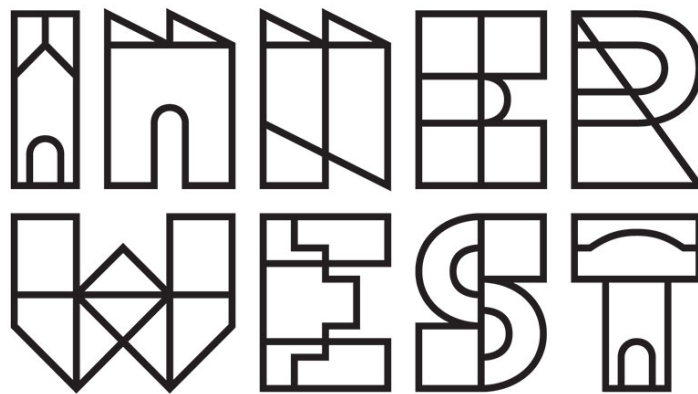


AGENDA



EXTRAORDINARY COUNCIL MEETING

TUESDAY 30 SEPTEMBER 2025

6:30 PM

Live Streaming of Council Meeting

In the spirit of open, accessible and transparent government, this meeting of the Inner West Council is being streamed live on Council's website. By speaking at a Council meeting, members of the public agree to being recorded and must ensure their speech to the Council is respectful and use appropriate language. A person who uses defamatory, discriminatory or offensive language may be exposed to liability for which Council takes no responsibility. Any part of this meeting that is held in closed session will not be recorded.

Council meetings are streamed live on [Council's website](#). This allows our community greater access to Council proceedings, decisions and debate.

Public Forum Monday 22 September 2025

The Public Forum for the Tuesday 30 September Council meeting will be held at the Ashfield Service Centre, Level 6 Council Chambers at 6.30pm on Monday 22 September 2025.

Pre-Registration to request to Speak at the Public Forum

Members of the public must register by 2pm on 22 September 2025 to request to speak at Council Meetings. If you wish to register to speak please fill in a [Register to Speak Form](#), available from the Inner West Council website, including:

- your name;
- contact details;
- item on the Agenda you wish to speak to; and
- whether you are for or against the recommendation in the agenda.
- whether you are speaking in person or online

Are there any rules for speaking at a Council Meeting?

The following rules apply when addressing a Council meeting:

- keep your address to the point, the time allowed for each speaker is limited to three minutes. This time limit applies, no matter how many items are addressed by the speaker;
- when addressing the Meeting you must speak to the Chairperson; and
- the Chairperson may curtail public participation where the information being presented is considered repetitive or irrelevant.

What happens after I submit the form?

You will be contacted by Governance Staff to confirm your registration. If you indicated that you will speak online, you will be provided with a link to the online meeting. Your request will then be added to a list that is shown to the Chairperson on the night of the meeting.

Where Items are deferred, Council reserves the right to defer speakers until that Item is heard on the next occasion.

Accessibility

Inner West Council is committed to ensuring people with a disability have equal opportunity to take part in Council and Committee Meetings. At the Council Chambers at Ashfield, there is a hearing loop service available to assist persons with a hearing impairment. If you have any other access or disability related participation needs and wish to know more, call 9392 5536.

Persons in the public gallery are advised that under the Local Government Act 1993, a person may NOT record a Council meeting without the permission of Council.

Any persons found recording without authority will be expelled from the meeting.

"Record" includes the use of any form of audio, video and still camera equipment or mobile phone capable of recording speech.

An audio recording of this meeting will be taken for the purpose of verifying the accuracy of the minutes.

Statement of Ethical Obligations

The Mayor and Councillors are bound by the Oath/ Affirmation of Office made at the start of the Council term to undertake their civic duties in the best interests of the people of the Inner West Council and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act or any other Act, to the best of their skill and judgement.

It is also a requirement that the Mayor and Councillors disclose conflicts of interest in relation to items listed for consideration on the Agenda or which are considered at this meeting in accordance with Council's Code of Conduct and Code of Meeting Practice.

AGENDA

- 1 Acknowledgement of Country
- 2 Apologies and Request for Remote Attendance
- 3 Notice of Webcasting
- 4 Statement of Ethical Obligations
- 5 Disclosures of Interest (Part 4 (Pecuniary Interests) and Part 5 (non-pecuniary conflicts of interest) of Council's Code of Conduct)
- 6 Moment of Quiet Contemplation
- 7 Public Forum (Monday 22 September 2025)
- 8 Condolence Motions

Nil at the time of printing.

9 Mayoral Minutes

Nil at the time of printing.

10 Reports for Council Decision

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Item No: C0925(2) Item 1
Subject: POST EXHIBITION - OUR FAIRER FUTURE PLAN - COUNCIL'S APPROACH FOR NEW HOUSING IN THE INNER WEST
Prepared By: Simone Plummer - Director Planning
Authorised By: Matthew Pearce - General Counsel

Item 1

RECOMMENDATION

1. That Council endorse *Our Fairer Future Plan - Council's approach for new housing in the Inner West*, subject to the post-exhibition amendments detailed in this report and *Attachments 1-3*, and submit it to NSW Government for implementation via a State-led fast track approval pathway for the following suburbs:
 - a) Annandale,
 - b) Ashbury,
 - c) Ashfield,
 - d) Balmain,
 - e) Balmain East,
 - f) Birchgrove,
 - g) Camperdown,
 - h) Croydon,
 - i) Croydon Park,
 - j) Dulwich Hill,
 - k) Enmore,
 - l) Hurlstone Park,
 - m) Lewisham,
 - n) Lilyfield,
 - o) Newtown,
 - p) Petersham,
 - q) Stanmore,
 - r) Summer Hill,
 - s) Sydenham, and
 - t) Tempe.
2. That Council endorse *Our Fairer Future Plan - Council's approach for new housing in the Inner West*, subject to the post-exhibition amendments detailed in this report and *Attachment 1-3*, and submit it to NSW Government for implementation via a State-led fast track approval pathway for:
 - a) Haberfield
3. That Council endorse *Our Fairer Future Plan - Council's approach for new housing in the Inner West*, subject to the post-exhibition amendments detailed in this report and *Attachment 1-3*, and submit it to NSW Government for implementation via a State-led fast track approval pathway for:
 - a) Leichhardt
4. That Council endorse *Our Fairer Future Plan - Council's approach for new housing in the Inner West*, subject to the post-exhibition amendments detailed in this report and *Attachment 1-3*, and submit it to NSW Government for implementation via a State-led fast track approval pathway for:
 - a) Marrickville
5. That Council endorse *Our Fairer Future Plan - Council's approach for new housing in the Inner West*, subject to the post-exhibition amendments detailed in this report and

Attachment 1-3, and submit it to NSW Government for implementation via a State-led fast track approval pathway for:

a) Rozelle

6. That Council endorse Our Fairer Future Plan - Council's approach for new housing in the Inner West, subject to the post-exhibition amendments detailed in this report and Attachment 1-3, and submit it to the NSW Government for implementation via a State-led fast track approval pathway for:

a) St Peters

7. That Council delegates the Director Planning to make editorial, formatting and technical modifications to the Plan prior to submission in accordance with Council's resolutions.

8. That Council immediately request the NSW Government to:

a) Remove the application of the Transport Oriented Development (TOD) and the Low- and Mid-Rise Housing (LMRH) reforms from the Inner West Local Government Area;

b) Replace these reforms with *Our Fairer Future Plan - Council's approach for new housing in the Inner West* (as amended post-exhibition); and

c) Decline State Significant Development Applications using the TOD or LMRH controls until *Our Fairer Future Plan* has been implemented.

9. That the Croydon Housing Investigation Area Masterplan be reviewed following discussions with Burwood Council and brought back to Council for further consideration and re-exhibition.

10. In order to support Our Fairer Future Plan the following policy work commence to be brought to Council for consideration prior to exhibition:

a) A new Local Infrastructure Delivery Plan and update to the Inner West Contributions Plan to cater for the increased local infrastructure demands across the LGA;

b) A harmonised Development Control Plan based on both feedback from development stakeholders and the Draft Design Guides; and

c) The Inner West Affordable Housing Policy be reviewed as outlined in Attachment 1 Engagement Outcomes Report.

11. That Council write to the NSW Government state agencies and public authorities to seek commitment for state infrastructure delivery, for schools, public transport, regional open space, health infrastructure and utilities, to be aligned with the timing and scale of housing development, and that Inner West community wellbeing, equity, and sustainability are prioritised.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report presents the outcomes of the public exhibition of *Our Fairer Future Plan* (the Plan) - Council's strategy for new housing in the Inner West, and recommends updates based on community feedback. The Plan proposes an alternative approach to the NSW Government's Transport Oriented Development (TOD) and Low and Mid-Rise Housing (LMR) reforms.

Our Fairer Future Plan was publicly exhibited from 21 May to 6 July 2025. Council received 3,146 submissions, including survey responses, written submissions, petitions, and feedback from stakeholder organisations and public authorities.

Community feedback provided support for increased housing supply, walkable neighbourhoods, and revitalised town centres. However, concerns were raised about traffic congestion, infrastructure strain, heritage impacts, parking, overdevelopment and equitable distribution of density. There was a clear desire for more affordable housing, open space, and social infrastructure. Council officers have reviewed and analysed submissions to identify key themes and site-specific matters in the Engagement Outcomes Report (*Attachment 1*) and Masterplan Post Exhibition Changes (*Attachment 2*).

It is recommended that the Plan be updated as discussed in *Attachments 1-3*, for example:

- site-specific changes to zoning, height and density controls
- change to heritage
- new or revised design guidance provisions
- updated amalgamation requirements
- updates to affordable housing requirements

The review of the Plan has also resulted in excluding certain sites from proposed uplift, including some new sites for uplift as well as modifications to the exhibited planning controls for specific sites based on post-exhibition urban design testing outcomes.

This report also responds to other items required by the August 2025 Council resolution including:

- Economic modelling on feasibility of affordable housing contributions
- Recommendations to amend Council's Affordable Housing Policy

Further, this report seeks Council's endorsement to submit the Plan, subject to changes outlined in this report and *Attachments 1-3*, to the NSW Department of Planning, Housing, and Infrastructure (DPHI) for finalisation via a fast-track State-led pathway. Next steps for implementing *Our Fairer Future Plan* including preparation of the supporting Development Control Plan and updates to Infrastructure Contributions Plan are also outlined in this report.

BACKGROUND

Our Fairer Future Plan is a Council-led alternate approach to deliver more housing in the Inner West. It responds to the housing crisis and State Government's Housing Reforms - Transit Oriented Development (TOD) and Low-Mid Rise Housing (LMRH).

In October 2023, Council received a letter from the Minister for Planning and Public Spaces highlighting the housing crisis and the need to update planning controls to support new housing. In December 2023, the NSW Government launched the TOD Program to accelerate housing delivery by increasing density around 38 train stations, of which 5 are in the Inner West - Bays West (TOD Part 1 Accelerated Precinct), Ashfield, Croydon, Dulwich Hill and Marrickville (TOD Part 2).

Council was granted a deferral to introduce its own approach for Ashfield, Dulwich Hill and Marrickville Stations until December 2024 and Croydon Station until January 2025. This approach needed to meet or exceed the theoretical housing capacities allowed by the NSW Government's controls for TOD locations.

Separately, the NSW Government is leading preparation for the TOD Part 1 Accelerated Precinct for Bays Precinct, with more information expected for public consultation in later 2025.

At the Council meeting held on the 20 May 2025, Council resolved the following in part, in relation to the Exhibition of the Fairer Future Plan:

1. *That Council endorse for exhibition Item, including supporting technical studies, as shown at Attachment 1 and Appendices 1- 11, in accordance with the endorsed Community Engagement Plan for the following suburbs in the Inner West Local Government Area.*
2. *That Council delegate the Director Planning to make any minor editorial/ formatting/ technical modifications to the package prior to public exhibition.*
3. *That Council process submissions contemporaneously during the exhibition period and provide an update at every Councillor briefing until the August Council meeting.*
4. *That following the conclusion of the exhibition period, an engagement outcomes report be brought back to Council for consideration prior to submitting the Council-led “Fairer Future for the Inner West” Plan to NSW Government for implementation through a State-led fast track approval pathway.*
5. *The final “Fairer Future for the Inner West” plan is to be reported back for adoption to the August 2025 Council meeting.*
6. *That the final plan should be amended to make the acquisition of new housing stock, owned by Council in perpetuity, be made the highest priority for public benefits to be achieved through developer contributions. This is to be reflected in the plans tabled for adoption.*
7. *That Council defer consideration of any changes to planning controls in the suburb of Croydon pending consultation with Burwood Council to identify how to harmonise controls across Croydon.*
8. *That Council note that following the adoption of the “Fairer Future for the Inner West” Plan that a new stage (stage 2) of investigations will be required for areas not examined under the plan so far.*
9. *That Stage 2 of the “Fairer Future for the Inner West” Plan will commence immediately after the adoption of the Stage 1 and include:*
 - a. *Incorporating the 3,000 - 5,000 new homes in the Bays Precinct;*
 - b. *Increasing density on Parramatta Road;*
 - c. *Increasing density on main streets, heavy and light rail stations not examined fully in Stage 1; and*
 - d. *completion of the further technical investigations required for the ‘additional housing opportunity areas’.*
10. *That Council makes available a video explainer on how to read the Fairer Future Plan and attachments.*
11. *That Council appoints a single point of contact from within the Strategic Planning team for Councillors and Members of Parliament.*
12. *That the Plan be exhibited for a minimum of 6 weeks.*

Further, at the Council meeting held on the 19 August 2025, Council resolved the following:

1. *That Council hold an Extraordinary Council Meeting on Tuesday 30 September 2025 at 6.30pm at the Ashfield Service Centre to consider the detailed engagement outcomes report for the Our Fairer Future Plan, and amendments recommended to the Our Fairer Future Plan in response to the submissions received by Council.*
2. *That Council publish the agenda on Tuesday 16 September 2025 for the Extraordinary Council Meeting to be held on Tuesday 30 September 2025.*
3. *That Council hold the Public Forum on Monday 22 September 2025 at 6.30pm at the Ashfield Service Centre for the Extraordinary Council Meeting to be held on Tuesday 30 September 2025, and publicise details about the Public Forum on Council's website.*
4. *That Council request that any person wishing to speak at the Public Forum on Monday 22 September 2025 make an application to speak by 2pm on the day of the Public Forum.*
5. *That officers provide economic modelling including an assessment of feasibility, housing yield and scale of development in order to update the affordable housing requirements for Our Fairer Future Plan. This economic modelling should consider the feasibility of requiring affordable housing contributions at 5%, 10%, 15%, 20% and 30%.*
6. *That officers include in the Fairer Future report for the September 2025 meeting recommendations as to how the Affordable Housing Policy should be amended in response to community and organisation submissions.*
7. *That officers include in the Fairer Future report for the September meeting a timeline for progressing the development of Council owned sites for conversion to not-for-profit housing through partnerships with the Community Housing sector as well as the state and federal governments.*
8. *That in response to the community consultation, officers include in the Fairer Future report for the September meeting a table of issues, outcomes of urban design modelling and testing by technical experts with recommendations and rationale to either validate or update the proposed planning control relating to land uses, heritage, Floor Space Ratio (FSR), height, setback and building envelope controls.*
9. *That officers include in the Fairer Future report an assessment of the expansion of eligibility of all tiers of Community Housing Providers (CHPs) for the management of affordable housing.*
10. *That officers include in the Fairer Future report and assessment of expanding the affordable housing scheme being applied Local Government Area (LGA) wide.*

DISCUSSION

Our Fairer Future Plan is comprised of three key components which aim to inform the proposed changes to the Inner West Local Environmental Plan (IWLEP) 2022 and future Inner West Development Control Plan (DCP):

- **Residential review**

The focus of the residential review is to improve consistency and transparency in how residential zones are applied across the LGA and bring alignment between the height of building and densities within the residential zones.

- **Masterplanning of Housing Investigation Areas supported by various technical studies**

The masterplans focus on areas in proximity to transport and local well-served centres, to deliver a place-based approach for increased housing density. The plans offer a place-based alternative to the State Government's "one size fits all" approach. These Council led masterplans can deliver more housing with high quality urban outcomes. By focusing on the local area, walkability, and good design, the plans balance growth with the needs of the community. This helps make sure that new development supports the vibrant, diverse, and liveable places that people value in the Inner West.

The areas identified as opportunities for uplift within Inner West include:

- Stage 1 - Marrickville, Dulwich Hill, Ashfield and Croydon (note: Croydon has been deferred as per the Council resolution of May 2025)
- Stage 2 - Summer Hill, Lewisham, Petersham, Stanmore, Leichhardt, St Peters, Sydenham and Tempe.

- **General amendments**

Other general amendments are proposed to the IWLEP 2022 including changes to land use zones, development standards (e.g. HOB and FSR exceptions), affordable housing provisions, key site provisions, unlocking faith owned land for the provision of affordable housing, land reserved for acquisition and development incentives.

Community Engagement

An extensive and inclusive community engagement program was undertaken to support the public exhibition of *Our Fairer Future Plan* from 21 May to 6 July 2025. The consultation was designed to ensure that residents, property owners, businesses, and stakeholders could understand the implications of the Plan and provide meaningful feedback.

The engagement program included 11 community drop-in sessions across the Inner West, 8 service centre drop-ins, and 313 one-on-one "Speak with a Planner" appointments. Council also responded to 342 phone enquiries and 123 emails during the exhibition period.

Promotional efforts included letters to all property owners and occupants, digital and print newsletters, social media campaigns, explainer videos, and an interactive mapping tool. All exhibition materials were made available online and in hard copy at Council libraries and service centres. Refer to *Attachment 1* for more details regarding the Engagement Approach.

Engagement Outcomes & Analysis

Our Fairer Future Plan received a total of 3,146 submissions, including 1,623 online survey responses and 1,523 written feedback via email and mail, reflecting strong community interest and participation. These included individual submissions, organisation submissions, proformas, petitions, and input from Local Democracy Groups. Throughout the documents the use of the term *submissions* means any written feedback received whether by survey, email or correspondence.

- Council officers undertook a comprehensive and methodical review of these submissions. Officers analysed both data from survey responses and detailed insights from free-form submissions to ensure a balanced and inclusive understanding of community sentiment.
- Submissions were received through two main channels: structured surveys hosted on the Your Say Inner West and open-ended email feedback. While 51.5% of participants responded via surveys (which included specific questions and the opportunity to add free form text), the other 48.5% provided feedback via email/mail.
- Given this even distribution between the survey and email input, it is important to note that a purely quantitative analysis of the survey data does not accurately represent the full diversity or depth of community feedback. Therefore, the Engagement Outcomes Report

presents a thematic analysis that integrates both forms of input—ensuring that all voices are captured and responded to appropriately, regardless of submission format.

- Submissions are grouped thematically, including housing supply, affordable housing, infrastructure, transport, heritage, sustainability, flooding, and community wellbeing. Officers identified common concerns and areas of support, as well as site-specific feedback.
- Where appropriate, additional urban design testing, feasibility analysis, and technical studies were commissioned to assess the implications of proposed changes and community suggestions.
- Each theme has been reviewed in detail, and Council officers have prepared responses to the matters raised. These responses have been informed by technical, financial, environmental, and social considerations.
- Where warranted, officers have recommended updates to proposed planning controls, infrastructure delivery mechanisms, and design guidance. These are described in the Engagement Outcomes Report in *Attachment 1*.
- Further, a large number of site-specific submissions were received in relation to the masterplan which have been addressed by the technical urban design consultants and detailed in *Attachment 2*.

Engagement Outcomes Report

Submissions included a mix of support, concern, and constructive suggestions, reflecting the community's deep investment in the future of the Inner West. While many welcomed the Plan's ambition to address the housing crisis, others raised important questions about infrastructure, scale of development, heritage, amenity, and equitable growth. Some submissions raised site-specific concerns or suggestions.

Key themes raised in submissions are listed below. Detailed summary of submissions, responses and actions/recommendations are addressed in detail in *Attachment 1*.

1. Housing and Uplift
2. Affordable Housing
3. Residential Review – Harmonising of zoning and height controls Supply and Density
4. Housing Diversity
5. Traffic transport and parking
6. Infrastructure – local and state
7. Heritage
8. Sustainability and environment
9. Flooding
10. Environmental constraints and conditions
11. Economy and business
12. Broader policy issues - planning process and governance
13. Impacts on existing community
14. Public engagement and community consultation process
15. Other matters
16. Organisation / Public Authority / Group submissions

Masterplan Post Exhibition Changes

Submissions have been summarised into key matters, with Council officers providing responses and recommendations. These include refining building heights and densities to address concerns about overdevelopment, privacy, and amenity.

Urban design testing was undertaken to ensure appropriate transitions between zones and to protect solar access and local character. Site-specific changes are detailed and supported by building envelope, massing, and solar access diagrams in *Attachment 2*, and by maps in *Attachment 3*.

Key changes to note include:

- Refinement of proposed Floor Space Ratio (FSRs) and Height of Buildings (HOBs)
- Zoning and HOB Corrections
- Inclusion of Heritage Items in Uplift
- Addressing Site Isolation
- Refinement of Land Reservation for Acquisition (LRA)
- Key Sites
- Clarification of Minimum Frontage Requirements

Update on Croydon

In response to the Council resolution in May, Inner West and Burwood Council officers have commenced a collaborative review of Croydon, however, further discussions are required between the two Councils. Croydon-related submissions received during the recent consultation on *Our Fairer Future Plan* will be considered when revisiting the proposed planning changes for the suburb.

There are no Masterplan related changes for properties in Croydon as part of *Our Fairer Future Plan*. However, some general changes such as minimum lot sizes for subdivision and rules for dual occupancies, are planned to apply across the whole Inner West, including Croydon.

The recommendation is to move forward with these general changes now, while masterplan work for Croydon will be considered and reported separately in the future

NSW Government's TOD controls were switched on for Croydon in January 2025. As part of this report, removal of Croydon from the application of both the TOD and the LMRH controls is sought. This request is based on:

- the broad success of *Our Fairer Future* in the application of the Planning Principles endorsed by Council in 2024 and then finding more appropriate locations for suitable dwelling uplift across the LGA
- the demonstration of Council's commitment to addressing the housing crisis
- the commitment to a separate master planning process for Croydon in collaboration with Burwood Council.

Residential Review

The Residential Review assessed residential zones in the Inner West LEP to align land uses with existing local character and harmonise zoning across the LGA. It also established height of building controls for the former Leichhardt LGA. It facilitates the creation of a single DCP for Inner West which is also critical to support the Masterplans and address the housing crisis.

The height of building investigations that underpinned the Residential Review were derived from the building envelopes in Leichhardt DCP 2013. However, some two-storey dwellings were located on sites proposed for a 7 metre Height of Building (HOB) due to this historical inaccuracy. In response to submissions, Council officers reviewed those properties to ensure the proposed controls reflected the existing building on site as shown in the revised maps (*Attachment 3*).

Economic Feasibility & Affordable Housing

Following the August Ordinary meeting of Council, Atlas Economics was engaged to provide a feasibility analysis and economic modelling (*Attachment 4*) in order to update the affordable housing requirements of *Our Fairer Future Plan*.

Whether a development can contribute to affordable housing depends on whether it's financially feasible. This feasibility is influenced by the property's current value and what kind of development is permissible. While affordable housing requirements are a positive goal, development is unlikely if the rate is not feasible.

Feasibility is challenging in the Inner West context due to high land values, small lot sizes and fragmented lots which need to be amalgamated before any redevelopment can occur. This adds to the amalgamation premium costs for these sites.

Modelling by Atlas Economics shows that:

- While the 2% rate proposed is not feasible everywhere now, it is feasible for some property types and will become more feasible over time. A phased in approach to higher rates could be considered particularly in areas where feasibility is more favourable – this has been included in Our Fairer Future Plan.
- A higher affordable housing contribution rate of 5% is only feasible for one site in Ashfield (138-158 Liverpool Road, 25-29 and 41-43 Norton Street) due its large size.
- Extending the contribution to the entire LGA and/or increasing rates elsewhere is unlikely to result in additional affordable housing as it would make development unfeasible.
- There is an inverse relationship between the cost of land and the density required for development to be feasible. Development up to FSR 9.6:1 or approximately 40 storeys would be required in town centres to allow an affordable housing contribution rate of 10% to be imposed.
- The threshold for requiring affordable housing contributions can be reduced from 2000 to 200m².

As exhibited the Affordable Housing Contribution rate is proposed to be:

- 2% on commencement of the proposed amendments
- 3% after 2 years of commencement and
- 5% after 5 years.

Based on the analysis of Atlas and in order to signal to the market Council's expectations with respect to affordable housing contributions, a modest increase phased in over time is recommended at 0.25% annually for 4 years. The affordable housing contributions rate will be included as a new clause in the LEP and will be the subject of monitoring and analysis over time for appropriateness.

A separate piece of work will be undertaken to update the Inner West Affordable Housing Policy to reflect policy changes since its adoption in 2022. This will include revised implementation pathways to maximise the creation of affordable housing, including highlighting the role that CHPs can play in the management and delivery of affordable housing.

A revised Affordable Housing Policy will investigate the following changes:

- The impact ownership (Council or Not for Profit CHP and Tier) has on the feasibility and flow on effect of creating greater opportunity for affordable housing in the LGA.
- Provision of in-kind or cash contributions by developers
- The effectiveness of developing new affordable housing or buying existing buildings
- Defining key/essential worker housing
- Setting rent – based on a percentage of income or a discount on market rent
- Including a schedule specifying a dollar value for contribution rates

A submission was received from Homes NSW regarding the uplift and development opportunity of their affordable / social housing site at 438 Illawarra Rd Marrickville. Modelling has further uplifted this site and a recommendation is included to ensure that there is no net loss of existing affordable and social housing on this site.

Local Infrastructure and Open Space

Community feedback highlighted concerns about the adequacy of local infrastructure to support proposed housing growth. There was strong demand for new sports fields, child-

friendly spaces, and shaded playgrounds, particularly in high-density areas. Additionally, the community called for improved active transport infrastructure, including safe pedestrian paths, protected bike lanes, and better lighting and accessibility features which are delivered over time through an Infrastructure Contributions Plan. Accordingly, a new plan will be brought to Council in response.

Provision of community infrastructure is proposed in the plan through the use of three main mechanisms – being acquisition of land by Council, Public Realm Incentives, and Key Sites. These mechanisms outline the benefit to the community that will be provided by the development. They also create a clear link between accessing uplift and the provision of this benefit to Council on behalf of the community. Another advantage of these mechanisms is that they provide the benefit as the density is being realised.

The mechanisms for the creation of infrastructure are discussed in more detail below.

Land Reserved for Acquisition

The exhibited *Our Fairer Future Plan* proposed both full and partial Land Reserved for Acquisition (LRAs) for the provision of either open space or to facilitate public domain improvements, including wider footpaths, landscaping, tree planting, and enhanced active transport connections.

The only properties currently proposed for full, voluntary acquisition are in Greenbank Street, Marrickville. Submissions regarding this are addressed in the Engagement Outcomes Report, and the recommendation remains to purchase the properties in order to extend the provision of open space for McNeilly Park. This does not mean the Council is going to take the land or force it to be sold. If the owner ever decides voluntarily to sell, then Council has the option to buy it first at market price.

Regarding property identified for acquisition in part, in response to community concerns about the implications of this approach, and following further internal review, the recommendation is to replace partial acquisitions with a new mechanism called ‘Public Realm Incentives – Mandatory’ (PRIM). The proposed uplift that was exhibited for these sites, or as recommended post exhibition, will now be available only if the PRIM is provided to Council. The significant difference between partial LRA and PRIM is that via the PRIM mechanism the uplift is more directly linked to the provision of the land for community benefit.

Key Sites

Key sites are a relatively new tool used by local councils to link specific community benefits like public open space or infrastructure improvements to development opportunities through rezoning. The key site mechanism allows Council to define the required upfront. This gives developers a clear understanding of what is expected in return for increased development potential.

Detailed feedback was received for certain Key Sites. Post-exhibition urban design testing has recommended changes to key sites including reorganisation based on updated land ownership and updates to FSRs and HOB controls. For example, Key Sites 1–3 in Dulwich Hill are recommended to be reconfigured to better reflect ownership patterns and achieve solar access targets. Proposed height at Key Site 6 - Woodbury St, Marrickville has been recommended to be reduced to 12 storeys. Supporting proposed LEP controls and Design Guide requirements are recommended to be updated to reflect new building envelopes and public space provisions.

Parking & Traffic Impacts

Community feedback showed mixed views on public car parks, proposed parking rates and traffic congestion on local roads. No public car parks are proposed for removal under *Our Fairer Future Plan*. Instead, planning controls are being recommended to enable future

development opportunities, or a broader range of uses. These potential development opportunities will be subject to further consultation and parking studies.

In response to submissions about parking, refinements are now recommended. A tiered approach to car parking rates on future development sites has been developed based on access to public transport:

- Lower maximum parking rates apply to areas within 400 metres of major train stations (Dulwich Hill, Marrickville, and Ashfield).
- Slightly higher rates apply to areas further from public transport.

This proposed tiered approach for car parking rates is key to overall reduction in traffic congestion. The updated approach also includes provisions for accessible parking in adaptable dwellings, electric vehicle (EV) charging infrastructure, and car share spaces. If Council supports this approach, the Design Guides will be updated to reflect these changes.

Conclusion

Our Fairer Future Plan represents a locally tailored response to the housing crisis, balancing the need for increased housing supply with local considerations. The extensive engagement program has demonstrated the community's deep interest in shaping the future of the Inner West, with over 3,100 submissions received and hundreds of residents participating in drop-in sessions, planner appointments, and surveys.

Community feedback has highlighted both support and concern—many residents welcomed the plan's place-based approach, emphasis on walkability, and commitment to infrastructure delivery, while others raised issues around parking, traffic, heritage, and the scale of proposed development. Council officers have carefully reviewed all submissions and recommended a series of updates to planning controls, infrastructure delivery mechanisms, and design guidance to reflect community priorities and ensure balanced outcomes. These are outlined in *Attachments 1-3*.

The successful implementation of the Plan will require ongoing collaboration between Council, the NSW Government, and the community. While Council has committed to delivering local infrastructure and planning controls, many critical services—such as schools, hospitals, and public transport—fall under state responsibility. Council will continue to advocate strongly for timely investment in these areas to support sustainable growth.

Upon Council's consideration of *Our Fairer Future Plan*, the attachments and relevant technical reports will be updated in accordance with the Council resolution and provided to the Department of Planning, Housing and Infrastructure for finalisation.

To support the implementation of this Plan it is recommended that Council:

- Progress preparation of a consolidated Inner West DCP incorporating the Design Guide provisions.
- Update the Infrastructure Delivery Plan and Local Infrastructure Contributions Plan to align growth with infrastructure provision.
- Review the affordable housing policy as outlined in the report

FINANCIAL IMPLICATIONS

There are no financial implications associated with Council's budget directly associated the implementation of *Our Fairer Future Plan* as outlined in the report.

ATTACHMENTS

1. [↓](#) Engagement Outcomes Report
2. [↓](#) Masterplan Post Exhibition Changes
3. [↓](#) Proposed LEP Maps
4. [↓](#) Economics and Feasibility Report



Engagement Outcomes Report

Our Fairer Future Plan

September 2025

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Executive Summary

Project Overview

Our Fairer Future Plan represents Council's alternative approach to the recent NSW Government's Housing Reforms – the Transport Oriented Development (TOD) and Low and Mid-Rise Housing (LMRH). Through considered local planning, Inner West Council has developed an alternative for our community, that delivers the required housing capacity while also responding to existing heritage, character and environmental constraints.

The draft plan recommends changes to *Inner West Local Environmental Plan 2022* (IWLEP) and aims to provide new housing opportunities around town centres and transport hubs while preserving the area's unique character. It aims to provide a mix of housing options, including affordable, family-friendly apartments, and creating vibrant, walkable communities while preserving the unique character of our neighbourhoods.

Engagement Summary

A comprehensive engagement program was undertaken during the six-week public exhibition period from 21 May to 6 July 2025. Council received 3,146 submissions, including surveys, written feedback, stakeholder and public authority input, and petitions. Engagement activities included drop-in sessions, one-on-one planner appointments, stakeholder meetings, and an interactive mapping tool. Feedback was received from a broad cross-section of the community, including homeowners, renters, businesses, and organisations.

Community feedback revealed strong support for increased housing supply, walkable neighbourhoods, and revitalised town centres. However, concerns were raised about traffic congestion, infrastructure strain, heritage impacts, and equitable distribution of density. There was a clear desire for more affordable housing, open space, and social infrastructure. Council officers have reviewed and analysed submissions to identify key themes and site-specific matters requiring further consideration.

Submissions have been categorised into general and/or site-specific matters raised. These submissions have been critically analysed and responded to, having regard to a range of technical, financial, social and environmental considerations and informed, where necessary, by additional specialist advice. This report is to be read in conjunction with the Masterplan – post exhibition changes which provides more information regarding site-specific submissions relating to the Housing Investigation Areas.

In response, it recommended that updates be made to the Plan, such as amendments to zoning, height, and density controls; strengthened design guidance; affordable housing requirements; design excellence provisions and new planning mechanisms such as Public Realm Incentives and Key Site updates. Infrastructure delivery will be supported through an updated Contributions Plan and Infrastructure Delivery Plan. Design Guide will inform the future Inner West Development Control Plan.

Next Steps

Should Council endorse Our Fairer Future Plan, including recommended changes, officers will prepare a revised version of the Plan, including proposed text and map amendments to IWLEP and accompanying Design Guides, for submission to the NSW Government for implementation. This submission will also request that the NSW Government immediately remove the application of the TOD and LMRH as they relate to the Inner West and replace this with Our Fairer Future Plan.

Our Fairer Future Plan is a significant step in addressing the housing crisis in the Inner West. It aims to balance growth with liveability, ensuring that new housing is delivered alongside infrastructure, environmental protections, and heritage conservation. It provides a place-based response for an inclusive planning framework in the Inner West to meet future housing needs while preserving the qualities that make the area unique.

1. Introduction

1.1 Project Background

Our Fairer Future Plan is a Council-led alternate approach to deliver more housing in the Inner West that responds to the housing crisis and NSW Government's recent TOD and LMRH housing reforms. It is informed by a set of Principles for Planning in the Inner West, adopted by Council on 22 October 2024. The proposed planning changes aim to support new and different types of housing, including affordable housing, and to make planning rules more consistent across the LGA.

There are three key components of this work which aim to inform the proposed changes to the IWLEP and future Inner West Development Control Plan (DCP):

- **Residential review** - The focus of the residential review is to improve consistency and transparency in how residential zones are applied across the LGA and bring alignment between the height of building and densities within the residential zones.
- **Master Planning of Housing Investigation Areas supported by various technical studies** - The master plans focus on areas in proximity to transport and local well-serviced centres, to deliver a place-based approach for increased housing density. These have identified opportunities for uplift in the suburbs of Marrickville, Dulwich Hill, Ashfield, Croydon (noting that Croydon was deferred from further consideration following the May Council resolution), Summer Hill, Lewisham, Petersham, Stanmore, Leichhardt, St Peters, Sydenham and Tempe.
- **General amendments** – These have been proposed to facilitate additional housing, particularly affordable housing, maximise housing choice, deliver good design and increased consistency of planning controls.

On 20 May 2025, Council considered Our Fairer Future Plan and resolved that it be exhibited for a minimum of six weeks.

The Plan was placed on public exhibition for 6 weeks from 21 May 2025 to 6 July 2025 in which a total of 3,146 submissions were received, including 1,623 online survey responses and 1,523 written submissions (email and mail). Feedback was received from local residents, businesses and property owners, stakeholder and interest groups, government agencies and Council's Housing for All Local Democracy Group. Council officers have undertaken a detailed review of matters raised by the community and stakeholders which is detailed in this report.

1.2 Purpose of this Report

The purpose of this Engagement Outcomes Report is to:

- Detail the extensive community engagement program undertaken by Council to consult with the community about the proposed changes
- Summarise key issues and suggestions raised during consultation
- Demonstrate how feedback has influenced the proposed changes
- Support balanced decision-making across competing community views
- Recommend updates to planning controls, infrastructure, and public domain improvements in response to community feedback.

2. Engagement Approach

2.1 Approach to the Engagement

Implementation of Our Fairer Future Plan proposes amendments to the IWLEP. Any proposal to amend an LEP is placed on public exhibition. In May 2025, Council resolved to exhibit the draft plan for a minimum of 6 weeks.

As Our Fairer Future Plan proposes a transformative approach to new housing, Inner West Council committed to delivering an extensive engagement program to assist the community in understanding the proposed changes of Our Fairer Future Plan and its impact on the LGA.

Council engaged the services of Gyde Consulting to plan and deliver an engagement program that prioritised individual access to Council staff and a personalised approach to responding to community enquiries and concerns. This approach ensured that individuals had access to accurate information about their property and local area, could navigate comfortably through informative Council webpages, understood the rationale behind the decision-making and were well positioned to provide a meaningful submission to Council in response to the Plan.

2.1.1 Engagement Principles

- Building community awareness of Our Fairer Future Plan
- Supporting community knowledge and understanding
- Making information widely available
- Providing tools that support engagement and fact finding
- Prioritising 1:1 engagement
- Providing a high level of personalised customer service
- Understanding the community response to Our Fairer Future Plan

2.1.2 Key features of the Engagement

- A high-quality personalised service that put the community at the centre of the engagement
- A far-reaching promotional campaign to inform residents and the wider community about the Plan, and the opportunity to provide their feedback to Council
- A significant number of face-to-face engagement activities that allowed direct access to Council Planners to answer questions and clarify information.
- A high quality, purpose-built mapping tool, made available online and at face-to-face engagement to provide clear and accurate information about individual properties, local areas and the wider LGA.
- Equal opportunity and access to engagement events across the LGA.
- A variety of ways to provide formal feedback to Council about the Plan.

The benefits of this approach can be seen in the high level of community participation in the engagement activities.

2.2 How we engaged with the community











2.2.1 Engagement promotion and awareness



Public exhibition of the draft plan was open from 21 May to 6 July 2025.

A variety of promotion methods were used to ensure that residents, property owners, businesses and stakeholders were aware of the draft plan, scheduled engagement opportunities, and how they could provide feedback to Council. Methods of promotion are outlined below.

Our Fairer Future Plan Engagement Outcomes Report - September 2025









	Community letters	<ul style="list-style-type: none"> Letters were sent to all property owners and occupants across the LGA, introducing the Plan, inviting them to visit Council's website to find out more, and inviting them to participate in community engagement activities. Letters were also sent to owners of properties proposed for full and partial acquisition or included in a Key Site.
	Postcards	<ul style="list-style-type: none"> Postcards directing people to Your Say Inner West were distributed in all libraries, Council service centres and at engagement events.
	Document display	<ul style="list-style-type: none"> All documents were made available for public review in all Council Libraries and Service Centres across the LGA for the duration of the public exhibition period, from 21 May 2025 to 6 July 2025
	Council website	<ul style="list-style-type: none"> A landing page for the Plan was launched on Council's website following the May Council meeting. The draft plan and all attachments were made available on the website, with an explainer video and a link to Council's early engagement on the Principles for Planning. Over 11,000 unique visitors accessed the page. A dedicated Your Say Inner West page provided information about engagement activities, an interactive mapping tool, 'speak with a planner' bookings, a community survey and how to make a submission. All subscribers to Your Say Inner West received email notifications.
	Interactive Mapping Tool	<ul style="list-style-type: none"> An online interactive mapping tool was made available at Your Say Inner West to allow people to view the current and proposed controls for individual properties and wider areas of the Inner West LGA.
	Subscriber emails	<ul style="list-style-type: none"> 1,499 subscribers to Your Say Inner West received an email notification when Our Fairer Future Plan page went live.
	Digital newsletters	<ul style="list-style-type: none"> Two digital newsletters were sent with information about the Fairer Future Plan and upcoming engagement sessions to 3,599 Your Say Inner West subscribers.
	Print newsletters	<ul style="list-style-type: none"> Information about the draft Plan was included in the print newsletter issued to 70,000 Inner West households in June 2025. An electronic version of the newsletter was issued to 3,455 subscribers.
	Digital screens and posters	<ul style="list-style-type: none"> Digital screens promoted Our Fairer Future Plan in Council service centres and libraries. Posters were also displayed at these locations and on community noticeboards.
	Social media	<ul style="list-style-type: none"> Our Fairer Future Plan was promoted via Inner West Council social media pages, with over 17,000 views on Facebook and 22,000 views on Instagram.

	Video campaign	<ul style="list-style-type: none"> Short advertising clips were developed for use on the website, and in targeted social media and YouTube advertising campaigns promoting the Plan to the community. A longer 'explainer' video was also embedded into the Your Say Inner West page to assist the community to understand the project.
	Information displays	<ul style="list-style-type: none"> Informative displays were positioned at each Inner West Council Service Centres in Ashfield, Leichhardt and Petersham, as well as Balmain, Marrickville and Dulwich Hill Libraries. The displays provided a summary of the key features of Our Fairer Future Plan, promoted engagement activities, and provided information about how the community could make submissions to Council. Physical copies of the plan documents were also displayed in each location.


2.2.2 Engagement Activities

Methods of communication and participation are outlined below.

	Hotline	<ul style="list-style-type: none"> A dedicated hotline was available for members of the public to make enquiries directly to Council's Strategic Planning team. 342 phone calls were received from the community.
	Project Inbox	<ul style="list-style-type: none"> 123 email enquiries were received and responded to by the planning team.
	Service Centre drop-in sessions	<ul style="list-style-type: none"> The community were invited to drop into Council's Ashfield Service Centre between 9:30am – 11:30am on Tuesday, Wednesday and Thursday mornings from 22 May to 3 July to speak with an allocated planner. 60 groups attended across the 8 drop-in sessions.
	Community drop-in sessions	<ul style="list-style-type: none"> 11 community drop-in sessions were held at Council venues across the Inner West, including Balmain, Petersham, Leichhardt, Dulwich Hill, Marrickville and Ashfield. Members of Council's Strategic Planning team were available to answer questions at all sessions. 777 members of the community attended the drop-in sessions.
	Speak with a Planner appointments	<ul style="list-style-type: none"> 5 Council planning officers were available at each community drop-in session for 15-minute, one-on-one meetings that could be booked online through Your Say Inner West. Over-the-phone assistance was provided to help residents make a booking online. 313 Speak with a Planner meetings were booked and held.
	Stakeholder meetings	<ul style="list-style-type: none"> Council held meetings with key stakeholder organisations and community groups on request during the exhibition period to provide information on the draft Plan and answer questions. Dedicated workshops were also held with Council's Local Democracy Groups, including three meetings with the Housing For All group and a combined workshop with all groups.

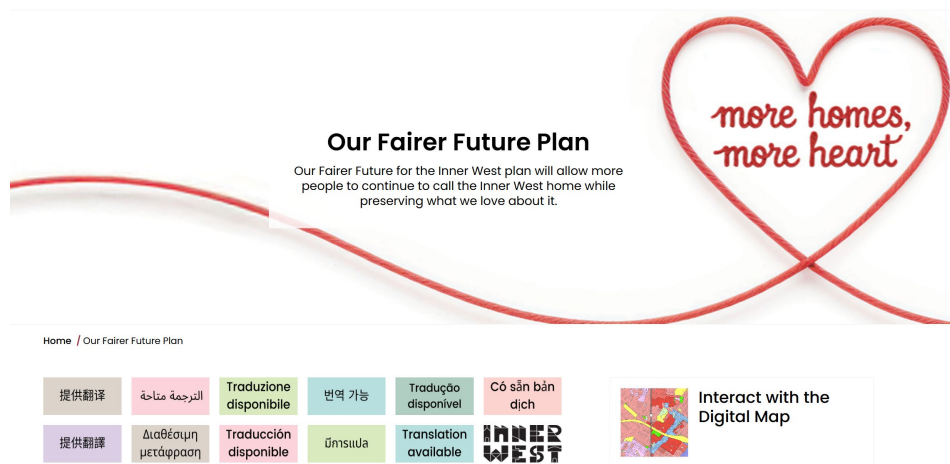
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GYDE
Consulting

	<p>Doorknocking</p> <ul style="list-style-type: none"> Doorknocking was carried out for people at properties proposed for future full acquisition by Council, supported by tailored letters to property owners.
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2.2.3 Your Say Inner West

Information about Our Fairer Future Plan was made available on the Your Say Inner West Council webpage from the launch of the project on Wednesday 21 May 2025.



Information available on the website included:

- Summary explanation of the draft plan and frequently asked questions
- The full suite of Our Fairer Future Plan documents, including the draft plan and supporting attachments
- An explainer video, providing a summary of the plan and its purpose
- An interactive mapping tool, allowing people to view the existing and proposed controls for their individual property or the wider local area
- Information about the community drop-in sessions
- A booking system to make an appointment with a planner during the drop-in sessions

Access to Our Fairer Future Plan community survey:

- Guidance on how to make a formal submission to Council
- Council contact information for enquiries
- Including a dedicated email address and hotline phone number.

 <p>123 email enquiries</p>	 <p>313 Speak with a Planner bookings</p>
 <p>6,668 QR code scans</p>	 <p>11,060 unique page visitors</p>

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2.2.4 Phone and email enquiries

Phone and email enquiries were available to the community throughout the public exhibition period.

A dedicated hotline was available for members of the public to make enquiries directly to Council's Strategic Planning team.

A total of 342 phone calls were received from the community. The project inbox received 123 email enquiries. Email enquiries were counted separately from formal submissions received about the project via email.



342 calls received



123 email enquiries

2.2.5 Service Centre drop-in sessions

Community members had the opportunity to drop-in to the Ashfield service centre to speak with a member of the Council planning team.

Drop-in sessions were held at the service centre during the week. Combined with evening and weekend sessions, this ensured that the community could access information about the Plan at a time that suited them.

Sessions were held from Thursday 22 May to Thursday 3 July 2025 between 9:30am – 11:30am on Tuesday, Wednesday and Thursday mornings.

A total of 8 sessions were available for the public to attend, and a total of 60 groups of the community spoke with a planner during these sessions.



60 service centre visitors

2.2.6 Community drop-in sessions

A total of 11 community drop-in sessions were hosted in each Ward at 6 Council venues across the LGA, between 11-28 June 2025.

Sessions were hosted in Balmain, Leichhardt, Petersham, Ashfield, Dulwich Hill and Marrickville.

Each Ward had an evening session during the week, and a Saturday session on the weekend to ensure that residents of each Ward had equal access to information about the Plan.

A total of 777 community members attended the community drop-in sessions, talking to members of the planning team, sharing their ideas and concerns.



777 drop-in attendees

2.2.6.1 Details of the community drop-in session program

Ward	Location	Date	Time	Attendees
BALUDARRI	Balmain Library	Wednesday 11 June	5:30-8:30pm	20
		Saturday 14 June	9:30-11:30am	16
GULGADYA	Leichhardt Service Centre	Thursday 12 June	5:30-8:30pm	46
		Saturday 14 June	1:00-3:00pm	31
DAMUN	Petersham Service Centre	Monday 16 June	5:30-8:30pm	28
		Saturday 28 June	9:30-11:30am	39
MIDJUBURI	Marrickville Library	Wednesday 18 June	5:30-8:30pm	171

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		Saturday 21 June	9:30-11:30am 1:30-3:30pm	174
DJARRAWUNANG	Ashfield Service Centre	Tuesday 24 June	5:30-8:30pm	88
		Saturday 28 June	1:00-3:30pm	105
	Dulwich Hill Library	Wednesday 25 June	5:30-8:30pm	59
TOTAL				777

2.2.7 Speak with a Planner appointments

Community members were able to book appointments with a Council planner during the community drop-in sessions. The booking facility was available via the Your Say Inner West page, or appointments could be made via the customer service phone line.

5 Inner West Council planners were available for each session and appointments were scheduled for 15 minutes. This ensured that the planners were able to provide face-to-face information and responses to questions about individual properties, local areas and the wider LGA for a significant number of people.

Planners had access to all documents and the interactive online mapping tool, allowing them to provide accurate, on the spot information to support enquiries.

314 bookings were made for planner appointments during the 11 community information sessions. This represents 78 hours of one-on-one time with the community.

In many cases, planners were able to meet with additional people attending the drop-in sessions who had not made an appointment.

In addition to appointment planners, roaming planners were available at all sessions to speak with all attendees.



11 information sessions



314 Speak with a Planner bookings



5 available planners



78 hours of one-on-one time

Location	Appointments booked
Balmain	13
Leichhardt	42
Petersham	42
Marrickville	106
Ashfield	65
Dulwich Hill	46
TOTAL	314

2.2.8 Stakeholder meetings

A number of stakeholder meetings were held to explain what Our Fairer Future Plan proposed changes are, which included Inner West community groups and associations.

These included:

- Save Dully
- Save Marrickville
- Housing for All Local Democracy Group

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- Combined Local Democracy Groups
- Sydney YIMBY
- Haberfield Association.

These meetings assisted the various groups in understanding the plan and potential impacts, plus gave them an opportunity to ask detailed questions before making a formal submission.

2.2.9 Door knocking

Door knocking was carried out in locations where whole properties were flagged for potential future acquisition.

A letter directly addressed to the property owner was hand delivered and explained to those who were at home.

A general overview was also given about Our Fairer Future Plan and opportunities to continue conversations with a Council planner over the coming weeks through the engagement program. Residents were also referred to the website for more information.

2.2.10 Exhibition material and documentation

The following exhibition material was made available online at Your Say Inner West (YSIW) and as hard copies at each of the Council's Service Centres and Libraries (Balmain, Leichhardt, Petersham, Ashfield, Dulwich Hill and Marrickville). The package was also displayed at all the Community-drop-in sessions.

- [Attachment 1 – Our Fairer Future Plan – Council's Alternate Approach for New Housing](#)
- [Appendix 1 – Review of Residential Zonings and Heights](#)
- Appendix 2 – Draft Master Plans for Housing Investigation Areas (Stage 1 and Stage 2)
 - [Part A – Executive Summary and Introduction](#)
 - [Part B – Stage 1 – Marrickville, Dulwich Hill, Ashfield and Croydon](#)
 - [Part C – Stage 2 – Lewisham, Petersham, Stanmore, Leichhardt, St Peters, Sydenham and Tempe](#)
 - [Part D to F – Affordable Housing, Development Incentives, Yield Estimate](#)
- [Appendix 3 – Draft Design Guides for Housing Investigation Areas](#)
- [Appendix 4 – Social Infrastructure Needs Study](#)
- [Appendix 5 – Heritage Studies](#)
- [Appendix 6 – Flood Impact and Risk Assessment for Stage 1](#)
- [Appendix 7 – Strategic Transport Plan for Stage 1](#)
- [Appendix 8 – Biodiversity Study for Stage 1](#)
- [Appendix 9 – Ashfield Special Entertainment Precinct Management Plan](#)
- Appendix 10 – Map Book - Current and Proposed Maps
 - [Part 1 \(p1-56\)](#)
 - [Part 2 \(p57-130\)](#)
 - [Part 3 \(p131-209\)](#)
- [Appendix 11 – Economic Feasibility Report](#)

2.3 How feedback was collected

The community was invited to provide formal written submissions during the engagement period in response to Our Fairer Future Plan.

Three options were made available to the community to provide feedback:

- Completing the **online survey** available on Council's Your Say Inner West exhibition page,
- By **email** to planning@innerwest.nsw.gov.au, and
- By **post** to Our Fairer Future, PO Box 14, Petersham NSW 2049

2.3.1 Online Survey

The online survey included a series of questions (up to 30) to gauge community support and concerns in relation to the different components of the draft plan, being:

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- Masterplan,
- Residential review, and
- General amendments:
 - Allow affordable housing on faith-based land
 - Minimise loss of existing residential dwellings
 - Harmonise minimum lot size for subdivision
 - Increase the minimum lot size for dual occupancies in Haberfield
 - Introduce a special entertainment precinct in Ashfield

In relation to the masterplan component, respondents were asked to identify positive outcomes, concerns and what would make this proposal better. A range of topics were available to select as answers to these questions, or respondents could add their own. There was also an option to provide further comments or suggestions as free text. Respondents were not required to answer all of these questions.

For other components of the draft plan, respondents were asked to select if they agreed or disagreed with these and could provide further free text to elaborate.

2.3.2 Email and Mail

The community had the option to provide feedback by email or post. There were no format or length requirements for these options.

2.3.3 Local Democracy Group Workshops

Council officers engaged with the Inner West Council Local Democracy Group (LDGs) to gather input for Our Fairer Future Plan.

2.3.3.1 Housing For All - LDG

The Housing for All LDG met three times during the public exhibition of the draft plan:

- On 22 May 2025, Council officers gave a presentation on the draft plan, including masterplan, residential review and other amendments. General discussions were held in relation to each part of the plan.
- On 5 June 2025, a workshop was held on the draft plan. Council staff asked the LDG opening questions about their support or concerns for the plan. The LDG then divided into two groups and the Your Say Inner West online survey questions were used as a structure for providing feedback.
- On 19 June 2025, the LDG met again to collate the feedback raised in the previous meeting into a single submission on the draft plan, highlighting areas of support, concern and mixed views.

The feedback gathered through the workshop with the Housing for All LDG forms their formal submission on the Plan. This input is summarised and discussed in detail in the following sections.

2.3.3.2 Combined – All Inner West LDGs

Combined – All Inner West LDGs (listed below) members were invited to participate in the engagement of Our Fairer Future Plan:

- | | |
|---|---|
| • Aboriginal and Torres Strait Islander Local Democracy Group | • LGBTQ+ Local Democracy Group |
| • Access Local Democracy Group | • Multicultural Local Democracy Group |
| • Arts and Culture Local Democracy Group | • Seniors Local Democracy Group |
| • Bicycle Local Democracy Group | • Small Business Local Democracy Group |
| • Customer Experience Local Democracy Group | • Social Strategy Local Democracy Group |
| • Environment Local Democracy Group | • Transport Local Democracy Group |
| • Housing for All Local Democracy Group | • Young Leaders Local Democracy Group |

The Combined LDG Group met two times during the public exhibition of the draft plan:

- On 13 June 2025, Council officers gave a presentation on the draft plan, including masterplan, residential review and other amendments. General discussions were held in relation to each part of the plan.

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- On 26 June 2025, Council conducted a combined workshop of members from all LDGs to gather feedback across five topic areas: housing and affordability, movement and access, local economy and business, society and culture, and environment and sustainability.

The feedback gathered through this workshop with the Combined LDGs forms their formal submission on the Plan. This input is summarised and discussed in detail in the following sections.

3. Who we heard from

3.1 Submissions received

A total of 3,146 formal submissions were received during the engagement period. This includes 1,622 online surveys completed and 1,524 written submissions received by email/ mail.

These submissions included:

- 3,114 submissions from residents and individuals (including pro-forma) of which 1622 were surveys and 1493 were via email/ mail,
- 2 submissions from Inner West Council Local Democracy Groups – one each from Council’s Housing For All Local Democracy Group and the Combined Local Democracy Group workshop,
- 3 submissions from Public Authorities and Service Providers (Sydney Water, Transport for NSW and Homes NSW)
- 6 petitions collectively including 2,000 signatures for specific areas and issues in Ashfield, Dulwich Hill and Marrickville
- 21 submissions from Stakeholder Organisations, Institutions and Interest Groups, including:
 - Ashfield District Historical Society
 - Bridge Housing
 - Committee for Sydney
 - Community Housing Industry Association
 - Cooks River Alliance
 - Faith Housing Australia
 - Haberfield Association
 - Labor for Ending Homelessness
 - Marrickville Chamber of Commerce
 - Marrickville Town Square
 - North Ashfield Town Centre Committee
 - Tenants Union
 - NSW Council of Social Service
 - NSW Nurses and Midwives Association
 - Property Council of Australia
 - Save Dully
 - Save Marrickville
 - Shelter NSW
 - Sydney Alliance
 - Sydney Anglican Property
 - Sydney YIMBY

3.2 Demographic summary

The survey responses provide demographic information about respondents. This data is only available for survey submissions; surveys represent only 51.5% of total submissions. For the remainder of the submissions which were received via email/ mail which account for the remaining 48.5% of the submissions, there is no demographic data available for analysis.

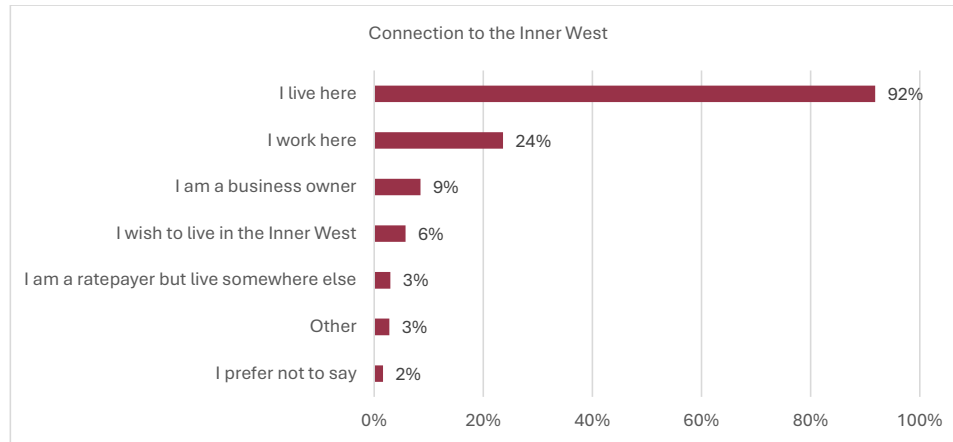
The online survey sought demographic details from each respondent, including gender, age group, suburb, cultural group, connection to the Inner West and housing tenure.

3.2.1 Connections to the Inner West

Participants were asked to identify their current connection to the Inner West. 1,489 of 1,622 respondents currently live in the Inner West, and one quarter of respondents work in the Inner West.

Note: As respondents could select multiple options, the total is greater than 100%.

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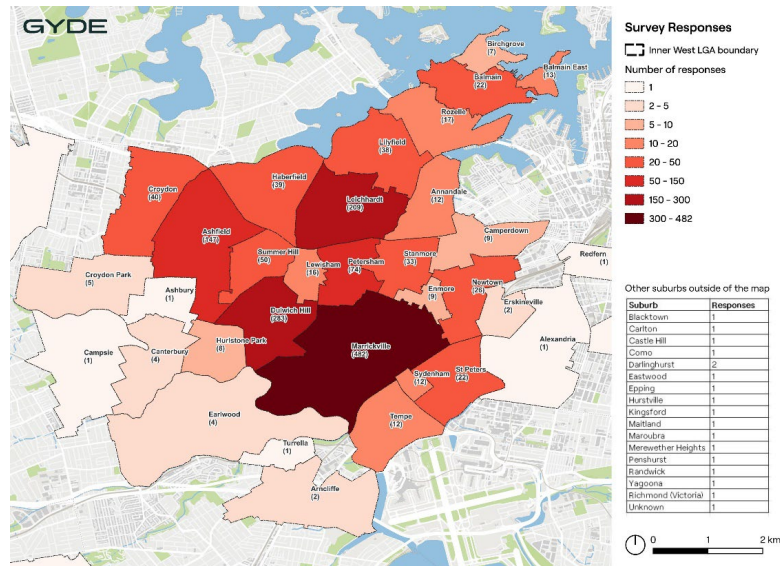


3.2.2 Survey Responses by Suburb

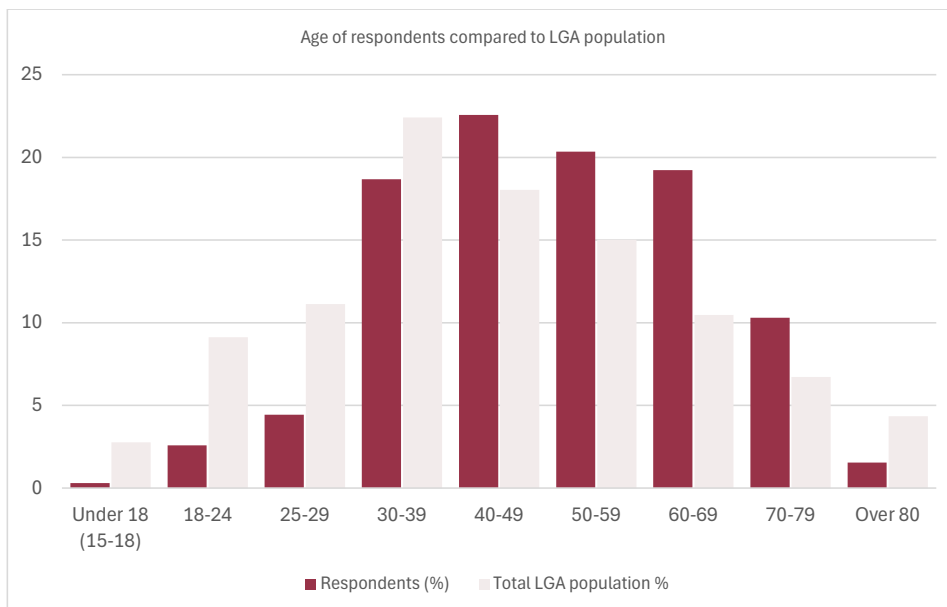
The following map shows the number of survey responses received by suburb.

Key trends include:

- Almost one third (30%) of responses were from Marrickville.
- More than two thirds (69%) of all responses came from four suburbs - Marrickville, Dulwich Hill, Leichhardt and Ashfield.
- Other suburbs each accounted for less than 5% of the total responses received.
- While the vast majority of survey responses were received from Inner West residents, individual responses were also received from as far away as Maitland in NSW Hunter Valley and Victoria.



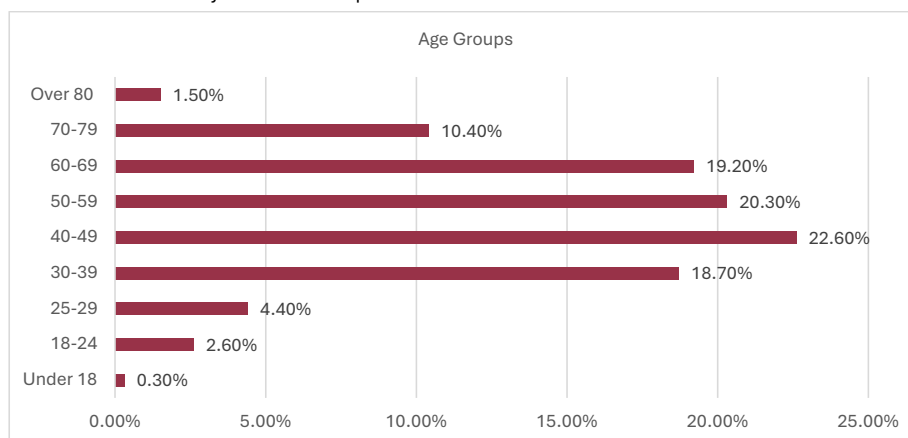
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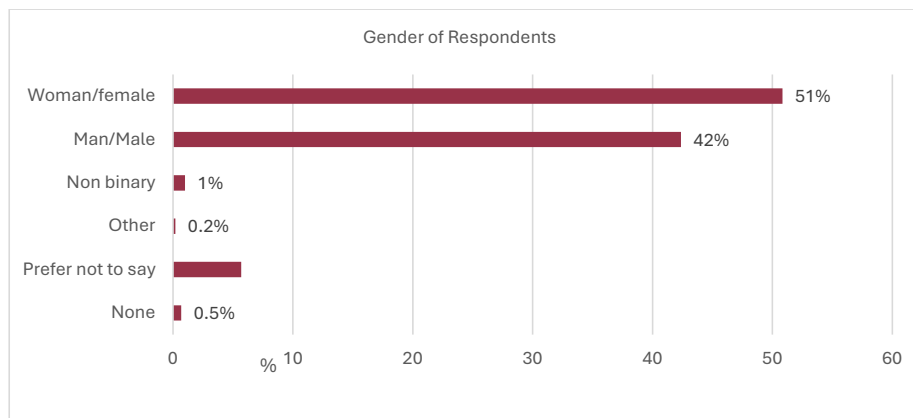
3.2.3 Individual Characteristics

The majority of respondents were over 30 years of age, with lower participation levels among younger people.

- People under 30 provided less than 8% of all responses
- Half of respondents were 50 years or older, and half under 50 years.
- Respondents over 40 were over-represented in the survey when compared to the Inner West population.
- Women were more likely than men to respond.



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The vast majority of responses preferred not to identify any diversity and inclusion categories. Of those that did respond to this question:

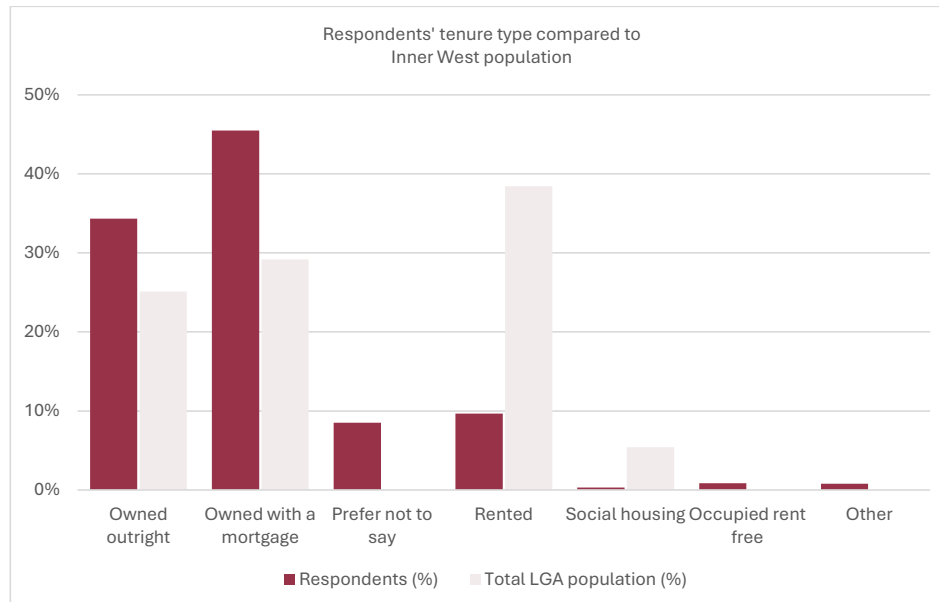
- 1% identified as Aboriginal or Torres Strait Islander
- 14% identified a Culturally and Linguistically Diverse Background
- 4% live with a disability

3.2.4 Living Circumstances

80% of all respondents own their home outright or with a mortgage (1,295 of 1,622), indicating that homeowners were more likely to engage with the draft Plan.

Higher levels of participation by people 30 years and over correlate with respondent home ownership.

Renters and those living in social housing were under-represented in the submissions as a proportion of the Inner West community.



4. What We Heard

4.1 Overview of feedback received

Our Fairer Future Plan received an overall mixed response, where some submissions were positive and supported the increased densification and Council's approach for facilitating new housing through planning control changes. Positives included increased housing supply, vibrant town centres, and improved walkability. However, concerns were raised about traffic congestion, parking, infrastructure strain, and impacts on local character.

Suggestions for improvement focused on reducing building heights, increasing green spaces, and enhancing social infrastructure. Commentary reinforced survey findings, with nuanced views on uplift, affordability, sustainability, and the need for balanced development that respects community identity and capacity.

Below is a high-level summary of feedback received, grouped in key themes:

- **Housing Supply and Density:** Support higher density near transport; others raised concerns regarding overdevelopment, desired gradual transitions and infrastructure upgrades first.
- **Affordable and Diverse Housing:** Support for more not-for-profit housing; calls for clearer eligibility and stronger developer commitments.
- **Residential Review:** Concerns highlighted around zoning changes, building height standards and equitable development potential across the Inner West.
- **Infrastructure and Public Services:** Seeking upfront investment in schools, health services, and community facilities. Concerns around the lack of open spaces and community hubs. Other submissions highlighted the need for upgrades to water, sewer, electricity and emergency services infrastructure.
- **Transport and Parking:** Some support for proposal to minimise car parking in new developments and promoting public and active transport and walkable neighbourhoods. Others feared increased congestion, limited on-street parking and reduced accessibility for families and less mobile residents. Concerns also raised around potential loss of public car parks in Marrickville and Dulwich Hill.
- **Heritage and Character:** Many submissions valuing unique character and opposing development near conservation areas. Others argued that certain listings were outdated and should be removed to allow new housing. Support expressed for adaptive reuse of heritage items.
- **Environmental Sustainability:** Strong support for sustainability measures such as tree canopy targets and green infrastructure. Concerns about stormwater runoff, tree canopy loss, and biodiversity loss; requests for enhanced sustainability incentives.
- **Equity and Distribution of Density:** many felt uplift was unevenly distributed. Calls for a more balanced approach, including reconsideration of areas not included for uplift.
- **Flooding and Environmental Constraints:** Council's flood planning approach received support and considered an improvement on NSW Government's approach. Concerns over consistency of proposed rezoning in flood-prone areas. Others highlighted inadequate drainage infrastructure.
- **Town Centres and Local Economy:** Support for revitalisation and increased population and pedestrian traffic, but concerns about loss of village character and parking.
- **Community Wellbeing and Social Cohesion:** Concerns about impact of growth on community wellbeing, citing stress, uncertainty and potential loss of identity. Emphasis on need for inclusive planning that considers needs of families, older residents, people with disabilities and culturally diverse communities.
- **Engagement Process and Influence on the Plan:** The process was recognised for its accessibility, including drop-in sessions and planner appointments. Others felt material was too technical, consultation was insufficient and feedback would not be adequately considered.

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- **Planning Process and Governance:** some questioned the transparency and governance of the planning process. Others queried the influence of feasibility on planning decisions.

A detailed analysis of submissions is provided in the below sections. Submissions received have been reviewed, analysed and grouped into common themes according to key matters raised, as below in Section 5. Further, site-specific submissions in relation to the masterplan are provided in Attachment 2.

Council officer responses to each matter are provided within the tables below. These tables also include recommended actions to update the Plan or outline follow-up steps in response to community feedback, where required.

All feedback has been reviewed and considered in finalising the recommendations to the Plan. Council officer responses have been formed by balancing competing views, having regard to a range of technical, financial, social and environmental considerations and where necessary, are informed by additional specialist advice.

Feedback was received through two main channels: structured surveys hosted on the Your Say Inner West and open-ended email submissions. The survey included a combination of direct questions with preset response choices and included the opportunity for free text comment. 51.5% of participants responded via survey, the other 48.5% provided feedback through email /mail.

Given this even distribution between quantitative (survey) and qualitative (email) input, it is important to note that a purely quantitative analysis of the survey data does not accurately represent the full diversity or depth of community feedback.

While survey responses provide clear data points to identify trends across predefined questions, the free-form email submissions as well as free form survey question opportunities offer more nuanced insights, including concerns, suggestions, and values that fall outside the scope of fixed survey questions.

Therefore, this report presents a thematic analysis that integrates both forms of input—ensuring that all voices are captured and responded to regardless of submission format.

4.2 Online Survey Responses

The online survey provided a series of questions to gauge community support and concerns in relation to three components of the draft plan, being:

- Masterplan,
- Residential review, and
- General amendments:
 - Allow affordable housing on faith-based land
 - Minimise loss of existing residential dwellings
 - Harmonise minimum lot size for subdivision
 - Increase the minimum lot size for dual occupancies in Haberfield
 - Introduce a special entertainment precinct in Ashfield

For questions 6-10 participants were asked to nominate a response of yes, no or unsure/don't know. Those who selected unsure/don't know typically comprise those for whom the issue has low relevance or low interest.

Below is a presentation of the quantitative survey responses received throughout the engagement period. The answers selected by respondents under each question have helped to frame Council's post-exhibition review of the draft plan. Further comments or suggestions received in the survey responses have been summarised and responded to by Council officers under the relevant general and site-specific topics in Section 5 and Attachment 2 of this report.

While quantitatively, the summary below helps to describe the overall results of this engagement, Council officers' review has focused on qualitative elements, such as the specific matters raised by respondents regardless of submission format and whether these warrant changes to the draft plan.

4.2.1 Masterplan Survey

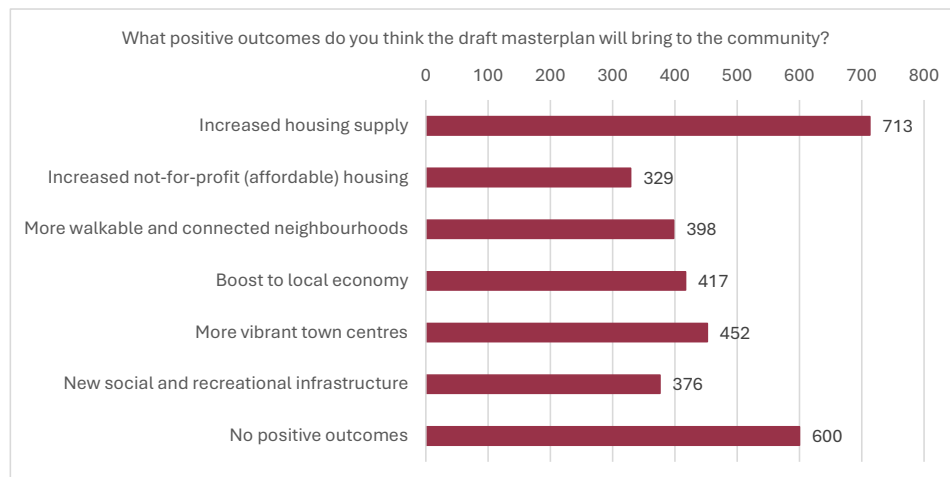
The below questions related to the draft Masterplan and Design Guides for the Housing Investigation Areas.

1. **What positive outcomes do you think the draft masterplan will bring to the community?**

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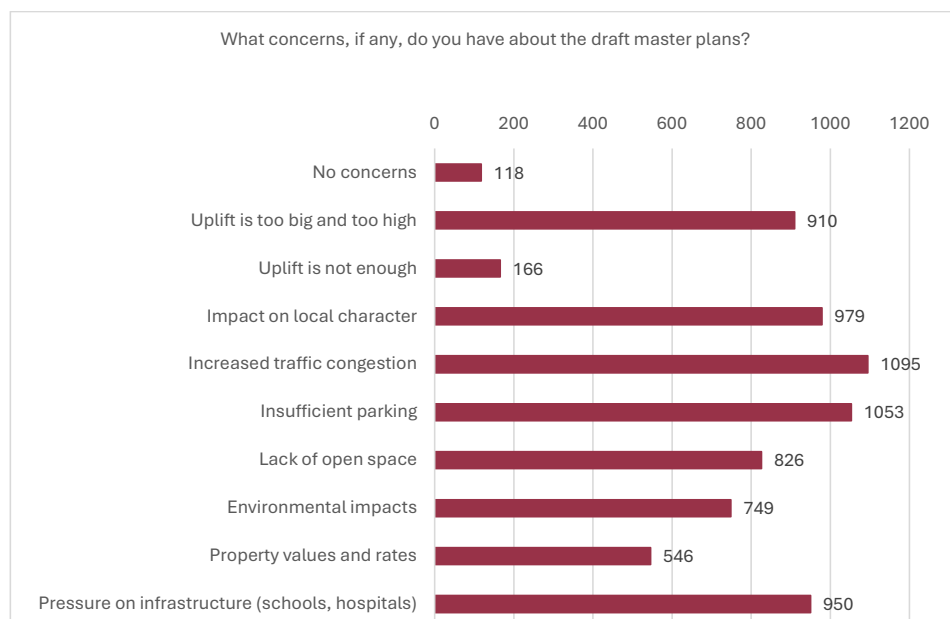
This question was answered by 1,528 community members. Community members could select multiple relevant answers. There was also an option under “Other” to respond with free text, this was completed by 670 respondents.



These answers, including those added under “Other”, have been considered in Council’s review of Masterplan-related submissions and responses prepared under the relevant general and site-specific topics in Section 5 and Attachment 2 of this report.

2. What concerns, if any, do you have about the draft master plans?

This question was answered by 1,552 community members. Community members could select multiple relevant answers. There was also an option under “Other” to respond with free text, this was completed by 835 respondents.



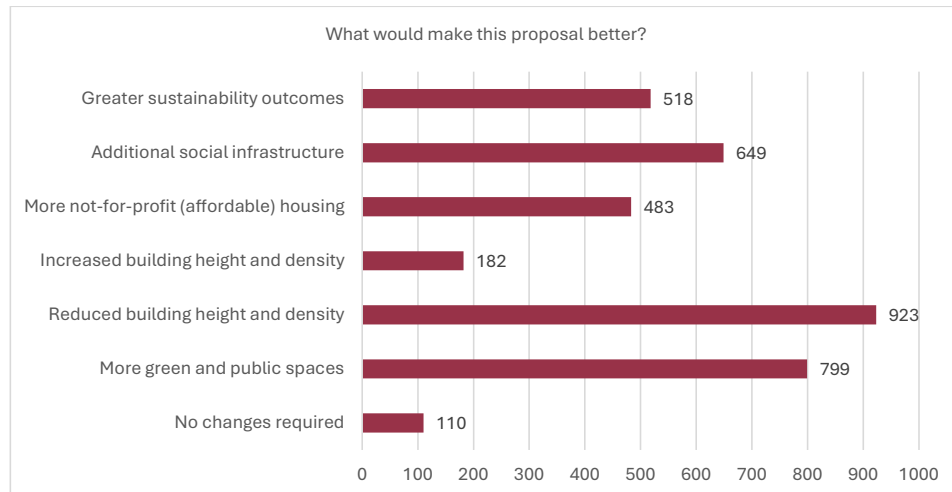
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These answers, including those added under “Other”, have been considered in Council’s review of Masterplan-related submissions and responses prepared in Section 5 and Attachment 2.

3. What would make this proposal better?

This question was answered by 1,459 community members. Community members could select multiple relevant answers. There was also an option under “Other” to respond with free text, this was completed by 829 respondents.



These answers, including those added under “Other”, have been considered in Council’s review of Masterplan-related submissions and responses prepared in Section 5 and Attachment 2.

4. Do you have any additional comments or suggestions?

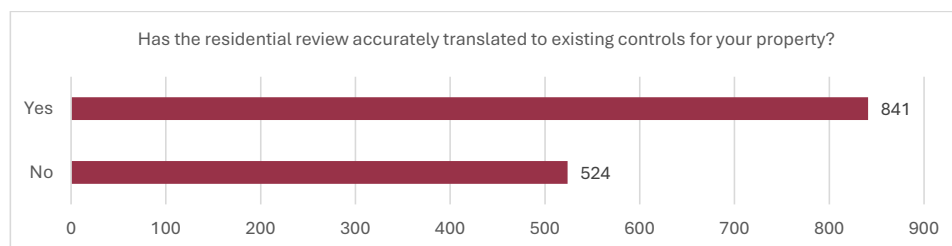
This free text question was answered by 623 respondents. Community members were asked to provide additional comments or suggestions relating to the Housing Investigation Areas. These additional comments and suggestions have been considered in Council’s review of Masterplan-related submissions and responses prepared in Section 5.

4.2.2 Residential Review

The focus of the residential review is to improve consistency in the use of residential zones and height of building controls across the Inner West.

5. Has the residential review accurately translated to existing controls for your property?

This question was answered by 1,365 community members. Community members could select either “Yes” or “No”. If “No” was selected respondents had the opportunity to provide specific details via a free text box, this was completed by 356 respondents.



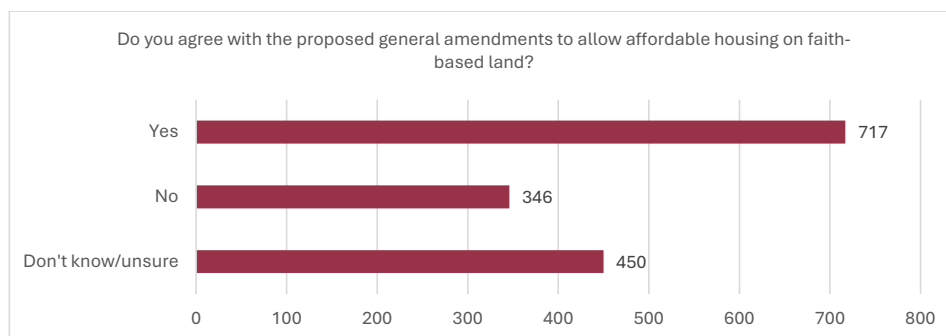
Where respondents answered “No”, any specific details provided have been considered in Council’s review of Residential Review-related submissions and responses prepared in the relevant general and site-specific topics in Section 5.

4.2.3 General amendments:

These amendments would apply across the Inner West.

6. Do you agree with the proposed general amendments to allow affordable housing on faith-based land?

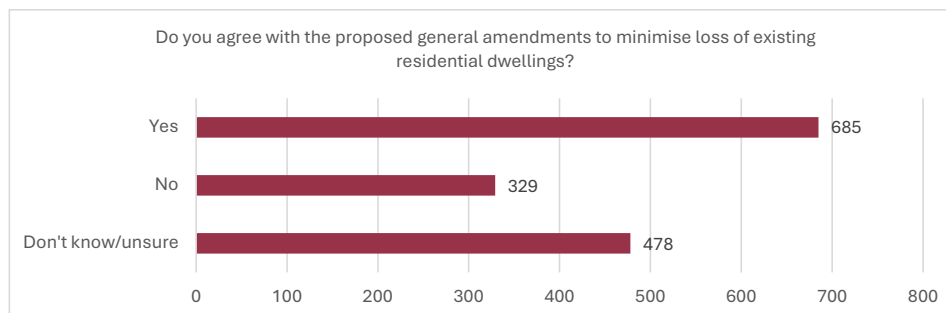
This question was answered by 1,513 community members. Community members could select either “Yes”, “No” or “Don’t know/unsure”. If “No” was selected respondents had the opportunity to provide specific details via a free text box, this was completed by 222 respondents.



Where respondents answered “No”, any specific details provided have been considered in Council’s review of submissions relating to general amendments to allow affordable housing on faith-based land. Responses have been prepared in Section 5.2 of this report.

7. Do you agree with the proposed general amendments to minimise loss of existing residential dwellings?

This question was answered by 1,492 community members. Community members could select either “Yes”, “No” or “Don’t know/unsure”. If “No” was selected respondents had the opportunity to provide specific details via a free text box, this was completed by 228 respondents.

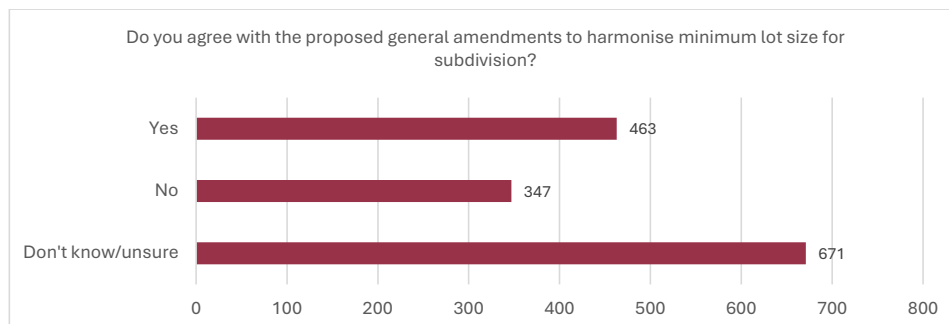


Where respondents answered “No”, any specific details provided have been considered in Council’s review of submissions relating to general amendments to minimise loss of existing dwellings. Responses have been prepared in Section 5.4.3 of this report.

8. Do you agree with the proposed general amendments to harmonise minimum lot size for subdivision?

This question was answered by 1,481 community members. Community members could select either “Yes”, “No” or “Don’t know/unsure”. If “No” was selected respondents had the opportunity to provide specific details via a free text box, this was completed by 195 respondents.

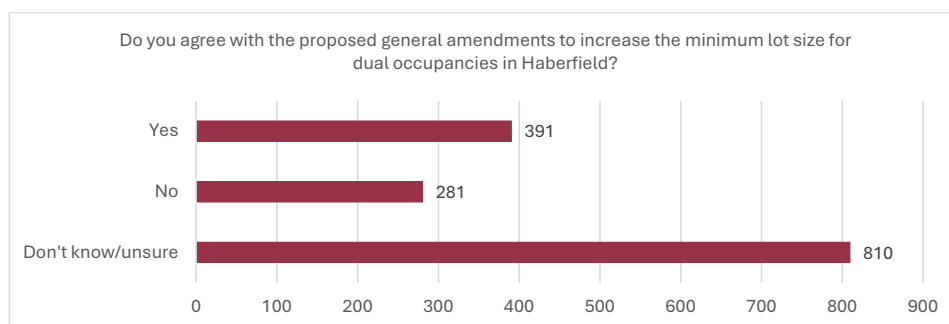
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Where respondents answered “No”, any specific details provided have been considered in Council’s review of submissions relating to general amendments to harmonise minimum lot size for subdivision. Responses have been prepared in Section 5.4.1 of this report.

9. Do you agree with the proposed general amendments to increase the minimum lot size for dual occupancies in Haberfield?

This question was answered by 1,482 community members. Community members could select either “Yes”, “No” or “Don’t know/unsure”. If “No” was selected respondents had the opportunity to provide specific details via a free text box, this was completed by 169 respondents.

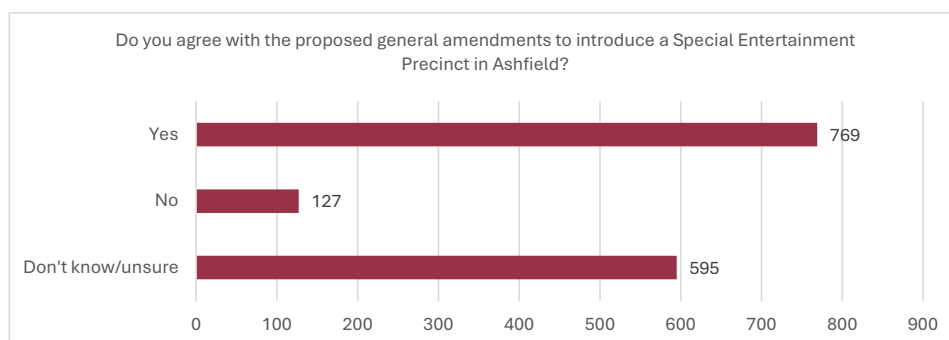


Where respondents answered “No”, any specific details provided have been considered in Council’s review of submissions relating to general amendments to increase the minimum lot size for dual occupancies in Haberfield. Responses have been prepared in Section 5.4.2 of this report.

10. Do you agree with the proposed general amendments to introduce a Special Entertainment Precinct in Ashfield?

This question was answered by 1,491 community members. Community members could select either “Yes”, “No” or “Don’t know/unsure”. If “No” was selected they had the opportunity to provide specific details via a free text box, this was completed by 74 respondents.

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Where respondents answered “No”, any specific details provided have been considered in Council’s review of submissions relating to general amendments to increase the minimum lot size for dual occupancies in Haberfield. Responses have been prepared in Section 5.11.3 of this report.

11. Do you have any additional comments?

This free text question was completed by 459 respondents. Community members were asked to provide additional comments or suggestions relating to the General Amendment questions above. These additional comments have been considered in Council’s review of general amendments-related submissions and responses prepared under the relevant general and site-specific topics in Section 5.

4.2.4 Comprehensive engagement program

Gyde Consulting are a specialist planning and community engagement firm who are noted as industry experts with significant experience in managing community engagement specifically for complex planning projects and processes. Gyde assisted Council to design and deliver a comprehensive engagement program to support the public exhibition of Our Fairer Future Plan.

The Inner West Council engagement on Our Fairer Future Plan is one of the most extensive local government consultations ever undertaken. Council provided unprecedented, direct access to the planning team to ensure that the community were able to ask questions and understand the planning context of the proposed changes.

A broad range of engagement activities provided a wide range of opportunities for the Inner West community to interact with the plan, and with Council staff before making an informed submission to Council.

The success of this approach is demonstrated in the very high level of community participation in both the engagement activities and the formal submission process.

Gyde Consulting has reviewed and analysed all submissions received by Council during the public exhibition period via the survey, email or written correspondence. On this basis, Gyde endorse the community engagement approach and the analysis provided in the following pages. The **Key Themes Identified** are a true representation of the submissions. The **Matters Raised** are an accurate summary of the key issues identified in the public submissions, and the **Responses** provided are relevant to the matters raised.

5. Key Themes Identified

This section discusses the key matters raised in the submissions during the exhibition of Our Fairer Future Plan and outlines Council officer responses and corresponding actions to revise the draft Plan in response to the submissions.

5.1 Housing Supply & Density

Community feedback on the draft Masterplan Housing Investigation Areas (HIAs) reflected a broad spectrum of views, with many supporting increased housing supply to address the housing crisis, particularly near transport hubs. However, concerns were raised about the scale and abruptness of proposed developments, especially in relation to local character, heritage areas, and infrastructure capacity.

Submissions highlighted the need for better transitions between high and low-density zones, improved solar access, and protection of privacy and amenity. There was strong emphasis on the importance of upfront investment in social infrastructure—such as schools, health services, and open space—before densification occurs.

Many respondents questioned the fairness of uplift distribution across suburbs and called for greater transparency in development incentives. Environmental impacts, including stormwater stress, heat retention, and biodiversity loss, were also key concerns. These matters are discussed below including Council's responses regarding consideration of these matters and follow-up actions to review the plan, where necessary.

5.1.1 Development scale, Density and Overdevelopment and density concerns

Matters Raised	Responses
<ul style="list-style-type: none"> Proposed densities and additional housing are supported. Densities should be increased to more effectively address the housing crisis. Proposed heights are excessive and should be reduced. The proposed scale of development will negatively impact flooding, urban heat and traffic. 	<ul style="list-style-type: none"> Our Fairer Future Plan aims to ensure that housing solutions takes a place-based design response that enables: <ul style="list-style-type: none"> High density residential in well-connected and accessible areas such as train/metro stations Low-medium residential density around town centres and light rail stops Provides transitions to existing low density areas The following Council endorsed Planning Principles informed the Housing Investigation Areas (HIAs) of the Masterplans: <ul style="list-style-type: none"> delivering place-based planning through local planning controls upzoning of precincts around Ashfield, Croydon (now deferred), Dulwich Hill, and Marrickville train stations support for increased densities on main streets through shop top housing to protect high value heritage conservation areas (HCAs) from upzoning providing density incentives for the amalgamation of land in areas identified for upzoning increased residential densities around light rail stations. The Masterplan adopted the following principles in preparation of the place-based planning controls: <ul style="list-style-type: none"> Lead with amenity-oriented development by locating higher intensity developments close to shops, open space, community infrastructure and public transit. Align the level of housing density with the role, function, scale and hierarchy of Inner West's centres. Provide housing densities and building scales that visually frame streets and public spaces and contribute positively to neighbourhoods.

	<ul style="list-style-type: none"> - Ensure new development supports neighbourhood amenity and character with appropriate heights, setbacks, building dimensions and separations. - Ensure buildings respect likely future development outcomes and consider the potential impacts on sunlight access to adjoining properties, communal and public open spaces. • Further post-exhibition urban design testing has been undertaken in response to the specific matters raised in the submissions. This has led to minor increases or decreases in the exhibited building heights, densities or changes to land use zones, or in other cases no change is recommended. Refer to Attachment 2 for site-specific changes relating to the Masterplan. • Flooding, urban heat and traffic matters are discussed in detail further in this report.
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Actions:

- Refer to Attachment 2 for Masterplan related site-specific matters.

5.1.2 Interface Issues and Managing Transitions

Matters Raised	Responses
<ul style="list-style-type: none"> • Abrupt height transitions between the proposed mid- and high-density zones and adjacent low-density residential and heritage conservation areas (HCAs) will negatively impact character, streetscape, solar access, privacy. • Heights should be reduced, and greater upper-level setbacks and graduated transitions introduced to better manage sensitive interfaces. 	<ul style="list-style-type: none"> • The Design Guides include provisions to manage transitions to sensitive interfaces. Relevant sections include: <ul style="list-style-type: none"> - Transitions to sensitive interfaces: contains provisions to guide appropriate transitions from higher-density development to adjacent low-density or heritage sensitive areas. - Heritage and period buildings: contains provisions to ensure development responds appropriately to heritage buildings, using measures such as setbacks, upper-level setbacks, and street wall heights. • Areas where R4 High Density Residential was proposed directly adjacent to R2 Low Density Residential zoned land have been reviewed. Detailed local analysis has been undertaken to ensure appropriate height transitions to R2 Low Density Residential zones and sensitive heritage areas. Amendments have been made where necessary – refer to Attachment 2 for Masterplan related site-specific matters. • Further post-exhibition urban design testing has been undertaken to review proposed densities along several narrow streets, with ground and upper-level setbacks refined based on visual impact and solar access testing, where warranted. Refer to Attachment 2 for Masterplan related site-specific matters. • Additional LEP and Design Guide provisions are proposed to ensure an appropriate transition in scale is provided between existing heritage fabric and new built form. Refer to Section 6 Post Exhibition Updates and Actions

Actions:

- Refer to Attachment 2 for Masterplan related site-specific matters.

5.1.3 Amenity impacts (character, overshadowing, visual privacy)

Matters Raised	Responses
<ul style="list-style-type: none"> The excessive scale and density of uplift will result in loss of local character and heritage value. The design controls should be strengthened to ensure the preservation of fine-grain character and heritage streetscapes. The Design Guides and the NSW Apartment Design Guide will not guarantee the protection of local character. Development will impact the visual privacy for existing residents. Plans should be amended to increase setbacks and introduce controls to prevent overlooking. Development will reduce solar access for existing residents, and open spaces and may result in wind tunnelling. Development will result in increased noise pollution. Controls should be in place to ensure developments have soundproofing. Areas of strong, cohesive character should not be used as a justification for no uplift as shown in mapped "Areas of No change" in the masterplan. High densities have been proposed along narrow streets (10-12m wide) which will result in poor pedestrian amenity, add visual bulk on the streetscape and create overshadowing. 	<ul style="list-style-type: none"> In response to submissions, additional design testing of proposed controls was undertaken in certain locations to assess potential amenity impacts. This included analysis of visual impacts and solar access (with a requirement of 2 hours of sunlight between 9am and 3pm). Based on the findings, revised building heights and FSRs have been recommended in some areas. Setbacks, upper-level setbacks, and street wall heights were also reviewed and adjusted where necessary. Refer to Attachment 2 for Masterplan related site-specific matters. The Design Guides include provisions requiring building design to reduce visual bulk and minimise overshadowing and privacy impacts to neighbouring properties. Detailed overshadowing and privacy assessments will be undertaken during the Development Application stage, ensuring designs safeguard solar access and privacy for neighbours. The Design Guides also contain provisions to minimise internal noise and limit noise impacts on surrounding properties. For developments over six storeys, a wind impact assessment is required to demonstrate wind safety within both the public domain and the development. As part of the next steps in the process, the Design Guides provisions will be incorporated into a consolidated Inner West Development Control (DCP). The DCP will work in tandem with the IWLEP and the NSW Apartment Design Guide (ADG), providing detailed design guidance for the community and developers, and will be used by Council in the assessment of development applications. Additional LEP clauses and Design Guide provisions have been recommended to ensure potential development responds appropriately to heritage preserving character of streetscapes. Refer to the Key Theme - Heritage in this report. The impact of development is further assessed at the Development Application (DA) stage. A Heritage Impact Statement may be required to demonstrate how a proposal appropriately addresses the interface with a heritage item or conservation area. Areas with a strong and cohesive residential character were generally not pursued for uplift, where other more suitable locations were identified. Preserving established neighbourhood character was a key consideration in Our Fairer Future Plan, and uplift was prioritised in areas with greater capacity to accommodate change without compromising local identity.
<ul style="list-style-type: none"> Adverse impacts on solar panels Taller buildings will overshadow existing homes, rendering rooftop solar panels ineffective. 	<ul style="list-style-type: none"> It is acknowledged that there will be some overshadowing impacts on existing properties. Extensive urban design testing has been undertaken to ensure there are minimal amenity impacts and where possible, these impacts can be

<ul style="list-style-type: none"> More solar needed to address climate crisis. 	<p>managed or mitigated through tailored design solutions at the Development Application stage.</p> <ul style="list-style-type: none"> Exact impacts on overshadowing existing solar panels cannot be determined as the proposal relates to only changes to planning controls. A detailed assessment of the development applications lodged using these planning controls will be completed and community will be re-consulted regarding the direct impacts to their properties from neighbouring developments.
<p>Actions:</p> <ul style="list-style-type: none"> Refer to Attachment 2 for Masterplan related site-specific matters. 	

5.1.4 Development Incentives

Matters Raised	Responses
<ul style="list-style-type: none"> The minimum site area incentives are not supported and will place pressure on residents to sell/amalgamate or face being next to a mid- or high-rise development. The minimum site area incentive should not require a 35m frontage. This will encourage developers to buy multiple lots and build low-cost unattractive buildings. Amalgamating a sufficient number of lots will be difficult and could result in underutilised development potential and missed opportunities. The incentive FSR/HOB are excessive and for the benefit of developers rather than the community. The plan should ensure public space is delivered. The incentive criteria should entail a percentage of affordable housing. The incentive calculations are confusing and lack transparency. Lack of transparency as the maximum building heights using incentives were not accurately shown. 	<ul style="list-style-type: none"> The approach to provide development incentives is based on Council's endorsed Planning Principle: <i>providing density incentives for the amalgamation of land in areas identified for upzoning.</i> The intent of the minimum site area incentives is to encourage lot amalgamation, supporting more coordinated development, improved built form outcomes, and more efficient use of land. A minimum frontage of 35m was identified as appropriate to support the increased height and density incentive, while ensuring compliance with the ADG. Broader design testing confirmed that the proposed bonus heights maintain compliant solar access to surrounding properties and minimise visual impacts from the street. It is recommended that the Plan be clarified to specify that the minimum 35m street frontage is required to access bonus FSR and height applies to any street-facing boundary, including primary streets, secondary streets, or laneways. Matters of lot isolation and the interface between lower-density homes and mid- to high-rise development are addressed separately in this report. Open spaces and through-site links are being delivered via Key Site provisions and public realm incentives, with development permitted to the maximum FSR and height of building (HOB) controls only if the identified public benefits are delivered. Refer to the feasibility study to find where additional affordable housing opportunities can be provided. Refer to the Key Theme - Affordable Housing in this report. The Site Area Incentive is based on a sliding scale, whereby the allowable Floor Space Ratio (FSR) increases proportionally with the size of the site, meaning that larger sites are eligible for greater development potential. This approach is intended to encourage larger, well-planned developments. However, the need to simplify and clearly communicate how these incentives apply in practice is recognised.

	<ul style="list-style-type: none"> In circumstances where there may be a misalignment between the height and FSR incentives – for example, where the maximum incentive FSR is achieved but the maximum incentive height is not – the intent is that no further development potential can be realised. To provide clarity and ensure this outcome, it is recommended that an additional LEP provision be introduced, requiring development to comply with both controls and be limited by the more restrictive of the two. Development incentives are optional. In order to qualify for them, specific amalgamation requirements—such as minimum lot frontages and site areas—must be met. Since Council cannot predict how individual sites will amalgamate to meet these criteria, it is not possible to forecast where incentives will be taken up. Therefore, it was considered more appropriate to illustrate maximum building heights based on the base planning controls, rather than assume the uptake of incentives.
<p>Actions:</p> <ul style="list-style-type: none"> Update Section 4.2.7 of the Plan (Attachment 1 – Our Fairer Future Plan - Council's Alternate Approach for New Housing) to: <ul style="list-style-type: none"> State that the minimum street frontage of 35m to access the bonus FSR and height applies to any street-facing boundary, including a primary street, secondary street, or laneway. Include an additional LEP provision relating to the Site Area Incentive: <p><i>“The maximum development potential is determined by both the height of building and the floor space ratio within the incentives clause. A development must comply with both requirements, or the development is limited by whichever is more restrictive.”</i></p>	

5.1.5 Minimum site requirements

5.1.5.1 Minimum frontage

Matters Raised	Responses
<ul style="list-style-type: none"> The proposed 21m minimum frontage for residential flat buildings in R3 /R4 areas is insufficient and will yield crowded, suboptimal results. The minimum frontage should be increased to 24m or 28m to ensure that sites are sufficient to accommodate the proposed building heights. Merit-based exemptions to the minimum site frontage should be considered. Controls should not prevent housing—particularly mid-rise—from being delivered on smaller lots where feasible. 	<ul style="list-style-type: none"> The only minimum site requirement in the R3 and R4 zones is the 21m frontage. No minimum lot size is proposed. The 21m minimum frontage aligns with the ADG standards, providing sufficient width to support efficient unit layouts, optimise natural ventilation and daylight access, and facilitate compliance with ADG objectives related to privacy, amenity, building separation, access, and envelope articulation. The exhibited material did not specify how the 21m frontage requirement would be applied to sites with frontage to a secondary street or laneway. Subsequent design testing has confirmed that a residential flat building (RFB) can be accommodated as long as the site has at least one frontage of 21m, regardless of whether that frontage is to a primary or secondary street. Accordingly, the Plan will be updated to clarify how the 21m frontage requirement is to apply. The 21m minimum frontage will require the amalgamation of multiple lots in some locations, particularly in areas with a fine-grain subdivision pattern. While this may make development more challenging in fragmented areas, it does

<ul style="list-style-type: none"> • Reduce minimum requirements to encourage greater development uptake. • The minimum frontage requirement, by necessitating amalgamations, could pressure homeowners to sell and risk dividing communities. • The proposed minimum site area requirements would restrict redevelopment in Marrickville's fine-grain precincts, concentrating opportunity with large landholders and discouraging smaller, community-sensitive infill. • A 12m minimum frontage in E1, E2, and MU1 zones is needed to ensure adequate space for street activation, vehicle access, waste collection, and essential services. 	<ul style="list-style-type: none"> • not preclude it. The 21m requirement is considered appropriate to support appropriate built form outcomes as outlined above. • Notwithstanding the minimum 21m frontage requirement, redevelopment of sites that do not meet this standard may be appropriate where it can be clearly demonstrated that the objectives of the provision are achieved. These objectives include promoting orderly development, ensuring sufficient site area to support high-quality built form outcomes, enabling compliance with the ADG, and delivering adequate amenity for future residents. To support this flexibility, it is proposed to include an additional provision allowing the frontage requirement to be varied, where it can be demonstrated to the satisfaction of the consent authority that the objectives of the control and the Design Guide are met. • No minimum street frontage requirements are to apply to shop top housing or mixed-use developments in E1 Local Centre, E2 Commercial Centre and MU1 Mixed Use zones. This is to allow flexibility for retention of the fine grain character in town centres. The suitability of sites for redevelopment would need to be demonstrated at the development application stage, having regard to matters such as serviceability, street activation and compliance of any residential component with the ADG. • The exhibited Design Guides incorrectly included a 12m minimum site frontage requirement for town centres and mixed-use areas. This reference will be removed.
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Actions:

- Update Section 4.2.6 of the Exhibited Plan (Attachment 1 – Our Fairer Future Plan - Council's Alternate Approach for New Housing) to state that:
 - the minimum street frontage of 21m for residential flat buildings in R3 and R4 zones applies to any street-facing boundary, including a primary street, secondary street, or laneway.
 - the minimum frontage requirement may be varied where it is demonstrated, to the satisfaction of the consent authority, that the objectives of this provision and the Design Guide are achieved.
- Remove references in the Exhibited Design Guides (Appendix 3 – Draft Design Guides for Housing Investigation Areas) that require a 12m minimum site frontage for town centres and mixed-use areas.

