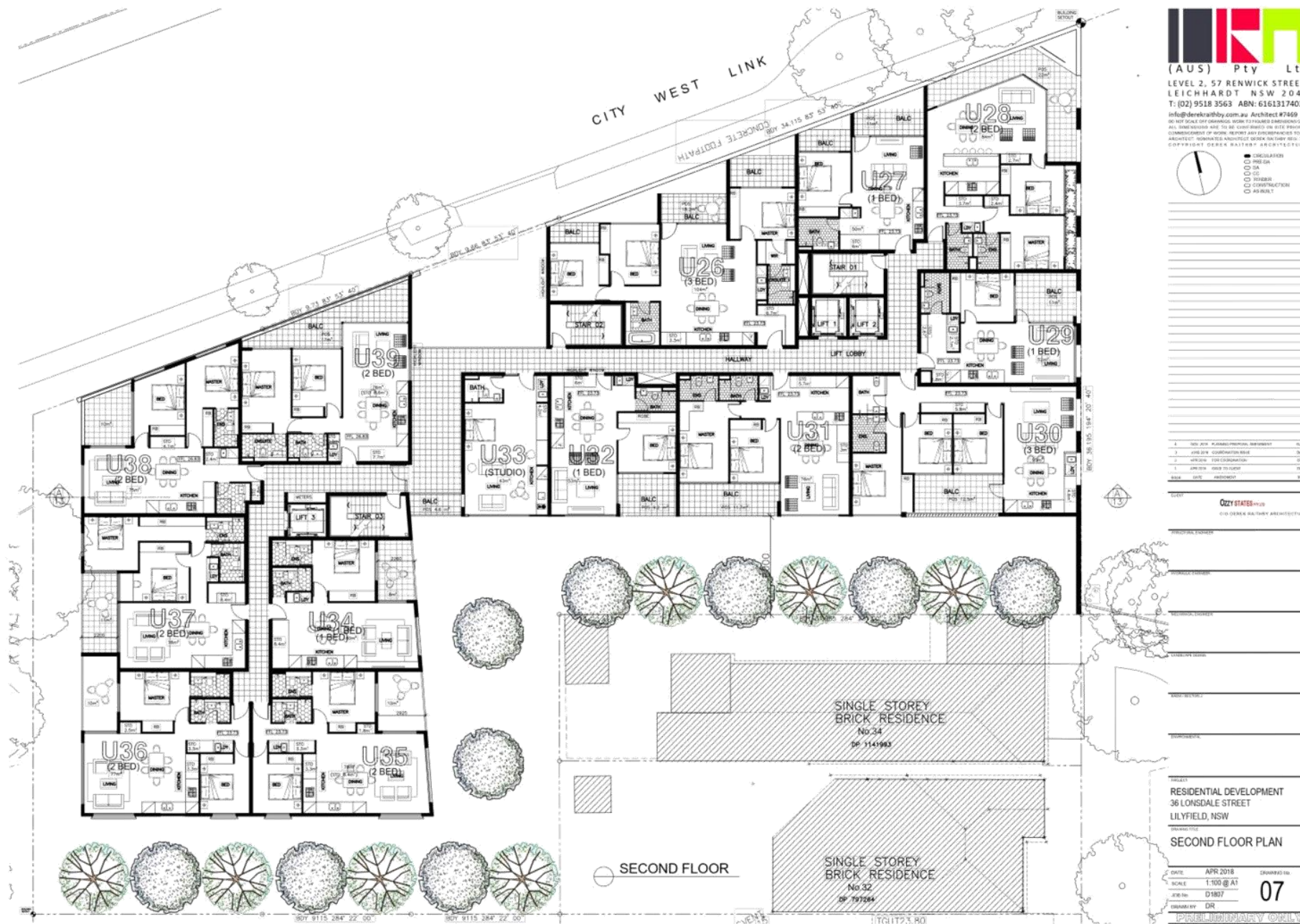


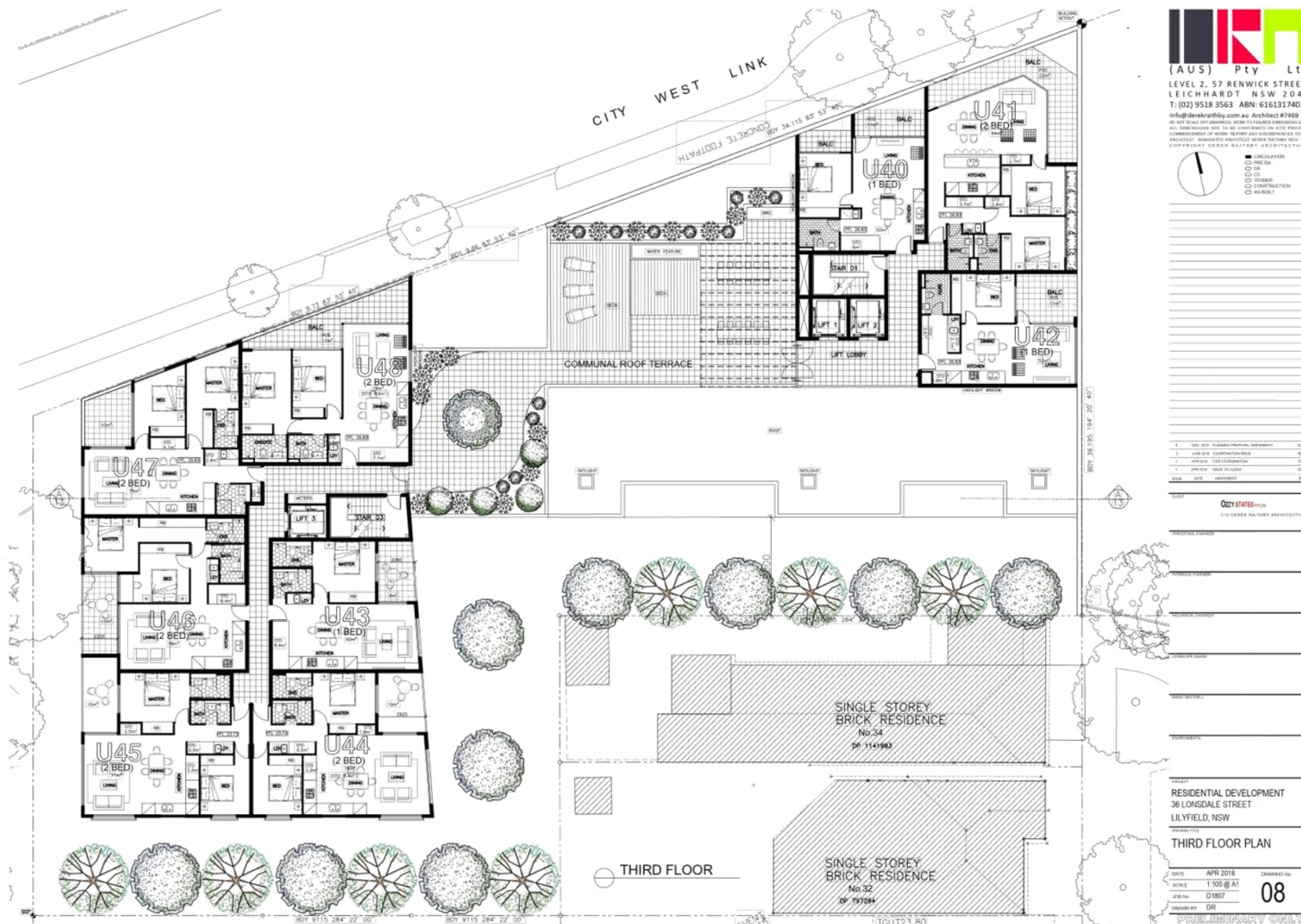


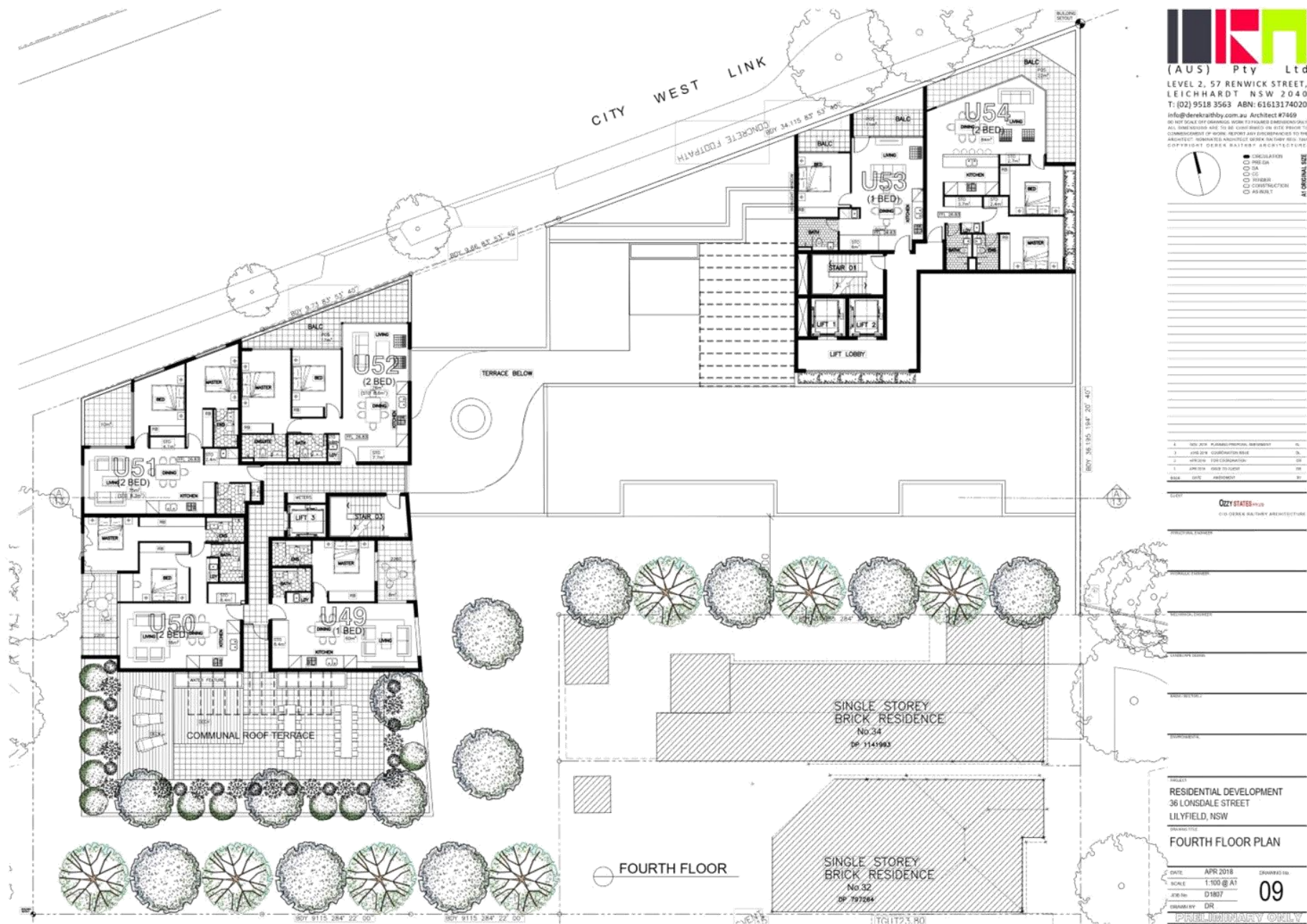






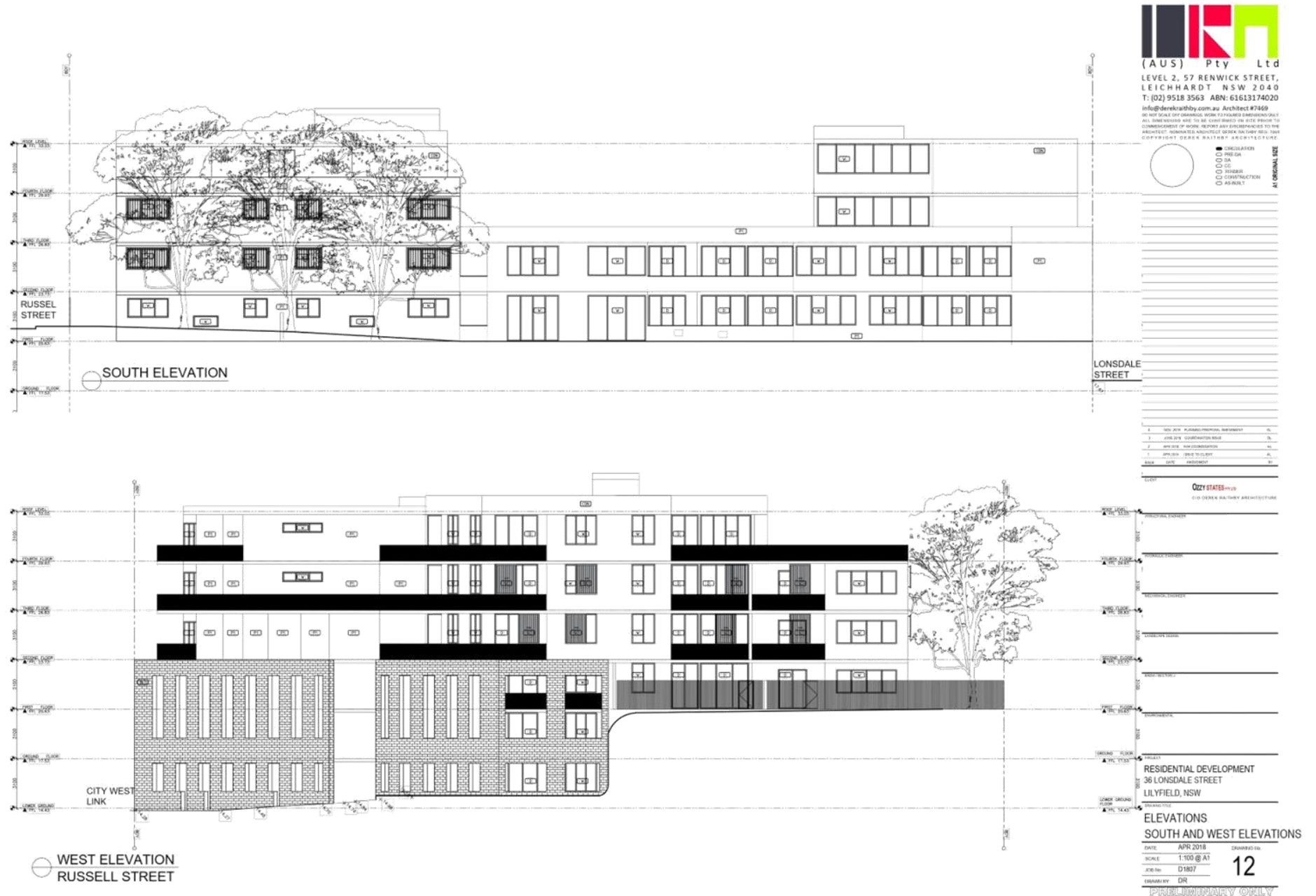


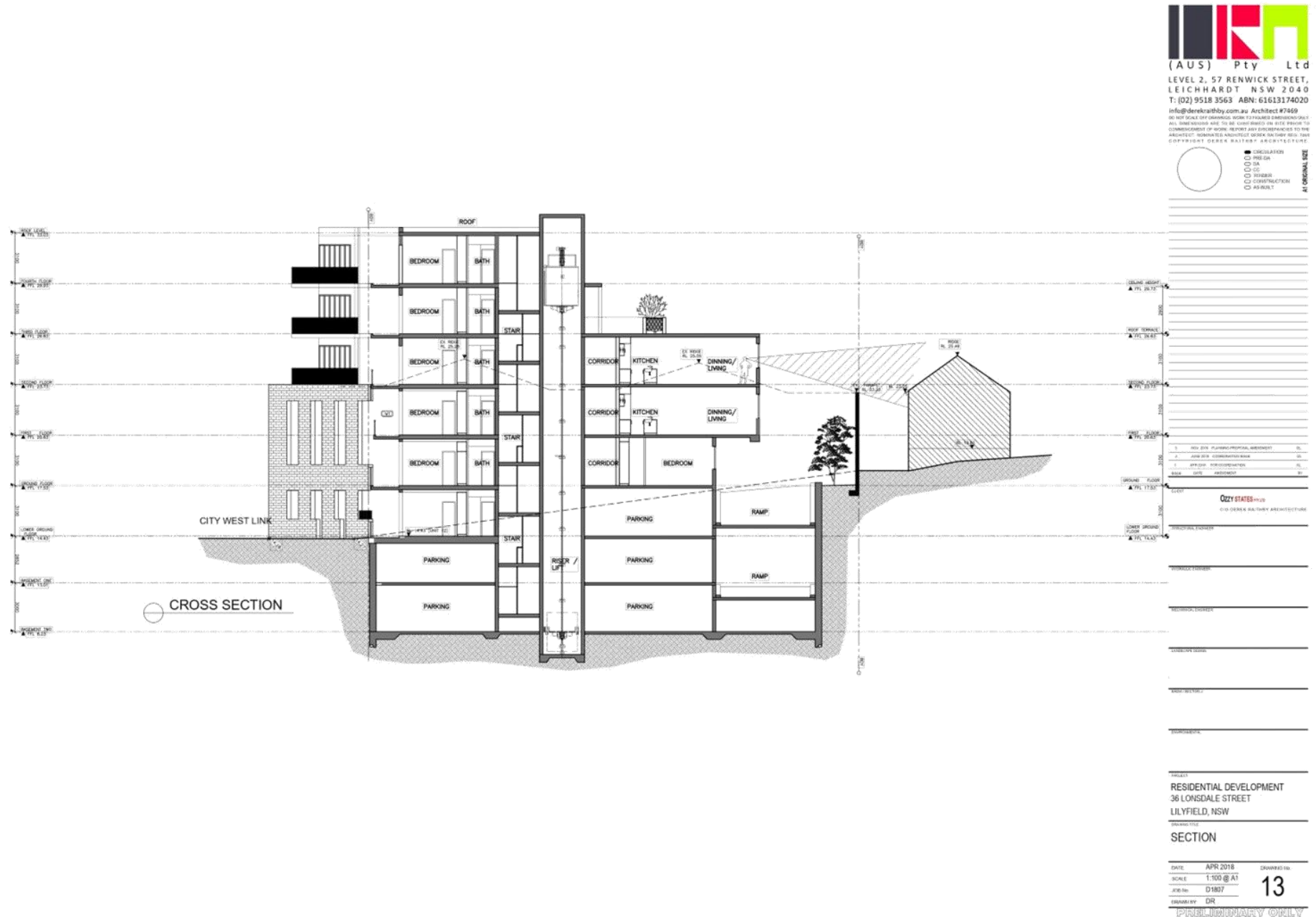














GROSS FLOOR AREA
Gross floor area means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.8 metres above the floor, and includes:

- (a) the area of a mezzanine, and
- (b) habitable rooms in a basement or an attic, and
- (c) any shop, auditorium, cinema, and the like, in a basement or attic,

but excludes:

- (a) any area for common vertical circulation, such as lifts and stairs, and
- (b) any basement,
- (c) storage, and
- (d) vehicular access, loading areas, garbage and services, and
- (e) plant rooms, lift towers and other areas used exclusively for mechanical services or utilities, and
- (f) car parking to meet any requirements of the consent authority (including access to that car parking), and
- (g) any space used for the loading or unloading of goods (including access to it), and
- (h) terraces and balconies with outer walls less than 1.8 metres high, and
- (i) walls above a floor at the level of a storey or storey above.