5.1.5.2 Lot isolation

Matters Raised	Responses
<ul style="list-style-type: none"> • Lot amalgamation is a great concept, but the potential for site isolation is a concern. • Provisions to prevent lot isolation will be insufficient to prevent site isolation, particularly for small lots. • The minimum site area requirement of 600 sqm for land adjoining redevelopment sites in R3 and R4 zones should be increased—either generally or to 850 sqm—to more effectively prevent lot isolation. 	<ul style="list-style-type: none"> • Submissions indicate that the minimum site area requirements to prevent lot isolation have been misinterpreted as minimum requirements for redevelopment. The proposed 600 sqm minimum site area in R3 and R4 zones, and the 12m frontage in E1, E2, and MU1 zones, apply only to land <i>adjoining</i> a proposed redevelopment site. The intent of these is to ensure that neighbouring sites are not left isolated and retain sufficient area or frontage to accommodate future redevelopment. • Further design testing has demonstrated that in the E1, E2, and MU1 zones, sites with frontages as narrow as 9m can accommodate appropriate development outcomes. Accordingly, it is recommended that the current 12m

<ul style="list-style-type: none"> Proposed minimum site area requirements to prevent lot isolation are supported. 	<p>minimum frontage requirement for land adjoining a development site be removed to avoid unnecessarily restricting development potential.</p> <ul style="list-style-type: none"> Similarly, the proposed 600 sqm minimum site area for land adjoining a redevelopment site has been reviewed. To ensure sufficient land area to support the higher densities and building heights, it is recommended that this minimum be increased to 1,200 sqm in the R4 High Density Residential zone. It is also recommended that the same requirement be applied to the E2 Commercial Centre zone, which includes land within the Ashfield CBD. The minimum site area for land adjoining a redevelopment site will remain 600 sqm in the R3 Medium Density Residential zone, as exhibited. It is recommended that an additional provision be included to ensure orderly redevelopment and minimise lot isolation. This would require that consent only be granted to development in the E1, E2, MU1, R3 and R4 zones after considering whether the development would isolate neighbouring land, whether those parcels remain developable, and whether the proposal could reasonably include adjoining land. The exhibited Design Guides include a provision under the Lot Amalgamation section requiring development to demonstrate that it does not prejudice the equitable development of adjacent sites. In certain circumstances, it also requires the submission of a concept plan for the street block to demonstrate compliance with planning controls. To provide greater protection for adjoining landowners and promote the efficient use of land, it is recommended that this provision be relocated to a new 'Site Isolation' section, with additional controls incorporated to ensure the intended outcomes are effectively achieved.
<p>Actions:</p> <ul style="list-style-type: none"> Update Section 4.2.6 Minimum Site Area Requirements of the Exhibited Plan (Attachment 1 – Our Fairer Future Plan - Council's Alternate Approach for New Housing) to: <ul style="list-style-type: none"> Remove the requirement for land adjoining a redevelopment site in the E1, E2 and MU1 zones to have a minimum frontage of 12m. Increase the minimum site area for land adjoining a redevelopment site in the R4 zone from 600m² to 1,200m², and introduce a 1,200m² minimum site area requirement for land adjoining a redevelopment site in the E2 zone. Include an additional requirement that consent not be granted to development in the E1, E2, MU1, R3 and R4 zones unless it has considered whether: <ul style="list-style-type: none"> the development would result in the isolation of adjoining land parcels; reasonable opportunities exist for the orderly and economic development of those adjoining land parcels; and the proposal could reasonably include the adjoining land. Update the Exhibited Design Guides (Appendix 3 – Draft Design Guides for Housing Investigation Areas) to: <ul style="list-style-type: none"> Include an additional 'Site Isolation' section: <p>"Isolated lots can be defined as:</p> 	

An individual allotment of land that is left undeveloped or seriously underdeveloped as a result of adjoining lots being amalgamated and redeveloped at higher densities, and which cannot be reasonably developed in accordance with planning controls without amalgamation.

Objectives

- O1 To ensure redevelopment does not result in isolated sites that are unable to be developed in accordance with planning controls.
- O2 To promote coordinated, equitable, and efficient land use outcomes.
- O3 To encourage the development of existing isolated sites in a manner that responds to the site's context and characteristics and that maintains a satisfactory level of amenity.

Provisions

- P1 Development must not result in isolated lots or prevent adjoining land parcels from reaching their development potential.
- P2 Applications for development in the E1, E2, MU1, R3 and R4 zones must include a concept plan demonstrating how any remaining sites can be developed in accordance with relevant planning controls, including height, floor space ratio and setbacks, and achieve compliance with the Apartment Design Guide. Council may require the concept plan to cover the entire street block.
- P3 Where adjoining sites do not meet the minimum site requirements and their maximum development potential cannot be realised, Council will require documentary evidence of a genuine and reasonable attempt to purchase the isolated site at fair market value. Evidence must demonstrate compliance with the principles in *Karavelas v Sutherland Shire Council (2004)*, including fairness of offer, timeframes, and willingness to negotiate.
- P4 At least one recent independent valuation must be submitted as part of the evidence and is to account for reasonable expenses likely to be incurred by the owner in the sale of the isolated site.
- P5 Development of existing isolated sites must not detract from the streetscape character and must achieve a satisfactory level of amenity, including solar access, visual and acoustic privacy.
- P6 Development of existing isolated sites may not achieve the maximum potential, particularly height and floor space ratio, and will be assessed on merit."

5.2 Affordable Housing

5.2.1 Affordable Housing Targets/ Requirements

Matters Raised	Responses
<ul style="list-style-type: none"> The proposed affordable housing contribution rate of 2% rate is too low – even with proposed transition to 5% and too much development is exempted from the contributions. Suggestions to: <ul style="list-style-type: none"> Require contribution across entire LGA Apply higher rates where uplift higher Apply higher rates on government owned land Remove 2000 sqm GFA threshold 	<ul style="list-style-type: none"> Council has investigated the impact of increasing the affordable housing contribution rates on feasibility and found: <ul style="list-style-type: none"> Feasibility is challenging in the Inner West context due to high land values, small lot sizes and fragmented lots which need to be amalgamated before any redevelopment can occur. This adds to the amalgamation premium costs for these sites. Extending the contribution to the entire LGA and/or increasing rates is therefore unlikely to result in additional affordable housing. A higher affordable housing contribution rate of 5% could be applied to a large site in Ashfield (138-158 Liverpool Road, 25-29 and 41-43 Norton Street). This site has been identified as appropriate for a higher rate as it is an existing large redevelopment opportunity, and feasibility testing indicates that development on the site remains viable even with the increased contribution requirement.

<ul style="list-style-type: none"> Increasing the affordable housing contribution rate will make development less feasible 	<ul style="list-style-type: none"> The Inner West Affordable Housing Policy recommends that 30% of dwellings delivered on government-owned land be provided as affordable housing. However, the application of controls on State government land is ultimately determined by the NSW Department of Planning, Housing and Infrastructure (DPHI). While Council can determine affordable housing requirements on its own land, it must balance the policy intent with project feasibility, as setting contribution levels too high may render development unviable. The threshold for requiring affordable housing contributions will be reduced from 2000 to 200 sqm. This change aligns the clause with the existing affordable housing provisions in the IWLEP. The exhibited Our Fairer Future Plan proposed a 2% affordable housing contribution increasing to 5% over a period of 3 years. Additional feasibility testing recommends the rates be increased by 0.25% annually to be fully implemented in four years. A more gradual phased in approach to the affordable housing contribution rate avoids 'shocking' the market and provides certainty to the development industry.
<ul style="list-style-type: none"> Clear consistent definitions should be used by Council and the State government for: <ul style="list-style-type: none"> Affordable housing Affordable rental accommodation Boarding houses Crisis and emergency accommodation Social housing Student accommodation 	<ul style="list-style-type: none"> The following definitions are either set out in the NSW <i>Environmental Planning and Assessment Act 1979</i> or IWLEP: <ul style="list-style-type: none"> Affordable housing Boarding house The following terms do not have a formal legislative definition in NSW: <ul style="list-style-type: none"> Affordable rental accommodation Crisis and emergency accommodation Social housing Student accommodation Notwithstanding, the <i>State Environmental Planning Policy (Housing) 2021</i> (Housing SEPP) defines the term "social housing provider" so it could be inferred that social housing is the type of housing provided by a social housing provider. On campus student accommodation is covered by Chapter 3 of the <i>State Environmental Planning Policy (Transport and Infrastructure) SEPP 2021</i> while off campus student accommodation is a form of "co-living housing" and defined in the IWLEP.
<ul style="list-style-type: none"> Many comments advised that even if dwellings were rented at 80% of market value, they would still be unaffordable for the majority of people, especially essential workers. It was suggested that the eligibility criteria should be calculated on income base i.e. no more than 30% of a tenant's income. 	<ul style="list-style-type: none"> The NSW Affordable Housing Ministerial Guidelines define affordable housing as housing suitable for very low to moderate income households, generally costing less than 35% of gross income. Inner West Council's Affordable Rental Housing Program targets key workers, offering rents at no more than 75% of the local median for up to three years. As of May 2023, Council owned 19 affordable units (with six more due by 2025), managed by Link Wentworth, with future additions to come from other Council initiatives.
Actions:	

- Advocate to State government to provide clear and consistent definitions relating to Affordable housing and essential workers.
- Update Council's Affordable Housing Policy to reflect evolving changes in the Affordable Housing Framework.
- Update the following site-specific requirements for affordable housing relating to the masterplan:
 - Replace the threshold for requiring affordable housing contributions from 2000 sqm to 200sqm
 - Require 5% affordable housing contribution rate for the site in Ashfield - 138-158 Liverpool Road, 25-29 and 41-43 Norton Street.
 - Update the Phasing of increasing affordable housing contributions to be gradually increased by 0.25% annually to be fully implemented in four years, where feasible.

5.2.2 Need for Public/ Social Housing

Matters Raised	Responses
<ul style="list-style-type: none"> • The plan does not include a schedule, or strategy, for delivering the 1,000 units of public housing promised by Council in 2024. 	<ul style="list-style-type: none"> • The construction of social housing is historically a State government responsibility. Council will advocate to ensure that future development in the Bays West precinct contains at least 30% affordable housing. • Our Fairer Future Plan makes it easier for additional housing to be provided on Housing NSW sites through providing uplift in key sites such as Illawarra Road, Marrickville. • The submission from Homes NSW has requested that Council work with them on key sites and this will form part of Phase 2 of Our Fairer Future Plan.

Actions:

- Advocate to State Government that future development in the Bays West precinct contains at least 30% affordable housing.
- Work with Homes NSW to facilitate the delivery of additional social/public housing.

5.2.3 Retention of existing Affordable Housing

Matters Raised	Responses
<ul style="list-style-type: none"> • Strengthen provisions to protect / retain existing affordable housing (boarding houses, low-rent residential flat buildings) • Concerns that affordable housing provisions are inadequate, resulting in the displacement of renters and vulnerable communities 	<ul style="list-style-type: none"> • Chapter 2, Part 3 of the Housing SEPP contains provisions regarding the retention of affordable rental housing. Developments that would impact on a low rental residential building must be assessed against certain criteria and may have to be retained or provide a monetary contribution to the state government depending on the specifics. • There is an opportunity to strengthen these controls by: <ul style="list-style-type: none"> - increasing the time frame premises need to have been vacant from 5 years to 10 years or removing that requirement and having these provisions applying when the last known use is as a low rental dwelling. - requiring any money paid to offset the loss of affordable housing go to Council or are reinvested locally in Inner West affordable/social housing • Community has indicated loss of affordable housing and social housing in these areas as a key concern. To ensure the continuous provision of social/ affordable housing on this site, a new LEP provision for 438 Illawarra Road, Marrickville (Homes NSW site) is proposed which ensures that there is no net loss of affordable and social housing on this site when

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	it redevelops. The site has received a significant uplift as part of the Masterplan. Refer to Attachment 2 Section 2.6.7.
Actions: <ul style="list-style-type: none"> Insert a new LEP provision for 438 Illawarra Road, Marrickville which states that there will be no net loss of affordable and social housing on this site. 	

5.2.4 Delivery of Affordable Housing

Matters Raised	Responses
<ul style="list-style-type: none"> No evidence has been provided to show that the amount of affordable housing produced under Our Fairer Future plan is likely to exceed that produced via TOD and existing 4.3A developments. 	<ul style="list-style-type: none"> Our Fairer Future Plan provides greater theoretical capacity than the State's TOD plan, which is necessary for government approval of Council's alternative proposal. Council studies also show TOD's building heights and FSRs are less feasible, making redevelopment less likely and reducing the amount of affordable housing that would be delivered
<ul style="list-style-type: none"> Affordable housing needs to be provided in perpetuity 	<ul style="list-style-type: none"> The affordable housing incentives in the masterplan and the faith housing clause require the affordable housing to be provided for the life of the development. Affordable housing provided under the Housing SEPP is for 15 years.
<ul style="list-style-type: none"> Any affordable housing provided needs to be high quality and designed to minimise ongoing costs. It should not be located in areas above 20 ANEF. 	<ul style="list-style-type: none"> Council's Affordable Housing Policy and the Design Guide that accompanies Our Fairer Future Plan requires affordable housing units to be designed and constructed to the same standard as other residential accommodation in the development Much of the Inner West is located within the 20+ ANEF contour; excluding these areas mean that additional housing will not be provided in a number of in demand suburbs.
<ul style="list-style-type: none"> Allow all community housing providers (CHP) to provide affordable housing under the incentive clauses not just Tier 1 CHPs. 	<ul style="list-style-type: none"> Extending the clauses to all registered not-for- CHPs (i.e. to include Tiers 1-3) would maximise affordable housing opportunities while still ensuring effective regulation under the National Regulatory System for Community Housing.
<ul style="list-style-type: none"> Transfer ownership of affordable housing to CHP 	<ul style="list-style-type: none"> Council's current practice is to retain ownership of the affordable housing portfolio to be managed by a CHP. This practice forms part of the review when Council's Affordable Housing Policy is updated.
<ul style="list-style-type: none"> The Property Council of NSW supports the provision of options to make a cash contribution or dedicate stock to meet Council's requirements. They also suggest that providing timeframes within which cash contributions should be spent to give more certainty to industry that funds will be invested expeditiously to increase affordable 	<ul style="list-style-type: none"> Cash contributions obtained under Section 7.32 of the EP&A Act are highly regulated and can only be used for affordable housing. It is noted that Council's Affordable Housing Policy prefers affordable housing to be provided in kind with cash being used where contributions are less than a whole dwelling. This forms part of the review when Council's Affordable Housing Policy is updated.

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housing supply and not held indefinitely	
<ul style="list-style-type: none"> Be consistent with recommendations of NSW parliamentary report – options for essential worker housing 	<ul style="list-style-type: none"> Council consider adopting the following recommendations from the NSW Parliamentary report – options for essential worker housing: <ul style="list-style-type: none"> <i>Recommendation 6 – Consider setting out clear criteria for essential worker housing including that the rent be based on income not a discount on market rent when Council's Affordable Housing Policy is reviewed</i> <i>Recommendation 9 – Amend the Inner West DCP to mandate all major developments undertake a thorough assessment of the housing needs of essential workers likely to be affected by the development, including by updating the Social Impact Assessment guidelines.</i> <i>Recommendation 13 - Consider amending the permitted uses on appropriate and well located SP2 zoned land to include essential worker housing, where such inclusion would not negatively impact community needs and would contribute to addressing the essential worker housing shortage.</i>
<ul style="list-style-type: none"> The community is concerned about being locked out of home ownership due to high prices, limited family-friendly housing, and investor-driven development, with many renters unable to save for deposits. They argue affordable housing should include both rental and ownership options, with safeguards to keep it permanently affordable. Suggested solutions include: <ul style="list-style-type: none"> government-backed rent-to-buy schemes incentives for cohousing alternative ownership models such as Community Land Trusts and Limited Equity Housing Cooperatives 	<ul style="list-style-type: none"> While ensuring the provision of affordable rental housing is something that local government can influence; their impact on the sale price of dwellings in the private property market is limited. Increasing the supply of housing in the Inner West has the potential to moderate price growth over time, particularly if supply keeps pace with demand.
<ul style="list-style-type: none"> A more effective way to boost both overall and affordable housing in the Inner West, while preserving existing character, is to incentivise secondary dwellings and allow their subdivision from the main site. Secondary dwellings create affordable options without requiring demolition of the primary home. 	<ul style="list-style-type: none"> Under Our Fairer Future Plan secondary dwellings would be permitted in the R1 General Residential and R2 Low Density Residential zones. Under the IWLEP, the total floor area of the secondary dwelling must not exceed 60 sqm or 35% of the total floor area of the principal dwelling. The subdivision of secondary dwellings is not permitted unless it meets the requirements for minimum lot size for the location. See Section 5.4.1 and 5.4.5 for more details.
<ul style="list-style-type: none"> There are many unused industrial sites in the LGA that could be used to develop affordable and social housing apartments, instead of incentivizing developers and 	<ul style="list-style-type: none"> <i>Our Fairer Future Plan</i> aligns with the guiding Principles for Planning in the Inner West adopted by Council in May 2024, specifically <i>protecting and expanding existing employment lands to attract increased employment and new industries</i>. Rezoning existing industrial land for housing would be

property owners to amalgamize single dwellings.	inconsistent with this principle as it would reduce opportunities for employment and industry growth in the Inner West. See Section 5.11.2 for more details.
<ul style="list-style-type: none"> Council should buy existing buildings to use as affordable housing rather than requiring developers to provide it. eg 11-13 George St Marrickville (6x 2br x 8 parking - \$5.5M sold 24/6/25). A lot more sustainable, cheaper and faster than buying 3 existing houses for \$2.5M each, demolishing them and then building from scratch. 	<ul style="list-style-type: none"> Council's Affordable Housing Portfolio is still in its infancy; when funds become available the purchase of already constructed apartments is a quick way to providing additional affordable housing in a timely manner.
Actions: <ul style="list-style-type: none"> Update Council's Affordable Housing Policy to reflect current best practice Advocacy to other levels of government to use available levers to influence housing affordability 	

5.2.5 Faith Based Housing Requirements

Matters Raised	Responses
<ul style="list-style-type: none"> Queries regarding the ownership and management of housing delivered via the faith housing clause; particularly if it could lead to discrimination based on religion 	<ul style="list-style-type: none"> Affordable housing produced under the Faith Housing Clause would be owned by the relevant faith organisation or a registered not-for-profit CHP. It would be managed by a registered not-for-profit CHP which would prevent discrimination based on religion under current laws.
<ul style="list-style-type: none"> The proposed faith housing clause should be extended to all community housing providers. Submissions raised equity issues as the faith housing clause is not extended to all CHPs questioning the tax status of faith organisations and whether revenue generated will benefit public services. 	<ul style="list-style-type: none"> The faith housing clause is the first in NSW and as such is a limited trial to enable any implementation problems to be identified and rectified prior to consideration of extending the clause to all registered not-for-profit CHPs (not just faith-based organisations).
<ul style="list-style-type: none"> The proposed faith housing clause should be restricted to land currently owned by faith organisations. The faith housing clause should allow joint developments beyond land owned by faith organisations; concern about on selling development approvals to private developers. 	<ul style="list-style-type: none"> Faith housing developments will deliver 30% affordable housing, compared to just 2–5% in other developments, making them a key tool for addressing the housing crisis. Allowing faith organisations to acquire or use adjacent/contiguous land enables more viable developments on smaller sites
<ul style="list-style-type: none"> The faith housing clause should include SP1 Special Activities and E3 Productivity Support. 	<ul style="list-style-type: none"> These zones are excluded from the clause as the use of land with those zonings for affordable housing is not consistent with the objectives of either zone or Council's broader strategic objectives. There are very few properties with SP1 – Special Uses zoning in the IWLEP and many of these sites have state heritage listing; while the Canal Road Arts Precinct is not owned by a faith based organisation.

	<ul style="list-style-type: none"> Land zoned E3 – Productivity Support occupies a small area of the Inner West and is needed to provide vital services to the support residents and businesses.
<ul style="list-style-type: none"> Concern has been raised by faith housing providers about requiring affordable housing to be provided in perpetuity enforced through a covenant on the certificate of title. They have requested in part that Council: <ul style="list-style-type: none"> Enable Alternative Legal Assurance Mechanisms – as use of covenant on title may conflict with fiduciary duties and long-term stewardship obligations under the <i>Charitable Trusts Act 1993</i> (NSW), particularly where land is held in trust or governed by denominational property ordinances Replace the requirement for title restriction to a condition of consent to avoid impacting other housing or uses of the site. If this is not suitable, alternative mechanisms, such as a Deed of Grant, can offer comparable legal assurance by securing obligations contractually, without imposing restrictive conditions on the property title. 	<ul style="list-style-type: none"> Ensuring that at least 30% of the floor space provided under this clause is used for affordable housing for the life of the building is an intrinsic aspect of the faith housing clause– the aim of this clause is to provide more affordable housing on land owned by faith organisations and a mechanism is required to make sure this occurs. The use of a covenant is Council’s preferred method of achieving this certainty of use. The purpose of the covenant is to ensure the owner, and any future owner, is aware of the restriction as to use. A condition in the DA does not provide sufficient notification to owners or future owners of that obligation. The covenant can also allow Council to vary or extinguish the covenant. Thus, if the building reaches end of life, then Council can request extinguishment with Land Registry Services.
<ul style="list-style-type: none"> Faith housing providers have requested explicit exemption from developer contributions 	<ul style="list-style-type: none"> Affordable housing and seniors housing carried out by or on behalf of a social housing provider are exempt from local developer contributions under Part 1.3 of <i>Inner West Local Infrastructure Contributions Plan 2023</i> provided land use restrictions are imposed on the land under the <i>Conveyancing Act 1919</i>.
<ul style="list-style-type: none"> The base GFA on which the 30% for the faith housing clause is calculated should exclude ministry and community uses. 	<ul style="list-style-type: none"> The faith housing clause boosts affordable housing by leveraging faith-based land, requiring a 30% contribution based on the GFA of new floor space (including new ministry uses but excluding existing facilities). While the construction of new ministry space will trigger a requirement to provide affordable housing under this clause, there is scope to exempt <i>community facilities</i> if clearly defined to ensure genuine public access
<ul style="list-style-type: none"> The faith housing clause should be amended to include a sunset clause to encourage timely construction of affordable housing. 	<ul style="list-style-type: none"> The timing of developments is subject to many factors including feasibility, economic and market conditions, the availability of labour and materials, and landowner readiness. It is considered that the use of a sunset clause would not

	influence any of these factors and would only prevent future development.
<ul style="list-style-type: none"> The faith housing clause should include other planning incentives such as additional building height and/or FSR. 	<ul style="list-style-type: none"> FSR and HOB incentives already apply under the Housing SEPP; a blanket incentive for faith-owned land is not justified given their varied characteristics in terms of size, location, and heritage affection. The clause can be updated to exempt faith-based developments from HOB and FSR standards where they ensure appropriate built form transitions and protect solar access and privacy for residents and neighbours.
<ul style="list-style-type: none"> Heritage listing is an impediment to maximising the delivery of affordable housing on faith owned land. Steps take to address this could include: <ul style="list-style-type: none"> Heritage audit – delist some items Update statement of significance to clearly identify what needs to be kept and which areas are of lower heritage significance Add chapter to Inner West DCP to provide clear design guidance to support context sensitive development Add a clause requiring merit assessment of heritage impacts against housing and social infrastructure outcomes 	<ul style="list-style-type: none"> Council is committed to appropriate protection of local heritage which benefits from accurate and up-to-date documentation and thus will add a heritage audit and updating statements of significance to faith owned properties to its work planning. A DCP chapter to provide guidance for development relying on the faith housing clause will be added to Inner West DCP once the LEP clause is adopted. Development applications are already required to be assessed on their merits under Section 4.15 of the <i>Environmental Planning and Assessment Act 1979</i>.
<ul style="list-style-type: none"> Additional development on faith owned land will have an adverse impact on heritage buildings 	<ul style="list-style-type: none"> Not all land owned by faith owned properties is affected by heritage. Those that are will still be subject to Clause 5.10 – Heritage Conservation of the IWLEP which requires merit assessment of the proposal against its heritage significance.
<ul style="list-style-type: none"> Redevelopment of faith owned properties will result in the loss of community facilities such as informal open space 	<ul style="list-style-type: none"> Public access to privately owned land requires a formal agreement and cannot be assumed. Where faith-based developments include community facilities, formal agreements are essential to ensure access for all.
<ul style="list-style-type: none"> The submission from Sydney Anglican Property identified four sites that they are interested in developing to include affordable housing but need zoning or heritage changes to make this feasible <ul style="list-style-type: none"> St Clements Marrickville St John's Ashfield St James Croydon St Thomas Rozelle 	<ul style="list-style-type: none"> Council will amend the proposal to: <ul style="list-style-type: none"> Ensure St Clements is wholly zoned E1 (currently part zoned RE2) Exempt development under the faith housing clause from HOB and FSR development standards The faith housing clause already relates to SP2 zoned land. Heritage issues have been addressed previously in this document – their review requires further work which has been added to the strategic planning workplan.
Actions: <ul style="list-style-type: none"> Undertake a 12-month review of the functioning of the faith housing clause 	

- Extend the application of the faith housing clause to land that is contiguous to land owned by a faith organisation where evidence is provided the development is in partnership with a faith-based organisation.
- Add a new subclause to the proposed faith housing clause to the effect that the maximum HOB and maximum FSR shown for the land on the Height of Buildings Map and the Floor Space Ratio Map do not apply to a building to which the clause applies, provided the development:
 - provides an appropriate built form transition to adjoining lots
 - will not have a significant adverse impact on the amenity of the neighbourhood or adjoining residents and public places, including impacts relating to overshadowing, solar access, and visual and acoustic privacy, and incorporates appropriate design and acoustic measures to mitigate such impacts
- Add a heritage review of faith owned properties to the strategic planning workplan for future investigation

5.3 Residential Review - Harmonising of Zoning and Height Controls

The focus of Residential Review is to improve consistency across planning controls in the IWLEP by creating clear differences between the various residential zones and their application; and also bringing alignment between the height of building controls for residential zones in the former Leichhardt LGA.

Community feedback on the Residential Review highlighted concerns around zoning changes, building height standards, and equitable development potential across the Inner West. Many submissions questioned the exclusion of Balmain from uplift, noting the need for future planning aligned with the Bays West precinct.

Requests were made to retain R1 and R4 zoning in specific areas, with concerns that rezoning to R2 or R3 could reduce development opportunities—though it has been clarified that planning controls such as FSR remain unchanged.

The introduction of Height of Building (HOB) standards in the former Leichhardt LGA drew mixed responses, with some fearing increased Clause 4.6 objections, while others supported the move for consistency and clarity. Several submissions pointed out discrepancies between proposed HOB and existing built form, which has prompted the revision of proposed controls as discussed below.

Site-specific feedback from suburbs including Balmain, Balmain East, Birchgrove, Marrickville, and Newtown led to targeted amendments to zoning and HOB to better reflect existing conditions and community expectations. Overall, submissions demonstrated a strong community interest in maintaining local character while ensuring fair and transparent planning outcomes.

5.3.1 General matters relating to government

5.3.1.1 No additional development potential provided in Balmain

Matters Raised	Responses
<ul style="list-style-type: none"> • Exclusion of Balmain from uplift under Our Fairer Future Plan. 	<ul style="list-style-type: none"> • As per Council's endorsed Planning Principle, suburbs adjacent to Bays West such as Balmain, Rozelle and Lilyfield were excluded from housing uplift until NSW State Government has finalised the Bays West Plan. • The State Government is undertaking master planning for the urban renewal of the Bays West precinct, including new housing to support job creation and Sydney's ongoing metropolitan growth. As planning for surrounding suburbs must respond to and align with the Bays West masterplan, increased housing uplift in these areas awaits its release as described in the Inner West planning principles
Actions: <ul style="list-style-type: none"> • No change recommended. 	

5.3.1.2 Requests to retain R1 – General Residential zoning (former Leichhardt LGA)

Matters Raised	Responses
<ul style="list-style-type: none"> Rezoning residential properties in former Leichhardt Council LGA from R1 – General Residential to R2 – Low Density Residential reduces their development potential (such as 2 Phoebe Street, Balmain). 	<ul style="list-style-type: none"> After the introduction of the Standard Instrument LEP format in NSW, the R1 General Residential zone was used for all residential properties in the former Leichhardt Council area as a translation of the previous LEP from 2000 which only included one Residential Zone. This zoning acknowledged the area's diverse housing types, not an intention to promote widespread development of residential flat buildings. This approach was different to how residential zones were used by former Marrickville and former Ashfield Councils in their previous LEPs. The Residential Review intends to harmonise residential zone across the LGA to apply consistent residential zoning that captures the predominate residential housing typology and reflects the intent of the building envelope controls within the Leichhardt DCP 2013. For these reasons, an R2 Low Density Residential zone has been recommended as the most appropriate residential zoning in most of the former Leichhardt LGA area. The proposed rezoning does not reduce development potential, as FSR and other planning controls remain unchanged.

Actions:

- No change recommended

5.3.1.3 Request to retain R4 – High Density Residential zoning (former Leichhardt LGA)

Matters Raised	Responses
<ul style="list-style-type: none"> Objections to the downzoning of some properties from R4 – High Density Residential to R3 – Medium Density Residential. 	<ul style="list-style-type: none"> Where sites have been rezoned from R4 – High Density Residential to R3 – Medium Density Residential, this was done to reflect the principles of the Residential Review where R4 -High Density Residential zoning is used for sites with a HOB development standard of 25m or greater. This change does not reduce development potential of those sites, as FSR/HOB and other planning controls remain unchanged.

Actions:

- No change recommended

5.3.1.4 Introduction of Height of Building controls across residential zones (former Leichhardt LGA)

Matters Raised	Responses
<ul style="list-style-type: none"> A Height of Building (HOB) development standard should not be introduced in former Leichhardt as it is not needed as height is limited by other controls such as FSR, overshadowing, heritage consideration, boundary setbacks and view loss, [introducing a HOB 	<ul style="list-style-type: none"> The HOB development standard is the preferred method across NSW for identifying the maximum acceptable height. It provides consistency, clarity and certainty, unlike DCP controls (e.g. storeys, setbacks, solar access) which are often interdependent and qualitative, leading to ambiguity and inconsistent interpretation. A single, measurable HOB standard simplifies assessments and reduces potential for disputes.

development standard] will lead to unnecessary Clause 4.6 objections overloading the planning panel even further.	<ul style="list-style-type: none"> In the former Leichhardt LGA, a HOB development standard is proposed to ensure greater consistency across the LGA in the how building height is considered and assessed. This change is not expected to result in unnecessary Clause 4.6 objections as proposed HOB controls either reflect what is already permitted under existing DCP controls or has been increased to align with existing built form where development already exceeds current DCP controls. The heights specified for 3-6 and 9 storey developments have been modified to ensure Our Fairer Future Plan has a consistent height for such developments. This ranges from 12.5m – 31.5m as described in the sections below.
<ul style="list-style-type: none"> Number of submissions raised concerns that proposed HOB for the former Leichhardt LGA are inaccurate. 	<ul style="list-style-type: none"> The HOB development standards that were placed on exhibition were based on the applicable building envelopes in <i>Leichhardt DCP 2013</i>. It became apparent during engagement that many existing buildings exceed the building envelopes specified in the DCP. For example, there are many two storey dwellings on sites proposed for a 7m HOB development standard. To address this Council staff have reviewed each of these areas to identify properties greater than single storey in 7m areas, and greater than two storeys in 9.5 m areas. This affects more than 2,800 properties. 90% of these changes involve increasing the HOB from 7m to 9.5m reflecting the prevalence of terraces and other two storey developments in areas with single storey building envelopes under <i>Leichhardt DCP 2013</i>.

Actions:

- Update the HOB maps to reflect the existing development where relevant to ensure that the proposed HOB is not lower than the existing built form.
- Update Land Use Zoning Map to align with amended HOB and updated principles.
- Update the HOB maps for the sites affected by Residential Review to reflect the amended heights listed in the table below:

Number of storeys	Exhibited Height (m)	Amended Height (m)
3 storeys	12	12.5
4 storeys	16	15.5
5 storeys	19	18.5
6 storeys	22	21.5
9 storeys	32	31.5

5.3.2 Site-Specific Submissions

5.3.2.1 Various Sites

Matters Raised	Responses
<ul style="list-style-type: none"> A number of sites requested retention of R1 – General Residential zoning to better reflect the existing use of the site e.g. the Dry Dock Hotel at 22 Cameron Street, Balmain 	<ul style="list-style-type: none"> All sites mentioned in the submissions have been investigated and it is recommended that approximately 40 additional properties retain their existing R1 – General Residential Zoning in place of the exhibited zonings to better align with the residential review land principles. These properties generally relate to:

<ul style="list-style-type: none"> Potential for additional housing (4-10a Quirk Street, Rozelle) 	<ul style="list-style-type: none"> Two storey residential flat buildings, multi dwelling housing or shop top housing Commercial uses including pubs Rozelle was not investigated for new housing opportunities in Our Fairer Future Plan as outlined in the section above.
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Actions:

- Amend Proposed Land Use Zoning Maps for the affected sites to retain their existing IWLEP Zoning – R1 General Residential.

5.3.2.2 Balmain – Site-Specific Residential Zoning and Height Review Requests

Matters Raised	Responses
<ul style="list-style-type: none"> Preference for a HOB of 7m in Balmain / Balmain East, including: <ul style="list-style-type: none"> Cameron Street, College Street, Mort Street, and Trouton Street block 16 Colgate Street, Balmain 1 Caroline Street, Balmain The Dry Dock Hotel (22 Cameron Street) should have a higher HOB and retain its R1 – General Residential zoning The HOB proposed is less than the existing building on the site at 50 Curtis Street Querying why R3 and 16m applied on the corner of Darling and Arthur Street Balmain. 	<ul style="list-style-type: none"> Block bounded by Cameron, College, Mort and Trouton Street including 88-104 College Street and 35-41 Trouton Street is in one title owned by the NSW Land and Housing Corporation. As the HOB development standard specifies the maximum height permitted, it needs to be high enough to accommodate the highest form of development on the land being a three-storey residential flat building. 9.5 m HOB is proposed for 16 Colgate Street and 1 Caroline Street and other parts of Balmain / Balmain East as these areas are currently located within a 6m building envelope area in <i>Leichhardt DCP 2013</i>. A 6m building envelope has been translated to a 9.5 HOB under the residential review principles. The residential review aims to translate the existing controls, not increase development potential. Council officers have investigated all sites where different zonings or HOB were requested and recommended changes as per the actions below. Under the principles of the Residential Review – residential flat buildings are given R3 – Medium Density zonings if their height is less than 25m. Further investigation has revealed that while the building at 38 Arthur Street, Balmain is four storeys high, it should retain a HOB of 16m; those at 40 and 42 Arthur Street, Balmain are only three storeys high and so should have a HOB of 12.5m.

Actions:

- Amend Land Use Zoning and HOB maps as follows:
 - Dry Dock Hotel (22 Cameron Street) – retain R1 – General Residential and update to 10m HOB
 - 40-42 Arthur Street, and 50 Curtis Street – update to 12.5m HOB.

5.3.2.3 Balmain East - Site-Specific Residential Zoning and Height Review Requests

Matters Raised	Responses
<ul style="list-style-type: none"> Proposed Zoning and HOB controls for 14-16 Hosking Street, Balmain East are incorrect – intensifying the development at 14 Hosking Street by increasing the height from 9.5 m to 25m would have significant adverse impacts. 	<ul style="list-style-type: none"> 14 Hosking Street contains townhouses with a height of 2-3 storeys and 16 Hosking Street contains a residential flat building, 6-8 storeys high, however Appendix 1 – Review of Residential Zonings and mapping mixed these two properties up. The intention of the Residential Review is to reflect the existing situation. Changes are recommended to update planning controls to reflect this existing situation. A 9.5m HOB was proposed for 8 Nicholson Street, Balmain East as it is located within a 6m building envelope area in

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<ul style="list-style-type: none"> The HOB proposed is less than the existing building on the site at 8 Nicholson Street. 	<p>Leichhardt DCP 2013. However, the site contains a three-storey residential flat building, and the proposed HOB has been increased to reflect this.</p>
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Actions:

- Update the Zoning and HOB maps as per below:
 - 14 Hosking Street – Retain R1 General Zoning with a 9.5m HOB control
 - 16 Hosking Street – Proposed R4 High Density Residential Zone with a HOB control of 25m
 - 8 Nicholson Street – Update HOB control to 12.5m

5.3.2.4 Birchgrove

Matters Raised	Responses
<ul style="list-style-type: none"> Proposed HOB is less than the existing building at 104 Phillip Street, Birchgrove. 	<ul style="list-style-type: none"> A 7 m HOB was proposed for 104 Phillip Street, Birchgrove as it is located within a 3.6 m building envelope area in <i>Leichhardt DCP 2013</i>. The site contains a 3 storey building that follows the natural slope of the land, and the proposed HOB has been increased to reflect this existing situation.

Actions:

- Update HOB Map for 104 Phillip Street, Birchgrove to a HOB control of 10m.

5.3.2.5 Lilyfield

Matters Raised	Responses
<ul style="list-style-type: none"> 17 Joseph Street and 42 Grove Street, Lilyfield should not be zoned R4. 	<ul style="list-style-type: none"> The existing built form on these sites comprises 3 storey buildings with a HOB of 10m. It is considered that R3 Medium Density Residential Zoning is more appropriate.

Actions:

- Update the Land Use zoning Map for 17 Joseph and 42 Grove Street Lilyfield to reflect R3 – Medium Density Residential Zones.

5.3.2.6 Marrickville

Matters Raised	Responses
<ul style="list-style-type: none"> 56-68 Arthur Street, Marrickville should retain its R4 – High Density Residential zoning. 	<ul style="list-style-type: none"> This site is not proposed for uplift as part of Our Fairer Future Plan Masterplans. As the site has an existing HOB development control of 14m, it is recommended to translate to R3– Medium Density Residential zoning under the principles of harmonising residential zones across the LGA.

Actions:

- No change recommended.

5.3.2.7 Newtown

Matters Raised	Responses
<ul style="list-style-type: none"> Site-specific submission requests rezoning 69A Alice Street Newtown to R3 - Medium Density Residential 	<ul style="list-style-type: none"> Newtown was not considered for uplift as part of Our Fairer Future Plan due to constraints around small width and depth of the lots.

<ul style="list-style-type: none"> or R1 – General Residential to support increased development. 85 St Marys St and 1 Trade St, Newtown are incorrectly zoned. 	<ul style="list-style-type: none"> 1 Trade Street, Newtown contains a four-storey residential flat building with a HOB of 14m which translates to R3 – Medium Density Residential zoning under the principles of the Residential Review. 85 St Marys Street, Newtown contains a two-storey attached dwelling with three townhouses with a HOB of 9.5m which translates to R1 – General Residential under the principles of the residential review.
Actions: <ul style="list-style-type: none"> No change recommended. 	

5.4 Housing Diversity

5.4.1 Minimum Lot Size for Subdivision

Our Fairer Future Plan proposes to introduce consistent minimum lot sizes for subdivision across R2 Low Density Residential land in the Inner West LGA. Previously a minimum lot size for subdivision only applied to the former Leichhardt and Ashfield Council areas. The approach taken across the LGA aims to reflect the existing situation or pattern of subdivision to maintain the local character.

Matters Raised	Officer Response
Harmonisation <ul style="list-style-type: none"> Applying standardised lot sizes will result in development that does not consider character, built form, streetscape, amenity or transition No need to harmonise – existing situation is working Proposal is not harmonisation as it involves different lot sizes in different areas 	<ul style="list-style-type: none"> Minimum lot size for subdivision is one of the development standards used across NSW to manage housing density, align development with infrastructure, maintain liveability, and provide clear, enforceable planning rules. Our Fairer Future Plan proposes to introduce minimum lot sizes for subdivision across R2 - Low Density Residential land in the Inner West LGA. Previously the former Marrickville area did not have a minimum lot size for subdivision. Harmonising the controls means applying a consistent approach to minimum lot sizes across all R2-Low Density Residential land, but it does not require every lot in the LGA to have the same size. Minimum lot sizes can still vary to reflect local conditions such as subdivision patterns, streetscape, and heritage values.
Metrics <ul style="list-style-type: none"> The proposed minimum lot sizes are too small <ul style="list-style-type: none"> insufficient space for green space, trees, habitat, waste management and parking will result in new dwellings that lack daylight and ventilation, and no space for gardens The Inner West is already too dense, and the proposed minimum lot sizes will make it even more dense The proposed minimum lot size is too restrictive and will reduce the potential for development There should be no restriction on lot sizes / assess on merit this would 	<ul style="list-style-type: none"> A minimum lot size of 200 sqm has applied to parts of the LGA for many years. Within these areas, new housing has been provided with good residential amenity while responding appropriately to streetscape and built form. The proposed minimum lot sizes for subdivision do not include a minimum frontage, allowing flexibility to respond to local conditions as long as planning objectives are met. This means that terraces with a 4 m frontage could be considered in areas where attached dwellings are permitted with development consent. As the proposed minimum lot sizes reflect existing subdivision patterns, they are suitable for heritage areas. Minimum lot sizes for subdivision are already in place in HCAs in the Inner West such as Haberfield and Balmain. The proposal will be updated so that exemptions for smaller lot sizes will not apply to heritage items or HCAs, consistent with Clause 4.1A of the IWLEP.

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Item 1

<ul style="list-style-type: none"> allow a greater variation of large and small lots Smaller lots with 4m frontage could allow terraces that families may prefer over apartments Minimum lot sizes in HCAs should be different 	
Impacts <ul style="list-style-type: none"> Will lead to the loss of well-designed older dwellings that could be restored and extended Insufficient infrastructure if all lots developed 	<ul style="list-style-type: none"> While it is acknowledged that allowing smaller minimum lot sizes could result in the demolition of some dwellings, this outcome is already possible under the current controls where dwellings are not heritage listed. Overall, the Inner West is well served by utilities and infrastructure, which can support newly subdivided lots.
Secondary dwellings <ul style="list-style-type: none"> Consider subdivision of existing secondary dwellings to increase supply without demolition 	<ul style="list-style-type: none"> Secondary dwellings are small (maximum 60 sqm), self-contained dwellings contained on the same lot as the primary dwelling. Subdivision of secondary dwellings is only possible if the lot meets the applicable minimum lot size for subdivision. <p><i>Note:</i> Once subdivided, the building would no longer be considered a <i>secondary dwelling</i> and would most likely be defined as a <i>dwelling house</i>.</p>
Actions: <ul style="list-style-type: none"> Review and revise the LEP Lot Size map and the Lot Size Additional Controls map to: <ul style="list-style-type: none"> Ensure all R2 - Low Density Residential land has a lot size assigned and any land previously zoned R2 Low Density Residential land but now altered is excluded Ensure that exemptions to minimum lot sizes do not apply within HCAs or heritage items 	

5.4.2 Minimum Lot Size for Dual Occupancies

Matters Raised	Responses						
<ul style="list-style-type: none">Setting minimum lot sizes for dual occupancies restricts opportunityAvoid setting minimum site frontages as this can hinder redevelopment of smaller lotsUnclear why a higher minimum lot size is needed for dual occupancy in Haberfield compared with the rest of the Inner West	<ul style="list-style-type: none">Dual occupancies are currently not permissible under IWLEP. From 1 July 2024, dual occupancies have been permitted with consent in Zone R2 Low Density Residential land across NSW under the LMRH reforms. Under the <i>State Environmental Planning Policy (Exempt and Complying Development Codes) 2008</i> (Codes SEPP), dual occupancies are also permitted without consent, i.e. via Complying Development Certificate (CDC) pathway, if they are permissible under another Environmental Planning Instrument (EPI).However, this CDC pathway was deferred for Inner West (and other land where dual occupancy was not previously permissible) to enable a minimum lot size controls to be set before dual occupancies via CDC would be permitted. This deferral was originally due to lapse on 1 July 2025 however is still in place.The differences between the two SEPP pathways is described below: <table><tr><th></th><th>Housing SEPP</th><th>Codes SEPP</th></tr><tr><td>Permissibility</td><td>With consent</td><td>Without consent</td></tr></table>		Housing SEPP	Codes SEPP	Permissibility	With consent	Without consent
	Housing SEPP	Codes SEPP					
Permissibility	With consent	Without consent					

Attachment 1

	Minimum Lot Size	450 sqm	The greater of 400 sqm or a minimum lot size specified in another applicable EPI – other than the Housing SEPP (deferred)
	Minimum lot width:	12 m	15 m for lots with a single street frontage, or 12m for lots with a secondary frontage (cannot be altered by another EPI)
	Location:	Low and Mid Rise areas	Where permitted with consent under an EPI
	HCAs:	Included	Excluded
	<ul style="list-style-type: none">Under Our Fairer Future Plan, dual occupancies will be permitted with consent under IWLEP and minimum lot sizes for dual occupancies will be introduced. Council will request that the LMRH chapter be repealed as it relates to Inner West, meaning the chapter will not apply to the assessment of DAs for dual occupancies in the LGA. This change will also allow dual occupancies as CDC under the Codes SEPP, except in excluded areas like HCAs.In response to submissions and to encourage greater variation in dwelling typologies, dual occupancies are proposed to have a minimum lots size of 400 sqm with no minimum frontage, except in Haberfield where different rules will apply.Outside of Haberfield HCA, the removal of 15 m minimum lot frontage that was proposed during exhibition will provide greater flexibility, allowing development applications for dual occupancies where the minimum site frontage under State planning instruments cannot be met.Having a higher minimum lot size and 15 m minimum lot frontage within Haberfield helps maintain the suburb's garden suburb character, ensuring sufficient deep soil and landscaping. Current controls require 50% of lots in Haberfield be landscaped, which means on a 600 sqm lot, the maximum building footprint for each dual occupancy would be approximately 150 sqm. This approach aligns with Principle 10 of the Principles for Planning in the Inner West, supporting the suburb's listing on the State Heritage Register.		
<ul style="list-style-type: none">Unclear why a higher minimum lot size is needed for dual occupancy in Haberfield compared with the rest of the Inner West	<ul style="list-style-type: none">The proposed approach is consistent with Principle 10 of Principles for Planning in the Inner West to support the suburb of Haberfield being listed on the State Heritage Register. Having a higher minimum lot size for dual occupancy is considered necessary to maintain the heritage significance of Haberfield and minimise adverse impacts.		
Actions:			

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- Update Section 4.3.4 of the Exhibited Plan (Attachment 1 – Our Fairer Future Plan - Council's Alternate Approach for New Housing) to remove the minimum frontage for dual occupancy development in areas other than Haberfield

5.4.3 Minimising loss of existing residential dwellings – No net dwelling loss

Matters Raised	Responses
<ul style="list-style-type: none"> • Adding 35,000 homes will result in loss of existing dwellings. 	<ul style="list-style-type: none"> • The proposed clause is intended to address the loss of <i>dwellings</i>, not restrict the demolition of <i>dwelling houses</i>. • This will ensure that when existing boarding houses or residential flat buildings are redeveloped, any replacement building contains a similar number of new dwellings, not lesser.
Actions: <ul style="list-style-type: none"> • No change recommended. 	

5.4.4 Family friendly apartments

Matters Raised	Responses
<p>Need for larger apartments to accommodate families with children and intergenerational families.</p> <ul style="list-style-type: none"> • Mandate a minimum portion of larger apartments in new developments. 	<ul style="list-style-type: none"> • These comments are consistent with the proposed dwelling mix as exhibited in Our Fairer Future Plan – with a requirement that 20-40% of units have at least three bedrooms and 5-30% more than three bedrooms.
Actions: <ul style="list-style-type: none"> • No change recommended. 	

5.4.5 Diverse housing types – more townhouses/dual occupancies/secondary dwellings

Matters Raised	Responses
<ul style="list-style-type: none"> • Diverse housing types preferred over high-rise apartments. Considered to be more liveable and family friendly – able to retain character and provide adequate open space and parking “A better way to increase both the housing supply and affordable housing supply in the Inner West, while still retaining its existing built fabric, is to give greater incentives for the development of secondary dwellings and their subsequent subdivision from the principal site. Secondary dwellings provide an excellent stream of affordable housing that does not require the demolition of the primary dwelling house on a given site.” 	<ul style="list-style-type: none"> • Under Our Fairer Future Plan, a broader range of housing types—including secondary dwellings, semi-detached dwellings, attached dwellings, and dual occupancies—will be permitted within the R1 – General Residential and R2 – Low Density Residential zones. Townhouses (multi-dwelling housing) will continue to be permitted in the R3 – Medium Density Residential zone. • Planning control changes to facilitate high rise apartments are in targeted locations which are highly accessible and can support higher density living. • This blended approach will support housing diversity by enabling a mix of dwelling types that respond to varying household needs and local character.
Actions: <ul style="list-style-type: none"> • No change recommended. 	

5.5 Traffic, transport and parking

5.5.1 General approach

5.5.1.1 Strategic approach to transport parking

Matters Raised	Officers Response
<ul style="list-style-type: none"> Increasing density near stations is positive and will encourage greater public transport use. Apply TOD principles consistently across all transport-rich suburbs. Reassess uplift around heavy rail station that were excluded. Concerned that the TOD principles were not being applied consistently and fairly across suburbs: Stanmore and Petersham being excluded from uplift Suburbs with Light Rail being considered the same as Heavy Rail area, despite having a lower passenger capacity 	<ul style="list-style-type: none"> Our Fairer Future Plan is based on the concept of transport orientated development and increasing density in proximity to well-serviced centres and high-quality public transport. The draft plan is informed by Council's <i>Principles for Planning in the Inner West</i>, which included increased residential densities around train and light rail stations and on main streets. It focuses housing in the same well-located areas identified by the NSW Government's TOD and LMRH reforms. Locating housing in these well-serviced areas can help to encourage uptake of public and active transport and reduce car dependency. Transport planning consultants identified a list of land use and transport policy-related 'interventions' that would best effect mode shift in these areas: <ul style="list-style-type: none"> Increased built form density around centres and key movement networks, Improved pedestrian infrastructure, Improved cycling and micromobility infrastructure, Parking (controlling on and off-street), Slower, calmer streets, and Bus priority measures. To deliver on these interventions, collaboration is required across various Council teams and the NSW Government. Certain areas around some train stations were not identified for uplift in this Plan, as additional technical studies were required to be prepared. These areas will be investigated as part of Our Fairer Future Phase 2.

Actions:

- No change recommended

5.5.1.2 Infrastructure planning – transport

Matters Raised	Officers Response
<ul style="list-style-type: none"> Concerns the Plan does not include a traffic and transport study. There's no clear information about planned or funded upgrades before new developments go ahead. Suggestions to improve traffic flow and safety include: <ul style="list-style-type: none"> Make some laneways one-way Create shared zones for cars and pedestrians Add better signage Coordinate traffic lights 	<ul style="list-style-type: none"> The plan proposed to increase housing capacity in well-located areas, accompanied by a suite of provisions, such as: <ul style="list-style-type: none"> Reduced car parking including maximum parking rates and unbundled car parking, Through-site links and dedication of land to enable future public domain, pedestrian and bike infrastructure improvements. The draft plan has been prepared in collaboration with Council's infrastructure delivery teams, who manage the ongoing maintenance and improvement of local road infrastructure. This includes the development of Local Area Traffic Management plans to improve traffic flow, walking and cycling conditions to enhance safety. There will continue to

Our Fairer Future Plan Engagement Outcomes Report - September 2025



Matters Raised	Officers Response
<ul style="list-style-type: none"> - Use chicanes, pinch points, and modal filters to slow down traffic and stop shortcutting (rat-running) • Requests for detailed traffic modelling to show how the changes will affect roads and transport and that this be done before any rezoning decisions are made. 	<ul style="list-style-type: none"> be road and active transport infrastructure improvements over the life of the plan. These follow separate planning and delivery processes but do not preclude the draft plan proceeding. • Rather than a “predict and provide” approach for undertaking traffic modelling, Council used the “vision and validate” approach in forming this Plan. This approach starts with a long-term vision from DPPI and TfNSW aiming to establish the outcomes we need to deliver aligned to the vision of the area. While there is no detailed traffic modelling in this Plan, outcomes are based on global best practices and evidence basis of ownership, car dependency, active travel levels of the Inner West Community. • Detailed traffic modelling is typically carried out at DA stage and in relation to specific development proposals. Further, traffic modelling is also informed by the anticipated mode shift for an area. For this draft plan, Council is demonstrating its clear intention to encourage mode shift towards public and active transport in locations proposed for uplift.
Actions: <ul style="list-style-type: none"> • No change recommended 	

5.5.2 Traffic and Congestion

5.5.2.1 Construction Traffic Impacts

Matters Raised	Responses
<ul style="list-style-type: none"> • Adverse impacts of long-term construction activity, including increased traffic congestion. • Detailed traffic management plan should be prepared ahead of rezoning, including construction-phase traffic and parking impacts. 	<ul style="list-style-type: none"> • The Plan relates to changing planning controls only and does not override the requirement to provide detailed information including detailed traffic and transport information at the development application (DA) stage. • At the DA stage, when the exact impacts are known, Council requires a Traffic Control and Management Plan for works that will impact traffic or occupy roads or footpaths. • Conditions of consent are imposed as part of the DA approval to ensure that construction activity is carried out in accordance with the approved works.
Actions: <ul style="list-style-type: none"> • No change recommended. 	

5.5.2.2 General Traffic Impacts

Matters Raised	Officers Response
<ul style="list-style-type: none"> • Concerns the draft plan will worsen congestion on already busy roads and intersections. • Narrow suburban streets in the Inner West are not suited to handle more vehicular traffic. • Quiet streets may become thoroughfares, increasing safety 	<ul style="list-style-type: none"> • Our Fairer Future Plan is premised on the concept of transport orientated development, better walkability and increasing density in proximity to well-serviced centres and high-quality public transport. • The draft plan is informed by Council’s <i>Principles for Planning in the Inner West</i>, which included increased residential densities around train and light rail stations and on main streets.

<p>risks and reducing neighbourhood amenity.</p> <ul style="list-style-type: none"> Higher traffic near schools, parks, and community infrastructure poses dangers, especially for children, elderly, and less mobile residents. Increased use of bikes and scooters on local streets may add to safety and congestion issues. Growth in delivery and rideshare services may lead to more congestion and illegal parking. Congested and narrow streets may hinder emergency vehicle access, particularly in high-density areas. Higher density should be located near major roads and transport hubs to reduce pressure on smaller streets. 	<ul style="list-style-type: none"> This is aligned with the Council's endorsed <i>Integrated Transport Strategy</i> which establishes a transport hierarchy that prioritises people and sustainable modes over private cars. Our Fairer Future Plan is supported by the Committee for Sydney's 'Checklist for Walkable Density'. The draft plan contains a suite of provisions to encourage mode shift to public and active transport and reduce car dependency. This will help to reduce impacts on local streets and make better use of this public space. Refer to sub sections above. The draft Inner West Parking Strategy and draft revised Public Domain Parking Policy, which will be presented to Council in the coming months, acknowledge the need to: <ul style="list-style-type: none"> Draw on good practice and link to other relevant policies, Reduce the need for car ownership and constrain parking, Prioritise areas of high parking demand, Mandate constrained maximum parking rates for new developments in accessible areas, Roll-out resident parking permit schemes in the draft plan locations where a scheme does not exist, Maintain the existing policy position that no parking permits are provided to residents of new development where a scheme exists, and Design and manage on-street parking for maximum benefits which may involve timing, pricing and adopting different mechanisms in high demand locations and/or peak periods. These interventions, which align with the principles of Our Fairer Future Plan, are designed to manage growth in the Inner West in a sustainable and coordinated way. Measures to limit off-street car parking and the timely rollout of resident parking schemes act to mitigate traffic and congestion. Maximum parking rates and prioritising on-street parking management plans in key locations safeguards the amenity of existing and future residents. Further detail is provided in the following section on car parking.
<p>Actions:</p> <ul style="list-style-type: none"> It is recommended that Council note the concerns raised by the community regarding traffic and congestion impacts and mitigate these concerns by prioritising the preparation of: <ul style="list-style-type: none"> Inner West Parking Strategy and Public Domain Parking Policy which sets the foundational framework for managing parking in the Inner West Endorse the car parking rates as described in the section below for inclusion in the Inner West Development Control Plan. 	

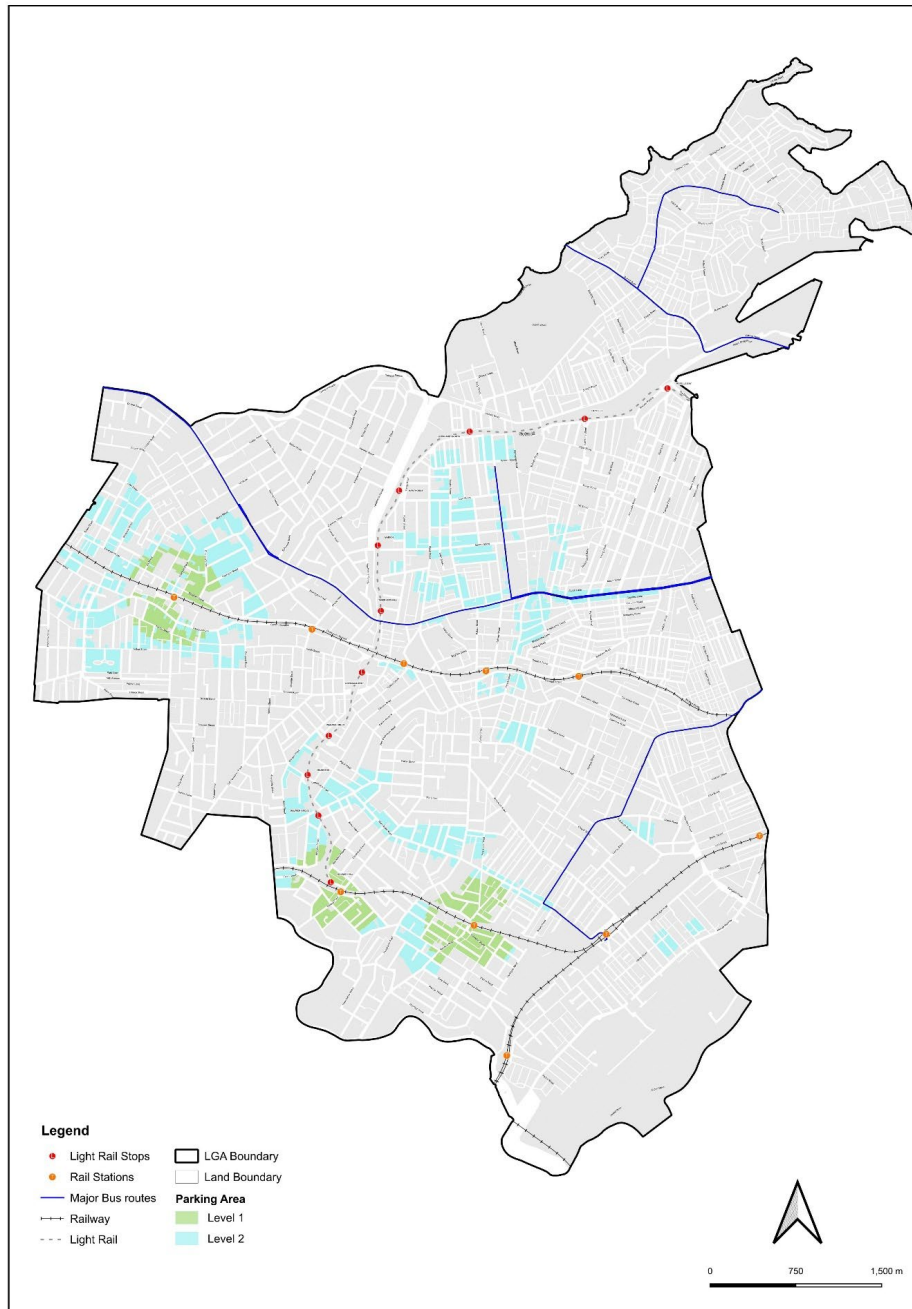
5.5.3 Car Parking

Proposed Car parking rates has generated mixed views from the community. While there is a lot of support for the maximum car parking rates and the approach to cap car parking to provide choice and affordability, the proposal has also generated strong feedback, particularly from local businesses and residents concerned that removing parking could hurt accessibility and viability of local high-streets.

5.5.3.1 Proposed car parking rates

Matters Raised	Officers Response												
<p>Support for proposed maximum parking rates and unbundled car parking</p> <ul style="list-style-type: none">Reducing car parking promotes sustainable transport.Removing parking minimums lowers housing costs and improves affordability.Option to forgo parking reduces costs for those who don't need it.Unbundling parking gives buyers/renters choice.Support for reduced private parking if disability, visitor, car-share, micro-mobility, and cycle spaces are provided.In some highly accessible locations, developments should be entirely car free. <p>Opposed to proposed maximum parking rates and unbundled parking</p> <ul style="list-style-type: none">Existing shortage of on- and off-street parking, especially near shopping precincts.Many homes lack off-street parking and rely on street parking.Residents struggle to find parking near their homes.Over-reliance on street parking causes illegal parking, neighbour conflicts, and safety issues.Car ownership still seen as essential.Unbundled parking may deter ownership but won't reduce car use.Public and active transport must improve to reduce car dependency.Car parking rates should be minimums not maximumsMaximum rates prioritise developer interests over community needsDevelopers won't provide any parking leaving future occupants without adequate options, especially for families, mobility impaired, visitors and essential workers (shift workers).	<ul style="list-style-type: none">Our Fairer Future Plan aims to constrain private parking in well serviced-centres located close to high-frequency public transport to:<ul style="list-style-type: none">Discourage car ownershipEncourage active transport including walking and cyclingEncourage use of public transportReduce property costs by eliminating the need for owners and renters to pay for parking spaces they don't need.This proposition acknowledges:<ul style="list-style-type: none">Car ownership is not a necessity for everyone,Minimising off-site parking has an effect for on-street parking and this requires proactive management including resident parking schemes,There is a need to enhance active transport infrastructure and advocate for enhanced public transport provision to support the modal shift and behavioural change towards these sustainable modes of transport.Given the concerns raised in the submissions, proposed car parking rates have been further reviewed and revised as post-exhibition changes. These amendments would ensure the level of provision is more directly aligned to proximity to centres and higher frequency public transport. Refer below.The post-exhibition approach applies the lowest maximum car parking rates to areas with the highest access to public transport - specifically within 400m of Ashfield, Marrickville, and Dulwich Hill Stations. These are called Level 1 Accessible Areas.Areas located between 400m and 800m of these stations, as well as other uplift locations within 800m of certain light rail and heavy rail stations identified in Our Fairer Future Plan, will have slightly higher maximum parking rates. These are called Level 2 Accessible Areas. <p>This tiered approach reflects access to public transport and supports sustainable transport outcomes while managing parking demand effectively.</p> <p>Parking rates (see the below map)</p> <ul style="list-style-type: none">Level 1 – within 400m of the Ashfield, Marrickville and Dulwich Hill Stations (being Housing SEPP TOD Sites).Level 2 – remainder of the areas affected by Our Fairer Future Plan. <p>The new rates apply to all residential accommodation that are within an apartment building typology:</p> <table><tr><th>Accessibility</th><th>Level 1</th><th>Level 2</th></tr><tr><th>No. of bedrooms</th><th colspan="2">Maximum</th></tr><tr><td>0 studio</td><td>0</td><td>0</td></tr><tr><td>1 bedroom</td><td>0</td><td>0.3</td></tr></table>	Accessibility	Level 1	Level 2	No. of bedrooms	Maximum		0 studio	0	0	1 bedroom	0	0.3
Accessibility	Level 1	Level 2											
No. of bedrooms	Maximum												
0 studio	0	0											
1 bedroom	0	0.3											

<ul style="list-style-type: none"> Each unit should have at least 1.5 car parking spaces Car ownership will remain high, contrary to assumptions of the proposals. <p>Other on-site parking needs</p> <ul style="list-style-type: none"> Parking for trades, visitors and carers need to be included EV charging infrastructure should be provided in every development Introduce incentives for provision of car share. <p>Parking management</p> <ul style="list-style-type: none"> If reduced off-street parking implemented, then permit parking schemes will be required and greater enforcement to reduce illegal parking. 	2 bedroom	0.4	0.7
	3+ bedroom	1	1
<p>Note: Land uses anticipated in an apartment building typology include residential flat buildings, shop top housing, co-living.</p> <ul style="list-style-type: none"> Proposed car parking rates are maximums (i.e. no minimums) and may result in new development not including parking - being car free. This is optional and will be driven by the market on needs basis. Further to make sure buildings are suitable for everyone, especially people with accessibility needs, it is proposed that for developments that include adaptable dwellings (usually 20% of all units): <ul style="list-style-type: none"> 20% of the parking spaces must be accessible. These accessible parking spaces must be reserved only for the adaptable dwellings. No changes are proposed to the provisions requiring car sharing, EV charging, Bike parking and unbundling. Parking rates for non-residential development were omitted from the Design Guide. The following maximum car parking spaces per square metre of Gross Floor Area (GFA) by use are proposed: <ul style="list-style-type: none"> Commercial premises – 1 space per 150 sqm of GFA Industries – 1 space per 150 sqm of GFA Office premises - 1 space per 150 sqm of GFA Restaurants – 1 space per 50 sqm of GFA Specialised retail premises – 1 space per 50 sqm of GFA Other retail premises – 1 space per 100 sqm of GFA 			
<p>Actions:</p> <ul style="list-style-type: none"> It is recommended that Council recognise the diverse community views on car parking provision, including: <ul style="list-style-type: none"> Support for reduced and unbundled parking to promote affordability and sustainable transport. Concerns about existing parking shortages, car ownership needs, and impacts on families, visitors, and essential workers. To balance these concerns and in line with broader strategic planning objectives, Council revised the Design Guides to: <ul style="list-style-type: none"> Include the new maximum parking rates set by access to public transport, as described above, noting the higher maximums recommended for areas outside of 400m of Ashfield, Marrickville and Dulwich Hill stations. Update Council's Parking Areas Map in order to clearly identify the locations for the applicability of these rates (refer to indicative Parking Areas Map below) Specify accessible parking requirements for adaptable dwellings. Include new maximum parking rates for non-residential uses as described above. It is recommended that Council prioritise the preparation of Inner West Development Control Plan based on these proposed maximum car parking rates in the Design Guide. It is recommended that Council address on-street parking impacts by committing to proactive parking management, including: <ul style="list-style-type: none"> Resident permit schemes in areas with reduced off-street parking. Stronger enforcement to address illegal parking and safety concerns. 			



Indicative Parking Areas Map

5.5.3.2 Council carparks

Our Fairer Future Plan proposes changes to planning controls for certain five car park sites within the housing investigation areas. Of which three sites (Garner Avenue in Marrickville, Loftus Street in Dulwich Hill, Seaview Street in Dulwich Hill and Hay Street in Leichhardt) are proposed to be uplifted to provide new housing opportunities and particularly, affordable housing opportunities. Calvert Street car park is proposed to be the new town square in Marrickville.

There is strong feedback from the community regarding the loss of public car parking and the impact this would have on the local businesses.

Matters Raised	Responses
<p>Calvert Street, Marrickville:</p> <p><u>Submissions in support:</u></p> <ul style="list-style-type: none"> Changing the car park to a town square will result in social, economic and health benefits. Can become a central, vibrant space for events and community gathering. Street level carparking is a misuse of public land and can be better utilised for broader community benefit. New development in proximity to centres will increase foot traffic and will benefit local business. Improve the streetscape, pedestrian and cycling infrastructure to encourage active transport and reduce car usage. <p><u>Submissions in opposition:</u></p> <ul style="list-style-type: none"> Oppose loss of essential parking and fear of business impact. There should be no loss of car parking without alternative car parking arrangements being in place to serve the Marrickville Town Centre. Removal of car parks disproportionately affects: <ul style="list-style-type: none"> elderly residents people with disabilities families with young children Reduction in carparking spaces will result in overflow to nearby residential streets – implement supporting parking management and permit schemes. Equivalent underground or multi-storey parking should be provided. <p>Garner Avenue, Marrickville</p> <ul style="list-style-type: none"> Oppose loss of car parking spaces as these are considered important 	<ul style="list-style-type: none"> Community's concern about the potential loss of public car parking on Council-owned sites is acknowledged. However, it's important to clarify: <ul style="list-style-type: none"> No public car parking is being removed as part of Our Fairer Future Plan. The Plan does not propose any physical changes to existing car parks. Instead, it proposes updates to planning controls—such as zoning, floor space ratio (FSR), and building height—to enable future development opportunities. The IWLEP does not mandate public car parking. Therefore, changing the planning controls does not remove public parking. These changes simply allow for future possibilities, which will be carefully considered through site-specific processes. These planning control changes are intended to support long-term community benefits, including: <ul style="list-style-type: none"> Delivery of affordable housing in line with Council's commitments Addressing open space shortages Providing essential community infrastructure Future Development of these sites will be subject of further Community Consultation and will: <ul style="list-style-type: none"> Require a separate planning approval and/ or development application Include full community consultation Address concerns about parking, including identifying alternative parking solution. All opportunities for parking provision will be considered to ensure need is met. This may include on-site replacement in conjunction with new development or detached (decoupled) parking. Further, a separate report is being presented to Council in response to the August Council resolution regarding the update to providing affordable housing on some of these sites. Our Fairer Future Plan does not immediately physically change the existing car parks. The changes relate only to zoning, FSR, and building height to enable future opportunities. Any future development will be subject to site-specific planning processes and community consultation. <p>Specific car park concerns are discussed below:</p>

<p>for local businesses, residents and visitors.</p> <ul style="list-style-type: none"> Will reduce customer access and foot traffic. Elderly, people with disabilities, and families with young children may face reduced access to services. Will increase pressure on nearby residential areas and no proposed replacement of spaces. <p>Seaview Street and Loftus Street, Dulwich Hill</p> <ul style="list-style-type: none"> Oppose loss of car parking spaces as considered important for local businesses, residents and visitors. Will reduce customer access and foot traffic. Loss of car parking spaces will worsen traffic congestion in the area. Car park is accessible, convenient and free – important for those not in walking distance. Oppose the proposed scale of redevelopment combined with loss of parking. Loss of parking will increase car travel to other centres, raising emissions. No information provided on the proposed affordable housing on the Loftus Street car park site. 	<p>Calvert street, Marrickville</p> <ul style="list-style-type: none"> Proposed to be rezoned to RE1 Open Space to support a future Town Square. This idea received strong support during early engagement Marrickville Town Centre Public Domain as well as part of Our Fairer Future Plan engagement. The Town Square would provide a vibrant community space for events and markets. The rezoning is a planning control change only—no immediate physical changes are proposed regarding loss of parking. <p>Garners Avenue, Marrickville</p> <ul style="list-style-type: none"> Currently zoned E1 Local Centre with FSR 2.5:1 and height of 20m Proposed to be rezoned to R4 High Density Residential with height increased to 28m This change supports Council’s commitment to future affordable housing delivery Again, this is a planning control change only, not a development proposal Any development application resulting from the existing or proposed planning controls on each of the car park sites will require a parking study to investigate need and identify potential alternative parking arrangements. <p>Seaview Street, Dulwich Hill</p> <ul style="list-style-type: none"> Identified as an opportunity site to deliver: <ul style="list-style-type: none"> A public plaza of at least 2,000 sqm A district-level community or cultural facility of at least 3,200 sqm Two active transport connections (minimum 6m wide) between Seaview Street and Canterbury New Road will be delivered as part of Key Site 5. The proposed uplift (FSR 3.5:1 and HOB 48.4m) is conditional—it can only be achieved if these public benefits are provided. These changes are planning controls only and do not remove existing public parking. <p>Loftus Street, Dulwich Hill</p> <ul style="list-style-type: none"> Currently zoned R1 General Residential with FSR ranging from 0.6:1 to 2.2:1 and HOB from 14m to 17m. The Plan proposes rezoning to R4 High Density Residential with an FSR of 3:1 and HOB of 34.5m (amended from 34.3m). This change supports Council’s commitment to deliver affordable housing, with investigations currently underway. Again, this is a planning control change only—no development is proposed at this stage, and no public parking is being removed.
<p>Actions:</p>	

- It is recommended that Council acknowledge the community's mixed views on the on the potential future redevelopment of public car park sites, including:
 - Support for creating vibrant public spaces and affordable housing.
 - Concerns about loss of essential parking, accessibility impacts, and business viability.
- It is recommended that Council commit to inclusive future planning of these car parks ensuring that any future development proposal for these sites:
 - Include a parking needs assessment.
 - Identify opportunity for alternative parking solutions (e.g., underground, multi-storey, or decoupled parking).
 - Consider the needs of elderly residents, people with disabilities, families, and essential workers.

5.5.4 Public Transport

Matters Raised	Responses
<ul style="list-style-type: none"> • Support for building more homes near stations as it encourages people to use public transport. • Public transport and active transport should complement each other. • Public transport is often overcrowded and unreliable, especially on weekends and in bad weather. • Some areas lack reliable transport links: Leichhardt, Dulwich Hill, Ashfield • Haberfield has good transport connections via bus and light rail. • Accessibility is a problem—some stations and services aren't easy for everyone to use. <p>Metro:</p> <ul style="list-style-type: none"> • Mixed view on the metro system, some support the improvements while some indicate that the Metro will be insufficient to service population increase and is instead replacing existing services not adding capacity • Locals already being affected by Sydenham Metro with loss of parking in residential streets due to commuters parking in their streets. • The metro line should be extended to places like Dulwich Hill and Leichhardt. <p>Light Rail</p> <ul style="list-style-type: none"> • Light rail services are seen as inadequate for supporting high-density areas. 	<ul style="list-style-type: none"> • Public transport is the responsibility of State Government - Transport for NSW (TfNSW). • Council has an advocacy role and as development proceeds will make recommendations to the State Government for improvements to the public transport network to cater more efficiently to existing and future population growth through improved services. • The Metro 'turn up and go services' will be a train every 4 minutes during peak hours, every 5 minutes during interpeak hours (mid-day) and every 10 minutes off peak. This is a significant increase in services over the T3 Line service and will be able to move 23,000 people per hour initially in peak periods, with a long-term capacity of 40,000 people per hour. Locating increased density close to Metro stations is a key principle in developing the Plan. The Metro stations in the Inner West include Sydenham, Marrickville and Dulwich Hill Stations along the Metro Southwest line. • Given the high capacity of metro stations and heavy rail, the Plan is premised on leveraging this public transport opportunity and proposes the highest growth around these well-located areas. • Light Rail – the light rail has a 6-8-minute frequency in peak hours. This service provides a supplementary service to heavy rail and bus and will also allow interchange to the new fast and frequent Metro service from Dulwich Hill. • The proposed densities around light rail stops are cognisant of its capacity and therefore, the Plan proposes to encourage low to medium density growth in the areas along the light rail corridor. • Concern over lack of lighting and safe footpath access at Leichhardt North Light Rail station is noted. Advocacy on this matter to Transport for NSW will be made. • Bus – Investigation of bus priority measures will be undertaken by Council. TfNSW continually monitors the bus network and responds to changing demand, both in terms of timetables and routes. As development occurs, then demand for change can be assessed.

<ul style="list-style-type: none"> In particular, North Leichhardt and Lilyfield areas were highlighted as areas of concern. Light rail is slow, poorly connected and not suitable for high density upzoning. Leichhardt North Light Rail Station not being accessible: <ul style="list-style-type: none"> Lack of adequate lighting Safe footpath access <p>Bus</p> <ul style="list-style-type: none"> Bus networks lack direct links and priority lanes, particularly between Marrickville and Dulwich Hill There is need for new routes, for example along Wardell Road. <p>Suggestions:</p> <ul style="list-style-type: none"> Push for state-level investment in public transport infrastructure before approving major upzoning. Trial electric minibuses or demand-responsive transport Improve fare integration across transport modes 	<ul style="list-style-type: none"> The draft Inner West Public Transport Position Statement s being prepared by Council as an evidence-based advocacy document to encourage the State Government and Council to initiate measures to increase public transport mode share. TfNSW does operate on demand services in selected areas in Sydney to improve connections with transport hubs and popular destinations. They are located in areas with more limited transport connections. Where high demand is generated in the Inner West, Council will continue to advocate for improved public transport services (buses/ light rail etc.) in these locations. Fare integration – TfNSW in Sydney uses the Opal system for a single integrated fare system across metro, train, bus, ferry and light rail. Council is currently preparing the Public Transport Position Statement. This statement will establish Council’s position with respect to current and future public transport, and to assist in providing feedback to future or modified proposals of major development applications and planning proposals, State Government initiatives, as well as Council’s own plans and policies.
<p>Actions:</p> <ul style="list-style-type: none"> It is recommended that Council advocate to NSW Government for more investment in public transport infrastructure in the Inner West including new bus routes, optimisation of existing routes and increased light rail capacity. This is essential to supporting growth in the Inner West in a sustainable way. 	

5.5.5 Active Transport

Matters Raised	Responses
<ul style="list-style-type: none"> Walking and cycling is better for sustainability, health, and community connection. Reducing car use is a chance to invest more in bike lanes and footpaths. Desire for safe, protected bike lanes, wider footpaths and pedestrian-friendly streets. Accessibility issues raised include: <ul style="list-style-type: none"> Tree roots and overhanging branches damage footpaths Poor lighting Not enough ramps for elderly or disabled people Steep paths Unclear plans for land acquisition and compensation for new pathways. 	<ul style="list-style-type: none"> The Plan is premised on increasing mode shift towards public and active transport and reducing private car dependency. Provision of new and improved active transport links, pedestrian friendly streets and open space is a key component of the Plan supporting amenity and transit-oriented development. The Plan identifies: <ul style="list-style-type: none"> New connections between Liverpool Road to Ashfield Mall New active transport connections between Ashfield and Croydon, with improved access to Centenary Park and broader Ashfield North New active transport connections between Seaview Street and New Canterbury Road, Dulwich Hill Widening of footpaths along certain streets in Ashfield to improve amenity and tree plantings A north-south landscaped active transport corridor along Iron Cove Creek. These enhanced and new links will be delivered over time as development occurs in these areas through a number of

<ul style="list-style-type: none"> Concerns that new paths might affect redevelopment opportunities. Support to slow down traffic in residential areas. Make upgrades to streets and paths a requirement for new developments. Include: <ul style="list-style-type: none"> Rear-lane access Wide shared paths Facilities like bike parking and showers Support to complete the GreenWay and make school routes safer. Separate bike and pedestrian paths where possible. <ul style="list-style-type: none"> Add more pedestrian crossings or traffic lights, especially near Elizabeth St and Orpington St. Protect and grow green corridors for plants and animals. Requests for seating, shade and lighting in pedestrian zones. Safe crossings near schools and parks. Infrastructure for e-bikes charging. 	<p>mechanisms including public realm incentives, key sites, and council-led delivery of public works identified in the Local Infrastructure Contributions Plan.</p> <ul style="list-style-type: none"> Existing active transport corridors, including the GreenWay form part of the structure for housing uplift. supporting the principle of “amenity-oriented development” and “transit-oriented development”. Council continues to implement the GreenWay Master Plan with work in progress on the missing links. Need for improved active transport infrastructure to support the growth in these areas is recognised and will be implemented over time separately through Council-led public domain works and regular updates to the Local Infrastructure Contributions Plan. The 2023 Inner West Cycle Strategy and Action Plan sets out ways to increase the number of people cycling by expanding the bike network to make bike riding a low-stress and convenient transport option. The 2023 Inner West Local Infrastructure Contributions Plan outlines a range of works items aimed at: <ul style="list-style-type: none"> Enhancing pedestrian and cycle paths and broader public domain projects Upgrading bus stops Implementing traffic calming works The Draft Design Guides accompanying Our Fairer Future Plan include provisions requiring minimum bike parking spaces and electric charging points.
<p>Actions:</p> <ul style="list-style-type: none"> It is recommended that Council note the high-level support from the community for sustainable transport infrastructure and commit to providing enhanced active transport infrastructure (e.g., bike lanes, pedestrian paths). Prioritise the preparation of a new development contributions plan to guide future local infrastructure provision to support new housing in the LGA, including active transport links and improvements to public domain of certain streets to support growth in these locations. 	

5.6 Infrastructure Local and State

5.6.1 Public Open Space and Recreational Facilities

Public open space includes all parks, reserves, playgrounds and outdoor playing fields. It also includes civic spaces in commercial centres as plazas/squares. Aquatic centres and indoor recreation spaces are also recreation facilities.

5.6.1.1 Public Open Space

Matters Raised	Responses
<ul style="list-style-type: none"> Existing open space ratio per resident in the Inner West are already among the lowest in NSW. Match open space provision to growth. Concern that current open spaces may be repurposed or lost. 	<ul style="list-style-type: none"> Concerns regarding lack of open space and the need to provide more open space and recreational infrastructure are noted. Community’s concerns around low open space ratios, lack of sports fields and the need to provide diverse new open spaces and recreational facilities in the Inner West to

<ul style="list-style-type: none"> • Ensure green space is distributed fairly across all suburbs. • Overreliance on developer-led delivery of public spaces (e.g., plazas, corridors), which may not materialize or be fit-for-purpose. • There is a lack of new sports fields proposed in the plan. • There is already increased competition for limited sports field which will be exacerbated by new residents. • Without new fields there will be limited opportunities for active recreation. • There is a need for more child friendly spaces, especially in high density areas. • Open spaces should be integrated with active transport. 	<p>balance the level of growth with supporting infrastructure are acknowledged.</p> <ul style="list-style-type: none"> • The Plan is underpinned by the Social Infrastructure Needs Study which examined population growth and demographic drivers, strategic context, participation trends, community drivers (expressed need), social inventory and mapping, benchmarking and case studies and best practice. • The Study identified target areas for additional open space across the areas of the Plan these include: <p>Ashfield-Croydon HIA</p> <ul style="list-style-type: none"> - Note – Any masterplan changes to the suburb of Croydon has been deferred as per the May Council meeting. - Iron Cove Canal (North) – 6,000 sqm of new open space through a key site mechanism. - Low scale passive recreation opportunities as part of redevelopment and improvements to streetscape through planning incentives in North Ashfield - Ashfield Park and Pratten Park - embellishment and upgrades - Ashfield Mall – 2,000 sqm of civic space through a key site mechanism. <p>Marrickville-Dulwich Hill</p> <ul style="list-style-type: none"> - Greenway at Hercules Street - expansion through a Key Site mechanism. - McNeily Park – expansion through land acquisition in Green Bank Street. - Calvert Street – new civic plaza through conversion of car park. - Marrickville Road – new pocket park through key Site mechanism. - Seaview Street – 2,000 sqm civic space through a Key Site mechanism. - Cooks River - upgrade and embellishment of community land along the Cooks River to enhance permeability of recreational and community uses through future partnerships with the Marrickville, Golf, Sporting and Community Club. <ul style="list-style-type: none"> • The Plan includes a number of delivery mechanisms to deliver these recreational spaces over time through combination of public sector delivery and private sector delivery (key sites). • The LRAs are a long-term planning tool and do not trigger immediate acquisition or demolition. Any acquisition would occur incrementally through development, not through compulsory acquisition. Council will work with owners to voluntarily purchase land when owners are ready to sell. • Council's strategy focuses on upgrading and intensifying use of existing open spaces to meet growing demand.
<p>Actions:</p> <ul style="list-style-type: none"> • Council should support the proposed delivery mechanisms for the new open spaces identified in Our Fairer Future Plan through land acquisitions and partnerships with the private sector for the key sites. Any The intended public benefits for these sites are listed below: • LRA: 	

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Item 1

- 39-45 Greenbank Street, Marrickville - Expansion of McNeilly Park to serve the existing and future community.
- 306 and 308 Marrickville Road, Marrickville - Extension of Tuohy Lane for new walking/ cycling connections.
- Key Sites:
 - 45 – 73 Hercules Street, Dulwich Hill – New open space (1791 sqm) along the Greenway corridor
 - 4-32 Seaview Street and 374-376 New Canterbury Road, Dulwich Hill - Public plaza with a minimum area of 2,000 sqm, District-level community/cultural facility of minimum 3,200 sqm and new active transport connections
 - 365-359 Marrickville Rd & 2-6 Woodbury St, Marrickville - New public open space of minimum 1000 sqm
 - 260A Liverpool Road, Ashfield (Ashfield Mall) - New public open space of minimum 2000 sqm and new active transport connections
 - Various sites along the Eastern portion of Iron Cove Creek in Ashfield (John Street, Vine Street, Hedger Avenue, Frederick Street, Etonville Parade, Mackay Street, Elizabeth Street) – New landscaped open space and active transport connections for a north-south recreational corridor along the creek
- Following endorsement of Our Fairer Future Plan, it is recommended that Council prepare an Infrastructure Delivery Plan including recommendations to amend the Inner West Local Infrastructure Contributions Plan to support the delivery of new and improved recreational infrastructure for existing and future Inner West residents.

5.6.1.2 Sports fields

Matters Raised	Responses
<ul style="list-style-type: none"> • There is already increased competition for limited sports field which will be exacerbated by new residents. • Without new fields there will be limited opportunities for active recreation. • Some residents feel that large sports organisations dominate across existing sports fields and limits community access. 	<ul style="list-style-type: none"> • The Social Infrastructure Needs Study has identified more sporting fields are required to meet population growth. However, high land costs and small lot subdivision present significant barriers to acquiring new land for sports fields and outdoor courts in the Inner West, as with other urban areas in Sydney. • Sporting fields are district facilities and can be located outside the immediate area of anticipated growth. In the Inner West two new sporting fields have been provided at Rozelle Parklands, with the development of WestConnex, but other opportunities to obtain vacant land for additional sporting fields require State Government intervention. • Therefore, the upgrade of existing sporting fields is recommended for prioritisation, including installation of synthetic surfaces, which allow more intensive use and increased playing hours. These upgrades will be included in the draft Local Infrastructure Contributions Plan being prepared. • Works identified in the 2023 Contributions Plan (with a mix of funding sources) are already being rolled out and include: <ul style="list-style-type: none"> - Steel Park Sporting Ground Upgrade – Marrickville - Mackey Park Amenities Building – Marrickville - Henson Park Grandstand Redevelopment – Marrickville - Hammond Park amenities and field upgrade - Ashfield • Tempe Reserve and Pratten Park are regionally significant parks and ongoing advocacy to state government to recognise them as such, opens additional funding opportunities for upgrades. • Council will continue to explore partnerships with educational institutions (public and private) to enable

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	<p>community access to school sports fields and multipurpose courts outside of school hours. Such an arrangement is already in place with Sydney Secondary College, Leichhardt Campus for use of their two sporting fields located on Balmain Road.</p> <ul style="list-style-type: none"> Council's sporting fields are booked for use by the many sporting groups across the LGA, with use of those areas available for community access outside of those hours. Lambert Park is however leased to APIA and maintained and improved by them. Their field is used year around by many sporting groups
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Actions:

- Seek partnerships with local schools for shared use of sporting fields
- Continue to advocate to NSW State government for funding to upgrade existing sporting fields and provision of new sporting fields.
- Advocate for Tempe Reserve and Pratten park to be recognised as regionally significant parks.

5.6.1.3 Parks and Playgrounds

Matters Raised	Responses
<ul style="list-style-type: none"> There is a lack of new playgrounds included in the draft plan. There is need for active play spaces. Play spaces should be shaded. Include dog parks and walking trails in all major precincts. 	<ul style="list-style-type: none"> As noted in the above section, the Plan is underpinned by the Social Infrastructure Needs Assessment which has identified the need for new or embellished open space provision and includes all-ages, high quality play spaces. New inclusive playgrounds and a dog off-leash area can be delivered once Council acquires new land for open spaces, and once land is dedicated along Iron Cove Creek. It is acknowledged that this will occur over time as Council will not compulsorily acquire these properties; and also delivery of certain public open spaces on key sites will be market driven by the private sector. Numerous other upgrades are identified within Council's current park plans of management (POMs). Opportunities for active play spaces and wayfinding strategies can be leveraged by new development as opportunities arise.

Actions:

- As per the above Section.

5.6.1.4 Aquatic Centres

Matters Raised	Responses
<ul style="list-style-type: none"> Existing facilities are overcrowded especially during peak times and warmer months. New aquatic centre required in the Marrickville-Dulwich Hill area, especially with loss of the Marrickville pool. Expand existing facilities at the Annette Kellerman Aquatic Centre 	<ul style="list-style-type: none"> Ashfield Aquatic Centre was recently upgraded in 2020 at a significant cost of \$44.7m. Council will commence upgrades to Leichhardt Park Aquatic Centre in 2026/27. The Social Infrastructure Needs Assessment identified there is a long term need to provide a new aquatic facility or equivalent upgrades in the southern half of the LGA. Following Leichhardt Park Aquatic Centre upgrade, Annette Kellerman will be investigated for upgrade.

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<ul style="list-style-type: none"> Improve facilities at the Ashfield Aquatic centre 	<ul style="list-style-type: none"> Extended hours across aquatic centre are being implemented.
Actions: <ul style="list-style-type: none"> Prioritise the preparation of a new development contributions plan to guide future local infrastructure provision to support new housing in the LGA. 	

5.6.1.5 Indoor Recreation Facilities

Matters Raised	Responses
<ul style="list-style-type: none"> Lack of planning for indoor recreation spaces and gyms in the draft plan. Concerns that infrastructure is being left to developer incentives 	<ul style="list-style-type: none"> The Social Infrastructure Needs Assessment has identified there will be a need for one indoor sports facility to meet the growing need in Ashfield/Croydon this is being further investigated by Council as part of the future Infrastructure Delivery Plan. The Inner West Recreational Needs Study Update 2021 noted that there are two existing indoor recreation centres in proximity to the Marrickville-Dulwich Hill HIA, the Debbie and Abbey Borgia Recreation Centre and Robyn Webster Sports Centre. The upgrade of Robyn Webster Centre has been foreshadowed by the Tempe Reserve Masterplan 2020. The recreation needs study recommended council examine the ageing nature of these facilities in a combined feasibility study with the recommended future aquatic centre to enable considerations of an integrated recreation hub model.
Actions: <ul style="list-style-type: none"> As per the above Section 4.8.1.1. In preparation of the Infrastructure Contributions Plan, it is recommended that Council address the shortfall of an indoor sports facility for the Ashfield-Croydon Housing Investigation Area. 	

5.6.1.6 Impact on existing open spaces from the proposed development

Matters Raised	Responses
<ul style="list-style-type: none"> Concern that the quality of existing and new open space will be compromised by overshadowing from tall buildings. These parks include: <ul style="list-style-type: none"> Arlington Oval Pratten Park Petersham Park Rose Street Playground 	<ul style="list-style-type: none"> Further urban design testing has been undertaken to ascertain the overshadowing impacts of the proposed planning control changes on these open spaces. Details are provided in Attachment 2. Refer to site-specific sections.
Actions: <ul style="list-style-type: none"> No change recommended. 	

5.6.2 Social Infrastructure (Community facilities)

Community facilities include community centres, libraries, cultural facilities, childcare centres and services, aged care services, Council owned affordable rental spaces for not for profit and community service providers and emergency services infrastructure. Not all of these are provided by Council.

5.6.2.1 Childcare Services

Matters Raised	Responses
<ul style="list-style-type: none"> Insufficient childcare capacity to support population growth. Increase childcare capacity and consider Council operated centres Childcare infrastructure targets should be tied to rezoning approvals. Childcare centres should be delivered early, not after population growth. Integrate childcare into community hubs and ensure proximity to green space and transport 	<p>The Social Infrastructure Needs Assessment has identified early learning services that will be required with a growing population of young families. These relate to:</p> <ul style="list-style-type: none"> Ashfield-Croydon <ul style="list-style-type: none"> Long Day Care - 400-500 places Out of School Hours Care - 450-550 places Marrickville-Dulwich Hill <ul style="list-style-type: none"> Long Day Care – 700-800 places Out of School Hours Care – 700-850 places Childcare / early learning services are permitted in the business and residential zones. The land use permissibility will enable the private sector capacity to cater to these future demands. Council also undertakes periodic future demand analysis for its childcare services to determine if upgrades to existing services are required.
Actions: <ul style="list-style-type: none"> No change recommended. 	

5.6.2.2 Libraries, Community Facilities and Cultural Facilities

Matters Raised	Responses
<ul style="list-style-type: none"> New and upgraded community facilities should match the scale of proposed development. Marrickville Library cited as a successful model of integrated social infrastructure to consider implementing elsewhere. Specific requests were made for: <ul style="list-style-type: none"> multipurpose community hubs. cultural spaces for performance. rooms for community participation. spaces for not-for-profit and community providers. affordable spaces for artists. Spaces should be inclusive and accessible with the new hubs to support: <ul style="list-style-type: none"> young people - especially those who are neuro divergent, disabled or disengaged. culturally diverse communities meeting and social rooms provided in new development. Partner with grass roots organisations for activation. 	<ul style="list-style-type: none"> In addition, there will be some new demand for additional libraries, community facilities and cultural facilities. In advance of Our Fairer Future Plan, Council has unlocked a range of community facilities and upgraded seven town halls for use by the creative community for free. <p>Ashfield-Croydon</p> <ul style="list-style-type: none"> Expansion of the Ashfield Service Centre multipurpose hub to accommodate an additional 1,500 sqm (approx) that would include: <ul style="list-style-type: none"> 700-800 sqm of cultural space for performance, production and community participation spaces 300 sqm library space 450-500 sqm affordable space for not for profit and community service providers. <p>Marrickville-Dulwich Hill</p> <ul style="list-style-type: none"> Seaview Street in Dulwich Hill has been identified as an opportunity site to deliver a district-level multi-purpose community hub of approximately 3,200- 3,700 sqm that would include: <ul style="list-style-type: none"> 1,500-1,900 sqm of hireable community space 1,000 sqm cultural space for performance, production and community participation spaces 700-800 sqm of affordable space for not for profit and community service providers

<ul style="list-style-type: none"> Questions regarding timing for delivery of community hubs as well as who will operate the hubs. 	<ul style="list-style-type: none"> 2,000 sqm of new civic space for community events and markets. Provisions for a community centre within Marrickville Town Centre are also included in the Inner West Local Infrastructure Contribution Plan 2023 for delivery over the long-term. <p>Stage 2 HIA – Leichhardt Area</p> <ul style="list-style-type: none"> The Inner West Local Infrastructure Contributions Plan includes the planned provision of 433 sqm new library space in a new multipurpose hub, and the upgrade of Stanmore Library to a built for purpose facility over the longer term. More recent investigations have identified that the Council owned land at Marion Street should be investigated by Council to consolidate multiple civic functions, such as the relocation of Leichhardt Library, and will be investigated over the longer term. <p>St Peters-Sydenham</p> <ul style="list-style-type: none"> There are planned upgrades to the St Peters Town Hall to provide district level functions and improved library facilities. The expansion of community uses to the adjacent Commonwealth owned land will be explored.
<p>Actions:</p> <ul style="list-style-type: none"> Should Council endorse Our Fairer Future Plan, it is recommended that Council prepare an Infrastructure Delivery Plan including recommendations to amend the Inner West Local Infrastructure Contributions Plan to support the delivery of required social infrastructure for the existing and future Inner West community. 	

5.6.3 State Infrastructure

5.6.3.1 Hospitals

Matters Raised	Responses
<ul style="list-style-type: none"> Health care infrastructure is under pressure and no new hospitals or expanded healthcare services are included in the plan. RPA Hospital is operating beyond capacity now and concern about ambulance ramping with long emergency department wait times. Balmain Hospital –limited services and operating like a general practitioner clinic and not equipped to handle emergencies. Canterbury Hospital – part of a broader network and needs coordinated planning. 	<ul style="list-style-type: none"> The Inner West LGA falls within the Sydney Local Health District, and which is responsible for health and wellbeing of local residents and includes a range of hospitals, including Royal Prince Alfred Hospital, Concord Repatriation Hospital, Canterbury Hospital and Balmain Hospital. Planning for the delivery of health services is undertaken by the relevant Health District through five-year Strategic Plans to ensure they can deliver for growing and diverse communities. The current five-year strategic plan is for the period 2025-2030. As development occurs and the local population grows this will be reflected in the strategic plans. A redevelopment of RPA Hospital is in progress with State government committing \$940 million to deliver a new hospital building and refurbishment of existing spaces. This includes an expanded and enhanced Emergency Department and Intensive care Units, operating theatres and other services. This work is due to be completed in 2028/29. State government monitors housing from land use planning to the construction and occupation of completed dwellings, which in the case of apartment buildings can take many years

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	<p>from a rezoning to completion. This information is used by all government agencies in their forward planning.</p> <ul style="list-style-type: none"> Delivery of housing to meet the National Accord housing targets is a whole-of-government approach. It is recognised that upgrades to supporting health infrastructure will be required over time and will be delivered by the NSW State Government.
<p>Actions:</p> <ul style="list-style-type: none"> No change recommended 	

5.6.3.2 Schools and Educational Facilities

Matters Raised	Responses
<ul style="list-style-type: none"> Existing public schools are already at or over capacity, including schools in Marrickville, Dulwich Hill, Ashfield and Leichhardt. There is a lack of planning for new educational facilities and no clear plan to build new or expand existing schools. 	<ul style="list-style-type: none"> NSW Government agency School Infrastructure's role is to deliver a coordinated approach to planning for schools to meet population growth through new schools or providing extra space at existing schools. Capacity at existing public schools in the LGA varies, with student numbers falling at some schools and increasing in other locations. The enrolment caps at a range of schools is provided below for 2024. The cap is the capacity of a school's permanent buildings but is not a limit on the number students that can be enrolled. It may however limit students from out of area being able to enrol if over cap. <ul style="list-style-type: none"> Marrickville High School – below cap Marrickville West Public School – below cap Marrickville Public School – below cap Dulwich Hill High School of Visual Arts and Design – above cap Dulwich Hill Public School – below cap Ashfield Boys High School – above cap Ashfield Public School – above cap Croydon Public School – below cap Croydon Park Public School – below cap Leichhardt Public School – below cap Sydney Secondary College Leichhardt – below cap State government monitors housing from the land use planning stages through to the construction and occupation of completed dwellings, which in the case of apartment buildings can take many years from a rezoning to completion. This information is used by all government agencies in their forward planning. NSW Schools Infrastructure undertakes 5 year enrolment projections at each school which gives guidance and helps in the short to medium term planning for infrastructure provision. Delivery of housing to meet the National Accord housing targets is a whole-of-government approach. It is recognised that upgrades to supporting educational infrastructure will be required over time and will be delivered by the NSW State Government.

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	<ul style="list-style-type: none"> Should NSW Government endorse Council's alternate plans, Council will advocate that School Infrastructure must re-assess its capacity assessments across the Inner West LGA.
Actions: <ul style="list-style-type: none"> Following the endorsement of Our Fairer Future Plan, it is recommended that Council request School Infrastructure to reassess its capacity assessments across the Inner West LGA and provide strategic plans for expansion of the public schools to accommodate the Inner West growth. 	

5.6.3.3 Emergency Services

Matters Raised	Responses
Police <ul style="list-style-type: none"> Concern that increasing population density without expanding police services would further reduce safety and response capacity. Upgrades to police stations should occur before any population increase. Increased congestion, road closures and slower streets as consequence of development could result in emergency response delays. Increased density may lead to rise in crime and will require better resourced and more visible policing. Fire <ul style="list-style-type: none"> Fire safety risk in high rise buildings. Design of buildings not adequate in the event of emergency evacuation. Local fire stations do not have the equipment for high rise buildings. Narrow streets and congestion in older suburbs may impede access for fire trucks. Ambulance <ul style="list-style-type: none"> Ambulance ramping at RPA already an issue and will get worse. Balmain Hospital does not have emergency capacity and adds to pressure on RPA. Need to expand local emergency care options, including expanding services at Balmain Hospital. Congestion on key roads, including WestConnex, Norton Street, and Crystal Street flagged as barrier to timely ambulance access. Requires more traffic planning. 	<ul style="list-style-type: none"> State government is responsible for police, fire and rescue and ambulance services in NSW. As noted, State government monitors housing development and population growth which is used by all government agencies in forward planning. In relation to concerns raised regarding fire safety for residential flat buildings, the Australian National Construction Code sets out the requirements for the design and construction of residential flat buildings including fire resistant construction, non-combustible external walls, fire doors, fire isolated stairways, smoke detection and occupant warning systems, fire house reels and extinguishers and fire hydrants for fire brigade access. In relation to ambulance ramping, it is noted that an expanded Emergency Department is due to be completed in 27/28 at RPA Hospital. Once a residential flat building is occupied, under the NSW <i>Environmental Planning and Assessment (Development Certification and Fire Safety) Regulations 2021</i> Fire Safety Certification is required annually to confirm all measures have been inspected, tested and operating to the required standard. Delivery of housing to meet the National Accord housing targets is a whole-of-government approach. It is recognised that upgrades to supporting state-led infrastructure will be required over time and will be delivered by the NSW State Government. Council will continue to advocate to NSW Government that the capacity levels of these services are monitored and reassessed and plans are put in place over time to deploy additional services as demand increased with growth.