CALCULATIONS

• LOWER GROUND	= 392m ²
• GROUND FLOOR	= 537m ²
• FIRST FLOOR	= 1,074m ²
• SECOND FLOOR	= 1,097m ²
• THIRD FLOOR	= 701m ²
• FOURTH FLOOR	= 470m ²
TOTAL	= 4,271m²
SITE	= 2,145m²
FSR	= 1.99:1

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3	APR 2018	FOR CONSTRUCTION	DL
4	APR 2018	FOR CONSTRUCTION	DL
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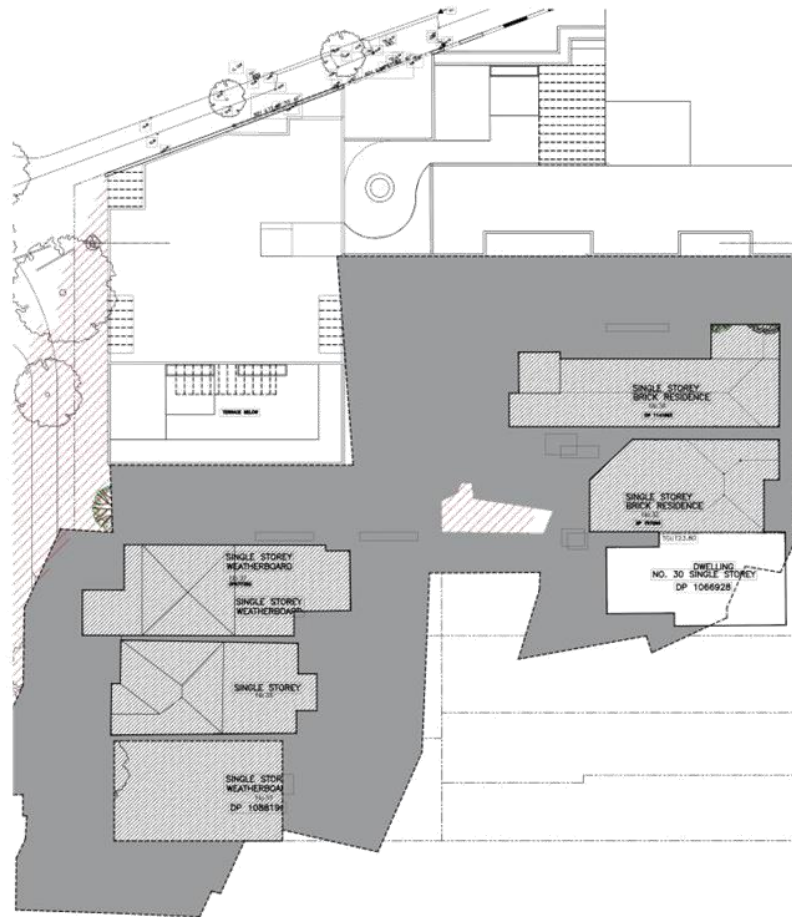
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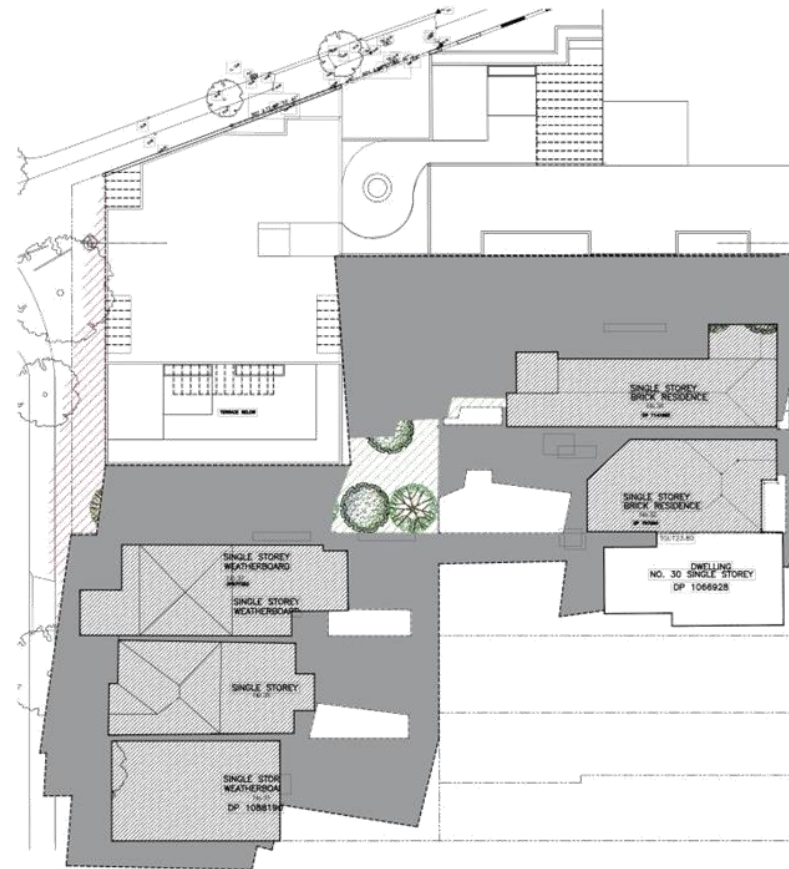
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PRELIMINARY ONLY