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<ul style="list-style-type: none"> Need to coordinate with NSW Health. 	
Actions: <ul style="list-style-type: none"> It is recommended that Council continue to advocate the NSW Government for regular monitoring and reassessment of service capacities, ensuring that additional infrastructure is delivered as population growth increases demand. 	

5.6.4 Utility Infrastructure

Matters Raised	Responses
Electricity <ul style="list-style-type: none"> Increased density will overload existing electrical infrastructure, especially in older suburbs. Electrical infrastructure should be upgraded before approving high density development. Roof top solar and battery systems should be mandatory in new development. Water and Sewer <ul style="list-style-type: none"> Concern about outdated sewer and water systems unable to service development. An audit should be undertaken before rezoning. Gas <ul style="list-style-type: none"> Support for phasing out gas and remove gas connections from all new builds. 	<ul style="list-style-type: none"> State government monitors housing from the land use planning stages to the construction and occupation of completed dwellings, which in the case of apartment buildings can take many years from a rezoning to completion. This information is used by all government agencies in their forward planning. The relevant government agencies are also consulted at different stages of any land use planning as required by DPHI. In relation to requiring roof top solar and batteries, the <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i> sets out the mandatory planning requirements for residential development in NSW by setting standards for energy efficiency, water conservation and thermal comfort. It sets minimum performance standards which a development must meet, and Council development controls cannot mandate higher standards. Inner West Council supports the phasing out of gas from new residential/mixed use development and will introduce requirements in the future Inner West DCP for all development in Inner West.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.6.5 Funding and Delivery of Public Infrastructure

5.6.5.1 Proposed Delivery Mechanisms Including Infrastructure Contributions

Matters Raised	Responses
<ul style="list-style-type: none"> Infrastructure planning is inadequate, and a costed, staged infrastructure delivery plan is required. Developer contributions are inadequate to fund affordable housing. Tie rezoning to committed infrastructure upgrades. Conduct capacity assessments. 	<ul style="list-style-type: none"> Local infrastructure is the responsibilities of councils to provide, such as local roads, local stormwater networks, parks and open space, and varied other types of community facilities such as libraries, cultural centres and aquatic centres. An Infrastructure Delivery Plan (IDP) is being developed to support the land-use changes included in Our Fairer Future Plan. Supporting studies to the IDP include capacity assessments of existing social infrastructure. Monetary contributions and planning agreements obtained from developers will not be able to fully fund the total costs

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<ul style="list-style-type: none"> Developer contributions are inadequate to fund land for parks and open space. Question regarding whether contributions raised from development in Dulwich Hill be spent in Dulwich Hill. Contributions could be reserved for Callan Park heritage buildings restoration. Use Marrickville Library as template to maximise development contributions. State government contributions are required so additional land can be purchased. 	<p>of all required new infrastructure. A wide variety of funding sources will need to be considered for infrastructure delivery.</p> <ul style="list-style-type: none"> The below legislative mechanisms can apply to new development under Part 7 of the <i>Environmental Planning and Assessment Act 1979</i>, these include: <ul style="list-style-type: none"> Section 7.2 Satisfactory Arrangements clauses in environmental planning instruments Section 7.4 Planning Agreements Section 7.11 Local Infrastructure Contribution Plans Section 7.12 Local Infrastructure Levy Section 7.28 Housing and productivity contributions Section 7.32 Affordable housing contributions Section 7.11 and 7.12 local infrastructure contributions are commonly utilised by councils to provide upgraded or new facilities as it relates to local roads, local stormwater networks, parks and open space, and varied other types of community facilities such like libraries, cultural centres and aquatic centres. New development only pays a portion of the total costs of these new and upgraded local facilities. Routine infrastructure maintenance activities—such as footpath and road repairs, heritage building maintenance, stormwater cleaning, graffiti removal, parking management, verge maintenance, and rubbish collection, cannot be funded by the s7.11 and 7.12 local infrastructure framework. Rather these activities are usually funded through local rates revenue. s7.11 monies may be spent locally for items such as local parks, infrastructure that has a district role (e.g. a sporting field or aquatic centre), however, may be spent outside the immediate suburb in which the money was levied as the levies will be pooled from a wider area to provide that infrastructure. A plan prepared under Section 7.11 limits the quantum of levies to a maximum of \$20,000 per dwelling (not indexed since 2011) and a plan prepared under Section 7.12 levies a fixed percentage levy of 1% of the cost of carrying out development. A higher % can only be approved by the Minister. Heritage restoration on buildings owned by another State agency such as Callan Park cannot be funded through development contributions. Monies for affordable housing cannot be levied for in a local infrastructure contributions plan and is dealt with under Division 7.1, Subdivision 4 of the <i>Environmental Planning and Assessment Act 1979</i>. Please refer to the Section above regarding responses to affordable housing matters.
<p>Actions:</p> <ul style="list-style-type: none"> As per the above Section 5.6.1.1 relating to infrastructure delivery moves in Our Fairer Future Plan for delivery of infrastructure via land dedications and key sites mechanism. 	

5.6.5.2 Proposed Key Site Mechanisms (Private Delivery of Public Infrastructure)

Matters Raised	Responses
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<ul style="list-style-type: none"> Plan relies too heavily on key sites. Concern key site mechanism not feasible due to: <ul style="list-style-type: none"> Fragmented ownership Lack of developer incentives Poor amenity or infrastructure Inadequate feasibility testing (e.g. FSR, solar access, overshadowing). Opposes the proposed 11 storey developments near low density homes: Specific comments regarding Ashfield and Iron Cove Creek sites – masterplan related. Fear of overshadowing, traffic congestion and loss of character. Residents feel trapped. Reassess FSR calculations to ensure viability. Avoid unnecessary subdivision of cohesive redevelopment areas along Hercules Street. Use key sites to deliver public benefits such as open space or affordable housing. 	<ul style="list-style-type: none"> Under the current legislative environment, the cost of providing local social infrastructure is greater than the contributions received, especially if land acquisition is involved. Council has therefore developed alternate mechanisms to achieve the requisite level of social infrastructure to meet the needs of the community. One of these mechanisms is identifying Key Sites as a means of delivering specific public benefits through entering Planning Agreements with developers as developments occur. So that contributions remain as reasonable as possible to encourage new development and still provide for other local infrastructure needs, it has been accepted that Council cannot maintain existing provision rates. However, will focus on upgrading existing open spaces to improve their capacity and function. To leverage public benefits from new development, it has been accepted that there will be trade-offs between building heights and densities in exchange for the delivery of new open space and recreational facilities by developers. This is being achieved through new Key Sites incentive clauses within the LEP. Key site mechanism is targeted and hinged upon the delivery of public benefits to realise the full development potential of these sites. 6 Key Sites have been identified in the Marrickville-Dulwich Hill and 13 key sites in the Ashfield-Croydon. The public benefits required include provision of public open space to expand the GreenWay, new open space, community facilities/public plaza, active transport corridors and new north-south Iron Cove active corridor link, like the GreenWay. Feasibility testing was undertaken to determine the uplift required for development sites to deliver the specified public benefits. This also factored the likely premium paid to amalgamate several sites. Refer to Attachment 2 Masterplan for more detailed information on the Key Sites where additional urban design testing has been undertaken in response to community's concerns.
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Actions:

- Refer to Attachment 2 Masterplan

5.6.5.3 Proposed Land Reserved for Acquisitions (LRAs) - Greenbank Street, Marrickville

Council received numerous submissions regarding Land Reserved for Acquisitions (LRAs), whereby Council is proposing to either fully acquire sites for public infrastructure like open space or new links, or partial acquisitions that are dedicated to Council over time as lots redevelop for the purposes of public domain improvements such as footpath widenings, improved public domain, bike lanes etc.

Matters Raised	Responses
<ul style="list-style-type: none"> Houses are currently under construction on lots identified for full acquisition. Acquiring recently completed homes to then demolish them to make way for a park is 	<ul style="list-style-type: none"> The concerns regarding the proposed LRAs on Greenbank Street are acknowledged. Council also recognises the broader community's strong desire for more open space, especially in high-density areas like Marrickville and other parts of the LGA when open space ratios are among the

<p>counter to broader sustainability, design and housing supply objectives.</p> <ul style="list-style-type: none"> Recent approvals went through a vigorous assessment process through Council, and now stand to be demolished. Significant financial risk is now burdened on the owners of properties affected by LRAs that are currently under construction, creating uncertainty and undermining buyer confidence Should the proposal proceed with the Greenbank Street LRAs, compensation for acquisitions be based on fair market valuations that do not factor in depreciation resulting for this newly proposed planning overlay. Houses to be acquired and demolished add to the heritage character of the area. The acquisition of four homes and additional parkland will not make a difference to the lack of open space for future residents. A supportive submission recommended Council expand the number of homes to be acquired to include the remaining Green Bank Street properties overlooking the park (27-45 Greenbank Street) to create a larger park to cater for a growing population. Another submission recommended not acquiring Greenbank Street properties, instead opting to acquire four properties adjacent the park on Jersey Street, Marrickville (32-38 Jersey Street, Marrickville is indicated). 	<p>lowest in NSW. The Greenbank Street LRAs are proposed to address this need by expanding McNeilly Park.</p> <ul style="list-style-type: none"> Future residents will require essential green spaces to accommodate their recreational needs, supporting mental and physical well-being of the community. Section 5.6.1.1 of this report includes discussion of community's concerns regarding the lack of open space to meet the future demands. This provides a compelling case to deliver new and improved open spaces in the areas of uplift. The LRAs are a long-term planning tool and do not trigger immediate acquisition or demolition. Any acquisition would occur incrementally through development, not through compulsory acquisition. Council will acquire lands through negotiation and purchase at fair market value at a time the owner wishes to sell. The identified properties are not within a HCA and are not heritage listed. Alternative extensions to McNeilly Park including more acquisitions and different areas were investigated. The lots chosen were considered to deliver the best open space in a location that was accessible to more residents that is within Council's financial means. The burden LRAs place on landowners is recognised and therefore, widespread LRAs which would have impact on the community were not explored by Council.
<p>Actions:</p> <ul style="list-style-type: none"> Should Council endorse Our Fairer Future Plan, it is recommended that Council proceed with the identification of proposed LRAs in the IWLEP on Greenbank Street, Marrickville, to enable the future expansion of McNeilly Park and commit to delivery of this critical open space infrastructure for a growing population. This recommendation seeks to balance these needs by planning for long-term open space delivery while minimising immediate disruption. The affected residents be reassured that the LRAs are a long-term planning mechanism and do not involve immediate or compulsory acquisition. Properties will only be acquired voluntarily or through redevelopment, minimising disruption to existing residents and avoiding premature demolition of recently approved homes. 	

5.6.5.4 Proposed Partial Land Reservations for Acquisitions (LRAs)

Matters Raised	Responses
<p>Support for:</p> <ul style="list-style-type: none"> Acquisitions of strips of land adjacent to development sites to provide public domain improvements are ideal. LRAs for road widening must be specifically tied to the delivery of active transport infrastructure. <p>Concerns:</p> <ul style="list-style-type: none"> Forced acquisitions of properties will displace communities and cause emotional stress for residents and homeowners. LRAs are unnecessary to meet the required density and will not create additional capacity for traffic. Partial acquisition of the front portion of a site will result in the loss of off-street car parking and/or front yards and is unfair to homeowners. Some partial acquisitions require the demolition of houses. It is unclear how the land will be acquired by Council. Is it by negotiation with Council, forced purchase or upon redevelopment? Whilst additional density of Elizabeth Street is supported, partial acquisition of sites is not necessary as it will not accommodate an additional traffic lane. There is not 2.3m - 3.4m in front of some properties to acquire without demolition of the house and significantly reduced privacy. A cycleway would only cater for a small amount of traffic. Widening the street only works if it's consistent along the entire streetscape, otherwise it creates bottlenecks. Consistency is not possible on Elizabeth Street due to heritage items. Additional traffic lanes are not required so close to public transport. 	<ul style="list-style-type: none"> The exhibited Our Fairer Future Plan proposed several partial LRAs for narrow streets in Ashfield and Dulwich Hill. These were intended to facilitate public domain improvements such as wider footpaths, landscaping, tree planting, and better active transport connections. These LRAs were not intended for new vehicle lanes or kerbside parking, but to enhance the pedestrian environment and active transport infrastructure for future residents. Following community feedback and further internal review, it is recommended that the proposed partial LRAs be removed, instead, a new mechanism called 'Public Realm Incentives – Mandatory' will be introduced for the sites exhibited with a partial LRA. These sites will retain their current FSR and height of building controls, but a future LEP clause will allow the exhibited uplift to be achieved only if public benefits are delivered. The LEP clause will include a mandatory Section 7.2 Satisfactory Arrangements provision, requiring land dedication for public domain improvements before any uplift is granted. These dedications will be secured via Section 7.4 Planning Agreements. This alternate approach replaces the traditional LRA mechanism and addresses community concerns about compulsory land acquisition which could affect existing homes. It also clarifies Council's intent that public domain improvements will be delivered progressively as development occurs. Land acquired through the redevelopment of sites on Elizabeth Street is not intended to create additional traffic lanes. It is to widen footpaths and make public domain improvements. Wider footpaths, dedicated cycle connections and an attractive public domain with a generous tree canopy will encourage the use of public transport, cycling and walking over private car use. Trees can be planted on private land next to the road in addition to those planted on the road reserve.
Actions:	

- It is recommended that Council update Our Fairer Future Plan for the sites identified for partial LRAs as follows:
- Removal of Partial LRAs
 - All exhibited partial LRAs in the LRA Maps for proposed road widening be removed from Our Fairer Future Plan including along parts of Constitution Road, Dulwich Hill; Marrickville Road, Dulwich Hill; Milton Lane, Ashfield; Norton Street, Ashfield; A'Beckett Avenue, Ashfield; Holden Street, Ashfield; Liverpool Road, Ashfield; Carlton Crescent, Ashfield; Drakes Lane, Ashfield; Fox Lane, Ashfield; The Esplanade, Ashfield; Chessell Lane, Ashfield; Cavill Avenue, Ashfield; and Elizabeth Street Ashfield.
- Introduction of 'Public Realm Incentives – Mandatory' Mechanism
 - These sites will now be identified in a new LEP Map designated as 'Public Realm Incentives – Mandatory'.
 - The exhibited 'Public Realm Incentives' are now to be updated to 'Public Realm Incentives – Desired'.
- Update the Floor Space Ratio (FSR), and Height of Building (HOB) maps
 - Revert to the existing FSR and HOB controls for these sites as per the current IWLEP.
 - Introduce new maps called Floor Space Ratio (FSR) Incentives Map and Height of Building (HOB) Incentives Map. These maps will show increased controls – either as exhibited or as recommended for amendment elsewhere in this report – that will only apply if public benefits are delivered.
- Conditional Uplift Linked to Public Benefit
 - Introduce a new LEP clause allowing access to the mapped FSR and HOB incentives only if public benefits are delivered, such as road widening for pedestrian and active transport enhancements.
 - Include reference to the types of public realm improvements previously outlined under the LRA sections (Table 9 of Section 4.2.9 in Attachment 1 – Council's alternate approach to new housing). The intended public benefits remain unchanged.
 - The LEP clause will include a clause for mandatory Section 7.2 Satisfactory Arrangements under the *Environmental Planning and Assessment Act 1979* (EP&A Act) for these sites.
 - Land dedication for public domain improvements must be provided prior to any uplift being granted.
 - These dedications will be secured through Section 7.4 (EP&A Act) Planning Agreements.

5.6.5.5 Proposed Partial LRA - Ashfield Mall site (260A Liverpool Road, Ashfield)

Matters Raised	Responses
<ul style="list-style-type: none"> • The acquisition of a 4m wide strip along the Norton Street frontage of the site is problematic. • Further refinement of the sites design is required to meet common ground between the owners and Council. 	<ul style="list-style-type: none"> • The proposed improvements along Norton Street are critical to achieving wider public domain benefits for the future residents in Ashfield. • Current footpath widths are narrow with very limited tree planting opportunities. • The requirement for 4m wide strip on Norton Street frontage for Ashfield Key site is to be updated to be delivered via the Key Sites Mechanism in place of the partial LRA. • Other comments regarding through site links discussed separately in the Masterplan section.
Actions: <ul style="list-style-type: none"> • Update the proposed LRA Map to remove partial LRA along the Norton Street and Holden Street frontages on the Ashfield Mall site. Incorporate public domain setbacks along Norton Street and Holden Street into the key site requirements. 	

5.6.5.6 Proposed Partial LRAs - Lion Street, Croydon

Matters Raised	Responses
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<ul style="list-style-type: none"> Part of the buildings on Lion Street affected by partial LRAs are required to be demolished to clear the land to be acquired. This would remove the front steps to houses and require the relocation of gas and water meters. 	<ul style="list-style-type: none"> As per Council resolution, Croydon housing investigation area in the Stage 1 Masterplan of Our Fairer Future Plan is deferred pending consultation with Burwood Council and re-engagement with the community on the revised plans.
Actions: <ul style="list-style-type: none"> No change recommended. 	

5.6.5.7 Proposed LRAs - Lion Street and Norton Street, Croydon (full LRAs)

Matters Raised	Responses
<ul style="list-style-type: none"> Properties to be acquired on Lion Street are well kept federation houses that contribute to local character. They should be heritage listed instead of acquired and demolished. There are already multiple parks nearby including the existing playground on Lion Street. Council have not considered the devastating impacts of fully acquiring properties on families, including: People's connection to their property through family heritage Displacement of people who have lived in the area for a long time The intrinsic value people place on their homes that cannot be bought. 	<ul style="list-style-type: none"> As per previous comments, Croydon housing investigation area in the Stage 1 Masterplan of Our Fairer Future Plan is deferred pending consultation with Burwood Council and re-engagement with the community on the revised plans.
Actions: <ul style="list-style-type: none"> As per the action above in Section 5.6.5.7. 	

5.7 Heritage

5.7.1 General Heritage Matters

Matters Raised	Officer Response
<ul style="list-style-type: none"> Heritage and character are valued, are important to the identity of the LGA, and a key reason for choosing to live here. Acknowledged not all properties may have heritage protections but they do contribute to the unique character of the area. Following streets and areas were cited as areas for greater heritage protection – 	<ul style="list-style-type: none"> Our Fairer Future Plan recognises that the Inner West's heritage is a contributory factor to the unique character of the LGA. However, under the TOD and LMRH housing reforms from the state government, significant uplift is proposed within HCAs. IWLEP has over 1900 heritage items, 107 heritage conservations areas and 40 archaeological sites. Council's adopted Principles for Planning emphasise the importance of these areas by referencing the need to protect high value HCAs from uplift.

Attachment 1

<ul style="list-style-type: none"> - Marrickville - Moncur Street, Jersey Street, Silver Street, Petersham Road - Ashfield - Henry Street - Leichhardt - William Street - Petersham - Albert Street <p>[Others are noted in site or locational specific submissions below or are already in HCAs].</p> <ul style="list-style-type: none"> • Concerns from owners of heritage items or in HCAs where there are strict requirements while the draft proposals remove heritage protections and provide uplift for others. • Shift to high rise development does not align to the existing character or heritage fabric of the LGA. • Introduction of large-scale high-rise development in proximity to heritage and character areas as out of character with the existing built form and scale. • Concerns that uplift is too high and does not consider the interface adjoining an HCA, and that stronger controls are needed for these sites to protected heritage properties. • Heritage protection is too vague and insufficient. <ul style="list-style-type: none"> - in the Design Guide, heritage protections are unclear and vague - map heritage sites and conservation areas within the Design Guide. 	<ul style="list-style-type: none"> • Our Fairer Future Plan excludes HCAs from uplift under the <i>Planning Principles</i> while also finding opportunities for adaptive reuse and development of heritage items in well-located areas. • Concerns regarding inconsistent approach for heritage uplift in the masterplan is noted. This is being rationalised as post-exhibition changes to the masterplan as described below. • The importance of heritage and character in shaping the identity of the Inner West is recognised. However, restricting development entirely on heritage sites can unintentionally penalise owners and limit opportunities to contribute to broader housing and infrastructure goals. • Previously only Ashfield-Croydon was investigated for adaptive reuse opportunities for heritage items, where supported by urban design testing and where it can be demonstrated that sympathetic development and additional uplift is feasible without significantly impacting the heritage item. • This approach has now been also expanded to Marrickville – Dulwich Hill and Stage 2 areas of the Masterplan Housing Investigation Areas. Refer to Section 5.7.3 and 5.7.4 for more detail. • Supporting uplift allows for adaptive reuse and sensitive redevelopment of heritage sites, ensuring they remain viable and well-maintained while contributing to housing supply and urban renewal. • It is acknowledged that the housing typology anticipated under the proposals is denser compared to existing largely detached or semi-detached dwellings. Properties currently protected will remain so, and any development must comply with heritage controls in the IWLEP at the DA stage. • The treatment of the transition between areas of uplift and existing heritage protected properties has undergone detailed urban design review from a heritage and amenity perspective. This process will inform revised development controls. Refer to Attachment 2 Masterplans for more information. • Based on the urban design review the following additional LEP and Design Guide provisions are recommended to support appropriate transitions to heritage items. <p>Design Excellence – additional LEP provision</p> <p>The following objectives and potential sub-clause are shown below.</p> <p>Objectives:</p> <ul style="list-style-type: none"> • Ensure an appropriate transition in scale is provided between existing heritage fabric and new built form. • To ensure changes to lot boundaries do not adversely impact upon the heritage significance of the item. • Ensure new development sites provide an appropriate transition between new development and heritage buildings and contribute positively to the character and legibility of the existing siting and setback patterns. <p>Potential sub-clause:</p>
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	<ul style="list-style-type: none"> the consent authority must not grant consent for development adjacent to Heritage items in the R3 and R4 zones within the HIA unless the development exhibits design excellence. The consent authority must have regard to the following matters— <ul style="list-style-type: none"> the extent to which the development demonstrates a sensitive design response to the significance, setting and character of adjoining Heritage Items. the scale, form, setback, materials, roof form, views and the contribution to the heritage streetscape. consistency with the design setbacks and guidelines within the Design Guide/ future DCP for HIA <p>Design Guide provisions</p> <p>The additional provisions to support appropriate transitions to heritage items and HCAs are shown below.</p> <ul style="list-style-type: none"> Ensure appropriate transitions from new development sites to HCAs. Orientation and setbacks of new buildings to be consistent with surrounding contributory development. Extensions or additions to be located to the rear or side where possible, minimising visible changes to the primary façade. Roof form, pitch, fenestration and materials to respond sympathetically to those of the heritage item, without requiring replication of period details. Clear articulation between retained heritage elements and new built form to ensure both are legible and respected. Conserve the significance of the heritage item and encourage meaningful and creative integration of heritage into larger-scale developments or amalgamated sites. Consideration of opportunities to share communal open space, amenity or access where amalgamation occurs, ensuring the heritage item is not isolated. In determining appropriate building height and setback of adjacent or nearby new development, seek to maintain vistas to prominent landmarks such as church spires and bell towers—noting that important vistas may be from outside of the HIA. Adjacent or nearby new development should integrate the heritage shops into the townscape and the character of the shopfront streetscapes including the varying profiles, silhouettes and detailing of historic building parapets. Development on a site with a heritage item is to demonstrate: <ul style="list-style-type: none"> the proposed development would not adversely affect the heritage significance of the heritage item, There is a heritage management plan for the site and all necessary conservation work identified in the heritage management document is carried out in accordance with the development consent
Actions:	

- It is recommended that Council note the mixed views of the community including competing requests for listings to be retained in places, HCAs to be expanded while in other places requesting for specific items to be delisted or conservation areas to be removed. This warrants the need for undertaking a holistic health check of heritage listings and HCAs across the LGA to ensure that a consistent approach is applied for listing of items and HCAs.
- To support appropriate transitions to heritage items, insert the new design excellence provisions into the IW LEP and the provisions into the Design Guide as noted above.
- Refer to Attachment 2 for masterplan related site-specific matters.

5.7.2 Site-Specific Heritage Matters – Ashfield/ Croydon Housing Investigation Area

5.7.2.1 Federal Fyle Heritage Conservation Area, Ashfield

Matters Raised	Responses
<ul style="list-style-type: none"> • Concerns regarding removing 38 Wallace Street, or properties in Bruce and Ormond Street from the HCA and nearby uplift due to: <ul style="list-style-type: none"> - impact on heritage character of area - increased traffic and parking issues - resulting over shadowing and privacy issues • Requests further properties in Bruce Street be removed from the HCA to allow uplift • Support for the removal of Bruce Street properties from the HCA. • Requests for 1-7 Orpington Street be removed from the HCA. 	<ul style="list-style-type: none"> • 38 Wallace Street is not proposed for removal from the HCA. • The heritage health check assessed the HCA and found five properties (8A to 14 Bruce Street and 1 Ormond Street) on the north-eastern side of Bruce Street, with no Heritage Items within, could be removed from the HCA without detriment to the overall character or significance of the area. They advised – ‘We note that only 12 Bruce Street in this group has Contributory 1 grading (8, 10 and 14 Bruce Street have Contributory 2 grading). 1 Ormond Street is not given a grading in the DCP.’ • Several properties in Bruce Street are Heritage Items, this includes 3 and 11 Bruce Street, 4 Ormond Street and 27 Wallace Street on corner of Bruce. These were considered in relationship to the amendment of the HCA boundary.
Actions: <ul style="list-style-type: none"> • No change recommended 	

5.7.2.2 Development on Elizabeth Street, Ashfield in proximity to Federal-Fyle HCA

Matters Raised	Responses
<ul style="list-style-type: none"> • Uplift on Elizabeth Street is not supported as it will impact the HCA on northern side of the street. • Concerns regarding the uplift in proximity to the HCA and calls for equitable heritage protection like that given to Haberfield. 	<ul style="list-style-type: none"> • Design Guide provides guidance on transitioning to sensitive environments including heritage and lower density residential. Where needed, these provisions have been further strengthened based on the outcomes of urban design testing and in response to community feedback. • Given the quantum of heritage listed properties across the Inner West, it is necessary to facilitate opportunities outside of the HCAs regardless of the proximity to the HCAs.
Actions: <ul style="list-style-type: none"> • No change recommended 	

5.7.2.3 Webbs Avenue Heritage Conservation Area, Ashfield

Matters Raised	Responses
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<ul style="list-style-type: none"> Delisting of the HCA is not supported. Significant works have been planned by landowners to enhance heritage property aligned to Council's stringent requirements. 	<ul style="list-style-type: none"> A targeted heritage health check in key locations found 'Webbs Avenue HCA does not reflect the identified values in its statement of significance. Overall, the area is modest, and the relationships between the historic elements and aesthetic characteristics are not considered to meet threshold'. The report recommended delisting of the HCA.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.7.2.4 22 and 24 Webbs Avenue, Ashfield

Matters Raised	Responses
<ul style="list-style-type: none"> Delisting requested as excluded from uplift proposed for remainder of the street. 	<ul style="list-style-type: none"> The GML heritage health check identified four properties (18-24 Webbs Avenue) were a Group Heritage Item. However, after review of Council meeting archives, it has been confirmed that the proposed Group Listing by Ashfield Council was not supported. Two properties were listed (22-24 Webbs Avenue) as individual items rather than a group. Further heritage review has been undertaken for these sites which has established that - The Statement of Significance and Physical Description relied on the collective group of four dwellings, and that the individual listings did not meet the intended outcome. It is recommended the two remaining Items i.e. 22-24 Webbs Avenue, Ashfield be delisted. This delisting will allow for Council to investigate these sites for uplift in the future. Refer to Attachment 2 – Masterplan Post-exhibition changes for further details. Refer to Attachment 2 Section 3.5.3.
Actions: <ul style="list-style-type: none"> Update the Proposed Heritage Map and Schedule in the Exhibited Attachment 1 – 'Council's alternate approach to new housing' to delist the heritage item at 22-24 Webbs Avenue, Ashfield. 	

5.7.2.5 45 Charlotte Street, Ashfield

Matters Raised	Responses
<ul style="list-style-type: none"> Requests the property be delisted due to its poor condition. 	<ul style="list-style-type: none"> The heritage health check did not review 45 Charlotte Street, Ashfield. Further heritage advice has been sought which confirms that the delisting is unlikely to be supported. The heritage item should be restored rather than delisted. There may be opportunities for redevelopment at the rear of the site with the retention of the heritage item to the front. Urban design testing has demonstrated that proposed uplift can be accommodated within the site and in combination with surrounding sites.
Actions: <ul style="list-style-type: none"> No change recommended 	

Attachment 1

5.7.2.6 27 Hercules Street, Ashfield

Matters Raised	Responses
<ul style="list-style-type: none"> Requests delisting. The property is being retained as a Heritage Item for its façade only and all other features would be lost. 	<ul style="list-style-type: none"> The heritage health check review found 27 Hercules Street to have originally been a two-storey house and shops constructed c. 1889. It was significantly altered from its original c. 1923 and the ground floor comprises contemporary retail fit outs. Further heritage advice has been sought which has reviewed the assessment of significance and recommended that the building does not meet the criteria for heritage listing. There are many similar 2 storey commercial buildings in the LGA that are not heritage listed. It is recommended that the item be delisted.
Actions: <ul style="list-style-type: none"> Update the Proposed Heritage Map and Schedule in the Attachment 1 – ‘Council’s alternate approach to new housing’ to delist the heritage item at 27 Hercules Street, Ashfield. 	

5.7.2.7 Miller Avenue Heritage Conservation Area, Ashfield

Matters Raised	Responses
<ul style="list-style-type: none"> Requests delisting of the HCA. Uplift of up to 30m is proposed on either side of properties within the HCA. Further a development is underway adjoining which will have impact on amenity. Requests 1 Miller Avenue be delisted due to its deteriorating condition. 	<ul style="list-style-type: none"> Miller Avenue Heritage Conservation Area includes several Heritage Items and was not reviewed for delisting as part of Our Fairer Future Plan. Design Guide includes provisions regarding providing appropriate transitions to sensitive environments including heritage and low-density residential areas. Where needed, these provisions have been further strengthened to respond to the community’s concerns. Refer to Attachment 2 Section 3.7.4 for further information.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.7.2.8 Wood Street, Ashfield

Matters Raised	Responses
<ul style="list-style-type: none"> Requests Wood Street Heritage Items be delisted to allow uplift in line with nearby properties. 	<ul style="list-style-type: none"> Further heritage review has been undertaken which has reaffirmed that – ‘This is a rare group in Ashfield, a largely intact suite of small single-fronted Queen Anne cottages which demonstrate the activity of a speculative builder and a succession of owners and tenants, especially in the Federation period, when Ashfield’s housing stock was expanding intensely and interestingly’ delisting of the properties is unlikely to be supported.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.7.2.9 20 Tintern Street, Ashfield

Matters Raised	Responses
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<ul style="list-style-type: none"> Requests delisting. No longer demonstrates heritage value and could be better used for uplift. Factors include: <ul style="list-style-type: none"> heritage value reduced as located between two flat buildings modifications to property diminishing integrity lack of rarity (many Queen Anne Federation homes in area that are more intact). Willing to provide heritage assessment in support. 	<ul style="list-style-type: none"> The GML heritage health check did not review 20 Tintern Street as it was considered delisting would not be supported regardless of further assessment. Further heritage review has been undertaken which has reaffirmed that delisting is unlikely to be supported from a heritage perspective. Some form of redevelopment of the site may be considered provided the main building form of the heritage item is retained and new development occurs to the rear of the site with the demolition of the c.2015 rear addition. Urban design testing has demonstrated that proposed uplift can be accommodated within the site and in combination with surrounding sites. Refer to Attachment 2 Section 3.2.5 for further information.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.7.2.10 Joseph Street, Ashfield

Matters Raised	Responses
<ul style="list-style-type: none"> The proposal disregards the established character of the area including: <ul style="list-style-type: none"> 3, 5, 17 and 19 Joseph Street are rare example of Victorian-era terraces that are rare in Ashfield and should be preserved. Notes 5 Joseph is Heritage Listed 7, 11, 12 15 are examples of Federation-era houses in beautiful condition with attractive street frontages. 	<ul style="list-style-type: none"> 3 and 5 Joseph Street are listed as Heritage Items. No other heritage protections exist where uplift is proposed. Scoping of Our Fairer Future Plan did not include investigation of new heritage items or HCAs. Submission also references flood impacts in southern block of Joseph Street. Refer to Section 5.9 for further information.
Actions: <ul style="list-style-type: none"> No change recommended. 	

5.7.2.11 Ashfield Heritage

Matters Raised	Responses
<ul style="list-style-type: none"> The heritage health check disregards Ashfield's history. Does not support the deletion or modification of Items or HCAs in Ashfield. The Map Book Heritage maps include labelling errors. 	<ul style="list-style-type: none"> The heritage health check was undertaken by specialist heritage consultants who assessed Item and Areas against the established heritage significance criteria. It is acknowledged that there were labelling errors in the proposed heritage maps as exhibited The labelling errors were minor and of administrative nature. These which will be fixed prior to finalising the Plan. The full details of the properties impacted was correctly documented in writing in Attachment 1 – Our Fairer Future Plan – Council's Alternate Approach for New Housing.
Actions: <ul style="list-style-type: none"> No change recommended. 	

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5.7.2.12 66 Heighway Avenue, Croydon

Matters Raised	Responses
<ul style="list-style-type: none"> This property should be considered for delisting. Uplift is proposed across the entire block including the property. It will be left out of uplift opportunities due to its heritage listing. 	<ul style="list-style-type: none"> Croydon is excluded as per the Council resolution. The heritage significance of this property will be reviewed as part of update to the Croydon Masterplan.
Actions: <ul style="list-style-type: none"> Review the heritage significance of 66 Heighway Avenue, Croydon as part of the review the Croydon suburb in the Stage 1 Masterplan of Our Fairer Future Plan and re-exhibit the revised plan for consultation with the community. 	

5.7.2.13 Ivanhoe Estate HCA, Croydon

Matters Raised	Responses
<ul style="list-style-type: none"> Does not support the removal of 2 Rangers Road from the Ivanhoe Street HCA. 	<ul style="list-style-type: none"> Croydon is excluded as per the Council resolution. The heritage significance of this property will be reviewed as part of update to the Croydon Masterplan.
Actions: <ul style="list-style-type: none"> Review the heritage significance of Ivanhoe Estate HCA, Croydon as part of the review the Croydon suburb in the Stage 1 Masterplan of Our Fairer Future Plan and re-exhibit the revised plan for consultation with the community. 	

5.7.2.14 20 and 22 Dickinson Avenue, Croydon

Matters Raised	Responses
<ul style="list-style-type: none"> Requests these properties be listed as Heritage Items. 	<ul style="list-style-type: none"> Croydon is excluded as per the Council resolution. The heritage significance of this property will be reviewed as part of update to the Croydon Masterplan.
Actions: <ul style="list-style-type: none"> Review the heritage significance of 20 and 22 Dickinson Avenue, Croydon as part of the review the Croydon suburb in the Stage 1 Masterplan of Our Fairer Future Plan and re-exhibit the revised plan for consultation with the community 	

5.7.3 Site-specific Heritage Matters- Dulwich Hill and Marrickville Housing Investigation Areas

5.7.3.1 Heritage Protected Town Centres

Matters Raised	Responses
<ul style="list-style-type: none"> Heritage proposed to be removed and streetscape provisions be used to allow new buildings that demonstrate architectural merit and consideration of the surrounding built fabric. 	<ul style="list-style-type: none"> Numerous Inner West Town Centres are part of HCAs. It is recognised this requires a more nuanced response to building design. Many successful outcomes have been achieved across the LGA and urban design testing demonstrates that uplift can be accommodated in these areas.
Actions:	

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- No change recommended.

5.7.3.2 South Dulwich Hill Heritage Conservation Area, Dulwich Hill

Matters Raised	Responses
<ul style="list-style-type: none"> • Concerns about the removal of the Wilga Triangle (area bounded by Wardell Road, Wilga Avenue and the rail line) from the HCA and its rezoning to R4 High Density Residential. • No heritage related rationale has been provided for the removal of these properties. • Rationale appears to be that these properties 'offer the opportunity for development'. • Streetscape is nearly identical to streets like Kays Ave where HCA retained. • Numerous submissions opposed to rezoning on southern side of Wilga Road as: <ul style="list-style-type: none"> - this will impact outlook and parking - both sides of the road should be removed from the HCA. 	<ul style="list-style-type: none"> • This HCA was reviewed as it is largely identified as with a TOD precinct under the Housing SEPP. • This situation together with the Inner West adopted Principle for Planning to protect high value heritage from upzoning, initiated the review. The review found the majority of the HCA is intact and of a good quality demonstrating key attributes of the significance. • The triangle bound by the train line, Wardell Road and Wilga Street, consisting of four properties on Wilga Avenue and five properties on Wardell Road lacked the attributes found elsewhere in the HCA. This is substantiated in GML's Heritage Report as exhibited.

Actions:

- No change recommended.

5.7.3.3 66-70 Ewart Street, Dulwich Hill

Matters Raised	Responses
<ul style="list-style-type: none"> • Flexibility requested for this Heritage Item to allow adaptive reuse of some of the building and it is argued that character can be retained along with redevelopment. • Properties should be delisted as local heritage value will be lost with proposed transformation of the area. Believes a better urban design outcomes could be achieved if the properties are included in uplift. 	<ul style="list-style-type: none"> • The heritage health check undertaken by GML reviewed all Heritage Items south of Dulwich Hill Railway Station to determine if these still meet the assessment criteria. 66 - 70 Ewart Street being three art deco two storey apartment buildings were determined to meet the required level of significance and recommended for retention as Heritage Items. • Given their extent on the block, no opportunity for uplift is available without significant impact on the heritage items. • This was reconsidered as part of post-exhibition investigations and urban designers have advised that these sites do not warrant uplift. • Given the heritage provisions, adaptive reuse of these items is encouraged using the existing IWLEP controls.

Actions:

- No change recommended.

Attachment 1

5.7.3.4 Abergeldie Estate HCA and proposed Campbell's Dairy HCA

Matters Raised	Responses
<ul style="list-style-type: none"> Proposals contradict existing heritage protections of Abergeldie Estate HCA This area had been proposed as a new HCA [Campbell's Dairy] and the proposal does not apply this heritage protection Proposal does not reflect the local heritage of the area along Constitution and Windsor Road and Union Street. 	<ul style="list-style-type: none"> No change is proposed in the vicinity of Abergeldie Estate HCA. The scoping of work for Our Fairer Future Plan does not include listing of new heritage items and HCAs.
Actions: <ul style="list-style-type: none"> No change recommended. 	

5.7.3.5 Anderton Street, Marrickville

Matters Raised	Responses
<ul style="list-style-type: none"> HCA was once proposed in this location. Suggests David Street HCA be expanded to include this area as it shares similar cohesion and intactness. 	<ul style="list-style-type: none"> Several potential HCAs and Items have been investigated over time. Scoping of the work for Our Fairer Future Plan does not include listing of new heritage items and HCAs.
Actions: <ul style="list-style-type: none"> No change recommended. 	

5.7.3.6 David Street HCA Marrickville

Matters Raised	Responses
<ul style="list-style-type: none"> Does not support any changes to: <ul style="list-style-type: none"> David Street HCA House on corner of Livingstone and Marrickville Roads. 	<ul style="list-style-type: none"> David Street HCA and the Heritage Item on corner of Marrickville and Livingstone Road are not proposed for delisting or uplift.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.7.3.7 400 Marrickville Road, Marrickville

Matters Raised	Responses
<ul style="list-style-type: none"> 400 Marrickville Road adjoins proposed uplift to R4 High Density Residential and will have a negative impact causing overshadowing of the house and garden. Suggests the property be included in the uplift area and potentially linked to adjoining properties to the east through a Key Site mechanism which 	<ul style="list-style-type: none"> This is an existing HCA that aligns to Council's Principles for Planning to protect high quality heritage areas. The site is not proposed to be removed from the HCA. Design Guide provisions will provide guidance on transitioning to sensitive environments including heritage and lower density residential. <p>Note: the exhibited R4 High Density Residential zone was an error. Post-exhibition updates have recommended amending this to R3 Medium Density Residential.</p>

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could see the house be used as an onsite community facility as part of redevelopment.	<ul style="list-style-type: none"> Other matters raised in this submission have been addressed through further urban design testing. Refer to Attachment 2 – Masterplan Section 2.4.4 for further information.
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Actions:

- No change recommended

5.7.3.8 Silver Street, Marrickville

Matters Raised	Responses
<ul style="list-style-type: none"> Uplift in proximity to Silver Street will affect heritage of the area. 	<ul style="list-style-type: none"> Silver Street is not currently an HCA and has no Heritage Items. Scoping of the work for Our Fairer Future Plan does not include listing of new heritage items and HCAs.

Actions:

- No change recommended

5.7.3.9 Warren Estate, Marrickville

Matters Raised	Responses
<ul style="list-style-type: none"> Objects to any uplift in the Warren Estate area. It had previously been proposed as an HCA for good reason. 	<ul style="list-style-type: none"> The Warren Estate, which is the name given to the area between the railway line and Cooks River east of Illawarra Road, is not currently an HCA. There are already several Heritage Items – general, landscape and archaeological in the area. It is acknowledged part of this area was investigated under the name The Warren HCA and was subject to early engagement in mid-2023. Due to release of the NSW Government housing reforms in December 2023, which Our Fairer Future Plan responds to, work on the proposed Residential Heritage Review was halted. Scoping of the work for Our Fairer Future Plan does not include listing of new heritage items and HCAs. This area was the subject of site-specific urban design related submissions and was subject to further review. Refer to Attachment 2 – Masterplan Section 2.6.3 Cary Street, Renwick Street and Warren Road for further information.

Actions:

- No change recommended.

5.7.3.10 178-180 Livingstone Road, Marrickville

Matters Raised	Responses
<ul style="list-style-type: none"> This is a Heritage Item and requests an additional buffer around heritage sites to prevent extreme building height differences and to minimise change to character. 	<ul style="list-style-type: none"> This site is identified as a Heritage Item as it historically was part of the listed Marrickville Hospital. The hospital buildings were retained and adaptively reused for the new Marrickville Library. The land to the rear was subsequently redeveloped as a new residential flat building.

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	<ul style="list-style-type: none"> Given the clear change in land use for this location the heritage listing cannot be used as a basis for restricting development outside the site.
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Actions:

- No change recommended.

5.7.3.11 13 Beauchamp Street, Marrickville

Matters Raised	Responses
<ul style="list-style-type: none"> Requests delisting as proposed uplift surrounding the property will impact on its heritage significance and it should be treated consistently. 	<ul style="list-style-type: none"> GML heritage health check did not review this property. Post-exhibition investigation has been undertaken which has confirmed that - Delisting is unlikely to be supported from a heritage perspective. Some form of redevelopment of the site may be considered provided the main building form of the heritage item is retained and new development occurs to the rear of the site. The urban design team have tested the situation and applied the same planning controls on adjoining properties as uplift can be accommodated within the site in conjunction with surrounding sites. There are numerous examples of new development incorporating Heritage Items across the Inner West LGA. Refer to Masterplan Attachment 2 for site-specific details.

Actions:

- No change recommended.

5.7.4 Leichhardt, Lewisham, Petersham and St Peters (Stage 2 Housing Investigation Areas)

5.7.4.1 16 Catherine Street, Leichhardt

Matters Raised	Responses
<ul style="list-style-type: none"> Requests to delist the Heritage Item as it does not meet the assessment criteria. The interiors should not be included given they are significantly altered. Consideration should be given to delisting 8-14 Catherine Street also. These listings are limiting opportunity for uplift in this location. 	<ul style="list-style-type: none"> The property, along with 8-14 are existing Heritage Items. It is standard practice for Heritage Items to include interiors unless explicitly excluded during assessment.

Actions:

- No change recommended

5.7.4.2 Allen Street, Leichhardt

Matters Raised	Responses
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Item 1

<ul style="list-style-type: none"> Removal requested from the HCA as it's the only property on Allen Street included. 	<ul style="list-style-type: none"> Removal of Heritage Items was not scoped as part of Stage 2 – Housing Investigation Areas.
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Actions:

- No change recommended

5.7.4.3 James Street, Leichhardt

Matters Raised	Responses
<ul style="list-style-type: none"> Uplift not supported in this location. Homes were built in 1903 and while not heritage listed, they are period buildings and should not be lost. Supports uplift but only following heritage assessment to ensure the character of the area is not lost. 	<ul style="list-style-type: none"> Scoping of the work for Our Fairer Future Plan does not include listing of new heritage items and HCAs.

Actions:

- No change recommended

5.7.4.4 Trafalgar Street, Stanmore

Matters Raised	Responses
<ul style="list-style-type: none"> Removal requested from the HCA in order to allow for medium density residential development. 	<ul style="list-style-type: none"> Removal of HCAs was not scoped as part of Stage 2 – Housing Investigation Areas.

Actions:

- Refer to Action relating to LGA wide Health Check in Section 5.7.1.

5.7.4.5 Smith Street, Summer Hill

Matters Raised	Responses
<ul style="list-style-type: none"> Submission requests delisting of the Heritage Item to allow for uplift given proximity to centres and railway stations. 	<ul style="list-style-type: none"> Removal of Heritage Items was not scoped as part of Stage 2 – Housing Investigation Areas.

Actions:

- Refer to Action relating to LGA wide Health Check in Section 5.7.1.

5.7.4.6 Nowranie Street, Summer Hill

Matters Raised	Responses
<ul style="list-style-type: none"> Submission queries the blanket HCA listing given the variety of properties. Suggests heritage controls should not apply to broad areas and boundaries should be reassessed to apply a more selective approach based on individual values. 	<ul style="list-style-type: none"> Removal of HCAs was not scoped as part of Stage 2 – Housing Investigation Areas.

Actions:

Attachment 1

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- Refer to Action relating to LGA wide Health Check in Section 5.7.1.

5.7.4.7 Sloan and Grosvenor Street, Summer Hill

Matters Raised	Responses
<ul style="list-style-type: none"> • Objects to rezoning as the buildings date from late 1890's and should be preserved as a row of retail premises. The Anglicare building has no heritage value and could be redeveloped with due regard to neighbours. 	<ul style="list-style-type: none"> • This location is within the Summer Hill Central Heritage Conservation Area and Stage 2 of Our Fairer Future Plan excluded all HCAs. As a result, no uplift is proposed in this location. • It is proposed these areas will undergo a heritage health.

Actions:

- Refer to Action relating to LGA wide Health Check in Section 5.7.1.

5.7.4.8 Various HCAs, Summer Hill

Matters Raised	Responses
<ul style="list-style-type: none"> • The proposed new minimum lot size additional control of 200 sqm in HCAs is not suitable in these HCAs. 	<ul style="list-style-type: none"> • A minimum lot size of 200 sqm has applied to parts of the LGA for many years. Within these areas, new housing has been provided with good residential amenity while responding appropriately to streetscape and built form. • Refer to Section 5.4.1 Minimum Lot Size for Subdivision.

Actions:

- No change recommended

5.7.5 Haberfield

Matters Raised	Responses
<ul style="list-style-type: none"> • This suburb should be subject to uplift like Leichhardt and other locations. • Is in close proximity to light rail and greater density should be considered. • Suggests identifying a section of high-quality architectural items for protection and permitting higher density development elsewhere. • Supports uplift and heritage is not a reason to avoid density in locations like Haberfield. • 142 Alt Street should be included in the Haberfield HCA. 	<ul style="list-style-type: none"> • The suburb of Haberfield did not form part of the current Our Fairer Future Plan as far as housing investigations were concerned. • Other matters such as minimum lot sizes for dual occupancy have been addressed separately in this report. • Council's endorsed Principles for Planning in the Inner West state that Haberfield should be considered for State heritage listing. • 142 Alt Street is a small character cottage and historically was zoned R3 Medium Density Residential. It appears to have been excluded from the HCA on this basis. This could be reviewed both from a zone and HCA status perspective as a part of future heritage investigations. • Review of the zone and heritage status of 142 Alt Street may be considered in future heritage work.

Actions:

- Refer to Action relating to LGA wide Health Check in Section 5.7.1.

5.8 Sustainability and Environment

5.8.1 Biodiversity

Matters Raised	Responses
<ul style="list-style-type: none"> Increased density will lead to the removal of mature trees, gardens, green corridors and natural habitat, which are vital for local fauna and urban cooling. Biodiversity Study was welcomed but lacked integration with other planning layers. Include biodiversity impact assessments in all rezoning proposals. Require ecological mapping and wildlife corridor planning in precinct masterplans. Require developers to include native plantings and habitat features in landscaping plans. Ensure biodiversity offset sites are protected and monitored under the Development Control Plan (DCP). Establish a community biodiversity advisory group to guide implementation and monitoring. Strengthen protections for biodiversity corridors, especially near waterways like the Cooks River and Iron Cove Creek. Consider <i>Coastal Management Act 2016</i> and <i>SEPP Resilience and Hazards 2021</i> into the Biodiversity Study. 	<ul style="list-style-type: none"> Our Fairer Future Plan – Stage 1 Masterplan for Housing Investigation Areas is supported by a Biodiversity Study prepared by environmental specialists. This study was undertaken to: <ul style="list-style-type: none"> Verify and validate the IWLEP's existing Natural Resource - Biodiversity Map, Explore opportunities for recognise biodiversity opportunities, and Protect our local fauna and flora by minimising impacts to ecological values – native vegetation, habitats of native species and habitat linkages. The accompanying draft Design Guides include provisions to protect and improve biodiversity values in developments by requiring the following: <ul style="list-style-type: none"> Endemic vegetation planting - 85% of species planted where within a wildlife corridor or along a Blue-Green Grid link, or 50% where not located within a wildlife corridor, Maximising the habitat value of landscaping, Limiting lighting intensity adjacent to high biodiversity value area, and Design features in bandicoot protection areas. Biodiversity impact assessments are required for development applications on land identified in the IWLEP and DCP as having biodiversity values. Council has an existing Local Democracy Group that focuses on a variety of environmental matters – this includes providing input into implementation of the Inner West Biodiversity Strategy. The Strategy will further inform LEP and DCP provisions. With regard to strengthening biodiversity protections near waterways, the IWLEP Natural Resources – Biodiversity Map encompasses the southern boundary of the LGA including the length of Cooks River. Further, the draft plan includes a number of Key Sites along the Iron Cove Creek as a mechanism to revitalise and enhance biodiversity, in line with the Iron Cove Creek Masterplan as endorsed by Council in April 2024. The proposals do not include any uplift in areas impacted by the <i>Coastal Management Act 2016</i> and <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.8.2 Urban heat, Tree canopy and Landscaping

Matters Raised	Responses
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<ul style="list-style-type: none"> Community supports green infrastructure and canopy targets. Development under the proposed plan may result in tree loss and inadequate canopy growth. Submissions included feedback relating to urban heat, tree canopy and landscaping. These included: <ul style="list-style-type: none"> Increased urban heat due to reduced permeable surfaces and vegetation. Declining tree canopy in the Inner West, citing that it has reduced since amalgamation in 2016. Requesting a commitment to no net loss of tree canopy, with measurable targets aligned to the Greater Sydney's 40% canopy goal. Continue planting trees with a target ratio based on population growth and health research. Introduce mandatory green infrastructure in new developments (rooftop gardens, deep soil zones, green walls). Prohibit black/dark roofs and encourage reflective or vegetated surfaces. Require climate-ready design standards in all new developments, including passive cooling and shading. Require landscaping provisions to specify soft landscaping Mandating wildlife corridors to require 100% native vegetation Fund tree planting Site specific controls, such as those for Warbuton St are supported and suggested to be replicated more broadly across precincts where mature trees and community gardens exist 	<ul style="list-style-type: none"> Council supports DPHI's aspirational tree canopy target for Greater Sydney of 40% by 2030. To support enhancing the tree canopy, Council has progressed two policies: <ul style="list-style-type: none"> Urban Forest Policy and Urban Forest Strategic Action Plan Blue-Green Grid Strategy. Aligned to these policies, the draft Design Guides contain provisions to mitigate urban heat effects and enhance greening through: <ul style="list-style-type: none"> Requiring landscaped areas of 40% of a development site, inclusive of the front setback, Requiring site layout to maximise retention of existing mature trees Including setback to the streetscape and associated landscaping Setting deep soil and tree canopy requirements Setting parameters around tree requirements to maximise health and size at maturity Integrating vegetation across various levels in addition to at ground Incorporating green roofs and walls for residential flat buildings of over 6 storeys Enhancing permeable surfaces, rain gardens and incorporating water sensitive measures Using materials and colours that have a high solar reflexivity (lighter colours) Setting percentage of landscaped areas. Collectively these measures are intended to reduce urban heat and continue to see growth in the Inner West tree canopy over time. In relation to landscaping, there are a range of quantitative and qualitative requirements contained in the Landscaping chapters of the draft Design Guides which can deliver soft landscaping outcomes and there is no need to prescribe this further. With regard to endemic vegetation requirements contained in the draft Design Guides, these recognise the need to deliver a high proportion of endemic vegetation in those areas of biodiversity value, but also that these corridors coincide with established urban contexts, including heritage elements represented by non-endemic species. In some circumstances, non-endemic tree species can also perform similar biological functions to endemic varieties. These controls strike an appropriate balance and no change is proposed.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.8.3 Sustainable building design and resilience

Matters Raised	Responses
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<ul style="list-style-type: none"> • The plan should be amended to have a balanced approach to address flood and climate resilience. The potential removal of existing mature trees gardens will worsen urban heat and storm water runoff. Introduce controls to protect vegetation and promote permeable surfaces. • New development under the plan does not require to meet higher sustainability targets and ensure low carbon footprint. Demolition and rebuilding are a waste of embodied energy. The plan should incorporate adaptive reuse, introduce building retention incentives and recycling of building material requirements to reduce carbon footprint. • Upper-level setbacks are not a sustainable approach (resulting in embedded carbon per sqm, increase defects, and reduce thermal performance). • Sustainability Incentives BASIX requirements should be made mandatory, and targets should be increased to achieve meaningful sustainability outcomes. (repeated in Master Plan section). Suggestions to include stronger sustainability provisions/controls in place (solar panels, green roofs and walls). 	<ul style="list-style-type: none"> • The draft plan is supported by a Flood Impact and Risk Assessment, which analysed the proposed density increases in the Stage 1 Housing Investigation Areas (HIAs) against different potential flood events, including a climate change sensitivity scenario. Flood affected sites were excluded from any uplift for Stage 2 Masterplan HIAs. • These proposed changes are accompanied by draft Design Guide provisions for minimum landscaped area, canopy targets and required tree planting on development sites in the HIAs. These are tailored to certain site areas to ensure coverage of sites by hard surfaces is minimised. • Overall, the draft plan seeks to increase housing capacity in accessible areas of the Inner West, which in of itself provides a more sustainable outcome and lower carbon footprint to locating homes in car dependent outer suburban parts of Sydney. Further, the draft Design Guides contain provisions to reduce urban heat island effects through various mechanisms that collectively mitigate these impacts. These are outlined in further detail above. • It is recommended that the draft Design Guides be amended to further strengthen provisions for recycling building materials and sustainable building material requirements, with the following inclusion: <i>“The Deconstruction Plan demonstrates that the majority of demolished building materials, excluding hazardous materials, are integrated into the design and construction of development by re-using on-site or through appropriate recycling.”</i> • The accompanying masterplan is underpinned by eight place principles which include Sustainability, Built form and Heritage, and Open Space and Public Domain. It strives to balance these place principles. From a built form perspective, the proposed upper level setbacks help to break down the bulk and scale of buildings when viewed from the street. In heritage contexts, these also respond to the prevalent height and horizontal building elements (e.g. parapets). To ensure this balance is maintained, no change is recommended to this approach. • BASIX standards are State Government performance standards that apply to all residential development types. Council cannot generally require performance standards that are more onerous than these. Instead, it is proposed to incentivise outcomes that exceed BASIX, through bonus FSR of 5% increase in GFA. These are scaled based on development types and thresholds and apply to all proposed uplift areas across the Inner West, to maximise take up of these performance standards. • Post-exhibition investigations considered whether the BASIX requirements for incentive FSR could further be increased. It is understood that this would have an impact on economic feasibility as further sustainability enhancements would be at additional costs to the developers. Noting that feasibility is already a challenge in the Inner West context, the incentives
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	and threshold for BASIX criteria to be given the incentive is not recommended to be changed at this stage.
Actions: <ul style="list-style-type: none"> Amend Sustainability and Resilience chapters of draft Design Guides (2.5 of Design Guide for HIA Stage 1 and 2.6 of Design Guide for HIA Stage 2), to insert the following new provision: <p><i>“Any Waste and Recycling Management Plan for Demolition and Construction is to recycle 80% of building material. If the 80% target cannot be reached then the maximum possible recyclable percentage is to be sought and the applicant is to provide reasoning as to why the 80% target was not reached.”</i></p> 	

5.9 Flooding

5.9.1 Approach to planning in flood affected areas

Matters Raised	Responses
<ul style="list-style-type: none"> Support approach to planning in flood affected areas, and is a solid improvement on the NSW Government controls, which did not take into account realities of the Inner West. Cooks River Alliance (CRA) generally support Council’s flood planning and would like to keep working with Council on flood-related issues. Other recommendations included: <ul style="list-style-type: none"> timing for further flood modelling, especially for areas including Ewart Street, Tennyson Street, and Riverside Crescent Need to consider compound flooding Considering future high tides and sea level rise Explore opportunities for Water Sensitive Urban Design (WSUD). Proposed rezoning areas seem random and not carefully assessed street by street. For example, some flood-prone sites were excluded, even though they’re right next to homes that are getting major zoning and height changes. 	<ul style="list-style-type: none"> Flood prone land is not an absolute constraint to development. With the appropriate assessment, Council can accurately determine levels of hazard and risk on these sites and an acceptable densification that they could accommodate. In the Stage 1 Housing Investigation Areas (HIAs), Council engaged flood consultants to undertake a Flood Impact and Risk Assessment (FIRA). In flood-affected parts of the HIAs, they worked iteratively with Council’s urban designers to determine if densification could occur and any mitigation measures required. The resulting proposed controls were deemed acceptable as: <ul style="list-style-type: none"> They would not result in unacceptable risk to life and property of future residents, and The densification of these sites would not result in unacceptable flood impacts on neighbouring sites. The assessment used indicative building footprints based on Council’s proposed controls to reach a conclusion that acceptable development of these sites is possible. Any future DAs will still be accompanied by their own flood assessments to determine that their specific schemes are acceptable. Due to the need for additional technical studies and flood modelling for Stage 2, Council was not able to undertake an equivalent FIRA for the Stage 2 HIA. As a result, flood prone land, irrespective of potential hazard and risk levels, were excluded from consideration for uplift. The Cooks River Floodplain Risk Management Study and Plan (WMAwater 2015), shows the presence of an overland flow path which travels through the middle of blocks between Ness Avenue and Riverside Crescent, from Ewart Street towards Cooks River. The exact overland flow behaviour within the broader catchment known as ‘Marrickville South’ has not been investigated via its own flood study. In the interim, these blocks have been deferred from further housing investigation until this study is completed which is

	<p>expected to be in 2026. This process will involve consultation with Cooks River Alliance, along with other relevant stakeholder and community groups and the general public.</p> <ul style="list-style-type: none"> WSUD features and softening of hard surfaces are factored into Council's draft Design Guides for the HIAs.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.9.2 Adequacy of drainage infrastructure

Matters Raised	Responses
<ul style="list-style-type: none"> Infrastructure is old and inadequate. Recent flood events across the Inner West (including Ashfield, Croydon, Marrickville, Dulwich Hill, Leichhardt and Petersham) suggest overloaded sewer infrastructure. Examples were given in Marrickville, such as the new Wicks Place development where it was alleged flooding has worsened. An Infrastructure Contributions Plan should be prepared, clearly identifying how public domain upgrades and drainage infrastructure will be funded prior to rezoning. Sydney Water provided a high-level submission on water and wastewater capacity but no specific issues were raised regarding the adequacy or inadequacy of stormwater drainage and flood mitigation infrastructure. 	<ul style="list-style-type: none"> Floodplain Management Studies and Plans are in place for flood catchments across the Inner West. These analyse flood water movement across these catchments and make recommendations to manage the impacts of this, including possible mitigation measures. Council officers routinely review these plans to ensure they are up to date. These measures are then reviewed and incorporated into Local Infrastructure Contributions Plans. Council's Flood Impact and Risk Assessment (FIRA) for the Stage 1 HIAs has been prepared using the latest Floodplain Management Studies and Plans for the applicable catchments.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.9.3 Surface Run-Off

Matters Raised	Responses
<ul style="list-style-type: none"> New housing will cover more surface area with concrete and create more stormwater runoff, e.g. Wicks Place development in Marrickville. 	<ul style="list-style-type: none"> The FIRA considered indicative building footprints based on the proposed controls and concluded that these controls would not result in unacceptable off-site flood impacts. It also contains site specific recommendations to further minimise these impacts. Further, the draft Design Guides contain minimum landscaped area requirements in order to minimise coverage of hard surfaces. These will be incorporated as development controls to inform future development applications.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.9.4 Site-specific matters

5.9.4.1 Iron Cove Creek

Matters Raised	Responses
<ul style="list-style-type: none"> Key Sites adjacent to the Dobroyd Canal should not proceed as they are in a flood zone, with a history of refused development applications (DAs) on flood grounds. Proposed development is contrary to NSW Government policies for development in flood zones. Application of flood risk appears selective. Numerous flood areas are not proceeding, but Iron Cove Creek is despite being described as high flood hazard. Tall residential towers proposed in the new plan, would have deep foundations that will complicate the hydrology of the street even further. Canal already has a lot of work to do, to drain the rainwater. 	<ul style="list-style-type: none"> Consultants undertook a flood assessment of the proposed uplift along Dobroyd Canal ('Uplift Location C'), informed partly by the Dobroyd Canal and Hawthorne Canal Floodplain Risk Management Study and Plan (WMAwater 2020). Although this area is subject to flooding, the hazard levels are generally low. Higher hazards are typically confined to the canal channel and parts of the Etonville Parade and Hedger Avenue Road corridors. The advice is the proposed uplift is acceptable and not expected to lead to any adverse off-site impacts. The study also contains site-specific recommendations for management of risk. Any future DAs on these properties will be required to prepare flood assessments specific to their proposed schemes. DAs will also need to demonstrate any excavation works do not negatively impact on surrounding properties. As to underground car parking, the FIRA identifies suitable locations for entries to buildings or basements. This means underground car parks can still occur in future developments but should be situated along certain street frontages.

Actions:

- No change recommended

5.9.4.2 Ashfield and Croydon

Matters Raised	Responses
<ul style="list-style-type: none"> Some flood-prone areas near Dobroyd Canal are proposed for increased development, while others further away are excluded due to flood risk. This seems inconsistent. Concern higher density is planned for 1–23 Milton Street North, which backs onto Dobroyd Canal and has high flood risk. There is limited street parking, and underground parking may not be possible. Its unfair that Hugh Street is proposed for uplift but Carlisle Street, which has similar flood issues, is not. Joseph Street has flood problems and recent flood events, yet some parts (from 32 Joseph Street northward) are proposed for more housing. The reasoning is unclear. 	<ul style="list-style-type: none"> Following Council's resolution 20 May 2025, any proposed changes in the suburb of Croydon have been deferred. This further review will take into account any flood considerations for the suburb. The accompanying FIRA identifies overland flood water flow paths, which generally connect with different sections of Dobroyd Canal. However, due to the combination of topography and existing street and block patterns, the flood depth and hazard levels vary considerably and do not necessarily correspond with proximity to the canal. As a result, some sites close to the canal may be more suitable for uplift than other sites further away but with greater hazard levels due to the above. Milton Street North - the FIRA found that these sites ('Uplift Location P') is generally affected by low flood hazard levels, with some higher hazard at the northern end of Milton Street North and Thomas Street Road corridors. The flood advice concludes the proposed uplift is acceptable and not expected to lead to any adverse off-site impacts. Although the FIRA identifies constraints to basement entries along this street, there are still acceptable off-street parking

<ul style="list-style-type: none"> Requests for uplift for flood affected sites - 10-20 Thomas Street and 1-7 Beatrice Street, Ashfield 	<p>outcomes as shown in the recent development on 445-455 Liverpool Road. Further, this area is in a walkable catchment of Ashfield and Croydon train stations and Ashfield Town Centre. This area has suitable potential for uplift.</p> <ul style="list-style-type: none"> Hugh Street, Ashfield – the larger lot pattern provides greater development potential on this street. There are flood concerns in this area ('Uplift Location T' in the FIRA) but these can be resolved with refinement of the building design or implementation of on-site management measures at DA stage. Carlisle Street to the west is not earmarked for uplift as the very narrow lot pattern is unlikely to result in a feasible redevelopment. Joseph Street, Ashfield - the flood analysis shows an overland flow path traversing the middle of the block on Joseph Street, between Robert Street to the south and Arthur Street to the north. This flow path generally travels in a north-west direction towards Pratten Park and beyond. The FIRA concluded that uplift from 32 Joseph Street and further north could proceed, subject to further refinement of building designs at DA stage. 10-20 Thomas Street and 1-7 Beatrice Street are located in the centre of an overland flow path, which travels in a general north-western direction across Liverpool Road and through this block. Iterative flood testing for this area was undertaken, incorporating all current and approved built form in the area, to determine flood depths and hazard levels. The modelling suggested that existing built form (or recently approved built form in this locality) constricts the overland flow and would result in greater water depths in significant flood events, affecting neighbouring properties. While further west and north could support uplift above that allowed by current controls, the flood depth and hazard levels in the centre of the block preclude uplift at these addresses. The flood assessment therefore did not support any changes to increased density in this location.
<p>Actions:</p> <ul style="list-style-type: none"> No change recommended 	

5.9.4.3 Marrickville

Matters Raised	Responses
<ul style="list-style-type: none"> Current industrial or mixed-use areas along Sydenham Road (Eastern end), Marrickville Road and Carrington Road should be included in Our Fairer Future Plan acknowledging that certain locations will require significant upgrades. Area surrounding Marrick & Co development and Marrickville Library has a well-documented history of flooding and identified as being at risk due to stormwater runoff and 	<ul style="list-style-type: none"> Our Fairer Future Plan is informed by its Principles for Planning in the Inner West, which include protecting existing employment lands. This is also consistent with the NSW government policy to retain and manage employment lands. Employment lands in Marrickville and Sydenham were therefore not investigated further in this draft plan. Council's flood assessment has considered uplift in the Marrickville Civic Precinct ('Uplift Location EE'), including the vicinity of Marrickville Library and Town Hall, and concluded that off-site flood impacts would be minimal. The proposed minimum landscaped area requirements will act to reduce the coverage of hard surfaces on these sites and

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<p>topography. High-rise buildings with extensive impermeable surfaces may worsen these flood risks by reducing the area's capacity to absorb stormwater and by placing further pressure on existing drainage systems.</p> <ul style="list-style-type: none"> Support for retaining R2 areas in Marrickville around O'Hara Street, Marrickville noting the drainage easement and flooding issues. 	<ul style="list-style-type: none"> Future DAs for these locations will also be required to prepare their own FIRAs in relation to their proposed specific development schemes.
<p>Actions:</p> <ul style="list-style-type: none"> No change recommended 	

5.9.4.4 Dulwich Hill

Matters Raised	Responses
<ul style="list-style-type: none"> Questions why properties on the south side of Riverside Crescent, Dulwich Hill (between Wardell Road and Tennyson Street) not included in the draft plan despite being within the 400m of Dulwich Hill station. There is regular flooding at the southern end of Dibble Avenue, resulting in vehicular access to properties only from the north so why is uplift proposed. 	<ul style="list-style-type: none"> The Cooks River Floodplain Risk Management Study and Plan (WMAwater 2015), shows the presence of an overland flow path which travels through the middle of blocks between Ness Avenue and Riverside Crescent, from Ewart Street towards Cooks River. The exact overland flow behaviour within the broader catchment known as 'Marrickville South' has not been investigated via its own flood study. These blocks were deferred from housing investigations until this study is completed which is expected to be in 2026. This process will involve consultation with Cooks River Alliance, along with other relevant stakeholders and community groups. The area east of Riverside Crescent is largely free of flood prone land, with some areas of limited, low-hazard flooding at the southern edges of these blocks. These blocks are within a walkable catchment of Dulwich Hill station and considered suitable for further housing. Any future DA on this land will need to be accompanied by a site-specific FIRA in relation to the development scheme proposed.
<p>Actions:</p> <ul style="list-style-type: none"> No change recommended. 	

5.9.4.5 Leichhardt

Matters Raised	Responses
<ul style="list-style-type: none"> Flood-affected areas near Leichhardt North, Marion Street, Leichhardt Marketplace and Hawthorne Canal are not included in the draft plan for uplift despite being close to key transport nodes/shopping centres. Community submissions recalled Sydney Water raising infrastructure issues and SES warning of flood risks 	<ul style="list-style-type: none"> The draft plan does not propose any uplift on identified flood prone land in Leichhardt as part of Our Fairer Future Plan Phase 1. Additional technical flood studies will be undertaken for Our Fairer Future Plan Phase 2 and current flood prone land considered for uplift in the planning process. DPHI is the relevant planning authority for PRCUTS. Issues were raised by SES and Sydney Water for parts of the Taverners Hill area and these areas are not included in Our Fairer Future Plan Phase 1.

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in relation to the Parramatta Road Corridor Planning Proposal. Why is this draft plan proceeding in spite of these issues?	
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Actions:

- No change recommended

5.9.4.6 Petersham

Matters Raised	Responses
<ul style="list-style-type: none"> • Concerns raised about the susceptibility of clay to movement, especially with observed major sinkholes recently in the vicinity, such as Hopetoun Street. Development may lead to further ground instability, structural damage to homes, and an increased risk of flooding. 	<ul style="list-style-type: none"> • No uplift is proposed on existing flood prone lands in this location.

Actions:

- No change recommended

5.9.4.7 St Peters

Matters Raised	Responses
<ul style="list-style-type: none"> • No uplift proposed on properties identified as being flood prone on Mary Street and Edith Street. Consider these properties excluded based on an old flood study that does not factor in the proposed overland flow path provided by the Precinct 75 development. • Proposed 5-storey height limit for Roberts Street, St Peters ignores critical site constraints, such as flood-affected adjoining areas on both sides (Mary Street and Edith Street). 	<ul style="list-style-type: none"> • Our Fairer Future Plan does not propose any uplift on flood prone land in this location. • Flood prone properties in Roberts Street were excluded from Our Fairer Future Plan, with uplift only provided to that land which is not flood affected.

Actions:

- No change recommended

5.9.4.8 Lewisham

Matters Raised	Responses
<ul style="list-style-type: none"> • Further housing uplift of up to 15 storeys should be explored at Fred Street, Lewisham and around Hawthorne Canal to allow for an 	<ul style="list-style-type: none"> • Our Fairer Future Plan does not propose any uplift on flood prone land in this location as the area requires special flood mitigation and civil engineering solutions. These are very site-

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engineering solution (pylons) to flood issues.	specific and challenging to contemplate for a study which is being completed at a precinct-wide level.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.10 Environmental constraints and conditions

5.10.1 Aircraft Noise Exposure Forecast (ANEF)

Matters Raised	Responses
<ul style="list-style-type: none"> New housing should not be located within ANEF 20+ zones due to significant aircraft noise impacts. Flight path areas are better suited to employment or industrial uses than residential. Residents in affected areas must keep windows closed, increasing energy use and limiting passive design. Noise attenuation requirements increase construction costs for new dwellings. Inconsistencies noted in uplift areas within ANEF 25–30 zones, with no clear rationale. Council's approach is inconsistent with NSW Government housing reforms and AS2021:2015, which deems ANEF 20–25 "conditionally acceptable" and >25 "unacceptable" for residential use. 	<ul style="list-style-type: none"> Aircraft noise was considered strategically in the Plan; it is not an absolute constraint outside high-exposure areas. Flexibility is applied to Australian Standard AS2021:2015 due to Sydney Airport's proximity to the Inner West's built-up areas. Sites within ANEF 30+ (e.g. parts of Sydenham, St Peters, Tempe) were excluded from uplift. Uplift is proposed in ANEF 25–30 areas (e.g. Leichhardt, Petersham, Marrickville Metro, Sydenham Station) where noise attenuation is possible and has been successfully implemented in recent developments. AS2021:2015 allows residential development in ANEF >25 zones if indoor sound levels are met; this is reflected in Council's approach. Clause 6.8 of the IWLEP requires assessment of aircraft noise impacts, alignment with AS2021:2015, and compliance with indoor sound level standards. Development Control Plans also require noise attenuation reports at DA stage for sites within ANEF 20–30 zones.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.10.2 Aircraft Paths – Obstacle Limitation Surface (OLS)

Matters Raised	Responses
<ul style="list-style-type: none"> Proposed building heights are incompatible with aircraft flight path safety. 	<ul style="list-style-type: none"> Sydney Airport's prescribed airspace includes two key categories: Obstacle Limitation Surface (OLS) and PANS-OPS. OLS is not an absolute constraint; development higher than OLS may be considered acceptable in consultation with Civil Aviation Authority and Sydney Airport. PANS-OPS is more restrictive and prohibits building penetration except in rare cases. Proposed building heights in Our Fairer Future Plan avoids PANS-OPS but may intersect OLS in elevated areas like Dulwich Hill and Petersham.

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	<ul style="list-style-type: none"> In some cases, existing topography already exceeds OLS limits, making avoidance impractical. Where OLS is penetrated, consultation with airport authorities will occur at the DA stage, as per standard requirements.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.10.3 Construction Impacts

Matters Raised	Responses
<ul style="list-style-type: none"> Concern was raised about adverse amenity impacts during construction in terms of noise, dust, traffic and parking. 	<ul style="list-style-type: none"> Our Fairer Future Plan relates to changes to planning controls. Future development applications must still be lodged to seek consent for approval of construction of new developments. Construction impacts will be managed through conditions of consent at the Development Application stage.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.11 Economy and business

5.11.1 Impacts on Local Businesses

Matters Raised	Responses
<ul style="list-style-type: none"> Increased population density will help revitalise shopping precincts by attracting more businesses and customers. Marrickville Town Square will be great for small businesses and creative uses. The Plan will negatively impact the amenity, vibrancy and character of existing commercial areas, discouraging economic development and investment. The Plan should provide more amenities and public domain improvements that support local businesses. Council should encourage high-quality architectural buildings as this will support commercial activity and local businesses. The Plan will reduce variety in shops, attract more chain stores, and force out long-standing local businesses 	<ul style="list-style-type: none"> Our Fairer Future Plan aims to revitalise shopping precincts by: <ul style="list-style-type: none"> - Increasing commercial floor space in the Inner West, providing additional opportunities for emerging businesses. - Facilitating higher housing density near commercial centres, which will increase foot traffic and potential customers. - Public domain improvements in commercial areas including footpath widenings, new plazas, and active transport infrastructure that will support the desirability of the commercial centres. - The requirement for active frontages to reinforce to the vitality and liveliness of the street. - Improved accessibility for customers as new commercial developments will need to provide level entries. The market and consumer demand ultimately determine the types of businesses and services that establish in an area. Nonetheless, the Design Guides require new developments to include high ceilings to support functionality and provide flexibility for a wide range of potential uses. Council's Employment and Retail Lands Strategy (ERLS) forecasts that by 2036, the Inner West LGA will require an additional 60,000 sqm of retail and 176,000 sqm of office floor space. Shop-top and mixed-use developments will be

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<p>and creative industries that rely on lower rents.</p> <ul style="list-style-type: none"> The increased density will not help revitalise town centres. The Plan does not provide enough businesses that provide essential services (e.g. doctors, pharmacy). Shops in mixed-use and shop-top housing developments are often empty, and the businesses that do open struggle to remain viable. The removal of public carparks will negatively impact the viability of local businesses. Council should be increasing the amount of parking servicing local businesses. Construction will negatively impact the viability of local businesses. 	<p>essential for accommodating this shortfall, while also playing a key role in creating vibrant, walkable neighbourhoods. Through the Design Guide, Council is ensuring these developments are well-designed to support the success and long-term viability of their commercial components.</p> <ul style="list-style-type: none"> Matters relating to public car parks and loss of parking are addressed separately in Section 5.5 of this report. All developments under construction will be subject to conditions and legislative requirements that regulate construction hours, waste management, dust control, and other environmental impacts, which will help minimise the impacts of construction on the nearby locality. Construction matters are addressed in detail at the DA stage.
<p>Actions:</p> <ul style="list-style-type: none"> No change recommended 	

5.11.2 Industrial / Employment land

5.11.2.1 Industrial Lands

Matters Raised	Responses
<ul style="list-style-type: none"> Mixed views regarding Industrial Land. Some advocate to continue protecting industrial land and consider increasing its provision, particularly where it accommodates creative industries. Others request to rezone underused and vacant industrial land for housing before considering changes to other areas. Several site-specific submissions were received which requested for rezoning industrial land to residential uses on several sites. (Refer to Attachment 2 Section 1.13 Requests to uplift employment zoned land) 	<ul style="list-style-type: none"> The Eastern City District Plan and Council's Employment and Retail Lands Strategy (ERLS) recognise the need to retain, manage and where possible increase the industrial land and floorspace supply in the Inner West. The ERLS identifies a shortfall in employment land needed to meet future demand. Council will prepare a separate study to explore opportunities to increase the supply of industrial floor space by identifying locations for increased building heights and floor space ratios. DPHI released the Industrial Lands Action Plan in January 2025 which recognises the economic importance of industrial-related activities to the NSW economy. DPHI is currently categorising all industrial land in NSW and once that has been completed, industrial land will be managed in accordance with its classification. It would be pre-emptive to rezone industrial land prior to the completion of this categorisation. Our Fairer Future Plan aligns with the guiding Principles for Planning in the Inner West adopted by Council in May 2024, specifically protecting <i>and expanding existing employment lands to attract increased employment and new industries</i>. Rezoning existing industrial land for housing would be inconsistent with this principle as it would reduce

	<p>opportunities for employment and industry growth in the Inner West.</p> <ul style="list-style-type: none"> It is acknowledged that industrial land provides essential workspaces for creative industries. Therefore, the removal of any industrial land would negatively impact the viability of the creative industry of the Inner West. Given the above reasons, site-specific submissions requesting industrial/ employment land rezonings to residential uses are not supported.
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Actions:

- No change recommended

5.11.2.2 Revitalisation of Parramatta Road

Matters Raised	Responses
<ul style="list-style-type: none"> Achieve a balance between housing and commercial uses on Parramatta Road to support its revitalisation Support for using vacant or underutilised spaces along Parramatta Road for new housing. Parramatta Road should absorb more of the housing uplift instead of quiet residential areas like Leichhardt, Summer Hill and Marrickville Parramatta Road Stage 1 Implementation Plan should be prioritised over Our Fairer Future Plan: <ul style="list-style-type: none"> Lack of follow through despite community support <p>Confusion on the timeline of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Plan</p>	<ul style="list-style-type: none"> The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Stage 1 Planning Proposal was submitted to the State Government for finalisation. The PRCUTS proposal seeks to facilitate the renewal of parts of Parramatta Road in the Leichhardt, Taverners Hill, and Kings Bay/Croydon precincts through changes to planning controls. Complementing this, Our Fairer Future Plan proposes new housing opportunities along the 2km stretch of Parramatta Road in the Parramatta Road West (between Flood Street and Railway Street for 700m) and Parramatta Road East Precinct (between Balmain Road and Nelson Street for 1.16km) as part of the Stage 2 Master Plan Housing Investigation areas (Appendix 2). Further post exhibition investigations have been undertaken to find opportunities for increased densities along certain locations within the Parramatta Road Corridor. This is further discussed in Sections 4.8 and 4.9 of Attachment 2. Together, these plans will help drive the revitalisation of Parramatta Road. Further sites on Parramatta Road will be considered as part of Phase 2 of Our Fairer Future Plan. Parramatta Road Industrial and Employment Lands were excluded from investigation for new housing for Our Fairer Future Plan Phase 1 as per the Council's Planning Principle to support employment land. Further opportunities for increasing densities along Parramatta Road will be explored as per the May 2025 Council Resolution as part of Phase 2 of Our Fairer Future Plan.

Actions:

- Further to the work undertaken as part of Stage 1 Parramatta Road Corridor Planning Proposal and Our Fairer Future Plan Phase 1, it is recommended that Council work with the State Government to investigate increased densities along Parramatta Road Corridor as part of Our Fairer Future Plan Phase 2.

5.11.2.3 Land use conflict

Matters Raised	Responses
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<ul style="list-style-type: none"> The Plan will result in land use conflicts between employment/industrial lands and residential, specifically in St Peters. 	<ul style="list-style-type: none"> Land use conflicts can arise when sensitive uses are in close proximity to intrusive uses, i.e. residential uses near industrial. While the Plan will facilitate additional housing adjacent to E3 Productivity Support zoned land in St Peters, this zone is considered an appropriate buffer between residential and the more intensive E4 General Industrial zone. When a development application is lodged, there are existing legislative requirements that manage potential impacts between different land uses. This includes, but is not limited to, land contamination, noise, and waste. Development Applications lodged for this site will have to demonstrate merit against these requirements before any consent can be granted.
Actions: No change recommended	

5.11.3 Special Entertainment Precincts

5.11.3.1 Special Entertainment Precincts – General Feedback

Matters Raised	Responses
<ul style="list-style-type: none"> SEPs should not be introduced at the expense of peaceful neighbourhoods. They are likely to cause noise pollution and sleep deprivation. Sound proofing measures for new apartments in SEPs need to be specified. SEPs require wider footpaths to make them more walkable with outdoor dining options. SEPs are unnecessary and do not create nightlife. It's disingenuous to claim the Enmore Road SEP created good outcomes. Council should provide more SEPs. This will provide local entertainment options, so residents do not always need to travel to Newtown and Enmore. King Street Newtown is the ideal location for a new SEP. Council should be mandating that new developments provide music and arts spaces. 	<ul style="list-style-type: none"> While SEPs may encourage new venues to open or motivate existing businesses to host live music through incentivised trading hours and a more balanced approach to sound compliance, they are also designed to limit impacts to residential amenity including sleep disturbance. All Inner West SEPs have been devised under the guidance of expert acoustic consultants and in accordance with recently released NSW guidelines to set fixed sound limits to ensure residential amenity can be maintained alongside entertainment activity. This includes measures to reduce sleep disturbance, such as strict criteria for venues located directly below residential apartments. The sound limits and soundproofing requirements for SEPs are outlined in the Precinct Management Plan and relevant Development Control Plans (DCPs). The soundproofing standards required for the Ashfield SEP will align with those set out in the current Marrickville and Leichhardt DCPs. Council will continue to look for opportunities to improve the public domain in SEPs, while balancing the diverse demands for public space – including pedestrian access, transport, tree planting, landscaping, utilities, outdoor dining, and car parking. Council has received overwhelming feedback from both new and established businesses on Enmore Road that the SEP has been a success, giving them confidence to expand their operations or introduce live entertainment. Several new businesses have also told Council or the media that the SEP was a key factor in their decision to open on Enmore Road. King Street, Newtown forms the border between the City of Sydney and Inner West Council. Inner West is working with the City to establish a King Street SEP.

	<ul style="list-style-type: none"> There are no plans for Council to require music and arts spaces within a building. Ground floor commercial premises within SEPs will however be required to be soundproofed to enable arts, music and entertainment activities in these premises. New residential development within a SEP is provided certainty regarding acoustic attenuation, supported with conditions of consent at the DA stage.
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Actions:

- No change recommended

5.11.3.2 Ashfield Special Entertainment Precinct

Matters Raised	Responses
<ul style="list-style-type: none"> The Ashfield SEP is a great idea to provide local entertainment options so residents don't always have to travel elsewhere. Ashfield is an ideal location. The Ashfield SEP has been unnecessarily combined with this proposal. It should undergo separate consultation. The area is too dense with residential development for a SEP. Densities need to be higher to support a SEP. The operation of the SEP must be balanced against protections of residential amenity, public safety and transport access to ensure it benefits businesses and residents. This SEP is unnecessary as we have enough around the Inner West. Housing should instead be the priority. Ashfield already has its own character. It does not need to become a late night trading area against resident wishes. 	<ul style="list-style-type: none"> The NSW Special Entertainment Precinct Guidelines outline a process for TOD precincts to become SEPs. Council is utilising this pathway to create the Ashfield SEP. The timing of this SEP will ensure sensitive land uses, such as apartments, are appropriately soundproofed and designed to withstand entertainment sound, protecting the comfort and amenity of future residents. The SEP framework also requires that new ground floor commercial spaces within mixed use buildings are designed to contain entertainment sound, enabling them to host live entertainment without disturbing residents above. The anticipated population and density levels in Ashfield will be suitable to support a SEP. Venues are expected to establish and host entertainment as demand is generated from an increasing population and changing trends. All Inner West SEPs have been devised under the guidance of expert acoustic consultants and in accordance with recently released NSW guidelines to set fixed sound limits to ensure residential amenity can be maintained alongside entertainment activity. This includes measures to reduce sleep disturbance, such as strict criteria for venues located directly below residential apartments. A 1am closing time for venues in Ashfield was chosen in part to align with the last train services at Ashfield Station (around 12:40am - 1:40am). Additionally, Ashfield is serviced by late-night buses, including three NightRide services. SEPs are not intended to change the character of a locality, but to support its vitality by making it easier for new and existing businesses to open later. Patronage will determine if this aligns with the community's preferences.

Actions:

- No change recommended

5.11.3.3 Dulwich Hill, Enmore Road and Marrickville Special Entertainment Precincts

Matters Raised	Responses
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<ul style="list-style-type: none"> Increased density in the Marrickville SEP will generate new conflicts between long-standing music venues and new residents. There is not enough carparking in Marrickville to support increased visitor numbers due to the SEP. The Enmore Road SEP should not be expanded to include 76 Wilford Street as it's surrounded by laneways and residential development and is not suitable for such activities. 	<ul style="list-style-type: none"> New sensitive receivers, such as residential flat buildings, must be soundproofed during construction to address entertainment sound within a Special Entertainment Precinct. The Dulwich Hill, Enmore Road and Marrickville SEPs are now in operation – including 76 Wilford Street. These SEPs underwent multiple rounds of consultation prior to exhibition of Our Fairer Future Plan.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.12 Broader policy issues – Planning Process and Governance

5.12.1 Planning Framework and Process

Matters Raised	Response
<ul style="list-style-type: none"> Concerns about lack of clarity and transparency in the planning process. Questions around cost and value of preparing the draft plan and studies, given reliance on NSW Government approval. Legal uncertainty raised by the Haberfield Association regarding the status of TOD and LMRH controls if not adopted by the Planning Minister. Property Council requested savings provisions for existing State Significant Development applications to protect investment confidence. Some submissions supported Council's approach, including the Committee for Sydney, which endorsed the plan as a strong example of local leadership on housing reform. 	<ul style="list-style-type: none"> Our Fairer Future Plan was developed through a bespoke process responding to the housing crisis and NSW Government's TOD and LMRH reforms. A strategic planning framework similar to a Planning Proposal, informed by the Principles for Planning in the Inner West and key Council resolutions (Oct 2024, Dec 2024, May 2025) was applied for the development of the draft Plan. The draft plan aims to deliver housing in a place-based, character-sensitive way. Technical consultants supported the plan's preparation, with partial funding from the Federal Housing Support Program. Should the final plan be supported by Council, Council will submit the plan to NSW government for making the LEP via self-repealing SEPP pathway. Council will continue to work with DPHI on final drafting, including savings provisions for existing State Significant Development (SSD) applications. Currently as of September 2025, there are no SSDs using State government's TOD and LMRH provisions in the Inner West.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.12.2 Housing Targets and Capacity

Matters Raised	Responses
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<p>Concerns:</p> <ul style="list-style-type: none"> The proposed capacity for 31,000 new homes far exceeds the Inner West 5-year target of 7,800 dwellings. Questions about why Inner West is exceeding NSW Government housing reform targets. Inner West is already meeting dwelling approval requirements. The draft plan offers significantly more capacity than the 2022 exhibited proposals. Non-traditional housing types (e.g. secondary dwellings, co-living, seniors housing) should be counted towards targets. Concerns that the Economic Feasibility Report shows low annual take-up (approx. 400 dwellings), which may not meet targets. Some submissions supported Council's ambition to exceed State targets. Suggestions to increase densities to 20–30 storeys on specific sites to meet targets. Suggestion to set housing targets per suburb for more balanced distribution. Comparison to Ku-ring-gai LGA, where 6-storey TOD controls were sufficient; Inner West may require higher upzonings due to cost barriers. 	<ul style="list-style-type: none"> Our Fairer Future Plan aims to provide a steady supply of housing for the Inner West until 2039 and is in line with the following State Government's short term and long-term goals. A pipeline of housing supply requires the planning controls to be in place and the delivery of necessary infrastructure over the planning period to support population growth – this is the key driver of the proposed planning control changes as part of Our Fairer Future Plan. The 31,000 dwelling figure referred to in the Plan reflects long-term capacity over 15 years or more, not immediate delivery. The 7,800 dwelling target provided by NSW Government refers to completed dwellings by 2029. The Plan aims to deliver capacity over time, informed by economic feasibility advice. It is acknowledged that feasibility is a challenge in the Inner West context given high land values, fragmented lot ownership, small lot sizes and high premiums to amalgamate. Council has an existing advocacy position that non-conventional housing stock such as secondary dwellings and boarding houses, which the Inner West has historically overdelivered, should count towards the meeting of Council's target. Council's proposed approach alternate approach strives to strike the right balance between growth and liveability, balancing considerations such as character, feasibility and environment.
<p>Actions:</p> <ul style="list-style-type: none"> Council continues to advocate to NSW Government that diverse housing types including secondary dwellings boarding houses, built to rent, co-living housing etc. should be counted towards Inner West's housing targets. 	

5.12.3 Housing Supply and Macroeconomic Trends

Matters Raised	Responses
<ul style="list-style-type: none"> Housing crisis cannot be solved by increasing supply. Other levers need to be addressed such as: <ul style="list-style-type: none"> tax/negative gearing reform, reducing immigration, increasing affordable/social housing, reducing vacancy rates, and 	<ul style="list-style-type: none"> Enabling capacity through changes to planning controls is in Council's remit to address the housing crisis. Housing supply is a critical part, but not the whole solution. There are other levers to address housing supply which are beyond Council's control and should be addressed at State and National level to address the issue of housing supply and improve housing affordability over time.

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<ul style="list-style-type: none"> - encouraging downsizing in underoccupied larger homes. 	
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Actions:

- No change recommended

5.12.4 Impact on existing homeowners

Matters Raised	Responses
<ul style="list-style-type: none"> • Concerns about pressure to sell and potential displacement, especially under the 75% strata termination rule. • Requests for compensation or protections for recent homebuyers and vulnerable homeowners. • Suggestions to stagger rezonings over time 	<ul style="list-style-type: none"> • The plan proposes changes to allowable built form through planning control changes only; landowners are not required to sell or redevelop. • Concerns about strata renewal and displacement are noted. Strata legislation is governed by the State Government and Council will continue to advocate for fair and transparent processes that protect residents. • This Plan intends to provide housing diversity choice for existing and future residents who wish to live in the Inner West. • Market-led development will naturally stagger implementation, avoiding sudden displacement. • Council will continue to engage with the community and monitor the impacts of rezoning to ensure planning outcomes remain equitable and inclusive.
<p>Actions:</p> <ul style="list-style-type: none"> • No change recommended 	

5.13 Impacts on existing community

5.13.1 Impacts on well-being

Matters Raised	Responses
<ul style="list-style-type: none"> • The Plan is causing significant stress and uncertainty for residents. The scale of rezoning and land acquisition is deeply distressing and disruptive to community wellbeing. • Health and wellbeing will be negatively impacted because of this Plan as there is inadequate green space and a reduction of overall tree canopy. • There is not enough social and community infrastructure supporting this Plan (e.g. schools, hospitals etc.) which will result in poorer health outcomes for the community and will impact the development of younger people. 	<ul style="list-style-type: none"> • Our Fairer Future Plan will result in significant changes to the Inner West built environment. However, it is important to note that no landowner will be forced to sell, and no land reserved for acquisition will be forced (all proposed land acquisition will only be negotiated at the point of redevelopment or sale). • The provision of open space, particularly large parks, is significantly constrained due to high land costs and the lack of vacant land. Our Fairer Future Plan seeks to increase open space through leveraging public-private partnerships within the certain key sites, reserving land for future acquisition and the continuation of Council's Greenway masterplan. • It is noted that increased development without proper planning can result in negative impacts to tree canopy. Council currently has a goal of 23% canopy cover across the Inner West, outlined in Council's Urban Forest Policy. The draft Design Guide therefore sets out tree canopy targets and tree planting requirements for new development ranging from 15% to 35% depending on lot size.

<ul style="list-style-type: none"> Community hubs and youth spaces are essential but underdeveloped in the plan. The proposed high-rise developments will result in overshadowing, wind tunnelling and prolonged construction noise, which will impact the health of the community by reducing solar access, increasing stress, and contribute to environmental degradation. The Plan will help reduce housing stress. The Plan will have negligible impact on addressing housing stress. There is not enough housing for healthcare workers which will be detrimental to the functionality of our healthcare services. There will be too many low-quality buildings that will result in health impacts. New apartments should incorporate the healthy higher density living for families with Children guideline. Concerns that current plans do not provide housing that addresses the needs of people with disabilities, carers, or older residents. Concerns about pressure to sell and potential displacement, especially under the 75% strata termination rule. Requests for compensation or protections for recent homebuyers and vulnerable homeowners. Suggestions to stagger rezonings over time Proposal to offer lease-back options to private homeowners, similar to arrangements for faith-based landowners. 	<ul style="list-style-type: none"> Our Fairer Future Plan identified a need for new community and social infrastructure that respond to a diversity of ages. Some key infrastructure proposed within the Plan include new improvements and additional floor space to the Ashfield Service Centre, a new community hub and civic space in the Dulwich Hill Town Centre, and a new civic space in the Marrickville Town Centre. It is also recognised that with increased population the provision of childcare centres and aged care is required. Council has ensured that these development types are allowed in the appropriate areas, enabling the private sector to cater to this future demand. Concerns have been raised regarding the potential health impacts of high-rise developments, particularly in relation to solar access, wind tunnelling, and construction noise. Under the ADG and Council's Development Control Plan (DCP), developments must ensure a minimum of two hours of solar access during the shortest day of the year to all dwellings, including those within the proposed development. These guidelines also provide design guidance for setbacks and street wall interfaces to help mitigate wind tunnelling effects. Regarding construction impacts, while noise and disruption cannot be entirely eliminated, all development must comply with construction legislation and the relevant conditions of consent. These include measures to manage work hours, control dust and waste, and minimise disturbance to the surrounding community. Many residents across the Inner West are experiencing housing stress, and the negative health impacts that are associated with it. Our Fairer Future Plan seeks to address housing stress through increasing housing supply in both private and non-private housing markets. Council has noted community concern regarding the proposed affordable housing provisions of the Plan and resolved to further investigate the affordable housing provisions of the Plan at the August Council meeting. All residential flat buildings will be subject to the National Construction Code, ADG, and DCP will provide minimum requirements as well as design guidance to ensure all new buildings are built to an acceptable standard. While, the <i>Healthy Higher Density Living for Families with Children Guideline</i> was not explicitly considered, the Plan does have a stronger focus on high density family living through requiring a minimum of 45% of apartments in a new development to consist of 2 or more bedrooms. Providing housing types that support ageing in place and ensure accessibility for all residents is essential to fostering inclusive, well-functioning communities. Council is currently exploring the inclusion of universal housing targets within the Draft Development Control Plan (DCP).
Actions: <ul style="list-style-type: none"> No change recommended 	

5.13.2 Gentrification, Displacement and Social cohesion

Matters Raised	Responses
<ul style="list-style-type: none"> The Plan will rapidly change the character of the Inner West resulting in a loss of community identity and social cohesion. The Plan will accelerate gentrification, driving up property values and rents while offering inadequate affordable housing. This will push out long-term residents, renters, and vulnerable groups, undermining social cohesion 	<ul style="list-style-type: none"> Over the past two Census periods, the Inner West has experienced a notable demographic shift. The number of residents aged 24 and under has declined by 2,022, while those aged 50 and over have increased by 5,411. This trend is largely driven by rising housing costs, which are making it increasingly difficult for younger people and young families to remain in the area. A well-functioning community relies on age diversity, and continued constraints on housing supply risk further pricing out younger generations, as such Our Fairer Future Plan seeks to increase housing supply and minimise the displacement of younger Inner West residents. While new development can sometimes lead to displacement of those in lower cost private market development steps are being taken to mitigate this. As part of Our Fairer Future Plan, Council is requiring affordable housing contributions from new developments. These contributions were initially proposed at 2%, increasing to 5% after five years. Further discussion on affordable housing is contained in Section 5.2. It is recognised that some neighbourhoods will likely change over time. However, the place-based approach of the plan seeks to do this positively by minimising impacts on amenity, heritage items and HCAs, while also guiding new development to high-quality outcomes through thought-out development standards based off the exhibited masterplan, and detailed planning guidance provided through the exhibited Design Guide. Moreover, this change will not be immediate, but rather take years to come to fruition, allowing for a gradual change to neighbourhoods. Feasibility testing indicates that development activity of the plan will not be rapid but orderly and allow sufficient time for communities to adapt to change.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.13.3 Uneven distribution of density

Matters Raised	Responses
<ul style="list-style-type: none"> Ashfield, Croydon, Marrickville and Dulwich Hill are burdened with too much development. Council should revisit the Housing Investigation Area 2 and further investigate flood and constrained areas to better share the load. The Plan is not consistent with Transport Oriented Development (TOD) principles as it downzones areas near Metro stations such 	<ul style="list-style-type: none"> Our Fairer Future Plan was developed within the parameters of the previously exhibited Planning Principles for the Inner West, which were largely supported by the community. Planning Principle 2 requested the upzoning of precincts around Ashfield, Croydon (deferred), Dulwich Hill, and Marrickville train stations. These precincts were selected as they are well-connected and well-served by existing amenities and were further amended to be responsive to natural and built environment constraints. In the May Council meeting, Council resolved to investigate areas not yet examined in Our Fairer Future Plan, including

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<p>Dulwich Hill Metro but is upzoned further away from the station.</p> <ul style="list-style-type: none"> It is unfair that areas such as the Balmain peninsula, Haberfield and Newtown do not have to take on any development. The Plan creates “winners and losers”, by concentrating growth in already dense, lower-income suburbs while protecting affluent, heritage areas. 	<p>increasing density along Parramatta Road, other main streets, and heavy and light rail stations.</p> <ul style="list-style-type: none"> Our Fairer Future Plan aims to increase housing density in well-located areas while remaining responsive to environmental constraints. As a result, some land near train stations has not been rezoned due to issues such as flooding, aircraft noise, heritage etc. This will be considered as part of Phase 2 Our Fairer Future Plan. The Balmain peninsula was not included in Our Fairer Future Plan as the State Government is currently undertaking master planning for the urban renewal of the Bays West Precinct. Any planning for the surrounding suburbs must respond to the future master plan, being prepared for the Bays West Precinct which is anticipated to have 3,000-5,000 new homes when the Bays West Accelerated TOD Precinct is released in late 2025. The exclusion of Haberfield from upzoning is in line with Planning Principle 10 that guided the development of the Plan. Council has nominated Haberfield to the State Government to be State Heritage Listed, and any upzoning would be detrimental to this effort and be contradictory to Planning Principle 10. Newtown was not considered for uplift due to heritage constraints, small lot sizes and narrow streets. There may be opportunities for uplift as part of Phase 2 Our Fairer Future Plan.
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Actions:

- No change recommended

5.14 Public Engagement and Community consultation process

5.14.1 Consultation and Engagement methods

Matters Raised	Responses
<ul style="list-style-type: none"> Notification letter lacked clarity, came across as promotional in tone, and did not clearly explain the proposed changes. The exhibition period was too short and should be extended. Many people were unaware that the public exhibition was taking place. Drop-in session times were difficult to attend. Insufficient consultation with local businesses. Council staff were approachable and helpful during the drop-in sessions. The speak with a planner sessions were not appropriate and rushed. A large town-hall meeting would have been better. 	<ul style="list-style-type: none"> Addressed letters marked ‘Important Consultation Information’ were sent to all property owners and occupants across the Inner West via Australia Post, informing them of the exhibition of Our Fairer Future Plan. Feedback regarding the clarity of the information provided in these letters is noted and will inform any future mail notifications. However, due to the extent of changes proposed, it was not possible to tailor letters for each property. Our Fairer Future Plan was exhibited for 6 weeks in accordance with Council’s resolution on 20 May 2025. During the exhibition period, Council saw extensive activity and engagement with the community as outlined in Section 3. A key feature of Our Fairer Future Plan engagement strategy was the delivery of face-to-face, personalised information sessions. This was largely offered through 11 community drop-in sessions hosted across the Inner West, and a staffed information desk throughout the exhibition period at the

Attachment 1

<ul style="list-style-type: none"> Concern that community feedback will not be incorporated into the final plans. 	<p>Ashfield Service Centre. This consultation format enabled individuals to ask questions directly relevant to them, unlike traditional town hall-style meetings where typically only a small proportion of attendees have the opportunity to speak. Sessions were scheduled on weeknights and weekends to maximise accessibility for residents.</p> <ul style="list-style-type: none"> A broad ranging multi-media strategy to engage the community was also deployed including: <ul style="list-style-type: none"> Digital screens and posters that promoted the draft plan across all council facilities Video campaign in targeted social media and YouTube advertising. Council received 3,146 submissions in response to the exhibited draft plan. Matters raised in these submissions have been reviewed to inform the Council report and amend the Plan accordingly. The reasons for incorporating or not incorporating proposed changes are outlined in this report.
<p>Actions:</p> <ul style="list-style-type: none"> No change recommended 	

5.14.2 Exhibition material

Matters Raised	Responses
<ul style="list-style-type: none"> Technical planning terms were used without explanation, making it hard for community members to participate meaningfully. The volume of material was too dense and confusing. Some found the interactive map helpful, while others found it difficult to use, buggy and missing street names. The Plan was exhibited online, which excluded residents without internet access or digital literacy. All documentation should be released, including feasibility studies, traffic and parking modelling, and the criteria for how Housing Investigation Areas were selected. There is a lack of transparent decision-making and rationale in the Plan. 	<ul style="list-style-type: none"> Although the exhibited documents were intended for the public, the complexity and scale of the Plan required a large amount of material and some use of technical language. To help make the information clearer and more accessible, Council took several steps: <ul style="list-style-type: none"> An overview of the project was provided in plain English in Attachment 1 of the exhibited material. Council provided multiple channels for the community to seek personalised information, including face-to-face drop-in sessions with Council planners, as well as a dedicated email address and phone line for questions about Our Fairer Future Plan, both of which were monitored throughout the exhibition period. An interactive map enabled users to easily view proposed changes for individual sites across the Inner West. This was the first project to use this tool, and feedback on its usability will be considered for future improvements. By diversifying engagement methods, Council ensured that people without internet or digital access could still obtain information through in-person sessions, phone calls, or email. Hard copies of all exhibited documents were available throughout the exhibition period in all of Council's libraries and service centres. Notwithstanding, feedback regarding the complexity of the documentation and language is acknowledged and will be taken into account for future exhibitions. All documents necessary for the community to fully understand the proposed Plan were exhibited. A number of

	<p>these studies were highly technical and were therefore summarised to provide accessible/ plain English information for the community to understand.</p> <ul style="list-style-type: none"> The development of the Plan was guided by the Planning Principles for the Inner West, adopted by Council in May 2024 and broadly supported by the community. Generally, the Housing Investigation Areas (HIAs) align with the areas targeted by the State housing reforms. The exhibited documentation provides more detailed justification as to why certain areas were included in or excluded from the proposed changes.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.14.3 Culturally and Linguistically Diverse (CALD) consultation

Matters Raised	Responses
<ul style="list-style-type: none"> The survey and planning documents were too difficult to understand for people of non-English speaking backgrounds. There was lack of translated material and easy-read versions for the CALD community. 	<ul style="list-style-type: none"> It is noted that the Inner West has a rich multicultural history resulting in an area that is culturally and linguistically diverse. While Council's website can be translated into multiple languages, the exhibited PDF documentation and interactive map were only available in English. For these materials, Council encouraged the use of the free National Translating and Interpreting Service. Instructions on how to access this service for Council-related matters are available on Council's website. In addition, Council has several multilingual staff members who were able to assist residents with limited English proficiency. Nonetheless, Council is committed to improving how it communicates with all residents and will review ways to better provide information to non-English speaking communities in the future.
Actions: <ul style="list-style-type: none"> No change recommended 	

5.15 Other matters

5.15.1 Impact on existing property values

Matters Raised	Responses
<ul style="list-style-type: none"> Loss of property value due to: <ul style="list-style-type: none"> Reduced amenity resulting from loss of solar access, privacy Disruption of streetscape cohesion Loss of character Abrupt transitions in density and scale of development Construction nuisance Traffic congestion and parking scarcity 	<ul style="list-style-type: none"> Concerns raised in submissions relating to potential loss of value – such as impacts on amenity, neighbourhood character, transitions in scale, traffic, and parking – are relevant planning matters and have been addressed separately in this document. Potential implications for property rates arising from changes in value are also discussed separately. The statement in the letter was intended to reassure residents that no compulsory property acquisitions will occur, while also highlighting the anticipated positive impact of the proposed changes on existing property values.