SHADOW DIAGRAM - SPLIT TOWERS
21 JUNE 9am

LEGEND

- ADDITIONAL 'SHADOW' CAST
- REDUCTION IN 'SHADOW' CAST
- SHADOW CAST
- EXTENT OF EXISTING SHADOW CAST



SHADOW DIAGRAM - SPLIT TOWERS
21 JUNE 10am

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2	ADD 2018 CONSTRUCTION RISK	DL
3	APR 2018 DATE TO CONSTRUCT	DL
4	REV 2018 ARCHITECTURE	DL

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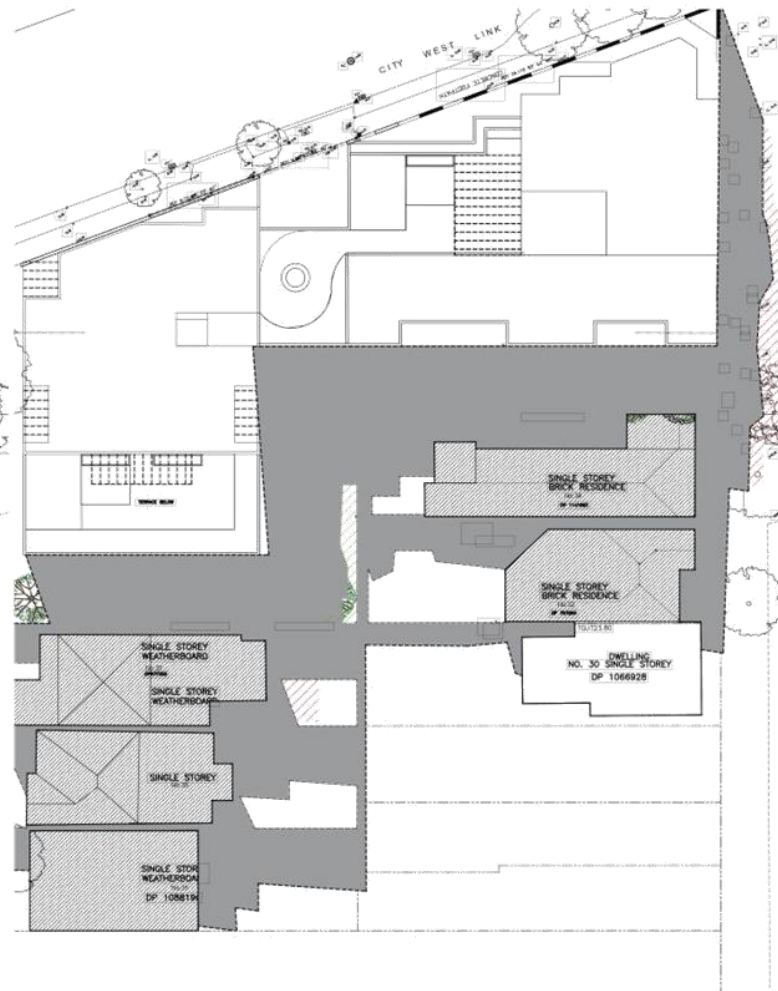
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LILYFIELD, NSW
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JOB NO D1807
DRAWN BY DR
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PRELIMINARY ONLY



SHADOW DIAGRAM - SPLIT TOWERS
21 JUNE 11am

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- ADDITIONAL SHADOW CAST
- REDUCTION IN SHADOW CAST
- SHADOW CAST
- EXTENT OF EXISTING SHADOW CAST



SHADOW DIAGRAM - SPLIT TOWERS
21 JUNE 12noon



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2	REV 2018 COORDINATION DRAW	10/06/2018		DR	DR
3	REV 2018 SHADOW ANALYSIS	10/06/2018		DR	DR

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DATE	APR 2018
SCALE	1:200 @ A1
JOB NO.	D1807
DRAWN BY	DR

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----- EXTENT OF EXISTING
SHADOW CAST

SHADOW DIAGRAM - SPLIT TOWERS

17



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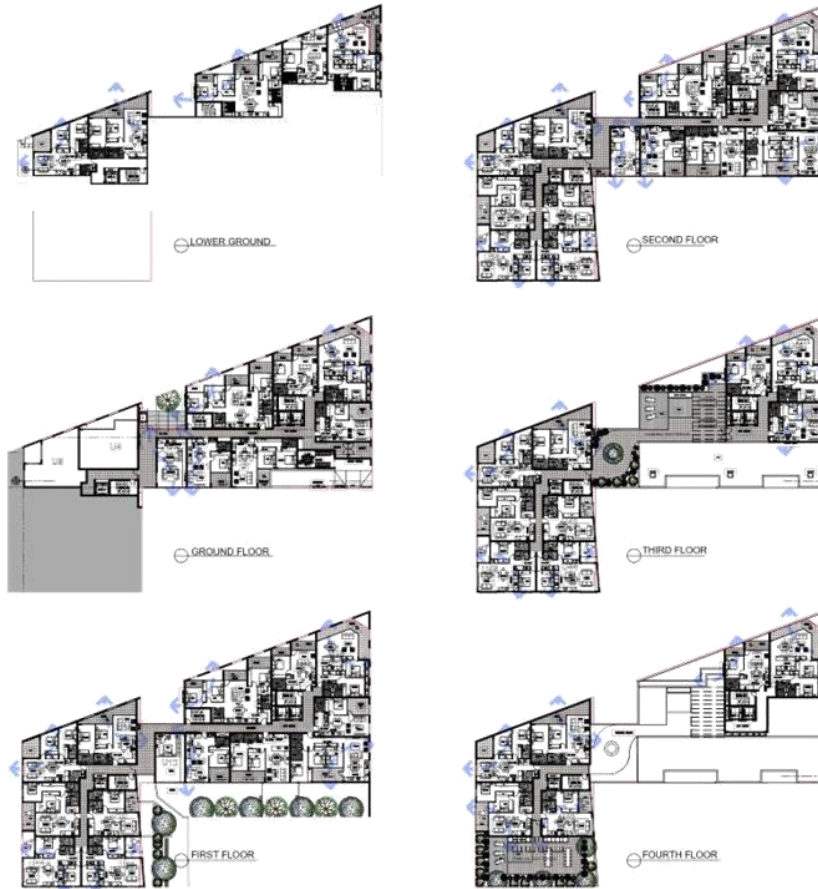
CLIENT
OZZY STATES PTY LTD
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PROJECT
RESIDENTIAL DEVELOPMENT
36 LONGDALE STREET
LILYFIELD, NSW

DIAGRAM
SHADOW ANALYSIS

DATE APR 2018 **DRAWN BY** [Name]
SCALE 1:200 @ A1
JOB NO. D1807
DESIGNED BY DR

18
PRELIMINARY ONLY



CROSS VENTILATION

NUMBER OF UNITS WITH CROSS VENTILATION 24 OF 24

PERCENTAGE OF UNITS WITH CROSS VENTILATION 100%

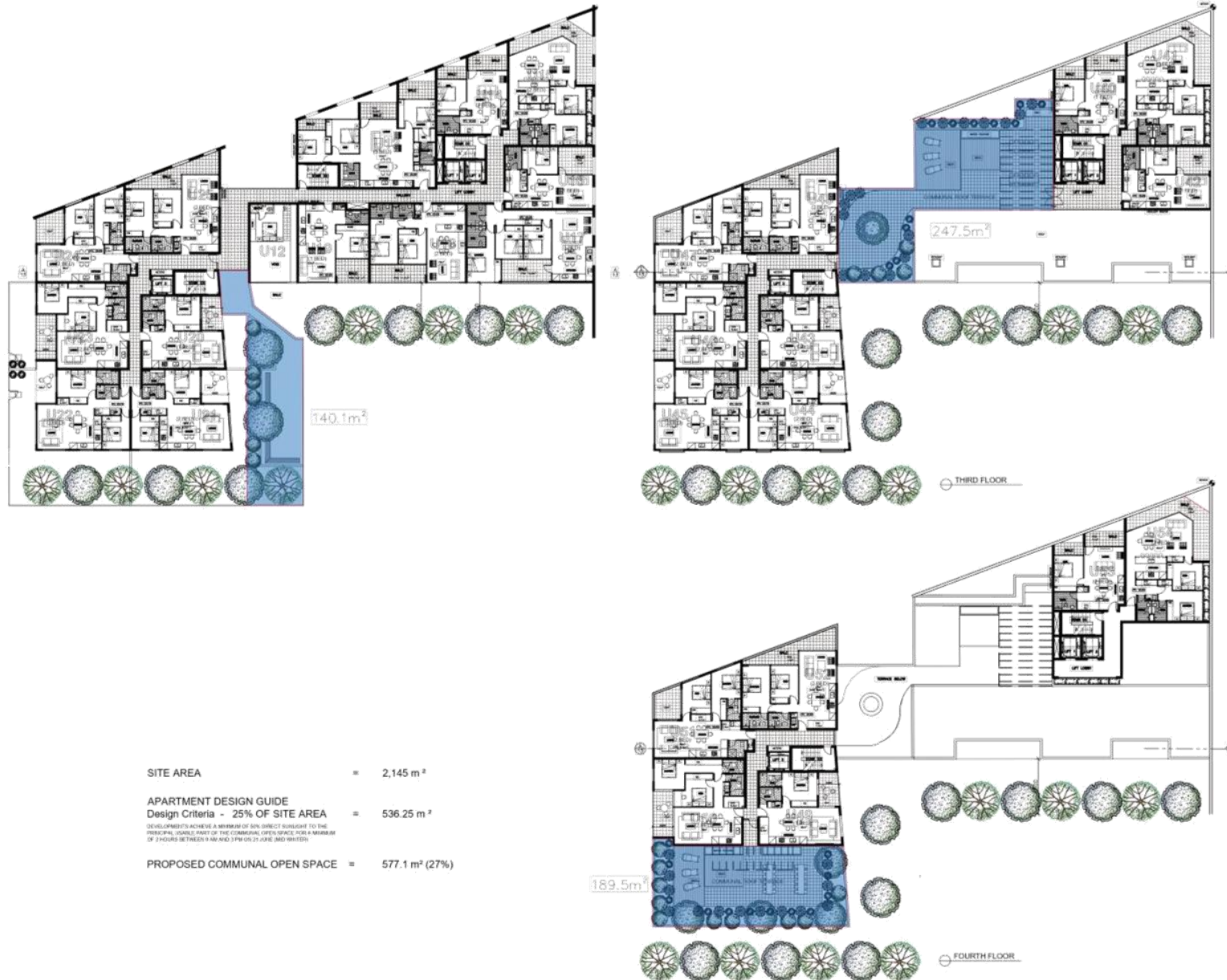
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LEGEND:
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SITE AREA	=	2,145 m ²
APARTMENT DESIGN GUIDE Design Criteria - 25% OF SITE AREA	=	536.25 m ²
DEVELOPMENTS ACHIEVE A MINIMUM OF 50% DIRECT SUNLIGHT TO THE PERMANENT COVERED PART OF THE COMMUNAL OPEN SPACE FOR A MINIMUM OF 3 HOURS BETWEEN 9 AM AND 3 PM ON 21 JUNE AND 21 DECEMBER		
PROPOSED COMMUNAL OPEN SPACE	=	577.1 m ² (27%)

(AUS) Pty Ltd
LEVEL 2, 57 RENWICK STREET,
LEICHHARDT NSW 2040
T: (02) 9518 3563 ABN: 61613174020
info@denekrathby.com.au Architect #7469
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NO.	REVISION	DATE	BY	CHKD BY
1	ISSUED FOR PERMIT APPLICATION	15/04/2018	DR	DR
2	APPROVED FOR CONSTRUCTION	15/04/2018	DR	DR
3	APPROVED FOR CONSTRUCTION	15/04/2018	DR	DR
4	APPROVED FOR CONSTRUCTION	15/04/2018	DR	DR
5	APPROVED FOR CONSTRUCTION	15/04/2018	DR	DR

OZZY STATES Pty Ltd
OZZY STATES ARCHITECTURE
PROJECT NO. 1001
PROJECT NAME: RESIDENTIAL DEVELOPMENT
36 LONSDALE STREET
LILYFIELD, NSW
DRAWING NO. 1001-01
DATE: APR 2018
SCALE: 1:200 @ A1
JOB NO. D1807
DRAWN BY: DR
CHECKED BY: DR
APPROVED BY: DR
PROJECT NO. 1001
PROJECT NAME: RESIDENTIAL DEVELOPMENT
36 LONSDALE STREET
LILYFIELD, NSW
DRAWING NO. 1001-01
DATE: APR 2018
SCALE: 1:200 @ A1
JOB NO. D1807
DRAWN BY: DR
CHECKED BY: DR
APPROVED BY: DR
PROJECT NO. 1001
PROJECT NAME: RESIDENTIAL DEVELOPMENT
36 LONSDALE STREET
LILYFIELD, NSW
DRAWING NO. 1001-01
DATE: APR 2018
SCALE: 1:200 @ A1
JOB NO. D1807
DRAWN BY: DR
CHECKED BY: DR
APPROVED BY: DR