<ul style="list-style-type: none"> - Loss of land area and compromised vehicle access resulting from partial acquisition • Property values will rise, leading to higher rates and decreased housing affordability. • Character and liveability are more important than increased property values. <p>The notification letter states that no one will be forced to sell, but asserts that property values will inevitably increase, which may not reflect actual outcomes.</p>	
Actions: <ul style="list-style-type: none"> • No change recommended. 	

5.15.2 Economic Feasibility

Matters Raised	Responses
<ul style="list-style-type: none"> • The feasibility study acknowledges that large portions of the study area are not economically viable for redevelopment, meaning much of the planned housing uplift is unlikely to be realised. • Heights and densities should be increased to improve economic feasibility and bring more immediate relief to housing pressures. • The proposed FSRs and heights are not financially viable for developers, given high land costs, fragmented ownership and need for complex amalgamations, minimal value uplift, and planning risks. • Proposed FSR and height incentives will be critical to ensure the delivery of feasible, high-quality development in fragmented areas. • Rezoning and density decisions appear to be driven more by feasibility than community amenity, urban context, or strategic suitability. • The Plan critiques the feasibility of the State's TOD controls but does not convincingly demonstrate that its own controls are more viable. • The feasibility study makes a blanket conclusion that densities above FSR 2.5:1 are necessary for viable development, resulting in uniform 6-storey height limits across the Stage 1 Area. 	<ul style="list-style-type: none"> • The feasibility study identifies that while theoretical capacity exists, market feasibility is constrained by high existing use values, fragmented lot patterns, and the cost of site consolidation. While not all proposed uplift is economically viable at present, modelling demonstrates that evolving conditions over time will improve the feasibility of additional sites. • The Plan takes a place-based approach, ensuring uplift is context-sensitive and strategically located. The controls are informed by feasibility testing and aim to balance development viability with urban design, infrastructure capacity, and community character. Further increases to density and height would be inappropriate in many parts of the Study Area due to: <ul style="list-style-type: none"> - environmental constraints (e.g. flooding, airport noise, flight path restrictions) - infrastructure limitations, including transport and open space capacity - urban design considerations, such as overshadowing and transitions to low-scale neighbourhoods and Heritage Conservation Areas. • The Plan is balanced as it contends with competing community interests for reduced bulk, scale and densities while also trying to ensure that feasible outcomes are planned for and delivered. • The reference to FSRs greater than 2.5:1 being required for feasibility is both a finding of the Feasibility Study and an observation in relation to the 2.5:1 limit set by the State Government's Transport Oriented Development (TOD) program. While the feasibility work informed the development of Stage 1, it has not driven the proposed outcomes. The Plan has been shaped primarily by place-based urban design objectives, with many sites proposed below 2.5:1 FSR. With the exception of Key Sites, base

<ul style="list-style-type: none"> Claims that six-storey buildings are unviable lack transparency, as they do not disclose the assumed profit margins. Feasibility analysis should be released. 	<p>building heights in the Stage 1 area range from 4 to 13 storeys.</p> <ul style="list-style-type: none"> Standard market assumptions were factored in including developer margins, amalgamation premiums, existing use values etc. as part of the economic feasibility testing undertaken by technical experts. Further to the Council resolution from 19 August 2025, additional feasibility testing (refer to Attachment 4) of higher affordable housing rates was undertaken for 0%, 5%, 10%, 15%, 20% and 30%. This found that if a 5% affordable housing contribution is applied, most development would no longer be feasible. There would be exceptions where a site could be secured at a lower cost due to it being vacant/unimproved or where buildings are at the end of their economic useful life. Large landholdings already in consolidated ownership would also be exceptions. The Council resolution also requested testing to determine what height/FSR would be required for feasible development at various contribution rates. This showed that for 10% affordable housing contribution much higher densities would be needed ranging from FSR 5.0:1 (18 storeys) to FSR 9.6:1 (40 storeys) depending on the cost of the land. The additional feasibility testing recommends commencing at 2% and the rates be increased by 0.25% annually to be fully implemented in four years. A more gradual phased in approach to the affordable housing contribution rate avoids 'shocking' the market and provides certainty to the development industry. If the contribution is too high, then development does not occur, and no affordable housing contribution is provided. All documents necessary for the community to fully understand the proposed Plan were exhibited, including Appendix 12 – Feasibility Report. Some detailed feasibility-related documents were withheld due to their confidential nature. Additional feasibility testing is included in Attachment 4.
<p>Actions:</p> <ul style="list-style-type: none"> Amend the Affordable Housing Contributions Map to require 5% contribution for the site at 138-158 Liverpool Road, 25-29 and 41-43 Norton Street, Ashfield. 	

5.15.3 Profit motive

Matters Raised	Responses
<ul style="list-style-type: none"> The Plan prioritises developer profits over community interests, sustainability, local character, and the delivery of well-designed, affordable homes that meet real community needs. The Plan benefits developers, investors, and government, (through developer contributions, agreements 	<ul style="list-style-type: none"> While feasibility has been a consideration to ensure planning controls result in housing delivery, the primary objectives have been to create opportunities for additional housing while respecting local characteristics. The challenge around the cost of housing versus what the community can afford to pay in market value is recognised. Council is constrained under the <i>Environmental Planning and Assessment Act 1979</i> as to the levies that can be imposed on new developments. This means the cost of providing local

<p>and ongoing rates), while offering no real affordability for struggling home buyers or renters.</p> <ul style="list-style-type: none"> • Developers stand to gain massive profits, but the Plan only requires them to contribute between 2-5% towards affordable housing. • The Plan offers excessive incentives (height and FSR bonuses) without sufficient community return. • Developers will land bank or build high-end units, not affordable housing. • Planning approvals already far exceed actual dwelling construction, as developers build and release properties at a pace that maximises their profits rather than community need. 	<p>infrastructure is greater than the developer infrastructure contributions received. Refer to section 5.6 for more detail.</p> <ul style="list-style-type: none"> • The Plan requires all development to contribute to affordable housing contribution and the amount required has been informed by feasibility analysis. Refer to Section 5.2 for more detail. • Many existing development approvals that have not commenced were lodged/assessed prior to 2022. The cost of production for apartments increased significantly from 2021, with increased construction costs and the higher cost of capital (driven by interest rate rises). The end sale values of apartments however are relatively flat and means some construction is delayed in the short term.
<p>Actions:</p> <ul style="list-style-type: none"> • No change recommended 	

5.15.4 Safety and social impacts

Matters Raised	Responses
<ul style="list-style-type: none"> • Concerns that higher residential density may lead to increased crime (e.g. theft, vandalism, drug activity). • Fears of social isolation and mental health issues due to reduced community cohesion. • Perceived decline in quality of life without adequate infrastructure and services. • Need for safe, well-lit, and pleasant active transport links to support community safety. <p>Community suggests:</p> <ul style="list-style-type: none"> • Prioritise medium-density housing to preserve community character • Integrate more social infrastructure, such as youth services and mental health support 	<ul style="list-style-type: none"> • The draft Design Guide focuses its design principles around improving amenity and the safety of streetscapes. Crime Prevention Through Environmental Design (CPTED) principles are considered. <ul style="list-style-type: none"> - Pedestrian safety and experience are prioritised in public domains, including streets and driveways (Section 2.2 and 2.9) - Provisions are in place to provide active street frontages that provide passive surveillance to enhance safety and security (Section 2.11) - New developments need to satisfy design provisions including streetlights (Section 2.12) • Future developments will be required to demonstrate consistency with the above principles. • Our Fairer Future Plan's goal is to ensure growth is aligned with infrastructure delivery. • The Plan is underpinned by Social Infrastructure Needs Study which identifies the need for additional social infrastructure, such as libraries, community and cultural facilities. • Further, the plan includes provision of new open spaces, recreational infrastructure etc. in Marrickville, Dulwich Hill Ashfield as well as new through site links to increase accessibility and permeability. • These infrastructure priorities will be delivered by Council using Development Contributions or via Key Sites mechanism.

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Actions:

- No change recommended

5.15.5 Future Impacts of Phase 2 Our Fairer Future Plan

Matters Raised	Responses
<ul style="list-style-type: none"> • Community uncertainty about next steps, including timeline, scope, and objectives of Phase 2. • Desire for future stages to prioritise community wellbeing, not just build new homes. • Calls to expand access to essential services like healthcare, education, and childcare. • Requests for greater investment in public infrastructure (e.g. parks, libraries, community centres) to support future growth phases. 	<ul style="list-style-type: none"> • Council resolved in May 2024 to commence the preparation of Phase 2 Our Fairer Future Plan following the completion of Phase 1. • Phase 2 will investigate the following areas for housing opportunities as per the Council resolution: <ul style="list-style-type: none"> - Accessible areas close to public transport (not investigated as part of Phase 1) - Flood affected areas not investigated as part of Phase 1) - Increased density along Parramatta Road Corridor - Areas close to Bays Precinct • Future work will be supported with technical inputs including social and recreational needs study to ensure growth in the Inner West is aligned with infrastructure provision.

Actions:

- No change recommended

5.15.6 Impact on property rates

Matters Raised	Responses
<ul style="list-style-type: none"> • Proposed rezonings will result in increased land values and higher council rates. • Higher rates could lead to financial hardship, particularly for pensioners, low-income households, and residents who may not benefit from redevelopment. • Rates should only increase when apartments are built or land changes hands so that existing residents are not impacted. • Vulnerable residents should be protected or exempt from rate increases. • Increased rates may force people to sell or move out of the area. • Increases in rates will make housing even more unaffordable. • Rezonings and increased density are a strategic ploy to generate increased rate revenue for Council • Rate implications of rezoning were not clearly explained in the Plan. 	<ul style="list-style-type: none"> • When land is rezoned or planning controls change, its value may change, as determined by the NSW Valuer General. To assist ratepayers in managing the impact of increased rates resulting from rezoning, there are provisions under Section 585 of the <i>Local Government Act 1993</i> (the Act) protect residents from the rates increases when the new zone has not been realised by a corresponding change in the built form. • To be eligible for postponed rates under Section 585 of the Act, the property must: <ul style="list-style-type: none"> - contain a single dwelling house, and - be rezoned to permit industrial, commercial, residential flat buildings, or further subdivision. • Council does not earn additional revenue when land values change. Instead, changes in land value only affect how the total rates are divided across all properties, which can impact the rates paid by individual property owners. • Our Fairer Future Plan is not a strategic ploy to increase Council's rate revenue. It is a place-based alternative to the State Government's Housing Reforms. The plan responds to the housing crisis by enabling more homes in the right places, while protecting local character, enhancing public spaces, and planning for the social infrastructure our growing community needs.

Actions:

- No actions recommended

5.16 Organisation Submissions

Organisation	Submission summary	Council officer's response to the matters raised
Ashfield and District Historical Society	Raises concerns about errors and omissions in the proposed heritage maps for Ashfield and Croydon, as part of Inner West Council's Our Fairer Future plan. It also critiques certain recommendations from the GML Heritage Health Check report and calls for corrections and reversals to protect the integrity of heritage listings.	Refer to responses under Section 5.7 Heritage of this Report.
Bridge Housing	Expresses strong support for the Inner West Council's plan to increase social and affordable housing. The submission outlines the current housing challenges in the Inner West and proposes strategic recommendations to enhance housing supply through Community Housing Providers (CHPs), partnerships, contributions, and planning reforms.	Refer to responses under Section 5.2 Affordable Housing of this Report.
Committee for Sydney (CfS)	Strongly supports the Inner West Council's "Our Fairer Future Plan," praising it as a model for local government leadership in tackling Sydney's housing crisis. The plan is seen as a comprehensive, place-based strategy that balances housing growth, community character, and liveability. CfS suggests strengthening affordable housing provisions by requiring mandatory, uniform and higher contribution rates, perpetuity and Voluntary Planning Agreements (VPAs).	Refer to responses under Section 5.2 Affordable Housing of this Report.
Community Housing Industry Association NSW (CHIA NSW)	Strongly supports the inclusion of affordable housing in the Plan but recommends several enhancements to ensure the Plan delivers meaningful and feasible outcomes for lower-income households, including reform of contribution rates, GFA threshold, relevant LEP clause 4.3A, diverse contribution mechanisms, and CHP capabilities.	Refer to responses under Section 5.2 Affordable Housing of this Report.
Cooks River Alliance	Emphasises the need for more detailed flood risk modelling (including sea level rise and compound flooding), closer collaboration with Sydney Water, and greater use of Water Sensitive Urban Design. The Alliance also recommends incorporating findings from the Cooks River Catchment Coastal Management Plan (CMP) and aligning biodiversity studies with legislation, while stressing the importance of the Cooks River Corridor as vital open space and urging more detailed planning to meet rising community demand for access and facilities.	Refer to responses under Section 5.9 Flooding, Section 5.6 Infrastructure Local and State, and Section 5.8 Sustainability and Environment of this Report.
Faith Housing Australia (FHA)	Supports the Plan's target of 1,000 new social and affordable dwellings and particularly welcomes Draft LEP Amendment 4.3.1, which enables faith-based organisations to deliver affordable housing on their land, and provided recommendations to strengthen the amendment.	Refer to responses under Section 5.2 Affordable Housing of this Report.
Haberfield Association	Expresses general support for the Plan, particularly its place-based and heritage-sensitive approach. The Association appreciates the research and consultation undertaken by Council and looks forward to continued collaboration on areas for improvement.	Refer to responses under Section 5.2 Affordable Housing and Section 5.7 Heritage of this Report.

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Labor for Ending Homelessness	Critiques the Plan, citing affordable housing contribution too low, no strategy for public housing delivery, no provisions for homelessness, and overreliance on private market supply. Recommends attaching a 15% affordable housing quota to all development incentives, delivering at least 1,000 units of public housing by 2029, delivering transitional housing, and implementing a council-wide affordable housing target.	Refer to responses under Section 5.2. Affordable Housing.
Marrickville Chamber of Commerce	Recommends increasing FSR and HOB and preservation of car parking in the Marrickville Town Centre, alternative development strategies for Marrickville Town Centre, a new incentive area for sites over 1,000 sqm, and applying bonus incentives for design excellence.	Refer to responses in Attachment 2 Masterplan
Marrickville Town Square Community Group	Strongly supports conversion of Calvert Street carpark into a public plaza, but requests the plaza's development not be contingent on replacement car parking elsewhere.	Refer to responses under Section 5.5 Traffic, Transport and Parking.
North Ashfield Town Centre Revitalisation Committee	Support for Our Fairer Future Plan but requests reconsideration of FSR (from 3.5:1 to 4:1) and height (from 30m to 43-46m) for Club Ashfield at 1-11 and 13-15 Charlotte Street.	Refer to responses in Attachment 2 Masterplan
NSW Council of Social Service	Recommends ensuring that rental rates are set no higher than 30% of household income, publicly reporting on the progress of affordable housing to ensure it meets its target, including a clear eligibility criteria for affordable housing and widening the definition of essential workers to include community sector workers, maintaining the commitment to incorporate the NSW Government Patter Book design once it has been developed, and ensuring all affordable housing stock meets best practice energy standards.	Refer to responses under Section 5.2 Affordable Housing.
NSW Nurses and Midwives Association	Recommends explicitly including essential worker housing within the definition of affordable housing, establishing eligibility criteria based on market rent exceeding 30% of an essential worker's income and rent set as a percentage of income, and to incorporate recommendations from the NSW Parliamentary report on essential worker housing (June 2025).	Refer to responses under Section 5.2 Affordable Housing.
Property Council of Australia	Recommends sites over 2,000 sqm should be granted higher FSR, rezoning areas previously omitted from TOD and LMRH, explore opportunities for increased density in areas outside the 25 ANEF contour, contributions to be offset by sufficient FSR and height uplifts, consultation with industry when adjusting contribution rates or feasibility assumptions, exempt developments using the Housing SEPP from further contributions, and including savings provisions for SSDAs.	Refer to responses under Section 5.2 Affordable Housing, Section 5.11 Economic Feasibility, Section 5.10 Environmental Constraints and Conditions and Section 5.6 Infrastructure Local and State
Save Dully	Includes concerns and recommendations regarding open space, biodiversity, affordable housing, sustainability and climate resilience, interface issues, car parks, private parking, infrastructure, heritage, dwelling distribution, process and consultation, and site-specific issues.	Refer to responses under Section 5.2 Affordable Housing, Section 5.12 Broader Policy Issues, Section 5.13 Impacts on

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		Existing Community, Section 5.7 Heritage, Section 5.14 Public Engagement and Consultation Process, Section 5.6 Infrastructure Local and State and Section 5.5 Traffic, Transport and Parking and Attachment 2 Masterplan
Save Marrickville	Raises matters regarding overdevelopment and unequal density distribution, building heights and transitions, heritage protection, infrastructure deficiencies, open space, parking and traffic, affordable housing, environmental sustainability, and community engagement.	Refer to responses under Section 5.2 Affordable Housing, Section 5.12 Broader Policy Issues, Section 5.13 Impacts on Existing Community, Section 5.7 Heritage, Section 5.14 Public Engagement and Consultation Process, Section 5.6 Infrastructure Local and State, Section 5.8 Sustainability and environment, and Section 5.5 Traffic, Transport and Parking.
Shelter NSW	Recommends increasing affordable housing contributions to 10-15% of GFA for all developments, phasing contributions over 5 years, requiring 30% social housing on government land plus 15% non-market housing, including all registered CHPs in management eligibility, safeguarding faith-based land provisions with oversight and time limits, auditing and utilising SP2/public land for housing, adopting accessible housing standards, promoting family-friendly dwelling mix, and investigating and regulating short-term rentals.	Refer to responses under Section 5.2 Affordable Housing and Section 5.1 Housing Supply and Density.
Sydney Alliance	Recommends increasing affordable housing contribution targets, removing Tier 1 CHP requirement, and increasing supply of larger apartments.	Refer to responses under Section 5.2 Affordable Housing, and Section 5.1 Housing Supply and Density
Sydney Anglican Property	Recommends planning incentives for faith-based housing projects, raises concerns regarding rigidity and limitations of heritage policies, and identifies several sites that could be suitable for affordable housing.	Refer to responses under Section 5.2 Affordable Housing and Section 5.7 Heritage.
Sydney YIMBY	Recommends prioritising 20-30 storey high rises, identifying uplift in Balmain, Stanmore, and Newtown, remove upper-level setbacks, limit HCA influence, remove transition zones without physical impact, adjust FSR and height to prevent net dwelling loss, revise dwelling mix rules, de-list Haberfield heritage, and audit heritage listed churches.	Refer to responses under Section 5.2 Affordable Housing, Section 5.7 Heritage and Attachment 2 Masterplan

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Tenants Union	Recommends all affordable housing to be held in perpetuity, encourage all tiers of CHPs, mandate income-based rent models and cap market rent at 80%, and maintain and increase public housing on government land.	Refer to responses under Section 5.2 Affordable Housing.
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5.17 Public Authority submissions

5.17.1 Transport for NSW (TfNSW)

Submission Summary

TfNSW supports the intent of the Proposal but emphasises the need for collaborative planning, especially regarding transport infrastructure, bus operations, and TfNSW-owned land. Council is encouraged to consult with TfNSW and Sydney Trains before submitting the Proposal to DPHI.

TfNSW raised a number of site-specific matters, each of which are addressed below.

Matters Raised	Responses
Parramatta Road Corridor <ul style="list-style-type: none"> Council proposes footpath widening (up to 5.5m) in several precincts (West and East), which may reduce carriageway width, affecting bus lanes and general traffic lanes. TfNSW is unable to support any reduction in carriageway width pending outcomes of the Parramatta Road Integrated Transport Final Business Case (FBC). Council is urged to consult with TfNSW to develop balanced solutions that maintain transport functionality. 	<ul style="list-style-type: none"> Refer to Attachment 2 Section 4.8.4 The HIA Master Plan figures will be amended to reflect actual width of the footpath. There is no intent to reduce the carriageway width.
Old Canterbury Road (Lewisham Station precinct) <ul style="list-style-type: none"> Proposed reduction in carriageway width from 13m to 12m may reduce travel lanes. TfNSW requests clarification and assessment of traffic impacts before supporting changes. 	<ul style="list-style-type: none"> The HIA Master Plan Design Guide will be amended to reflect the actual width of the footpath. There is no intent to reduce the width of the carriageway.
13 Bruce Street, Ashfield <ul style="list-style-type: none"> Request to rezone from SP2 to R2 or R3 for housing. 	<ul style="list-style-type: none"> Refer to Attachment 2 Section 3.2.8 The proposed RE1 zoning in this location to reflect the existing use of Bruce Street is considered appropriate. There is also need for additional open space in the Inner West which is a key community concern and therefore, it is recommended that the proposed RE1 rezoning remain. Further, the TfNSW owned neighbouring sites at 89-93 Liverpool Road have been given considerable level of uplift for development opportunities.
89-93 Liverpool Road, Ashfield <ul style="list-style-type: none"> Adjust MU1/SP2 zone boundary and update FSR and height controls. 	<ul style="list-style-type: none"> There are no issues regarding the proposed realignment of existing LRA on the Liverpool Road sites, however this will be pursued separately through a housekeeping amendment alongside any other sites.

60 Milton Street, Ashfield <ul style="list-style-type: none"> Align zoning and controls with adjacent TfNSW-owned lots for consolidated development. 	<ul style="list-style-type: none"> Refer to Attachment 2 Section 3.11.5 The area was not previously considered for uplift owing to its site configuration and relationship to the SP2 Infrastructure zone. The current zoning of Residential R3 Medium Density reflects the scale and type of development on the site. Any rezoning of the subject property can be considered as part of a future administrative / housekeeping amendment by or Inner West Council. It is not recommended to change the land zoning classification as part of this proposal.
107-111 James Street & 350-352 Norton Street, Leichhardt <ul style="list-style-type: none"> Rezoned from SP2 to R3; land is surplus and landlocked. 	<ul style="list-style-type: none"> Refer to Attachment 2 Section 4.2.2 The subject properties lie adjacent to or over the City West Link, and the intersection with James Street and Norton Street. Access into the lots is highly constrained. The sites would be very noisy, with the intersection creating both acceleration and deceleration noise from traffic. The sites are currently undeveloped, reflective of the SP2 zoning. The lot cadastres extend into the City West Link lane, there is not a lot survey to define any rezoning boundary. The site would not be a desirable place to live and offers a good buffer from the City West intersection to residential development to the south. No Change recommended.
2 Hay Street, Leichhardt <ul style="list-style-type: none"> Retain E1 zoning but increase FSR to match surrounding properties. 	<ul style="list-style-type: none"> Refer to Attachment 2 Section 4.9.6 The subject property is part of the Stage 1 Parramatta Road rezoning proposal currently with DPHI and not considered as part of this master plan. No change recommended.
824-826 Parramatta Road, Lewisham <ul style="list-style-type: none"> Remove SP2 zone and apply consistent E3 zoning and FSR. 	<ul style="list-style-type: none"> The subject property is outside the area considered for uplift/change along Parramatta Road. This can be considered in a future Housekeeping LEP. No change recommended.

5.17.2 Sydney Water

Sydney Water supports government-backed growth and is committed to providing timely and cost-effective water and wastewater infrastructure. Preliminary servicing comments were provided that indicate there is sufficient capacity for initial growth but that further studies may be needed for ultimate growth scenarios. There are identified wastewater capacity constraints downstream of all HIAs. Developers will likely need to engage approved hydraulic consultants for wastewater modelling.

Matters Raised	Responses
<ul style="list-style-type: none"> It will be important to undertake early evidence-based planning that will include: <ul style="list-style-type: none"> Growth forecasts from DPHI and Council Referrals of development applications Early engagement with developers 	<ul style="list-style-type: none"> Officers will work with relevant government authorities to provide timely growth forecasts. Referral of development applications will continue to ensure infrastructure capacity is considered.

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5.17.3 Homes for NSW

Expresses concern that the proposed changes will result in minimal uplift for its sites and may reduce development potential, thereby limiting the delivery of social and affordable housing. Homes NSW urges Inner West Council to retain or enhance planning controls for key sites, avoid rezoning that limits housing diversity, apply flexible development standards, and collaborate strategically to maximise social and affordable housing delivery.

Matters Raised	Responses
Areas of no change <ul style="list-style-type: none"> Certain Homes NSW sites are within HIAs but are marked as “Areas of No Change” and excluded from development potential upgrades. Requested that Council clarify rationale and reconsider these for inclusion for uplift, in particular: <ul style="list-style-type: none"> Riverside Cres, Beauchamp St & Henson St, Marrickville New Canterbury Rd, Dulwich Hill 	<ul style="list-style-type: none"> The key opportunity areas identified for HIAs were identified from the place analysis considering key constraints including flooding, heritage, lot pattern and place character.
Exclusion of suburbs <ul style="list-style-type: none"> Exclusion of Key Suburbs like Lilyfield, Rozelle, and Balmain are excluded from uplift pending the Bays West TOD master Plan. Requested that Council collaborate with Homes NSW post-release of the master Plan to determine appropriate controls. 	<ul style="list-style-type: none"> Noted.
Development Potential: <ul style="list-style-type: none"> Loss of Development Potential: the removal of TOD and LMRH controls will downgrade development potential for several Homes NSW sites. Many sites receive minimal uplift under the new HIAs. Suggested that existing housing reforms be retained to preserve and expand social housing opportunities. Sites include: <ul style="list-style-type: none"> 2 Esk St, Marrickville → R3, 14m 7 Riverside Crescent Marrickville → R3, 14m 50 Petersham Rd Marrickville → R1, 9.5m 32 Arthur St, Ashfield → R2, 8.5m 15–19 Garners Ave Marrickville → R3, 14m 35 Maria St, Petersham → R3, 14m 38 Audley St Petersham → R1, 9.5m Council should collaborate with Homes NSW to identify and include key sites within HIAs to offset this loss and support housing delivery. 	<ul style="list-style-type: none"> The key opportunity areas identified for HIAs were identified from the place analysis considering key constraints including flooding, heritage, lot pattern and place character.

<p>Proposed Controls:</p> <ul style="list-style-type: none"> Numerous sites are proposed to be rezoned from R1 General Residential to R2 Low Density Residential, which restricts flexibility for multi-dwelling and residential flat buildings. Recommendation: Retain R1 zoning or consider R3 zoning where appropriate to support diverse housing types. Minimum Street Frontage Requirements: Council's proposed 21m minimum frontage for residential flat buildings (RFBs) excludes viable Homes NSW sites. <ul style="list-style-type: none"> Eg. 59 John St, Croydon – 1,628m² site with only 10.3m frontage. Submission requested allowing merit-based assessments for sites that do not meet frontage requirements. Homes NSW raises concerns about proposed zoning and height controls that do not reflect existing development or limit future potential: <ul style="list-style-type: none"> 50 Curtis Street, Balmain: proposed 7m height does not reflect existing 3 storey RFB 8 Nicholson Street, Balmain East: proposed 9.5m height is inconsistent with adjacent 8storey buildings 121–123A Nelson St, Annandale & 2a Manning St, Rozelle: Request to retain R1 zoning to avoid split zoning complications. 59 John St, Croydon: Request consistent R3 zoning across the site to enable RFB and shop top housing. 	<ul style="list-style-type: none"> The key opportunity areas identified for HIAs were identified from the place analysis considering key constraints including flooding, heritage, lot pattern and place character. The residential review is intended to harmonise residential zones across the LGA with the R1 General Residential in the former Leichhardt recommended to become an R2 Low Density Residential, unless there is an existing residential flat building on the site. There is no change to the FSR and the HOB reflects the current built form. It is proposed to include a new provision that states that the minimum frontage requirement may be varied where it is demonstrated, to the satisfaction of the consent authority, that the objectives of this provision and the Design Guide are achieved. The HOB for 50 Curtis Road and 8 Nicholson Street is proposed to be amended to reflect current built form. Refer Section 5.3.2.2. As per the 20 May 2025 Council resolution, the Croydon section of Our Fairer Future Plan's Stage 1 Masterplan is deferred pending consultation with Burwood Council and re-engagement with the community on the revised Plans. This site can be further investigated.
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5.18 Local Democracy Group (LDG) submissions

5.18.1 Housing For All LDG

The submission received from the LDG was collated through a workshop format held on 19 June 2025 with the LDG members. Key matters raised in the submission are described below and also discussed in the relevant theme of this document.

Support was expressed for:

- Place-based planning,
- Walkable and connected neighbourhoods,
- Vibrant town centres,
- Built form guidance,
- New public spaces and
- Community infrastructure,
- Increased housing, including affordable and faith-based options,
- Special entertainment precinct in ashfield,

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- Residential review processes,
- Planning incentives, and
- Strategic site planning mechanisms.

Key concerns raised were:

- Low affordable housing targets,
- Density transitions,
- Infrastructure pressures, and
- Potential loss of fine-grain character.

There were also mixed views expressed around uplift levels, main street development, car parking rates, heritage review, minimum lot sizes in Haberfield, and the range of dwelling types.

These matters have been discussed in length alongside Council officer responses in the relevant theme in Section 5.

5.18.1.1 All Inner West LDGs - Combined

The submission received from the LDG was collated through a workshop format held on 26 June 2025 with all the LDG members. Feedback was requested across five topic areas: housing and affordability, movement and access, local economy and business, society and culture, and environment and sustainability.

Members were asked to comment on positive outcomes, concerns, and suggestions for the draft plan. Much of the feedback aligned with the Housing for All LDG, but additional issues were raised, including transport needs for key workers, limited diversity in business types and floor space, underutilised ground floors, conflicts between housing and business uses, local employment opportunities, and pedestrian safety concerns such as lighting and Crime Prevention Through Environmental Design (CPTED) measures.

Participants also suggested design improvements for affordable housing through modular and diverse unit types, safer active transport corridors, parking reviews near public transit, improved north-south transit connections and interchanges, more pedestrian-friendly streets, enhanced support for businesses, expanded education facilities, implementation of solar energy and EV charging stations, and inclusive open space design for people with physical and non-physical disabilities.

Overall, the feedback from both the Housing for All and combined LDGs highlighted the community's desire to support growth and increased housing while carefully balancing local character, infrastructure capacity, and inclusivity across transport, public spaces, and services.

5.19 Petitions

6 petitions were received outlining the following matters:

- **Calvert Street car park, Marrickville:** Support for conversion of car park into new town square (1,462 signatures)
- **Dulwich Hill public car parks:** objection to proposed redevelopment of car parks at Loftus Street and Seaview Street (379 signatures)
- **Elizabeth Street, Ashfield:** objection to proposed uplift along street (101 signatures)
- **Carlisle Street, Ashfield:** objection to proposed height increases adjoining low-density residential properties not proposed for change (35 signatures)
- **Joseph and Arthur Streets, Ashfield:** objection to proposed uplift along streets (13 signatures)
- **Ashfield Mall:** objection to proposed uplift on this site (10 signatures)

The matters raised in these submissions have been discussed alongside Council officer responses in the relevant theme of Section 5. Where specific built-form concerns are raised for areas in Ashfield, these have been discussed in Masterplan site-specific responses Attachment 2.

5.20 Proformas

3 proforma submissions were received highlighting the following matters:

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- seeking a more effective definition of affordable housing and rent control mechanisms, greater provision of affordable housing by developers, prioritisation of essential community infrastructure and green space, mechanisms to ensure homes are climate ready, support for local businesses during construction phase, and an improved consultation process (69 received).
- seeking greater public space per additional resident, firm commitments to streetscape improvements and active transport links, increase in tree canopy and development that reflects public transport capacity (39 received).
- seeking more equitable distribution of housing away from Dulwich Hill, greater public space per additional resident, development that reflects public transport capacity, and firm commitments to streetscape improvements (31 received).

The matters raised in these proformas have been discussed alongside Council officer comments in the relevant themes of Section 5.

6. Post-Exhibition Updates and Actions

The extensive community engagement undertaken for Our Fairer Future Plan has provided valuable insights into the priorities, concerns, and aspirations of Inner West residents, stakeholders, and public authorities.

With housing stress affecting thousands of residents and demand for homes continuing to outpace supply, proceeding with this Plan unlocks new housing opportunities in well-serviced, accessible locations. This section outlines the recommended actions to update and follow-up on Our Fairer Future Plan, including recommended amendments to planning controls, infrastructure delivery mechanisms, and design guidance. These updates aim to balance competing community views and ensure that future growth is supported by appropriate infrastructure, environmental protections, and heritage considerations.

While Our Fairer Future Plan outlines a comprehensive local strategy to address the housing crisis, many of the critical infrastructure and service delivery responsibilities—such as schools, hospitals, public transport, and utilities—lie with the NSW Government. It is recognised that successful implementation of the Plan requires a coordinated, whole-of-government approach. To this end, Council will continue to advocate strongly to the NSW Government for timely investment in state-led infrastructure and services that align with the proposed housing growth. Key matters for advocacy as highlighted by the community are also outlined in this section.

In response to the community feedback, it is recommended that the following updates be made to Our Fairer Future Plan:

6.1 Update the Exhibition Document Attachment 1 – Our Fairer Future Plan – Council’s Alternate Approach for new housing in the Inner West

It is recommended that Attachment 1 – Our Fairer Future Plan – Council’s Alternate Approach for new housing in the Inner West be updated to reflect the post exhibition amendments outlined in this report and Attachment 2 – Masterplan post exhibition changes, including updates to:

6.1.1 Land Use Zoning, Floor Space Ratio and Height of Buildings

- Update the proposed LEP Maps for Zoning, Height and FSR relating to Residential Review as discussed in Section 5.3 of this report and for Masterplan related general and site-specific matters as discussed in Attachment 2.

6.1.2 Heritage

- Update the proposed Heritage Maps and Schedule 1 of the IWLEP to delist the following Heritage items as discussed in Section 5.7 of this report:
 - 27 Hercules Street, Ashfield
 - 22 Webbs Avenue, Ashfield
 - 24 Webbs Avenue, Ashfield
- Include new Design Excellence LEP provisions to better enable redevelopment of Heritage Items and provide transitions to Heritage Items and HCAs. Outlined in the Heritage Section of this Report.

6.1.3 Key Sites

- Update the proposed key sites, public benefits and associated FSR and height controls for the following Key Sites as described in Attachment 2 Masterplan post exhibition changes.

6.1.4 Minimum Site Area Requirements

- Update the minimum street frontage of 21m for residential flat buildings in R3 and R4 zones applies to any street-facing boundary, including a primary street, secondary street, or laneway.
- Update a new provision that states that the minimum frontage requirement may be varied where it is demonstrated, to the satisfaction of the consent authority, that the objectives of this provision and the Design Guide are achieved.
- Update the proposed minimum site area provisions to remove the requirement for land adjoining a redevelopment site in the E1, E2 and MU1 zones to have a minimum frontage of 12m.

- Increase the minimum site area for land adjoining a redevelopment site in the R4 zone from 600m² to 1,200m², and introduce a 1,200m² minimum site area requirement for land adjoining a redevelopment site in the E2 zone.
- Include an additional requirement that consent not be granted to development in the E1, E2, MU1, R3 and R4 zones unless it has considered whether:
 - the development would result in the isolation of adjoining land parcels;
 - reasonable opportunities exist for the orderly and economic development of those adjoining land parcels; and
 - the proposal could reasonably include the adjoining land.

6.1.5 Development Incentives

- Update the development incentive requirements to state that the minimum street frontage of 35m to access the bonus FSR and height applies to any street-facing boundary, including a primary street, secondary street, or laneway.
- Include an additional LEP provision relating to the Site Area Incentive as below:
 - *'The maximum development potential is determined by both the height of building and the floor space ratio within the incentives clause. A development must comply with both requirements, or the development is limited by whichever is more restrictive.'*
- Update the exhibited Public Realm Incentives to be now called 'Public Realm Incentives – Desired'
- For the sites which were exhibited with partial land reserved for acquisition, introduce a new type of development incentive mechanism called 'Public Realm Incentives – Mandatory' through the following changes:
 - Introduce new maps called Floor Space Ratio (FSR) Incentives Map and Height of Building (HOB) Incentives Map. These maps will show increased controls – either as exhibited or as recommended for amendment elsewhere in Attachment 2 – that will only apply if public benefits are delivered.
 - Introduce a new LEP map and the following LEP provision:
 - o Access to the mapped FSR and HOB incentives only if public benefits are delivered, such as road widening for pedestrian and active transport enhancements.

These public benefits will be described in the LEP as per Table 9 in Section 4.2.9 Land Reserved for Acquisition of the exhibited Attachment 1 - Council's approach for new housing in the Inner West.

6.1.6 Affordable Housing

6.1.6.1 Affordable Housing in Housing Investigation Areas

- Amend the Affordable Housing Contributions Map to require 5% contribution for the site at 138-158 Liverpool Road, 25-29 and 41-43 Norton Street, Ashfield.
- Include a new LEP provision for Homes NSW Owned site at 438 Illawarra Road, Marrickville to ensure that there is no net loss of social and affordable housing.
- The threshold for requiring affordable housing contributions can be reduced from 2000 to 200 sqm.
- Update the proposed phasing for increasing affordable housing over time.

6.1.6.2 Affordable housing on Faith Based Land

- Extend the application of the faith housing clause to land that is contiguous to land owned by a faith organisation where evidence is provided the development is in partnership with a faith based organisation.
- Add a new subclause to the proposed faith housing clause to the effect that the maximum HOB and maximum FSR shown for the land on the Height of Buildings Map and the Floor Space Ratio Map do not apply to a building to which the clause applies, provided the development:
 - provides an appropriate built form transition to adjoining lots
 - will not have a significant adverse impact on the amenity of the neighbourhood or adjoining residents and public places, including impacts relating to overshadowing, solar access, and visual and acoustic privacy, and incorporates appropriate design and acoustic measures to mitigate such impacts.

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6.1.7 Land Reserved for Acquisition

- Remove Table 10 relating to Land Reserved for Acquisition (part of sites) as this is now being replaced with the proposed **'Public Realm Incentives – Mandatory'** described in this report.

6.1.8 Design Guides

- The following sections of the Design Guide will be updated to reflect the recommended changes identified in this report and Attachment 2 Masterplan Post-Exhibition Changes.
 - Section 2.3 Lot Amalgamation- site isolation requirements
 - Section 2.5 Sustainability and Resilience – new sustainability requirements
 - Section 2.9 Access and Parking – proposed changes to parking controls
 - Section 2.10 Heritage and Period Buildings
 - Section 2.13 Transitions to Sensitive Interfaces
 - Section 3.1 Minimum lot size for subdivision
 - Updates to miscellaneous built form sections for sub-precincts and key sites for Stage 1 and Stage 2 HIAs as outlined in the Attachment 2.

6.1.9 Minimum lot size for subdivision

- Updates to Lot Size Map and Lot Size Additional Controls as outlined in Section 5.4 of this report.

6.1.10 Minimum lot size for dual occupancies

- Update the proposed LEP provisions to remove the minimum frontage for dual occupancy development in areas other than Haberfield as outlined in Section 4 of this report.

6.2 Policy Related Actions

Further, in addition to updating Our Fairer Future Plan, it is recommended that Council undertake the following work to support the implementation of Our Fairer Future Plan:

- Prepare the **Inner West Development Control Plan** which incorporates all the provisions of the draft Design Guides, subject to post-exhibition changes discussed above, including but not limited to built form, heritage, transitions to interfaces lot amalgamation, landscaping, sustainability access and parking.
- Update the **Affordable Housing Policy** through investigation of the following matters:
 - The impact ownership (Council or Not for Profit CHP and Tier) has on the feasibility and flow on effect of creating greater opportunity for affordable housing in the LGA.
 - Provision of in-kind or cash contributions by developers
 - The effectiveness of developing new affordable housing or buying existing buildings
 - Defining key/essential worker housing
 - Setting rent – based on a percentage of income or a discount on market rent
- Prepare an **Infrastructure Delivery Plan** to align growth with infrastructure provision.
- Update the **Local Infrastructure Contributions Plan** to commit to infrastructure works.
- Advocate** to NSW Government for upgrades to schools, hospitals, and public transport.

Masterplan Post Exhibition Changes



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Item 1

Masterplan Post-Exhibition Changes

Our Fairer Future Plan

September 2025

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Attachment 2

Masterplan Post Exhibition Changes



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Masterplan Post Exhibition Changes



Item 1

Introduction

This document discusses matters raised in submissions and in Council's post-exhibition review, in relation to the masterplan component of Our Fairer Future Plan. It should be read alongside the Key Themes outlined in Chapter 5 of the Engagement Outcomes Report (Attachment 1) and the Supporting Maps (Attachment 3).

Chapter 1 of this document covers general topics relevant to the entire masterplan component, as well as recurring themes for Stage 1 and 2 Housing Investigation Areas (HIAs) that require an overarching response, such as heritage item inclusion, built form transition from high to low-density areas and site isolation. The matters raised, officer responses and recommended actions here are arranged by general topic.

The remaining sections cover matters specific to certain HIAs, being:

- Section 2 – HIA 1A: Dulwich Hill-Marrickville,
- Section 3 – HIA 1B: Ashfield-Croydon, and
- Section 4 – HIA 2: Parts of Leichhardt, Petersham, Lewisham, Stanmore, Marrickville, Sydenham and St Peters.

In these sections, the matters raised, officer responses and recommended actions are arranged by the relevant sub-precinct as exhibited in the Draft Masterplan – HIAs.

Attachment 2

Masterplan Post Exhibition Changes



Item 1

Masterplan

1.0 General Topics

1.1 Land Zoning and Structure Plan

Matters Raised	Responses											
<ul style="list-style-type: none">• The proposed medium and high-density development definition were inconsistent between the Housing Investigation Area (HIA) structure Plan and Local Environmental Plan – Land Zoning map.• As an example: The structure Plan identifies a few areas in Dulwich Hill-Marrickville with an intended 6 storey development outcome as ‘Medium Density Residential’. However, the LEP map identifies these areas as R4 High Density Residential zone.	<ul style="list-style-type: none">• The criteria for determining the appropriate Local Environmental Plan (LEP) Land Zoning (LZN) control for the uplifted areas has been revised and aligned with the intended outcome in the Structure Plan and ensuring consistency across the study areas. The updated criteria as follow: <table><tr><th>LEP - LZN</th><th>Structure Plan</th><th>Height of Building</th></tr><tr><td rowspan="2">R3 Medium Density Residential</td><td>Medium-Low Density Residential</td><td>3-4 storey developments</td></tr><tr><td>Medium Density Residential</td><td>5-6 storey developments</td></tr><tr><td>R4 High Density Residential</td><td>High Density Residential</td><td>> 6 storey developments</td></tr></table>	LEP - LZN	Structure Plan	Height of Building	R3 Medium Density Residential	Medium-Low Density Residential	3-4 storey developments	Medium Density Residential	5-6 storey developments	R4 High Density Residential	High Density Residential	> 6 storey developments
LEP - LZN	Structure Plan	Height of Building										
R3 Medium Density Residential	Medium-Low Density Residential	3-4 storey developments										
	Medium Density Residential	5-6 storey developments										
R4 High Density Residential	High Density Residential	> 6 storey developments										
Actions: <ul style="list-style-type: none">• Update the LEP – Land Zoning map and Structure Plan according to the above criteria.												

1.2 LEP – Height of Building (HOB) Criteria

Matters Raised	Responses																																																	
<ul style="list-style-type: none">Inconsistent building heights across the Dulwich Hill-Marrickville and Ashfield-Croydon precincts arising from localised site conditions such as flood impacts, lot configuration and heritage.As an example: Proposed residential uplift areas in Ashfield-Croydon (AC) with the intended 6 storeys outcome were applied 23.5m HOB control, whereby the proposed uplift areas in Dulwich Hill-Marrickville (DM) and HIA Stage 2 (S2) with similar 6 storeys outcome were applied 21.5m HOB control.	<ul style="list-style-type: none">The proposed Height of Buildings (HOB) control for the uplifted area have been rationalised based on the intended no. of storeys for the following zonings:<ul style="list-style-type: none">E1 / E2 / MU1 ZonesR3 / R4 ZonesThis has considered the minimum floor to floor height for residential / non-residential uses and allowance for rooftop structures / lift overrun identified in Council's draft Design Guides.The updated HOB criteria for each zoning are identified in below table and will be applied consistently across the whole Local Government Area (LGA). <table><tr><th>Zoning</th><th>No of Storeys</th><th colspan="2">Proposed HOB</th><th>New HOB</th></tr><tr><td></td><td></td><th>DM/S2</th><th>AC</th><td></td></tr><tr><td colspan="5">R3 / R4 Zones</td></tr><tr><td rowspan="4">R3 Medium Density Residential</td><td>3F</td><td>11.9m</td><td>12.5m</td><td>12.5m</td></tr><tr><td>4F</td><td>15.1m</td><td>16.0m</td><td>15.5m</td></tr><tr><td>5F</td><td>18.3m</td><td>19.0m</td><td>18.5m</td></tr><tr><td>6F</td><td>21.5m</td><td>23.5m</td><td>21.5m</td></tr><tr><td rowspan="4">R4 High Density Residential</td><td>7F</td><td>N/A</td><td>27.0m</td><td>25.0m</td></tr><tr><td>8F</td><td>27.9m</td><td>30.0m</td><td>28.0m</td></tr><tr><td>9F</td><td>32.9m</td><td>33.5m</td><td>31.5m</td></tr><tr><td>10F</td><td>34.3m</td><td>36.5m</td><td>34.5m</td></tr></table>	Zoning	No of Storeys	Proposed HOB		New HOB			DM/S2	AC		R3 / R4 Zones					R3 Medium Density Residential	3F	11.9m	12.5m	12.5m	4F	15.1m	16.0m	15.5m	5F	18.3m	19.0m	18.5m	6F	21.5m	23.5m	21.5m	R4 High Density Residential	7F	N/A	27.0m	25.0m	8F	27.9m	30.0m	28.0m	9F	32.9m	33.5m	31.5m	10F	34.3m	36.5m	34.5m
Zoning	No of Storeys	Proposed HOB		New HOB																																														
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	10F	34.3m	36.5m	34.5m																																														

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E1 / E2 / MU1 Zones	11F	N/A	39.5m	38.0m
	12F	N/A	43.0m	41.0m
	E1 / E2 / MU1 Zones			
	4F	16.1m	N/A	16.5m
	5F	20.1m	N/A	20.5m
	6F	23.3m	23.5m	23.5m
	7F	N/A	27.0m	26.5m
	8F	29.7m	30.0m	30.0m
	9F	N/A	33.5m	33.5m
	10F	36.1m	36.5m	36.5m
	11F	N/A	39.5m	39.5m
	12F	42.5m	43.0m	42.5m
	13F	N/A	46.0m	46.0m

Actions:

- Update the LEP – Height of Building map according to the above table.

1.3 Heritage Item Inclusion

Matters Raised	Responses
<ul style="list-style-type: none"> Some heritage items included into uplift whilst others excluded from uplift across Ashfield-Croydon, Dulwich Hill-Marrickville and HIA 2 precincts. 	<ul style="list-style-type: none"> Heritage items across the uplift areas have been reviewed. Post exhibition testing has investigated sites where sympathetic redevelopment of heritage items is possible. Inclusion of heritage listed properties in uplift is a common approach in LEPs across Sydney. It acknowledges that some larger listed properties may have potential for infill development while some smaller listed properties may benefit from the transfer of FSR if amalgamated to the immediately adjoining site. This approach can result in innovative building typologies and enable better conservation management of heritage items. That does not mean that a certain scale of development will be supported within, or immediately adjoining a certain heritage listed site. As development proposals and heritage items are unique, the appropriate scale (up to LEP controls or less) must only be determined after thorough consideration of specialist studies and potential impacts specific to each proposed design at the detailed design stage. Some heritage listed properties are recommended not to be included in uplift based on their specific characteristics, such as lot configuration, existing development/ strata and the character of adjoining dwellings/listed items. These considerations hadn't been applied consistently across the Plan's areas and inclusion of heritage listed sites in uplift has been further considered. Specific heritage items where LEP controls will change from the exhibited documents are identified in the sub-precinct tables. Heritage items that receive uplift will also be included as part of the affordable housing contributions map.

Actions:

- Amend the following LEP controls for the above properties to align with the adjacent area:
 - Floor Space Ratio (FSR)

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Item 1

- Height of Buildings (HOB)
- Minimum Site Area Incentive
- Sustainability Incentive
- Affordable Housing Contribution
- Introduce new LEP and Design Guides provisions to facilitate the redevelopment of heritage items in a way which demonstrates design excellence and provides a sympathetic infill development response to the heritage item.
- Design Excellence – new Clause - Objectives
 - Ensure an appropriate transition in scale is provided between existing heritage fabric and new built form.
 - To ensure changes to lot boundaries do not adversely impact upon the heritage significance of the item.
 - Ensure new development sites provide an appropriate transition between new development and heritage buildings and contribute positively to the character and legibility of the existing siting and setback patterns.
- Design Guide – Heritage Transition Provisions Summary
 - Transition Management: New development must transition sensitively to HCAs, using setbacks and orientation that reflect surrounding contributory buildings.
 - Built Form Integration: Additions should be located at the rear or side to minimise visual impact on primary façades.
 - Design Compatibility: Roof forms, materials, and detailing should respond sympathetically to heritage character without replicating period styles.
 - Legibility of Heritage: Clear articulation between retained heritage elements and new structures to ensure both are distinguishable and respected.
 - Innovative Integration: Larger developments should meaningfully incorporate heritage items, avoiding isolation and promoting shared amenity or access.
 - View Protection: New development must preserve key vistas to heritage landmarks (e.g. church spires), even if views originate outside the HCA.
 - Streetscape Character: Adjacent development should complement heritage shopfronts, respecting parapet profiles and detailing.
 - Heritage Impact Assessment: Development on heritage sites must demonstrate no adverse impact, supported by a heritage management plan and conservation works.
- Where Residential Review amendments were proposed for some of these sites to harmonise LEP controls, specifically across Leichhardt, these are to be superseded by the masterplan recommendations.

1.4 Built Form Transition Between R4 (high density) and R2 (low density)

Matters Raised	Responses
<ul style="list-style-type: none"> • Multiple submissions across the HIA raised concerns about the built form scale impacts from higher residential density located adjacent to lower residential density areas. This includes interface, height transition, visual privacy and overshadowing to private open space. 	<ul style="list-style-type: none"> • The response to the interface between high- and low-scale residential areas is generally sub-precinct specific, and dependent on local conditions such as lot and street block orientation, the size of the change area, whether a street provides an interface, and where the subject lots are located in relation to transit stations or other amenity such as centres and open space. • Sub-precinct specific responses are provided in the relevant table sections below. • In general, the approach is to balance the need for housing uplift (and retain the proposed controls), except where additional details have been raised by respondents that were not considered through the earlier rounds of the study. • The NSW Apartment Design Guide (ADG), Council's applicable Development Control Plans (DCPs) and the draft

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	<p>Design Guides provide detailed provisions to ensure that transitions to sensitive interfaces are also thoroughly considered during detailed design and development assessment processes.</p> <ul style="list-style-type: none"> The draft Design Guides seek to protect the amenity, privacy, and solar access of existing low-scale dwellings and heritage items in areas of no change, and to ensure that the scale, bulk, and articulation of new development responds sympathetically to adjoining sensitive interfaces. Additional LEP Design Excellence and Design Guide provisions are recommended to support appropriate transitions to heritage items.
<p>Actions:</p> <ul style="list-style-type: none"> Update the proposed LEP – LZN, HOB and FSR maps in certain circumstances to better manage density transitions (as discussed in the sub-precinct relevant sections). In some cases, where a broader area of change is warranted to better ameliorate the scale transition, and where this change was not previously considered, specific responses have been made to include or exclude areas of uplift. Insert new LEP Design Excellence and Design Guide provisions to support appropriate transitions to heritage items. 	

1.5 Site Isolation

Matters Raised	Responses
<ul style="list-style-type: none"> Concern that some sites will be isolated based on development requirements and existing location conditions, such as an adjacent strata building that may be unlikely to redevelop in the short to medium term. 	<ul style="list-style-type: none"> The exhibited draft Design Guides include a provision under the Lot Amalgamation section requiring development to demonstrate that it does not prejudice the equitable development of adjacent sites. In certain circumstances, it also requires the submission of a concept plan for the street block to demonstrate compliance with planning controls. To provide greater protection for adjoining landowners and promote the efficient use of land, it is recommended that this provision be relocated to a new 'Site Isolation' section, with additional controls. Refer to Section 5.1.5.2 of Attachment 1 for further details.
<p>Actions:</p> <ul style="list-style-type: none"> Update the draft Design Guides to include another Site Isolation section, as per Section 5.1.5.2 of the Engagement Outcomes Report (Attachment 1). 	

1.6 Minimum Site Area Incentives

Matters Raised	Responses
<ul style="list-style-type: none"> Concern that some sites identified for the potential of minimum site area incentives will not be able to reach that threshold. 	<ul style="list-style-type: none"> The intent for the minimum site area incentive is to encourage lot amalgamation to achieve developable areas for residential flat buildings or shop top housing. It is acknowledged that the lot amalgamation patterns can be varied and difficult to predict, subject to multiple factors including land ownership and feasibility. The provisions provide flexibility for proponents to achieve site amalgamation, under the principle that incentives are not a development right.
<p>Actions:</p> <ul style="list-style-type: none"> No change recommended. 	

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Item 1

1.7 Proposed High Density in Narrow Streets

Matters Raised	Responses
<ul style="list-style-type: none"> Proposed high density development will cause bulk and scale impacts to narrow streets, including relative closeness of buildings, overshadowing and visual privacy impacts. 	<ul style="list-style-type: none"> Development has been modelled to be set back from street boundaries, offering a landscape interface, and to have taller floors further set back from street frontages, balancing street definition, activation and sense of enclosure. Buildings on narrow streets are generally recommended to: <ul style="list-style-type: none"> have a street wall no higher than three storeys, offering a lower scale interface conducive to the street width; and/or provide a street wall no higher than four storeys that is further set back from the street boundary increasing the perceived width/openness of the streets. The responses required may vary according to the predominant existing or intended future character of each street specified in the draft Design Guides for the sub-precinct. Built form model testing has demonstrated that overshadowing and visual privacy impacts can be ameliorated through the appropriate built form controls applied by the draft Design Guides and / or ADG.
Actions: <ul style="list-style-type: none"> Some sub-precinct modifications to setback controls are recommended in localised circumstances, which are outlined in the sub-precinct tables below. 	

1.8 Strata/ recently developed sites

Matters Raised	Responses
<ul style="list-style-type: none"> Sites have been singled out and removed from proposed uplift in all HIAs due to strata or assumed recent redevelopment. 	<ul style="list-style-type: none"> For equity and consistency in the application of Planning controls, these sites are recommended to have the same controls as the adjacent sites in the LEP HOB and FSR maps to avoid a patchwork Planning outcome. The affected sub precincts include: <ul style="list-style-type: none"> Dulwich Hill Village Marrickville Local Centre Illawarra Road Marrickville
Actions: <ul style="list-style-type: none"> Amend the proposed LEP HOB and FSR maps for these sites, equivalent to the neighbouring uplift. 	

1.9 Refinements to Partial Land Reserved for Acquisition (LRA)

Matters Raised	Responses
<ul style="list-style-type: none"> A number of proposed LRAs are difficult to implement owing to cost implications and a fragmented land ownership. 	<ul style="list-style-type: none"> Our Fairer Future Plan proposed partial Land Reservations for Acquisition (LRAs) along a number of narrow streets in Ashfield and Dulwich Hill to support public domain improvements such as wider footpaths, landscaping, tree Planting, and better active transport connections. Following review, Council recommends removing the partial LRAs from the Plan. Instead, a new mechanism called "Public Realm Incentives – Mandatory" is being introduced which would apply to the sites previously identified for partial LRAs.

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	<ul style="list-style-type: none"> The LEP maps will be amended to reflect the refined boundaries, with the associated LZN, FSR and HOB maps also being modified to suit. For more detailed information relating to the “Public Realm Incentives – Mandatory” mechanism in the Engagement Outcomes Report.
Actions: <ul style="list-style-type: none"> All exhibited Council-proposed partial LRA be removed from Plan. Remove SP2 zoning for the affected site areas and replace with the primary zoning of the site. Revert to existing FSR and HOB controls for these sites as per the current <i>Inner West Local Environmental Plan 2022</i> (IWLEP). Introduce new maps called Floor Space Ratio Incentives Map and Height of Building Incentives Map. These maps will show the proposed uplift controls as exhibited, applicable only if public benefits are delivered. 	

1.10 Minimum Frontage Requirements

Matters Raised	Responses
<ul style="list-style-type: none"> A number of submissions raised questions about what is classed as an appropriate frontage, and whether it includes secondary streets and laneways. 	<ul style="list-style-type: none"> Clarify that a frontage is considered: <ul style="list-style-type: none"> A primary street A secondary street A laneway This is further detailed in the Engagement Outcomes Report.
Actions: <ul style="list-style-type: none"> Amend the LEP clause to reflect the intended broad spectrum of lot frontages. 	

1.11 Mid-Block Link Locations

Matters Raised	Responses
<ul style="list-style-type: none"> A number of submissions questioned the locations of mid-block links. Some submissions concerned mid-block links are an absolute requirement. Concerned mid-block links impinges on development potential. 	<ul style="list-style-type: none"> Mid-block links are proposed in order to promote enhanced walkability, cycling through enhanced permeability across the uplift areas. Mid-block links were proposed through consultation with technical transport specialists and for street blocks generally over 250 metres in length to improve pedestrian connectivity. Mid-block links are not proposed as an absolute requirement. These are generally identified for implementation via the incentives mechanism except for certain key sites. It is up to the landowner to pursue provision of the mid-block link, and in return, additional floor space and height are offered. Mid-block links are identified to be located on a specific set of properties. However, this is not intended to be duplicated across multiple properties. The exact location, width and design be provided in accordance with the consent authority’s requirements. As floor space and height incentives are offered where a mid-block link is provided, they do not impinge upon development potential – quite the opposite is true. Proponents will be able to achieve more floor space if the mid-block link is provided.
Actions: <ul style="list-style-type: none"> No change recommended. 	

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Item 1

1.12 Croydon Suburb Deferral

Matters Raised	Responses
<ul style="list-style-type: none"> Council's 20 May 2025 resolution included: <i>That Council defer consideration of any changes to Planning controls in the suburb of Croydon pending consultation with Burwood Council to identify how to harmonise controls across Croydon.</i> 	<ul style="list-style-type: none"> As per the 20 May 2025 Council resolution, the Croydon section of Our Fairer Future Plan's Stage 1 Masterplan is deferred pending consultation with Burwood Council and re-engagement with the community on the revised Plans. These submissions will be further investigated and reported back to Council.
Actions: <ul style="list-style-type: none"> These submissions will be further investigated and reported back to Council as per the May Council resolution. 	

1.13 Requests to uplift Employment Zoned Land

Matters Raised	Responses
<p>Several employment zoned properties (E3 Productivity Support and E4 General Industrial) have requested for inclusion for housing uplift:</p> <ul style="list-style-type: none"> HIA 1A: Marrickville-Dulwich Hill <ul style="list-style-type: none"> 3 Myrtle Street and 5 Carrington Road, Marrickville Carrington Street block, Marrickville 163-181 New Canterbury Road, Dulwich Hill HIA 1B: Ashfield Croydon <ul style="list-style-type: none"> 24-32 and 25-33 Milton Street North HIA Stage 2: <ul style="list-style-type: none"> 11-17 Hutchinson Street, St. Peters 5 Carlton Crescent, Summer Hill 1-15 Smith Street, Summer Hill 35-37 Hutchinson, St Peters 798 Paramatta Road, Lewisham 812-820 Parramatta Road, Lewisham 637-639 Parramatta Road, Leichhardt 99 & 129 Princes Highway, St Peters 76 Applebee Street, St Peters 110-112 Old Canterbury Road, Lewisham (with residential permitted as part of a mixed-use development) Outside HIA: <ul style="list-style-type: none"> 76 Wilford Street, Newtown 	<ul style="list-style-type: none"> The current HIA Master Plan excludes employment zoned land from the proposed uplift areas. The Eastern City District Plan and Council's Employment and Retail Lands Strategy (ERLS) recognise the need to retain, manage and where possible increase the industrial land and floorspace supply in the Inner West. The ERLS identifies a shortfall in employment land needed to meet future demand. This is to retain the continuous supply of employment land for the growing Inner West population. This approach is aligned with Principle 8 of the Principles for Planning in the Inner West: <i>'Protecting and expanding existing employment lands to attract increased employment and new industries'</i>

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– Crystal Street, Rozelle	
Actions: <ul style="list-style-type: none"> No change recommended. 	

1.14 Request for uplift for land Outside the Housing Investigation Areas

Matters Raised	Responses
<p>Several residential and local centre zoned properties (R1, R2, R3, R4, E1, E2 and MU1 zones) outside of the HIAs have requested or been suggested for inclusion for uplift:</p> <ul style="list-style-type: none"> HIA 1A: Marrickville-Dulwich Hill <ul style="list-style-type: none"> 120-138 Livingstone Road, Marrickville HIA 1B: Ashfield-Croydon: <ul style="list-style-type: none"> 20-28 Henry St Ashfield 91 Milton Street Ashfield Lots bound by John Street, Church Street, Alt Street and Frederick Street, Ashfield HIA 2: <ul style="list-style-type: none"> 108 Old Canterbury Road, Lewisham 55-63 Smith Street, Summer Hill 1-3 Wetherhill Street, Leichhardt 5 Wetherhill Street, Leichhardt 116-118 Audley Street, Petersham 194 Marion St, Leichhardt 82 New Canterbury Road, Petersham 26 - 32 Norton Street, Leichhardt 29-37 Renwick Street, Leichhardt 2 West Street, Lewisham 267-277 Norton Street, Leichhardt 1A Lords Road, Leichhardt 8-10 Roberts St, St Peters Regent street (between Fisher and Trafalgar Street), Petersham Outside HIA: <ul style="list-style-type: none"> Block between Frederick Street, Yelverton Street and George Street, Sydenham 16 Stanmore Road, Enmore 287-291 Enmore Road, Enmore 	<ul style="list-style-type: none"> The key opportunity areas identified for HIAs were identified from the place analysis considering key constraints including flooding, heritage, lot pattern and place character. New sites have not been considered for uplift as part of the post-exhibition process. Further analysis is required to determine whether any of these sites have merit for uplift. Where warranted, these can be progressed through alternate pathways by the proponents such as through Planning Proposal process. Further, in accordance with Council's 20 May 2025 resolution, a second phase of Plan will be undertaken after the adoption of the current draft Plan. This phase will specifically consider parts of the Stage 2 HIA not investigated under the current draft Plan, including along Parramatta Road, on main streets and near heavy and light rail stations not fully examined, as well as areas requiring completion of detailed technical investigations, such as flood and heritage assessments.



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- 360 Catherine, St. Lilyfield
- 287-291 Enmore Road, Enmore

Actions:

- No change recommended.

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Item 1

2.0 HIA 1A: Dulwich Hill-Marrickville

2.1 Dulwich Hill Station Sub Precinct

2.1.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Proposed R4 High Density Residential zoning incorrectly applied, where development height is intended only up to 21.5m / 6-storeys then should be zoned R3 Medium Density Residential. 	<ul style="list-style-type: none"> A number of sites have been incorrectly shown as R4 High Density Residential zone where the HOB is up to 21.5m/6 storeys. These should be zoned R3 Medium Density Residential. Amend the affected sites to R3 Medium Density Residential zone. This includes: <ul style="list-style-type: none"> Block bounded by Consett Street, Hercules St, Hercules Lane and Terrace Road. Block bounded by Hercules Lane, Hercules Street, The Parade and Terrace Road. Block bounded by Key Site 3 (to the North), Light Rail Corridor (to the East), Jack Shanahan Reserve (to the South) and Hercules Street. Block bounded by Allison Playground (to the North), Terrace Road, The Parade and Terrace Lane. Block bounded by Myra Lane, Terrace Lane, The Parade and Myra Road. Block bounded by School Parade, Wicks Avenue, Ewart Street, Bayley Street and Dudley Street.

Actions:

- Amend the LEP LZN Maps for sites with HOB up to 21.5m / 6-storeys, from R4 High Density Residential to R3 Medium Density Residential.

2.1.2 Key Sites 1, 2 and 3

Matters Raised	Responses
<ul style="list-style-type: none"> Various submissions received from owners within the Key Sites. Matters raised included: Request for re-organisation of the key sites to reflect land ownership: <ul style="list-style-type: none"> 51-55 Hercules Street properties are under single ownership, however split under Key Sites KS1 and KS2 site boundaries. 71 and 73 Hercules Street properties are semi-detached homes, however KS3 boundary only include 71 Hercules Street. Various options presented outlining four Key Sites rather than the three proposed. Queried ability to achieve proposed Floor Space Ratio and Height of Building – requests alterations. 	<ul style="list-style-type: none"> Updated landowner information, and the presence of a semi-detached terrace on the border of the key sites warrants a re-organisation of the key sites. Retention of three Key Sites to ensure design quality outcomes. Resulting Key Sites: <ul style="list-style-type: none"> Key Site 1 – 45-55 Hercules Street Key Site 2 – 57-63 Hercules Street Key Site 3 – 65-73 Hercules Street This requires a reconsideration of the building form siting and orientation. Testing confirmed that the key site re-organisation can be accommodated. Minor updates to the LEP controls and site-specific requirements in the draft Design Guides to enable the intended built form and density outcomes. The request to reduce open space is not supported. The open space will provide enhanced access from the neighbourhood to the GreenWay and offer an important amenity for future residents. The resultant key sites and associated built form testing reflecting the proposed FSR and HOB controls is shown below.

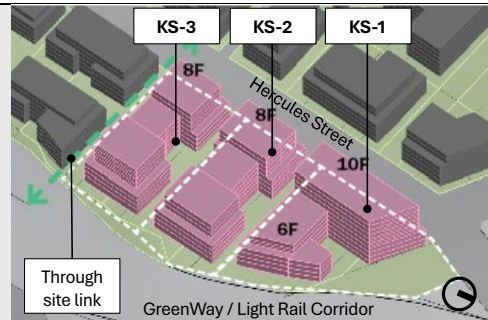
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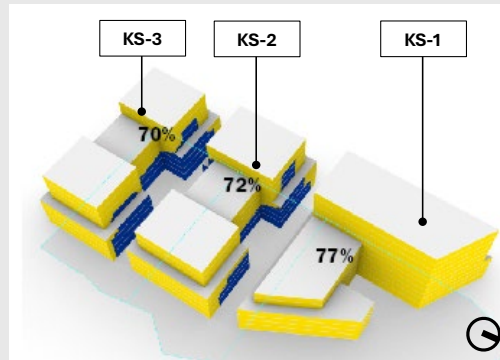
- Does not support the quantum of public open space dedication – GreenWay largely built now.
- Request for higher permissible heights and FSR on Hercules St due to its lot width, slope, and separation from sensitive areas.

The submissions raised a range of other matters including traffic, parking and biodiversity that are addressed in themes submission responses.



Key Site 1-3 Indicative Building Envelope

- The solar access analysis demonstrates the indicative building envelope can achieve the ADG requirement of minimum 2 hour solar access to 70% of total units between 9AM-3PM in mid-winter.



Key Site 1-3 Solar Access Analysis

Actions:

- Amend the LEP proposal to update Key Site 1, 2 and 3 boundaries, in accordance with the above response.
- Amend the Key Sites development requirements in the Design Guides to reflect the updated built form outcomes, with particular emphasis on FSR and HOB requirements, and resultant public open space. This includes:
 - FSR: no change to FSR controls, remain 2.8:1 FSR for each Key Site
 - HOB: update the proposed HOB for Key Site 1 from 29.7m (9 storeys) to 34.5m (10 storeys)
 - Built Form Configuration: require the taller form of Key Site 1 to be located adjacent to Hercules Street and transition down towards the GreenWay.
 - Relocate the proposed through site link to the southern boundary of Key Site 3.
 - Require visual connection of the through site link from Hercules Lane through built form articulation.

2.1.3 Hercules Street and Terrace Street

Matters Raised	Responses
<ul style="list-style-type: none"> • For 45-51 Terrace Road, Dulwich Hill: requests to increase the base controls from 2.2:1 FSR / 21.5m HOB to 3:1 FSR / 23m HOB. 	<ul style="list-style-type: none"> • The requested FSR of 3:1 is equivalent to 8 storeys. • The exhibited height limit of 6-storeys along Terrace Road is supported by incentive mechanisms to achieve up to 8 storeys. • Additional height beyond 8 storeys would be inconsistent with the intended urban character of the street.

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<ul style="list-style-type: none"> For west of Hercules Street: Concerns that uplift west of Hercules Street is unlikely to proceed due to recent developments and limited redevelopment potential. 	<ul style="list-style-type: none"> The Plan takes a long-term view to redevelopment potential. It is recognised not all sites will be appropriate for development immediately. The subject street block contains a mix of single dwellings and low scale strata buildings. There is a need to balance initial feasibility and long-term neighbourhood character and amenity. The proposed scale of a base of six storeys, and incentive opportunities to eight storeys is considered a good urban scale, based on proximity to transport, open space and local centres.
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Actions:

- No change recommended.

2.1.4 South of Wilga Avenue

Matters Raised	Responses
<ul style="list-style-type: none"> Several submissions received voicing concern of the relationship between the uplift area immediately adjacent Dulwich Hill Station and the heritage conservation area opposite Wilga Avenue. This includes: <ul style="list-style-type: none"> Proposed height and transition to the existing HCA Overshadowing impact Located at high topography point Site isolation - request specific controls to ensure it is developed as a single development. 	<ul style="list-style-type: none"> Preservation of heritage conservation areas is a key tenet of the master plan, alongside providing opportunity for more housing via built form control uplift. In the case of the Wilga triangle, these priorities sit beside each other. The housing uplift area is immediately adjacent to Dulwich Hill Station, and lies south of the heritage control area, meaning there is no overshadowing impact. Additional model testing has confirmed that the proposed uplift at this location is warranted, and the built form controls regarding street wall heights, street setbacks and building setbacks mean scale is appropriate. It is acknowledged that the proposed built form scale is a change from the existing context. However, this is supported by the desired future character to locations with good access to transport, open space, GreenWay and town centre amenity. The proposed FSR of 2.5:1 in this location is consistent with the State TOD approach. Refer to Section 5.7 of Attachment 1 regarding heritage-specific matters.

Actions:

- No change recommended.

2.1.5 Wardell Road (west), Keith Street, Bedford Crescent and Macarthur Parade

Matters Raised	Responses
<ul style="list-style-type: none"> Concerns for the transition between the proposed 27.9m (8 storeys) HOB control along Keith Street and 21.5m (6 storeys) HOB along Macarthur Parade and the existing two storeys residential north of Keith Street. Relationship to heritage conservation area north of Keith Street. Concerns for minimal street frontage and lot access to 15-19 Blackwood 	<ul style="list-style-type: none"> A similar matter to the Wilga Triangle, this uplift area is immediately adjacent to Dulwich Hill Station, shops and near to other amenities, such as the GreenWay. Development of the subject street block to a higher density is warranted due to its accessibility and amenity characteristics. The draft Design Guides provides building setbacks, street setback and streetwall controls to ensure appropriate transition to the heritage conservation area. The position of the street block south of the existing low density residential land means overshadowing is not a factor.

Masterplan Post Exhibition Changes



Avenue should the redevelopment occur.	<ul style="list-style-type: none"> Development sites will require a minimum lot dimension of 21m to a primary street, secondary street or laneway. 15-19 Blackwood Avenue could potentially amalgamate and meet the minimum lot requirements. Further, minimum lot frontage requirements are being recommended to be applied flexibly.
Actions: <ul style="list-style-type: none"> No change recommended. 	

2.1.6 Area South of Dulwich Hill Station

Matters Raised	Responses
<ul style="list-style-type: none"> A mix of submission topics concerning Ewart Street, Ness Avenue, School Parade, Beauchamp Street, Dibble Avenue, Wardell Road and Riverside Crescent, some requesting increase to height, and others concerned about transition, privacy and overshadowing impacts to existing / non-changed sites. Some support for further uplift to support Wardell Road shops. Consider scale transition across Dibble Avenue. Topography not suitable for a through site link between Ewart Street and Ness Avenue. 	<ul style="list-style-type: none"> A mix of FSRs are proposed, ranging from 3.5:1 to 2.2:1 south of Dulwich Hill Station, transitioning to existing FSRs of 0.6:1. Some areas south of Dulwich Hill Station are flood affected and not proposed for uplift at this phase of the study— particularly west of Riverside Crescent around Tennyson and Balfour Streets. The potential development of this area is intended to be further investigated- subject to further flood study. The block east of Dibble Road was not targeted for uplift because of a heritage open space, the presence of substantial strata properties and the very deep street block likely requiring establishment of a new road and associated acquisition. Further testing of built form has been undertaken to test overshadowing across Dibble Road. There are some overshadowing impacts, but they are within acceptable Apartment Design Guide control limits. <div> <p>Solar analysis of the indicative proposed built form towards the existing low density residential east of Dibble Avenue.</p> </div> <ul style="list-style-type: none"> The local approach to FSR and height controls helps to transition from higher built form around the station, to areas retained as R2 low density residential, and is considered to be the right balance for this part of Dulwich Hill.

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	<ul style="list-style-type: none"> The location of proposed through site link is to provide greater connectivity in areas of with long street blocks. The topography is challenging, and design of a through site link would be considered further at the development application stage. Through site link is desirable, not mandatory.
<ul style="list-style-type: none"> Block bounded by Wardell Road, Ewart Street and Riverside Crescent: requests further increase in LEP controls to this block to further incentivise amalgamation: <ul style="list-style-type: none"> Base FSR from 2.5:1 to 3.0:1 Base HOB from 21.5m (6 storeys) to 32m (9 storeys) 	<ul style="list-style-type: none"> Higher FSRs of 3:1 have typically been applied across local centres and immediately adjacent to train stations. This subject block is appropriate for uplift, however a transition in built form scale is required to areas to the west and south. A higher FSR of 3:1 would make that transition challenging. It is appropriate to retain the proposed FSR of 2.5:1, noting that amalgamation and other incentives provide opportunities for additional floor space and height.
Actions: <ul style="list-style-type: none"> No change recommended. 	

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Item 1

2.2 Dulwich Hill North Sub Precinct

2.2.1 Windsor Rd, Williams Parade, Constitution Road, Union Street & Terry Road

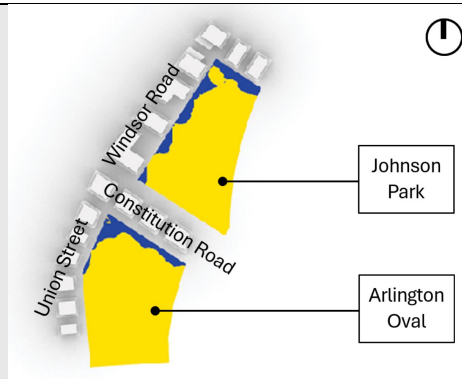
Matters Raised	Responses
<ul style="list-style-type: none"> Proposed R4 High Density Residential zoning incorrectly applied, where development height is intended only up to 21.5m / 6-storeys. 	<ul style="list-style-type: none"> Amend the affected sites to R3 Medium Density Residential zone. Retain the proposed uplift over existing strata properties south of JF Laxton Reserve (21.5m / 6-storeys HOB and 2.2:1 FSR) to allow future flexibility. Existing strata development has not been relied upon to achieve housing targets.
<ul style="list-style-type: none"> Concerns raised to the proposed 6 storeys residential which include: <ul style="list-style-type: none"> Transition from HOB 21.5m / 6-storey to low density residential across Windsor Road and Union Street. Overshadowing to Arlington Oval, Johnson Park, JF Laxton Reserve and the opposite low density residential. Narrow street Change in local character. Queried if the proposed uplift is adequate or require a higher FSR to make redevelopment feasible, considering a number of lots required for amalgamation. Consider increasing the height up to 8 storeys along Terry Road, noting its proximity to light rail stops with reference to the existing Arlington Grove Apartment and the heritage mills. The submissions also raised a range of other matters including traffic, parking and infrastructure that are addressed in Attachment 1 Engagement Outcomes Report Part 5 Key Themes. 	<ul style="list-style-type: none"> The up-zoned land is near to the Waratah Mills and Arlington light rail stops, the open space amenity of Johnson Park, Arlington Oval, JF Laxton Reserve and the GreenWay. Nearby development at the light rail stops is up to 8 storeys tall. The draft Design Guides provides built form controls to ensure an appropriate transition to the existing low density residential along Union Street and Windsor Rd. This includes: <ul style="list-style-type: none"> 3 storey street wall Minimum 3m ground level setback along Windsor Road and an increase from 2m to 3m ground level setback along Union Street providing opportunity for deep soil landscaping Additional 3m upper-level setback above street wall. Refer to indicative street section below. <div data-bbox="730 996 1289 1288"> </div> <p><i>Section drawing Union St – Johnson Park</i></p> <ul style="list-style-type: none"> Built form modelling has been undertaken to analyse shadow impacts to Arlington Oval, Johnson Park and JF Laxton Reserve, with results of 89% of these open space areas achieving a min. 3 hours sunlight between 9am and 3pm in mid-winter with results demonstrating an acceptable outcome with respect to solar access.

Attachment 2

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Item 1



Solar access analysis to Arlington Oval, Johnson Park and JF Laxton Reserve

- It is acknowledged that the character of the area will change, with a taller, broader and larger built form pattern. However, this is supported by the desired future character for those locations with good access to transport, open space and town centre amenity.
- Regarding development feasibility – this is one consideration of many for the Fairer Future Plan. A longer-term view on feasibility has been taken. The Plan aims to balance design, environmental and feasibility considerations.
- Immediate feasibility considerations vary markedly depending on landowner, purchase date, development aspirations and funding mechanisms.
- It is acknowledged that achievement of immediate feasibility may not be the case across all sites. However, achievement of feasibility over time is a consideration in setting the design controls. Development floor space must be balanced with urban character considerations.

Actions:

- Amend the LEP LZN maps for sites with HOB up to 21.5m / 6-storeys from R4 High Density Residential to R3 Medium Density Residential.
- No change to HOB or FSR controls.

Attachment 2

Masterplan Post Exhibition Changes



2.3 Dulwich Hill Village Sub Precinct

2.3.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Proposed R4 High Density Residential zoning incorrectly applied, where development height is intended only up to 21.5m / 6-storeys. 	<ul style="list-style-type: none"> Amend the affected sites to R3 Medium Density Residential zone. This includes: <ul style="list-style-type: none"> Blocks behind the E1 zone properties north of New Canterbury Road. Block bounded by Denison Road, Dulwich Street, New Canterbury Road.
Actions: <ul style="list-style-type: none"> Amend the LEP LZN maps for sites with HOB up to 21.5m / 6-storeys from R4 High Density Residential to R3 Medium Density Residential. 	

2.3.2 Recently developed/ strata lots

Matters Raised	Responses
<ul style="list-style-type: none"> Several E1 zoned properties along Marrickville Road and New Canterbury Road which are strata/ recently large developments were excluded from uplift on the basis that these are unlikely to redevelop in short to medium term. 	<ul style="list-style-type: none"> A post-exhibition review has been undertaken and it is proposed to apply a similar uplift to the properties as applies to the adjoining properties for consistency. These properties include: <ul style="list-style-type: none"> 370 New Canterbury Road, Dulwich Hill 546-550 Marrickville Road, Dulwich Hill 496-498 Marrickville Road, Dulwich Hill
Actions: <ul style="list-style-type: none"> Amend the proposed LEP controls for the above properties to be consistent with the proposed controls of the adjacent lots: <ul style="list-style-type: none"> FSR 3:1 HOB: 23.5m (6 storeys) Minimum Site Area Incentive: Area 2 Sustainability Incentive: Yes Affordable Housing Contribution: Yes 	

2.3.3 Key Site 4-5 - Seaview Street Car Park

Matters Raised	Responses
<ul style="list-style-type: none"> Multiple submissions raised a few key topics related to the proposed Seaview Street Key Sites development (including Council owned car park site). This includes: <ul style="list-style-type: none"> Concerns that the proposed maximum height of 14 storeys will be a precedent for other development around the area. Concerns that overshadowing impact and change in character Submissions prefer a maximum height of 10 storeys for the Seaview key site. Request for more community space within the buildings in response to height and development yield. 	<ul style="list-style-type: none"> The proposed 14 storey height limit was tested with regard to: <ul style="list-style-type: none"> Relative position within the town centre, and being behind commercial buildings fronting high streets. Solar access to the adjacent school, particularly for daytime / play period use of key outdoor spaces. Relationship to development feasibility and associated opportunity for public benefit. The proposed 14 storeys will not be a precedent, owing to its key site status. The site of such a large site area 6918sqm in this town centre location is a unique opportunity to create a built form outcome which demonstrates design excellence, provides appropriate transitions through setbacks and delivers community benefits. It is acknowledged that character of the area will change. The housing investigation area has needed to balance the need for new housing with urban scale and character considerations.

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<ul style="list-style-type: none"> Some submissions prefer the location of the plaza to be moved northwards on the key site adjacent the existing apartment building. Key Site owners support the Plan and recommend: <ul style="list-style-type: none"> Future DCP to reflect indicative plaza size, location, and the proposed seven public place design principles. Flexible Planning controls to support commercially viable design outcomes. Exclude underground and above-ground community/commercial floor space from GFA definition. Review maximum building height on New Canterbury Road to minimise overshadowing of proposed plaza. Adopt parking rates that meet future commercial, community, and residential needs. Conduct sensitivity testing on end-value assumptions for Key Sites 4 and 5 to ensure realistic land values. The submissions also raised a range of other matters including affordable housing, traffic, parking and infrastructure that are addressed in Attachment 1 Engagement Outcomes Report Key themes submission responses. 	<ul style="list-style-type: none"> The amount of community space and plaza area has been established in collaboration with Council's Infrastructure Planning team and takes into account feasibility/ tipping points. Relocation of the plaza northward would mean it does not relate as well to the proposed mid-block links, and is not as activated at ground level. Moving the tower locations will impact overshadowing to the school outdoor spaces. The draft Design Guides provisions provide information relating to the location of plaza, through site links and provision of community facilities. The site will be required to undergo a design excellence process in accordance with the LEP controls prior to any development consent being granted.
Actions: <ul style="list-style-type: none"> No change recommended. 	

2.3.4 360 New Canterbury Road, Dulwich Hill

Matters Raised	Responses
<ul style="list-style-type: none"> Requests adopting similar controls with the E1 zoned land along New Canterbury Road: <ul style="list-style-type: none"> Base FSR: 3:1 Base HOB: 23.3m (6 storeys) Front Setback: 0m 	<ul style="list-style-type: none"> The site is included in the housing investigation area but no uplift was proposed on the site in terms of changes to the FSR control. The Plan proposed minor increase of height on the site to achieve the density already permitted under IWLEP. The site is well placed to accommodate additional density as it is close to the town centre. Its location at the street corner is prominent and it provides opportunity for mixed-use housing outcome. The request for a base FSR of 3:1 was tested, and this scale does not provide an appropriate transition to surrounding residential land (four storeys).

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- It is proposed to amend the proposed height to 5 storeys and FSR 2.2, from a base of FSR of 1.5. This offers opportunity for bonus floor space up to 2.6:1 and 6 storeys.

Actions:

- Amend the LEP controls for 360 New Canterbury Road:
 - FSR: 2.2:1
 - HOB: 20.5m (5 storeys)
 - Minimum Site Area incentive: Area 2
- Amend the relevant Design Guides built form controls:
 - Front setback: 0m, consistent with other E1 zoned land

2.3.5 Loftus Street Carpark

Matters Raised	Responses
<ul style="list-style-type: none"> Concerns raised include: <ul style="list-style-type: none"> Overshadowing and privacy impact to residents to the south. Loss of parking. Request to defer and further investigate the proposed uplift at Loftus Street carpark (includes Council owned land), considering the feasibility and impact to the surrounding local business. The submissions also raised a range of other matters including affordable housing, traffic, parking and infrastructure that are addressed in themes submission responses. 	<ul style="list-style-type: none"> A detailed solar access testing was undertaken for the Loftus Street car park site identifying the maximum building envelope to maintain a minimum 2-hour sunlight in mid-winter to residential private open spaces to the south. Testing confirmed 12 storeys can be accommodated within the proposed LEP controls (inclusive of bonuses). Sites fronting Marrickville Road also require particular setbacks to the rear to accommodate solar access to the low-density residential dwellings. <div data-bbox="770 985 1168 1323"> </div> <div data-bbox="770 1348 1168 1639"> </div> <p><i>Solar access analysis to residential properties' private open spaces to the south.</i></p> <ul style="list-style-type: none"> Requirements for tower positioning to minimise overshadowing are recommended to be provided in the draft

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Design Guides.



Indicative plan of built form configuration and tower positioning for the Loftus Street Car park site. Marrickville Road is shown to the eastern side of the diagram and Loftus Street to the west.

Actions:

- No change to the proposed LEP controls for Loftus Street carpark.
- Update the Design Guides to inform tower positioning and setback having regard to solar access for residential properties to the south, per the explanatory diagram above.
 - Loftus Street Car Park site:
 - 3 metres from Loftus Street inclusive of lower levels and tower
 - 6 metres from the rear property boundary
 - Ground floor – 3m from the southern boundary
 - First storey to 4th storey - 7m from the southern boundary
 - Upper floors – 10m from the southern boundary and 4m from the eastern podium edge
 - Marrickville Road sites:
 - Ground and First Storey – 3 m from rear / western boundary
 - Second storey – 6m from rear / western boundary
 - Upper levels - 12m from the rear podium boundary as shown in the height diagram

2.3.6 Constitution Road

Matters Raised	Responses
<ul style="list-style-type: none"> • Concerns that the proposed 21.5m / 6 storeys development along Constitution Road will have overshadowing impact to the neighbouring properties. • Request to rezone 149 Constitution Road to MU1 – similar to 151 Constitution Road. • The submissions also raised a range of other matters including traffic, Infrastructure and tree canopy that are addressed in themes submission responses. 	<ul style="list-style-type: none"> • Constitution Road and the street block bound by New Canterbury Road and Dennison Road was exhibited with a complex land use zoning approach which included a mix of R4 High Density Residential, E1 Local Centre and MU1 Mixed Use. • With regard to overshadowing, the relative scale of development was proposed on the basis of required solar access being available to adjacent properties. The proposed built form allows a minimum 2 hours solar access to principal private open space and living areas. • It is considered appropriate to amend the proposed zoning to be primarily residential zoning which will better reflect the likely development pattern, especially for medium scale residential along Constitution Street and Dennison Street. • R3 Medium Density Residential zoning is recommended along this street from 133-151 Constitution Road, Dulwich Hill including part of 499 New Canterbury Road which fronts Constitution Road.

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	<ul style="list-style-type: none"> It is also more appropriate to rezone the sites fronting New Canterbury Road to E1 Local Centre to be consistent other parts of New Canterbury Road.
Actions: <ul style="list-style-type: none"> Amend the proposed LEP controls: <ul style="list-style-type: none"> 133-151 Constitution Road (including part of lot 499 New Canterbury Road fronting Constitution Road & 207A-223 Denison Road, Dulwich Hill): <ul style="list-style-type: none"> LZN: R3 Medium Density Residential FSR: 2.2:1 HOB: 21.5m (6 storeys) 525-527 New Canterbury Road, Dulwich Hill: <ul style="list-style-type: none"> LZN: E1 Local Centre FSR: 3:1 HOB: 30m (8 storeys) 499 – 523 New Canterbury Road, Dulwich Hill: <ul style="list-style-type: none"> Identify the site on the proposed ‘Public Realm Incentive-Mandatory’ map as it is required to contribute to the widening of Constitution Road (previously Part Land Reserved for Acquisition) LZN: E1 Local Centre FSR: 3:1 via the FSR incentives mechanism HOB: 30m (8 storeys) via the HOB incentives mechanism Amend the draft Design Guides front setback controls as relevant to the zoning: <ul style="list-style-type: none"> Min. 3m street wall setback (R3 zoned lots) and 3m upper-level setback. Nil street wall setback to E1 Local Centre zoned land fronting New Canterbury Road. 	

2.3.7 Heritage Item Included for Uplift – 8 Hercules Street Dulwich Hill Substation Site

Matters Raised	Responses
<ul style="list-style-type: none"> Rationalise the approach to incentivise heritage items for redevelopment. The adjacent sites are being uplifted to an FSR of 3:1, a HOB of 34.5m (10 storeys) and LZN of Residential R4. 	<ul style="list-style-type: none"> Whilst this site operates as substation infrastructure, should that function discontinue, there may be opportunity for an infill redevelopment of this site alongside the adjacent development. Inclusion of the site for proposed uplift will offer flexibility for future development outcomes.
Actions: <ul style="list-style-type: none"> Amend the proposed LEP controls for 8 Hercules Street Dulwich Hill substation to: <ul style="list-style-type: none"> LZN: R4 High Density Residential FSR: 3:1 HOB: 34.5m Minimum Site Area Incentive: Area 2 Sustainability Incentive: Yes Affordable Housing Contribution: Yes 	

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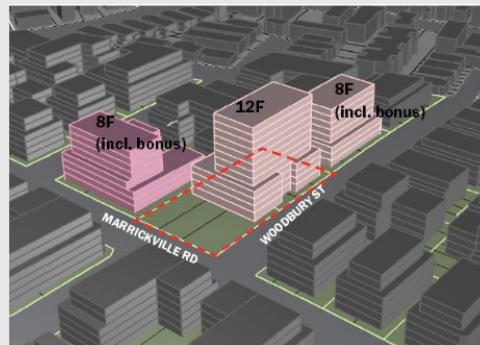
2.4 Marrickville Road West Sub Precinct

2.4.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Proposed R4 High Density Residential zoning incorrectly applied, where development height is intended only up to 21.5m / 6-storeys. 	<ul style="list-style-type: none"> Amend the affected sites to R3 Medium Density Residential zone. This includes: <ul style="list-style-type: none"> Blocks behind the E1 zone properties along Marrickville Road Block bounded by Denison Road, Dulwich Street, New Canterbury Road.
Actions: <ul style="list-style-type: none"> Amend the LEP LZN Maps for sites with HOB up to 21.5m / 6-storeys from R4 High Density Residential to R3 Medium Density Residential. 	

2.4.2 Key Site 6: 2-6 Woodbury Street & 359-365 Marrickville Road and adjacent lots

Matters Raised	Responses
<ul style="list-style-type: none"> Multiple submissions raised number of concerns: Key concerns include: <ul style="list-style-type: none"> Located outside of 400m station catchment. The proposed 15 storeys development is considered too tall and not in keeping with the surrounding context. Suggests limiting the maximum height of 6 or 8 storeys. Lack of height transition Loss in local character. Overshadowing to the proposed public open space and surrounding properties. Suggestions include: <ul style="list-style-type: none"> Requests to include 8-10 Woodbury Street to the key site. Suggests alternative locations for the key site, including 440-449 Marrickville Road, Frampton Avenue car parks and Carrington Road precinct. Suggests delivering the public open space through Land Reservation for Acquisition. An alternative Plan configuration was proposed to include properties along Woodcourt Street with the public open space located in the centre of the Key Site. The submissions also raised a range of other matters including Affordable Housing, traffic, parking and 	<ul style="list-style-type: none"> The subject site is in an area of open space deficiency. Enabling the provision of open space through development is an appropriate mechanism to achieve community benefit. The proposed 15 storey height scale was re-tested with feasibility considerations, alongside urban design scale considerations. The post-exhibition testing has confirmed that the height could be reduced to 12 storeys, whilst still delivering the intended public benefit in the form of open space of 1,000sqm on this site. To allow an appropriate transition to the lower density developments to the north, the base controls of the adjoining 8-14 Woodbury Street were re-tested and are recommended to be amended to 2.2:1 FSR and 21.5m / 6 storeys HOB. This is an increase from what was previously exhibited at FSR 1.5:1 and 15.1m height limit but is considered to be a more appropriate response to allow gradual transition to the remainder of the block (4 storeys), and also close to the HCA. The lower Key Site height of 12 storeys offers better opportunity for transition to surrounding heights of up to 6-8 storeys (inclusive of bonus floor space). Refer to below diagrams for the indicative building envelope.



Attachment 2

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infrastructure that are addressed in themes submission responses.

Key Site 6 – Amended indicative building envelope



Key Site 6 and assumed amalgamated 8-14 Woodbury Street site – Amended indicative Plan and proposed built form controls indicating the FSRs

Actions:

- Amend the proposed LEP controls for 8-14 Woodbury Street:
 - FSR from 1.5 to 2.2:1
 - HOB from 15.1m (4 storeys) to 21.5m (6 storeys)
 - Minimum Site Area Incentive: Area 1 to Area 2
- Amend proposed LEP controls for Key Site 6:
 - FSR from 3.1:1 to 2.8:1
 - HOB from 48.8m (15 storeys) to 41m (12 storeys)
- Amend Key Site 6 development requirements in the Design Guides to reflect the updated built form outcomes.

2.4.3 7-9 Woodbury Street and 10-12 Harrison Street

Matters Raised	Responses
<ul style="list-style-type: none"> 10 and 12 Harrison Street is a semi-detached building. However, 12 Harrison Street was excluded from the proposed uplift. 7 and 9 Woodbury Street is a semi-detached building. However, 9 Woodbury Street was excluded from uplift. 	<ul style="list-style-type: none"> As these properties are semi-detached properties, it is proposed to include 9 Woodbury Street and 12 Harrison Street to the uplift with controls similar to the controls proposed for adjoining properties – FSR of 2.2:1 and HOB 21.5m.

Actions:

- Amend the proposed LEP controls for 9 Woodbury Street and 12 Harrison Street:
 - LZN: Residential R3 Medium Density
 - FSR from 1.5 to 2.2:1
 - HOB from 15.1m (4 storeys) to 21.5m (6 storeys)
 - Minimum Site Area Incentive: Area 2

2.4.4 394-400 Marrickville Road & 161 Livingstone Road, Marrickville

Matters Raised	Responses
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| <ul style="list-style-type: none"> 400 Marrickville Road is part of HCA and excluded from uplift. Concerns the adjoining uplift will create privacy and overshadowing impacts. Requests to incorporate these lots as a Key Site. | <ul style="list-style-type: none"> 400 Marrickville Road is a north-facing lot. Its lot orientation means it will achieve good solar access even with adjacent development uplift to the west of the site or to the north of the site (adequately separated given it is separated by Marrickville Road). The proposed development uplift to a height of six storeys for lots adjacent to 400 Marrickville Road offers a good urban scale for this important street. Incentive bonuses offer potential for height up to 8 storeys. The development adjacent to 400 Marrickville Road can be managed through heritage interface controls in the draft Design Guides. Further no key site benefits are desired in this location of the HCA. |
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Actions:

- No change recommended.

2.4.5 David Street HCA Transition

Matters Raised	Responses
<ul style="list-style-type: none"> Transition of the proposed 6 storeys development along Marrickville Road towards David Street HCA. 	<ul style="list-style-type: none"> This block has been retested in consideration of the community feedback. Lot configuration and orientation along this part of Marrickville Road, as it relates to David Street, means development could impact the rear yards of houses fronting David Street. In particular, solar access testing was undertaken to review amenity based on the exhibited controls. The testing identified that there is need to reduce the scale of proposed development in this location to manage overshadowing impacts. This can be done by reducing the proposed height from 6 storeys to 4 storeys for 408 – 416 Marrickville Road. Additionally, 394 to 398 Marrickville Road are proposed to be amended to a medium density R3 residential zone, which is consistent with the intended development scale of six storeys.

Actions:

Amend the LEP controls:

- 394-398 & 418-422 Marrickville Road, Marrickville:
 - LZN: R3 Medium Density Residential
 - No change to FSR and HOB
- 408-416 Marrickville Road, Marrickville:
 - LZN: R3 Medium Density Residential
 - FSR from 2.2 to 1.5:1
 - HOB from 21.5m (6 storeys) to 15.5m (4 storeys)
 - Minimum Site Area Incentive: Area 1

2.4.6 35-39 Robert Street and 35 Pine Street, Marrickville

Matters Raised	Responses
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<ul style="list-style-type: none"> Request to rezone the site to R3 with 12m / 3 storeys HOB. Offering a mid-block through site link between Robert Street and Pine Street. 	<ul style="list-style-type: none"> The subject sites are located outside of the opportunity areas investigated for HIA 1A Dulwich Hill – Marrickville. No additional uplift is being considered for these sites as post-exhibition amendments.
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Actions:

- No change recommended.

2.4.7 Hasting Street, Anderton Street and Enfield Street, Marrickville

Matters Raised	Responses
<ul style="list-style-type: none"> These streets are outside of Metro Station 400m-800m catchment yet proposed for uplift. Enfield Street: <ul style="list-style-type: none"> Some suggest keeping it as R2 Low Density Residential zone, whilst others suggest uplifting both side of the street. The existing R1 and R2 zoned properties north of Enfield Street are proposed to R3 Medium Density Residential Zone. However, no FSR and HOB uplift being proposed. 	<ul style="list-style-type: none"> This area is proposed with a modest uplift to an FSR of 1.5:1 and height of 4 storeys. It provides a transition in scale from Marrickville Road to medium density residential further north on Livingstone Road. The proposed scale is also consistent with a number of existing residential flat buildings on the lot to the north bound by Enfield Street, Livingstone Road and George Street. The proposed scale is considered appropriate in this context.

Actions:

- No change recommended.

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Item 1

2.5 Marrickville Local Centre Sub Precinct

2.5.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Proposed R4 High Density Residential zoning incorrectly applied, where development height is intended only up to 21.5m / 6-storeys. 	<ul style="list-style-type: none"> Amend the affected properties to R3 Medium Density Residential zone. This includes: <ul style="list-style-type: none"> East of Fletcher Street Albion Street Francis Street Arthur Street
Actions: <ul style="list-style-type: none"> Amend the LEP LZN maps for sites with HOB up to 21.5m / 6-storeys from R4 High Density Residential to R3 Medium Density Residential. 	