21 JUNE 09:00am



21 JUNE 09:30am



21 JUNE 10:00am



21 JUNE 10:30am



21 JUNE 11:00am



21 JUNE 11:30am



21 JUNE 12:00pm



21 JUNE 12:30pm



21 JUNE 1:00pm



21 JUNE 1:30pm



21 JUNE 2:00pm



21 JUNE 2:30pm



21 JUNE 3:00pm

No.	8:30am	9:00am	9:30am	10:00am	10:30am	11:00am	11:30am	12:00pm	12:30pm	1:00pm	1:30pm	2:00pm	2:30pm	TOTAL
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SOLAR ACCESS		
42 APARTMENTS OUT OF 54 ACHIEVES AT LEAST 2 HOURS OF DIRECT SUN LIGHT	TOTAL	45 OF 54 UNITS
	PERCENTAGE OF UNITS WITH SOLAR ACCESS	83.3%
	SEPP 65 REQUIREMENT	70%

IKH (AUS) Pty Ltd
 LEVEL 2, 57 RENWICK STREET,
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LEGEND:
 ○ CONSULTATION
 ○ PRELIM
 ○ SA
 ○ SET
 ○ TENDER
 ○ CONSTRUCTION
 ○ AS BUILT

AT ORIGINAL SIZE

1	2017-2018	PLANNING/DESIGN/CONSTRUCTION	10
2	2018-2019	CONSTRUCTION/USE	10
3	2019-2020	CONSTRUCTION/USE	10
4	2020-2021	CONSTRUCTION/USE	10
5	2021-2022	CONSTRUCTION/USE	10
6	2022-2023	CONSTRUCTION/USE	10
7	2023-2024	CONSTRUCTION/USE	10
8	2024-2025	CONSTRUCTION/USE	10
9	2025-2026	CONSTRUCTION/USE	10
10	2026-2027	CONSTRUCTION/USE	10
11	2027-2028	CONSTRUCTION/USE	10
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13	2029-2030	CONSTRUCTION/USE	10
14	2030-2031	CONSTRUCTION/USE	10
15	2031-2032	CONSTRUCTION/USE	10
16	2032-2033	CONSTRUCTION/USE	10
17	2033-2034	CONSTRUCTION/USE	10
18	2034-2035	CONSTRUCTION/USE	10
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25	2041-2042	CONSTRUCTION/USE	10
26	2042-2043	CONSTRUCTION/USE	10
27	2043-2044	CONSTRUCTION/USE	10
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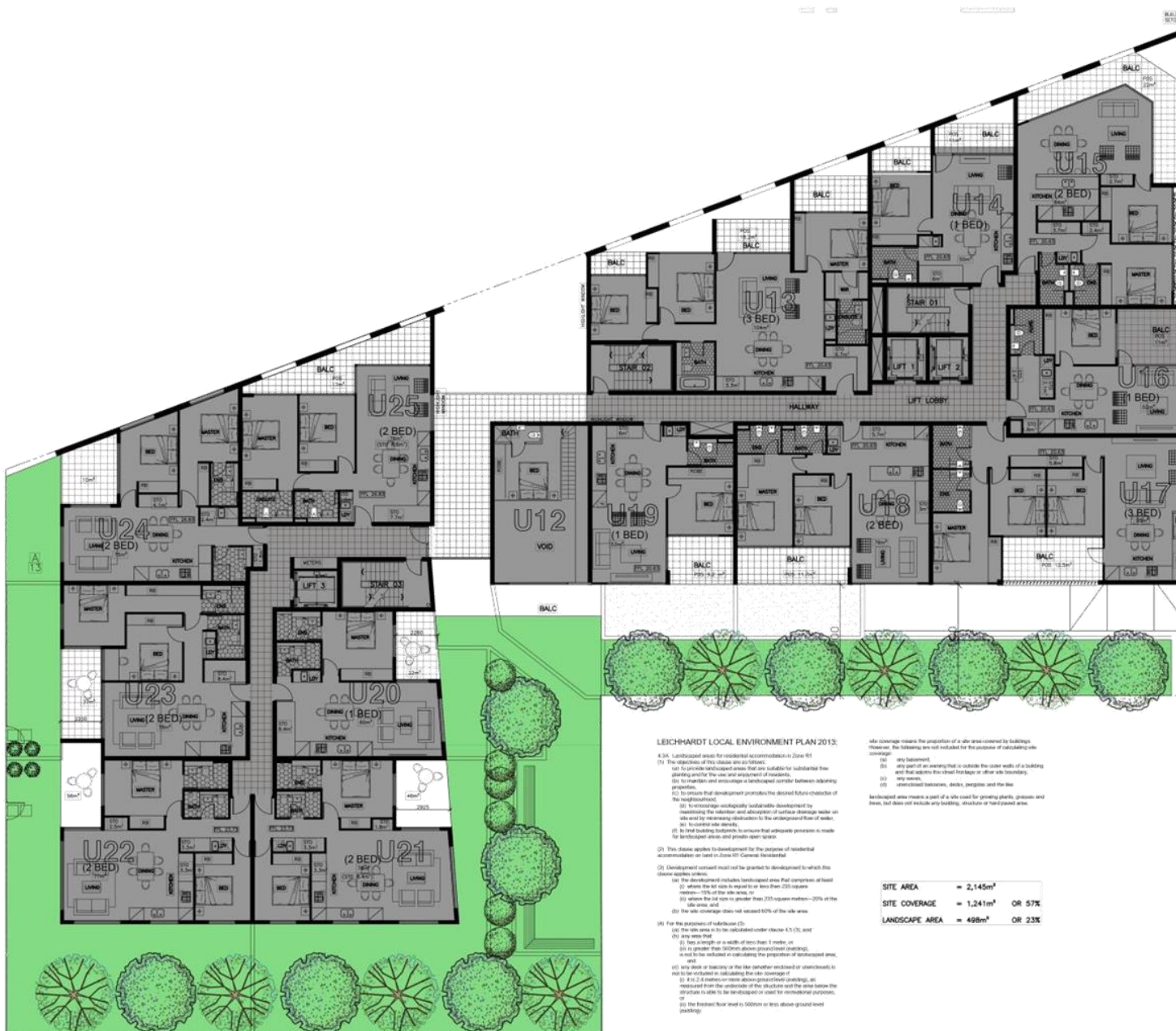
OZZY STATES Pty Ltd
 110 DENEK RATHBY ARCHITECTURE

PROJECT: RESIDENTIAL DEVELOPMENT
 36 LONSDALE STREET
 LILYFIELD, NSW

DIAGRAM: SOLAR ACCESS

DATE: APR 2018 DRAWN BY: DR
 SCALE: NTS
 JOB NO: D1807
 DRAWN BY: DR

21
 PRELIMINARY ONLY



LEICHHARDT LOCAL ENVIRONMENT PLAN 2013:

4.3A. Landscaped areas for residential accommodation in Zone R1

(1) The objectives of this clause are to:

(a) provide landscaped areas that are suitable for substantial tree planting and/or the use and enjoyment of residents;

(b) to maintain and encourage a landscaped corridor between adjoining properties;

(c) to ensure that development promotes the desired future character of the neighbourhood;

(d) to encourage ecologically sustainable development by encouraging the retention and development of mature drainage water all site and by increasing contribution to the underground flow of water;

(e) to provide landscaping to ensure that adequate provision is made for landscaped areas and private open space;

(2) This clause applies to development for the purpose of residential accommodation on land in Zone R1 General Residential

(3) Development pursuant must not be greater than development to which this clause applies unless:

(a) the development includes landscaped area that comprises at least:

(i) where the lot area is equal to or less than 250 square metres: 10% of the lot area; or

(ii) where the lot area is greater than 250 square metres: 20% of the lot area; and

(b) the site coverage does not exceed 50% of the lot area.

(4) For the purposes of subclause (3):

(a) the lot area is to be calculated under clause 4.3 (3); and

(b) any area that:

(i) has a depth or width of less than 1 metre; or

(ii) is greater than 500mm above ground level; and

(iii) is not to be included in calculating the proportion of landscaped area; and

(c) any area or building or the structure and/or the structure is not to be included in calculating the site coverage if:

(i) it is a structure or structure that is not a building; or

(ii) it is a structure or structure that is not a building; or

(iii) it is a structure or structure that is not a building; or

(iv) it is a structure or structure that is not a building; or

(v) it is a structure or structure that is not a building; or

(vi) it is a structure or structure that is not a building; or

(vii) it is a structure or structure that is not a building; or

(viii) it is a structure or structure that is not a building; or

(ix) it is a structure or structure that is not a building; or

(x) it is a structure or structure that is not a building; or

site coverage means the proportion of a site area covered by buildings.

However, the following are not included for the purpose of calculating site coverage:

(a) any building;

(b) any part of an existing building that is outside the outer walls of a building and that is not a building; or

(c) any structure;

(d) any structure;

(e) any structure;

(f) any structure;

(g) any structure;

(h) any structure;

(i) any structure;

(j) any structure;

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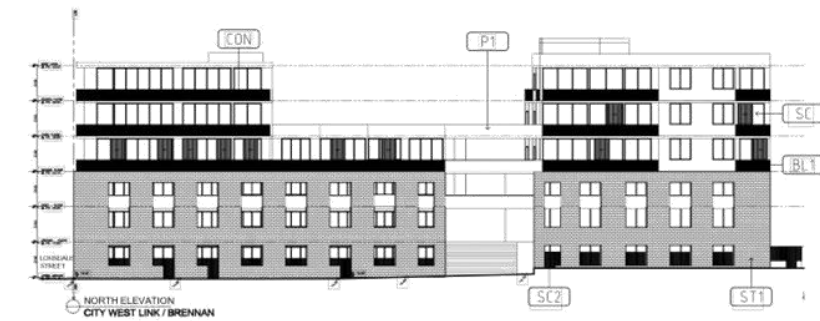
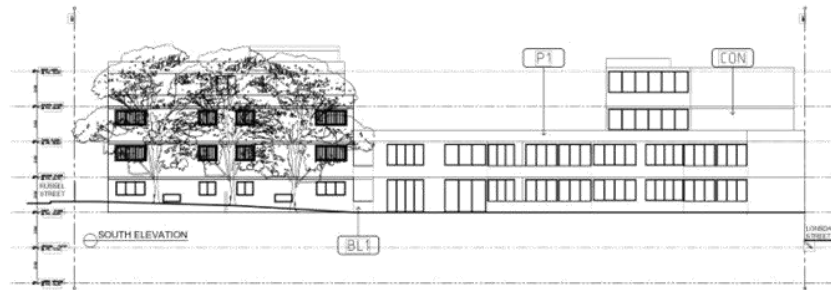
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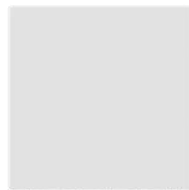
(ie) any structure;

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WALLS - RETAIL:
BRICK
FINISH
[ST1]



CEMENT RENDERED MASONRY, PAINT
FINISH
[P1]



CEMENT RENDERED MASONRY, PAINT
FINISH
[P2]



EXTERNAL FLOOR TILES: SKHEME PURE
ROCK SOFT GREY MATT OR SIMILAR
[IT1]



WINDOWS & DOORS FRAMING:
POWDERCOAT "CHARCOAL"
[W1] [D1]



METAL LOUVRE
[LVR]



CARPARK GARAGE DOORS VENTILATED
[D2]



BALUSTRADE:
GLASS & STAINLESS STEEL
[BL1]



ENTRANCE:
TIMBER BATTENS
[SC2]



GUTTERS & DOWNPIPES:
POLYBOND "SUNFIST"
[SUR]

EXTERNAL FINISHES
CONTRACTOR MAY SELECT SIMILAR FINISHES SUBJECT TO APPROVAL BY THE ARCHITECT.



(AUS) Pty Ltd
LEVEL 2, 57 RENWICK STREET,
LEICHHARDT NSW 2040
T: (02) 9518 3563 ABN: 61613174020

info@denekrathby.com.au Architect #7469
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ARCHITECT'S DRAWINGS MUST BE NOTIFIED TO THE ARCHITECT.
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AT ORIGINAL SIZE

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PROJECT
RESIDENTIAL DEVELOPMENT
36 LONSDALE STREET
LILYFIELD, NSW

DATE
APR 2018

SCALE
NTS

JOB NO.
D1807

DESIGNED BY
DR

PROJECT NO.
23

PRELIMINARY ONLY