2.5.2 Garners Avenue Car Park (Council-owned land)

Matters Raised	Responses
<ul style="list-style-type: none"> Proposed height is inconsistent with low scale / low density character of the surrounding area. Concern of traffic impact and loss of accessible parking. 	<ul style="list-style-type: none"> The Garners Avenue car park lies immediately behind the Marrickville Road Town Centre and is currently zoned E1 Local Centre with an FSR of 2.5:1 and HOB of 20m. The car park site offers opportunity to provide housing in an area with immediate accessibility to the town centre. Our Fairer Future Plan does not increase the FSR on this site – retained as per the IWLEP. The proposed amendment relates to allowing appropriate height to achieve the existing FSR control of 2.5:1. The proposed increase in height from 20m to 27.9m is to ensure that there is no mismatch between the FSR and HOB controls. The proposed height is consistent with all other sites in the Our Fairer Future Plan with an FSR of 2.5:1. Transition in height can be addressed at the detailed design stage through providing setbacks are required by the draft Design Guides. Refer to the Engagement Outcomes Report for traffic and parking related response.
Actions: <ul style="list-style-type: none"> No change recommended. 	

2.5.3 Marrickville Town Centre – Marrickville Road, Illawarra Road, Petersham Road, Albion Street and Fletcher Street

Matters Raised	Responses
<ul style="list-style-type: none"> Key concerns raised include: <ul style="list-style-type: none"> The proposed high density along Petersham Road is too intense for a narrow street. Change in character Request to increase the density to 3:1 FSR on properties along Fletcher Street. 	<ul style="list-style-type: none"> Marrickville Road and Illawarra Road are proposed with base FSR of 3:1, a nominal increase from the existing IWLEP FSR of 2.5:1. Petersham Road is proposed with an FSR of 2.5:1. This is appropriate for its residential function and location near to Marrickville Train Station. This uplift helps to support the Marrickville Town Centre Master Plan links, long proposed and recognised in the incentive program. FSRs along Albion and Francis Street step down to 2.2:1 – consistent with the TOD Reforms

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		<ul style="list-style-type: none"> The proposed uplift at Fletcher Street at 1.5:1 (four storeys) is appropriate. Further increase in FSR could result in amenity impacts for the neighbourhood when it is intended to prioritise higher densities along main streets. The proposed transitions in development scale reflect the primacy of town centre streets, balancing outcomes with the State-led TOD program and achieving a locally-specific design response.
Actions:		
<ul style="list-style-type: none"> No change recommended. 		
<ul style="list-style-type: none"> A technical submission generally supports the master plan, agrees with higher land densities in proximity to town centres and increasing housing along key corridors. The submission provides the following recommendations to ensure commercial viability of the Town Centre: Increase the base controls for the town centre (Calvert Street Carpark, 275-281 Illawarra Road, 118-128 Silver Street): <ul style="list-style-type: none"> FSR: 4.5:1 HOB: 34.3m (9 storeys) which aligns with existing built forms within the area Introduce a new minimum site area incentive for sites $\geq 1,000$ sqm which would be more suited to the smaller lot pattern within the town centre: <ul style="list-style-type: none"> 30% FSR bonus Up to 15m HOB bonus Increase the minimum affordable housing contribution. Supports the idea of a new town square, however, opposes the conversion of Calvert Street carpark and removal of carparking in general until alternative arrangements are provided such as multi-storey car parking facility. Recommends new town square be delivered via a design excellence incentive that requires a public town square (min. 800 sqm) and 250 car spaces allocated to Council. 		<ul style="list-style-type: none"> Development scale in the town centre needs to be balanced against the design for solar access into streets, building separation at upper levels, the desire to promote feasible development and allow human comfort within the public realm. The proposed base FSRs would substantially increase development heights, beyond the bonus incentive program, which around the Marrickville town centre, already allows for up to 9 storeys. Reducing the minimum site area for amalgamation would also challenge the desirability for sites that can achieve good design outcomes and meet ADG requirements. The proposed controls across the town centre are considered a balanced outcome in the context of local character, scale and feasibility considerations. Refer to the Engagement Outcomes Report regarding Council car park discussion.
Actions:		
<ul style="list-style-type: none"> No change recommended. 		

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<ul style="list-style-type: none"> Comments in relation to 332-334 Marrickville Road, Marrickville: <ul style="list-style-type: none"> The site (Marrickville Road Church) currently has split zoning between E1 Local Centre and RE2 Private Recreation. Request to apply E1 Local Centre zoning across entire site. 	<ul style="list-style-type: none"> The site is part zoned RE2 Private Recreation and part zoned E1 Local Centre. The current HOB is 20m and the FSR is 2.5:1. It is considered appropriate for the entire site to be zoned E1 Local Centre with no change to the existing HOB or FSR.
Actions: <ul style="list-style-type: none"> Amend the LEP LZN map for 332-334 Marrickville Road to E1 Local Centre. No change to HOB and FSR controls. 	

2.5.4 Proposed Marrickville Town Square

Matters Raised	Responses
<ul style="list-style-type: none"> A mix of responses with several being in support of the proposed public plaza / town square at the current Calvert Street carpark. Some raised concerns for loss of parking space and solar amenity impact. FSR and HOB controls should not be applied to the public plaza. 	<ul style="list-style-type: none"> The Inner West Recreation Needs Study identified the Calvert Street car park for a proposed public square, having received significant support in early engagement held in preparation of the Marrickville Town centre Public Domain Plan. Refer to Engagement Outcomes Report regarding parking discussion. It is proposed to strengthen the solar access control in the draft Design Guides to maintain solar amenity of the future public plaza. The FSR and HOB controls were incorrectly applied to the proposed public plaza and will be removed.
Actions: <ul style="list-style-type: none"> Remove FSR and HOB controls from proposed RE1 zoned land. Amend the site solar access control to the public plaza in the draft Design Guides: <ul style="list-style-type: none"> A minimum 50% of the public plaza area receiving a minimum 2 hour sunlight at winter solstice. The solar analysis required to consider the surrounding developments indicative built form up to its permissible FSR and HOB controls. This solar access test for proposed public spaces is recommended to be expanded to other sites to ensure all public spaces are provide good level of amenity. This would apply to sites such as Key Sites and around new parks/ open spaces. 	

2.5.5 Area East of Marrickville Town Centre - Central Avenue, Silver Street, Gladstone Street, O'Hara Street, Byrnes Streets and Victoria Road

Matters Raised	Responses
<ul style="list-style-type: none"> A few submissions queried the rationale of excluding properties along O'Hara Street, Cavey Street and Calvert Street, noting these streets are within the 400m station catchment. A few property owners requested for inclusion in uplift: <ul style="list-style-type: none"> 103 Silver Street 8-14 Central Avenue 13-21 O'Hara Street Concerns raised include: 	<ul style="list-style-type: none"> The focus of density uplift in and around Marrickville's Town Centre was focused towards Illawarra Road and Marrickville Road. Areas east of the town centre bound by Victoria Road, the E1 Local Centre zone and the railway corridor were generally not uplifted on the basis of an irregular street block pattern, some disconnected and narrow streets. There is not unified community desire for uplift or change. It is not proposed to reconsider development outcomes in this area.

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<ul style="list-style-type: none"> – Transition and overshadowing impact between the proposed high density and existing low scale residential neighbourhood. – Limited area of uplift on Calvert Street. 	
<ul style="list-style-type: none"> • In relation to 1-15 Byrnes Street, 31-41 O'Hara Street & 20-22 Central Ave, Marrickville, a site-specific technical submission recommends extending the proposed uplift and associated controls across the entire site. This includes: <ul style="list-style-type: none"> – Proposed R4 Zone – Base 2.5:1 FSR and 27.9m / 8 storey HOB – Incentives (Min. Site Area, Public Realm Incentive and Sustainability) – Affordable Housing Contribution – Proposed through site link between O'Hara Street and Central Avenue. 	<ul style="list-style-type: none"> • The proposed uplift in this area currently applies only to the properties along Byrnes Street. • It is noted that the flood study identifies the eastern end of Byrnes Street are within high flood hazard area (H4-H5). The DCP also identifies 5-9 Byrnes Street, 29-41 O'Hara Street and 20-22 Central Avenue is within the flood area and subject to flood assessment at Development Assessment (DA) stage. • If uplift is warranted, there are planning pathways outside Council-led Our Fairer Future Plan to take forward developer-led proposals. Notwithstanding, the proposed scale should be aligned with the vision of the Structure Plan and appropriate resolve flooding concerns.
Actions: <ul style="list-style-type: none"> • No change recommended. 	

2.5.6 Areas North and East of the Marrickville Civic Precinct Lilydale Street, Stanley Street, Graham Avenue and Petersham Road

Matters Raised	Responses
<ul style="list-style-type: none"> • Submissions raised concerns for the following: <ul style="list-style-type: none"> – Built form scale being too large for narrow streets – Lack of human scale – Overshadowing of existing apartments • 160 – 172 Livingstone Road & 28-40 Lilydale Street: <ul style="list-style-type: none"> – Request to increase the controls for to base FSR of 3:1 and base HOB of 23m • Graham Avenue: <ul style="list-style-type: none"> – Concern that proposed 15.1m / 4 storeys on southern side would alter heritage streetscape • The submissions also raised a range of other matters including traffic, parking and infrastructure that are addressed in themes submission responses. 	<ul style="list-style-type: none"> • This area of uplift was targeted based on its adjacency to Marrickville Road and the Marrickville Town Centre, as well as open space amenity. • Built form modelling was undertaken to confirm that any overshadowing as a result of the proposed built form scale is within acceptable limits imposed by the NSW Apartment Design Guide (ADG) – thereby ensuring ongoing amenity for existing apartment dwellers. • The scale of the street wall was reconsidered, along with street setbacks to narrow streets such as Lilydale Street. The proposed 3m street setback and 3 storey street wall height is considered to provide an appropriate human scale with good visual access to the sky from the street. The setback will be an improvement from the existing situation. • Taller built form, up to six storeys will be set back from the street wall. • No change to the proposal is considered necessary owing to the need for a balanced approach to density uplift and amenity protection. • The draft Design Guides provide guidance for the existing setbacks to be retained along Graham Street and for a 3-

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	storey wall height which will be in keeping with the streetscape character.
Actions:	
<ul style="list-style-type: none"> No change recommended. 	
<ul style="list-style-type: none"> 303 Marrickville Road (Marrickville Town Hall) and 311 Marrickville Road (Inner West Endoscopy Centre) are currently zoned as R2 Low Density Residential. 	<ul style="list-style-type: none"> 303 Marrickville Road (Marrickville Town Hall) is zoned R2 Low Density Residential with no FSR or HOB. 311 Marrickville Road is also zoned R2 Low Density Residential, with an FSR of 0.6:1 and HOB of 9.5m. Both properties are part of the Marrickville town centre / civic precinct and it is considered appropriate that these be rezoned to E1 Local Centre. No change to HOB or FSR.
Actions:	
<ul style="list-style-type: none"> Amend the LEP LZN map for 303 and 311 Marrickville Road, Marrickville to E1 Local Centre. No change to HOB and FSR controls. 	
2.5.7 Livingstone Road, Arthur Street and Francis Street, Marrickville	
Matters Raised	Responses
<ul style="list-style-type: none"> An area of no-change with several landowners requesting uplift on the basis of accessibility to Marrickville Station and Marrickville Town Centre. <ul style="list-style-type: none"> 202-252 Livingstone Road 53-55, 54-76 and 32-38 Arthur Street 46-52 Francis Street 20-30 Arthur Street: <ul style="list-style-type: none"> Requests for inclusion for uplift with a similar control to TOD SEPP of 2.5:1 FSR and 21.5m / 6 st HOB Noting the existing building is already exceeding the current LEP control of 17m A few owners queried some properties were proposed for rezone from R4 to R3 with no change to FSR and HOB controls. 	<ul style="list-style-type: none"> This area was not included in the uplift as it lies outside of the focus areas of Illawarra Road and Marrickville Road key spines. There is already substantial change proposed within Marrickville. Development uplift needs to be balanced against the provision of density along key spines in order to support local centres. If uplift is warranted, there are planning pathways outside Council-led Our Fairer Future Plan to take forward developer-led proposals. Notwithstanding, the proposed scale should be aligned with the vision of the Structure Plan and appropriately resolve flooding concerns. The proposed rezoning for a few properties along Arthur Street is being recommended to be aligned with the general review of zoning and height controls and amended from R4 to R3. No changes are proposed to the exhibited FSR and HOB controls.
Actions:	
<ul style="list-style-type: none"> Amend the proposed LEP LZN map for 40 – 54 Arthur Street from R4 High Density Residential to R3 Medium Density Residential. 	

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2.6 Illawarra Road, Marrickville Sub Precinct

2.6.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Proposed R4 High Density Residential zoning incorrectly applied, where development height is intended only up to 21.5m / 6-storeys. 	<ul style="list-style-type: none"> Amend the affected sites to R3 Medium Density Residential zone. This includes: <ul style="list-style-type: none"> Blocks between Riverdale Avenue and Charlotte Avenue. Block between Ivanhoe Street and High Street. Properties east of Livingstone Road. Block bounded by Warren Road, Moyes Street and Moncur Street.
Actions: <ul style="list-style-type: none"> Amend the LEP LZN maps for these blocks with HOB up to 21.5m / 6-storeys from R4 High Density Residential to R3 Medium Density Residential. 	

2.6.2 E1 Zone Properties along Illawarra Road


Matters Raised	Responses
<ul style="list-style-type: none"> Several E1 zoned properties along Illawarra Road which are strata or recently approved developments were excluded from uplift. 	<ul style="list-style-type: none"> Proposed to apply a similar uplift with the adjoining properties for consistency with the surrounding planning controls. These properties include: <ul style="list-style-type: none"> 392-396 Illawarra Road Marrickville – FSR 3:1, HOB 23.5m, Minimum Site Area Incentive Area 2 437 Illawarra Road Marrickville – FSR 3:1, HOB 23.5m, Minimum Site Area Incentive Area 2 401-405 Illawarra Road Marrickville – FSR 3:1, HOB 23.5m, Minimum Site Area Incentive Area 2 407 Illawarra Road Marrickville – FSR 3:1, HOB 23.5m, Minimum Site Area Incentive Area 2 411-413 Illawarra Road Marrickville – FSR 3:1, HOB 23.5m, Minimum Site Area Incentive Area 2 415-421 Illawarra Road Marrickville – FSR 3:1, HOB 23.5m, Minimum Site Area Incentive Area 2 380 Illawarra Road Marrickville – FSR 3:1, HOB 23.5m, Minimum Site Area Incentive Area 2 387-389 Illawarra Road Marrickville – FSR 3:1, HOB 23.5m, Minimum Site Area Incentive Area 2 383 Illawarra Road Marrickville – FSR 3:1, HOB 23.5m, Minimum Site Area Incentive Area 2 351 Illawarra Road Marrickville – FSR 3.5:1, HOB 30m, Minimum Site Area Incentive Area 3 265-273 Illawarra Road Marrickville FSR 3.5:1, HOB 30m, Minimum Site Area Incentive Area 3 236-236A Illawarra Road Marrickville - FSR 3.5:1 and HOB 30m, Minimum Site Area Incentive Area 3
Actions: <ul style="list-style-type: none"> Amend the LEP controls for: <ul style="list-style-type: none"> FSR, HOB and Minimum Site Area Incentive as listed for the above properties Sustainability Incentive: Yes Affordable Housing Contribution: Yes Amend the relevant controls in the draft Design Guides including building setbacks and street wall height similar to the adjoining uplifted E1 zoned land. 	

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2.6.3 Cary Street, Renwick Street and Warren Road

Matters Raised	Responses
<ul style="list-style-type: none"> Various submissions raised concerns regarding the proposed density within this area. This includes: <ul style="list-style-type: none"> Abrupt transition in development scale from the proposed high-density development (R4 and E1 zone) along Illawarra Road spine to the existing low density residential land. Overshadowing impact to the adjoining properties. Some suggest concentrating the height and density along Illawarra Road only. The submissions also raised a range of other matters including traffic, parking, infrastructure, solar access and heritage that are addressed in themes submission responses. 	<ul style="list-style-type: none"> The concept for uplift across Marrickville and Dulwich Hill is to provide higher densities along key spines, around centres and near to open space, in conjunction with uplift near to transit stations. In addition to lots fronting Illawarra Road, in this part of the HIA, some lots along Cary Street and Renwick Street were uplifted, to reflect a depth of density similar to areas to the north along Illawarra Road. A few options were tested to consider the interface and transition concerns of local residents which are valid in this instance. The proposed transition as exhibited is abrupt in this location and requires further consideration. It is recommended that the proposed LEP maps be amended to remove the uplift from lots 2-16 Renwick Street and 1-15 Cary Street. The lots fronting Illawarra Road, which are along the key spine, are to proceed as exhibited.  <p><i>Lots fronting Cary (to the South) and Renwick (to the North) Streets excluded from uplift (black dotted line).</i></p>

Actions:

- Amend the LEP maps to remove uplift from 2-16 Renwick Street and 1-15 Cary Street, Marrickville and revert to the existing IWLEP controls for these sites.

2.6.4 Areas East of Illawarra Road

Matters Raised	Responses
<ul style="list-style-type: none"> For the street blocks between Illawarra Road and Carrington Street request, a higher uplift to the street blocks between Illawarra Road and Carrington Street, including Charlotte Street and Riverdale Avenue, noting its proximity to Marrickville Station. Minimum FSR of 3:1 requested on the basis of minimum financial feasibility. 	<ul style="list-style-type: none"> The proposed density for these street blocks was identified considering the structure Plan key spine, lot pattern and transition to the existing low density to the east and southeast. Highest density of 3:1 is proposed along the Illawarra Road key spine, transitioning to 2.2-2.5:1 along Charlotte Street / Riverdale Avenue blocks and 1.5:1 along Myrtle Street and Harriet Street. These provide an appropriate density and built form transition outcomes. A higher density in these street blocks would be inconsistent with the need to balance the scale of new development with transitioning to areas of no change or lower densities.

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	<ul style="list-style-type: none"> It is acknowledged that there is a delta between current financial feasibility of development within the street block and the proposed FSR. However, the development uplift needs to be balanced against the design to promote density along key spines and support local centres in a manner that is place-based and provides a contextual response. The incentive mechanism for development within the proposed street block would assist with feasibility.
<ul style="list-style-type: none"> For Leofrene Avenue, Marrickville, Request for additional density along Leofrene Avenue – FSR of 3.5 vs exhibited FSR of 3:1 	<ul style="list-style-type: none"> Whilst the subject street block is close to Marrickville Station, the additional FSR would be difficult to accommodate on the basis of the built form hierarchy of the precinct. Illawarra Road is intended to be the primary spine and is proposed with an FSR of 3:1. A higher density in these street blocks would be inconsistent with the need to balance the scale of new development with transitioning from high density areas to areas of no change or lower densities.
<ul style="list-style-type: none"> A site-specific technical submission for 2-18 Station Street, Marrickville, requesting to increase FSR to 6:1 on sites between Station Street and Illawarra Road. 	<ul style="list-style-type: none"> An FSR of 6:1 is double that proposed (3:1). This is incompatible with the area and inconsistent with the intended scale of built form for Marrickville.
<ul style="list-style-type: none"> For Schwebel Street, Grove Street, Ivanhoe Street and Riverdale Avenue, concerns regarding inconsistent proposed height control to the block west of Ivanhoe Street – 8 storey vs 10 storey of the remainder block. Consider transition between proposed R4 zone to existing R2 zone east of High Street. 	<ul style="list-style-type: none"> The proposed 27.9m / 8 storey HOB to the west of Ivanhoe Street and Riverdale Avenue provides a transition from the proposed 34.3m / 10 storeys along Schwebel Street and Grove Street, to the proposed 21.5m / 6 storeys to the block east of Ivanhoe Street and Riverdale Avenue. Note that the block bounded by Riverdale Avenue, Ivanhoe Street, Frede Lane, High Street and Charlotte Street is intended to be zoned as R3 Medium Density Residential (as amended post-exhibition). This will provide the transition between the R4 and R2 zones.
<ul style="list-style-type: none"> For 2A-6 Riverdale Avenue, request to increase the base controls: <ul style="list-style-type: none"> Base FSR from 1.5:1 to 2.2:1 Base HOB from 16m (4 storeys) to 21.5m (6 storeys) 	<ul style="list-style-type: none"> These sites exhibit local conditions which means a higher FSR than the 1.5:1 as proposed is difficult to accommodate. The considerations include: <ul style="list-style-type: none"> The topography falls significantly from Schwebel Street to Riverdale Avenue. The sites have relatively shallow lot depth. When considering the ADG minimum setback and building separation, the built form testing has resulted in development outcomes of circa four storeys and 1.5:1 FSR. This is equivalent to the proposed surrounding built form when accounting for topography.
<ul style="list-style-type: none"> For 4-20 High Street, Marrickville, request for inclusion for uplift with a similar control to the surrounding proposed R3 / R4 zone, i.e. base FSR 3:1, 21.5m HOB and associated incentives. 	<ul style="list-style-type: none"> This area was not included in the uplift as it lies outside of the focus areas of Illawarra Road and Marrickville Road key spines. There is already substantial change within Marrickville. Development uplift needs to be balanced against the design to promote density along key spines and support local centres. If uplift is warranted, there are planning pathways outside Council-led Our Fairer Future Plan to take forward developer-led proposals.

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Actions:

- No change recommended.

2.6.5 Areas West of Illawarra Road

Matters Raised	Responses
<ul style="list-style-type: none"> • For Jersey Street, Moncur Street, Moyes Street and Greenbank Avenue, concerns related to the proposed medium to high-density development within this area: <ul style="list-style-type: none"> – Change in character and streetscape – Privacy and overshadowing impacts – Over-concentration of high density development around McNeilly Park • The submissions also raised a range of other matters including traffic, flooding and heritage conservation that are addressed in themes submission responses. 	<ul style="list-style-type: none"> • One of the principles for housing uplift for the HIAs is to locate density in areas where there is high amenity – in terms of access to open space, to centres, to public transit, and where that density supports the urban structure of the locality, such as along key movement corridors. • These street blocks are within 5-10 mins walking catchment to Marrickville station and adjacent to amenity including the large open space at McNeilly Park which is intended to be further expanded. • It is acknowledged character of the area will change as a result of this proposal. However, the area is well located to deliver housing being in close proximity to town centre, train station and local park. • Kersey, Moncur, Moyes and Greenbank Streets are relatively wide streets in the context of Marrickville and can support taller built form. • Lot depths in this locality are also relatively deep, which would enable taller developments. • These local factors all contribute to the area being appropriate for the proposed 8 storey height. • Further, the testing has indicated that the proposed built form arrangement will not have an impact on the amenity of McNeilly Park with respect to solar access and views to the sky.
<ul style="list-style-type: none"> • In relation to the McNeilly Park Expansion, suggest expanding the park further to the west along Jersey Street instead of to the southwest along Greenbank Avenue. • Request to retain 45 Greenbank Avenue as a community centre of art gallery, if the LRA of 39-45 Greenbank Avenue is proceeding. 	<ul style="list-style-type: none"> • Multiple scenarios were undertaken to determine McNeilly Park expansion location. The proposed 39-45 Greenbank Street were identified as the preferred location noting: <ul style="list-style-type: none"> – Corner location addressing the street frontages; and – Visual presence along Greenbank Street and Moyes Street. – The most meaningful impact through the proposed expansion. • The proposed LRA on these properties is for public open space and zoned as RE1 Public Recreation. • A draft infrastructure contributions Plan will be prepared and will consider the need for community facilities to meet the needs of population growth.
<ul style="list-style-type: none"> • For 13-17 Warburton Street, Marrickville, requested that proposed Planning controls be amended as follow: <ul style="list-style-type: none"> – Remove the requirement to consolidate the three properties – Increase the HOB to 32m to accommodate 4m topography change to the rear 	<ul style="list-style-type: none"> • The proposed setbacks on the subject site are designed to help preserve tree canopy of the substantial fig trees on Warburton Street, and to provide a landscape interface to McNeilly Park. • Whilst consolidation of the sites would be a preferred outcome, it is not mandatory under the proposed controls. • Removing FSR controls would be an inappropriate response to development and allow uncontrolled floor space. • No change is proposed to the controls.

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<ul style="list-style-type: none"> Remove FSR control. Built form outcomes to be guided by NSW Apartment Design Guide (ADG) and Transport for NSW (TfNSW) requirements. Proposed setbacks: West: 0m (podium), 3m (tower) North: 0m (podium) 	
<ul style="list-style-type: none"> For 34-38 Jersey Street, Marrickville, requested to increase the base controls: <ul style="list-style-type: none"> Base FSR from 2.5:1 to 3:1 Base HOB from 27.9m (8 storeys) to 34.3m (10 storeys) The submission includes an indicative built form massing including the shadow analysis to adjoining McNeilly Park. 	<ul style="list-style-type: none"> The proposed increase to 10 storeys for this site is not warranted on the basis of the intended consistent urban uplift in the area to 8 storeys. Development scale needs to be balanced against the impact to adjacent development sites. Heights up to 10 storeys are possible through application of incentive mechanisms. Additional height beyond this is inconsistent with the intent for Marrickville.
<ul style="list-style-type: none"> In relation to 406-414 Illawarra Road, Marrickville, requested to amend the proposed controls, accompanied with the indicative built form massing: <ul style="list-style-type: none"> Base FSR from 3:1 to 3.5:1 Base HOB from 23.3m (6 storeys) to 34.3m (10 storeys) 3-4 storey street wall Reduce GF retail and Level 1 residential floor to floor to 3.8m 	<ul style="list-style-type: none"> This site is located within 400m from the Marrickville train station. It is opposite Woolworths and in an area of local centre amenity. However, the intent is to promote the highest density in the area of Marrickville Centre – north of the station and at Marrickville Road. A step in scale for this part of Illawarra Road is appropriate. The base controls of 3:1 allow a height of 6 storeys owing to side boundary wall allowances.
Actions: <ul style="list-style-type: none"> No change recommended. 	

2.6.6 2-4 Roach Street, Marrickville

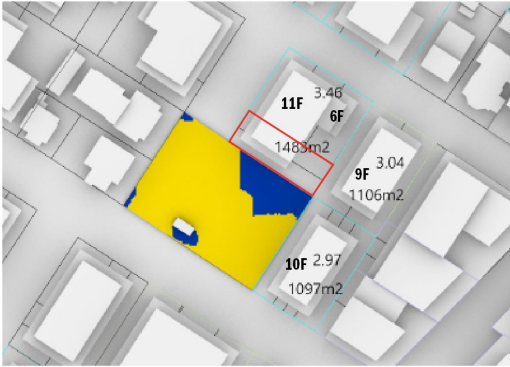
Matters Raised	Responses
<ul style="list-style-type: none"> Subject sites identified as heritage – archaeological site. Proposed rezoning to R4 with no associated FSR and HOB uplift 	<ul style="list-style-type: none"> The sites identified as heritage – archaeology do not preclude development. Excavation is required to determine the archaeological items, which can occur through redevelopment. Built form testing was undertaken adopting similar base controls to the properties to the north of 34.3m / 10 st HOB and 3:1 FSR. The solar analysis demonstrated that the proposed uplift (inclusive of bonus FSR and HOB) results in 80% of Louisa Lawson Reserve to the south still receiving a min. 3 hour sunlight in mid-winter.

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Hassell

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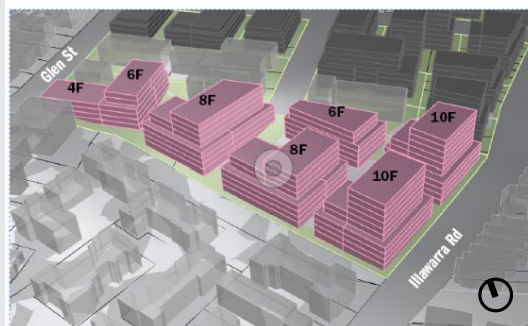
	<p>Solar Impact Test to Louisa Lawson Reserve (9am - 3pm, June 21): 2H Compliance: 88% 3H Compliance: 80%</p>  <p> 2H solar access or more Less than 2 hours solar access </p> <p>Solar access analysis to Louisa Lawson Reserve from proposed indicative envelope of 2-4 Roach Street and 44-48 Warren Road</p> <ul style="list-style-type: none"> The proposed uplift would only be possible when these sites amalgamate with the sites to the north. Uplift cannot be realised without amalgamation with 44-48 Warren Road, Marrickville as the sites by themselves will not meet the minimum frontage requirements. This will also protect the amenity/ solar access to Louisa Lawson Reserve. 				
<p>Actions:</p> <ul style="list-style-type: none"> Amend the LEP controls for 2-4 Roach Street: <ul style="list-style-type: none"> FSR: from 0.6:1 to 3:1 HOB: from 9.5m to 34.3m (10 storeys) Minimum Site Area Incentive: Area 2 Sustainability Incentive: Yes Affordable Housing Contribution: Yes 					
<p>2.6.7 438 Illawarra Road, Marrickville (Homes NSW Site)</p> <table border="1"> <thead> <tr> <th>Matters Raised</th><th>Responses</th></tr> </thead> <tbody> <tr> <td> <ul style="list-style-type: none"> Suggest a higher density uplift to the large public housing site at Illawarra Road. </td><td> <ul style="list-style-type: none"> The subject site is government-owned land with approximate total area of 13,360 sqm. It provides the opportunity to deliver more housing, particularly The exhibited LEP controls for this site are 1.5:1 FSR and height of 5 storeys. Land to the north is proposed for 8 storeys to Harnett Street and Illawarra Road, stepping to 4 storeys at Harnett Street and 5 storeys at Glen Street. The 5 storey height was proposed on the basis of this site being the limit of uplift along Illawarra Road and stepping down to the 4-storey development adjacent. There is merit in uplifting development potential on the basis of this being a large street with multiple street frontages and on the key spine of Marrickville. </td></tr> </tbody> </table>		Matters Raised	Responses	<ul style="list-style-type: none"> Suggest a higher density uplift to the large public housing site at Illawarra Road. 	<ul style="list-style-type: none"> The subject site is government-owned land with approximate total area of 13,360 sqm. It provides the opportunity to deliver more housing, particularly The exhibited LEP controls for this site are 1.5:1 FSR and height of 5 storeys. Land to the north is proposed for 8 storeys to Harnett Street and Illawarra Road, stepping to 4 storeys at Harnett Street and 5 storeys at Glen Street. The 5 storey height was proposed on the basis of this site being the limit of uplift along Illawarra Road and stepping down to the 4-storey development adjacent. There is merit in uplifting development potential on the basis of this being a large street with multiple street frontages and on the key spine of Marrickville.
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Attachment 2

Masterplan Post Exhibition Changes



- A consistent height across the whole site would not be appropriate based on the need to step down to residential areas along Glen Street.
- Testing was undertaken considering the potential incentives which results in 10 storeys at Illawarra Road, 8 storeys central to the site and 5 storeys to Glen Street.
- This was assessed to have acceptable solar access retention to the residential apartments to the southeast.
- The additional heights can be accommodated while maintaining amenity outcomes.
- Community has indicated loss of affordable housing and social housing in these areas as a key concern. To ensure the continuous provision of social/ affordable housing on this site, a new LEP provision is proposed which ensures that there is no net loss of affordable and social housing on this site when it redevelops.



Indicative Plan and building envelope of 438 Illawarra Road

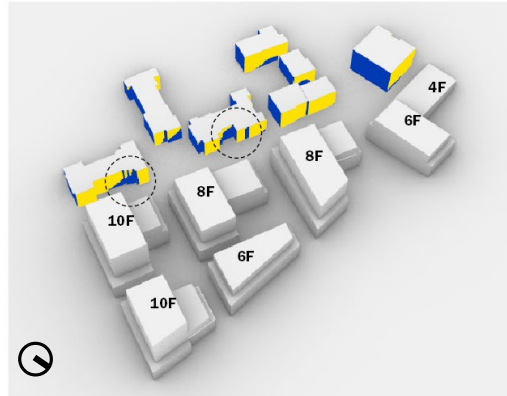
Masterplan Post Exhibition Changes



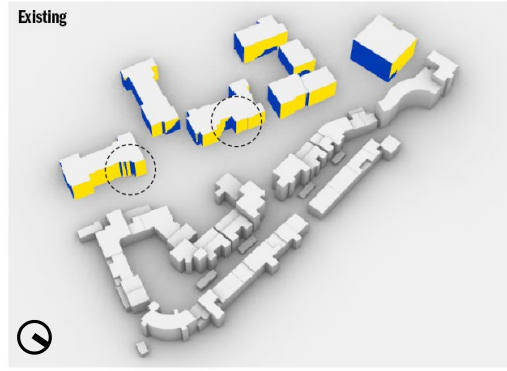
Item 1

Solar Impact Test of Neighbouring Lots (June 21)

2H Compliance Area -8%



Existing



Solar access analysis of the existing low density residential to the south between current and the proposed uplift on 438 Illawarra Road, Marrickville.

Actions:

- Amend the proposed LEP controls from R3 Medium Density Residential, FSR of 1.5:1 and HOB 18.3m to as follows:

LEP Controls	Lot 1	Lot 2	Lot 3
LZN	R4 High Density Residential	R4 High Density Residential	R3 Medium Density Residential
Base FSR	2.5:1	1.8:1	1.5:1
Base HOB	28m (8 storeys)	25m (7 storeys)	18.5m (5 storeys)
Minimum Site Area Incentive	Area 2	Area 1	Area 1
Public Realm Incentive	N/A	Area A	N/A

- Insert a new LEP provision which states that there will be no net loss of affordable and social housing on this site.

Attachment 2

Masterplan Post Exhibition Changes



3.0 HIA 1B: Ashfield-Croydon

3.1 Croydon Suburb

3.1.1 Deferral of Croydon

Matters Raised	Responses
<ul style="list-style-type: none"> Council's 20 May 2025 resolution included: <i>That Council defer consideration of any changes to Planning controls in the suburb of Croydon pending consultation with Burwood Council to identify how to harmonise controls across Croydon.</i> 	<ul style="list-style-type: none"> The proposed uplift to the Croydon suburb will be deferred and additional studies undertaken with regards to proposed building scale and height.
Actions: <ul style="list-style-type: none"> These submissions will be further investigated and reported back to Council as per the May Council resolution. 	

3.2 Ashfield East Sub Precinct

3.2.1 Eastern Gateway: Liverpool Road, Grosvenor Crescent, Elizabeth Street, Carlton Crescent and Prospect Road

Matters Raised	Responses
<ul style="list-style-type: none"> Concerns raised regarding the proposed uplift to the western end of Grosvenor Crescent, corner Carlton Crescent and Prospect Road: <ul style="list-style-type: none"> Proposed 10 storey is too tall and there is a lack of transition. Overshadowing impact. Height should be limited to 7 storeys. Impact of proposed heights on HCAs. Submissions also raised a range of other matters including traffic, infrastructure, heritage and environmental hazards that are addressed in the themed submission responses. 	<ul style="list-style-type: none"> The intersection at Liverpool Road, Grosvenor Crescent, Carlton Crescent, and Elizabeth Street marks the eastern gateway to Ashfield's town centre. Currently, this area does not reflect Ashfield's role as a key centre in the Inner West. Planning controls have long supported its potential, with mixed-use zoning and height incentives already in place, including approval for tall buildings on the Wests Leagues Club site. This location is well-suited for new housing, with easy access to Ashfield and Summer Hill, nearby parks (Allman Park, Ashfield Park, and a proposed park on Bruce Street), and opportunities for renewal and improved transitions. The proposed uplift, transitions and revitalisation intended are as follows: South of railway line <ul style="list-style-type: none"> Proposed built form up to 11–12 storeys at Liverpool Road will define the gateway, stepping down to 8 storeys and 4 storeys along Carlton Crescent and Prospect Road. The proposed height will have minimal impact on nearby properties as the buildings would only adjoin Liverpool Road, the Sustainability Centre and the railway, and will provide a 4-storey scale at street edges. The uplift will occur in tandem with public domain improvements. Land dedication to south of Liverpool Road will allow realignment and expansion of the public domain by up to 5m wide, supporting additional landscape frontage with widened footpath appropriate for a gateway location. To the north-east:

Masterplan Post Exhibition Changes



	<ul style="list-style-type: none"> 10 storeys proposed along the mixed-use area of Liverpool Road fronting the new proposed park will have minimal impact as it faces the railway to the south. The conservation area to the north has been amended based on heritage advice, removing properties on Bruce Street due to inconsistent character. The HCA boundary is approximately 150m away from the Liverpool Road frontage where the building heights will be concentrated. Towards the HCA, building heights transition to 5 storeys then 3 storeys at the interface with Ormond and Bruce Streets, as also reflected in the draft Design Guides. <p>To the north-west</p> <ul style="list-style-type: none"> Properties on Elizabeth Street are separated by the street reserve, additional land identified for dedication and landscaped setbacks are required by new buildings. Many HCA properties have their side boundaries to Elizabeth Street. The proposed height increase of up to 5 storeys, with some sites up to 7 storeys is considered an appropriate scale given accessibility to the Ashfield Train Station and the importance of the Elizabeth Street spine.
<p>Actions:</p> <ul style="list-style-type: none"> No change recommended. 	

3.2.2 119-123 Carlton Crescent, Summer Hill

Matters Raised	Responses
<ul style="list-style-type: none"> Retaining the existing E1 zoned land at the corner of Carlton Crescent and Prospect Street creates inconsistent development character, with taller heights. The proposed 8 storey height limit for the street corner is excessive. The E1 zoned land is not strategically required. 	<ul style="list-style-type: none"> Land at the western end of the street block bound by Carlton Crescent and Prospect Road is proposed to be uplifted for Residential R3 Medium Density to FSR of 1.8:1 and height of 19 m / 5 storeys. This proposed height control will be rationalised to 18.5 metres to ensure consistency of building heights across the LGA. 121-123 Carlton Crescent (E1 zone) and 119-120 Carlton Crescent (R3 zone) were exhibited with an FSR of 2.5:1 and height of 30 metres / 8 storeys intended to allow shop-top housing type development to activate and reinforce the entry to the Prospect Road local corridor. Through review, the E1 zoned land has been identified as not strategically required, noting it sits outside the town centre and the land area does not provide opportunity for a local centre scale development. Modifying the subject three lots to Residential R3 Medium Density means a similar built form scale to the remaining street block can be achieved. The associated incentive provisions will also be changed – offering a more consistent approach to uplift.
<p>Actions:</p> <ul style="list-style-type: none"> Amend the LEP controls for 121 – 123 Carlton Crescent: <ul style="list-style-type: none"> LZN: From E1 Local Centre to R3 Medium Density Residential HOB: From 30 metres (8 storeys) to 18.5 metres (5 storeys). FSR: From 2.5:1 to 1.8:1. Min. Site Area Incentive: From Area 2 to Area 1. 	

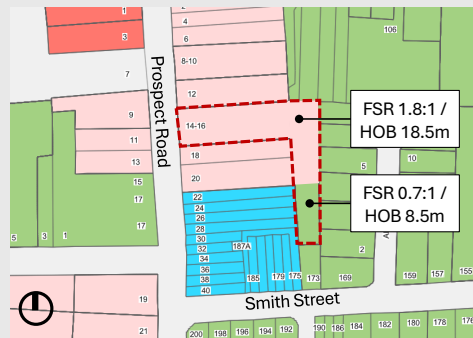
Masterplan Post Exhibition Changes



- Amend the LEP controls for 119 – 120 Carlton Crescent:
 - HOB: From 30 metres (8 storeys) to 18.5 metres (5 storeys).
 - FSR: From 2.5:1 to 1.8:1.
 - Min. Site Area Incentive: From Area 2 to Area 1.
- Amend the Design Guide controls accordingly to reflect residential setback and street wall heights, consistent with the remainder of the street block:
 - Front setback: min. 3m (Carlton Crescent) and min. 4m (Prospect Road)

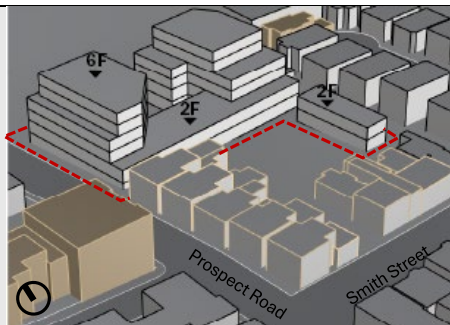
3.2.3 14-16 Prospect Road, Summer Hill

Matters Raised	Responses
<ul style="list-style-type: none"> • The subject property has a battleaxe configuration, with the rear portion of the lot proposed with different development controls to the front. • Request for same development controls to apply across its area – to the higher control of 1.8:1. • Concern raised from owners of properties outside the uplift area with regard to interface, overshadowing and height. • Consider setbacks and height controls in relation to the existing heritage conservation area south of the project study area on Prospect Road and Smith Street. 	<ul style="list-style-type: none"> • This area of Prospect Road has a mixed character with a concentration of 3-4 storey walk-up flats, townhouses and HCA at the corner of Smith Street. • The subject site is currently occupied by an established townhouse development. • Existing townhouses extend into the southern rear portion of the site (outside the study area) that are not wide enough to accommodate other types of development (varies from 11-13m) and sit immediately behind the HCA, hence this area is not recommended for uplift. • Based on submissions received, both for and against uplift, further built form testing was undertaken for the site. • Inclusive of bonus provisions, a height of up to six storeys could be achieved. The building form can step down to two storeys where interfacing with the heritage conservation area to the south and still meet the bonus FSR provisions. • To offer this flexibility, and preferred design outcome, it is appropriate to refine the proposed controls for the battleaxe form of the lot up to the southern edge with the heritage conservation area (described in the diagram below). • The proposed uplift in this area is relatively modest, with a base FSR of 1.8 and 18.5m / 5 storeys HOB. The existing scale will be maintained for the part of the lot where it is directly adjacent to the HCA and Heritage Items. • It is recommended to revise FSR and HOB controls for 14-16 Prospect Road, Summer Hill as indicated below.



Map indicating the proposed FSRs for 14-20 Prospect Road (site shown in dotted red boundary)

Masterplan Post Exhibition Changes



Indicative building envelope, assuming an amalgamated site of 14-20 Prospect Road, inclusive of incentives.

Actions:

- Amend the proposed LEP controls for 14-16 Prospect Road, Summer Hill:
 - Extend the proposed R3 zoning, 1.8 FSR and 18.5m (5 storeys) HOB to the rear of property, aligned with the southern boundary of 20 Prospect Street.
 - Maintain the existing R2 zoning, 0.7 FSR and 8.5m HOB controls south of the split zone, immediately to the east of the existing Heritage Conservation Area.
 - Amend the Incentives and Affordable Housing Contribution maps accordingly.

3.2.4 35-37 Prospect Road, Summer Hill

Matters Raised	Responses
<ul style="list-style-type: none"> • Reconsider opportunity of sites for uplift. • Adjacent area immediately to the north proposed for FSR 1.8:1 and HOB of 19m. 	<ul style="list-style-type: none"> • These sites are currently zoned R3 with HOB of 12.5m, 0.7:1 FSR. • A group of four heritage items immediately to the south of the subject sites contain fine examples of Victorian Italianate freestanding residences. These are also zoned R3. • The sites were initially excluded on the basis of providing separation/ transition to the group of heritage items. • Built form modelling has concluded that a small uplift on the subject sites up to FSR 1.0:1 could be achieved within the existing height limit. The height of building (12.5m) does not change, with only the FSR being uplifted. • This would still provide an appropriate transition to the group of heritage items and minimal overshadowing impacts, whilst enabling some housing uplift.

Actions:

- Amend the LEP controls for 35-37 Prospect Road, Summer Hill:
 - FSR: from 0.7:1 to 1:1
 - HOB: 12.5m (no changes)
 - Introduce Minimum Site Area Incentive: Area 1
 - Introduce Sustainability Incentive
 - Introduce Affordable Housing Contribution
- Update the draft Design Guide requirements to ensure appropriate transition and amenity to single dwelling houses and heritage listed dwellings that sit within R3 zones and are not proposed for uplift.

3.2.5 20 Tintern Road, Ashfield - Heritage Item

Matters Raised	Responses
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Masterplan Post Exhibition Changes



<ul style="list-style-type: none"> Request to remove the heritage listing 	<ul style="list-style-type: none"> Proposed controls are consistent with the adjoining properties: <ul style="list-style-type: none"> Existing: 12.5m HOB (reflected in existing 4 storey scale), and 0.7:1 FSR Proposed (as exhibited): HOB 18.5m (5 storeys), FSR 1.8:1. The site is narrow (15m frontage) yet deep (50m). Removal of the heritage listing is not supported as outlined in the Engagement Outcomes Report. The original listed dwelling only occupies the front part of the site, providing opportunity for sympathetic rear infill development. The property is already adjoined by existing 3-4 storey walk-up flats on both sides. Height uplift is minor to allow a recessed 5th storey. FSR uplift is more substantial, aligned to modern apartment development typologies. The proposed uplift is to facilitate integration of isolated undeveloped lots (including this site) with the renewal of the existing flats in the long-term as these age. The existing flats sit within similarly narrow (15m wide) lots. Minimum lot frontage and apartment design requirements will ensure that 20 Tintern Ave or adjoining neighbours are not left out and included in amalgamations of sufficient size to enable future development with appropriate amenity and sympathetic heritage outcomes.
Actions: <ul style="list-style-type: none"> No change recommended. 	

3.2.6 Victoria Street

Matters Raised	Responses
<ul style="list-style-type: none"> Objects the proposed uplift along Victoria Street. Concerns include: <ul style="list-style-type: none"> Solar amenity impact Change to streetscape character Parking and traffic impact 	<ul style="list-style-type: none"> It is acknowledged that the proposed changes on Victoria Street will alter the existing character. A key principle that was applied to housing uplift within the HIA was to locate density in areas where there is high amenity – in terms of access to open space, centres and public transport – and where increased density supports the local urban structure, such as along key movement corridors. These street blocks are next to Allman Park and within 5-10 mins walking catchment to Ashfield station and Ashfield Mall. These blocks and Victoria Street between Norton Street and Robert Street have been proposed for uplift up to 18.5m / 5 storeys. The street blocks along Tintern Avenue to the east of Victoria Street are currently zoned R3 Medium Density Residential and have a height of building control allowing up to 12.5m / 3 storeys. The street is dotted with existing walk-up flats that already provide a 4-storey scale to the street. Lots in this locality are also relatively deep and can support taller developments.

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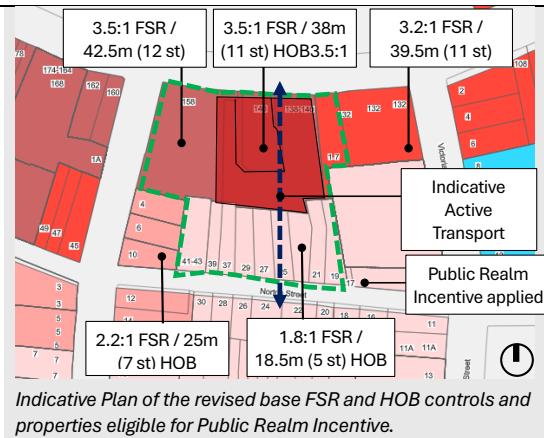


	<ul style="list-style-type: none"> The ADG and draft Design Guide include provisions to ensure adjoining properties will receive appropriate solar access. These factors all contribute to the area being suitable for the proposed 5 storeys height. The proposed maximum parking controls will ensure new developments minimise traffic impact.
Actions: <ul style="list-style-type: none"> No change recommended. 	

3.2.7 Street Block Bound by Liverpool Road, Victoria Street, Norton Street and Queen Street

Matters Raised	Responses
<ul style="list-style-type: none"> A technical submission requested additional height and floor space, with associated public benefit provision. Request for uplift across subject lots to be implemented via a key site mechanism. Requesting substantial FSR increase to 4.4:1 to the corner of Liverpool Road and Victoria Road. Requesting FSR of 3:1 for the properties along Norton Street. Associated building height amendments requested up to 17 storeys along Liverpool Road and 10 storeys along Norton Street. 	<ul style="list-style-type: none"> Built form testing of the whole street block was undertaken considering the proposed uplift for these properties. Some proposed FSRs and building heights can be supported, whilst others are considered excessive, noting the potential solar access impact to properties south of Norton Street. The request to implement the uplift through the key site mechanism is not supported, as this mechanism is being used to deliver key public benefits identified in the Social Infrastructure Needs study. The testing identifies that the requested additional uplift can be accommodated through the following: <ul style="list-style-type: none"> Introduce public realm incentive to deliver public benefit of an active transport connection between Liverpool Road and Norton Street. Retain base FSR and HOB controls along Liverpool Road and minor amendments to properties along Norton Street and Queen Street: <ul style="list-style-type: none"> 132-136 Liverpool Road: 3.2:1 FSR / 39.5m (11 storeys) HOB 138-146 Liverpool Road: 3.5:1 FSR / 39.5m (11 storeys) HOB 158 Liverpool Road: 3.5:1 FSR / 42.5m (12 storeys) HOB 19-43 Norton Street: 1.8:1 FSR / 18.5m (5 storeys) HOB 4-10 Queen Street: 2.2:1 FSR / 25m (7 storeys) HOB Note: The HOB controls in metres have been adjusted based on the revised criteria. The intended no. of storeys remains the same. In addition, feasibility testing of this block has indicated that an increased affordable housing contribution of 5% is viable. The following diagram identifies the revised base controls and properties eligible for Public Realm Incentives.

Masterplan Post Exhibition Changes



Actions:

- Amend the proposed LEP controls:

LEP Controls	132-158 Liverpool Road	4-10 Queen Street	19-43 Norton Street
Base FSR	No change	2.2:1	1.8:1
Base HOB	No change	25m (7 storeys)	18.5m (5 storeys)
Public Area Incentive	Area A (138-140 and 158 Liverpool Road only)	N/A	Area A
Affordable Housing Contribution	Yes, 5%	Yes, 5%	Yes, 5%

- Amend the draft Design Guides to require:
 - Appropriate solar access to future uplifted development on the southern side of Arthur Street.
 - Identify the location of public realm incentive – desirable to be between Liverpool Road and Norton Street. Minimum 6m wide and must be open to sky.
 - Enhancements to the Liverpool Street interface at ground level, including widening of the footpath at the corner to facilitate improved pedestrian amenity and avoid blind corners.

3.2.8 TfNSW submission – Bruce Street / Liverpool Road

Matters Raised	Responses
<ul style="list-style-type: none"> 13 Bruce Street - opposes RE1 zone. 89-83 Liverpool Rd - align existing LRA to remove part of the LRA along Bruce Street reserve. 	<ul style="list-style-type: none"> Proposed RE1 zoning in this location to reflect the existing use of Bruce Street is considered appropriate. There is also need for additional open space in the Inner West which is a key community concern and therefore, it is recommended that the proposed RE1 rezoning. Further, the neighbouring sites at Liverpool Road have been given considerable level of uplift for development opportunities. There are no issues regarding the proposed realignment of existing LRA on the Liverpool Road sites, however this will be pursued separately through a housekeeping amendment alongside any other sites.
Actions: No change recommended.	

Masterplan Post Exhibition Changes



Item 1

3.3 Orpington Sub Precinct

3.3.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Concerns the proposed uplift along Orpington Street, Pembroke Street and Elizabeth Street will impact the amenity and solar access to properties within Oak Street HCA. 	<ul style="list-style-type: none"> Part of the HCA, located at the southeastern corner of Ormond Street and Bruce Street, is to be removed on the basis that its existing character is inconsistent with the remainder of the HCA. The existing buildings along Orpington Street range between one and four storeys. These properties are proposed for marginal uplift to 16m / 4 storeys, with potential incentive height up to 5 storeys. The ADG and Council's draft Design Guide provide built form transition and interface controls to adjoining heritage and lower density developments. These are to ensure appropriate transition outcomes and minimise privacy and solar amenity impacts to residential dwellings within the HCA south of Orpington Street. Properties on Elizabeth Street are separated from uplift by the street reserve and proposed public realm dedications. Many HCA properties have their side boundaries to Elizabeth Street. The proposed height increase of up to 5 storeys, with some sites up to 7 storeys is considered an appropriate scale given accessibility to the Ashfield Train Station and the importance of the Elizabeth Street spine.
Actions: <ul style="list-style-type: none"> No change recommended. 	

3.3.2 Pembroke Street

Matters Raised	Responses
48A and 50 Pembroke Street <ul style="list-style-type: none"> These properties were excluded from uplift due to flooding. However, these have been rezoned from R3 Medium Density Residential to R1 General Residential. 	<ul style="list-style-type: none"> Rezoning to R1 for these properties was incorrectly applied.
Actions: <ul style="list-style-type: none"> Amend LEP map to revert to existing R3 Medium Density Residential zoning for 48A-50 Pembroke Street. 	
38-48 Pembroke Street Heritage Items <ul style="list-style-type: none"> Review of approach to inclusion of heritage listed items for uplift 	<ul style="list-style-type: none"> A review of the inclusion of heritage properties in uplift revealed that these items were inadvertently incorporated in the exhibited controls. These are part of group heritage items and unlikely to accommodate a suitable infill development response in this group heritage context. It is recommended that these sites be excluded from any uplift. Existing IWLEP controls to be retained for these sites.
Actions: <ul style="list-style-type: none"> Amend LEP maps to remove the group-heritage listed sites at 38-48 Pembroke Street from uplift by reverting the LZN, FSR, HOB, associated incentives and affordable housing controls to the existing IWLEP 2022 controls. Revert to the existing IWLEP 2022 controls. 	

Attachment 2

Masterplan Post Exhibition Changes



Item 1

<p>Proposed Through Site Link</p> <ul style="list-style-type: none"> The Structure Plan proposed a through site link between Pembroke Street and Bruce Street / Wallace Street. 20-26 Pembroke Street were identified in the Public Realm Incentive map. 2 Bruce Street provides the key street frontage to deliver the through site link, however excluded from the incentive map. 	<ul style="list-style-type: none"> 2 Bruce St: <ul style="list-style-type: none"> Small irregular lot approx. 500m² containing a small residential dwelling with 10m wide frontage. Most of its perimeter boundary adjoins the HCA. The lot size, shape, and orientation restrict its development to the current scale, as anything larger would impact the amenity of adjoining HCA dwellings. While uplift is not suitable within the site, it can be amalgamated with the surrounding sites as it provides an ideal location to enable the link. 20-22 Pembroke St: <ul style="list-style-type: none"> Initially identified in the Public Realm incentive. These are attached dwellings and 20 Pembroke Street is heritage listed. There would be limited opportunity to accommodate a link in the desired location. 20-22 Pembroke St is recommended to be excluded from the public realm incentive. <div data-bbox="762 813 1102 1144"> <p>24-26 Pembroke Street</p> <p>2 Bruce Street</p> <p>ORMOND ST</p> </div> <p><i>Properties eligible for Public Realm Incentive and the indicative active transport connection alignment.</i></p> <ul style="list-style-type: none"> The incentive mechanism ensures that when a development is proposed on a site that sits within the Incentive Area and it provides the intended link, the incentive is applied to the whole of the development site.
<p>Actions:</p> <ul style="list-style-type: none"> Amend the proposed LEP Public Realm Incentive map to: <ul style="list-style-type: none"> Exclude 20-22 Pembroke Street Include 2 Bruce Street Amend the draft Design Guides to reflect the above amendments. 	

Attachment 2

Masterplan Post Exhibition Changes




Item 1

3.4 Parramatta Road Sub Precinct

3.4.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Several uplifted areas with HOB controls > 21.5m / 6 storeys were incorrectly proposed for R3 Medium Density Residential zone instead of R4 High Density Residential. 	<ul style="list-style-type: none"> Amend the zoning of affected sites to R4 High Density Residential. This includes: <ul style="list-style-type: none"> 74-78 Chandos Street; Ashfield 1-19A Curt Street; Ashfield 113-119 Bland Street, Ashfield
Actions: <ul style="list-style-type: none"> Amend the proposed zoning of the above sites from R3 Medium Density Residential to R4 High Density Residential. 	
<ul style="list-style-type: none"> Concerns raised regarding the proposed 6-7 storeys along Curt Street and Bland Street: <ul style="list-style-type: none"> Located away from train station and inadequate bus services. Streets are too narrow to accommodate such uplift. Flood risk. Privacy and overshadowing impact. Parking. 	<ul style="list-style-type: none"> The subject properties along Curt Street are proposed with an FSR of 2:1 and a height of 7 storeys. Surrounding land is proposed to be uplifted to a height of 6 storeys. The FSR and height on Curt Street responds to the detailed flood analysis undertaken in support of the master plan. This requires reduced building footprints to accommodate storm water flow, and a resultant increase in height. The subject area is adjacent to a local centre at the corner Parramatta Road and Bland Street and high frequency bus routes along Parramatta Road. With this local centre and public transport amenity, the proposed housing uplift is considered appropriate.
Actions: <ul style="list-style-type: none"> No change recommended. 	

3.4.2 94-96 Chandos Street, Ashfield - Heritage Items

Matters Raised	Responses
<ul style="list-style-type: none"> These properties are heritage listed items and proposed for uplift to 6 storeys. However, with the recent works along Parramatta Road, these items have been demolished and the area repurposed as a driveway for 192 Parramatta Road as well as widening of Parramatta Road. 	<ul style="list-style-type: none"> Heritage items were demolished, and a residue lot parcel remains. The boundaries of the uplift area have been adjusted to include the residual parcel and exclude the other parts of the lot associated to the Parramatta Road widening.
	
Actions: <ul style="list-style-type: none"> Amend the LEP maps to revert to the existing controls for the parts of 94-96 Chandos Street affected by the Parramatta Road widening. 	

Attachment 2

Masterplan Post Exhibition Changes



3.5 Northern Spine Sub Precinct

3.5.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Several uplifted areas with HOB controls > 21.5m / 6 storeys were proposed for R3 Medium Density Residential zone instead of R4 High Density Residential. 	<ul style="list-style-type: none"> Amend the affected sites to R4 High Density Residential zone. This includes: <ul style="list-style-type: none"> 28A-32 & 48-56A Bland Street 57-61 & 76 Charlotte Street 1-2A John Street 9-10 Comet Street
Actions: <ul style="list-style-type: none"> Amend the LEP LZN Map for these properties from R3 Medium Density Residential to R4 High Density Residential Zone. 	

3.5.2 40 Charlotte Street - Baptist Care Site

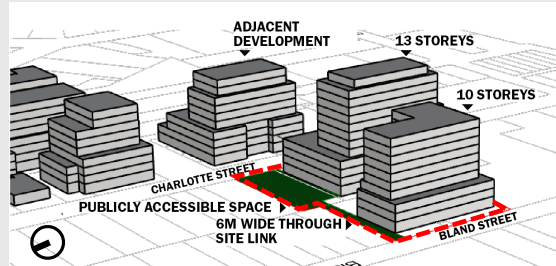
Matters Raised	Responses
<ul style="list-style-type: none"> A detailed technical submission requested a modified approach to uplift with a base FSR of 2.5:1. Three scenarios were provided considering built form, density and public realm outcomes. Questioned the size of potential open space (provided as an incentive mechanism) and associated through site link. Requests additional height and other changes to the proposed public benefits such as reduced open space. 	<ul style="list-style-type: none"> The Baptist Care site at 40 Charlotte Street and 19 – 23 Bland Street is a key opportunity site for housing uplift in Ashfield. The site is relatively large and strategically located in a very long street block with two street frontages. It offers an opportunity to provide a mid-block connection between Charlotte and Bland Streets, increasing urban permeability and enhancing access to nearby schools. The site is in an area with low provision of open space. Through the proposed incentive mechanism, provision of publicly accessible open space can be achieved. To offer an appropriate incentive for provision of the through site link and publicly accessible open space, the base FSR was set at 1.3:1, with potential maximum uplift to 2.275:1, inclusive of all incentives. An additional built form investigation was undertaken to test the suitability of the requested additional height and floor space. Considerations included solar access, overshadowing, the relationship of building height to adjacent heritage items and the perceived accessibility of the open space. The site has two character interfaces – to the west, influenced by heritage items; to the right – an area of greater opportunity given surrounding heritage items at Webbs Avenue are proposed to be delisted. In order to recognise this character, the FSR and HOB controls are proposed to be split across the site. The testing identifies: <ul style="list-style-type: none"> Additional uplift can be accommodated up to 10 storeys fronting Bland Street and 14 storeys within the central portion to the site, with an associated FSR of circa 3.2:1 (inclusive of incentives). Development on Bland Street is proposed to be limited to 10 storeys on the basis of relationship to the heritage items. Development fronting Charlotte Street should step down in height in order to be consistent with the intended

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- scale of development along the street – and take into account the interface to the adjacent school.
- The testing confirmed the suitability of the open space at approximately 900m² – reduced from the exhibited proposal of around 1,250m² – and a width of 20 metres fronting Charlotte Street. Accordingly, the mid-block link was deemed appropriate at 6m wide.
 - The following diagrams illustrate an indicative building envelope and solar access analysis to the school to the south.



Indicative building envelope of the amended 3.2:1 FSR and up to 14 storeys HOB controls (inclusive of incentives)



Solar access analysis of the adjoining St Vincent Catholic School from one of the indicative building envelopes tested at 40 Charlotte Street.

Actions:

- Amend the proposed LEP controls for 40 Charlotte Street, Ashfield:
 - FSR: Western portion of site – 1.5:1; Eastern portion of site – 2.0:1
 - HOB: Split height control – Western portion of site – 15.5m and 4 storeys; Eastern portion of site – 31.5m and 9 storeys
 - Minimum Site Area Incentive: Area 1
 - Public Realm Incentive: Area C
- Amend the Design Guide requirements to reflect the:
 - revised area of publicly accessible open space is 900sqm
 - new built form requirements including transitions, setbacks.

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3.5.3 18-24 Webbbs Avenue

Matters Raised	Responses
<ul style="list-style-type: none"> Consider delisting the heritage items at 22 and 24 Webbbs Avenue and include in uplift. Include the other two properties within the street block (18 and 20 Webbbs Avenue) in uplift. 	<ul style="list-style-type: none"> Sites surrounding the subject properties are proposed for uplift to R4 High Density Residential, with an FSR of 2.5:1 and height of 28m / 8 storeys. Further heritage review has been undertaken for these sites which has established that the Statement of Significance and Physical Description relied on the collective group of four dwellings, 18-24 Webbbs, and that the individual listings did not meet the intended outcome. It is recommended the two remaining Items i.e. 22-24 Webbbs Avenue, Ashfield be delisted. Refer to Section 5.7 of Attachment 1. Testing undertaken for the sites demonstrates that a density of FSR 2.5:1 and 8 storeys can be accommodated. The diagram below illustrates the indicative built form outcomes of up to 10 storeys (inclusive of incentives), assuming an amalgamated site of 18-24 Webbbs Avenue and 35 Charlotte Street.



Indicative Plan and building envelope of an assumed amalgamated site of 18-24 Webbbs Avenue and 35 Charlotte Street.

Actions:

- Amend the proposed LEP controls as below:

LEP Controls	18-20 Webbbs Avenue	22-24 Webbbs Avenue
Heritage	N/A	Remove heritage listing

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LZN	R4 High Density Residential	
FSR	2.5:1	
HOB	28m (8 storeys)	
Minimum Site Area Incentive	Area 2	
Sustainability Incentive	Yes	
Affordable Housing Contribution	Yes	

3.5.4 52-54 Charlotte Street, Ashfield

Matters Raised	Responses
<ul style="list-style-type: none"> Request to amend the proposed LEP controls and associated incentive: <ul style="list-style-type: none"> Base FSR – from 0.7:1 to 2.5:1 Base HOB – from 12.5m (3 storeys) to 30m (9 storeys) 	<ul style="list-style-type: none"> These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided.
Actions: <ul style="list-style-type: none"> No change recommended. 	

3.5.5 Alt Street

Matters Raised	Responses
25 Alt Street <ul style="list-style-type: none"> Concern for the site being isolated noting it sits in between a laneway and a strata building. 	<ul style="list-style-type: none"> Refer to the Engagement Outcomes report for Revised Minimum frontage and site isolation requirements.
49 Alt Street <ul style="list-style-type: none"> Queried that the proposed through site link is not connecting to existing infrastructure. Concern the proposed through site-link will result in loss of developable area. 	<ul style="list-style-type: none"> Refer to 1.11 Mid-Block Link Locations for the response to through site link concerns.
Actions: <ul style="list-style-type: none"> No change recommended. 	

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3.6 Ashfield Centre North Sub Precinct

3.6.1 Elizabeth Street – General

Matters Raised	Responses
<ul style="list-style-type: none"> Opposes the proposed uplift along Elizabeth Street up to 43m / 12 storeys HOB: <ul style="list-style-type: none"> Traffic and infrastructure impact Multiple strata units already exist Oppose the Elizabeth Street nomination as ‘key spine’ when compared to other major streets i.e. Frederick Street and Milton Street. Concerned that Council will enforce the partial Land Reservation for Acquisition and impact the property. 	<ul style="list-style-type: none"> Elizabeth Street is identified as a future growth corridor for the Ashfield–Croydon area due to its proximity to public transport, services, and open space. The area offers opportunities for housing uplift and public domain improvements. Existing and proposed planning controls, including the ADG, support apartment developments that maintain adequate amenity and minimises impacts on solar access for both new and neighbouring properties. The proposed building heights have been carefully distributed to respond to local conditions: <ul style="list-style-type: none"> 8–12 storeys near the train station and areas with existing higher density. Taller buildings must be set back from low-scale street wall / podiums. 5–6 storeys along HCA interfaces and most other areas. 6–7 storeys at selected edges and corners. Additional uplift potential is identified south of Elizabeth Street near Alt and Bland Streets, subject to further technical flooding investigation. Partial LRAs are now subject to revised mechanism of ‘Public Realm Incentive-Mandatory’ of which the land dedication will only occur if the sites redevelop. Refer to the Refinements to Partial Land Reserved for Acquisition (LRA) in the Engagement Outcomes Report for further details.

Actions:

- No change in general, except in areas identified in other sub-precincts / sections.

3.6.2 Elizabeth Street - West of Alt Street


Matters Raised	Responses
<ul style="list-style-type: none"> Height of 12 storeys in this block is not supported as it is already densely populated with existing strata units. 	<ul style="list-style-type: none"> The NSW ADG and Council’s draft Design Guides ensure new apartments provide adequate amenity while protecting the amenity of neighbouring buildings, with specific provisions for building separation, privacy, and solar access. Height limits within this block are carefully distributed to respond to the surrounding context. This includes: <p>Sites along Elizabeth Street</p> <ul style="list-style-type: none"> Northern side: predominantly 6 storeys HOB, reduced to 5 storeys adjoining the HCA. Southern side: predominantly 6 storeys, with: <ul style="list-style-type: none"> 8 storeys at corner Frederick Street and Elizabeth Street, eastern side of Frederick Street and the street frontage of 106-118 Elizabeth Street 9 storeys to the 124-126 Elizabeth Street <p>Sites along the railway corridor</p> <ul style="list-style-type: none"> Up to 12 storeys are proposed for 106-118 Elizabeth Street (rear site) and 1-5A Benalla Avenue, considering:

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	<ul style="list-style-type: none"> Proximity to the town centre. Located north of railway corridor, lower overshadowing impact to the south. Provides a long-term redevelopment opportunity for the existing strata buildings, subject to owner agreement. Larger site amalgamations allow taller buildings configuration, ensuring appropriate separation and reduced impacts on neighbouring properties.
Actions: <ul style="list-style-type: none"> No change recommended. 	

3.6.3 Areas South of Elizabeth Street: Wood Street, Station Street

Matters Raised	Responses
20 Charlotte Street <ul style="list-style-type: none"> Requests removing SP2 Infrastructure zoning and LRA along the Elizabeth St frontage. Concerns about heritage listed item within LRA area. Supports proposed increase in density. Consider 55m HOB, and 4.5:1 for the site at 20 Charlotte St as that site is more impacted by LRA. Consider incentives that are commensurate to opportunities and heritage constraints of the location. 	Heritage Context and Development Potential <ul style="list-style-type: none"> The existing DCP identifies 2-20 Charlotte St (row of heritage shops) as a site where rear infill development could be considered with min. 12m setback from Charlotte St and substantial setbacks from Elizabeth St. These parameters were adopted for modelling. However, a future Conservation Management Plan or heritage assessment may require greater setbacks or reduced building heights.  <p><i>The subject site (yellow) and group of sites identified in the current DCP, adjoining heritage listed items (brown); Amalgamated development and setback assumptions for podium (grey, 3 storeys), towers (white, varies) and associated setbacks</i></p> Consideration of uplift <ul style="list-style-type: none"> The exhibited HOB, FSR, and incentives controls reflect the site's strategic location near the station and its potential for amalgamated development to deliver additional housing. Building height <ul style="list-style-type: none"> Due to higher ground levels, 2-20 Charlotte Street could accommodate the tallest buildings in the area. Other sites on Charlotte Street are more constrained by heritage and are limited to 7-10 storeys. 12 storeys are permitted only where: <ul style="list-style-type: none"> Lot depth and configuration (via amalgamation) allow required setbacks to respond to low-scale heritage street frontages. Tower separation can be achieved, particularly at 56-64 Elizabeth Street, assuming amalgamation.

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	<ul style="list-style-type: none"> Further height increases are not supported, as additional setbacks cannot be accommodated without negatively impacting adjacent development or creating poor built form outcomes. <p>FSR</p> <ul style="list-style-type: none"> Tower footprints are limited by the need to preserve heritage streetscape values. These sites are not expected or intended to achieve the same FSR as other development types <p>Incentives</p> <ul style="list-style-type: none"> The highest level of planning incentives applies to these sites. With appropriate amalgamation, 20 Charlotte Street could achieve the proposed uplift. However, due to narrow lot widths, multiple adjoining lots, and constraints such as cul-de-sac, significant amalgamation is required. Assigning the full uplift to a single narrow lot is not feasible. <p>Land reservation, heritage and development potential</p> <ul style="list-style-type: none"> Partial LRAs are subject to revised mechanism namely 'Public Realm Incentives – Mandatory'. Further discussion is included in the Engagement Outcomes Report. Land dedication will only be considered if development occurs. Demolition of the heritage item is not supported. Public domain improvements along Elizabeth Street are planned for part of street frontages not occupied by heritage buildings, particularly along Elizabeth Street. Development on shallow sites fronting Elizabeth Street, without amalgamation, is generally limited to 3 storeys. This is not due to land dedication/heritage status, but due to required upper-level setbacks above street wall for taller buildings. The existing and proposed controls aim to ensure equitable development, so that 20 Charlotte Street and its neighbours are included in future amalgamations and benefit from development opportunities. Heritage provisions in the LEP will ensure conservation of listed items while allowing appropriate new development. Additional LEP and Design Guides provisions are proposed to support appropriate transitions to heritage items. Refer to Section 5.7 of Attachment 1.
<p>Actions:</p> <ul style="list-style-type: none"> No change recommended. 	
<p>Club Ashfield - 1-15 Charlotte Street, Ashfield</p> <ul style="list-style-type: none"> Support the proposed uplift. Requests to increase the base controls for 1-15 Charlotte Street to 4:1 FSR and 43m / 12 storeys HOB, similar to the properties to the west. 	<ul style="list-style-type: none"> The site is proposed for uplift to an FSR of 3.5:1 and maximum height of 30m / 8 storeys. Detailed built form testing was conducted, considering: <ul style="list-style-type: none"> The proximity to heritage-listed properties. The impact on nearby residential dwellings. The overall size and context of the block.

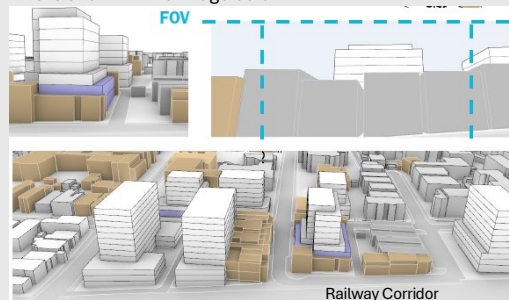
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- The site directly adjoins the rear boundaries of six heritage-listed single dwellings to the south-east. These properties are not expected to undergo redevelopment, hence protecting their residential amenity is a key consideration.
- A request to increase building height was assessed based on land ownership. Testing identified that one additional storey could be accommodated without increasing the FSR. However, further density was not supported due to potential impacts on surrounding amenity.
- In this scenario, the podium height of the building responds to the scale of the two 2-storey heritage items on each corner. This is shown in the image below.



Indicative built form envelope for the site showing the proposed scale and contextual relationship to the surrounding heritage items

- The pre-exhibition built form testing assumed a three-storey commercial podium with efficient layouts and floorplates for entertainment uses. The revised scenario maintains the same FSR but reduces the podium to two storeys at the street edge, with the remaining floor space accommodated in the additional upper level.
- Taller buildings would impinge upon the amenity of adjacent low density, heritage listed residential properties.

Actions:

- Amend the proposed LEP Height of Building map for 1-15 Charlotte Street, Ashfield from 30m (8 storeys) to 33.5m (9 storeys).
- Amend the draft Design Guides to provide for a two-storey street wall, consistent in scale with adjacent heritage items, fronting Charlotte Street.

3.6.4 Areas North of Elizabeth Street: Wood Street, Station Street

Matters Raised	Responses
7 and 17 Grainger Avenue <ul style="list-style-type: none"> • Requests for inclusion for uplift with similar controls to the adjoining property: <ul style="list-style-type: none"> – R4 High Density Residential zone – Base FSR: 2.5:1 – Base HOB: 30m/ 8 storeys 	<ul style="list-style-type: none"> • 7 Grainger Ave has a frontage of approximately 13m. • It adjoins existing walk-up flats to the south and a heritage-listed property at 17 Grainger Avenue (approx. 6 metres frontage) to the north. • For a consistent approach to other heritage listed sites, the proposed FSR and HOB controls for 7 and 17 Grainger Avenue are recommended to be updated to 2.5:1 FSR and 28m (8 storeys) height, aligned with the adjoining properties to the south.

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	<ul style="list-style-type: none"> Future redevelopment would likely require amalgamation with neighbouring strata properties, particularly to the south, to meet design and frontage requirements. If amalgamated, the site could accommodate the proposed uplift with appropriate transitions and setbacks, subject to detailed heritage and design assessment.
Actions: <ul style="list-style-type: none"> Amend the proposed LEP controls for 7 and 17 Grainger Avenue: <ul style="list-style-type: none"> FSR: from 0.7:1 to 2.5:1 HOB: from 12.5m to 28m (8 storeys) Introduce Minimum Site Area Incentive: Area B Introduce Sustainability Incentive Introduce Affordable Housing Contribution 	

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3.7 Ashfield CBD Sub Precinct

3.7.1 Update Height of Building Control for Town Centre Sites with FSR 4.3

Matters Raised	Responses
<ul style="list-style-type: none"> Height of building controls were streamlined across taller sites, which results in bulky built form outcomes for sites with proposed 4.3:1 FSR and 43m / 12 storeys HOB. Review the HOB controls for these sites to allow a less bulky built form outcomes. 	<ul style="list-style-type: none"> Further built form testing was undertaken for the proposed 4.3:1 FSR and 43m / 12 storeys HOB sites within Ashfield Town Centre highlighted in red in the below diagram. This includes: <ul style="list-style-type: none"> 206-216 Liverpool Road 223 – 255 Liverpool Road and adjacent 24 – 42 Hercules Street 265 – 305 Liverpool Road and adjacent 1 – 13 The Esplanade



Sites within Ashfield Town Centre with proposed 4.3:1 FSR

- These properties are next to Ashfield Train Station and their lot dimensions and depths (assuming amalgamation) offer opportunity for tall buildings associated with the town centre.
- The additional testing identifies a 46m / 13 storeys HOB control provides more flexible and less bulky built form outcomes, particularly at the upper levels.
- No changes are proposed to the exhibited FSR controls.

Actions:

- Amend the proposed LEP controls for these properties accordingly:
 - 26 – 42 Hercules Street, 265 – 275, 281-285, 303 Liverpool Road, and: HOB - from 43 metres (12 storeys) to 46 metres (13 storeys).
 - 206-216 Liverpool Road, 223 – 255, 277, 279, 287, 293-301, 305 Liverpool Road, 24 Hercules St, 1 – 13 The Esplanade, Public Realm Mandatory Incentive HOB 46m and Public Realm Incentive Mandatory FSR 4.3:1
- A number of sites in Ashfield CBD will now be subject of the PRIM and the proposed FSRs/ HOBs for these sites will be available through the incentives mechanism.

3.7.2 Key Site 7 - Ashfield Mall

Matters Raised	Responses
<ul style="list-style-type: none"> A submission from the owners of Ashfield Mall raises matters they consider to be problematic for redevelopment of the centre, including the open-to-sky pedestrian link north-south through the site and 	<ul style="list-style-type: none"> Ashfield Mall is the primary retail and service hub for Ashfield and nearby suburbs, offering the largest opportunity site for an integrated mixed housing and retail development with excellent access to transport, civic facilities, services and public amenities.

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<p>the 4m Land Reservation for Acquisition (LRA) along Norton Street.</p> <ul style="list-style-type: none"> Landowners to the south of Norton Street submitted a petition with concerns regarding the proposed height and bulk of towers on the Ashfield Mall site, along with associated overshadowing. The submissions propose a maximum height of 15 storeys for any towers on the Ashfield Mall site. Several submissions support the Ashfield Mall revitalisation and provide suggestions including preserving and enhancing the rooftop as an elevated public space and linking it with the civic space along Liverpool Road. 	<ul style="list-style-type: none"> The proposed north-south mid-block link is a key pedestrian connection between Liverpool Road, Norton Street, and key open space at Pratten Park via A'Beckett Avenue. It enhances permeability and delivers public benefit aligned with the site's increased development potential. Retaining this link requirement within the Ashfield Mall site is considered appropriate. The proposed LRA includes a 4m-wide strip along Norton Street and a 2m-wide strip along Holden Street. These will support public domain improvements and ensure adequate built form separation and transition between the Ashfield Mall site and uplifted properties to the south. The proposed LRAs affecting the Ashfield Mall site are recommended to be part of key site provision instead of the partial LRA as exhibited. The proposed location of towers across the Ashfield Mall site has been kept broadly flexible to accommodate future retail planning. Critical to ongoing amenity for development to the south of the Ashfield Mall site is tower separation, their north-south orientation and height, alongside setbacks from the street wall along Norton Street. With these controls, generally a 10-metre setback from Norton Street is required, plus development is required to demonstrate appropriate amenity is maintained for street blocks surrounding the Mall site. The desired future character and amenity of surrounding potential developments – including solar access and visual privacy impacts on properties south of Norton Street – will be assessed in accordance with Council's draft Design Guides and the ADG. The suggested elevated public space is a valuable contribution and should be considered in future design proposal.
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Actions:

- Amend the proposed LEP controls:
 - LRA: Remove the partial LRAs affecting the Ashfield Mall site.
 - Remove the proposed SP2 zone portion and retain the existing E2 Commercial Centre Zone.
 - Key Site: Revise the Key Site boundary to include the entire site
- Amend the proposed LEP Key Site 7 requirements:
 - Include the 4m and 2m wide land dedication for public domain improvement requirements along Norton Street and Holden Street accordingly.
- Amend the Design Guide provisions to:
 - reflect the above amendments to the partial LRAs.
 - have regard to tower orientation, separation, setbacks and heights in relation to Norton Street.

3.7.3 Miller Avenue HCA and Adjacent High-Density Development

Matters Raised	Responses
<ul style="list-style-type: none"> Concern raised by residents of Miller Avenue that the court-approved development at 314 Liverpool Road which provides minimal setbacks to the HCA will continue for other sites. 	<ul style="list-style-type: none"> Transitions to heritage items, heritage conservation areas and existing R2 Low Density Residential Areas has been a key point of review across the HIAs as part of post-exhibition amendments.

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<ul style="list-style-type: none"> Proposed height is too close to the rear boundary of the Miller Avenue residences, with associated overshadowing and visual privacy impacts. Requests for removal of HCA. 	<ul style="list-style-type: none"> To address concerns regarding transitions and ensure that the proposed controls are effective at preserving intended amenity, new design excellence provisions are recommended in the LEP which will ensure that a sensitive design response is provided for redevelopment of sites adjacent to HCA/ HIs/ low density areas. Further, new Design guide provisions are recommended to better manage these transitions. Future Development Applications must demonstrate consistency with the proposed design excellence and Design Guide provisions to minimise impact on existing HCAs and low-density residential areas. Refer to Section 5.7 of Attachment 1 for further details.
Actions: <ul style="list-style-type: none"> Refer to proposed amendments to the Design Excellence Provisions and draft Design Guides as outlined in Section 5.7 of the Engagement Outcomes Report (Attachment 1). 	

3.7.4 301-305 Liverpool Road

Matters Raised	Responses
<p>Key matters:</p> <ul style="list-style-type: none"> Re-evaluate LRA; requests removal of proposed LRA and associated SP2 zoning Clarify setbacks and land dedication requirements to The Esplanade (6m provided according to the approved development and current DCP), and the proposed LRA; requests nil setback if LRA is retained Re-evaluate the street wall height to Liverpool Road (understood to be 2 storeys and different from across the road); requests 3 storeys Re-evaluate the tower setbacks to Liverpool Road (understood to be 9m and different from across the road); The current setback requirement to Liverpool Rd (existing approval) is 12m, 9m is excessive, requests 6m. <p>Submission Recommendations:</p> <ul style="list-style-type: none"> Retain proposed land acquisition on the provision that a nil setback is permitted to The Esplanade Increase podium wall height to Liverpool Road to 3 storeys to match existing approved developments Reduce tower setbacks to Liverpool Road from 9m to 6m to align with proposed controls for developments on the opposite side. 	<p>Site and context:</p> <ul style="list-style-type: none"> 301-305 Liverpool Rd: site area of 651.5m², 16.7m frontage to Liverpool Rd, 15.8m frontage to The Esplanade Sits within the middle area of a block of 10 properties of approx. 5.5m. <p>The development approved in the Land and Environment Court provides for a development typology and amalgamation pattern that would not support the level of density and equitable development objectives envisaged in the Our Fairer Future Plan.</p> <p>The responses below (and flexibility envisaged) relate to other amalgamations and building typologies that more equitably facilitate housing uplift across the CBD.</p> <ul style="list-style-type: none"> Liverpool Road (both sides) – street wall height: <ul style="list-style-type: none"> The Plan acknowledges that the 12m street wall height in the current LEP may limit flexibility. Max 12.5m and min 10.5m can be considered subject to parapet alignment. Allows 3 storeys mixed use (requested) and 2 storeys commercial. The flexibility is related to minimising loss of commercial uses and improved interfaces to small heritage shops. Liverpool Road (both sides) – street wall and side setbacks: <ul style="list-style-type: none"> The Plan acknowledges that the 12m street wall setback in the current LEP may preclude development that could be considered appropriate on certain amalgamations and blocks. The Design Guide seeks to balance considerations such as street interface consistency, blank walls, amenity, maximum continuous façade length, enabling uplift, orderly and equitable development. The detached tower is the preferred typology to enable the level of density (up to 17 storeys) intended to be achieved through incentives. It provides solar access to

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	<p>the street and allows more housing with better amenity within the new development and adjoining sites.</p> <ul style="list-style-type: none"> – Building separation allows some flexibility for variations to the tower setbacks between existing (12m) and new development with less disruption to existing patterns. 9m tower setback will generally be sought for development at the scale of the intended uplift, with potential flexibility generally depending on whole-of-block layouts. – Attached development up to 9 storeys could be allowed to be built to the side boundary in certain circumstances e.g. attached and aligned to existing development. Flexibility of tower setbacks could be considered for 9-storey development depending on site constraints and opportunities for detached tower development on adjoining lots. <ul style="list-style-type: none"> • The Esplanade – removal of LRA and setbacks <ul style="list-style-type: none"> – 6m setback and land dedication provisions apply to development approved in court as per existing DCP for footpath, outdoor dining/seating, tree planting. • The Plan (future CBD character) encourages high amenity activated spaces away from the busy Liverpool Rd to build on Ashfield's dining culture. • It identifies Chessell Lane as a priority strategic opportunity for outdoor dining, seating and connectivity to growth in North Ashfield. • Land dedication and public domain improvements are still intended to The Esplanade and Chessell Lane. The proposed LRA will be replaced with the Public Realm Incentives Mechanism – Mandatory (PRIM) which will achieve coordinated outcomes for road widening and public domain improvements. • The requested 1.5m dedication with nil setback to The Esplanade is not supported. • Flexibility is envisaged, for example, delivering seating areas within Chessell Lane may not require the full 6m setback to be provided to the Esplanade. • Coordination will include the existing DCP and Design Guide, precinct objectives described above and preparation of block concept layouts by proponents at the DA stage.
Actions:	<ul style="list-style-type: none"> • No changes to exhibited density and height controls although maps will be amended to reflect the PRIM Mechanism. • Remove the proposed SP2 zoning and part LRA to be replaced with the PRIM for widening of the Esplanade. • Amend the LEP maps to apply the Public Realm Incentive Mandatory mechanism including new FSR and HOB Incentives Maps to 301 & 305 Liverpool Road. • 303 Liverpool Road (no frontage to the Esplanade) retains its proposed uplift as exhibited – refer Section 3.7.1. • Update the Design Guide to provide further clarity on exceptions to street wall height and setbacks, site isolation and enabling integrated public domain outcomes, with particular regard to: <ul style="list-style-type: none"> – Street Wall Height: Max 12.5m and min10.5m can be considered subject to parapet alignment.

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- Setbacks: Development built to the side boundary and alternatives to 9m-12m tower setback requirements can be considered depending on building height and block concept layouts that take into account existing context and development opportunities of adjoining sites

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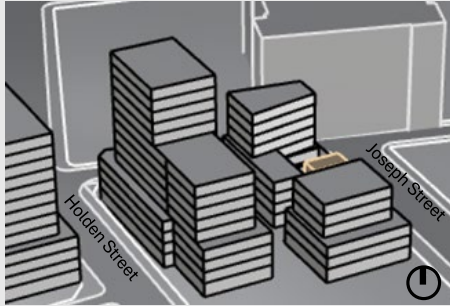
Attachment 2

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3.8 Southern Spine Sub Precinct

3.8.1 Holden Street

Matters Raised	Responses
<ul style="list-style-type: none"> Concerns for overshadowing and privacy impacts between the proposed R4 zone along Holden Street and proposed R3 zone along Joseph Street 24 Holden Street: <ul style="list-style-type: none"> Inconsistency between proposed zoning and Structure Plan. The property is proposed for MU1 zone. However, it has similar density, height and incentive controls with the R4 zoned properties to the south - 3:1 FSR, 36.5m / 10 storey HOB and Area 2 Min. Site Area Incentive. Misalignment between HOB and FSR. 	<p>R3 / R4 zone interfaces</p> <ul style="list-style-type: none"> Joseph and Holden Streets are both areas of change. The NSW Apartment Design Guide (ADG) provides guidelines to ensure that new apartment development protects the amenity of existing development as well as the amenity of potential future development within areas of change. Council's draft Design Guides includes consideration of equitable development outcomes and in certain cases it requires a concept layout for an entire street block to be provided with a development application, demonstrating how adjoining properties can achieve their development potential and amenity. Building heights at Holden Street will be concentrated at the Norton Street corner where it would have little impact to adjoining properties, transitioning to 8-10 storeys (10-12) storeys with incentives. Proposed building heights along Joseph Street at the interface with Holden Street vary from 6-8 storeys (8-10 storeys with incentives). The scale is considered compatible, providing a transition from a defined urban character along Holden Street into a high-medium density streetscape along Joseph Street. There are two heritage listed properties along Joseph Street. The proposed controls along Holden Street provide for a height transition to respond to the listed buildings as seen from Joseph Street.  <p><i>Example of potential interfaces between developments along Holden Street: relationship to R3 zone and integration of residential and mixed-use development (indicative only)</i></p> <p>Mixed use and R4 zone</p> <ul style="list-style-type: none"> The intended zoning boundaries are in accordance with the structure plan, aligned to HOB and FSR controls. Classification of 24 Holden Street as mixed-use was done in error. Zoning boundaries will be amended to include the property in the R4 zone. Commercial ground floor uses are mandatory in mixed use zones in the IWLEP. Extending the zoning further is not

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	<p>intended as very large retail areas are more suitable and economically viable within the core town-central area.</p> <ul style="list-style-type: none"> The intent is to encourage mixed-use typologies that provide commercial spaces at the Norton Street corner and transition to residential interfaces on Holden Street, which often happens within the same development. The minimum site area for incentives to apply to the mixed-use sites would require future development to be amalgamated with 24 Holden Street to achieve the incentives, benefitting this property for an overall greater incentive. Opportunities for 24 Holden Street to amalgamate south also remain. <p>Review of the HOB & FSR within the block</p> <ul style="list-style-type: none"> Additional testing to ensure further alignment between controls, and orderly and equitable development opportunities between the mixed-use and high-density areas along Holden Street has identified that: <ul style="list-style-type: none"> Without amalgamation, mixed-use development can achieve the base FSR 3.5:1 within 11 storeys instead of 12 floors as exhibited. Additional height should be achieved through incentives. On the eastern side, given the regular and efficient lot pattern, residential development can achieve FSR of 3.2:1 within the exhibited height limit of 10 storeys. It is recommended to increase the FSR within the 10-storey area to provide more opportunities to properties across zone boundaries. On the western side, the properties at 31 and 33 Holden Street are joined and should have been attributed the same HOB and FSR to facilitate coordinated development - FSR of 3:1 and HOB of 34.5m.
Actions:	<ul style="list-style-type: none"> Amend the proposed LEP Maps for the following properties accordingly: <ul style="list-style-type: none"> 48 Norton Street, 19-23 Holden Street, 16-22 Holden Street: HOB: 11 storeys, 39.5m 24-23 Holden Street: Public Realm Mandatory Incentive FSR 3.2:1 24 Holden Street: LZN to R4 High Density Residential 33 Holden Street: Public Realm Mandatory Incentive HOB 34.5m and Public Realm Mandatory Incentive FSR 3:1

3.8.2 Street Blocks East of Holden Street

Matters Raised	Responses
<p>14-22 Arthur Street and 24-32 Joseph Street</p> <ul style="list-style-type: none"> The proposed uplift of these properties south of Arthur Street (R3 zone, 1.5:1 FSR and 16m / 4 storeys HOB) will result in: <ul style="list-style-type: none"> Loss of character Privacy and overshadowing impacts noting the slope to the south Worsening flood risk 	<ul style="list-style-type: none"> The subject properties were exhibited with a height of 4 storeys and FSR of 1.5:1. The adjacent street blocks extending to the west to Rose Street had also been identified as having potential for uplift and potential for new links to Pratten Park, as indicated in the exhibited Structure Plan. However, additional flooding testing is required to determine suitability of those sites and the appropriate development typologies. This resulted in only the subject properties on Arthur Street and Joseph Street being uplifted for exhibition.

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<ul style="list-style-type: none"> – Lack of uniformity with the remainder of street block 	<ul style="list-style-type: none"> • Additional solar access testing was undertaken for the properties. Depending on amalgamation patterns and incentives, the resulting scale for 14-22 Arthur Street was found to unduly overshadow properties on Pymont Street. • It is therefore considered appropriate to remove this area of Arthur Street and Joseph Street from uplift.
Actions: <ul style="list-style-type: none"> • Amend the proposed LEP Maps to 14-22 Arthur Street and 24-32 Joseph Street from the proposed uplift. Revert to existing IWLEP controls for these sites. 	

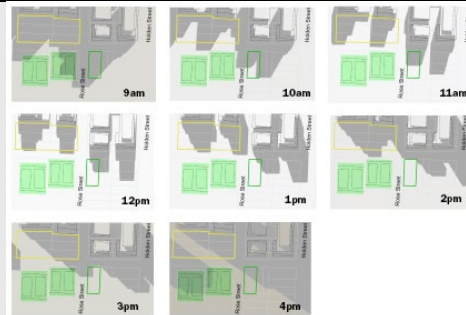
3.8.3 Street Blocks East of Holden Street and Arthur Street interface

Matters Raised	Responses
Rose Street, Norton Street, A'Beckett Avenue <ul style="list-style-type: none"> • Concerns raised regarding impacts of proposed height and density along Rose Street, A'Beckett Avenue and Holden Street, including: <ul style="list-style-type: none"> – Overshadowing of areas to the south, including the Rose Street Playground and lawn tennis courts at Pratten Park. – Loss of character. – Rose Street is too narrow to accommodate increased density. – Suggest lowering the proposed height to 4 storeys to minimise the overshadowing impact. • The submissions also raised a range of other matters including traffic and parking that are addressed in themes submission responses. 	<ul style="list-style-type: none"> • Items relating to A'Beckett Avenue and Norton Street are addressed below in chapter 3.9.3. Rose Street south of Arthur Street <ul style="list-style-type: none"> • This area has been identified to have potential for uplift as illustrated in the exhibited Structure Plan. Additional flooding considerations are required before the area can be further considered for uplift. • It remains zoned R2 and the draft Design Guide provisions relating to transition to sensitive uses will apply to any development north of Arthur Street to require appropriate consideration of character, solar access, and amenity to properties south of Arthur Street. • The draft Design Guide requires a min. 4m front setbacks, max. 3-storey scale fronting Arthur Street, with further setbacks depending on the building height. That is considered an appropriate. Rose Street north of Arthur Street <ul style="list-style-type: none"> • The existing character is inconsistent, with dwellings and walk-up apartments of various eras and scales. • Max. 4-storey scale and min. 3m setbacks to the street front are required, appropriate to the N-S corridor width. • The E-W portion is narrow, with secondary access character. Narrow street considerations will apply (refer to General Topics) and a through-site link is encouraged. • Detailed solar access testing was undertaken with consideration of an extended time window of protection for lawn species used in grass courts. • To the north of 15 Rose Street, the potential development scenario tested was found to not impact amenity of the tennis courts or the playground.

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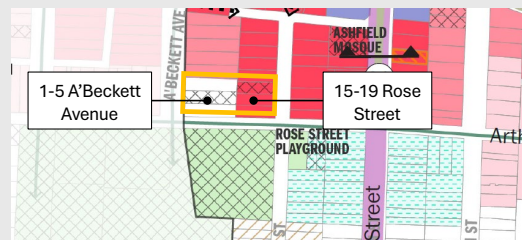
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Analysis of a potential development scenario and extended time-window in mid-winter. The tennis court area receives a minimum 6 hours sunlight in mid winter.

15-19 Rose Street

- These properties on the western side of Rose Street lie directly to the north of the Western Suburbs Lawn Tennis Association and its lawn tennis courts (contained in Pratten Park).
- The proposed scale of development would overshadow the lawn tennis courts, which could impact their viability.
- Testing was undertaken to ascertain if a reduced building height (and associated FSR) could be accommodated.
- It was determined that the proposed uplift for 15 – 19 Rose Street needs to be reduced to such an extent that there is a significant gap to development feasibility.
- Flooding considerations also limit potential alternative building configurations for the sites at this stage
- It has been determined that removing the subject properties from uplift is the most appropriate course of action.
- There are opportunities to reconsider 15-19 Rose Street in the future in conjunction with the 3 properties at 1-5 A'Beckett Avenue where opportunities for uplift were also identified subject to additional flooding testing and broader considerations for Pratten Park.



Map indicating the location/ context for the sites along A'Beckett Avenue and Rose Street (relevant sites shown in yellow boundary)

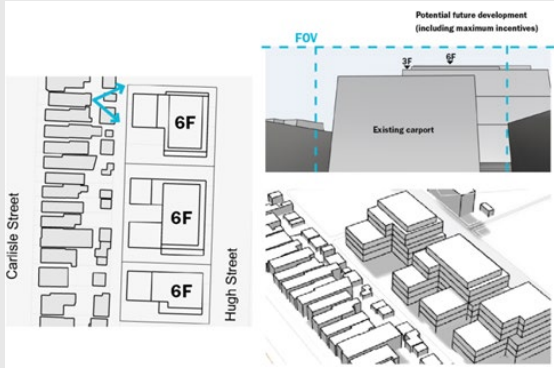
Actions:

- Amend the proposed LEP Maps for 15-19 Rose Street to remove these sites from the proposed uplift. Revert to existing IWLEP controls for these sites.
- Amend the proposed Design Guide to require development along A'Beckett Street and Rose Street to provide solar access protection to the courts of the Western Suburbs Lawn Tennis Association.

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3.9 Southern Village Sub Precinct

3.9.1 Western Side of Hugh Street and Carlisle Street, Ashfield

Matters Raised	Responses
<ul style="list-style-type: none"> Multiple submissions raised concerns regarding the proposed density and 4-6 storeys heights along the western side of Hugh Street: <ul style="list-style-type: none"> Privacy and overshadowing impacts to properties along Carlisle Street. Inconsistent height limits Height transition to the existing low-density developments. Laneway access which serves both Hugh Street and Carlisle Street properties. A few submissions suggest including properties east of Carlisle Street in the uplift with up to 12.5m (2 storeys + roof) HOB control. The submissions also raised a range of other matters including traffic and parking that are addressed in the themed responses. 	<ul style="list-style-type: none"> Hugh Street (west) was exhibited with heights of 4, 5 and 6 storeys and an FSR of 1.5:1, 1.8:1 and 2.2:1, increasing from the south towards the town centre. A relatively low FSR to height was applied where it would help modulate built form around flooding constraints and facilitate stepping down towards Carlisle Street. The properties along Carlisle Street have relatively long backyards and are further separated by a narrow laneway. In addition, lots proposed for uplift along Hugh Street are very deep. Those factors combined greatly facilitate transitions. Building footprints and development scale on Hugh Street needs to consider stepping down / transitioning to properties on Carlisle Street, alongside its function as an urban link between Pratten Park and the town centre along Liverpool Road. Overland flow / stormwater constraints also inform building separation and building footprints, which has been taken into account in built form modelling. Careful built form modelling was undertaken in response to submissions received. Alternative scenarios tested included amalgamation patterns of different sizes and height incentives, additional setbacks to the laneway and Hugh Street, and view testing using approximations of the field of view (FOV) from the human eye. <div>  <p>Potential future development (including maximum incentives)</p> <p>Existing carport</p> <p>FOV</p> <p>Carlisle Street</p> <p>Hugh Street</p> <p>6F</p> <p>6F</p> <p>6F</p> </div> <p><i>Diagrams showing indicative built form and the Field of View (FOV) for Carlisle Street and Hugh Street developments</i></p> <ul style="list-style-type: none"> The testing has demonstrated that it is possible to establish a consistent height of 5 storeys along the western side of Hugh Street without compromising the footprint separations tested during flooding studies. Note: the above diagram shows base controls plus incentives (hence 6 floors). Given that there is no development proposed to the north, from as early as 10am in mid-winter, it is possible to completely avoid overshadowing any part of the properties.

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	<ul style="list-style-type: none"> It is possible to achieve a lower, three storey interface with additional setbacks to the rear laneway and concentrate the taller portions of development near Hugh Street. If modulated as tested, the perception of the scale of new buildings seen from the backyards of Carlisle Street properties would be minimal. It also demonstrates that minimal overlooking can be achieved. There are no required changes to the FSR controls. The design guidance should be updated to reflect these revised transition requirements.
Actions: <ul style="list-style-type: none"> Amend the HOB of 1-7 Hugh Street from 23.5m (6 storeys) to 18.5m (5 storeys). Amend the draft Design Guides as below: <ul style="list-style-type: none"> require a three-storey interface at the rear of Hugh Street properties adjacent to Carlisle Street, provide a 3m setback to the laneway, update the desired future character to encourage taller portions of buildings focused towards Hugh Street. 	
44-48 Carlisle Street <ul style="list-style-type: none"> Concern regarding overshadowing and suggest reducing maximum height on Hugh Street from 5 to 3 storeys. 44-48 Carlisle Street should be included in uplift with similar controls to the R3 zoned properties to the south and east. 	<ul style="list-style-type: none"> Changing the controls for 44-48 Carlisle Street would be inconsistent with the prevailing character of this part of the street. 52-60 and 42-51 Carlisle Street are uplifted as part of the Arthur Street as these properties exhibit a different character to the remainder of Carlisle Street, being a mix of residential flat buildings, church buildings and houses. The matter regarding height on Hugh Street is dealt with in the item above. Amendments to the heights of 52-60 and 42-51 Carlisle Street, are detailed below.
Actions: <ul style="list-style-type: none"> No change recommended. 	

3.9.2 98-104 Norton Street, Ashfield

Matters Raised	Responses
<ul style="list-style-type: none"> Concern regarding overshadowing to Hugh Street and Carlisle Street. 	<ul style="list-style-type: none"> As demonstrated in the item above, given that no change is proposed to the north of Carlisle Street, there are no impacts to solar access to properties to the east of Hugh Street. Hugh Street has been identified as an area of change. The NSW Apartment Design Guide provides guidelines to ensure that new apartment development protects the amenity of existing development as well as the amenity of potential future development within areas of change. Given the strategic location of the site along Norton Street close to the CBD, key transport hubs and services, a building height of 6 storeys is considered appropriate. To address other concerns listed in the item above, further built form testing was undertaken to review the interface to the laneway adjoining a few of the properties along Carlisle Street. A 3m setback to the laneway can be assumed for all scenarios instead of the 2m initially proposed

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- Assuming the proposed FSR of 2.2:1, Incentive Area B and HOB 6 storeys:
 - While sufficient articulation to the laneway could be achieved within larger amalgamations, a smaller amalgamation (although unlikely given existing ownership) could result in a 6-storey building relatively close to the laneway – which is undesirable.
- Assuming an FSR of 2:1, Incentive Area A and 6 storeys:
 - A 3-storey interface to the laneway can be consistently achieved.
 - For smaller amalgamations, the built form is generally contained within 5 storeys (visible from Carlisle St)
 - For larger amalgamations, a built form of 6 storeys (7th floor not visible) would adjoin the laneway at a distance as a narrow form, not occupying the field of view
 - The outcomes are considered acceptable.

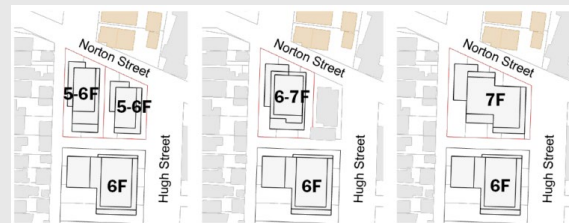


Diagram showing the indicative outcome of amalgamation pattern scenarios and the relationship to future development to the south on Hugh Street.

- By reducing the FSR from 2.2 to 2:1, a better relationship to the laneway and surrounding development can be achieved.

Actions:

- Amend the proposed LEP controls for 98-104 Norton Street:
 - FSR: from 2.2:1 to 2:1.
 - Minimum Site Area Incentives map: Area A
- Amend the Design Guide to require a setback of 3m to the laneway and a scale of 3 storeys at the laneway interface.

3.9.3 Arthur Street, A'Beckett Avenue and Pratten Park, Ashfield Bowling Club

Matters Raised	Responses
<ul style="list-style-type: none"> Concern raised about the impact of bulk and scale on the character of Arthur Street. Concern raised regarding proposed overshadowing to Pratten Park's bowling greens, which require considerable solar access to maintain lawn health and viability. 	<ul style="list-style-type: none"> Additional solar access testing was undertaken for development along the Arthur Street, as well as for proposed taller development on A'Beckett Avenue. The solar access testing found that for Arthur Street, parts of Carlisle Street, Hugh Street and A'Beckett Avenue, a reduction in height and FSR is warranted. Testing of A'Beckett Avenue found that a reduction in building height is warranted; however, an increase in FSR from 2:1 to 2.2:1 is recommended to encourage an appropriate amalgamation pattern. An associated property at 15 A'Beckett Street (in the Southern Spine Sub Precinct) is proposed to reduce FSR to 2.2:1 from 2.5:1 and down to 7 storeys on the basis of controlling solar

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	<p>access to the bowling club as it could be potentially amalgamated to the south if the through-site link incentive is pursued.</p> <ul style="list-style-type: none"> 7-13 A'Beckett Street is proposed to reduce to 7 storeys and maintain their FSR of 2.2:1. Arthur Street, Carlisle Street and Hugh Street properties will reduce in height to 3 storeys and an FSR of 1.2:1. The revised FSR and HOB is not expected to substantially deviate from potential building footprints tested under the Flood Impact and Risk Assessment (FIRA). Any future Development Assessment (DA) on this site would also be required to prepare a separate FIRA specific to the development scheme proposed
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Actions:

Amend the proposed LEP maps as follows:

- 2-22 A'Beckett Avenue:
 - FSR: From 2 to 2.2:1
 - HOB: From 30 metres to 25 metres (7 storeys)
- 15 A'Beckett Avenue:
 - FSR: From 2.5 to 2.2:1
 - HOB: From 30 metres to 25 metres (7 storeys)
- 7-13 A'Beckett Avenue:
 - FSR: Retain proposed control of 2.2:1
 - HOB: From 30 metres to 25 metres (7 storeys)
- 25-31 Hugh Street, 35 - 55 Arthur Street and 43-51, 52-60 Carlisle Street
 - FSR: From 1.5 to 1.2:1
 - HOB: From 16 metres to 12.5 metres (3 storeys)

3.9.4 63-65 Arthur Street

Matters Raised	Responses
<ul style="list-style-type: none"> Proposed 4 storey height is opposed. Properties are located in between low-density heritage conservation area. 	<ul style="list-style-type: none"> 63-65 Arthur Street were uplifted as part of the broader Arthur Street, however these properties are wrapped by an HCA along King Street to the east and Hampden Street to the west. This makes the uplift of 63-65 Arthur Street isolated. On this basis, the two lots are now being recommended to be removed from the uplift.

Actions:

- Amend the proposed LEP maps to remove 63-35 Arthur Street, Ashfield from uplift and retain the existing IWLEP controls.

3.9.5 Brunswick Parade

Matters Raised	Responses
<ul style="list-style-type: none"> Brunswick Parade Reserve is too narrow to accommodate up to 9 storeys. A lower density development type i.e. townhouses, is more appropriate. 	<ul style="list-style-type: none"> The subject properties are proposed to increase in height to 5 storeys, which is broadly in line with existing buildings of 4 storeys in parts of the sub-precinct. 9 storeys developments are not proposed for this area. Only allowing townhouses in this area would ignore the number of existing residential flat buildings within the street.

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	<ul style="list-style-type: none"> The street and small open spaces provide good separation between potential future development. 5 storeys is considered an appropriate scale for this part of Ashfield.
Actions: No change recommended.	

3.10 Iron Cove Sub Precinct

3.10.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Several uplifted areas with HOB controls > 21.5m / 6 storeys were proposed for R3 Medium Density Residential zone instead of R4 High Density Residential. 	<ul style="list-style-type: none"> Amend the affected properties to the eastern side of Frederick Street currently proposed for R3 Medium Density Residential zone to R4 High Density Residential zone. This includes:
Actions: Amend the LEP LZN Map from R3 Medium Density Residential to R4 High Density Residential zones for these properties.	
<ul style="list-style-type: none"> Proposed uplift located > 400m away from train stations. Lack of connectivity to the Iron Cove creek corridor. Existing traffic conditions. Limited parking availability. Local shops limited to single corner café. 8-10 storeys along Frederick Street is excessive. Solar access and privacy impacts to existing residents. Loss of tree canopy. Some submissions suggested the uplift is insufficient and should be extended north of John Street. 	<ul style="list-style-type: none"> Proposed uplift areas to the west of Iron Cove Creek are part of Croydon suburb which has been deferred. This includes properties along Gregory Avenue, Hunt Street, Etonville Parade and Croydon Road. This area is well suited for increased density noting its location within 800m station catchment (approximately 10-12 mins walk) and proximity to adjacent open space amenities at Centenary Park and Hammond Park The proposed open space corridor along Iron Cove Creek provides the following public benefits: <ul style="list-style-type: none"> Creation of new public open space. Opportunity for enhanced landscaping and increased tree canopy cover. Improved active transport connectivity between both sides of the creek. Establishment of a north-south active transport link between Ashfield / Croydon and the broader network along Iron Cove Creek and the Bay Run. Widening of Frederick Street, including additional footpaths and verges remains under consideration by TfNSW as reflected in the existing LRA map. No change is proposed to this reservation. A small mixed-use development is proposed at the western end of John Street, adjoining existing corner shop-top housing. This aims to support additional local businesses and services, helping to reduce car dependency. The existing character along Frederick Street is varied, with a mix of dwellings and residential flat buildings from different eras and scales. The proposed building height of 8-10 storeys along Frederick Street is considered appropriate, supporting long-term renewal of existing strata-titled properties. The ADG and Council's draft Design Guides include provisions to protect solar access and privacy for adjoining properties.

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	<ul style="list-style-type: none"> Refer to the Engagement Outcomes Report for sections relating to car parking and traffic.
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Actions:

- No change recommended.

3.10.2 Key Site 8-19: Iron Cove Precinct

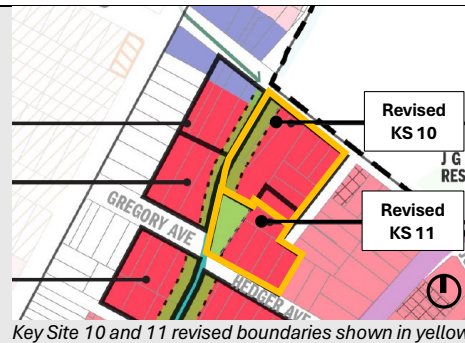
Matters Raised	Responses
<ul style="list-style-type: none"> Concerns regarding the uplift proposed for the Iron Cove key sites, sites between Elizabeth and John Streets and along Frederick Street: <ul style="list-style-type: none"> Canal being a flood zone. Proposed development height being inconsistent with surrounding built form. Scale of key sites / required amalgamation of lots, inconsistency of uplift between key sites. Vine Street being too narrow with limited parking availability. Solar access, privacy to existing residents. Loss of tree canopy coverage. Request for expansion of key site 14 to capture properties fronting Frederick Street on the basis it would make redevelopment of those properties more feasible. The submissions also raised a range of other matters including traffic, infrastructure and environmental that are addressed in the themed responses. 	<ul style="list-style-type: none"> The Iron Cove Creek corridor presents a significant opportunity to deliver new public open space and an active transport link, helping to address the open space shortfall identified for Ashfield and Croydon in the Social Infrastructure Needs Study. The configuration and uplift of key sites within the Iron Cove Precinct has carefully balanced urban design principles and economic feasibility to ensure the successful delivery of public benefits through the implementation of the open space corridor. Detailed flood modelling was undertaken to support the Iron Cove key sites proposal, demonstrating that development can occur without worsening the existing flooding conditions. The HOB allowed across the key sites is limited to 10-11 storeys. That does not mean that every building is intended to be at that height. The height limits are intentionally generous relative to the FSR to allow land dedication, promote variation in building form and articulation, and ensure significant setbacks to areas outside the corridor. It is noted that the revised HOB criteria set 38m control to residential uplifted sites with intended height of 11 storeys. This applies to KS 11,13-19. <p>Key Sites 10 and 11</p> <ul style="list-style-type: none"> The configuration and distribution of density across Key Sites 10 and 11 was re-examined. The recommended updates include: <ul style="list-style-type: none"> Reallocation of 5 Vine Street from Key Site 10 to Key Site 11. Revised controls for Key Site 11, including an FSR of 3.2:1 and a maximum height of 38m (11 storeys). Revised controls for Key Site 10, including an FSR of 2.8:1 and a maximum height of 34.5m (10 storeys). Additional built form controls in the draft Design Guides to ensure a sensitive interface with surrounding lower-density areas along Vine Street and John Street. The updated Key Site 10 and 11 boundaries and indicative built form are illustrated in below figures.

Attachment 2

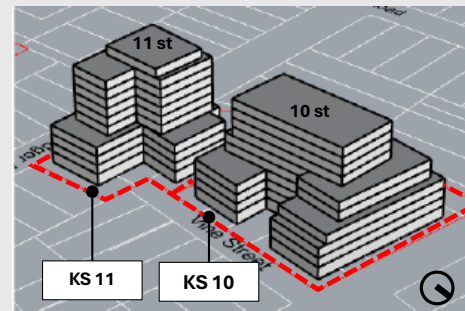
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Key Site 10 and 11 revised boundaries shown in yellow



Indicative building envelope of Key Site 10 and 11

- The revised configuration and controls for Key Sites 10 and 11 result in the following benefits:
 - Improved site geometry, enabling more efficient and functional built form outcomes.
 - Retention of public benefit outcomes, including delivery of public open space and an active transport corridor.
 - More consistent uplift across key sites, enabling bulk and height to be located centrally on the sites.
 - Enhanced transition to surrounding lower-density areas, particularly along Vine Street and John Street, through refined built form controls.

Key Site 14, 58-68 Frederick Street and 1 Banks Street

- 58-68 Frederick Street adjoins Key Site 14 and is affected by a land reservation for road widening, includes a heritage-listed property, and a site owned by TfNSW with mature trees within Banks Street Reserve.
- After road widening, the maximum developable depth of the amalgamated site (excluding Banks Street Reserve) is approximately 26 metres with a total site area of 1,000 sqm.
- Additional setbacks from Frederick Street are likely required noting the LRA and future traffic conditions, further limiting development potential.
- The inclusion of 1 Banks Street within Key Site 14 limits viable amalgamation opportunities for 58-68 Frederick Street, reducing the potential for efficient built form outcomes on the eastern side of the block.

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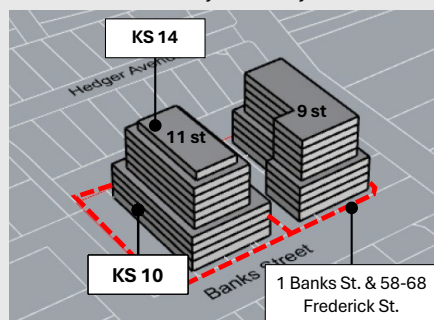


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- A review of this block recommends excluding 1 Banks Street from Key Site 14 and applying the same base FSR and HOB controls as adjoining sites.
- The revised Key Site 14 boundaries and indicative built form are illustrated in below figures.



Revised KS-14 Boundary shown in yellow



Indicative building envelope of revised KS-14 and assumed amalgamated site of 1 Banks Street and 58-68 Frederick Street (inclusive incentives).

- Testing concluded that:
 - Within the Key Site, the potential of the property at 1 Banks Street is underutilised given that towers are only allowed to a maximum depth. Only 4-5 storeys interface components would be accommodated within the one lot and without great solar access.
 - The revised configuration allows improved site geometry to Key Site 14 enabling more efficient and functional built form outcomes.
 - The updated configuration supports an optimal amalgamation pattern, allowing 58–68 Frederick Street and 1 Banks Street to achieve the maximum permissible 3:1 FSR and 10 storeys, inclusive of incentives.
 - The revised boundary provides benefits to both properties within and adjacent to the Key Site.

Actions:

- Amend Key Site boundaries:
 - KS-10 and KS-11 boundaries to include 5 Vine Street in KS-10.
 - KS-14 to exclude 1 Banks Street.

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- Update the Exhibited Plan (Attachment 1 – Our Fairer Future Plan - Council's Alternate Approach for New Housing) to reflect the new boundaries and the new controls for KS-10, KS-11 and KS-14 as follows:
 - KS-10: From 2.5 to 2.8:1 FSR, and from 36.5m to 34.5m (10 storeys) HOB
 - KS-11: From 2.8 to 3.2:1 FSR, and from 39.5m to 38m (11 storeys) HOB
 - KS-14: Remains as 2.8:1 FSR, and from 39.5m to 38m (11 storeys) HOB
- Amend the height controls for KS 12, 13, 15, 16, 17, 18, 19 to 38m HOB, reflecting the revised HOB criteria for 11 storeys residential developments.
- Amend the proposed Key Sites development requirements in the Design Guides to reflect the updated built form outcomes for KS-10 and KS-11. This includes:
 - Setbacks: increase the front setback along Vine Street to min. 4m.
 - Street wall: maximum 3 storey street wall at the interface with the heritage item at Vine Street.
 - Built Form Configuration: The taller form of Key Site 10 and 11 requires to be located away from Vine Street and John Street frontages.
- Amend the proposed LEP controls for 1 Banks Street:
 - FSR: From 0.7 to 2.5:1
 - HOB: From 8.5m to 28m (8 storeys)
 - Minimum Site Area Incentive: Area 2
 - Sustainability Incentive: Yes
 - Affordable Housing Contribution: Yes

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3.11 Western Spine Sub Precinct

3.11.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Several uplifted areas with HOB controls > 21.5m / 6 storeys were proposed for R3 Medium Density Residential zone instead of R4 High Density Residential. 	<ul style="list-style-type: none"> Amend the affected sites to R4 High Density Residential zone. This includes: <ul style="list-style-type: none"> Blocks east of Frederick Street between Thomas Street and railway corridor. Blocks east of Milton Street between Norton Street and Park Lane 71-79 Milton Street and 75 Arthur Street.
Actions: <ul style="list-style-type: none"> Amend the LEP LZN Map from R3 to R4 zones for these properties. 	

3.11.2 Heritage review - others

Matters Raised	Responses
<ul style="list-style-type: none"> 50 Thomas Street: request that heritage items be considered for inclusion in uplift 	<ul style="list-style-type: none"> In relation to 50 Thomas Street, further review of this block identified that the property contains a heritage-listed building at a corner location within a relatively large parcel of land. The neighbouring properties to the east are sandwiched between the listed property and the land reserved to be acquired for widening of Frederick Street resulting in a very constrained site. Amalgamations to include part of the land of the listed building have potential to benefit the item and adjoining properties subject to heritage assessment of site-specific designs. Recommend including the listed property for uplift adopting the same LEP controls of the neighbouring lot to the east.
Actions: <ul style="list-style-type: none"> Amend the proposed LEP controls to include the 50 Thomas Street for uplift as below: <ul style="list-style-type: none"> LZN: R3 Medium Density Residential FSR: 1.8:1 HOB: 18.5m (5 storeys) Introduce Minimum Site Area Incentive – Area 1 Introduce Sustainability Incentive Introduce Affordable Housing Contribution 	

3.11.3 Areas North of Liverpool Road

Matters Raised	Responses
West of Milton Street: Milton Street North and Beatrice Street <ul style="list-style-type: none"> Concerns raised regarding flood risk and impact to street trees. Change in character of several pre-1900 homes, part of Claxby Estate of workers cottages – west of Milton Street North. The existing E4 zone properties along Milton Street North break up the potential development of the entire 	Context <ul style="list-style-type: none"> The character of Milton Street North is generally inconsistent both to the east and west, dotted with original and significantly altered dwelling houses of different eras or character. It includes a small multi-dwelling building and a portion of land zoned E4, and a 4-storey mixed use development recently constructed at the south-western corner. The street block is long, orientated N-S and strategically positioned between the northern and southern gateways to Ashfield and Croydon Centres at Thomas Street and Liverpool Road.

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<p>street block. Suggest rezoning the existing E4 zone for mixed use.</p> <ul style="list-style-type: none"> Queried if the shallow block depth of lots in between Frederick Street and Milton Street North can accommodate uplift. Proposed zoning discrepancy between the structure Plan (High Density Residential) and the Land Zoning Control (MU1 Mixed Use). The submissions also raised a range of other matters including parking, biodiversity, infrastructure and flooding that are addressed in themed submission responses. 	<ul style="list-style-type: none"> The block depth and configuration are not dissimilar to others in Ashfield including areas where residential development has already occurred. As specified in the draft Design Guides, the western block can accommodate a 6m landscaped setback to improve the existing interfaces to the creek corridor. As part of the studies informing the Our Fairer Future Plan, potential footprints of development have been tested for flooding impacts and no significant changes to existing conditions were found to result from potential development. Various existing trees are located along the public domain of Beatrice Street or within the existing land reservation for road widening by TfNSW. The proposed uplift only applies to privately owned sites adjoining these lands. The requirement to provide a number of trees per m2 area is related to new trees to be provided if/when the private sites redevelop. Tree retention policies apply. Council's draft Design Guides also includes landscaping provisions to protect local species and habitats. <p>Zoning</p> <ul style="list-style-type: none"> E4 uses can be well integrated with, and separated from new development, a common scenario in Sydney's urban renewal areas. There is no intent to reconsider the E4 zoned land at this stage. The mixed-use zoning was initially intended to provide ground floor uses other than residential fronting Frederick Street to avoid amenity impacts to ground floor residents considering the busy road. However, considering the land reservation for the road widening, it is assumed that a substantial landscaped buffers and footpath would be provided. The zone has been changed to R4 and R3 depending on the proposed scale. <p>Further testing</p> <ul style="list-style-type: none"> To further consider the concerns, additional built form modelling was undertaken to test further scenarios (e.g. amalgamation patterns and incentives that could result in larger buildings), and whether we could improve setbacks and interfaces. Testing concluded that the following can be comfortably accommodated within the proposed controls: <ul style="list-style-type: none"> Large separations between buildings to account for flooding. A 6m landscaped setback to the Iron Cove Creek canal (already specified in the draft Design Guides). 3m front setbacks and a maximum 4-storey scale along Milton St North (already specified in the draft Design Guides). All taller parts of buildings located well away (>9 m) away from Milton Street North. A landscaped setback of 4m to Beatrice Street to provide a vegetation buffer and further increase canopy
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- In addition, the heritage property at 50 Thomas Street can be included in the proposed uplift, consistent with the approach taken across Ashfield.



Amalgamation scenarios tested with maximum height incentives, taller built form remains well away (> 9m) from the lower 4-storey street environment proposed for Milton St North.

Actions:

- Amend the LEP maps to update the Land Zone for:
 - R3 Medium Density Residential: 44 Thomas Street (exclude SP2 zone portion) and 46- 50 Thomas Street.
 - R4 High Density Residential: 2-22 Milton Street North, 23, 28 and 30 Beatrice Street, and 24 Frederick Street (exclude E4 portion)
- Update the Design Guides to:
 - increase the required landscaped setback fronting Beatrice Street to 4m
 - update the desired future character and principles to encourage building forms that focus taller built forms along Milton Street
 - ensure the area is covered by broader biodiversity considerations and tree retention policies

10-20 Thomas Street and 1-7 Beatrice Street

- Request to be included in the uplift.

- These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided.
- Refer to the Engagement Outcomes Report for further comments regarding flooding in this location.

Actions:

- No change recommended.

3.11.4 Areas South of Arthur Street – Brunswick Parade

Matters Raised	Responses
<ul style="list-style-type: none"> • Consider the transition and overshadowing impact between the proposed uplift areas and Cecile Herman Park and Park Avenue Heritage Conservation Area to the south. 	<ul style="list-style-type: none"> • Reducing the proposed uplift of lots south of Blackwood Avenue from 2.2:1 FSR and 27m (7 storey) to 1.8:1 FSR and 18.5m (5 storey) – in line with Brunswick Parade block - will provide a consistent built form interface and minimise overshadowing impact to Cecile Herman Park and Park Avenue HCA.

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Actions: <ul style="list-style-type: none"> Amend the proposed LEP controls for 3-5 Blackwood Avenue and 100 Milton Street: <ul style="list-style-type: none"> LZN: R3 Medium Density Residential FSR: From 2.2 to 1.8:1 HOB: From 27m to 18.5m (5 storeys) Minimum Site Area Incentive – Area 1 	
3.11.5 TfNSW Submission - 60 Milton Street	
Matters Raised	Responses
<ul style="list-style-type: none"> TfNSW requests aligning the lot zoning and controls with adjacent TfNSW-owned lots for a consolidated development. 	<ul style="list-style-type: none"> The subject lot is 226sqm in area and reflects an earlier subdivision of land to accommodate road widening by Transport for NSW. The existing 2-storey residential flat building extends over the lot boundary into the SP2 Infrastructure zone. The lot at 60 Milton Street and the road widening are owned by NSW Government. The area was not previously considered for uplift owing to its site configuration and relationship to the SP2 Infrastructure zone. The current zoning of Residential R3 Medium Density reflects the scale and type of development on the site. Any rezoning of the subject property can be considered as part of a future administrative / housekeeping amendment by Inner West Council. It is not recommended to change the land zoning classification as part of this proposal.
Actions: <ul style="list-style-type: none"> No change recommended. 	

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4.0 HIA 2: Parts of Leichhardt, Petersham, Lewisham, Stanmore, Marrickville, Sydenham and St Peters

4.1 Elswick Street North Sub-Precinct

4.1.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Opportunity for greater uplift to blocks between Cromwell Street, Carlisle Street, Elswick Street and Macauley Street Objections to rezoning along Elswick, William, Flood, Allen, Kalgoorlie and Edith Streets, due to issues like decreasing solar access and amenity impacts, as well as the impact of residential flat buildings on the character of these streets. Suggests instead reinvigorating dilapidated lots on Norton Street and boarding houses on corner of Francis and William Streets. 	<ul style="list-style-type: none"> The proposal for the blocks between Cromwell Street, Carlisle Street, Elswick Street and Macauley Street is proposed for a height of 3 storeys. This modest uplift helps to reinforce the north-south direction Elswick Street, and also balance scale relative to the adjacent HCA. The proposed uplift for up to 3 storeys is considered consistent within the blocks and along these streets. The resulting solar amenity impact is considered minimal. Further, some residential flat buildings already exist in this sub-precinct, in particular on Flood Street. From a scale perspective, the uplift in this area is modest and appropriate given the imperative for additional housing in areas of amenity.
Actions: <ul style="list-style-type: none"> No change recommended. 	

4.1.2 100 and 102 William Street: Inclusion of Two Heritage Items for Uplift

Matters Raised	Responses
<ul style="list-style-type: none"> 100 and 102 William Street are two heritage items not previously identified for uplift. The items are an attached residential duplex. 	<ul style="list-style-type: none"> Inclusion of some heritage items for uplift has been recommended as appropriate. Inclusion of these heritage items will offer flexibility for future amalgamation and potential housing development. The remainder of the street block is identified for uplift, with a moderate scale of three storeys. Heritage provisions of the LEP will apply to conserve and retain the heritage item whilst enabling new development. Additional LEP and Design Guide provisions are proposed to support appropriate transitions to heritage items. Refer the Heritage Section of the Engagement Outcomes Report.
Actions: <ul style="list-style-type: none"> Amend the proposed LEP controls for 100 and 102 William Street, Leichhardt (these recommendations are to supersede any Residential Review proposed amendments): <ul style="list-style-type: none"> FSR: from 0.5:1 to 1:1 HOB: 7m to 12.5m (3 storeys) Introduce Minimum Site Area Incentive: Area 4 Introduce Sustainability Incentive: Yes Introduce Affordable Housing Contribution: Yes 	

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4.2 Leichhardt North Sub-Precinct

4.2.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Concerns that proposed uplift along James Street will result in overdevelopment. Objection to proposed uplift on Henry Street. The streetscape and street trees have historic significance that should be preserved. Shops along this part of Norton Street are underoccupied and new housing will be help revive the area. Requested that 267-277 Norton Street and 42-42A Henry Street be included in proposed uplift. 	<ul style="list-style-type: none"> The current controls already allow up to 2 storeys and James Street is also a wide street in the local context, at 20 metres. It is considered that the proposed uplift for up to 3 storeys is a moderate approach that will not result in overdevelopment. These streets are also within close walking distance of the Leichhardt North light rail stop and amenities along Norton Street. Urban design analysis confirmed that properties to the east of Norton Street, including along Henry Street, are suitable to accommodate further uplift at a medium-rise building height. The proposed setbacks contained in the draft Design Guides will ensure appropriate recognition and protection of the heritage-listed streetscape along Henry Street. The properties at 267-277 Norton Street and 42-42A Henry Street were not considered in this draft Plan due to existing flood affectations. As per Council's 20 May 2025 resolution, parts of the Stage 2 HIA affected by flood constraints will be investigated further under Phase 2 of Plan, following completion of this draft Plan.
Actions: <ul style="list-style-type: none"> No change recommended. 	

4.2.2 107-111 James Street & 350-352 Norton Street, Leichhardt

Matters Raised	Responses
<ul style="list-style-type: none"> 107-111 James Street & 350-352 Norton Street, Leichhardt – TfNSW requests that these lots be rezoned from SP2 to R3; land is surplus and landlocked. 	<ul style="list-style-type: none"> The subject properties lie adjacent to or over the City West Link, and the intersection with James Street and Norton Street. Access into the lots is highly constrained. The sites would be very noisy, with the intersection creating both acceleration and deceleration noise from traffic. The sites are currently undeveloped, reflective of the SP2 zoning. The lot cadastres extend into the City West Link lane, there is not a lot survey to define any rezoning boundary. The site would not be a desirable place to live and offers a good buffer from the City West intersection to residential development to the south.
Actions: <ul style="list-style-type: none"> No change recommended. 	

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4.3 Norton Street North Sub-Precinct

4.3.1 Impact of E1 Zone uplift on neighbouring streets such as Allen, Macauley, Arthur and Marlborough Streets

Matters Raised	Responses
<ul style="list-style-type: none"> Request for clarity on the width of laneway to support site access behind 11 and 13 Macauley St, Leichhardt. Objections from occupants of Arthur St, Leichhardt about loss of privacy and amenity and overshadowing. Concerns over 6-storey proposals on Norton St backing onto low-scale residential areas: Out of scale, sets dangerous precedent, visual bulk, amenity, lack of human scale, traffic, waste management capacity. Submission suggests HOB of 3-4 storeys Block on Macauley Street is proposed as an area of no change, but the immediately adjacent block is rezoned to allow for 6-storey development. Cites concerns over this site being "stuck" between new proposed zoning and existing heritage laws means that there will be no opportunity to develop or sell to developers. 	<ul style="list-style-type: none"> The width of the existing lane adjacent to 11 and 13 Macauley Street between Macauley and Allen Streets is currently in the order of 3 metres. The design guidance for the E1 Local Centre zoned land is to set back from the lane way boundary by an additional 3 metres to enable a 6m wide vehicle movement corridor. The Arthur Street properties lie to the east of the uplift area and will continue to receive good solar access from the morning into the early afternoon – more than the minimum required by design standards. The proposed uplift is for a two-storey interface to the Arthur Street properties, with upper floors (to 6-storeys in height) set back further from the property boundary by a minimum 6 metres. The proposed 6-storeys helps to reinforce the local centre function of Norton Street and provides opportunity for housing above the local centre amenity and near to open space at Pioneer Memorial Park. Uplift to Arthur Street was not entertained through the Housing Investigation because of it being within a HCA.
Actions: <ul style="list-style-type: none"> No change recommended. 	

4.3.2 126A Norton Street

Matters Raised	Responses
<ul style="list-style-type: none"> All Souls Anglican Church request consideration of uplift on 126A Norton Street. The church suggests this car park site could be upzoned to allow an FSR of 2.8:1 which could yield 40-45 dwellings, ground level activation and community based commercial uses which will assist in re-invigorating this part of Norton Street. 	<ul style="list-style-type: none"> This block is challenged by factors such as the existing heritage conservation area and neighbouring heritage items. The site and street block were not included in the uplift owing to its heritage complexities. Specific heritage investigations are required to determine the appropriate level of uplift for this block. If the Fairer Future Plan is supported, the proposed faith-based housing clause may be used to utilise the development potential.
Actions: <ul style="list-style-type: none"> No change recommended. 	

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4.4 Norton Street South Sub-Precinct

4.4.1 Impact of Uplift on Renwick Street Properties

Matters Raised	Responses
<ul style="list-style-type: none"> Development behind Renwick Street will adversely impact property values, access to natural light, privacy, access to Norton Street, and traffic congestion. 29-37 Renwick Street should be rezoned to E1 Local Centre, consistent with adjoining Norton Street lots, and the heritage conservation area removed for a balanced Planning outcome. 	<ul style="list-style-type: none"> Norton Street South is challenged by the existing heritage conservation area, the E1 Local Centre zone applying to the eastern side of Renwick Street (notwithstanding its general residential character), and a lack of rear vehicle access for lots fronting Norton Street. The exhibited Plan proposed limited uplift to three discrete areas along Norton Street, where the heritage conservation area does not apply. The proposed uplift was to accommodate six storeys and a base FSR of 2.8:1. The remainder of the street block was not uplifted on the basis of its heritage conservation area listing. To address the valid concerns of landowners and residents on Renwick Street, it would be appropriate to defer uplifting the subject street block bound by Norton Street, Marion Street, Renwick Street and Renwick Lane. A broader study to consider the heritage conservation status, associated uplift and resolution of site access to the whole street block can then occur as part of the Plan Phase 2.
Actions: <ul style="list-style-type: none"> Defer the Norton Street South sub precinct for a future, holistic street block investigation. Amend the proposed LEP LZN, FSR. HOB controls to the west of Norton Street between Parramatta Road and Marion Street and revert to existing IWLEP 2022 controls for this block. 	

4.5 Marion Street Sub-Precinct

4.5.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Objection to proposed uplift on block bound by Walter, Foster and Hawthorne Streets. Submissions requesting inclusion of sites on Market Place block in proposed uplift, namely 194 Marion Street. Noted that site has existing approval which has address flood concerns. Would like Council to consider uplift as well as this would create an urban spine. Submission requesting uplift at 1A Lords Road, specifically an FSR of 2.4:1 and building height of 21.5m to facilitate a mixed use development with retail floor space and approximately 29 new dwellings. 	<ul style="list-style-type: none"> The proposed uplift for up to 3 storeys on the block bound by Walter, Foster and Hawthorne Streets is considered moderate and should result in minimal amenity impact. Submissions for 194 Marion Street and 1A Lords Road are acknowledged. The broader flood catchment has not been assessed further in the Stage 2 HIA. It would be appropriate to consider any uplift on flood-affected land in this area holistically at the block level.
Actions: <ul style="list-style-type: none"> No change recommended. 	

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4.5.2 Inclusion of 4 Heritage Items in Uplift – 82-84 and 90-92 Marion Street, Leichhardt

Matters Raised	Responses
<ul style="list-style-type: none"> 82-84 and 90-92 Marion Street are two two-storey heritage listed duplexes (four properties) and previously discounted from uplift. The two properties between the heritage items at 86-88 Marion Street were also excluded from uplift to manage built form scale. 	<ul style="list-style-type: none"> Inclusion of some heritage items within redevelopment has been determined as appropriate. Inclusion of these heritage items will offer flexibility for future amalgamation and potential housing development. Existing heritage provisions within the LEP will apply and protect the heritage significance of the buildings. The uplift is modest, allowing an additional storey to three storeys. <div> <p>Existing: 2st Duplex, addition at the back</p> </div> <div> <p>Recommend: Include and apply same uplift</p> <p>Pale grey shows existing heritage building envelopes and pink is the new uplift adjacent.</p> <ul style="list-style-type: none"> As a consequence, it is recommended that 86-88 Marion Street also be provided the same uplift. Heritage provisions of the LEP will apply to conserve and retain the heritage item whilst enabling new development. Additional LEP Design Excellence and Design Guide provisions are proposed to support appropriate transitions to heritage items. Refer to the Heritage Section of the Engagement Outcomes Report. </div>
<p>Actions:</p> <ul style="list-style-type: none"> Amend the proposed LEP controls for 82-84 and 90-92 Marion Street, Leichhardt (these recommendations are to supersede any Residential Review proposed amendments): <ul style="list-style-type: none"> FSR: from 0.5:1 to 1:1 HOB: 7m (as part of Residential Review) to 12.5m (3 storeys) Introduce Minimum Site Area Incentive: Area 4 Introduce Sustainability Incentive: Yes 	

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- Introduce Affordable Housing Contribution: Yes

4.5.3 Inclusion of 13-15 Burfitt Street, Leichhardt in Uplift

Matters Raised	Responses
<ul style="list-style-type: none"> • 13 Burfitt Street should be included in uplift. 	<ul style="list-style-type: none"> • Uplift of this lot was not contemplated for the exhibited Plan on the basis of the strata property to the rear also not being uplifted – so as to provide consistent controls to the rear boundary. • Upon review, the existing strata property to the rear is at a height of three storeys, plus undercroft parking. • The subject property is not flood affected. • The opposite side of the street is being uplifted, along with properties to the south, up to 3 storeys. • It is appropriate to include 13-15 Burfitt in uplift, which extends up to the area impacted by flooding.

Actions:

- Amend the proposed LEP controls for the above properties (these recommendations are to supersede any Residential Review proposed amendments):
 - LZN: R2 Low Density Residential (as exhibited part of Residential Review) to R3 Medium Density Residential
 - FSR: 0.5:1 to 1.2:1
 - HOB: 7m (as exhibited part of Residential Review) to 12.5m (3 storeys)
 - Introduce Minimum Site Area Incentive: Area 4
 - Introduce Sustainability Incentive: Yes
 - Introduce Affordable Housing Contribution: Yes

4.6 Taverners Hill Sub-Precinct

4.6.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> • Concerns raised over proposed uplift along Davies Street and potential to overshadow Lambert Park. • Objections to proposed uplift along Flood and George Streets to allow building heights of up to 5 storeys. Concerns were raised about the loss of character. It is considered that this building height is better suited in areas closer to Norton Street. 	<ul style="list-style-type: none"> • Urban design advice confirmed that Davies Street is suitable for further uplift benefiting from access to amenities and infrastructure, such as Leichhardt Marketplace shopping centre, Lambert Park, the Greenway, light rail and bus services along Marion Street. • Its location to the south of Lambert Park also allows medium-density buildings that will not result in unacceptable solar impacts on the adjoining Lambert Park. • Similarly, the proposed uplift along Flood and George Streets also benefits from access to these amenities and infrastructure, as well as bus services along Parramatta Road corridor. • The uplift is contained to full street blocks, meaning development transitions and visual privacy can be managed through design and development of projects. • Uplift along George Street provides a suitable step down from existing density along the southern half of this street. • For Flood Street, design analysis found that medium density built form outcomes can occur along this street that will not result in unacceptable amenity impacts on properties in the heritage conservation area to the south.

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Actions:

- No change recommended.

4.7 Catherine Street Sub-Precinct

4.7.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> • Queried whether the proposed uplift of up to 3 storeys on Catherine Street is deliverable. • Concerns raised about proposed uplift on Redmond Street, which are not suitable for this location. 	<ul style="list-style-type: none"> • The proposed increase in building height of up to 3 storeys provides a suitable, moderate level of uplift that responds to the character of this sub-precinct. • This approach also acknowledges the sub-precinct's location further away from key town centres and public transport corridors to provide a medium-low density response.

Actions:

- No change recommended.

4.7.2 Inclusion of Heritage Items at 1 Coleridge Street, Leichhardt in Uplift

Matters Raised	Responses
<ul style="list-style-type: none"> • 1 Coleridge Street is a heritage item not previously identified for uplift. • The item is a detached cottage with considerable extensions – now operating as a childcare centre. 	<ul style="list-style-type: none"> • The surrounding land is identified for uplift, with a moderate scale of three storeys (1.2:1 and HOB 12.5m). • Inclusion of some heritage items within redevelopment has been determined as appropriate by Inner West Council officers. Inclusion of the heritage item will offer flexibility for future amalgamation and potential housing development. • Existing heritage provisions within the LEP will apply and protect the heritage significance of the building. • Additional LEP and Design Guide provisions are proposed to support appropriate transitions to heritage items. Refer to the Heritage Section of the Engagement Outcomes Report.

Actions:

- Amend the proposed LEP controls for the above properties (these recommendations are to supersede any proposed Residential Review amendments):
 - FSR from 0.5:1 to 1:2:1
 - HOB: 7m (as exhibited part of the Residential Review) to 12.5m (3 storeys)
 - Introduce Minimum Site Area Incentive: Area 4
 - Introduce Sustainability Incentive: Yes
 - Introduce Affordable Housing Contribution: Yes

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4.8 Parramatta Road West Sub-Precinct

4.8.1 Parramatta Road Uplift Between West Street and Andreas Street along Parramatta Road

Matters Raised	Responses
<ul style="list-style-type: none"> Concerns raised regarding proposed uplift on these blocks and amenity impacts on properties along Station Street and on the heritage-listed Petersham Park, including potential overshadowing impacts on park tree species and playing surfaces. Comments suggested that uplift be limited to 4 storeys and R3 Medium Density Residential zoning. Other submissions requested uplift be extended to the southern portions of these blocks for continuity. 	<ul style="list-style-type: none"> The subject properties fronting Parramatta Road have been considered for uplift since the finalisation of the State Government's Parramatta Road Corridor Urban Transformation Strategy, which proposed building heights of six storeys and a floor space ratio of 3:1. Notwithstanding, some sites in this area are identified as flood-affected; therefore, their inclusion for uplift contradicts the parameters established for Stage 2 HIA, which specifically excluded flood-affected land. It is recommended that the area be deferred to allow for a more holistic uplift strategy for the street block. A holistic consideration of uplift across the street block would allow for vehicle / servicing access to properties on Parramatta Road to be resolved through inclusion of a future laneway.

Actions:

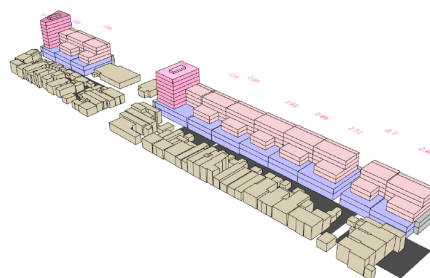
- Remove the affected properties in the block between West Street and Andreas Street along Parramatta Road from the Plan and retain the current IWLEP 2022 LZN, FSR and HOB controls.
- Identify the street blocks bound by Parramatta Road, West Street, Andreas Street and Station Street for investigation as part of Plan Phase 2.

4.8.2 Parramatta Road

Matters Raised	Responses
<ul style="list-style-type: none"> Parramatta Road has long been identified as an important urban corridor within Sydney. Its public transport function can support housing uplift. Uplift should be increased where amenity impacts to surrounding lower density residential land can be mitigated. Submission requests increased building heights for 165 and 161-171 Parramatta Road, Annandale, to allow up to 8 storeys. Concerns raised about requirements to retaining historic facades. 	<ul style="list-style-type: none"> Solar access testing to adjacent R2 Low Density Residential zoned land across a number of street blocks along Parramatta Road has revealed opportunity for additional height and floor space. The opportunity is apparent at certain select street corners where heritage items are not a key consideration In Parramatta Road West Sub-Precinct, this includes Elswick Street and Renwick Street north of Parramatta Road and Railway Street and Palace Street south of Parramatta Road. The exhibited base height along Parramatta Road was six storeys, with potential incentive bonuses up to eight floors. Street corner heights of maximum ten storeys (including bonuses), with a base height of eight storeys would define street corners along Parramatta Road and enable opportunity for more housing. The associated base FSR would lift from 3 to 3.5 to accommodate the additional height. The additional height is modelled in the image below. Note – this is inclusive of incentive bonuses at the street corners and shows ten storeys.

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Indicative built form along Parramatta Road indicating the proposed building massing with corner sites accommodating up to 10 storeys (using incentives)

- With regard to the submission requesting uplift to 165 and 167-171 Parramatta Road, the solar access testing shown above has confirmed these properties can be included in the uplift. Further – the affected street frontages are contained within the HCA and should be retained.

Actions:

- Amend the proposed LEP maps to increase the FSR and HOB controls for properties:
 - Leichhardt - 417-427 and 509-529 Parramatta Road and 4-16 Jarrett Street and 12 and 12A Renwick Street; and
 - Petersham - 524-536 and 576-586 Parramatta Road
- To the below proposed controls:
 - FSR: From 3.0 to 3.5:1
 - HOB: 23.3m to 30m
- Amend the proposed Design Guide provisions to enable these built form outcomes.

4.8.3 Inclusion of Heritage Item at 463 Parramatta Road in Uplift

Matters Raised	Responses
<ul style="list-style-type: none"> • A number of heritage items were excluded from uplift along Parramatta Road. 	<ul style="list-style-type: none"> • The heritage item at 463 Parramatta Road was not included for uplift in the exhibited Plan. • The item is a two-storey commercial building. • Council officers consider it appropriate to extend the uplift to heritage items where that uplift was identified in the Parramatta Road Corridor Urban Transformation Strategy. • There is potential for uplift on the site to accommodate an FSR of 3:1 and a HOB of six storeys, consistent with the proposed controls for the remainder of the Parramatta Road facing properties within the street block. • Heritage provisions of the LEP will apply to conserve and retain the heritage item whilst enabling new development. • Additional LEP and Design Guide provisions are proposed to support appropriate transitions to heritage items. Refer to the Heritage Section of the Engagement Outcomes Report.

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Actions:

- Amend the proposed LEP controls for 463 Parramatta Road as follows:
 - FSR 3:1
 - HOB: 23.5m (6 storey)
 - Minimum Site Area Incentive: Area 2
 - Sustainability Incentive: Yes
 - Affordable Housing Contribution: Yes

4.8.4 Transport Impacts along Parramatta Road Corridor

Matters Raised	Responses
<ul style="list-style-type: none"> • The proposed footpath widening (up to 5.5m), may reduce carriageway width, affecting bus lanes and general traffic lanes. • TfNSW is unable to support any reduction in carriageway width pending outcomes of the Parramatta Road Integrated Transport Final Business Case (FBC). • Council is urged to consult with TfNSW to develop balanced solutions that maintain transport functionality. 	<ul style="list-style-type: none"> • The HIA Master Plan figures will be amended to reflect actual width of the footpath. There is no intent to reduce the carriageway width.
<p>Actions:</p> <ul style="list-style-type: none"> • No change recommended. 	

Attachment 2

Masterplan Post Exhibition Changes

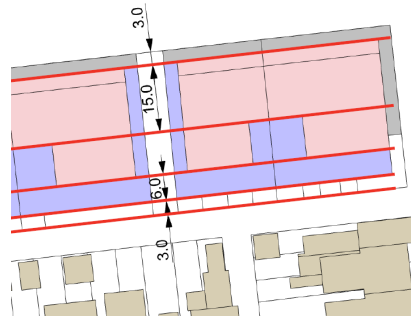


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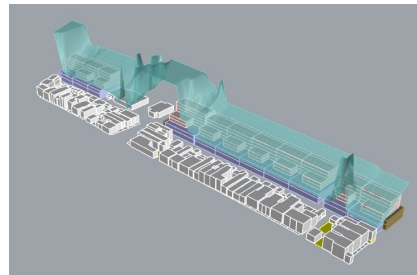
4.9 Parramatta Road East Sub-Precinct

4.9.1 Overshadowing to Low Density Residential Corunna Road and Lane Properties

Matters Raised	Responses
<ul style="list-style-type: none"> Six storeys along Parramatta Road will overshadow low density residential land to the south along Corunna Road. 	<ul style="list-style-type: none"> Overshadowing from the proposed six storey development along Parramatta Road is a valid concern and warranted further built form testing. The existing and proposed conditions were mapped. The testing demonstrated a need to amend the built form controls to enable ongoing solar access into the principal private open space of the low density residential land. By setting back development further from Corunna Lane, and adjusting the building setbacks to Parramatta Road, amenity of the residential land can be maintained within acceptable limits.



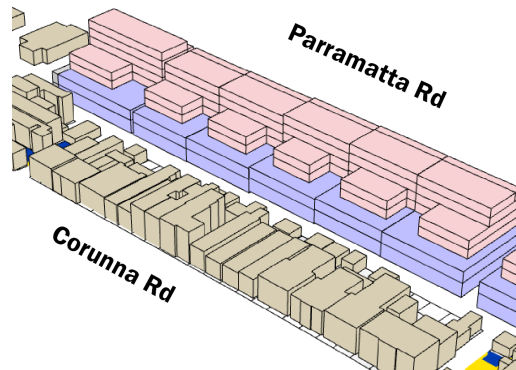
The diagram above shows an aerial view of a mixed use building fronting Parramatta Road with Corunna Lane at the rear. Blue indicates the ground floor and pink the residential levels above. The red lines indicate the building setbacks and building depth requirements.



The diagram above describes the solar access Plan generated through computational modelling, inside of which built form can be located without impacting a minimum 2-hour solar access to the backyards of low-density residential properties backing onto Corunna Lane.

Attachment 2

Masterplan Post Exhibition Changes



Actions:

- Retain proposed LEP Map controls for 14 – 338 Parramatta Road.
- Amend the Design Guides to provide additional setback controls of ground and upper floors from Corunna Lane within the street blocks bound by Bridge Road, Corunna Lane, Cannon Street and Parramatta Road:
 - 3 metre ground and first floor setback from Corunna Lane
 - 6 metre setback for the second and third floor from the ground floor interface (9m from Corunna Lane)
 - 19 metre setback for the fourth and fifth floors from Corunna Lane.

4.9.2 Land east of Parramatta Road East Sub-Precinct

Matters Raised	Responses
<ul style="list-style-type: none"> • Submission requests consideration of extending sub-precinct boundaries eastward to capture properties bound by Parramatta Road, Bridge Road, Cardigan Street and Cardigan Place. • Suggested that this land is suitable for a key site designation and changes to zoning, FSR and Height of buildings controls. 	<ul style="list-style-type: none"> • This land was not considered for uplift under this draft Plan, due to its location within the Camperdown Precinct. Planning for this precinct will be revisited holistically at a future date.

Actions:

- No change recommended.

4.9.3 Further Built Form Uplift to Street Corners along Parramatta Road

Matters Raised	Responses
<ul style="list-style-type: none"> • Refer to matters raised in Item 4.6.2. 	<ul style="list-style-type: none"> • Refer to responses in Item 4.7.2. • The same approach to Item 4.6.2 is to extend into the Parramatta Road East Sub-Precinct.

Actions:

- Amend the LEP maps to increase the base FSR and HOB controls for properties:
 - Stanmore- 14-28, 158-162, 252-264 and 330-338 Parramatta Road, 1 Percival Road
 - Annandale - 165-177, 183-187, 235-245, 245A Parramatta Road, 2 and 2A Young Street
 - FSR: From 3.0 to 3.5:1
 - HOB: 23.3m to 30m

Masterplan Post Exhibition Changes



Item 1

4.9.4 Inclusion of Heritage Items in Uplift

Matters Raised	Responses
<ul style="list-style-type: none"> A number of heritage items were excluded from uplift along Parramatta Road. 	<ul style="list-style-type: none"> Three heritage items on Parramatta Road were not included for uplift in the exhibited Plan: <ul style="list-style-type: none"> 343-345 Parramatta Road 289-295 Parramatta Road 190 Parramatta Road 105-119 Parramatta Road and 2-12 Johnston Street Council officers consider it appropriate to extend the uplift to heritage items where that uplift was identified in the Parramatta Road Corridor Urban Transformation Strategy. Uplift on the sites is possible, to achieve the proposed FSR of 3:1 and height of six storeys. Heritage provisions of the LEP will apply to conserve and retain the heritage item whilst enabling new development. Additional LEP and Design Guide provisions are proposed to support appropriate transitions to heritage items. Refer to Section 5.7 of Attachment 1.

Actions:

- Amend the LEP maps to increase the base FSR and HOB controls to:
 - FSR: 3:1
 - HOB: 23.5 metres
- Amend the LEP Maps for Affordable Housing Contribution Area, Sustainability Incentive and Minimum Site Area Incentive to include the properties.

4.9.5 TfNSW Submission: Transport Impacts along Parramatta Road Corridor

Matters Raised	Responses
<ul style="list-style-type: none"> Refer to Section 4.6.4 which applies to Parramatta Road East Sub-Precinct. 	<ul style="list-style-type: none"> The HIA master Plan does not propose any change to the character of the Parramatta Road corridor. The Design Guide cross sections will be amended to reflect the appropriate carriageway widths.

Actions:

- No change recommended.

4.9.6 TfNSW Submission: 2 Hay Street, Leichhardt

Matters Raised	Responses
<ul style="list-style-type: none"> Retain E1 zoning but increase FSR to match surrounding properties. 	<ul style="list-style-type: none"> The subject property is part of the Stage 1 Parramatta Road rezoning package and not part of Plan.

Actions:

- No change recommended.

Attachment 2

Masterplan Post Exhibition Changes



4.10 Crystal Street North Sub-Precinct

4.10.1 3-7 Crystal Street

Matters Raised	Responses
<ul style="list-style-type: none"> Query raised about proposed uplift for 3-7 Crystal Street. At exhibition, SP2 Infrastructure-zoned portion of site (at 4 Charles Street) was proposed to be rezoned to E1 Local Centre, but other controls remained unchanged. 	<ul style="list-style-type: none"> The property was exhibited erroneously showing the entire property zoned as E1 Local Centre. It is proposed to revert this to the current IWLEP split zoning of E1 and SP2. The proposed uplift will apply only to the E1-zoned portion of the site.
Action: <ul style="list-style-type: none"> Revert to the current LZN Map in the IWLEP for 3-7 Crystal Street, Petersham of part E1 Local Centre, part SP2 Infrastructure. No other change to the LEP proposal. 	

4.10.2 Inclusion of Parramatta Road Heritage Items in Uplift

Matters Raised	Responses
<ul style="list-style-type: none"> A number of heritage items were excluded from uplift along Parramatta Road. 	<ul style="list-style-type: none"> Two heritage items on Parramatta Road were not included for uplift in the exhibited Plan: <ul style="list-style-type: none"> 386-414 Parramatta Road 450 Parramatta Road Council officers consider it appropriate to extend the uplift to heritage items where that uplift was identified in the Parramatta Road Corridor Urban Transformation Strategy. Uplift on the sites is possible, to achieve the proposed FSR of 3:1 and height of six storeys. Heritage provisions of the LEP will apply to conserve and retain the heritage item whilst enabling new development. Additional LEP and Design Guide provisions are proposed to support appropriate transitions to heritage items. Refer to Section 5.7 of Attachment 1.
Actions: <ul style="list-style-type: none"> Amend the LEP controls for the above properties: <ul style="list-style-type: none"> FSR 3:1 HOB: 23.5m (6 storey) Minimum Site Area Incentive: Area 2 Sustainability Incentive: Yes Affordable Housing Contribution: Yes 	

4.10.3 Corunna Road, Westbourne Street and Charles Street Three Storey Uplift

Matters Raised	Responses
<ul style="list-style-type: none"> Concerns raised regarding impact to the Heritage Conservation Area to the south of the uplift area. 	<ul style="list-style-type: none"> The proposed uplift focused on Corunna Road, Westbourne Street and Charles Street is modest – at three-storeys. The uplift will not impinge on the character of the nearby HCA, with development being of limited scale.
Actions: No change recommended.	

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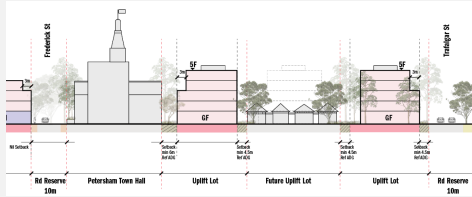


4.11 Crystal Street South Sub-Precinct

4.11.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Submissions requested that uplift be extended to the following locations: <ul style="list-style-type: none"> E1-zoned land on southern side of Stanmore Road and New Canterbury Road, and land west of Audley Street 	<ul style="list-style-type: none"> Blocks to the south of New Canterbury Road and west of Audley Street were not investigated further under this draft Plan, for reasons including fragmented lots, heritage and flood constraints. As per Council's 20 May 2025 resolution, a Phase 2 of Plan will be undertaken after the adoption of the current draft Plan. This phase will specifically consider parts of the Stage 2 HIA requiring completion of detailed technical investigations, such as flood and heritage assessments.
Actions: <ul style="list-style-type: none"> No change recommended. 	

4.11.2 Hopetoun Street, Church Street and Frederick Street

Matters Raised	Responses
<ul style="list-style-type: none"> Concerns raised regarding impact of the scale of development on amenity, having regard to overshadowing. Concern the narrowness of streets means development cannot be accommodated, both in regard to scale of buildings, and impact of street parking. Concern regarding height of buildings in relation to the narrow streets. 	<ul style="list-style-type: none"> Additional modelling and setback testing was undertaken regarding building scale in response to submissions. Scale of development is relatively modest – up to five storeys on Church Street and four storeys to the east on Hopetoun Street. Parking for development will be accommodated on site. Narrow Street impacts modelled. Scale and overshadowing concerns can be managed through design controls.  <p><i>Diagram illustrating the proposed street section along Hopetoun Street, Church Street and Frederick Street</i></p> <ul style="list-style-type: none"> Public domain improvements in the sub-precinct could also be considered at a future time. Such improvements would be subject to separate public domain processes and do not preclude the proposed controls from proceeding.
Actions: <ul style="list-style-type: none"> No change recommended. 	

4.11.3 Block Bound By Fisher Street, Regent Street, New Canterbury Road and Crystal Street

Matters Raised	Responses
<ul style="list-style-type: none"> Technical submission received for 9-13 New Canterbury Road and 15-19 Fisher Street to increase the base FSR from 2:1 to 2.3:1, and associated one-storey increase in height to seven storeys. 	<ul style="list-style-type: none"> Testing was undertaken to validate the requested additional floor space and height. The additional bulk can be accommodated with minimal impacts to surrounding land and development. Surrounding heights vary from six to eight storeys. As the location and ownership pattern enable increased development potential, additional testing was undertaken for



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- Another submissions suggested part of Regent Street, between Fisher Street and Trafalgar Street could be converted into new open space.
- the remainder of the street block. It was found that the remaining sites at 7-11 Fisher Street and 3-5 New Canterbury Road can also be increased to a height of seven storeys.
- The adjacent E1 zoned land at the corner of New Canterbury Road and Crystal Street can also be increased from six to seven storeys, whilst retaining the FSR at 2.8:1.
- Public domain improvements in the sub-precinct could also be considered at a future time. Such improvements would be subject to separate public domain processes and do not preclude the proposed controls from proceeding.

Actions:

- Amend the LEP maps for 7-19 Fisher Street and 3-13 New Canterbury Road:
 - LZN: R4 High Density Residential
 - FSR: 2.3:1
 - HOB: 25 metres (7 storeys)
- Amend the LEP maps for 1 New Canterbury Road:
 - HOB: 26.5m (7 storeys)

4.11.4 Inclusion of Heritage Item for Uplift: 23-25 New Canterbury Road, Petersham

Matters Raised	Responses
<ul style="list-style-type: none"> • 23-25 New Canterbury Road contains the Masonic Temple in Petersham, but has a secondary frontage to Fisher Street and has some uplift potential consistent with the remainder of the block. • 27-29 New Canterbury Road was not uplifted in the masterplan but could be considered in tandem with 23-25 New Canterbury Road. 	<ul style="list-style-type: none"> • Inclusion of the heritage item in uplift would offer flexibility in providing for site amalgamation and associated residential flat building development. • Existing heritage controls will allow for conservation of the heritage item. • Adjoining R3 medium Density Residential zoned sites have a proposed uplift to FSR of 2.2:1 and height of six storeys (21.5m). It is proposed the same controls would apply to the subject site. • 27 - 29 New Canterbury Road were also not uplifted as a result of the exhibited masterplan approach to heritage items, as they would not meet the minimum frontage requirements. • It is recommended the 27-29 New Canterbury Road also be uplifted to the same controls as 23-25 New Canterbury Road. • Heritage provisions of the LEP will apply to conserve and retain the heritage item whilst enabling new development. • Additional LEP and Design Guide provisions are proposed to support appropriate transitions to heritage items. Refer to Section 5.7 of Attachment 1.

Actions:

- Amend the proposed LEP controls for 23-25 and 27-29 New Canterbury Road, Petersham:
 - LZN: R3 Medium Density Residential
 - FSR 2.2:1
 - HOB: 21.5 metres
 - Minimum Site Area Incentive: Area 2
 - Sustainability Incentive: Yes
 - Affordable Housing Contribution: Yes

Masterplan Post Exhibition Changes



Item 1

4.12 Lewisham Station Sub-Precinct

4.12.1 27-31 Railway Terrace, Lewisham

Matters Raised	Responses
<ul style="list-style-type: none"> Three E1-zoned lots under single ownership, proposed HOB uplift from 17m (4 storeys) to 23.3m (6 storeys). The total site area is 53 sqm below the minimum site area incentives threshold and the adjacent R4 properties limit further consolidation. Request to review proposed FSR and HOB 	<ul style="list-style-type: none"> The minimum site area incentive has been carefully calibrated so that it can apply across the Inner West. Sites that are under the incentive area will not trigger that proposed clause in the LEP. The proposed FSR of 2.4 and height of 6 storeys is relatively consistent with the Planning controls across Victoria Street, where an FSR of 2:1 and 17m height applies. Development at this location also needs to take into account impacts to low residential densities on Hobbs Street to the rear. It is considered the proposed development standards under the exhibited Plan are appropriate on that basis.

Actions:

- No change recommended.

4.12.2 2 – 8 William Street, Lewisham Mapping Error

Matters Raised	Responses
<ul style="list-style-type: none"> Sites exhibited with an FSR of 2.4, reflective of a 7-storey scale. Surrounding context is 7 and 8 storeys Error made in exhibition mapping, showing the site as R3 medium density residential 	<ul style="list-style-type: none"> It is agreed that the zoning for this land could be amended to R4 High Density Residential, consistent with the exhibited scale of development.

Actions:

- Amend the proposed LEP LZN Map for 2-8 William Street, Lewisham to R4 High Density Residential.

4.12.3 13 Old Canterbury Road Carriageway

Matters Raised	Responses
<ul style="list-style-type: none"> TfNSW states that a proposed reduction in carriageway width from 13m to 12m may reduce travel lanes. TfNSW requests clarification and assessment of traffic impacts before supporting changes. Seeks clarification whether the existing travel lane arrangement, including part-time kerbside parking, is proposed to be maintained. 	<ul style="list-style-type: none"> The Stage 2 HIA masterplan does not propose any change to the Old Canterbury Road carriageway.

Actions:

- No change recommended.

Attachment 2

Masterplan Post Exhibition Changes



Item 1

4.13 Addison Road Sub Precinct

4.13.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Submissions raised concerns about the proposed 11.9m / 3-storey uplift in this sub-precinct: <ul style="list-style-type: none"> Distant from transport, local centre, and major open space Loss of heritage character John Street too narrow for increased density Impacts on streetscape and street trees ANEF 20+ aircraft noise constraints Overshadowing and traffic impacts Suggested relocating uplift to the eastern bookend of Addison Road (commercial/industrial zone). The submissions also raised a range of other matters including traffic, parking and infrastructure that are addressed in themes submission responses. 	<ul style="list-style-type: none"> The proposed height uplift is modest for the area. Lots are relatively large, and deep, allowing for height / development scale to be set back from rear boundaries. Streets widths are 16 metres, meaning the proposed 3-storey height offers a good relationship to the size of the street. The uplift sits outside the Australian Noise Exposure Forecast (ANEF) constrained land. Three storeys will have limited overshadowing impacts. Transport / traffic impacts are dealt with in the general response themes.
Actions: <ul style="list-style-type: none"> No change recommended. 	

4.14 Marrickville Metro Sub Precinct

4.14.1 General

Matters Raised	Responses
<ul style="list-style-type: none"> Suggestions that low-rise housing should be considered in industrial sections near Marrickville Metro shopping centre. Submission argues that the proposed uplift in Marrickville Metro sub-precinct should not be constrained due to overshadowing concerns for the heritage conservation area to the north of it 	<ul style="list-style-type: none"> The draft Plan excludes employment zoned land from the proposed uplift areas. This approach recognises the need to retain, manage and where possible, increase industrial and employment-generating space across the Inner West. It is also informed by Principle 8 of Council's Principles for Planning in the Inner West: <i>"Protecting and expanding existing employment lands to attract increased employment and new industries"</i> Generally, the draft Plan balances the need for housing uplift with adequately responding to existing character. In this context, the proposed heights provide an adequate transition to the heritage conservation area to the north which is not earmarked to change from its existing lower-rise built form character.
Actions: <ul style="list-style-type: none"> No change recommended. 	

Attachment 2

Masterplan Post Exhibition Changes



4.15 Sydenham Sub Precinct

4.15.1 Frederick Street, Sutherland Street and Grove Street

Matters Raised	Responses
<ul style="list-style-type: none"> Concerns about proposed uplift include: <ul style="list-style-type: none"> Incompatibility with surrounding low-density character Privacy, overshadowing, and amenity impacts Change in character Suggestions include: <ul style="list-style-type: none"> Reducing HOB control to 4 storeys Including blocks west of Frederick Street (towards Sydenham Park) for uplift Reassessing Sydenham Station precinct and ANEF exclusion criteria Prioritising Unwins Bridge Road for uplift due to proximity to station and buses The submissions also raised a range of other matters including traffic and parking that are addressed in themes submission responses. 	<ul style="list-style-type: none"> Frederick Street and Sutherland Street were identified for density uplift on the basis of their width relative to other streets in St Peters (15 metres). The lot depth of these lots is also such that they can support residential flat buildings. The lots are outside of the ANEF constraints. Development of Unwins Bridge Road for uplift was considered, however access constraints limit development potential. Privacy, overshadowing and amenity impacts can be controlled through design guidance and considered in detail at the development application stage. The proposed location of uplift is the most appropriate land for uplift in St Peters / Sydenham, based on prevailing constraints.
<ul style="list-style-type: none"> Inclusion of heritage items at 47 and 52 Sutherland Street in the uplift. 	<ul style="list-style-type: none"> Inclusion of heritage items, in this case, two-storey former commercial buildings, allows the heritage fabric to be incorporated into development. A development application triggers a conservation management which assists with the retention of significant heritage fabric.
Actions: <ul style="list-style-type: none"> Amend the proposed LEP maps for 47 and 52 Sutherland Street (these recommendations are to supersede any Residential Review proposed amendments): <ul style="list-style-type: none"> LZN: Residential R3 Medium Density HOB: 18.5m FSR: 1.5:1 Minimum Site Area Incentive: Area 1 Sustainability Incentive: Yes Affordable Housing Contribution: Yes 	

4.15.2 Mary Street, Roberts Street and Edith Street

Matters Raised	Responses
<ul style="list-style-type: none"> Concerns about proposed uplift include: <ul style="list-style-type: none"> Distance from station and amenities. Privacy, overshadowing, and amenity impacts. Exclusion of adjoining properties in same block. 	<ul style="list-style-type: none"> The proposed height of 5-storeys is supported by Mary Street and Edith Street being through-streets to Unwins Bridge Road, being located near the Key Site 16 development within the same street block, which accommodates greater height and the relative width and size of lots in comparison to other parts of St Peters. Privacy and overshadowing concerns can be addressed through detailed design. Modelling undertaken for the

Masterplan Post Exhibition Changes



<ul style="list-style-type: none"> – Constraints from WestConnex tunnel alignment. • Suggested excluding Roberts Road due to narrow street, partial flooding, and aircraft noise. • Queried the feasibility and suggests a higher FSR to incentivise redevelopments. • The submissions also raised a range of other matters including traffic and parking that are addressed in themes submission responses. 	<p>exhibited Plan demonstrates appropriate solar access for the intended built form as height is limited to five storeys.</p> <ul style="list-style-type: none"> • Some lots in the street blocks are excluded on the basis of localised stormwater / overland flow constraints. • The street blocks are located relatively close to areas of open space or community amenity including St Peters Church gardens, and St Peters Public School.
Actions: <ul style="list-style-type: none"> • No change recommended. 	
<ul style="list-style-type: none"> • 8 and 10 Roberts Street are semi-detached dwellings, but only 8 Roberts Street is proposed for uplift. Both dwellings should receive the same controls. 	<ul style="list-style-type: none"> • The inconsistency in the exhibited controls was the result of 10 Roberts Street not being considered under masterplanning for the Stage 2 HIA, due to existing flood constraints that apply to this dwelling but not number 8. • It is agreed that a consistent approach should be applied to both properties. As per Council's 20 May 2025 resolution, there is an opportunity to investigate parts of the Stage 2 HIA not fully investigated under this draft Plan due to technical constraints such as flooding. This will occur following adoption of the current draft Plan.
Actions: <ul style="list-style-type: none"> • Amend the proposed LEP controls to exclude 8 Roberts Street from proposed LZN, FSR, HOB and associated incentives and affordable housing controls. 	

4.15.3 80-110 Unwins Bridge Road

Matters Raised	Responses
<ul style="list-style-type: none"> • Suggest rezoning Unwins Bridge Road properties from R2 to R3 to provide a suitable transition between Precinct 75 and surrounding low-density areas. 	<ul style="list-style-type: none"> • Council's review of this block noted that the lack of driveway access along Unwins Bridge Road and absence of a laneway to the rear limited the potential access points available for redevelopment of these properties. • Further, the narrow prevailing lot pattern would require substantial amalgamation to allow lot access from Edith Street and Mary Street. • Therefore, no change is recommended to the controls on these properties.
Actions: <ul style="list-style-type: none"> • No change recommended. 	



Attachment 3

Our Fairer Future Plan:

Council's Approach for New Housing in the Inner West

Map Book

Post Exhibition
September 2025

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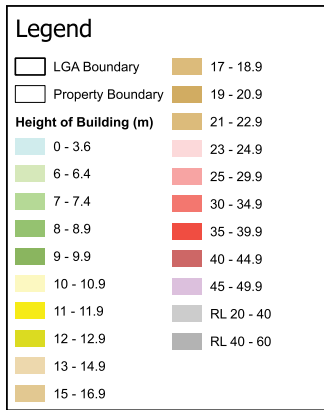
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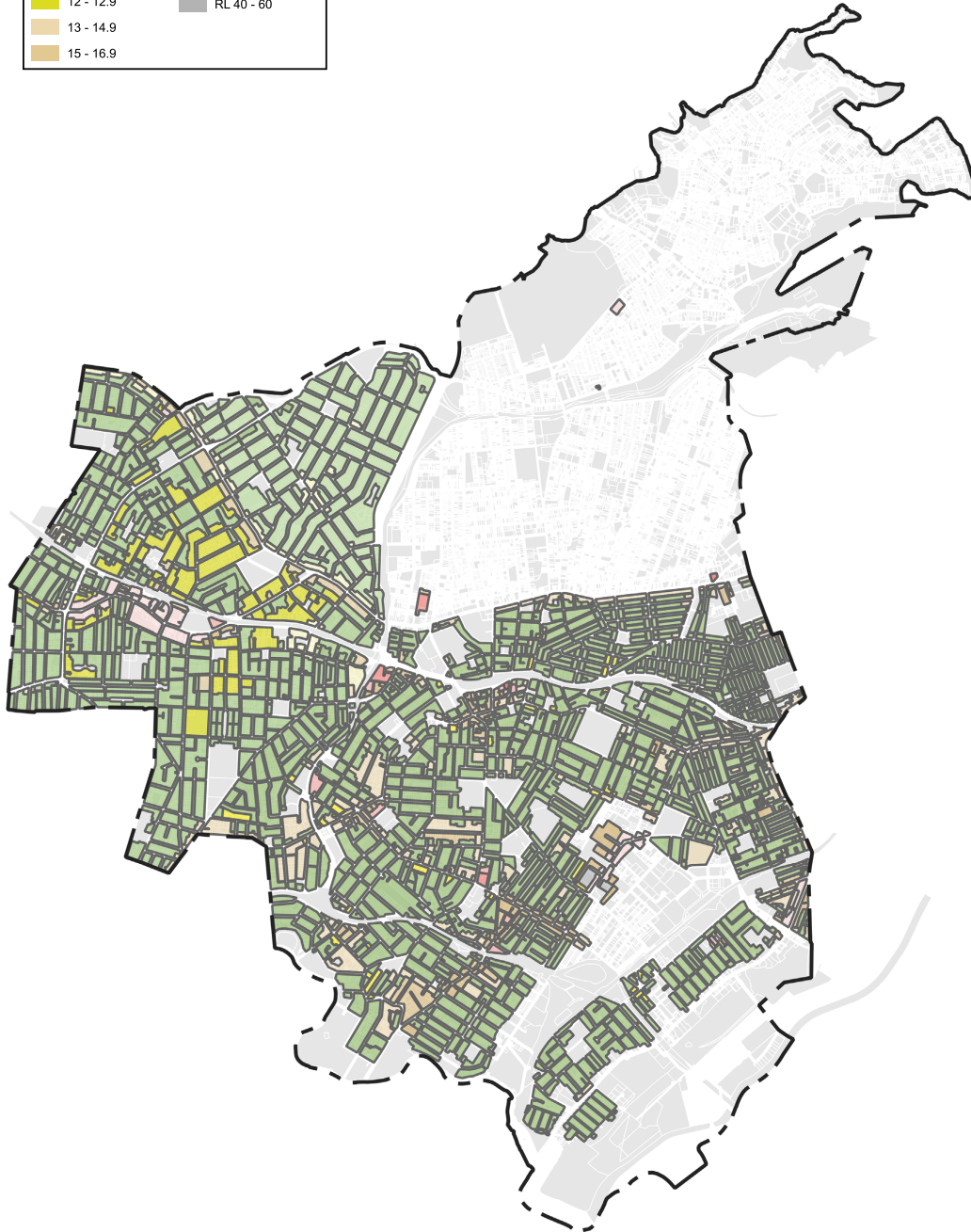
INNER WEST

Residential Review

September 2025

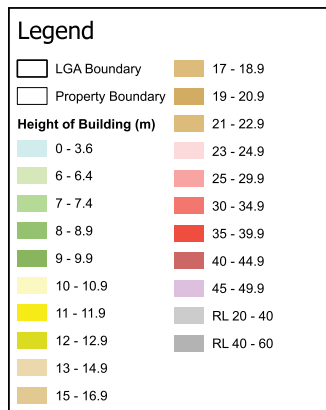


EXISTING HEIGHT OF BUILDING

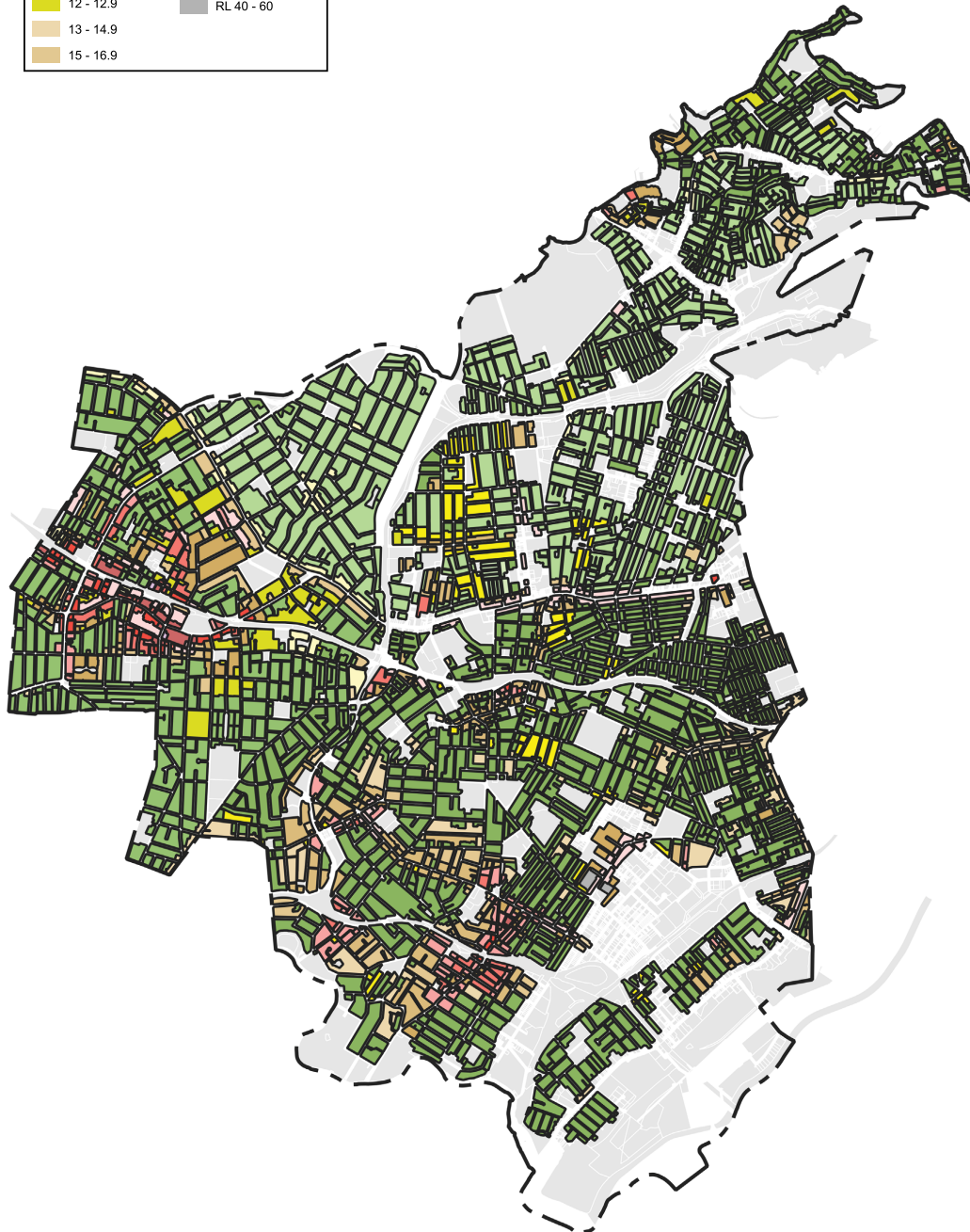


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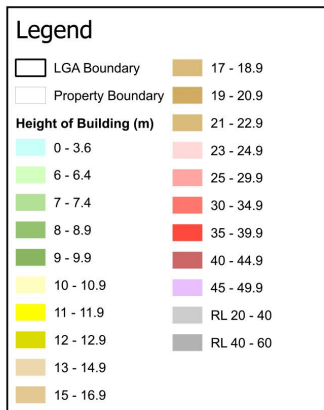


EXHIBITED HEIGHT OF BUILDING

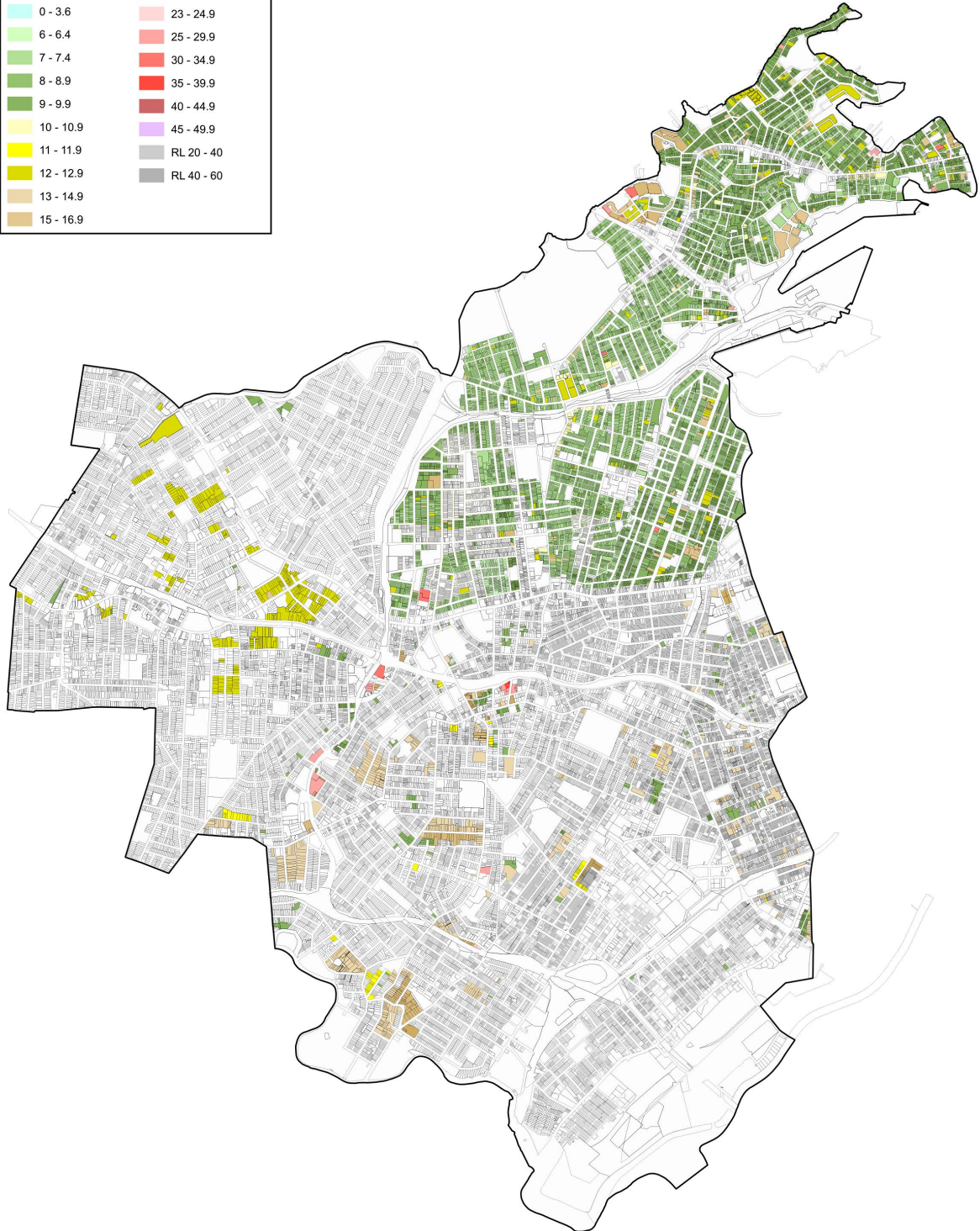


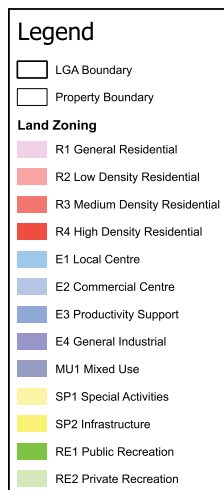
Item 1

Attachment 3

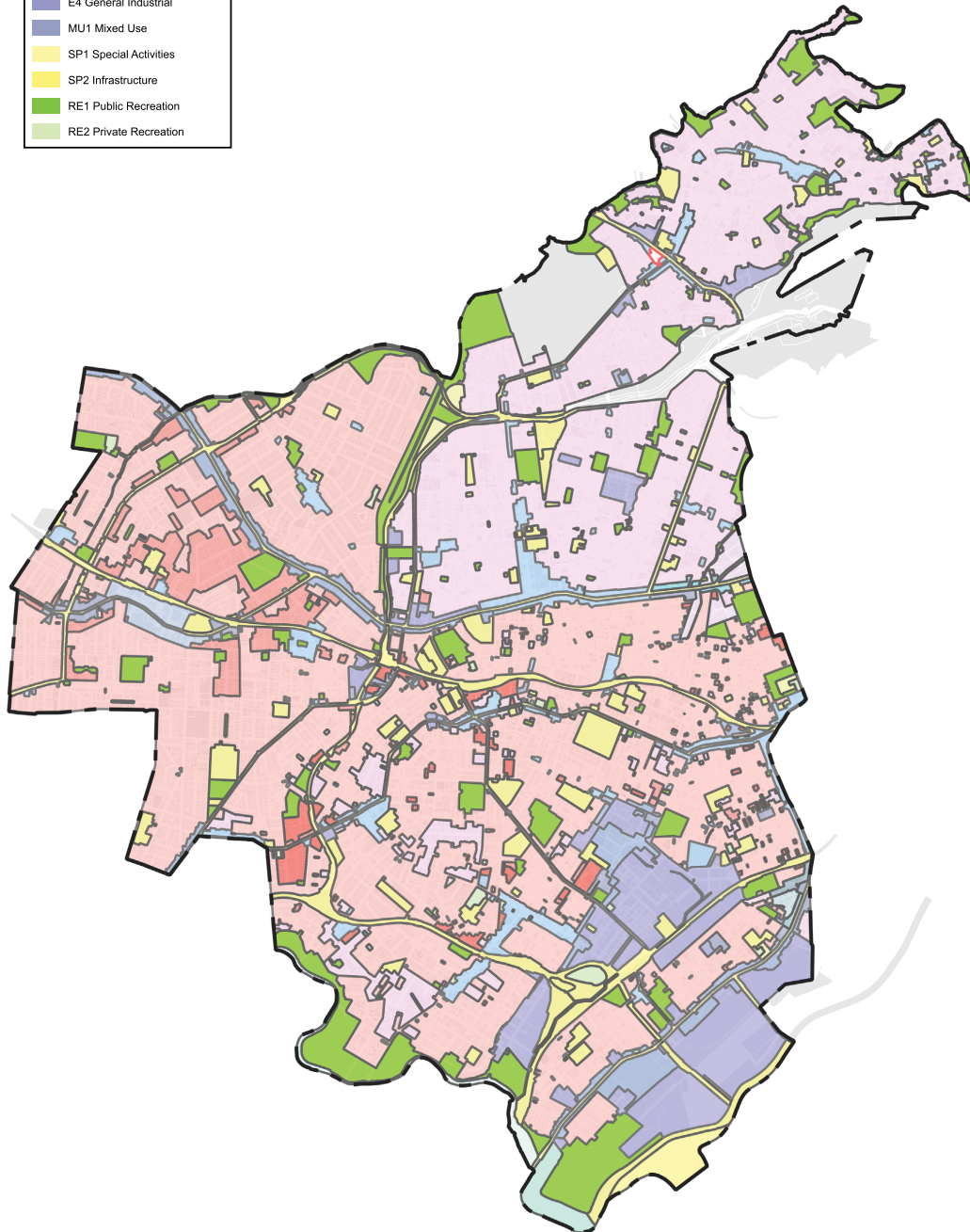

















POST-EXHIBITION HEIGHT OF BUILDING RESIDENTIAL REVIEW



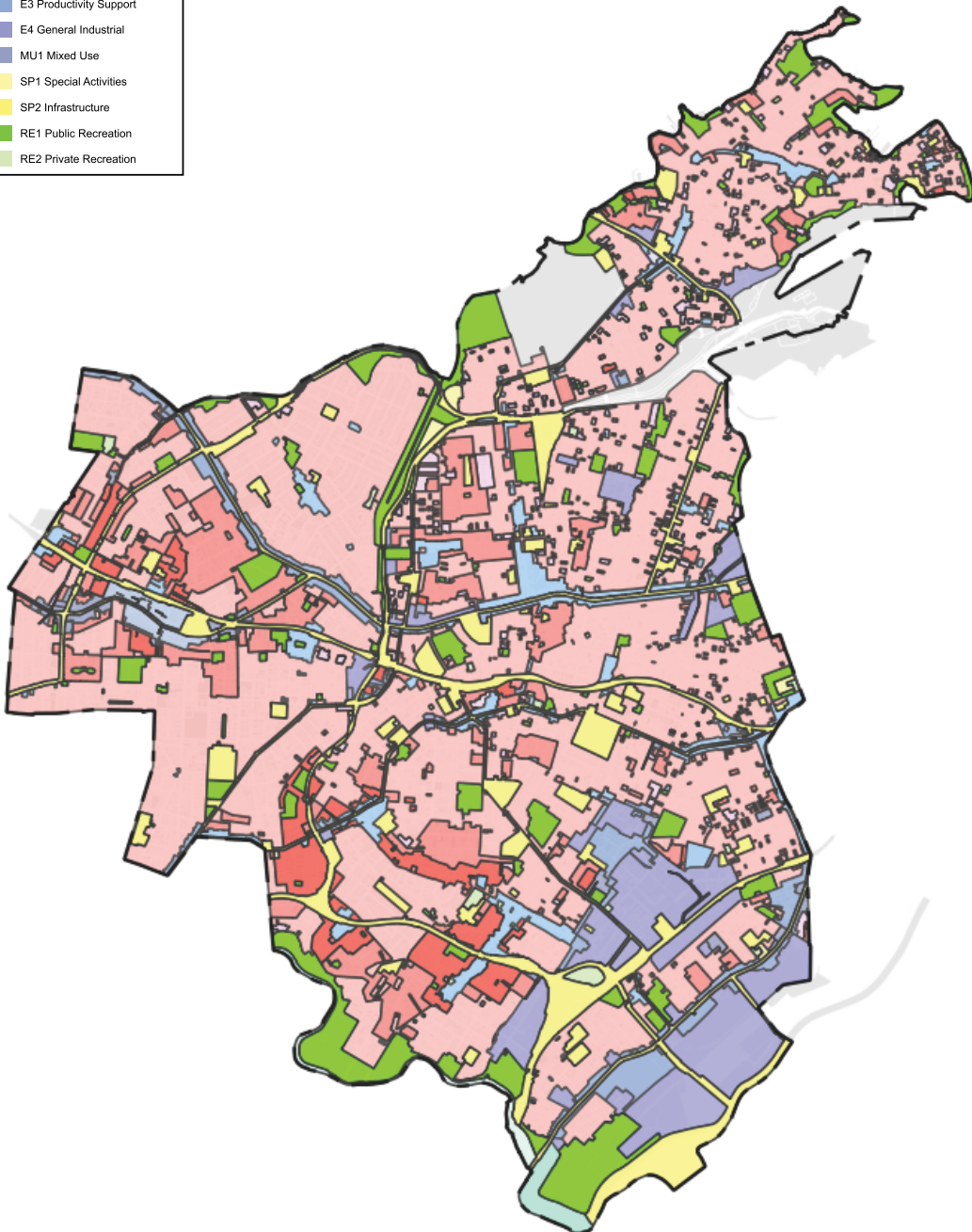


EXISTING LAND ZONING



Legend	
	LGA Boundary
	Property Boundary
Land Zoning	
	R1 General Residential
	R2 Low Density Residential
	R3 Medium Density Residential
	R4 High Density Residential
	E1 Local Centre
	E2 Commercial Centre
	E3 Productivity Support
	E4 General Industrial
	MU1 Mixed Use
	SP1 Special Activities
	SP2 Infrastructure
	RE1 Public Recreation
	RE2 Private Recreation

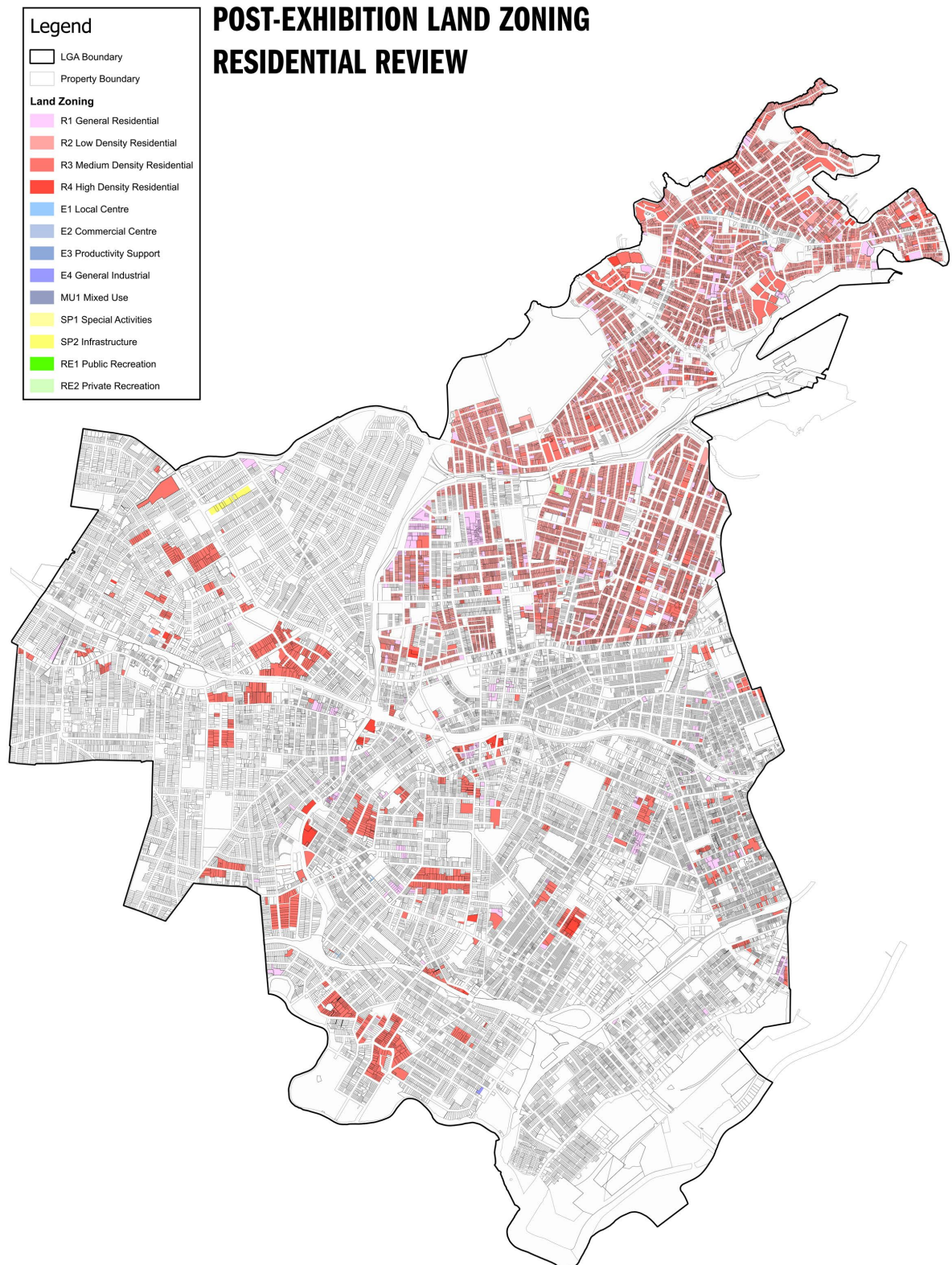
EXHIBITED LAND ZONING



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Item 1

Attachment 3



INNER WEST

Masterplan

Marrickville – Dulwich Hill

September 2025

Item 1

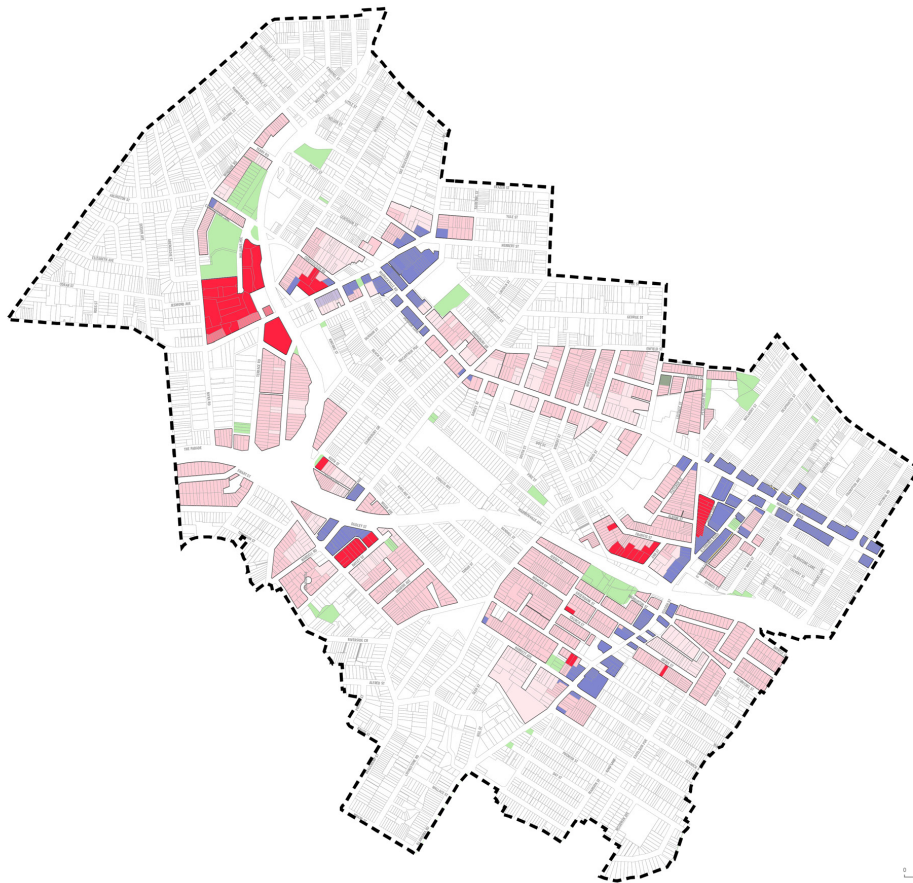
Attachment 3

MARRICKVILLE - DULWICH HILL LAND ZONING

Existing

Legend

- Study Area
- Areas of change
- SP2 - Infrastructure
- E3 - Productivity support
- E2 - Commercial centre
- E1 - Local centre
- MU1 - Mixed use
- R2 - Low density residential
- R3 - Medium density residential



Inner West Housing Investigation Area
Master Plans

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Item 1

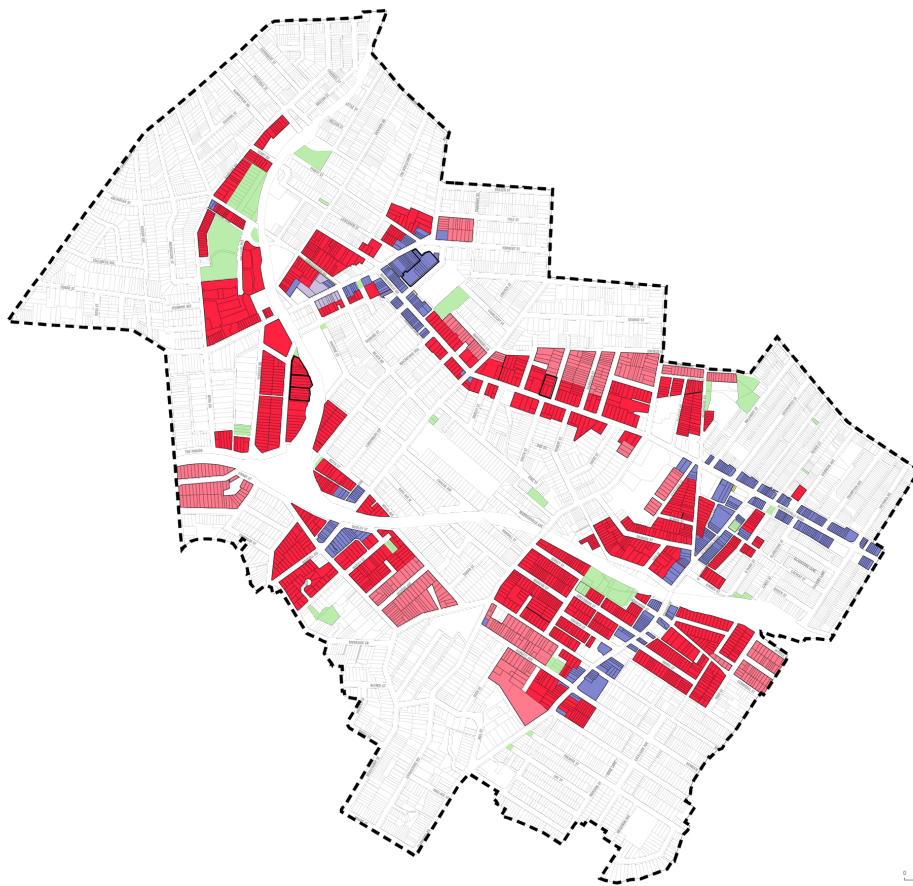
Attachment 3

MARRICKVILLE - DULWICH HILL LAND ZONING

Exhibited

Legend

- Study Area
- Areas of change
- Key site
- SP2 - Infrastructure
- RE1 - Public recreation
- E2 - Commercial centre
- E1 - Local centre
- MU1 - Mixed use
- R3 - Medium density residential
- R4 - High density residential



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Item 1

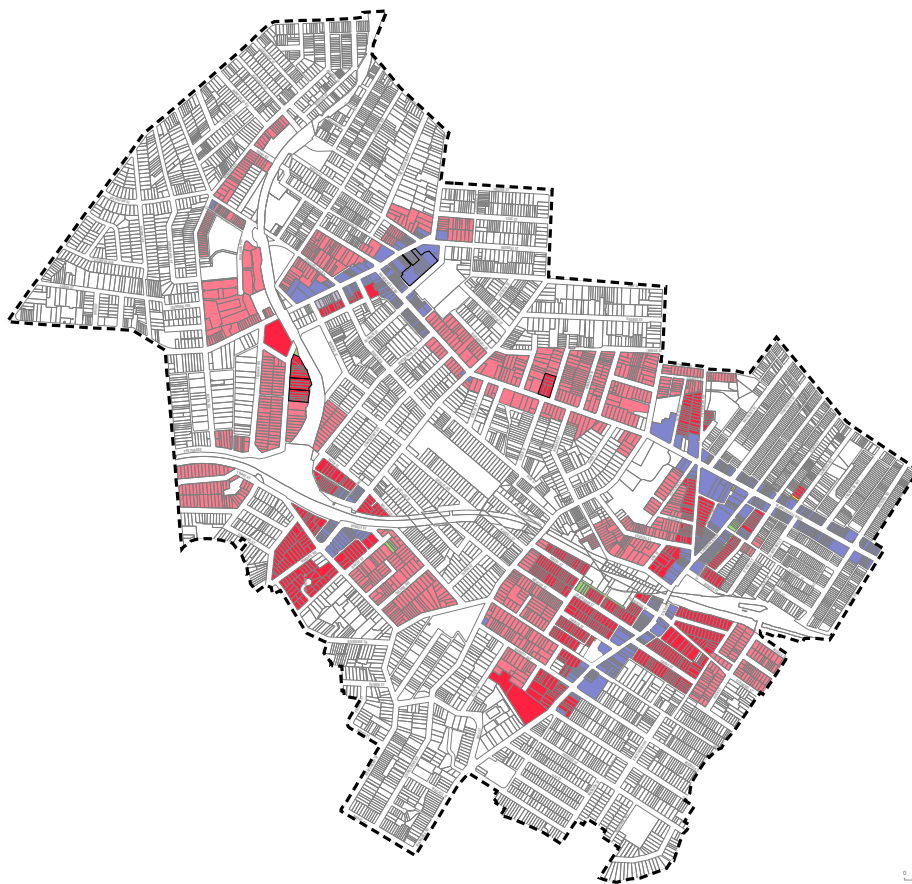
Attachment 3

MARRICKVILLE - DULWICH HILL LAND ZONING

Post-exhibition

Legend

- Study Area
- Areas of change
- Key site
- SP2 - Infrastructure
- RE1 - Public recreation
- E2 - Commercial centre
- E1 - Local centre
- MU1 - Mixed use
- R3 - Medium density residential
- R4 - High density residential



Inner West Housing Investigation Area
Master Plans

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Item 1

Attachment 3

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MARRICKVILLE - DULWICH HILL FLOOR SPACE RATIO MAP

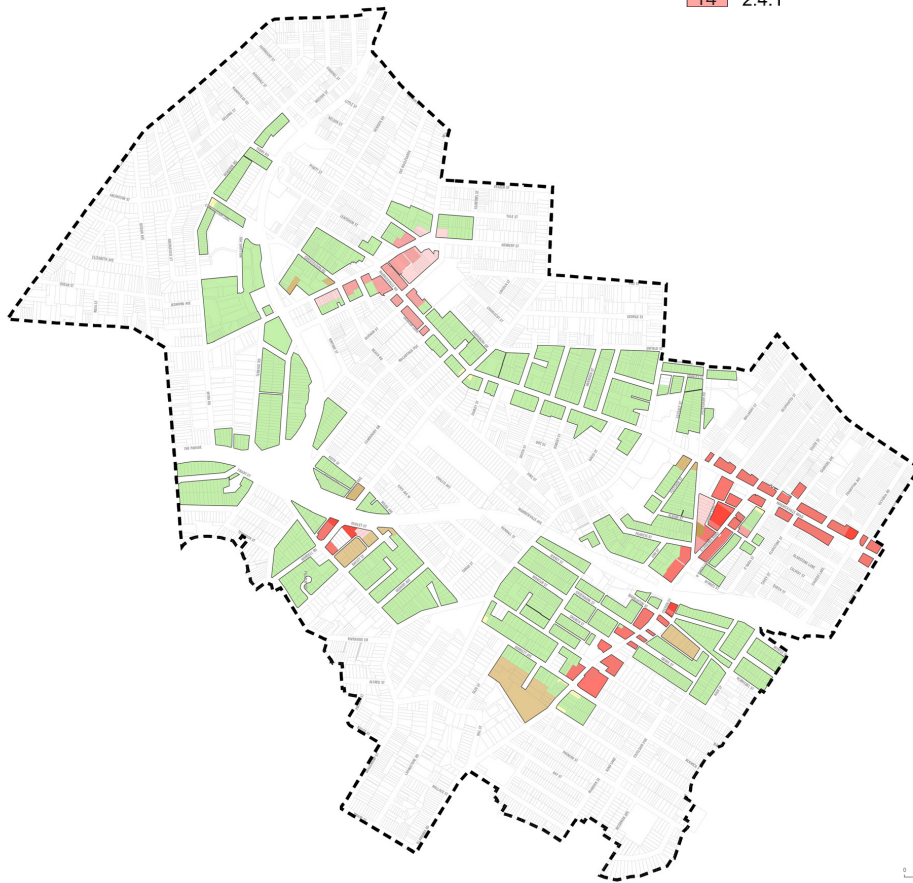
Existing

Legend

Study Area

Areas of change

F	0.6:1	U1	2.5:1
H	0.7:1	U2	2.6:1
N	1.0:1	U3	2.8:1
P	1.2:1	V1	3.0:1
Q	1.3:1	V2	3.2:1
S1	1.5:1	V3	3.3:1
S2	1.8:1	W1	3.5:1
S3	1.9:1	W2	3.8:1
T1	2.0:1	X1	4.0:1
T2	2.2:1	X2	4.3:1
T3	2.3:1		
T4	2.4:1		



Inner West Housing Investigation Area
Master Plans

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Item 1

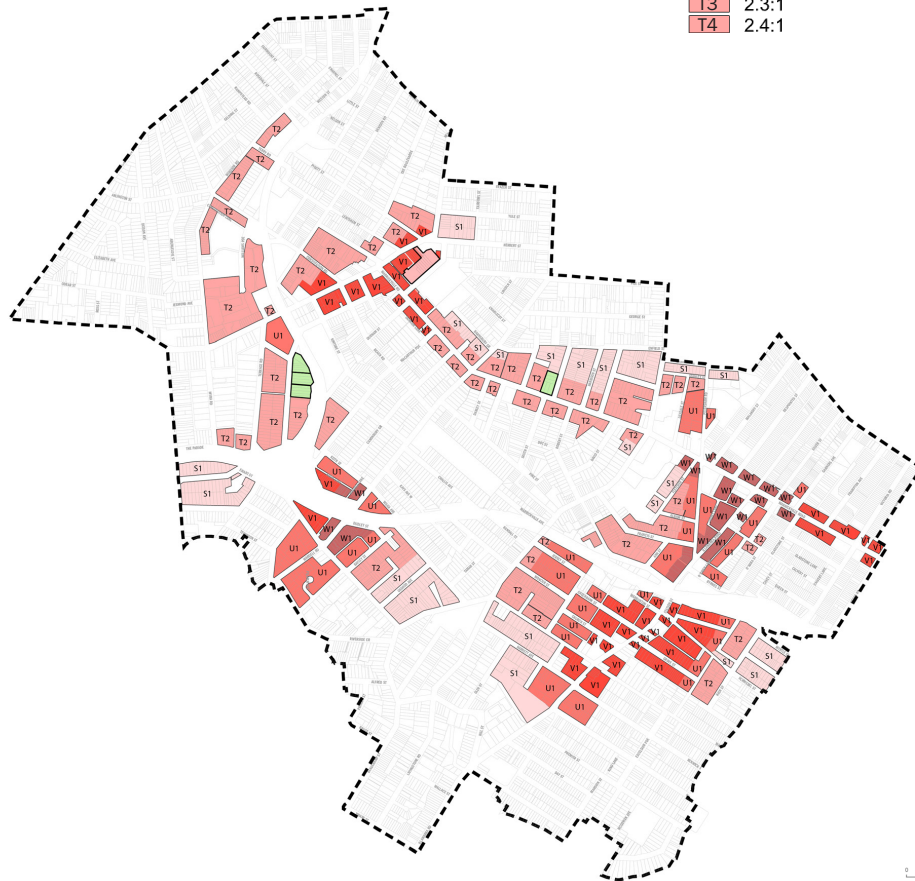
Attachment 3

MARRICKVILLE - DULWICH HILL FLOOR SPACE RATIO MAP

Exhibited

Legend

	Study Area		
	Areas of change		
	Key site		
	F 0.6:1		U1 2.5:1
	H 0.7:1		U2 2.6:1
	N 1.0:1		U3 2.8:1
	P 1.2:1		V1 3.0:1
	Q 1.3:1		V2 3.2:1
	S1 1.5:1		V3 3.3:1
	S2 1.8:1		W1 3.5:1
	S3 1.9:1		W2 3.8:1
	T1 2.0:1		X1 4.0:1
	T2 2.2:1		X2 4.3:1
	T3 2.3:1		
	T4 2.4:1		



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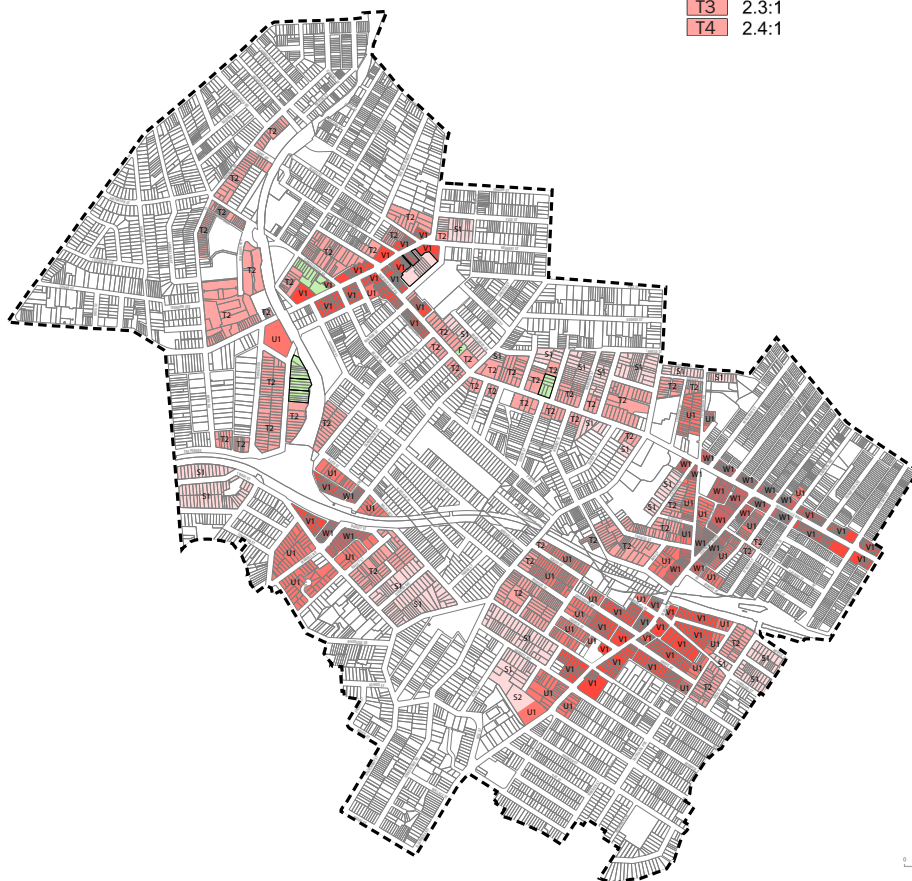
Attachment 3

MARRICKVILLE - DULWICH HILL FLOOR SPACE RATIO MAP

Post-exhibition

Legend

	Study Area		
	Areas of change		
	Key site		
	F	0.6:1	
	H	0.7:1	
	N	1.0:1	
	P	1.2:1	
	Q	1.3:1	
	S1	1.5:1	
	S2	1.8:1	
	S3	1.9:1	
	T1	2.0:1	
	T2	2.2:1	
	T3	2.3:1	
	T4	2.4:1	
	U1	2.5:1	
	U2	2.6:1	
	U3	2.8:1	
	V1	3.0:1	
	V2	3.2:1	
	V3	3.3:1	
	W1	3.5:1	
	W2	3.8:1	
	X1	4.0:1	
	X2	4.3:1	



Inner West Housing Investigation Area
Master Plans

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Item 1

Attachment 3

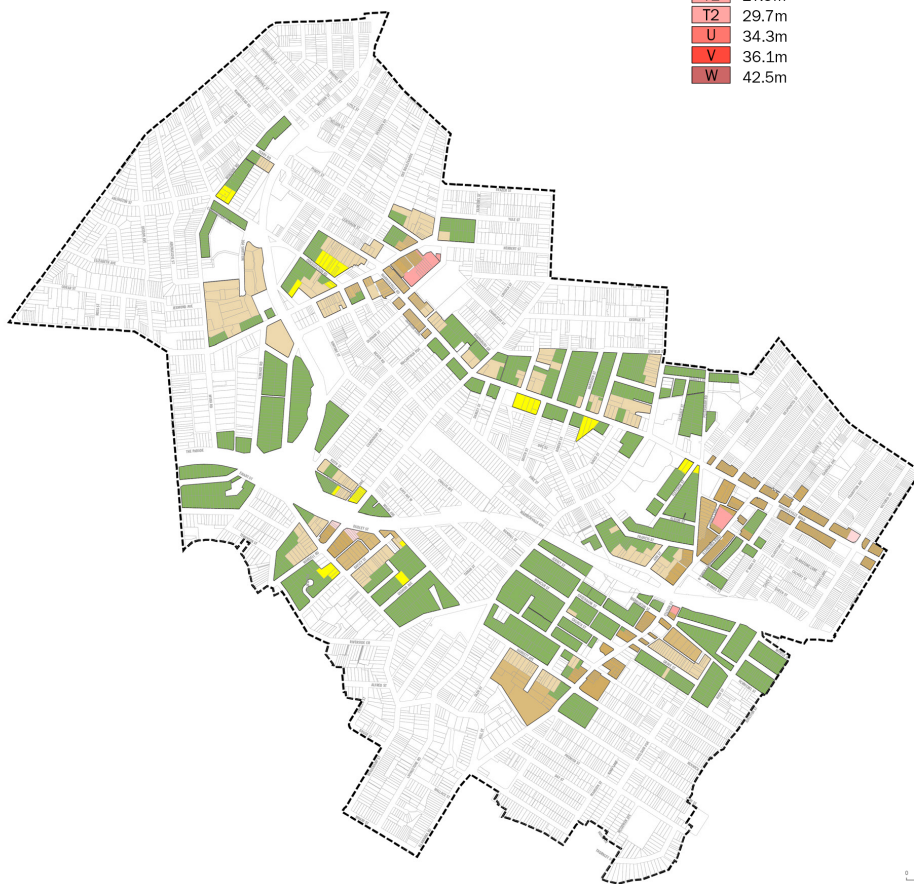
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MARRICKVILLE - DULWICH HILL HEIGHT OF BUILDING MAP

Existing

Legend

	Study Area
	Areas of change
	Key site
 A	3m
 J	9m
 K	10m
 L	11m
 M	12.5m
 N	13m
 O	15.1m
 P	18.3m
 R	21.5m
 S	23.3m
 T1	27.9m
 T2	29.7m
 U	34.3m
 V	36.1m
 W	42.5m



Inner West Housing Investigation Area
Master Plans

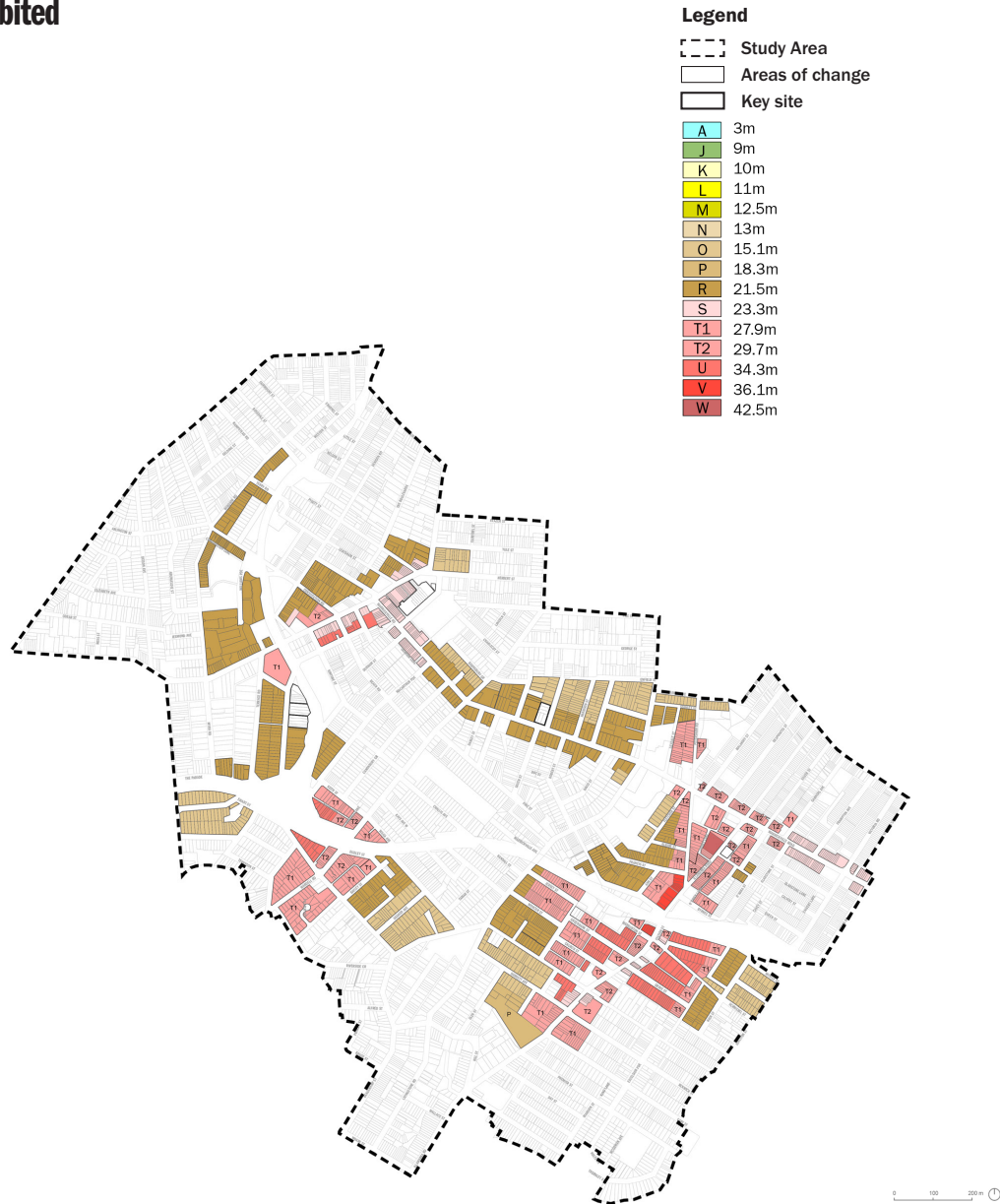
21

Item 1

Attachment 3

MARRICKVILLE - DULWICH HILL HEIGHT OF BUILDING MAP

Exhibited



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Item 1

Attachment 3

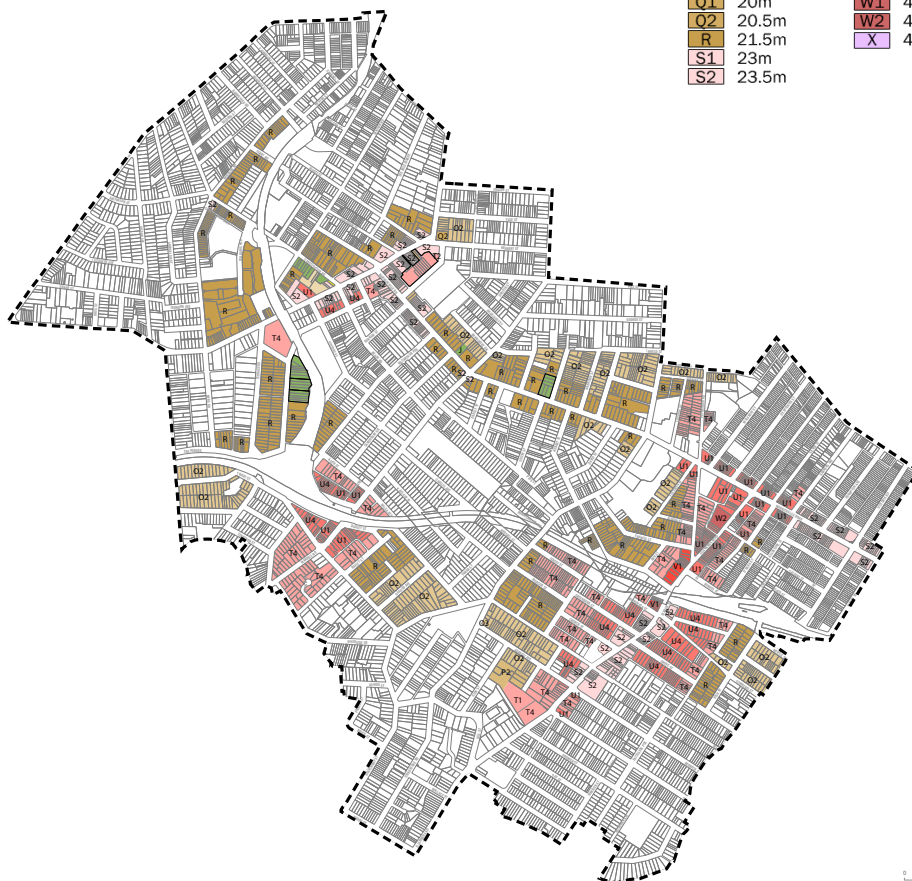
MARRICKVILLE - DULWICH HILL HEIGHT OF BUILDING MAP

Post-exhibition

Legend

- Study Area
- Areas of change
- Key site

 I	8.5m	 T1	25m
 J	9.5m	 T2	26m
 I	11m	 T3	26.5m
 M	12.5m	 T4	28m
 N1	13m	 U1	30m
 N2	14m	 U2	31.5m
 O1	15m	 U3	33.5m
 O2	15.5m	 U4	34.5m
 O3	16.5m	 V1	36.5m
 P1	17m	 V2	38m
 P2	18.5m	 V3	39.5m
 Q1	20m	 W1	41m
 Q2	20.5m	 W2	42.5m
 R	21.5m	 X	46m
 S1	23m		
 S2	23.5m		



Inner West Housing Investigation Area
Master Plans

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Item 1





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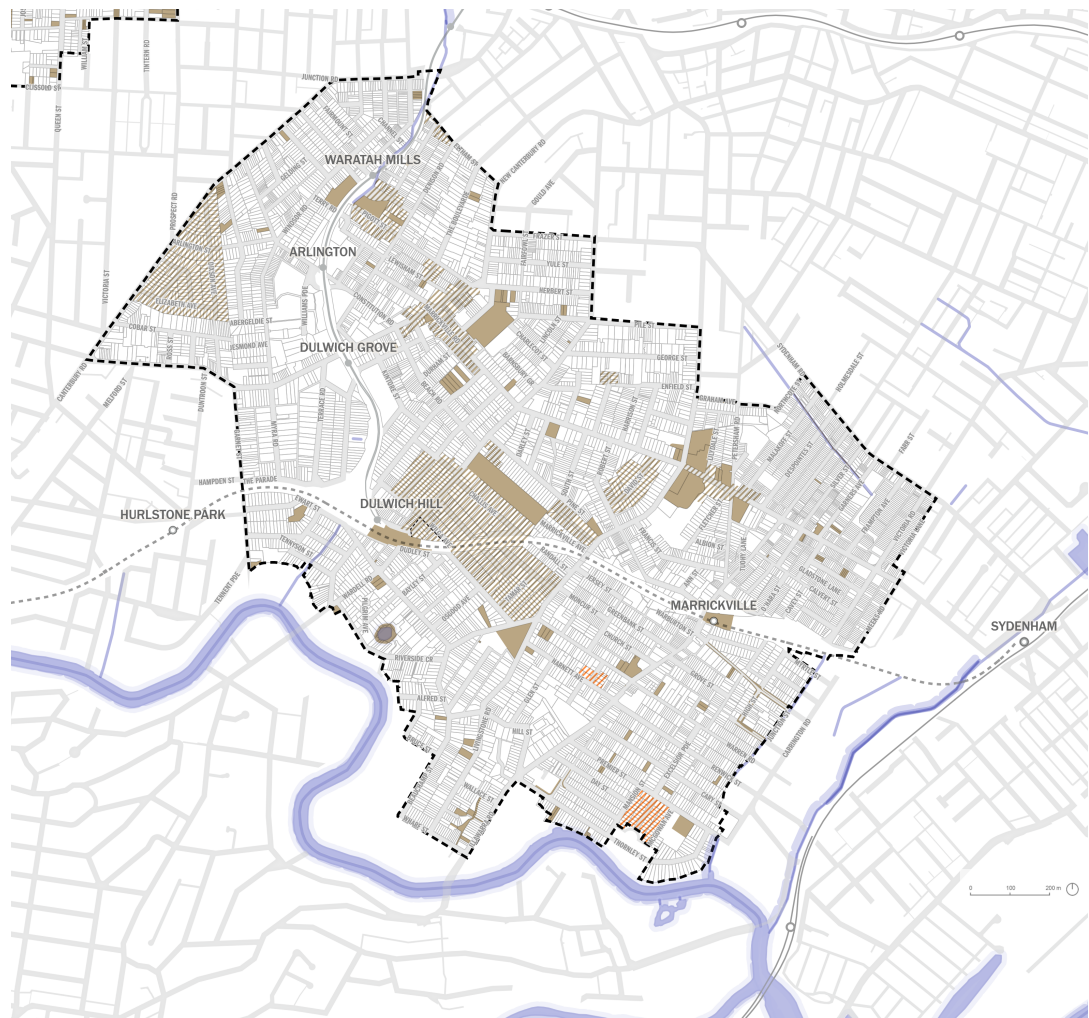
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MARRICKVILLE - DULWICH HILL HERITAGE MAP

Existing

Legend

-  Study Area
-  Conservation area - General
-  Item - General
-  Archaeological



Inner West Housing Investigation Area
Master Plans

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



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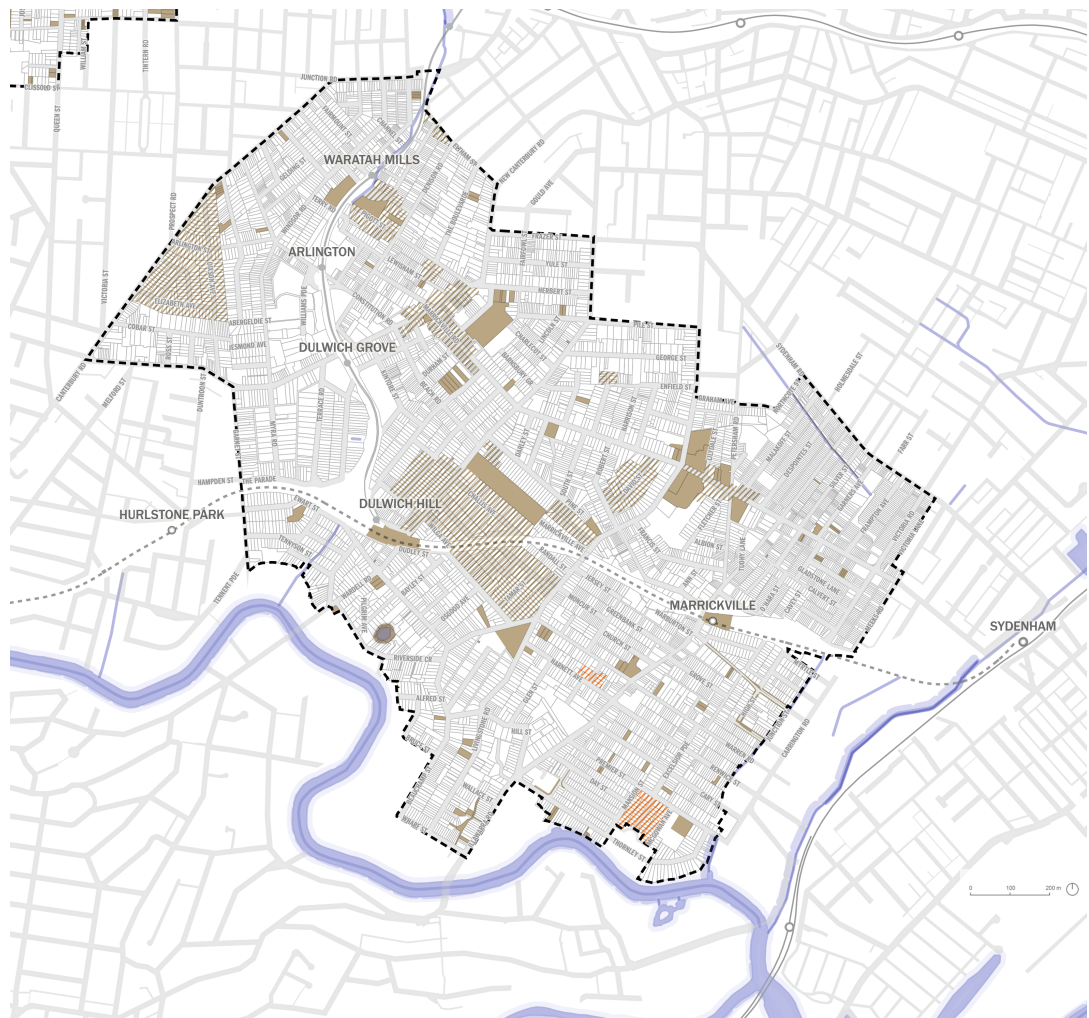
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MARRICKVILLE - DULWICH HILL HERITAGE MAP

Exhibited

Legend

-  Study Area
-  Conservation area - General
-  Item - General
-  Archaeological



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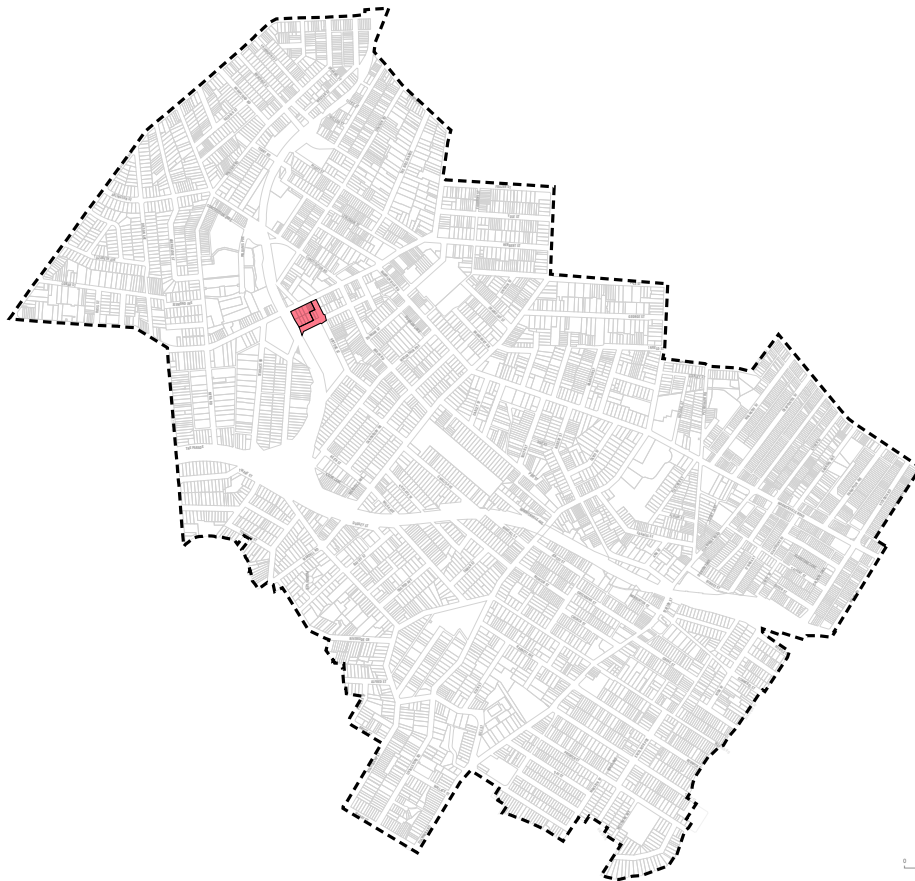
14
26

MARRICKVILLE - DULWICH HILL KEY SITES MAP

Existing

Legend

- Study Area
- Existing Key Sites



MARRICKVILLE - DULWICH HILL KEY SITES MAP

Exhibited

Legend

- Study Area
- Existing Key Sites
- Proposed Key Sites



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Attachment 3

MARRICKVILLE - DULWICH HILL KEY SITES MAP

Post-exhibition

Legend

- Study Area
- Existing Key Sites
- Proposed Key Sites



MARRICKVILLE - DULWICH HILL KEY SITES MAP CONT'D

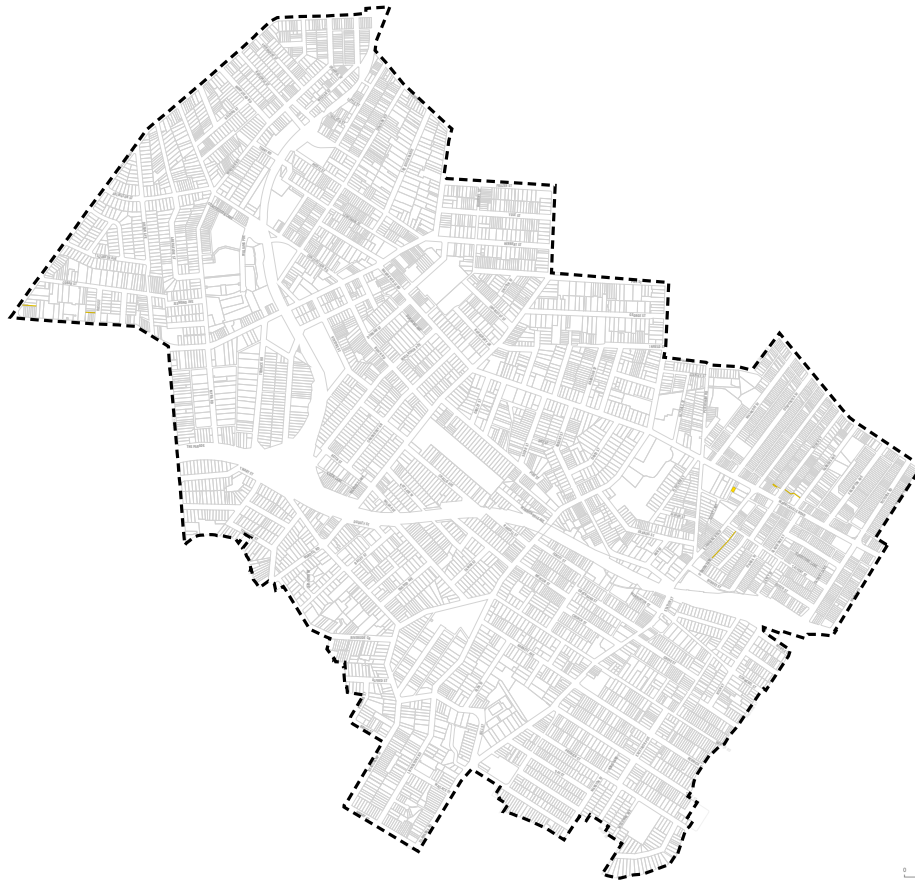
Area No.	Address	Key Site Public Benefit	Max. FSR	Max. HOB
KS-1	45 – 55 Hercules Street, Dulwich Hill	→ Dedication of approx. 1,139 sqm for new open space along the greenway corridor	2.8:1	34.5m (10 st.)
KS-2	57 - 63 Hercules Street, Dulwich Hill	→ Dedication of approx. 239 sqm for new open space along the greenway corridor	2.8:1	28m (8 st.)
KS-3	65 – 73 Hercules Street, Dulwich Hill	→ Dedication of 6m wide strip along southern boundary (approx. 412 sqm) for a potential mid block link to improve pedestrain and cycling accessibility	2.8:1	28m (8 st.)
KS-4&5	14-32 Seaview Street, 374-376 New Canterbury Road, Dulwich Hill	→ New public plaza with a minimum area of 2000sqm → District-level new community/ cultural facility with a minimum area of 3200m2 with affordable commercial space, not-for-profit tenancies and cultural hub → New active transport connections minimum 6m wide between Seaview Street and New Canterbury Road	3.5	49m (14 st.)
KS-6	365-359 Marrickville Rd & 2-6 Woodbury St, Marrickville	→ Land dedication for new public open space of minimum 1000sqm along Marrickville Road	2.8:1	41m (12 st.)

MARRICKVILLE - DULWICH HILL LAND RESERVATION ACQUISITION MAP

Existing

Legend

 Existing Land Reserved for Acquisition



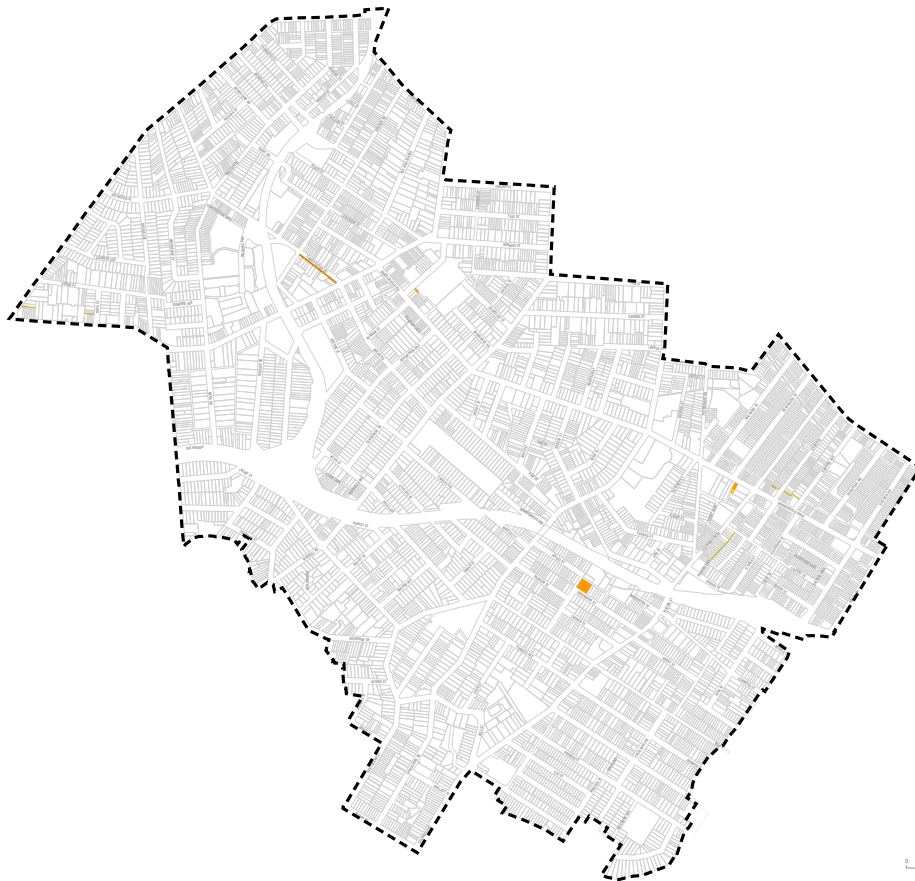
0 100 200 m

MARRICKVILLE - DULWICH HILL LAND RESERVATION ACQUISITION MAP

Exhibited

Legend

- Existing Land Reserved for Acquisition
- Exhibited Land Reserved for Acquisition



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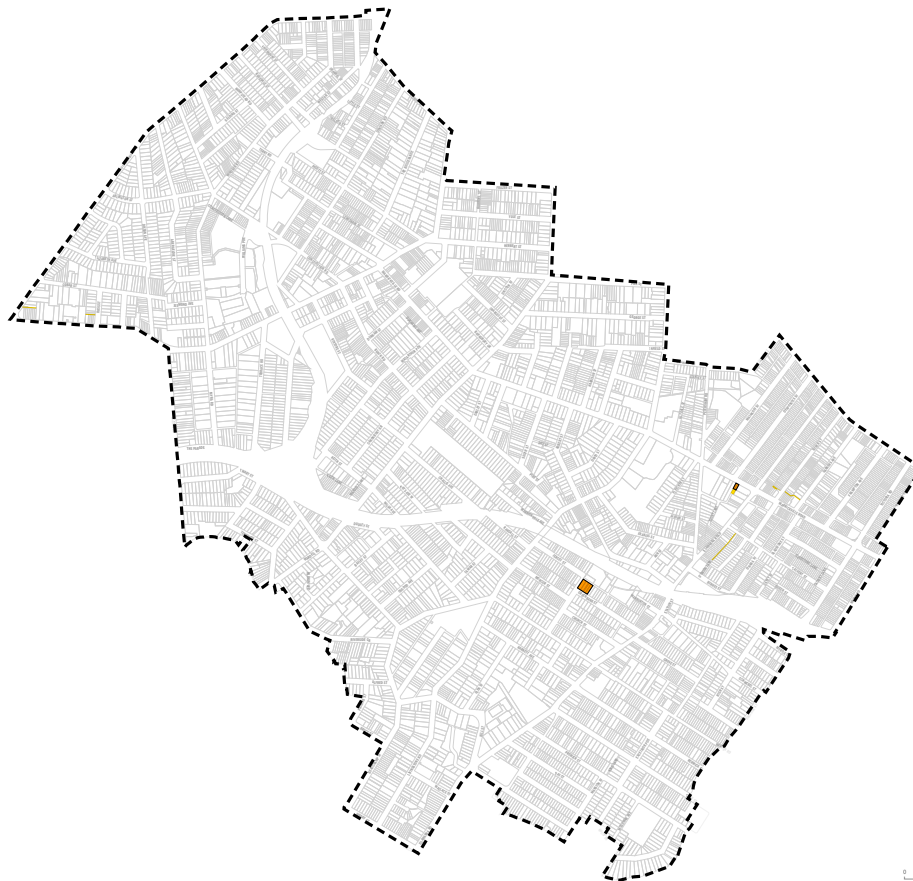
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MARRICKVILLE - DULWICH HILL LAND RESERVATION ACQUISITION MAP

Post-exhibition

Legend

- Existing Land Reserved for Acquisition
- Post-exhibition Land Reserved for Acquisition

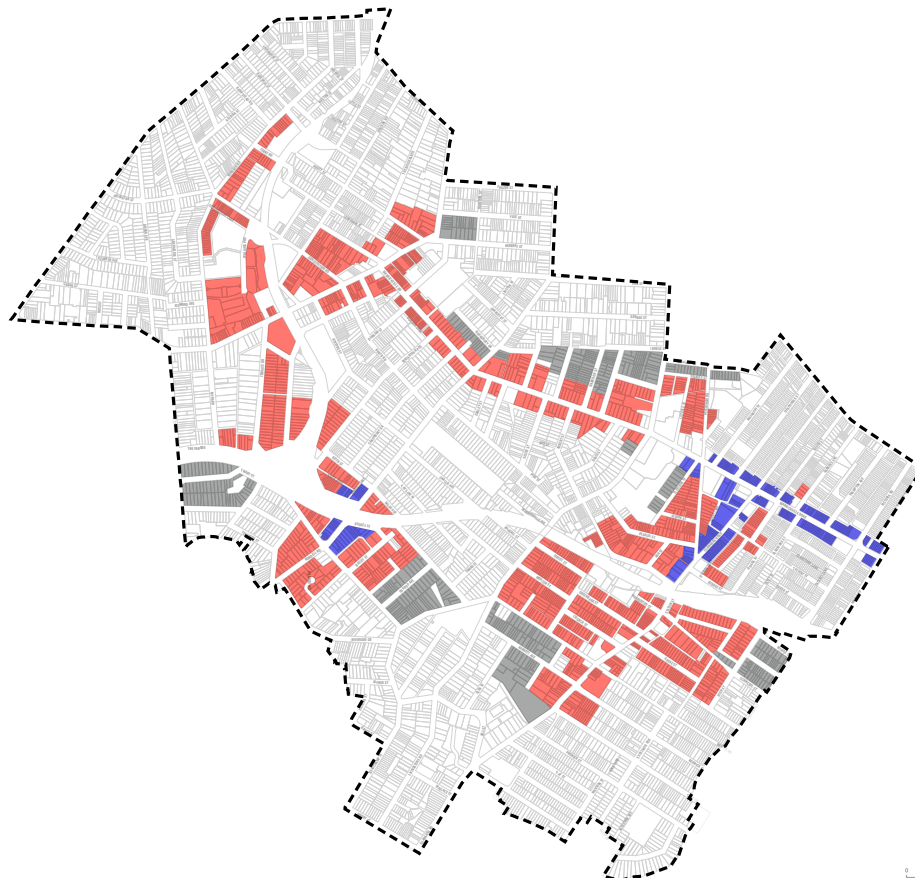


0 100 200 m

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MARRICKVILLE - DULWICH HILL DEVELOPMENT INCENTIVES MAPS

Minimum Site Area Incentive Exhibited

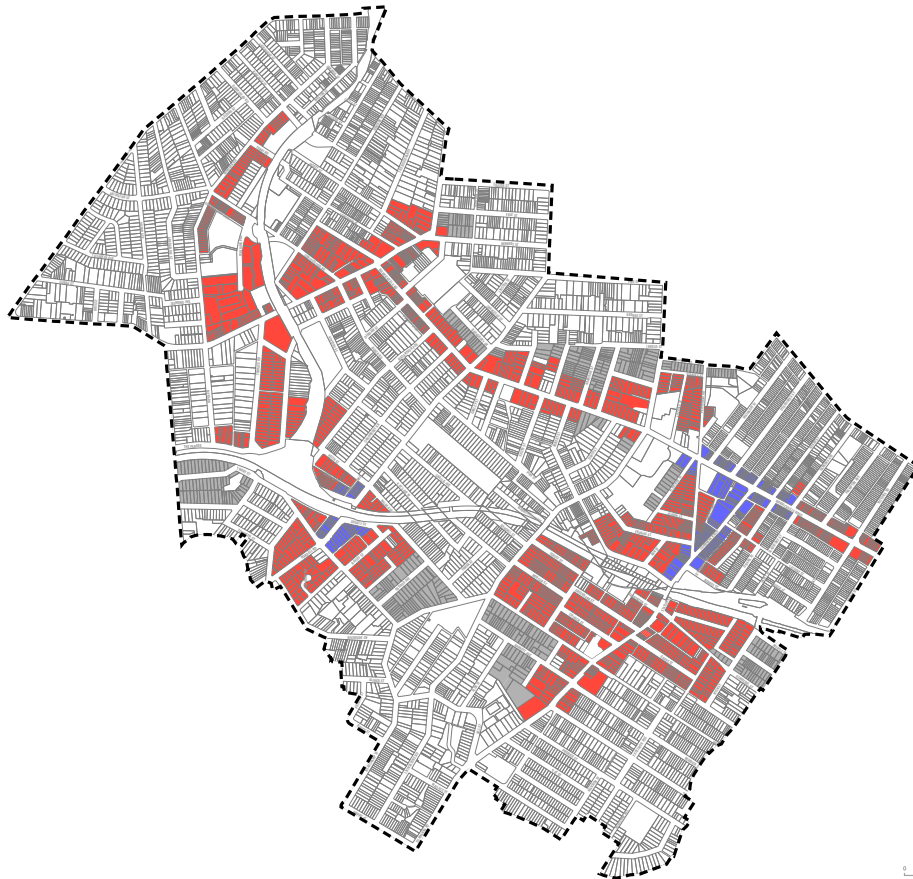


Legend

- HIA 1A - Marrickville - Dulwich Hill Boundary
- Cadastre
- Minimum Site Area Incentive - Area 1
- Minimum Site Area Incentive - Area 2
- Minimum Site Area Incentive - Area 3

MARRICKVILLE - DULWICH HILL DEVELOPMENT INCENTIVES MAPS

Minimum Site Area Incentive Post-exhibition



Legend

- HIA 1A - Marrickville - Dulwich Hill Boundary
- Cadastre
- Minimum Site Area Incentive - Area 1
- Minimum Site Area Incentive - Area 2
- Minimum Site Area Incentive - Area 3

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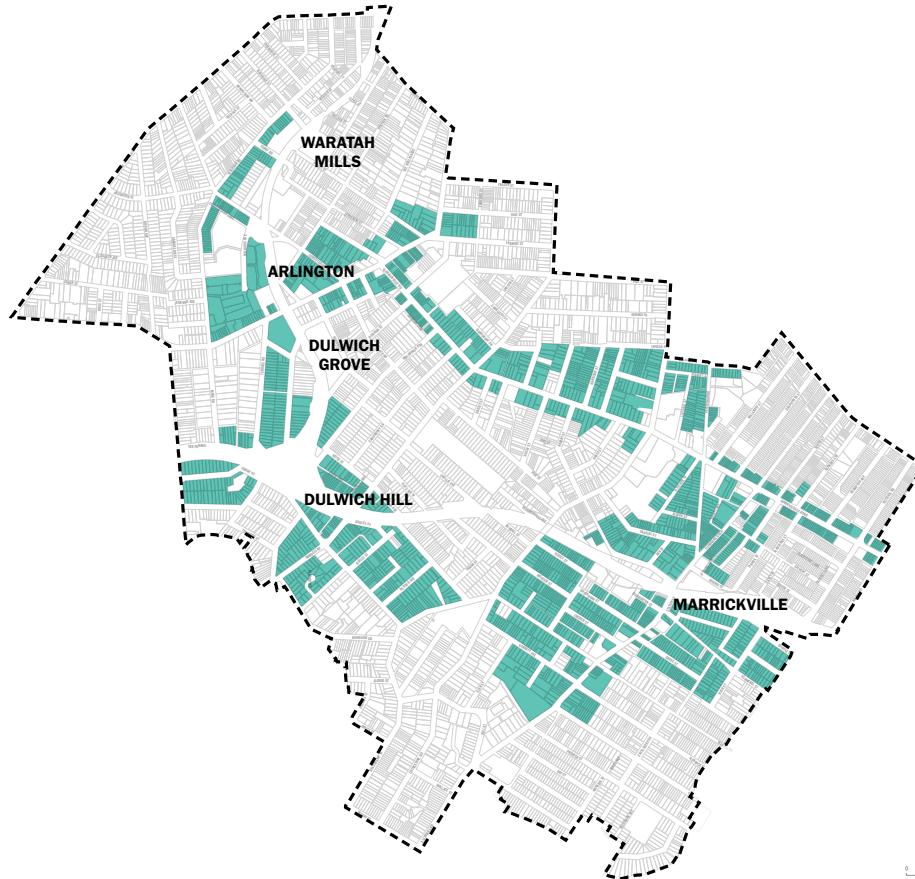
36

Item 1

Attachment 3

MARRICKVILLE - DULWICH HILL DEVELOPMENT INCENTIVES MAPS

Sustainability Incentive Exhibited

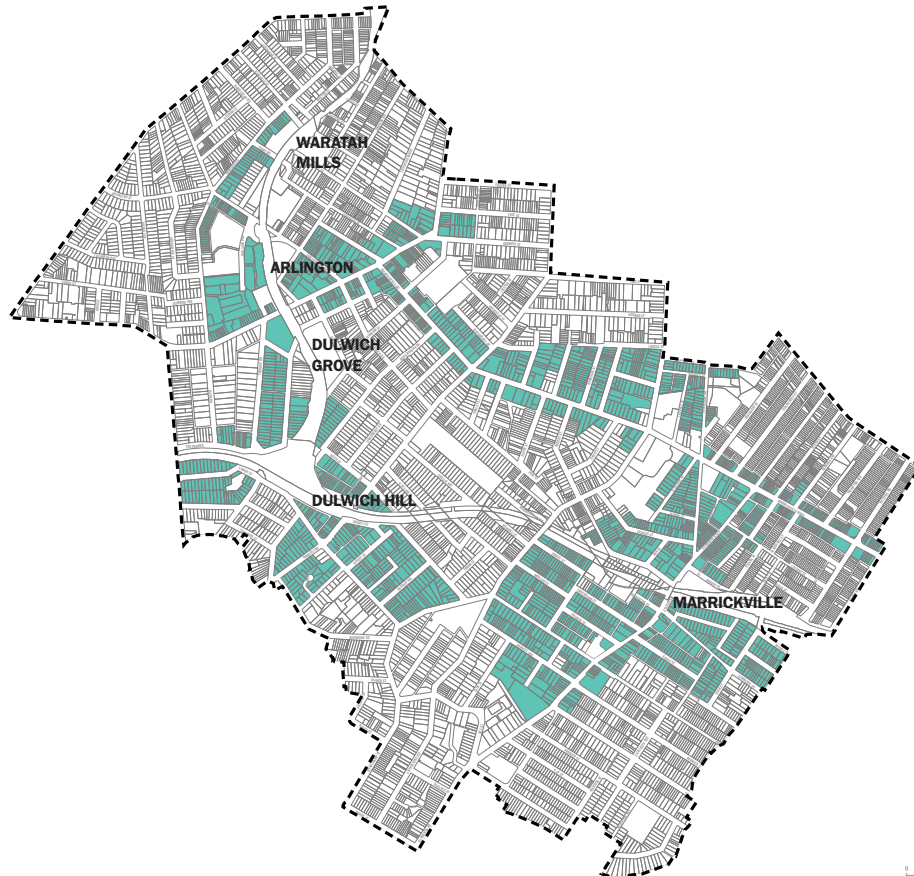


Legend

- HIA 1A - Marrickville - Dulwich Hill Boundary
- Cadastre
- Sustainability Incentive

MARRICKVILLE - DULWICH HILL DEVELOPMENT INCENTIVES MAPS

Sustainability Incentive Post-exhibition



Legend

- HIA 1A - Marrickville - Dulwich Hill Boundary
- Cadastre
- Sustainability Incentive

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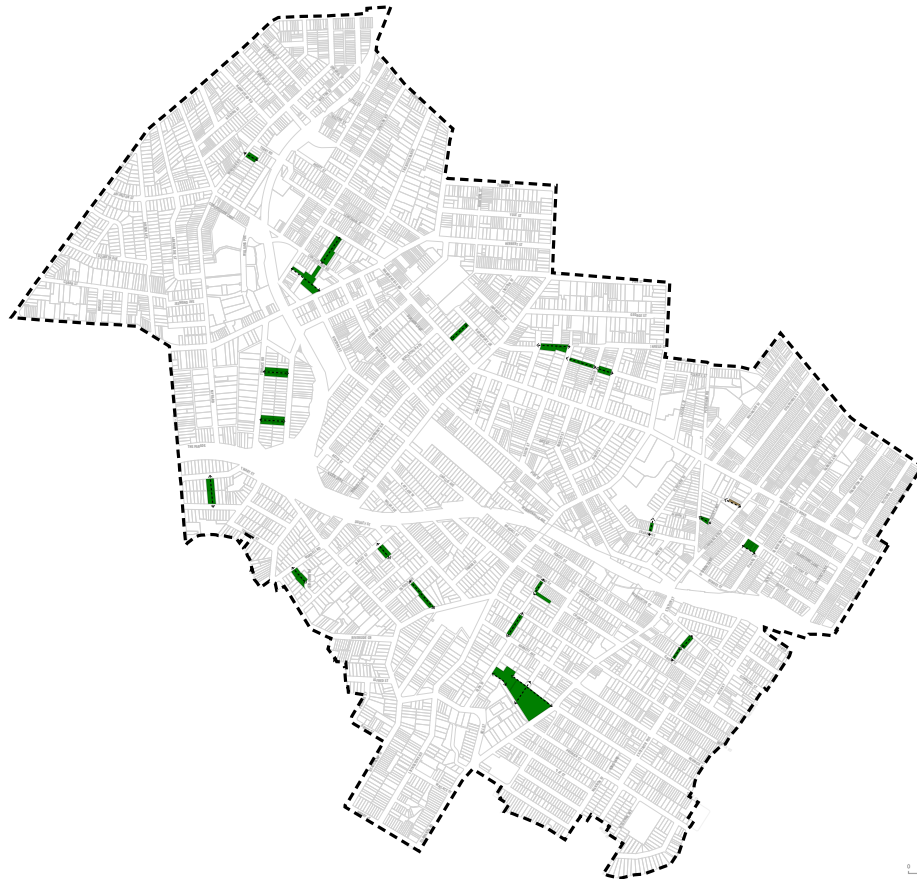
38

Item 1

Attachment 3

MARRICKVILLE - DULWICH HILL DEVELOPMENT INCENTIVES MAPS

Public Realm Incentive-Desired Exhibited

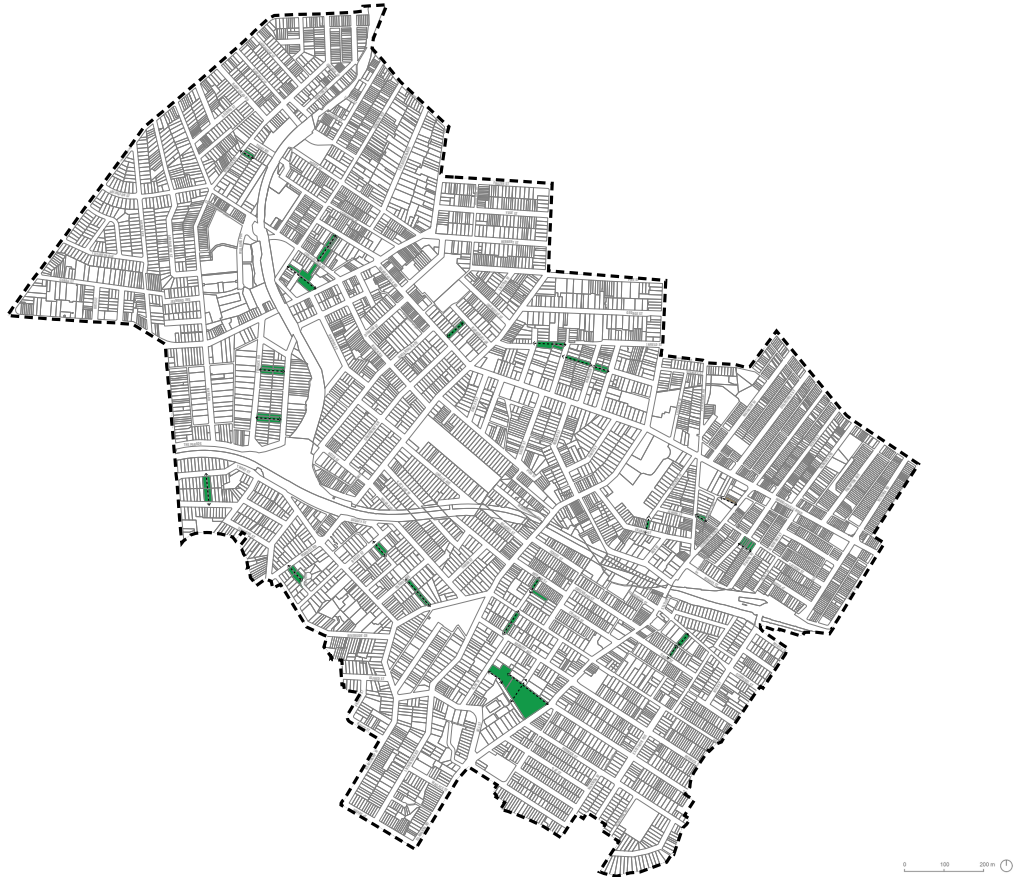


Legend

- HIA 1A - Marrickville - Dulwich Hill Boundary
- Cadastre
- Public Realm Incentive - Area A
- Public Realm Incentive - Area B
- Public Realm Incentive - Area C
- Potential Active Transport Connections

MARRICKVILLE - DULWICH HILL DEVELOPMENT INCENTIVES MAPS

Public Realm Incentive-Desired Post-exhibition



Legend

- HIA 1A - Marrickville - Dulwich Hill Boundary
- Cadastre
- Public Realm Incentive - Area A
- Public Realm Incentive - Area B
- Public Realm Incentive - Area C
- Potential Active Transport Connections

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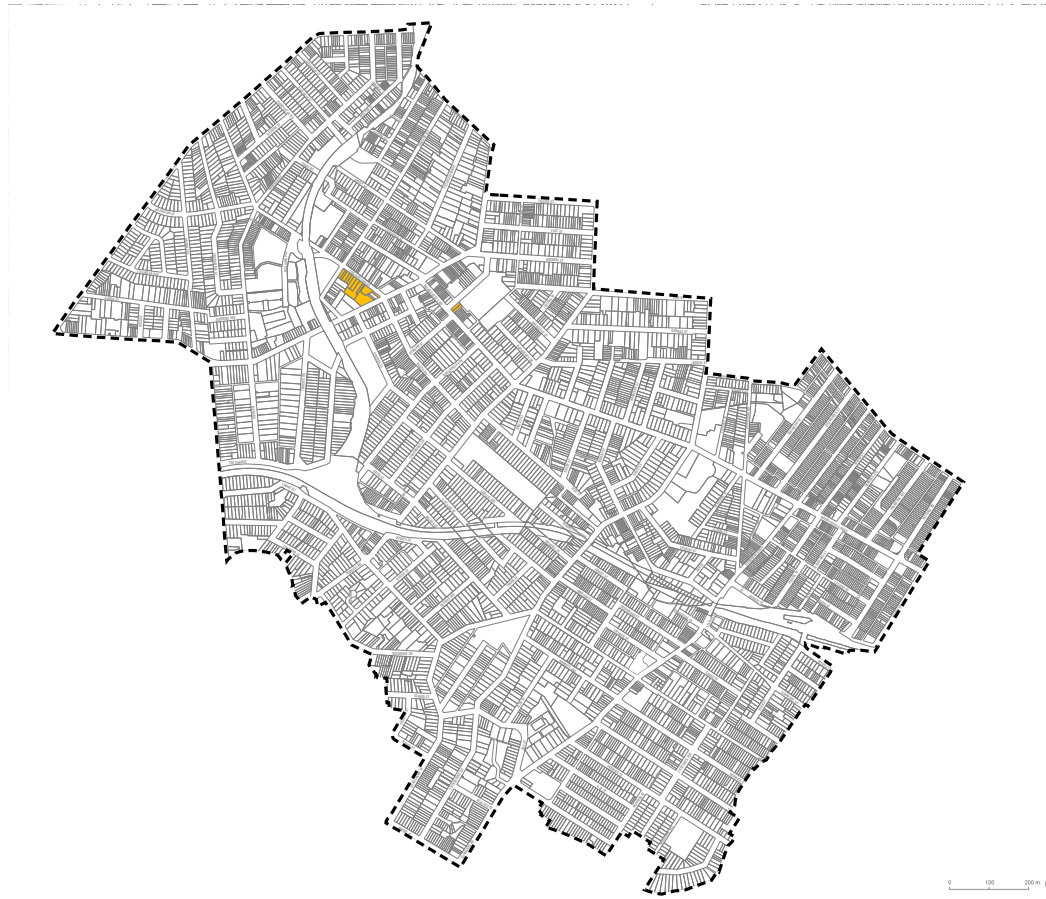
Item 1

Attachment 3




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MARRICKVILLE - DULWICH HILL DEVELOPMENT INCENTIVES MAPS

Public Realm Incentive-Mandatory



Legend

-  HIA 1A - Marrickville - Dulwich Hill Boundary
-  Cadastre
-  Public Realm Incentive -Mandatory

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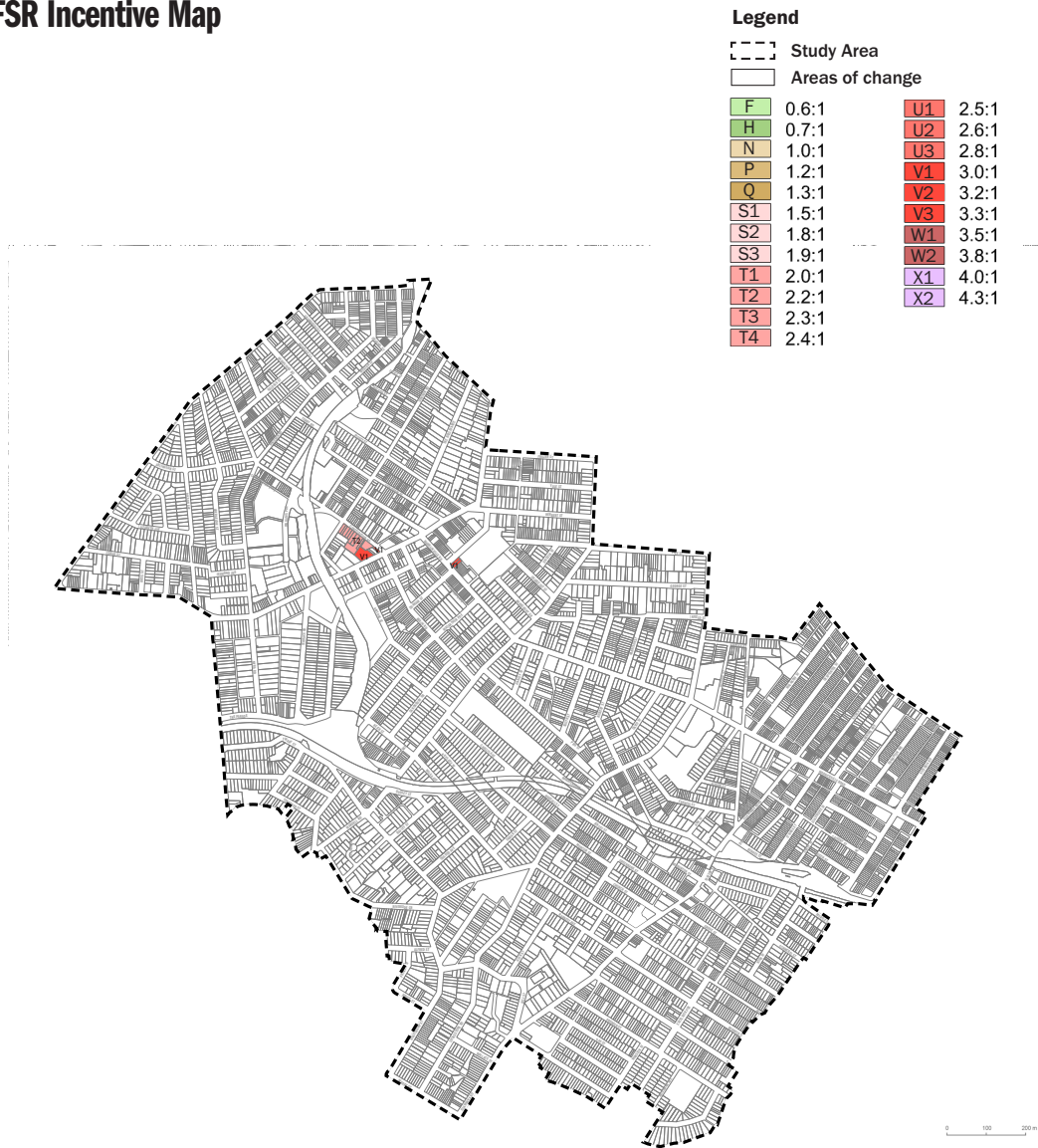
42

Item 1

Attachment 3

MARRICKVILLE - DULWICH HILL DEVELOPMENT INCENTIVES MAPS

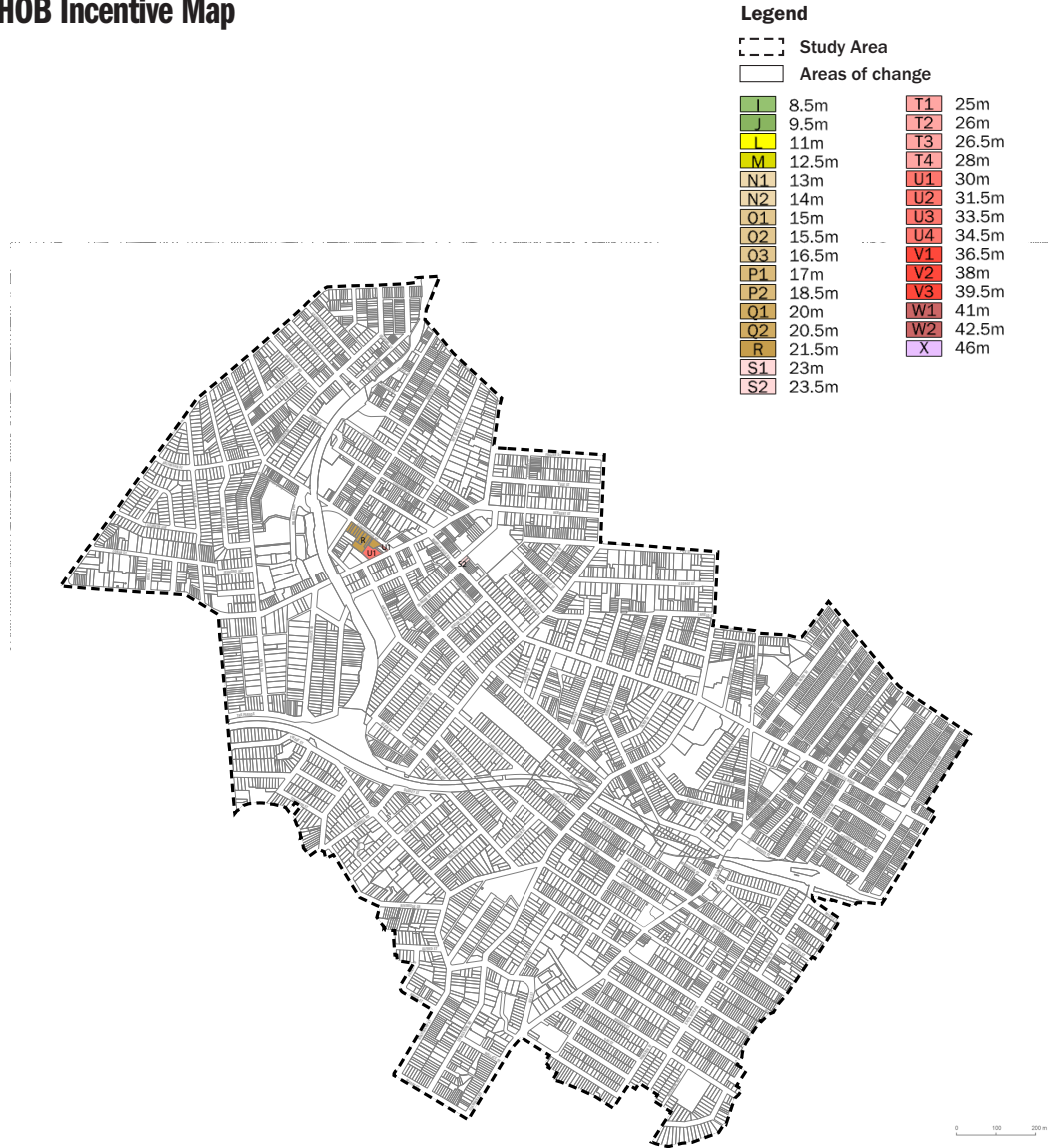
Public Realm Incentive-Mandatory FSR Incentive Map



* This only applies to the properties where 'Public Realm Incentives - Mandatory' apply.

MARRICKVILLE - DULWICH HILL DEVELOPMENT INCENTIVES MAPS

Public Realm Incentive-Mandatory HOB Incentive Map



* This only applies to the properties where 'Public Realm Incentives - Mandatory' apply.

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Attachment 3

INNER WEST

Masterplan

Ashfield – Croydon

September 2025

Item 1

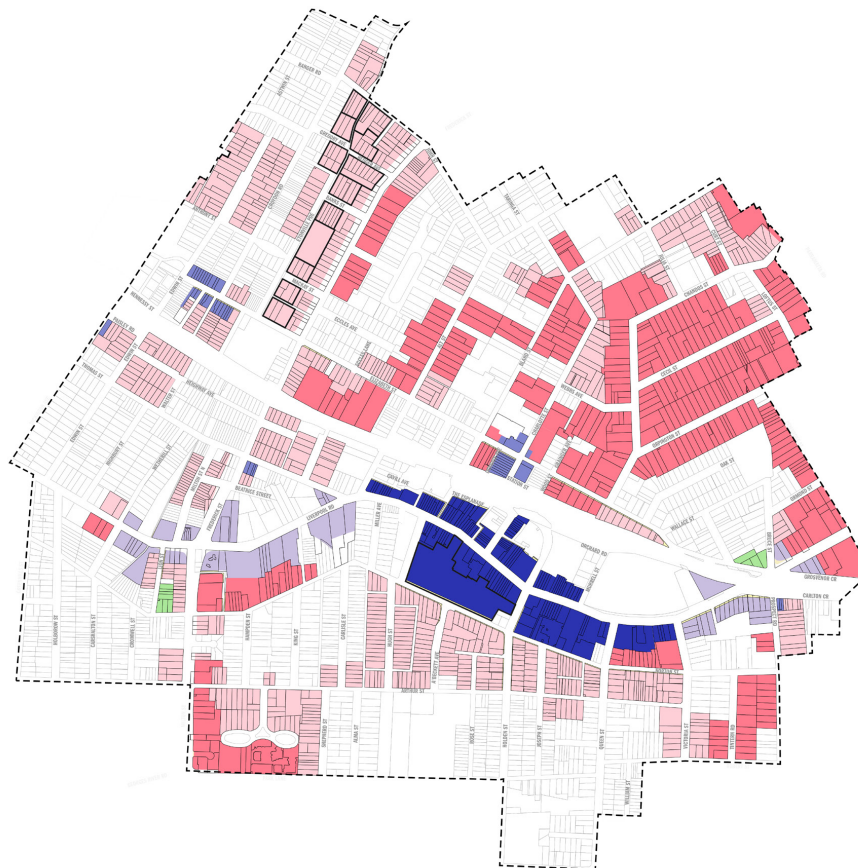
Attachment 3

ASHFIELD-CROYDON LAND ZONING

Existing

Legend

- Study Area
- Areas of change
- SP2 - Infrastructure
- E3 - Productivity support
- E2 - Commercial centre
- E1 - Local centre
- MU1 - Mixed use
- R2 - Low density residential
- R3 - Medium density residential



Inner West Housing Investigation Area
Master Plans

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Item 1

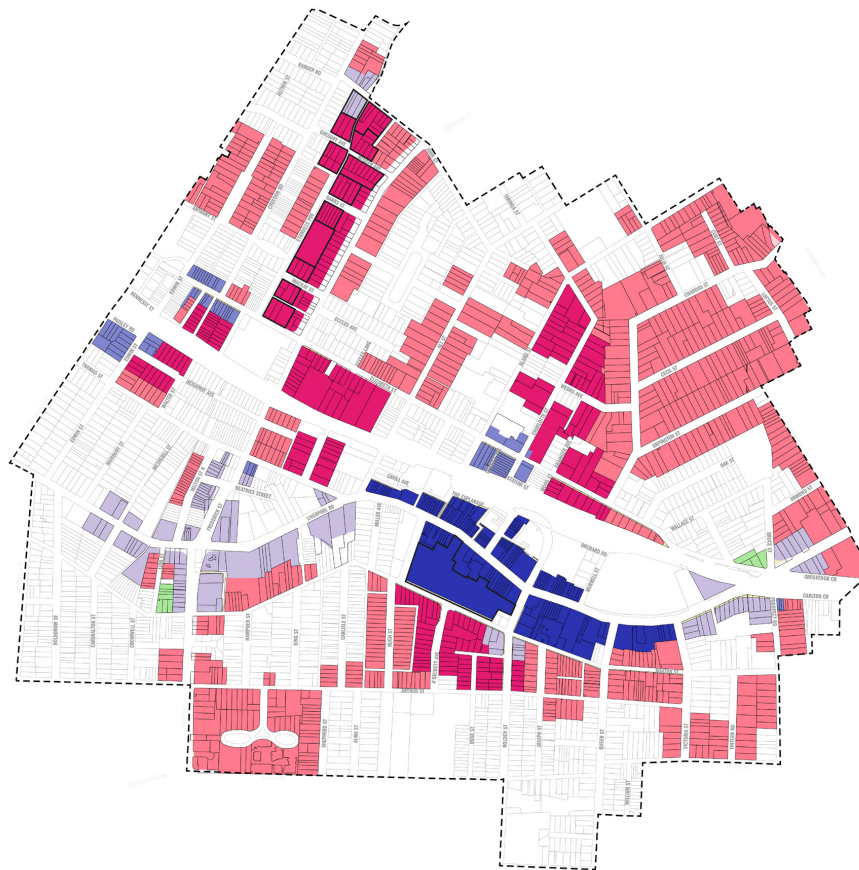
Attachment 3

ASHFIELD-CROYDON LAND ZONING

Exhibited

Legend

- Study Area
- Areas of change
- Key site
- SP2 - Infrastructure
- RE1 - Public recreation
- E2 - Commercial centre
- E1 - Local centre
- MU1 - Mixed use
- R3 - Medium density residential
- R4 - High density residential



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Item 1

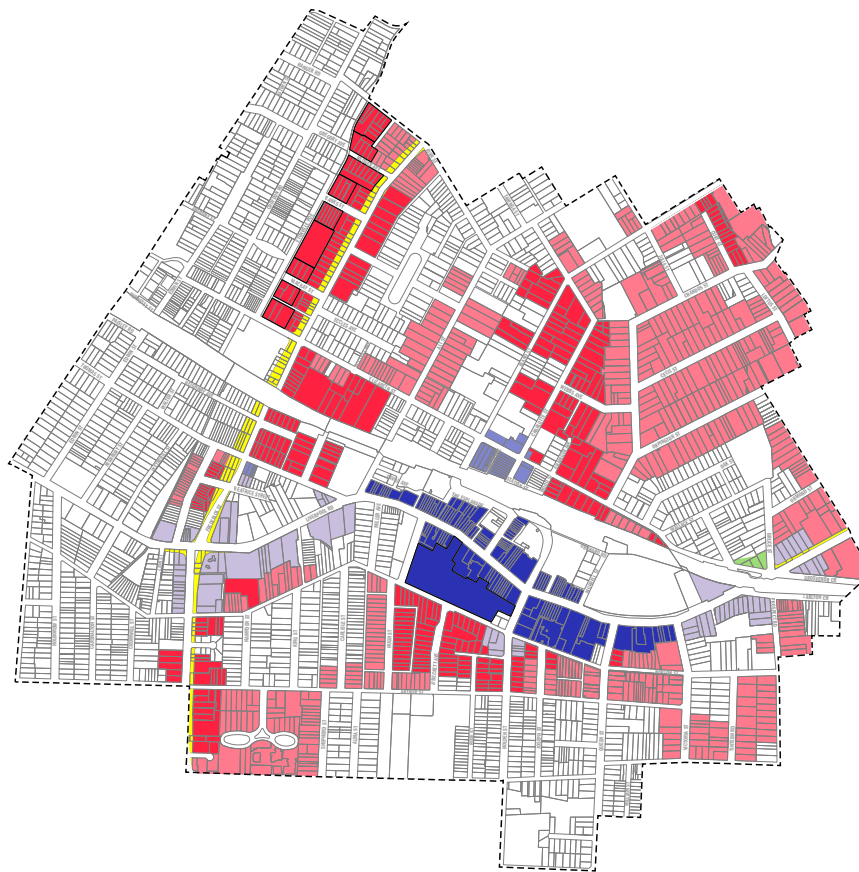
Attachment 3

ASHFIELD-CROYDON LAND ZONING

Post-exhibition

Legend

- Study Area
- Areas of change
- Key site
- SP2 - Infrastructure
- RE1 - Public recreation
- E2 - Commercial centre
- E1 - Local centre
- MU1 - Mixed use
- R2 - Low density residential
- R3 - Medium density residential
- R4 - High density residential



Inner West Housing Investigation Area
Master Plans

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Item 1

Attachment 3

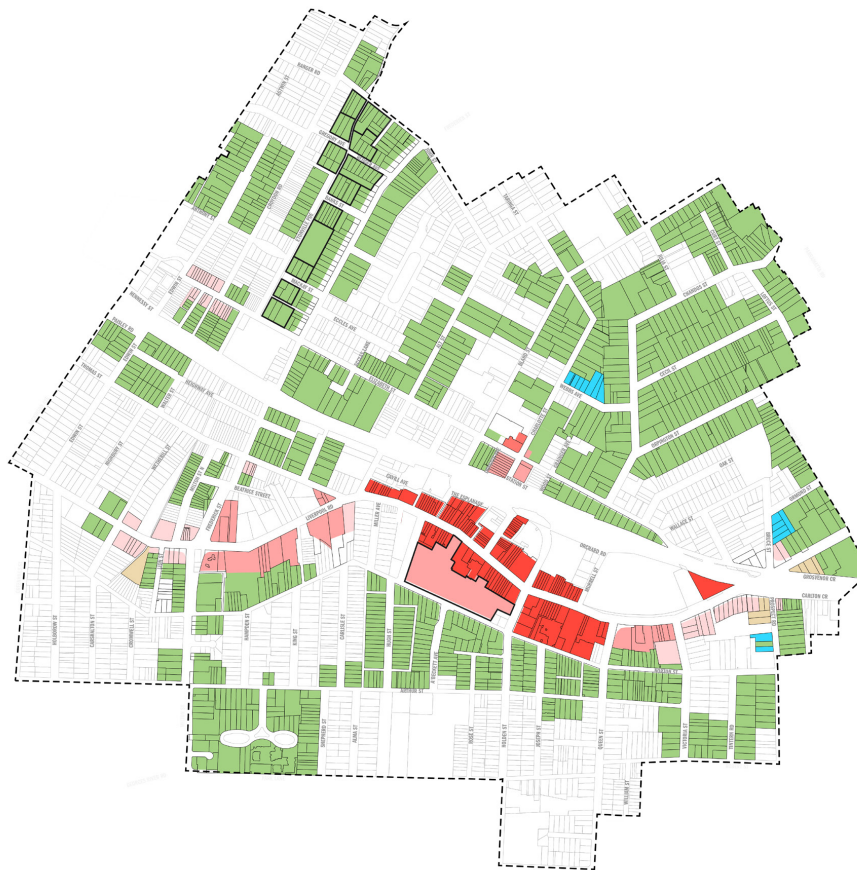
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ASHFIELD-CROYDON FLOOR SPACE RATIO MAP

Existing

Legend

- Study Area
- Key site
- 3.0:1 - 3.2:1
- 2.5:1
- 2.0:1 - 2.2:1
- 1.8:1
- 1.2:1
- 0.7:1
- 0.5:1



Inner West Housing Investigation Area
Master Plans

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Item 1

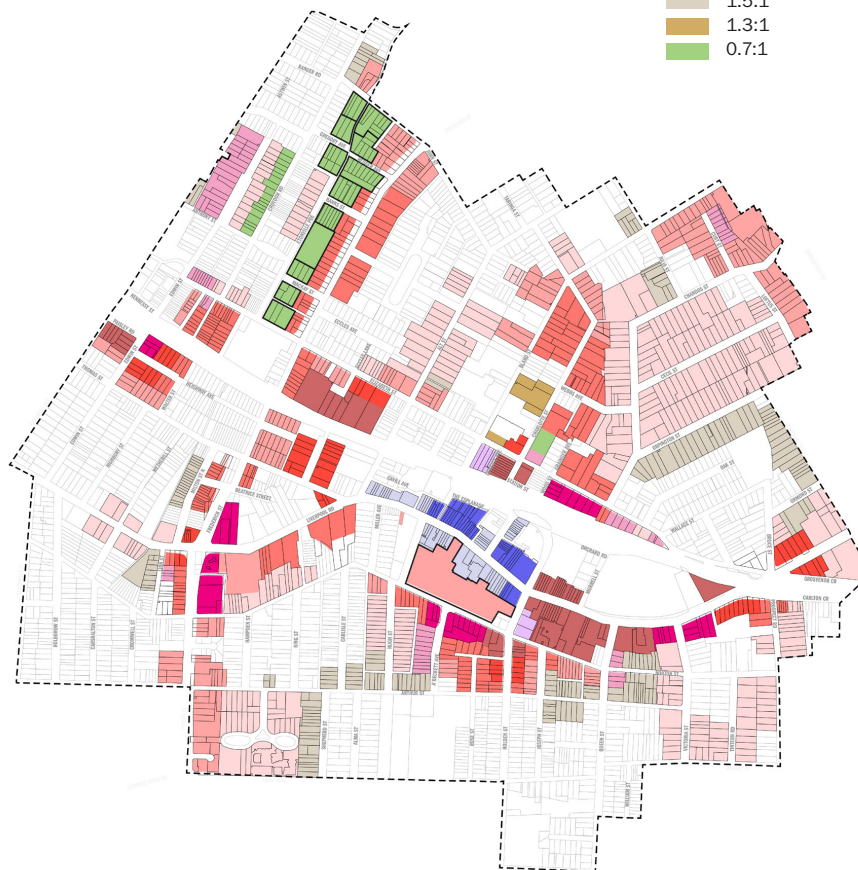
Attachment 3

ASHFIELD-CROYDON FLOOR SPACE RATIO MAP

Exhibited

Legend

- Study Area
- Areas of change
- Key site
- 4.3:1
- 4.0:1
- 3.8:1
- 3.5:1
- 3.2:1
- 3.0:1
- 2.5:1
- 2.2:1
- 2.0:1
- 1.8:1
- 1.5:1
- 1.3:1
- 0.7:1



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Attachment 3

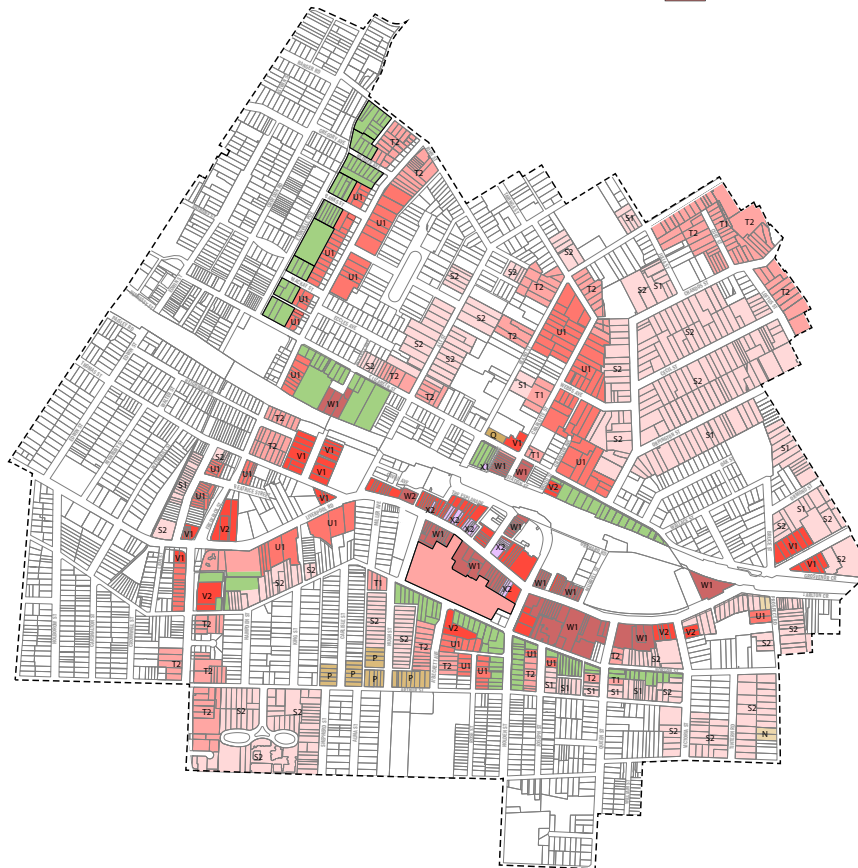
ASHFIELD-CROYDON FLOOR SPACE RATIO MAP

Post-exhibition

Legend

- Study Area
- Areas of change
- Key site

F	0.6:1	U1	2.5:1
H	0.7:1	U2	2.6:1
N	1.0:1	U3	2.8:1
P	1.2:1	V1	3.0:1
Q	1.3:1	V2	3.2:1
S1	1.5:1	V3	3.3:1
S2	1.8:1	W1	3.5:1
S3	1.9:1	W2	3.8:1
T1	2.0:1	X1	4.0:1
T2	2.2:1	X2	4.3:1
T3	2.3:1		
T4	2.4:1		



Inner West Housing Investigation Area
Master Plans

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Item 1

Attachment 3

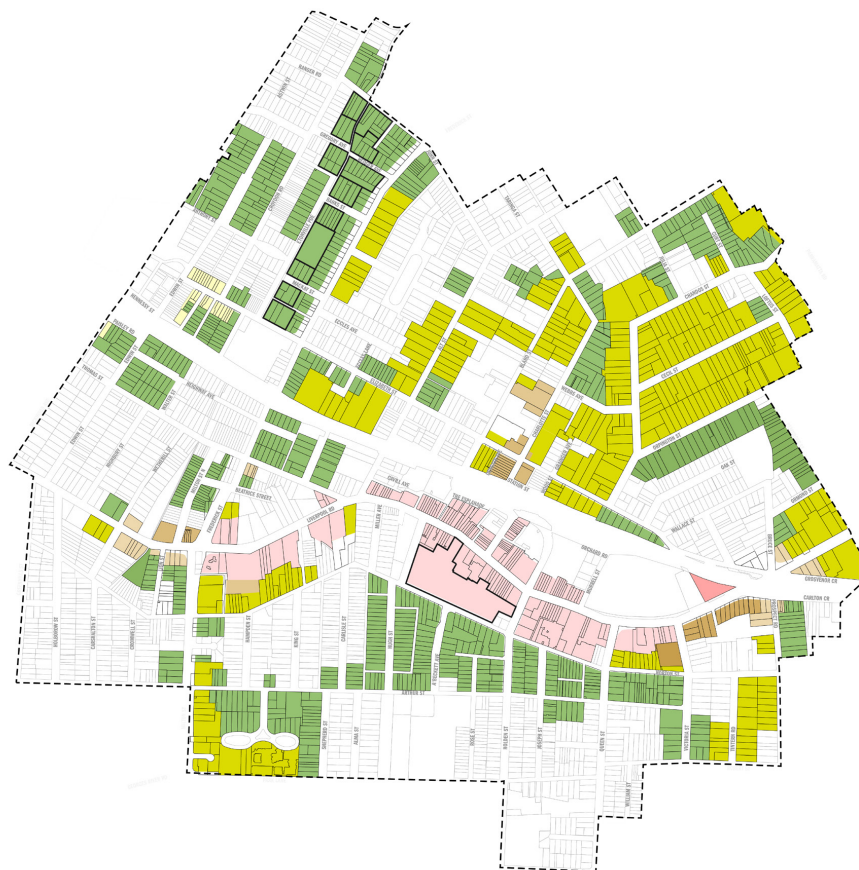
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ASHFIELD-CROYDON HEIGHT OF BUILDING MAP

Existing

Legend

- Study Area
- Key site
- 29m
- 23m
- 22m
- 20m
- 17m
- 15m
- 13m
- 12.5m
- 10m
- 8.5m



Inner West Housing Investigation Area
Master Plans

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Item 1

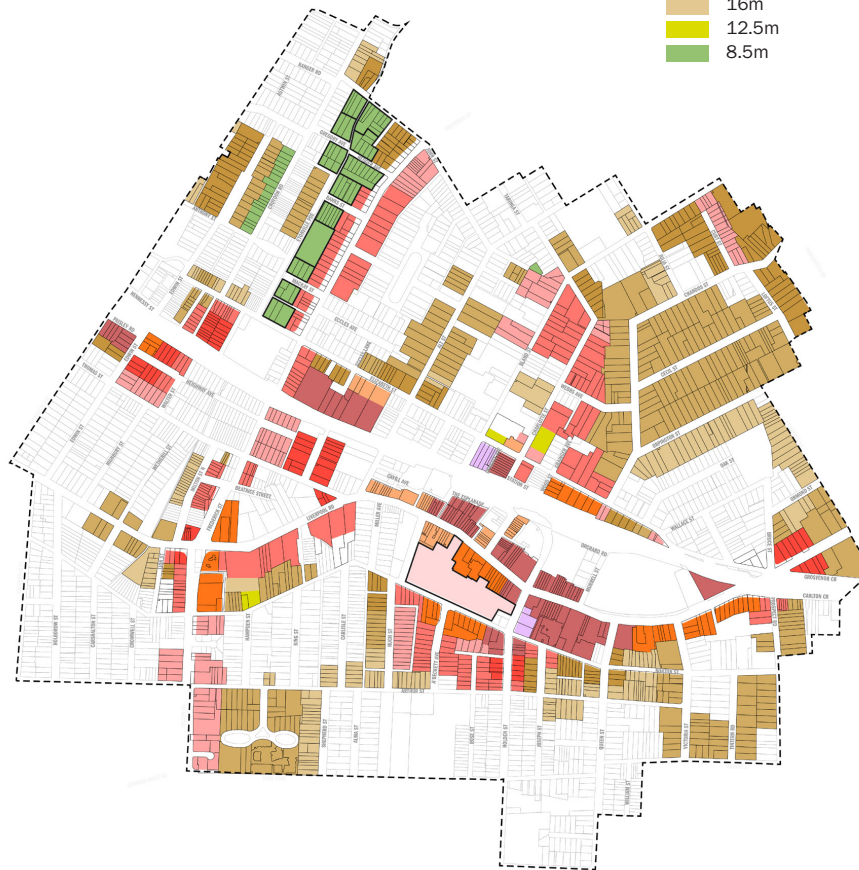
Attachment 3

ASHFIELD-CROYDON HEIGHT OF BUILDING MAP

Exhibited

Legend

- Study Area
- Areas of change
- Key site
- 46m
- 43m
- 39.5m
- 36.5m
- 33.5m
- 30m
- 23m
- 27m
- 23.5m
- 19m
- 16m
- 12.5m
- 8.5m



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Attachment 3

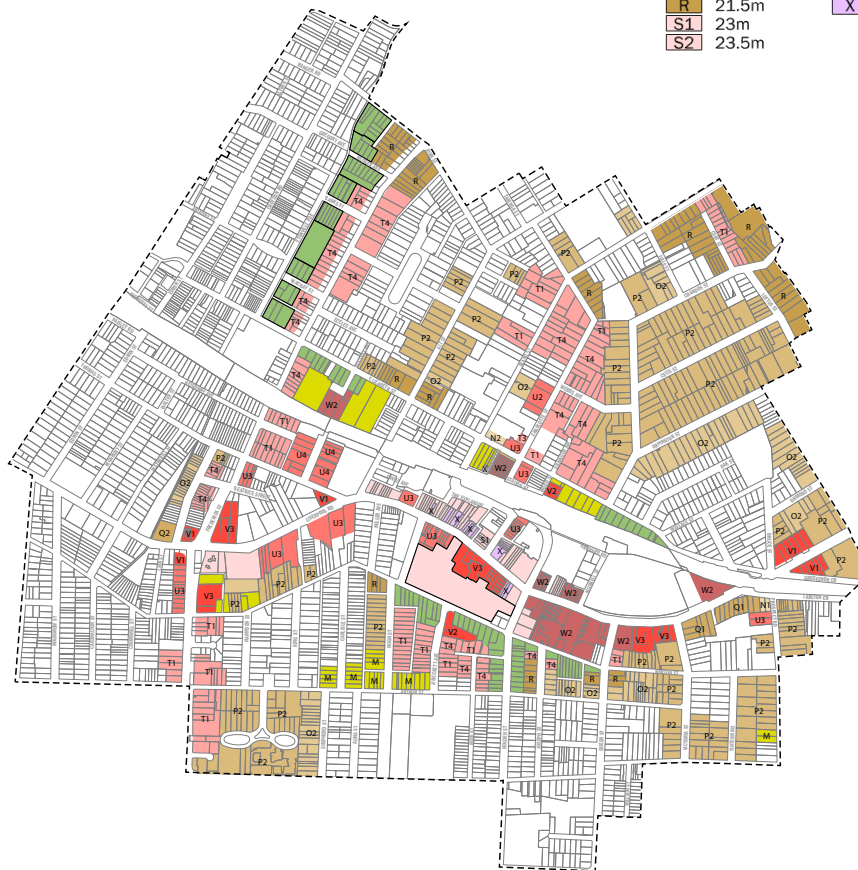
ASHFIELD-CROYDON HEIGHT OF BUILDING MAP

Post-exhibition

Legend

- Study Area
- Areas of change
- Key site

I	8.5m	T1	25m
J	9.5m	T2	26m
I	11m	T3	26.5m
M	12.5m	T4	28m
N1	13m	U1	30m
N2	14m	U2	31.5m
O1	15m	U3	33.5m
O2	15.5m	U4	34.5m
O3	16.5m	V1	36.5m
P1	17m	V2	38m
P2	18.5m	V3	39.5m
Q1	20m	W1	41m
Q2	20.5m	W2	42.5m
R	21.5m	X	46m
S1	23m		
S2	23.5m		



Inner West Housing Investigation Area
Master Plans

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Item 1

Attachment 3

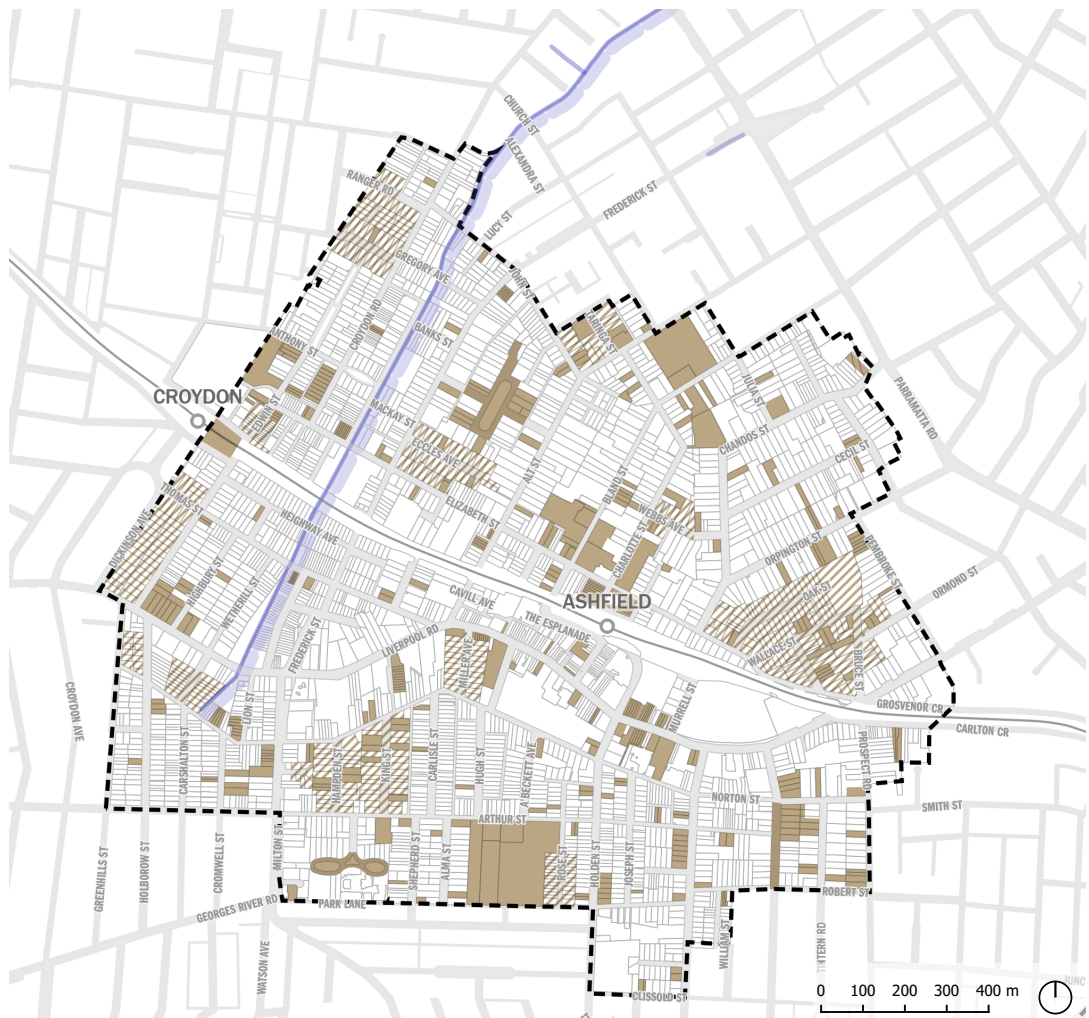
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ASHFIELD-CROYDON HERITAGE MAP

Existing

Legend

- Study Area
- Conservation area - General
- Item - General



Inner West Housing Investigation Area
Master Plans

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Item 1

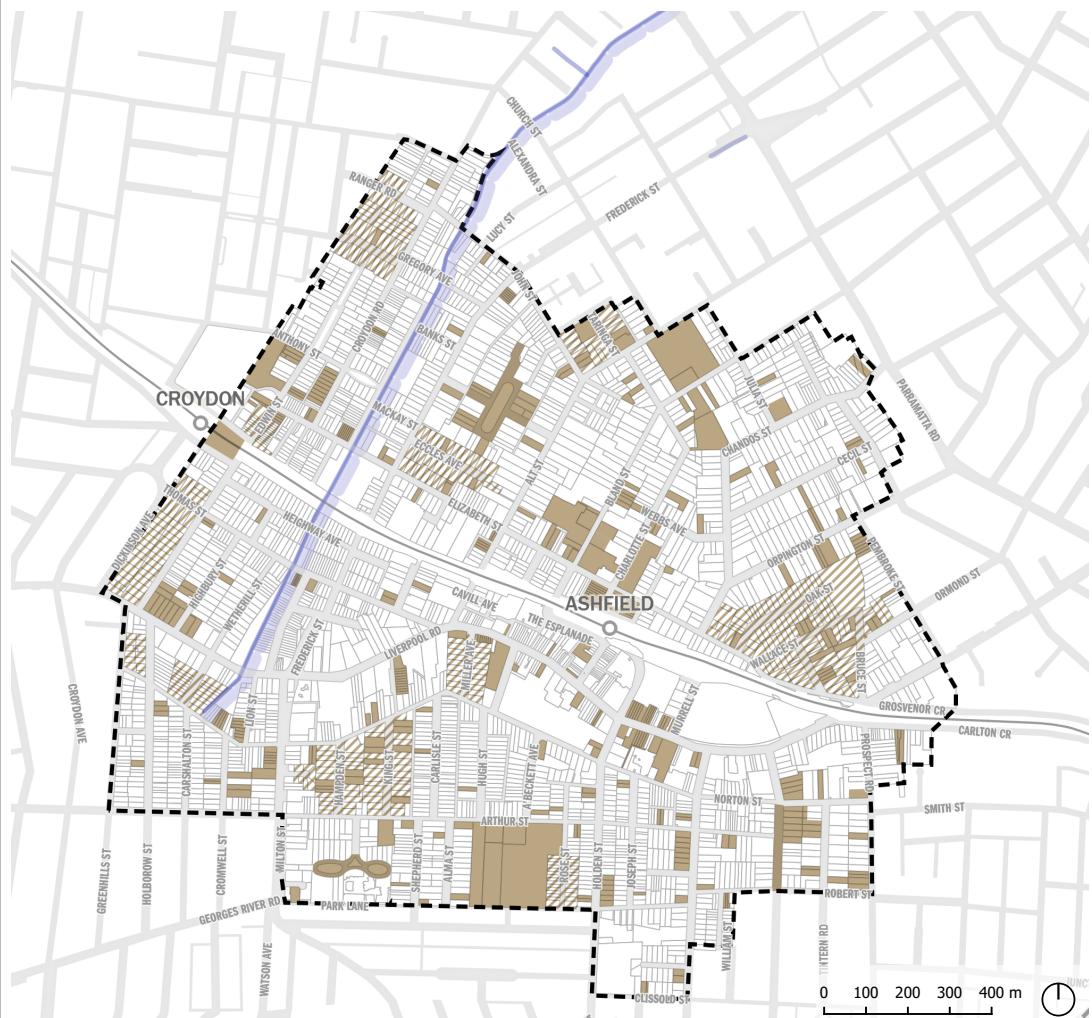
Attachment 3

ASHFIELD-CROYDON HERITAGE MAP

Exhibited

Legend

-  Study Area
-  Conservation area - General
-  Item - General



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59

Item 1

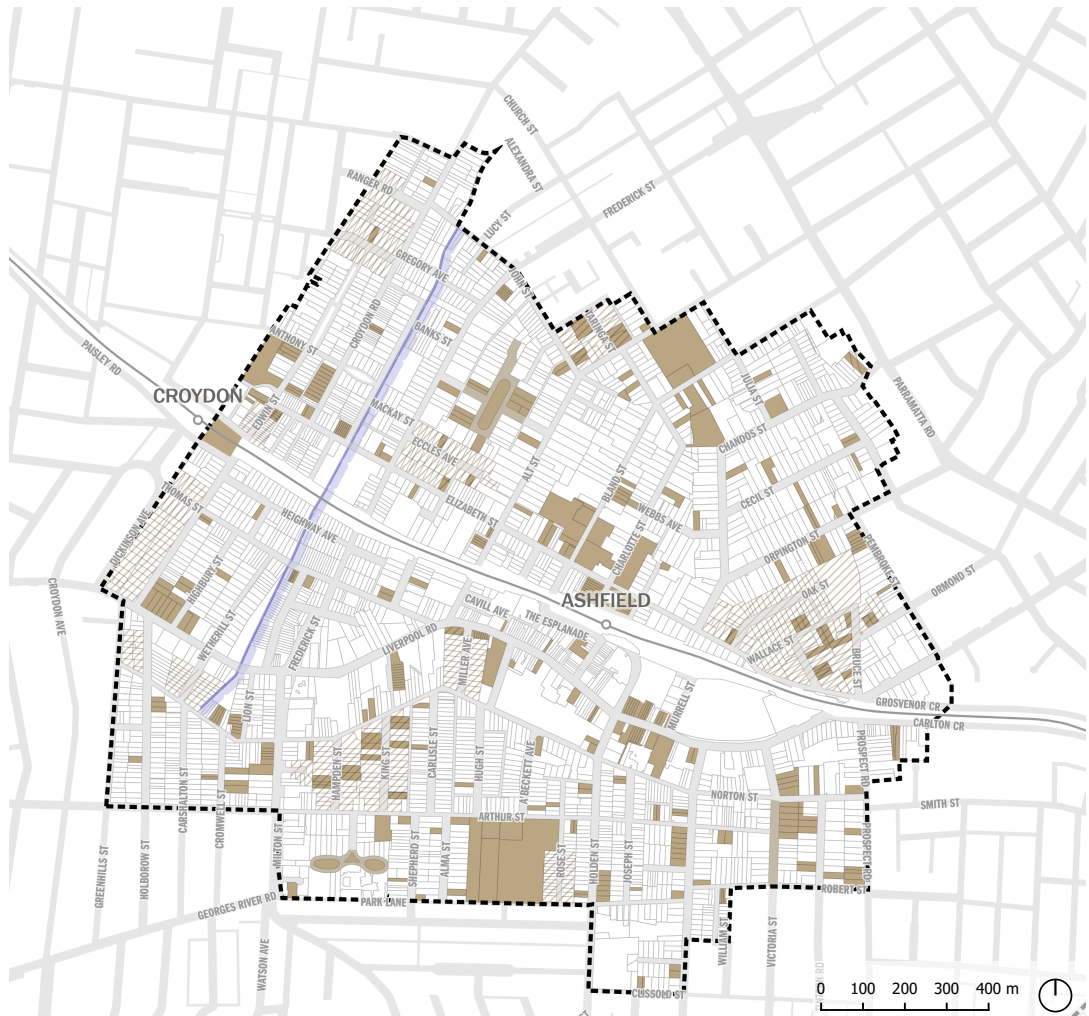
Attachment 3

ASHFIELD-CROYDON HERITAGE MAP

Post-exhibition

Legend

- Study Area
- Conservation area - General
- Item - General



Inner West Housing Investigation Area
Master Plans

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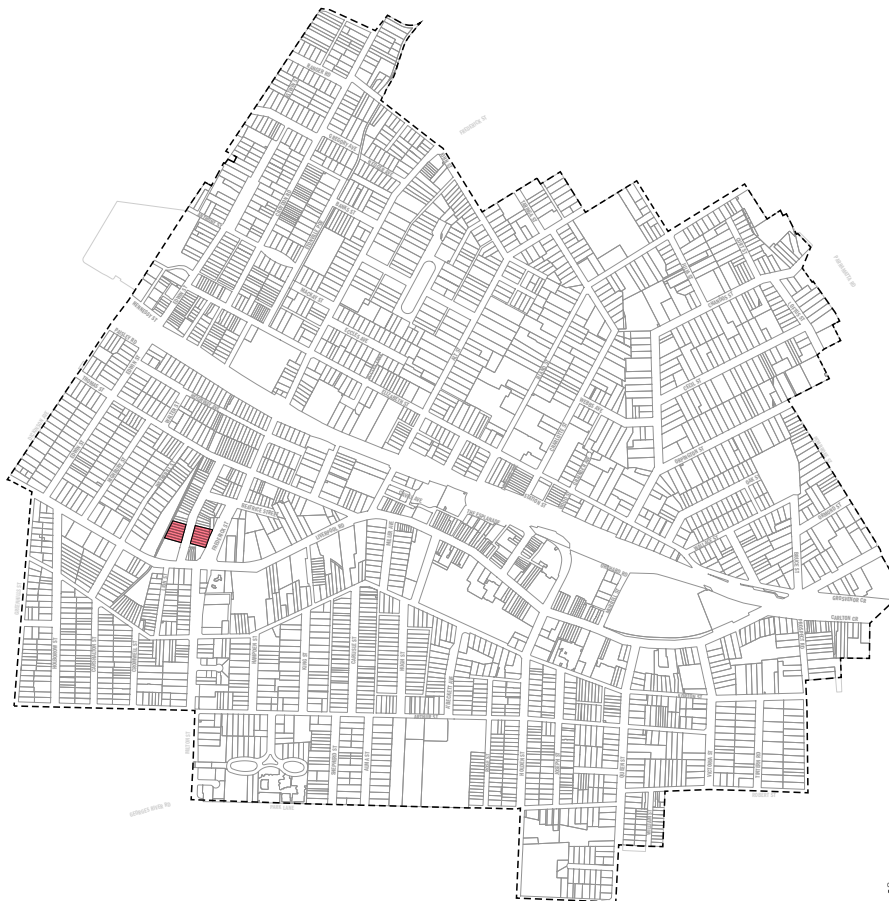
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ASHFIELD-CROYDON KEY SITES MAP

Existing

Legend

- Study Area
- Existing Key Sites



Inner West Housing Investigation Area
Master Plans

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ASHFIELD-CROYDON KEY SITES MAP

Exhibited

Legend

- Study Area
- Existing Key Sites
- Proposed Key Sites



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Attachment 3

ASHFIELD-CROYDON KEY SITES MAP

Post-exhibition

Legend

- Study Area
- Existing Key Sites
- Proposed Key Sites



Inner West Housing Investigation Area
Master Plans

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Attachment 3


ASHFIELD-CROYDON KEY SITES MAP CONT'D

Area No.	Address	Key Site Public Benefit	Max. FSR	Max. HOB
KS-7	260A Liverpool Road	→ New public open space minimum 2000m ² , provided as a contiguous space with minimum dimension 20m → New active transport connections between Liverpool Road minimum 9m wide	4.0:1	76m (22 st.)
KS-10	56-66 John Street, 1,3,5 Vine Street, Ashfield	→ Landscaped/active transport corridor – 10m wide	2.8:1	34.5m (10 st.)
KS-11	7-15 Hedger Avenue, 7 Vine Street, Ashfield	→ Landscaped/active transport corridor -6m wide plus public open space with min. area of 800m ² and 20m minimum dimension	3.2:1	38m (11 st.)
KS-13	2-18 Hedger Avenue & 80 Frederick Street, Ashfield	→ Landscaped/active transport corridor – 10m wide	2.8:1	38m (11 st.)
KS-14	3-9 Banks St, Ashfield	→ Landscaped/active transport corridor – 10m wide	2.8:1	38m (11 st.)
KS-15	2-12 Banks St, Ashfield	→ Landscaped/active transport corridor – 10m wide	2.8:1	38m (11 st.)
KS-16	25 Etonville Pde, Ashfield	→ Landscaped/active transport corridor – 10m wide plus → Through-site link min. 6m wide towards Frederick St for future connection to Albert Pde	2.8:1	38m (11 st.)
KS-17	1-7 Mackay St, Ashfield	→ Landscaped/active transport corridor – 10m wide plus	2.8:1	38m (11 st.)
KS-18	2-8 Mackay Street and 4A Etonville Pde, Ashfield	→ Landscaped/active transport corridor – 10m wide → Retain existing right-of-way to 25 Etonville Pde - relocation along Mackay St allowed.	3.3:1	38m (11 st.)
KS-19	179, 181, and 183 Elizabeth St, Ashfield	→ Landscaped/active transport corridor – 10m wide	3.0:1	38m (11 st.)

ASHFIELD-CROYDON LAND RESERVATION FOR ACQUISITION MAP

Existing

Legend

 Existing Land Reserved for Acquisition



Inner West Housing Investigation Area
Master Plans

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Item 1

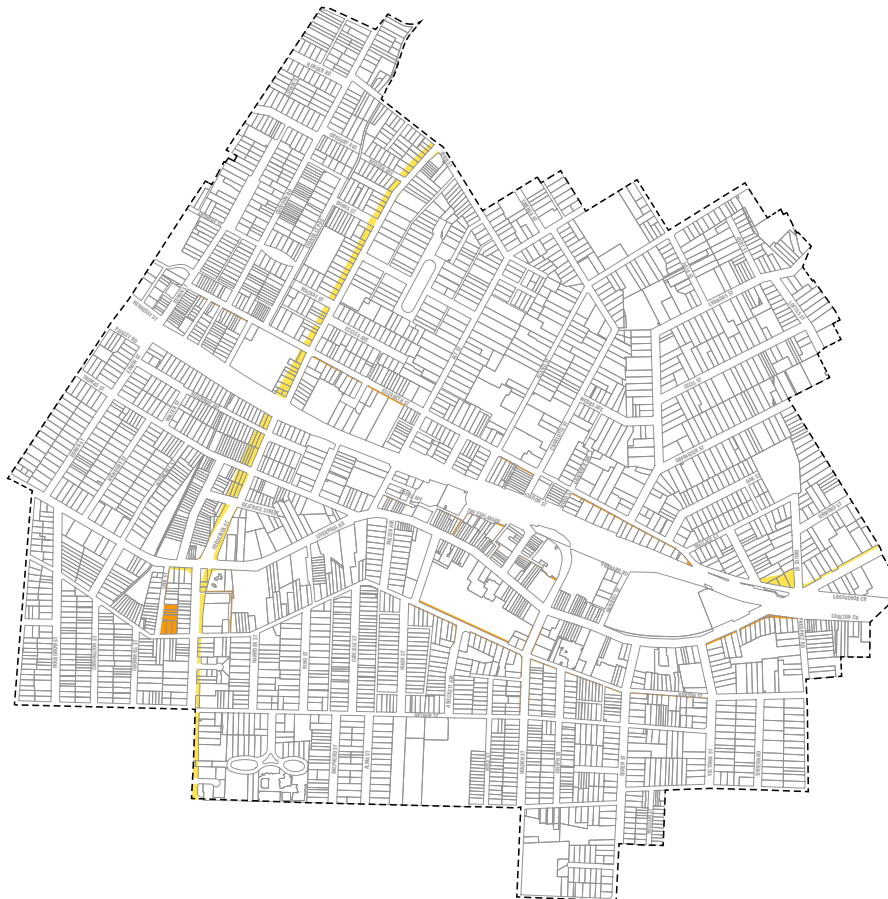
Attachment 3

ASHFIELD-CROYDON LAND RESERVATION FOR ACQUISITION MAP

Exhibited

Legend

- Existing Land Reserved for Acquisition
- Exhibited Land Reserved for Acquisition



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Attachment 3

ASHFIELD-CROYDON LAND RESERVATION FOR ACQUISITION MAP

Post-exhibition

Legend

- Existing Land Reserved for Acquisition
- Post-exhibition Land Reserved for Acquisition



Inner West Housing Investigation Area
Master Plans

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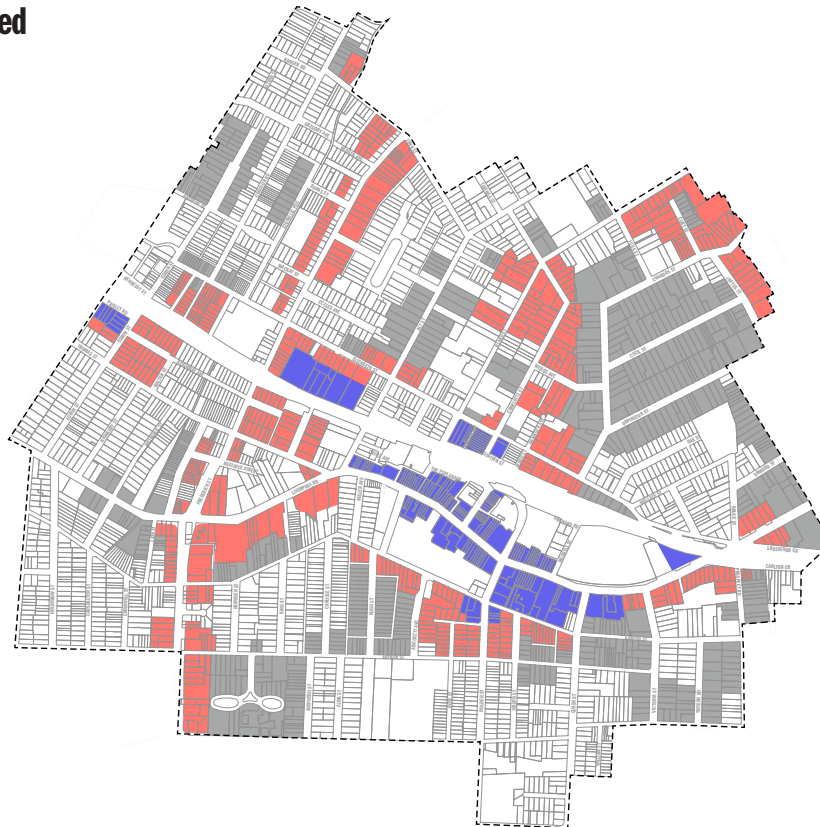
Item 1

Attachment 3

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ASHFIELD - CROYDON DEVELOPMENT INCENTIVES MAPS

Exhibited

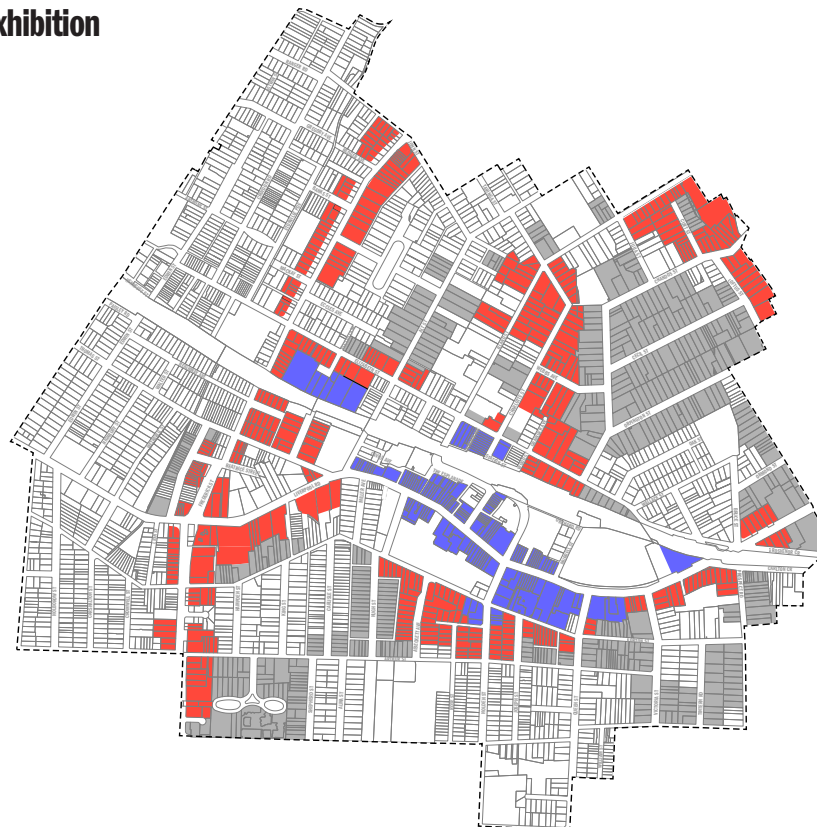


Legend

- HIA 1B - Ashfield - Croydon Boundary
- Cadastre
- Minimum Site Area Incentive - Area 1
- Minimum Site Area Incentive - Area 2
- Minimum Site Area Incentive - Area 3

ASHFIELD - CROYDON DEVELOPMENT INCENTIVES MAPS

Post-exhibition



Legend

- HIA 1B - Ashfield - Croydon Boundary
- Cadastre
- Minimum Site Area Incentive - Area 1
- Minimum Site Area Incentive - Area 2
- Minimum Site Area Incentive - Area 3

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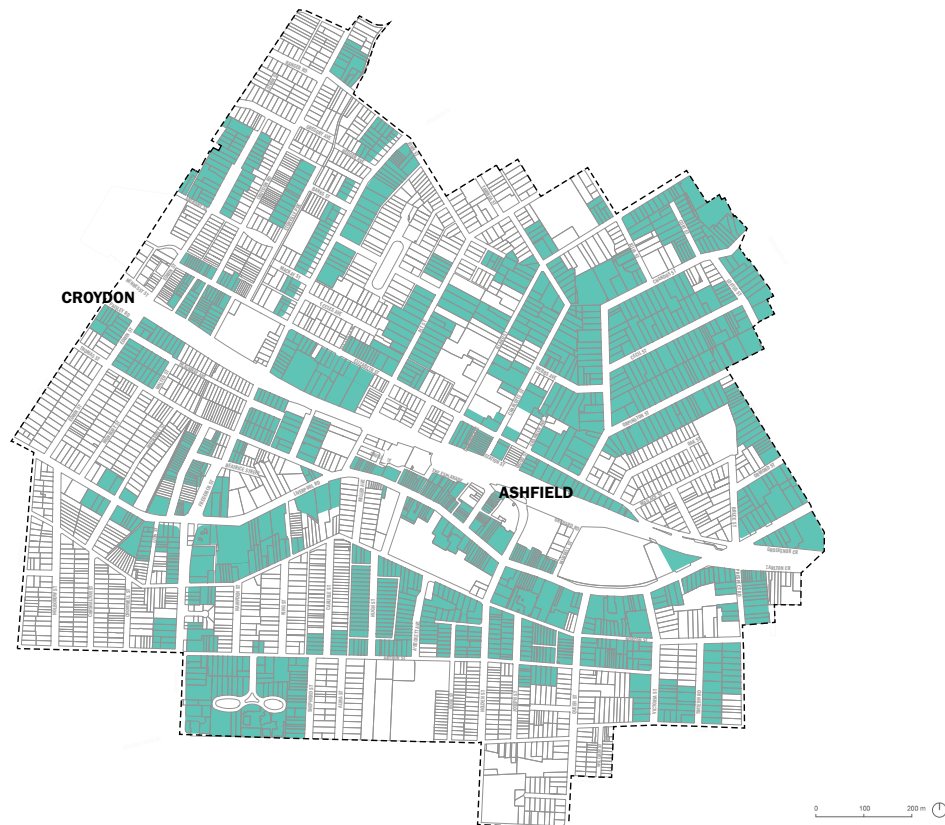
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ASHFIELD - CROYDON DEVELOPMENT INCENTIVES MAPS

**Sustainability Incentive
Exhibited**

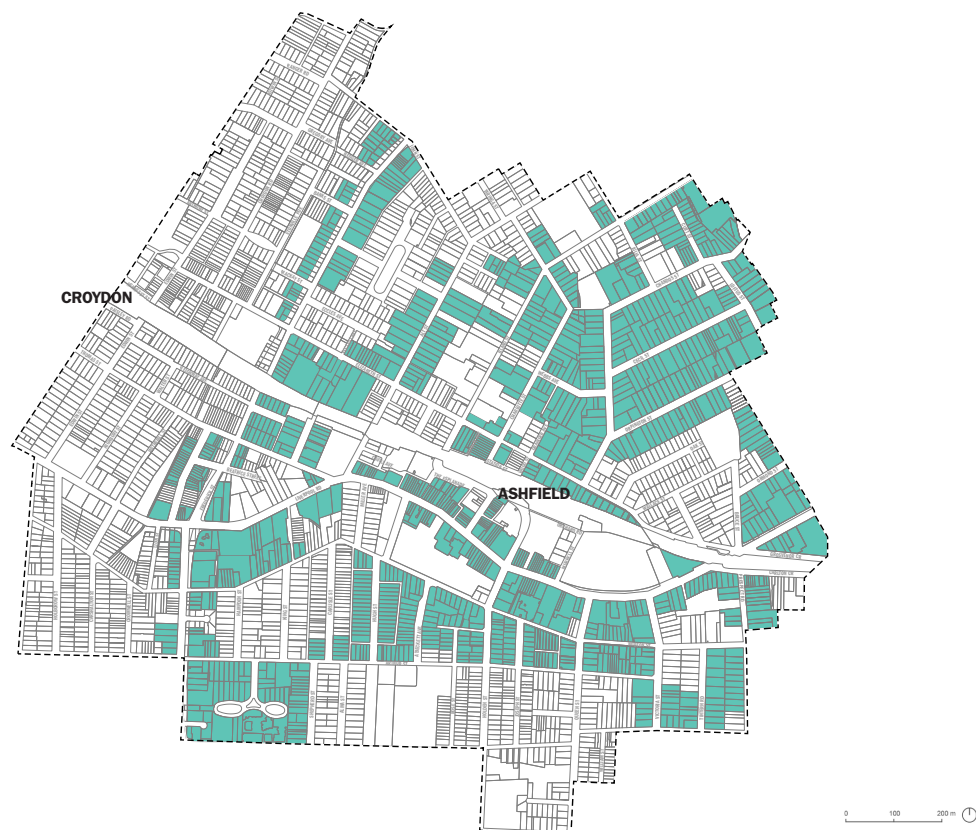


Legend

- HIA 1B - Ashfield - Croydon Boundary
- Cadastre
- Sustainability Incentive

ASHFIELD - CROYDON DEVELOPMENT INCENTIVES MAPS

Sustainability Incentive Post-exhibition



Legend

- HIA 1B - Ashfield - Croydon Boundary
- Cadastre
- Sustainability Incentive

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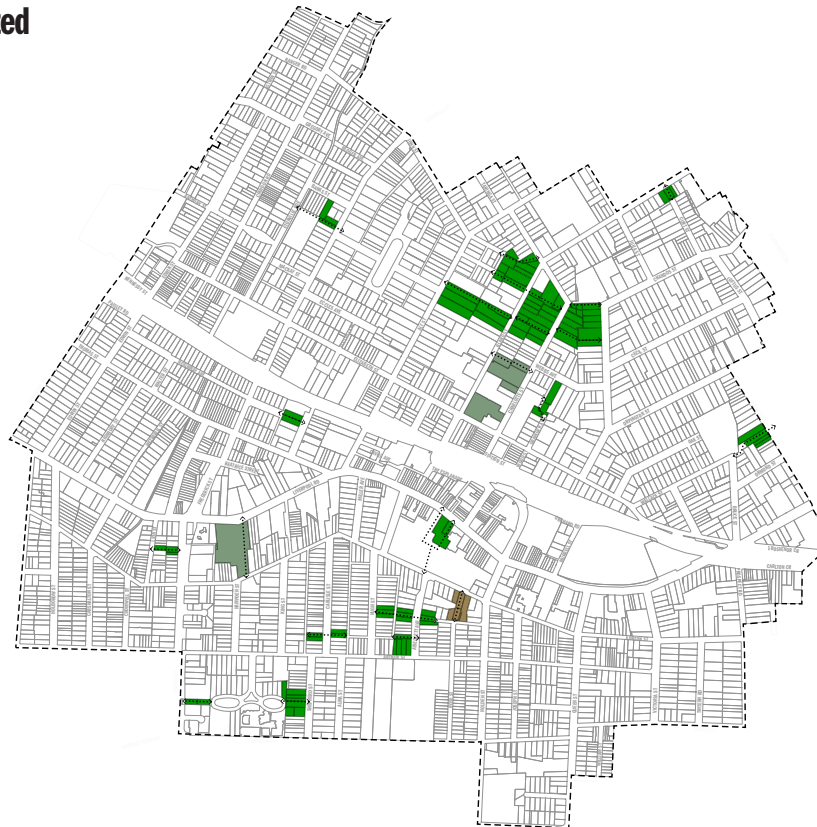
73

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ASHFIELD - CROYDON DEVELOPMENT INCENTIVES MAPS

Public Realm Incentive-Desired Exhibited



Legend

- HIA 1B - Ashfield - Croydon Boundary
- Cadastre
- Public Realm Incentive - Area A
- Public Realm Incentive - Area B
- Public Realm Incentive - Area C
- Potential Active Transport Connections

ASHFIELD - CROYDON DEVELOPMENT INCENTIVES MAPS

Public Realm Incentive-Desired Post-exhibition



Legend

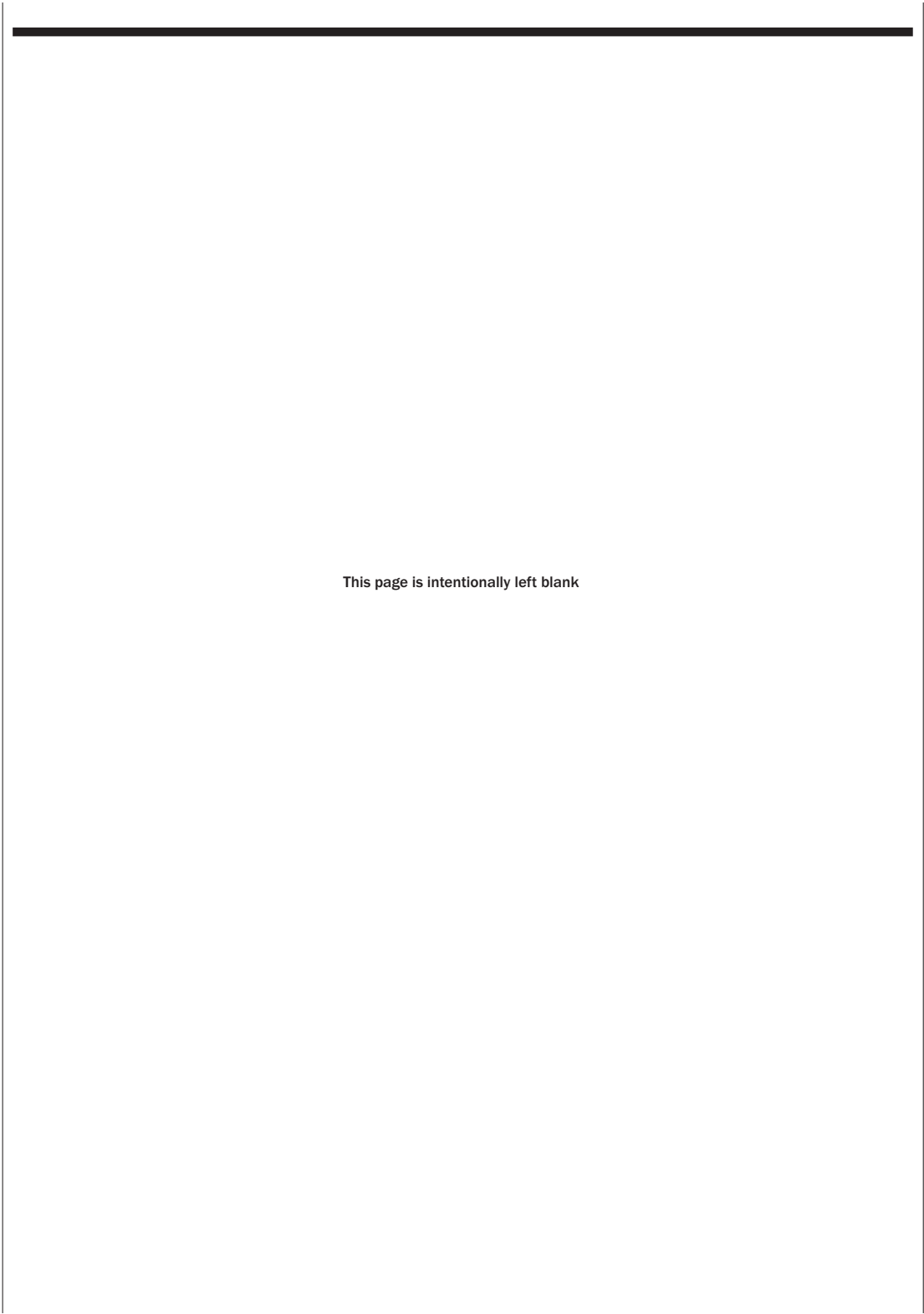
- HIA 1B - Ashfield - Croydon Boundary
- Cadastre
- Public Realm Incentive - Area A
- Public Realm Incentive - Area B
- Public Realm Incentive - Area C
- ←--- Potential Active Transport Connections

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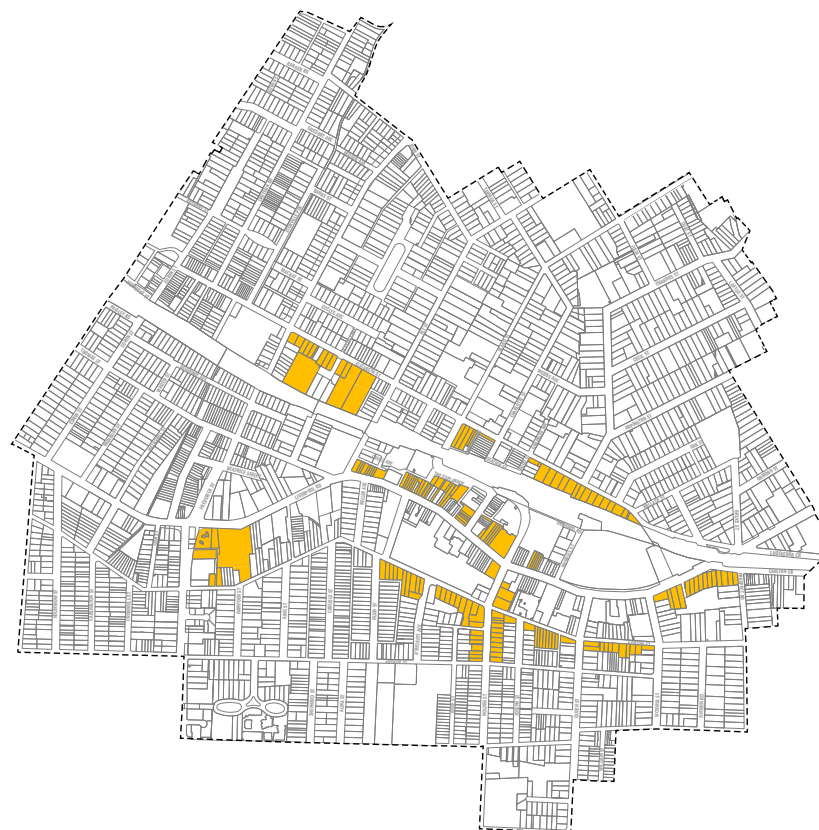
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ASHFIELD - CROYDON DEVELOPMENT INCENTIVES MAPS

Public Realm Incentive-Mandatory



Legend

- HIA 1A - Marrickville - Dulwich Hill Boundary
- Cadastre
- Public Realm Incentive -Mandatory

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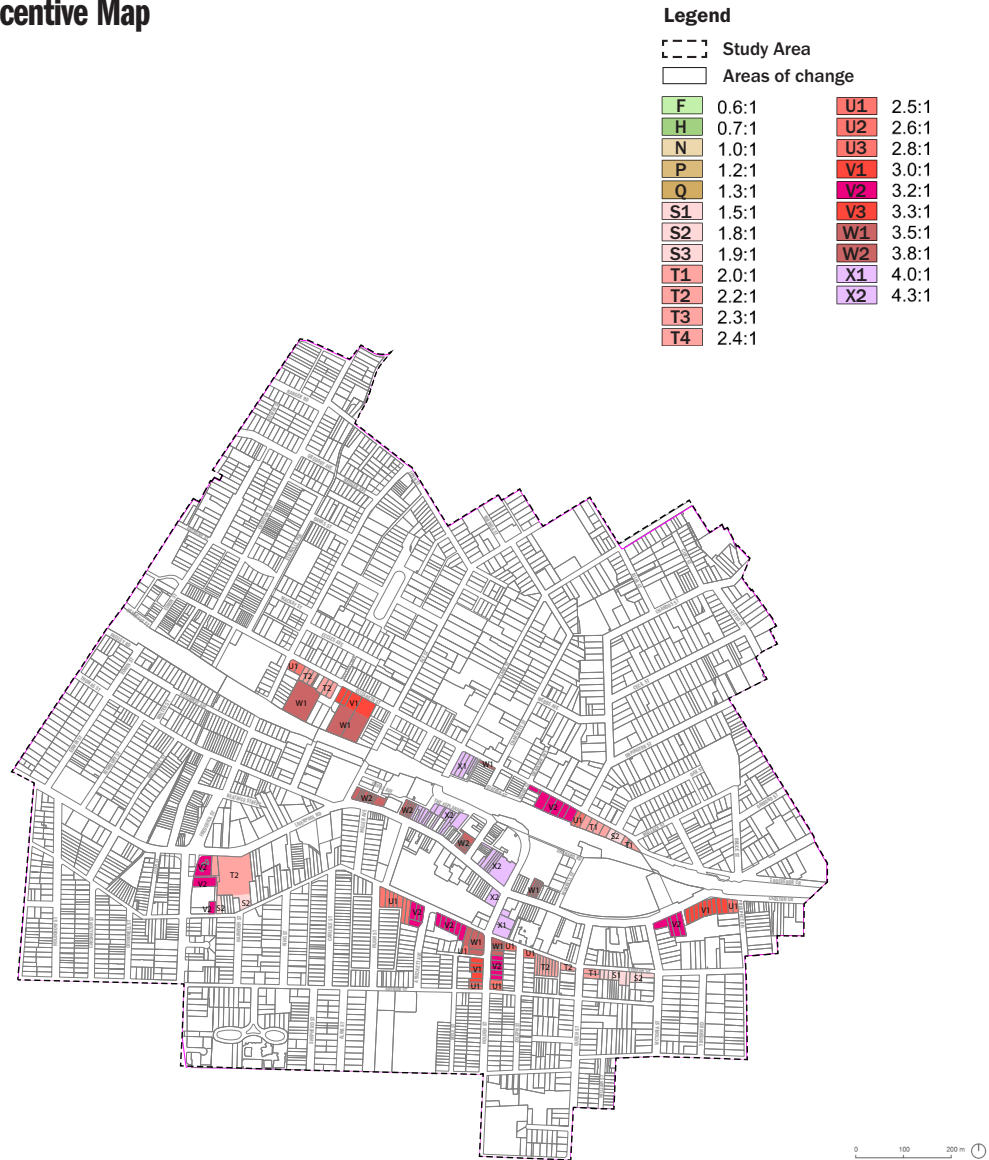
77

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ASHFIELD - CROYDON DEVELOPMENT INCENTIVES MAPS

Public Realm Incentive-Mandatory FSR Incentive Map



* This only applies to the properties where 'Public Realm Incentives - Mandatory' apply.

ASHFIELD - CROYDON DEVELOPMENT INCENTIVES MAPS

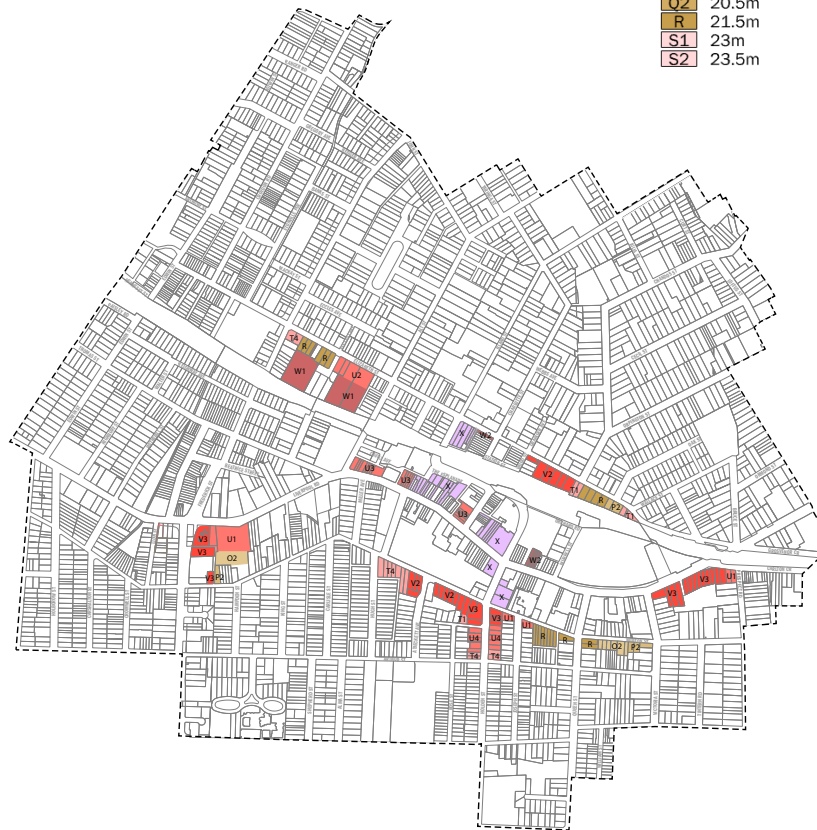
Public Realm Incentive-Mandatory HOB Incentive Map

Legend

Study Area

Areas of change

I	8.5m	T1	25m
J	9.5m	T2	26m
L	11m	T3	26.5m
M	12.5m	T4	28m
N1	13m	U1	30m
N2	14m	U2	31.5m
O1	15m	U3	33.5m
O2	15.5m	U4	34.5m
O3	16.5m	V1	36.5m
P1	17m	V2	38m
P2	18.5m	V3	39.5m
Q1	20m	W1	41m
Q2	20.5m	W2	42.5m
R	21.5m	X	46m
S1	23m		
S2	23.5m		



* This only applies to the properties where 'Public Realm Incentives - Mandatory' apply.

INNER WEST

Masterplan Stage 2

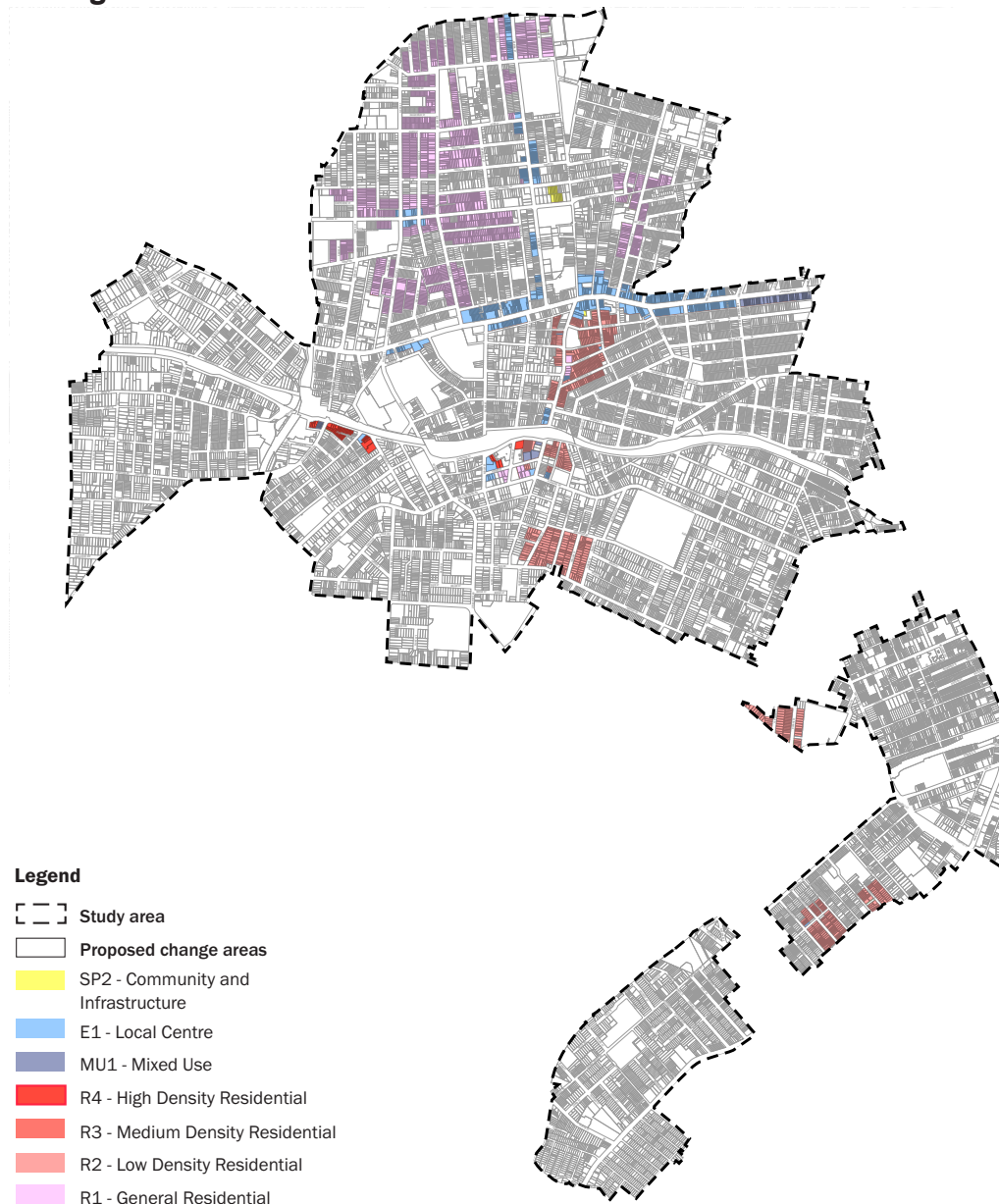
September 2025

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Attachment 3

HIA 2 LAND ZONING

Existing



Inner West Housing Investigation Area
Master Plans

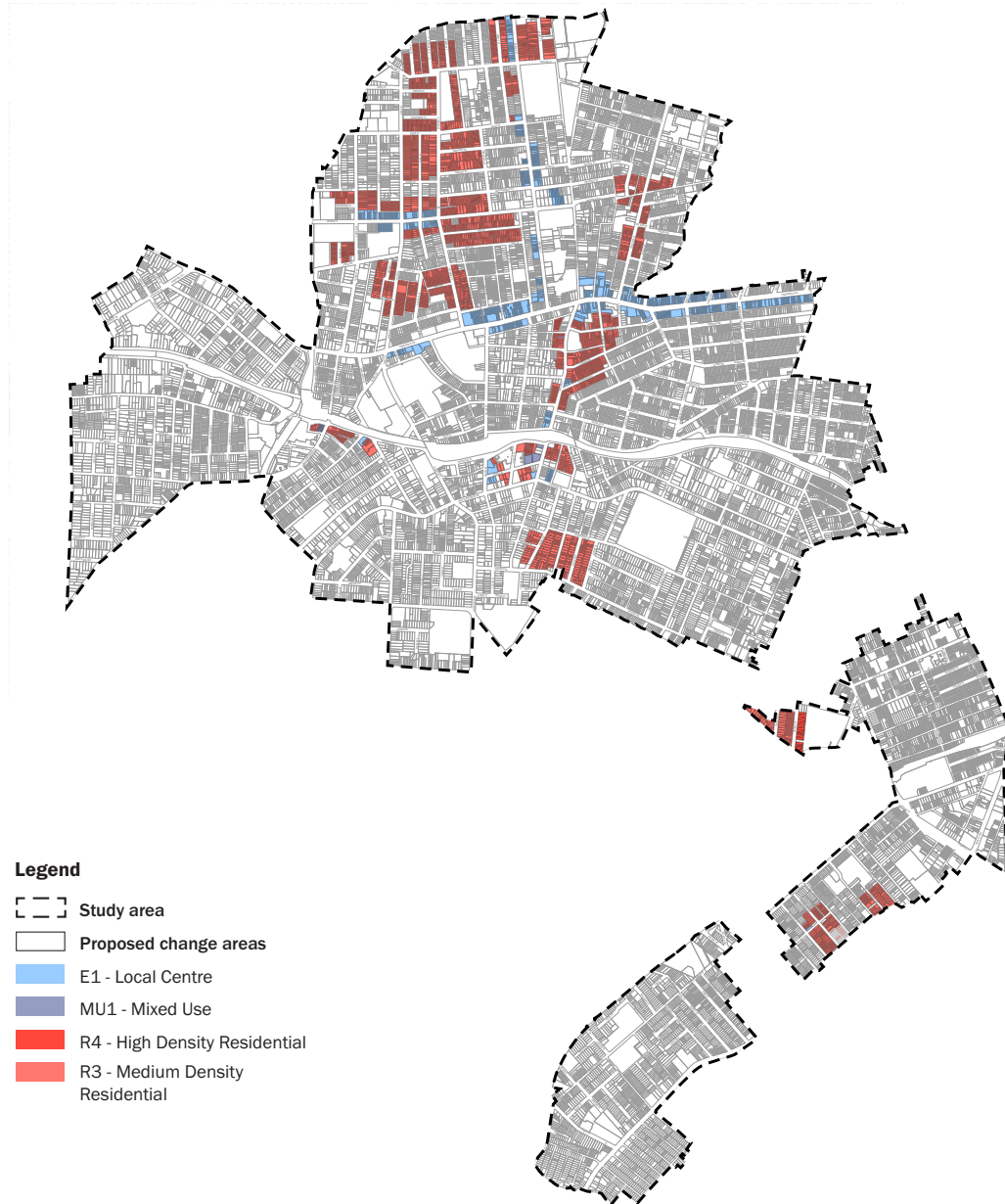
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Attachment 3

HIA 2 LAND ZONING

Exhibited

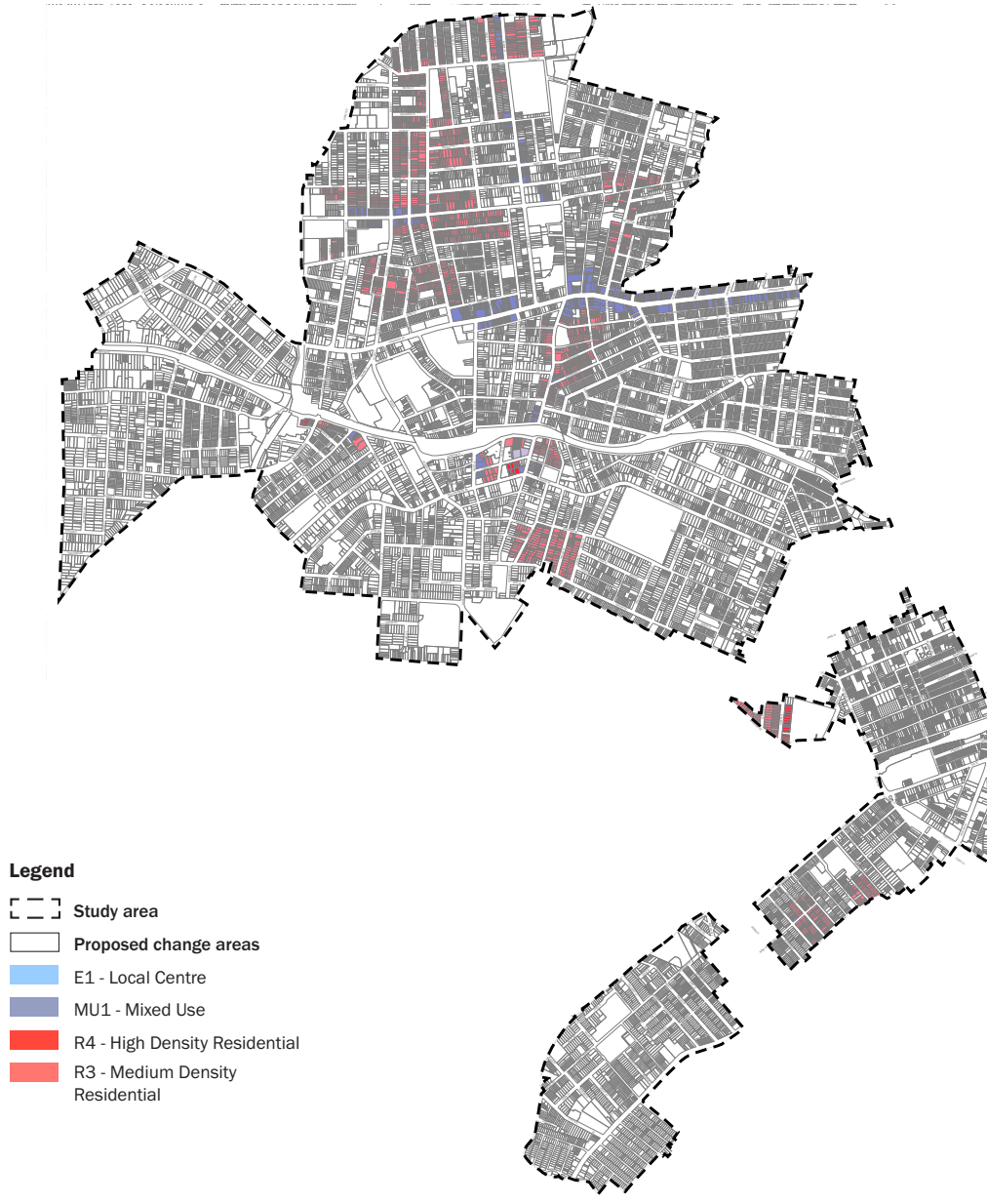


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HIA 2 LAND ZONING

Post-exhibition



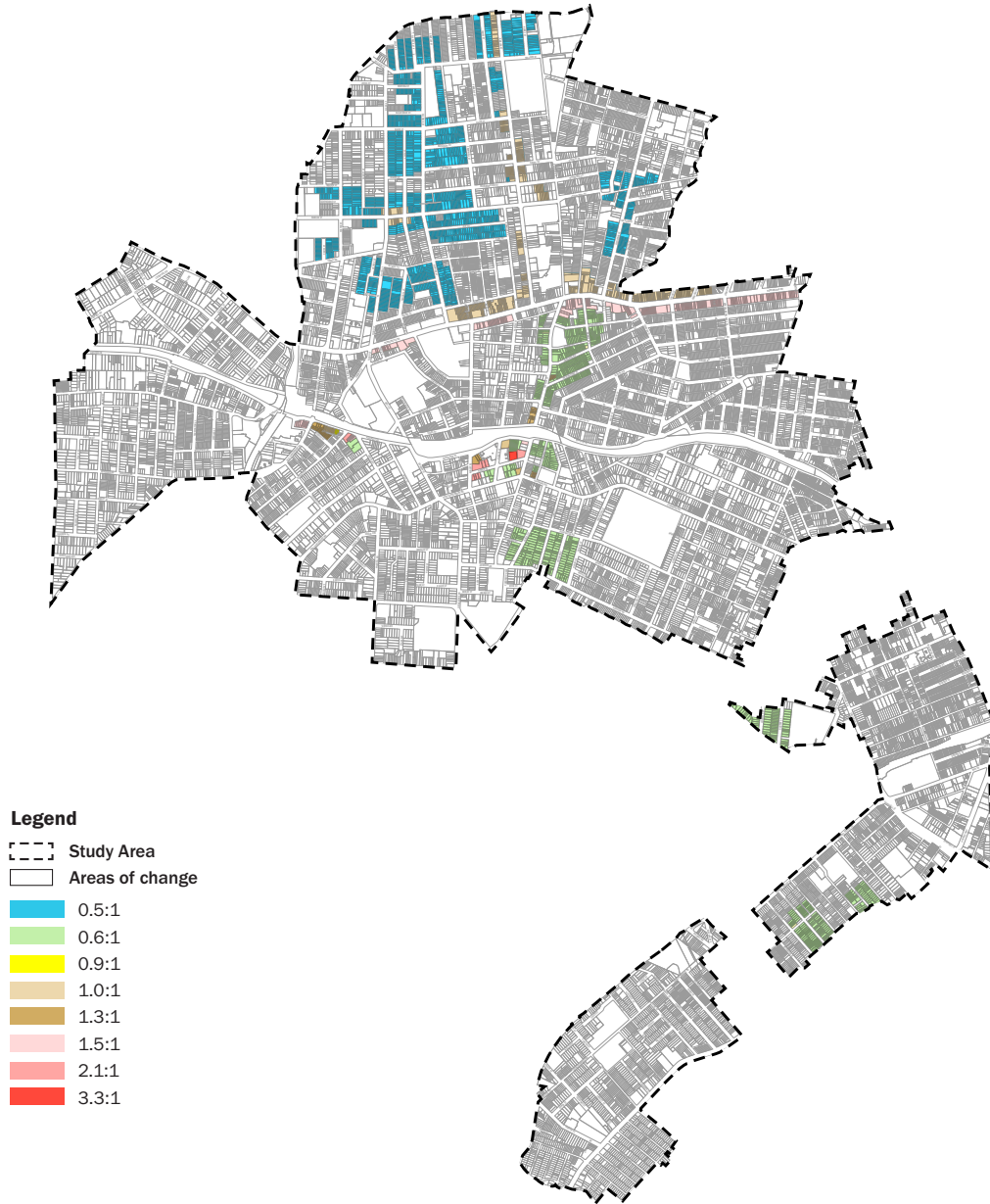
Inner West Housing Investigation Area
Master Plans

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HIA 2 FLOOR SPACE RATIO MAP

Existing



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Master Plans

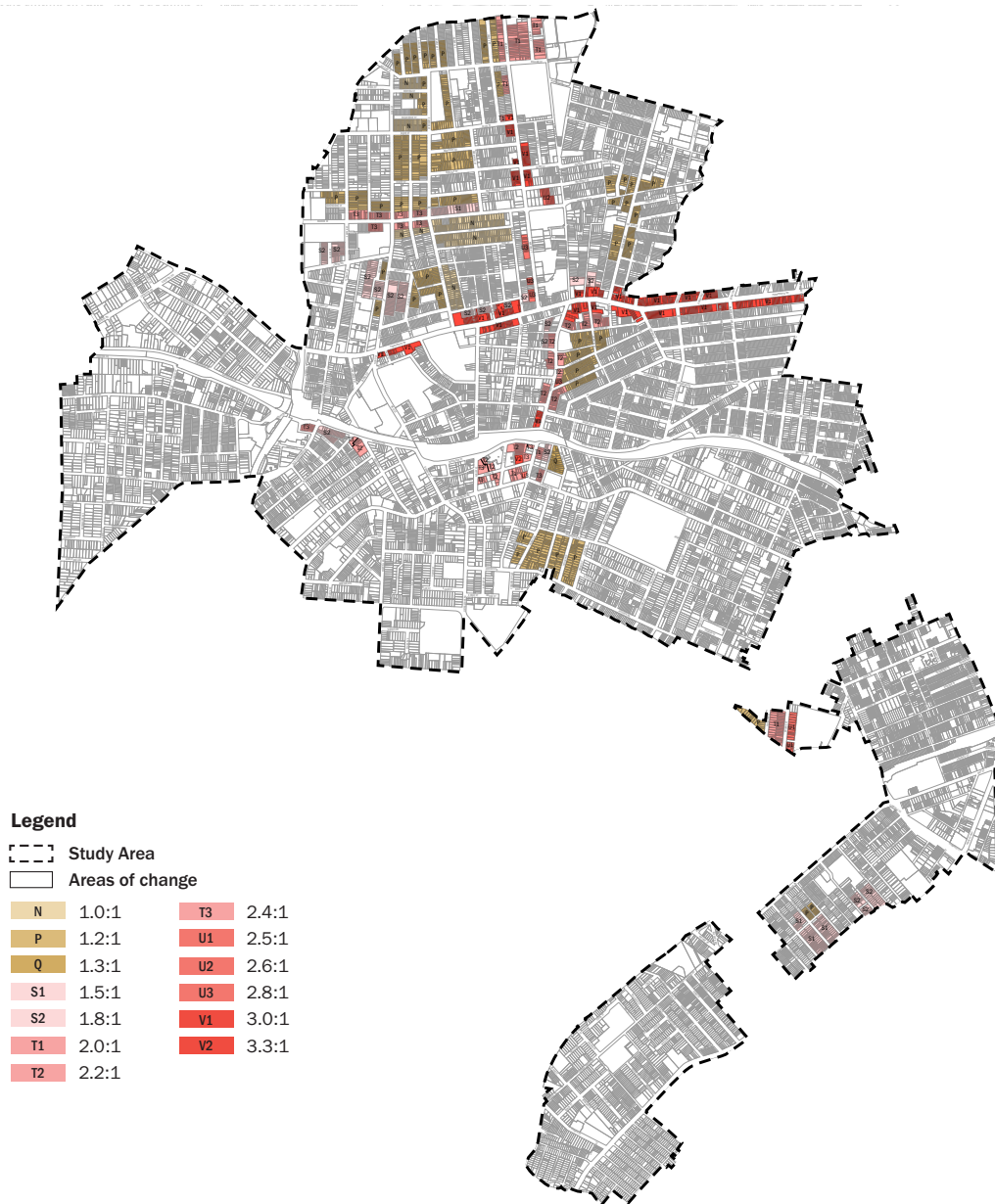
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HIA 2 FLOOR SPACE RATIO MAP

Exhibited



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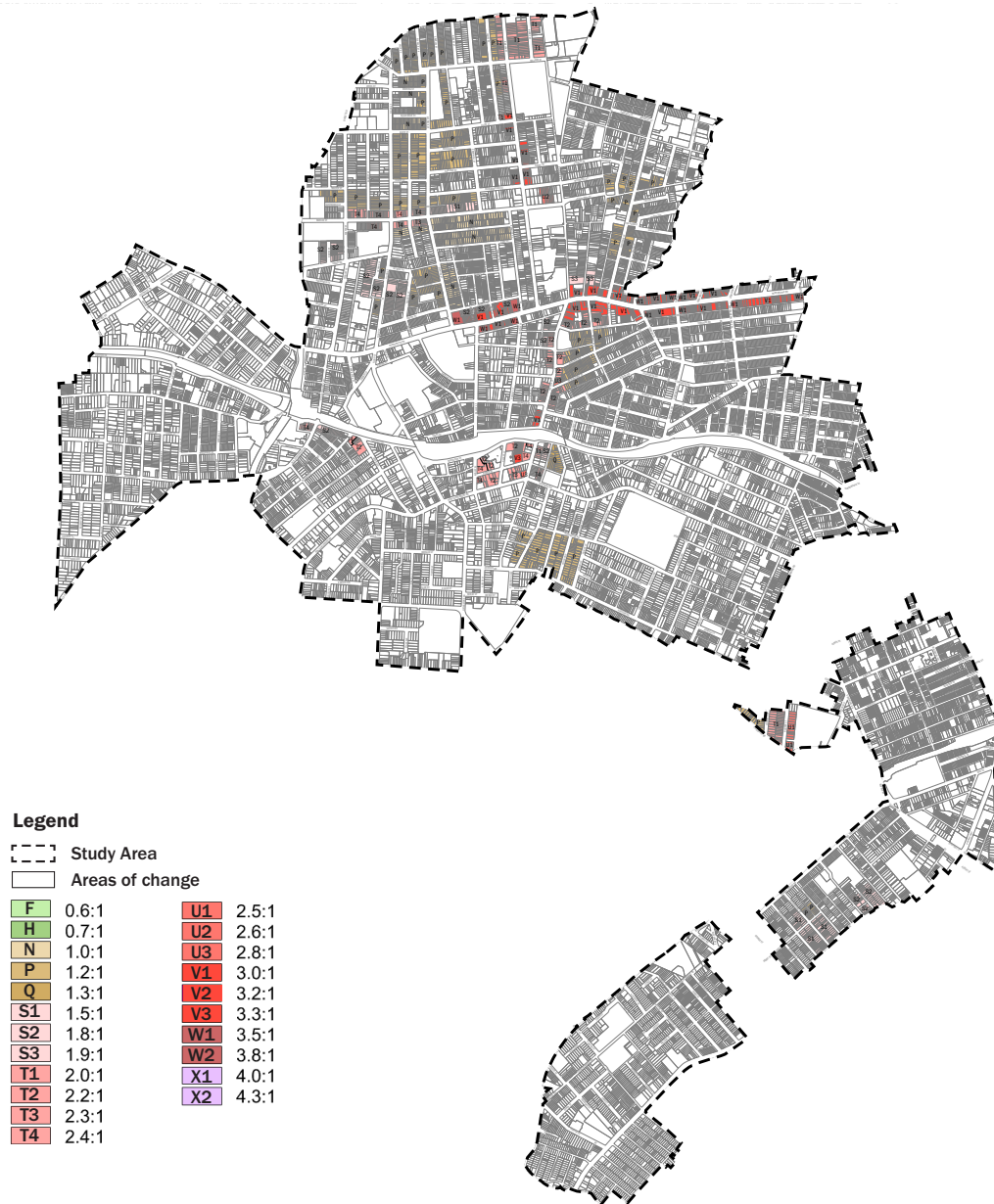
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Attachment 3

HIA 2 FLOOR SPACE RATIO MAP

Post-exhibition



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Master Plans

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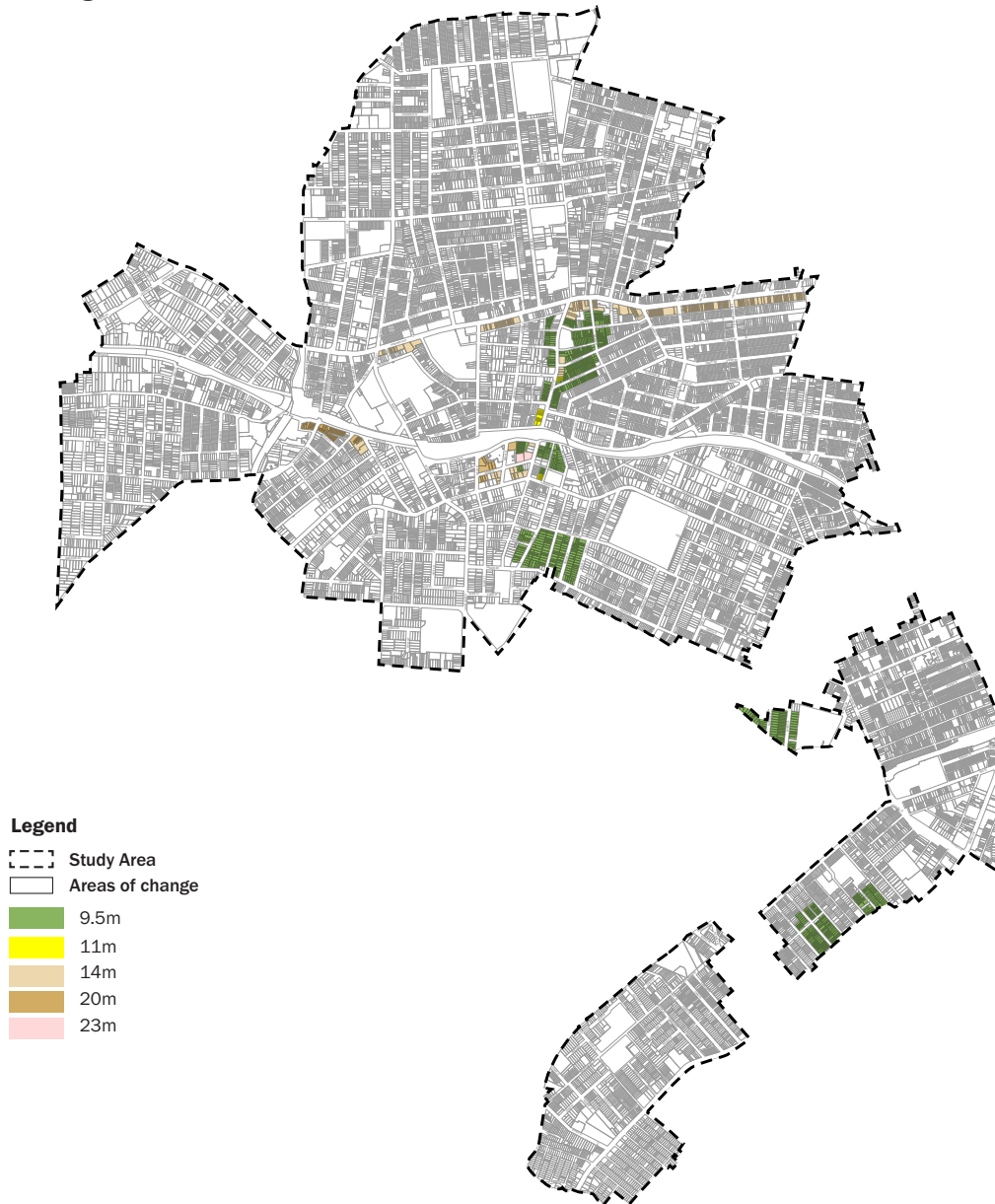
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HIA 2 HEIGHT OF BUILDING MAP

Existing



Inner West Housing Investigation Area
Master Plans

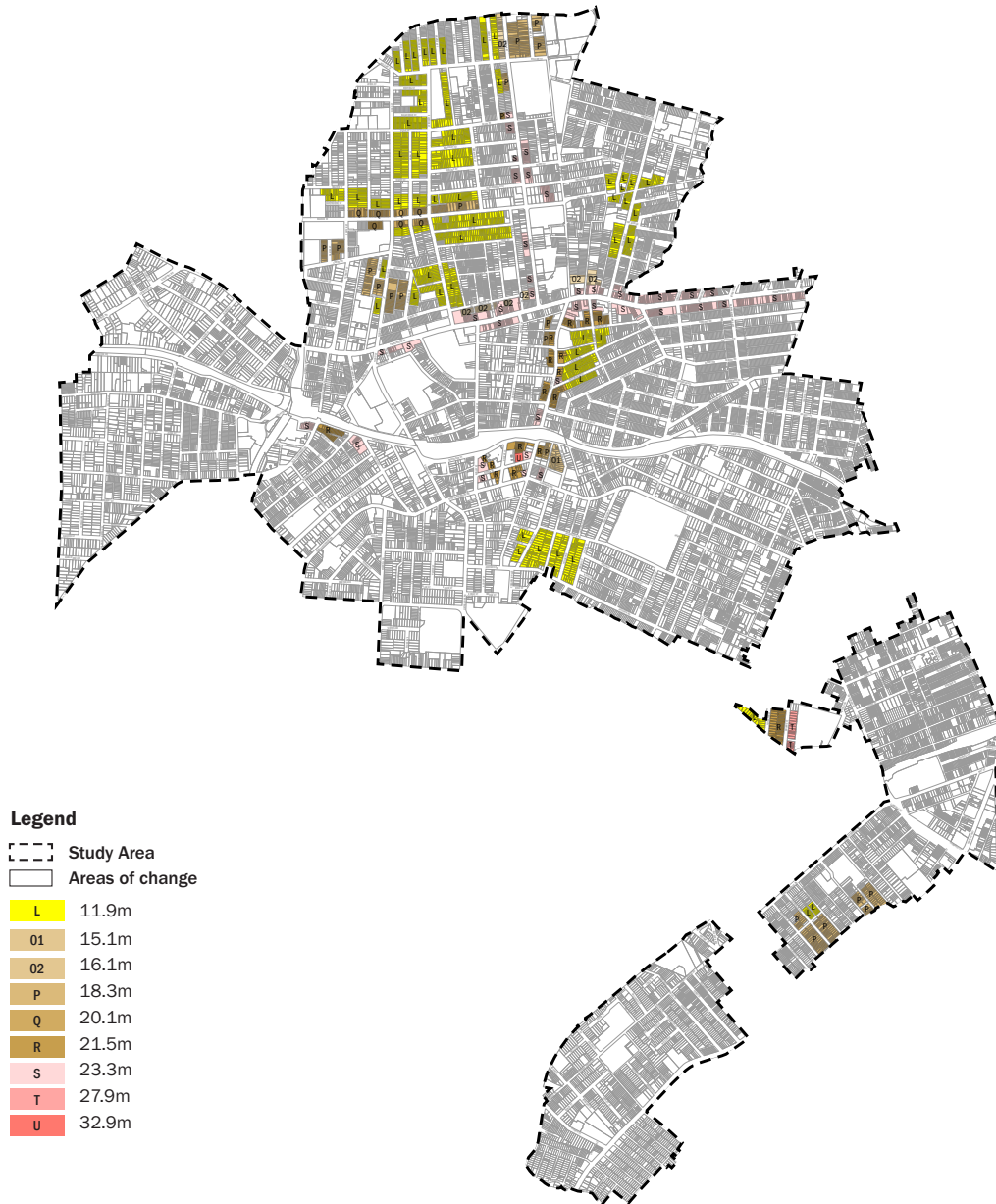
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HIA 2 HEIGHT OF BUILDING MAP

Exhibited



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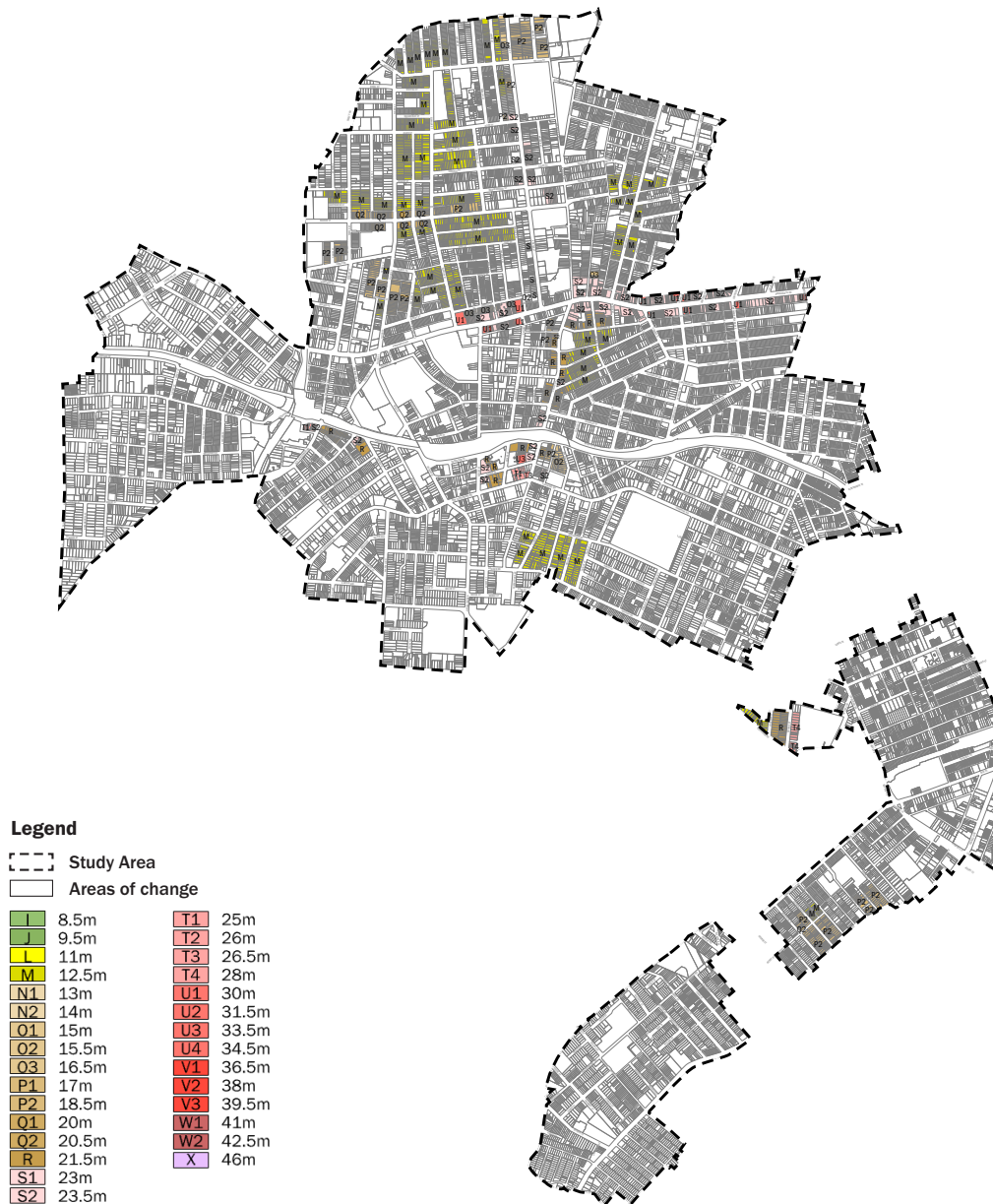
90

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Attachment 3

HIA 2 HEIGHT OF BUILDING MAP

Post-exhibition



Inner West Housing Investigation Area
Master Plans

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HIA 2 DEVELOPMENT INCENTIVES MAPS

Minimum Site Area Incentive Exhibited



Inner West Housing Investigation Area
Master Plans

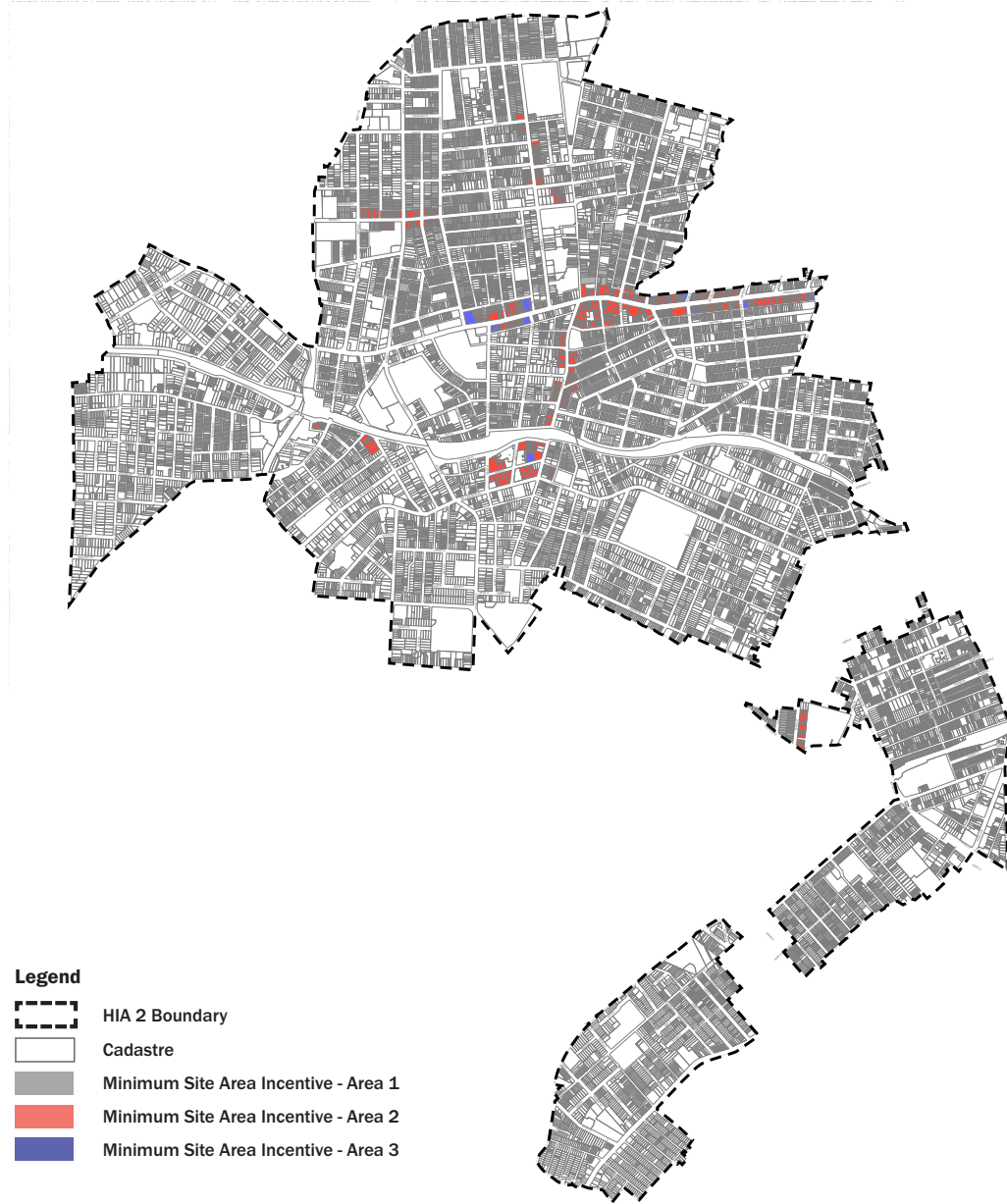
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Attachment 3

HIA 2 DEVELOPMENT INCENTIVES MAPS

Minimum Site Area Incentive Post-exhibition

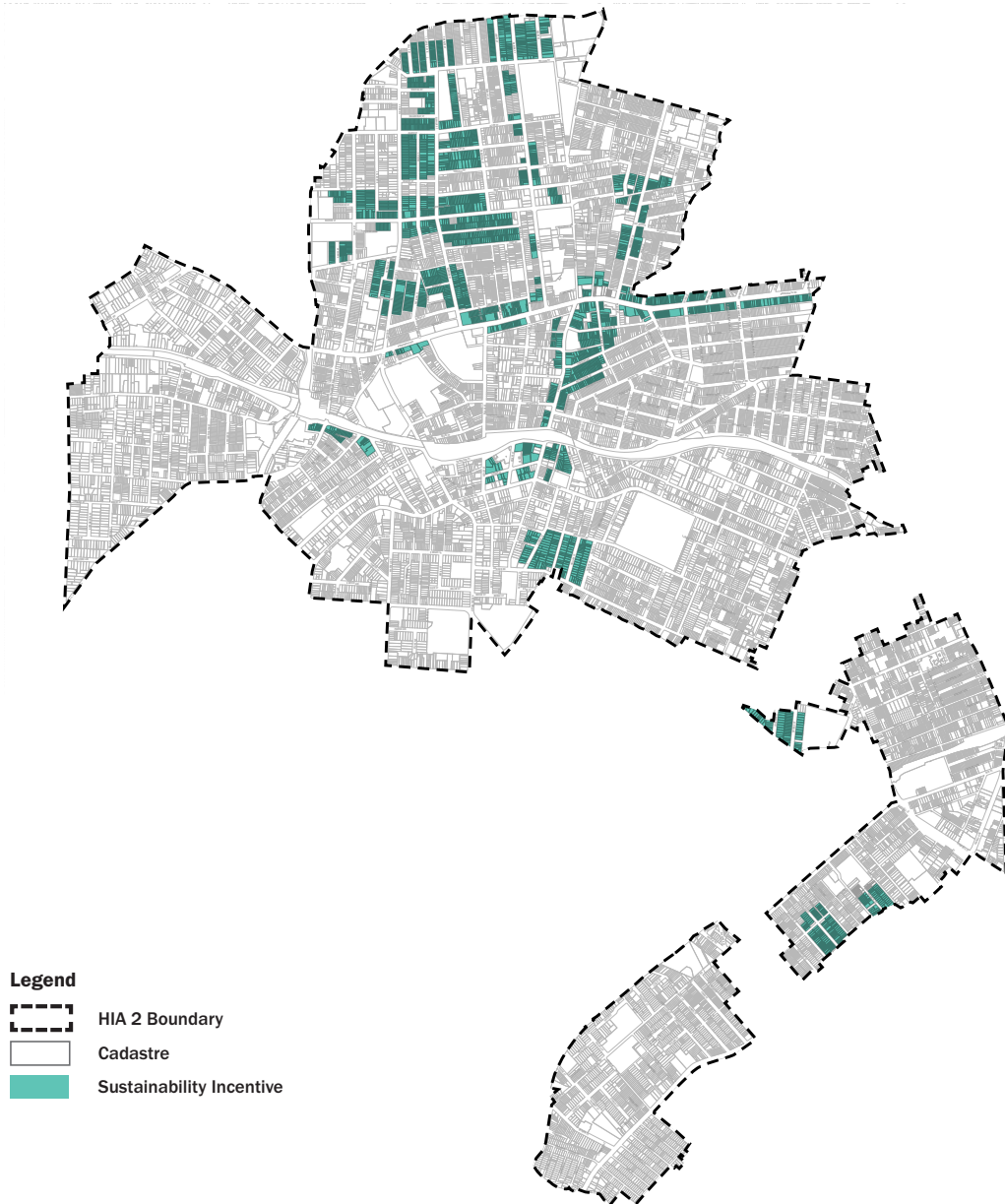


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HIA 2 DEVELOPMENT INCENTIVES MAPS

Sustainability Incentive Exhibited

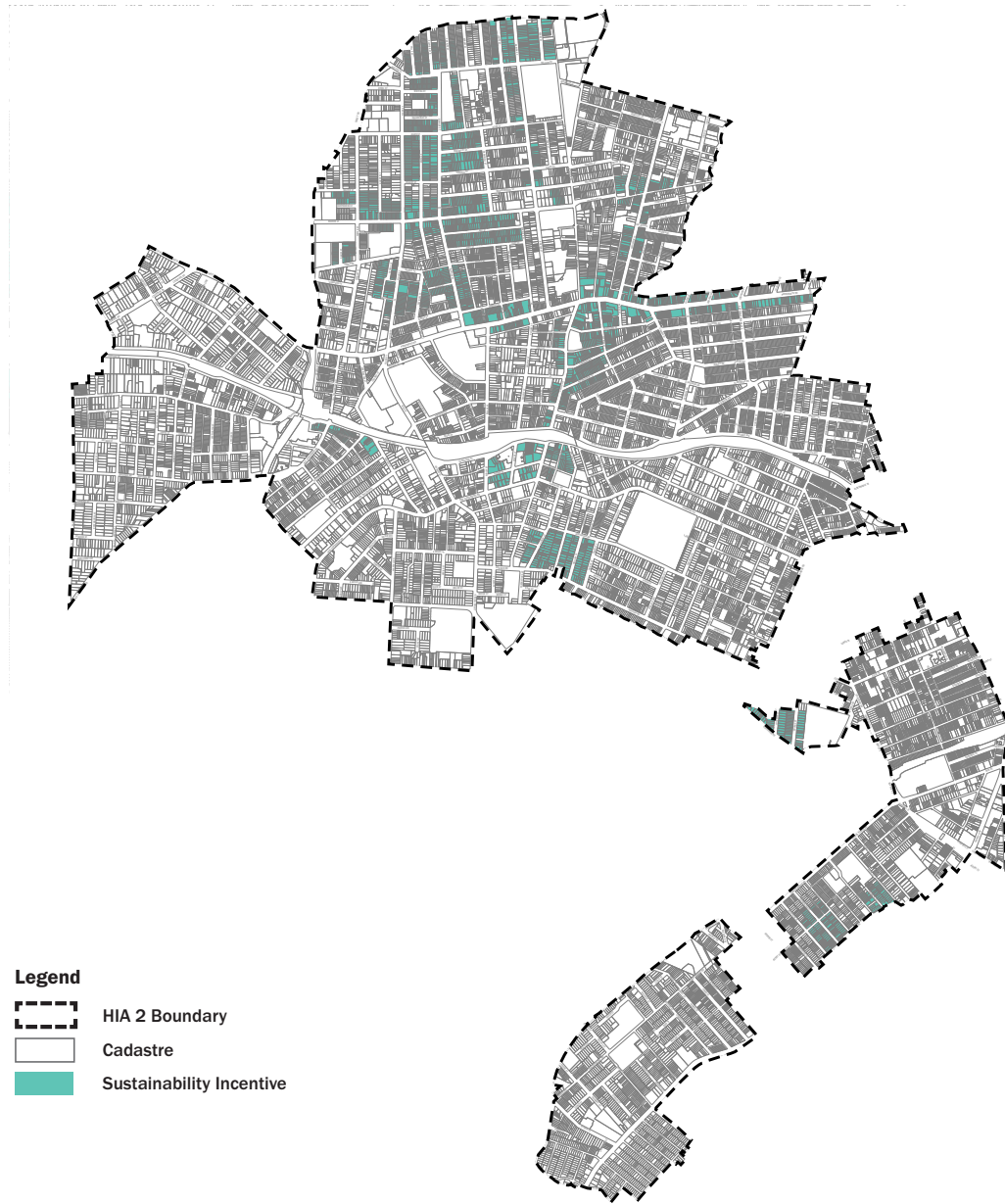


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Master Plans

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HIA 2 DEVELOPMENT INCENTIVES MAPS

Sustainability Incentive Post-exhibition



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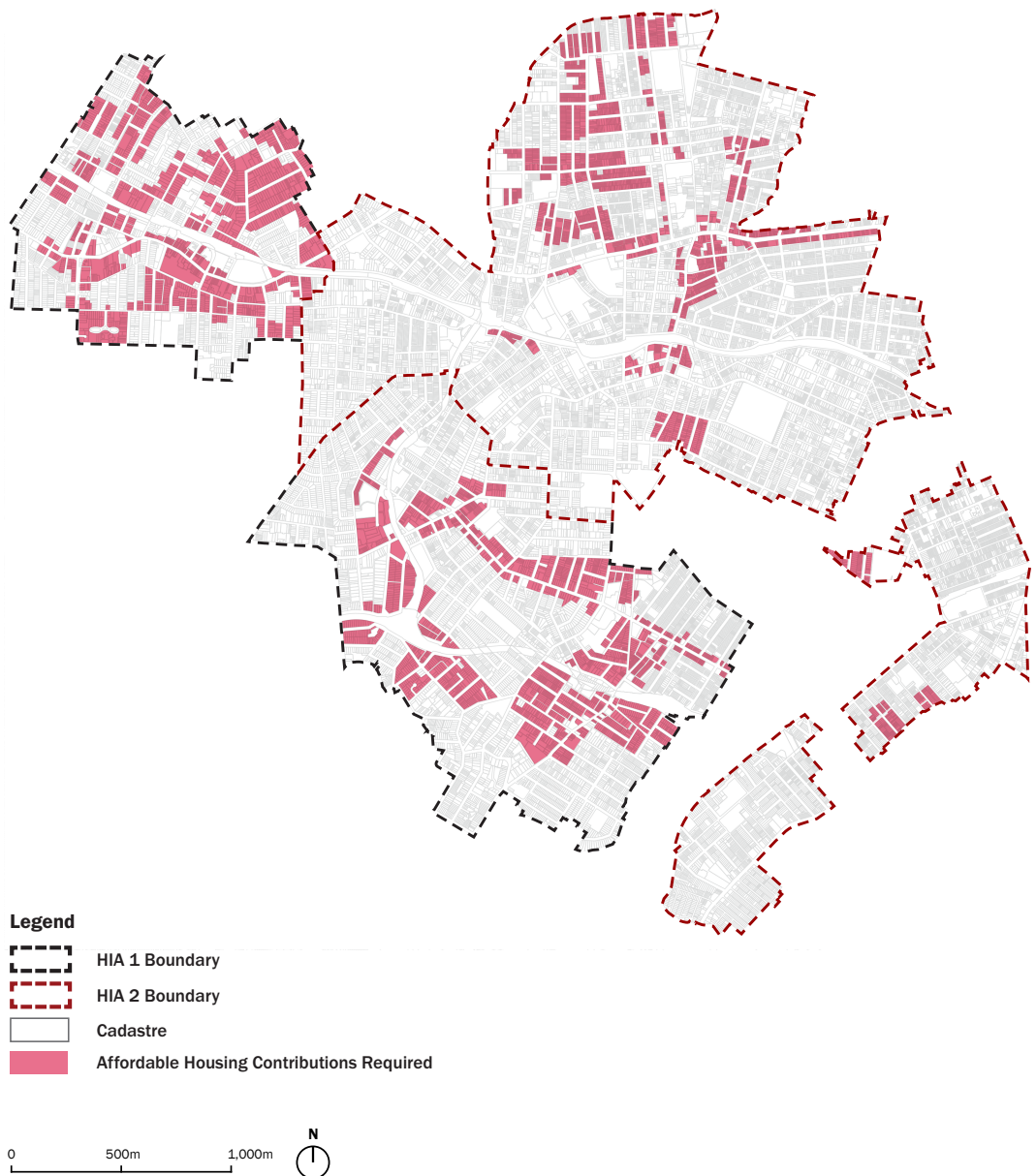
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HIA AFFORDABLE HOUSING CONTRIBUTIONS

Exhibited



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Master Plans

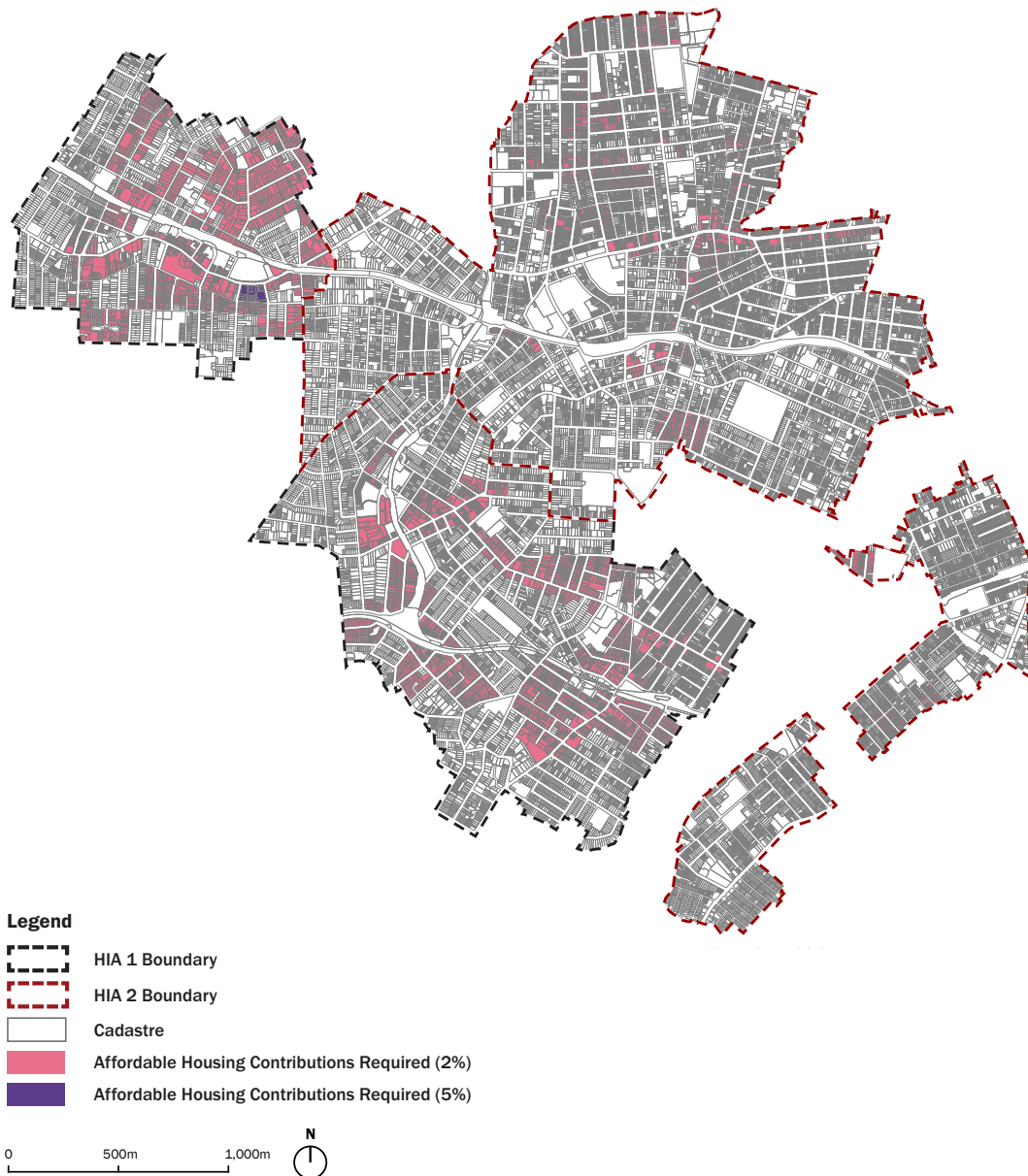
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HIA AFFORDABLE HOUSING CONTRIBUTIONS

Post-exhibition



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16 September 2025

Re: Our Fairer Future Plan - Post-exhibition Finalisation

Atlas Economics (**Atlas**) is engaged by Inner West Council (**Council**) to assist with post-exhibition investigations following the public exhibition of the *Our Fairer Future for the Inner West Plan*.

Background

Over the course of 2025, Atlas provided economic feasibility advice to assist Council's investigations into new planning controls in the Inner West LGA (**the LGA**). These investigations culminated in proposed built form outcomes and planning controls in the Inner West Housing Investigation Area Master Plans and *Our Fairer Future for the Inner West Plan* (**the Plan**) which applies to:

- Transport Oriented Development (**TOD**) precincts of Ashfield, Croydon, Dulwich Hill and Marrickville, as were identified for increased density under the NSW Government's TOD program.
- Other well located and well-serviced parts of the LGA including Annandale, Leichhardt, Lewisham, Petersham, Sydenham, St Peters, Stanmore and Lilyfield.

The Plan proposes that an Affordable Housing contribution rate of 2% applies in the areas covered.

ECONOMIC FEASIBILITY STUDY

Atlas prepared an Economic Feasibility Study (**the Study**) in May 2025 which was included in the package of documents that were placed on public exhibition.

The Study principally:

- Provided feasibility advice to inform development of the Master Plans.
- Tested the capacity of development (under the proposed planning controls) to contribute to affordable housing.
- Compared the deliverability of the Plan (and its suite of alternate planning controls) compared to a baseline scenario (which includes the planning controls that were proposed under the NSW Government's TOD program).

Since the closing of the public exhibition period, Council seeks to understand the following issues:

1. What is the feasibility of requiring higher Affordable Housing contribution rates (specifically 5%, 10%, 15%, 20% and 30%)?
2. If there is an opportunity for higher Affordable Housing contribution rates to apply?
3. How could Council's Affordable Housing Policy be amended in response to community and organisation submissions?

This letter outlines the analysis undertaken and responds to the questions posed.

Beyond the
horizon thinking.

atlaseconomics.com.au

Sydney NSW 2000
Gadigal Country

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What is the feasibility of requiring higher Affordable Housing contribution rates?

The capacity for development to contribute to affordable housing depends on whether that development is feasible. Whether development is feasible depends on two key factors:

- The price a developer would need to pay to consolidate a development site. This is influenced by the existing buildings and the associated property value.
- The land uses and density permitted and if revenue from the permitted development would cover the cost of production (i.e. the cost of land and the cost of development) and provide a commercial return to a developer.

These factors are examined in turn.

EXISTING USES AND PROPERTY VALUES

The Plan contains land that accommodates a range of existing uses. This generally includes retail strip and commercial uses in the town centres, some light industrial/ large format showrooms and a range of residential uses. These existing uses and their corresponding values are key factors that underpin the cost of land for development.

TABLE 1 lists a sample of broadly representative existing uses and their associated range of property values.

TABLE 1: Sample of Existing Uses and Property Values

PROPERTY TYPE	SITE AREA	PROPERTY VALUE		ANALYSIS (\$/SQM SITE AREA)		DEV. SITE (1,200sqm)
		Low	High	Low	High	
Single dwellings	300sqm	\$2,000,000	\$3,000,000	\$6,667	\$10,000	\$12,000,000
Single dwellings	600sqm	\$4,000,000	\$5,000,000	\$6,667	\$8,333	\$10,000,000
Strip retail	200sqm	\$2,200,000	\$2,400,000	\$11,000	\$12,000	\$14,400,000
1 storey commercial	400sqm	\$3,000,000	\$3,500,000	\$7,500	\$8,750	\$10,500,000

Source: Atlas

Depending on the existing use, the cost to consolidate a 1,200sqm development site could range from \$10 million to \$14.4 million (by taking the high range of property values). The smaller the lots, the more the lots required for consolidation. Property values undoubtedly vary by area and location as well as by quality and size of buildings. The illustration is meant to be a demonstration of how property market dynamics influence the feasibility of development.

In the sample of property types, larger blocks generally have the lowest property values per sqm of site area. They therefore have the lowest cost of land for development. In contrast, retail and commercial uses within town centres along the retail strip are compact in size and can have the highest property values on a \$/sqm site area basis.

Where site consolidation is required in areas where there is lot/ ownership fragmentation (e.g. multiple single lots or strata-titled properties), a higher cost of land will result. The more fragmented the lot patterns, the greater the need for incentive premiums and therefore the higher the cost of land to a developer.

PROPOSED PLANNING CONTROLS (DENSITY)

The Plan envisages a range of densities as follows:

- Marrickville and Dulwich Hill:
 - FSR 3:1 to 3.5:1 (8-10 storeys) around centres and train stations.
 - FSR 1.5:1 to 2.2:1 (4-6 storeys) towards the lower density areas and Heritage Conservation Areas.
- Ashfield and Croydon:
 - FSR 3.5:1 to 4.3:1 (9-13 storeys) around Ashfield town centre and key streets (Liverpool Rd and Elizabeth St).
 - FSR 1.5:1 to 2.2:1 (4-6 storeys) the lower density areas and Heritage Conservation Areas.
- Lewisham, Petersham, Leichhardt, Marrickville, St Peters, Sydenham:
 - FSR 2.2:1 to 3:1 (3-6 storeys) within opportunity areas and up to 8 storeys adjacent Marrickville Metro
 - Up to FSR 3:1 (6 storeys) along Parramatta Rd and Norton St.

The Plan focuses housing opportunities and greater densities in well-located areas. Notwithstanding the higher densities, development feasibility is still challenging due to the subdivision patterns and lot sizes in the LGA. Atlas' Study identified that densities greater than FSR 2.5:1 were generally required for feasible development.



COUNCIL MOTION 4.5 (FEASIBILITY OF VARIOUS RATES)

At a meeting on Tuesday 19 August 2025, Council moved a motion seeking, *inter alia*:

"That officers provide economic modelling including an assessment of feasibility, housing yield and scale of development in order to update the affordable housing requirements for Our Fairer Future Plan. This economic modelling should consider the feasibility of requiring affordable housing contributions at 5%, 10%, 15%, 20% and 30%."

This section demonstrates:

- The implications for feasibility at different affordable housing contribution rates (5%, 10%, 15%, 20%).
- The scale of development required at the nominated affordable housing contribution rates.

The affordable housing contribution rate directly impacts the value of a development site. In simple terms, if 20% of a 100-unit development was required to be contributed (gifted) as affordable housing, a developer would be required to build 100 units and use the proceeds from the sale of 80 units to cover the cost of production (cost of land, cost of development) and receive a commercial return.

Using the example of a 1,200sqm site consolidated from different property types (TABLE 1), this section tests the implications of requiring affordable housing contributions at 5% to 30%, assuming a residential development (apartments) is permitted at FSR 3.5:1 (approx. 10 storeys). More detailed assumptions are in Schedule 1.

NOTIONAL DEVELOPMENT

Site area 1,200sqm, FSR 3.5:1 (approx. 10 storeys)
Gross Floor Area (GFA) = 4,200sqm (1,200sqm x 3.5)
Number of Apartments = 42 dwellings (avg. 100sqm GFA per unit)

A developer calculates the amount they can pay for a development site by estimating how many apartments are possible, how much those apartments could be sold for (on completion) and how much it would cost to develop the apartments. After deducting the cost of development and allowing for a margin for risk/ return from the sale prices that could be realised, the amount that remains is the maximum amount a developer can pay for the site. This amount is commonly referred to as 'the Residual Land Value'.

The last row in TABLE 2 indicates the price a developer could afford to pay for a 1,200sqm site that is permitted for residential development at FSR 3.5:1, but subject to different affordable housing contribution rates.

TABLE 2: Impact of various affordable housing contribution rates on Residual Land Value

	0%	5%	10%	15%	20%	30%
TOTAL UNITS	42	42	42	42	42	42
AFFORDABLE HOUSING	-	2.1	4.2	6.3	8.4	12.6
MARKET UNITS	42	39.9	37.8	35.7	33.6	29.4
GROSS REVENUE						
MARKET UNITS	\$63,000,000	\$59,850,000	\$56,700,000	\$53,550,000	\$50,400,000	\$44,100,000
LESS: SELLING COSTS	\$1,575,000	\$1,496,250	\$1,417,500	\$1,338,750	\$1,260,000	\$1,102,500
LESS: GST	\$5,727,273	\$5,440,909	\$5,154,545	\$4,868,182	\$4,581,818	\$4,009,091
NET REVENUE	\$55,697,727	\$52,912,841	\$50,127,955	\$47,343,068	\$44,558,182	\$38,988,409
COST						
CONSTRUCTION	\$27,300,000	\$27,300,000	\$27,300,000	\$27,300,000	\$27,300,000	\$27,300,000
PROFESSIONAL FEES	\$2,730,000	\$2,730,000	\$2,730,000	\$2,730,000	\$2,730,000	\$2,730,000
FEES AND CHARGES	\$1,561,140	\$1,498,140	\$1,435,140	\$1,372,140	\$1,309,140	\$1,183,140
INTEREST	\$4,738,671	\$4,729,221	\$4,719,771	\$4,710,321	\$4,700,871	\$4,681,971
DEVELOPMENT COST	\$36,329,811	\$36,257,361	\$36,184,911	\$36,112,461	\$36,040,011	\$35,895,111
PROFIT/ RISK (20%)	\$7,265,962	\$7,251,472	\$7,236,982	\$7,222,492	\$7,208,002	\$7,179,022
RESIDUAL LAND VALUE	\$12,101,954	\$9,404,008	\$6,707,061	\$4,008,115	\$1,310,169	(\$4,085,724)



The simple modelling exercise shows that if no affordable housing contributions are required, a developer could potentially afford to pay \$12.1 million for the 1,200sqm site (which is about \$288,000 per unit/ site).

If a 30% affordable housing contribution requirement applied, a negative residual land value results. This means the development (a developer) could pay nothing for the land and a subsidy of \$4.1 million would be required.

TABLE 3 compares the residual land values in TABLE 2 against the sample of property values shown in TABLE 1.

If the Residual Land Value (i.e. the amount a developer can afford to pay for a development site) is greater than the Cost of Land (which is the existing-use value and an incentive premium), development is considered to be feasible. Development is therefore financially attractive enough to 'displace' the existing uses.

TABLE 3: Feasibility of various affordable housing contribution rates

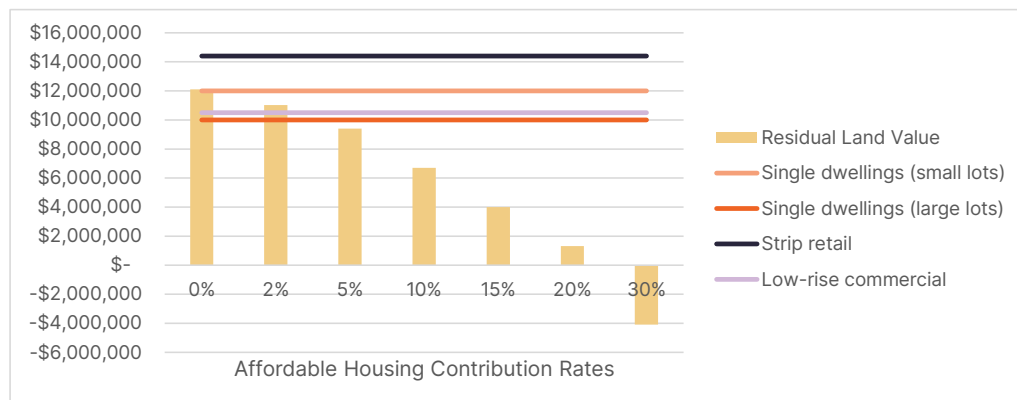
		SINGLE DWELLING (SMALL LOTS)	SINGLE DWELLING (LARGE LOTS)	STRIP RETAIL	LOW-RISE COMMERCIAL
AFFORDABLE HOUSING	Cost of Land	\$12,000,000	\$10,000,000	\$14,400,000	\$10,500,000
	Residual Land Value	Feasible?	Feasible?	Feasible?	Feasible?
0%	\$12,101,954	Yes	Yes	No	Yes
5%	\$9,404,008	No	No	No	No
10%	\$6,707,061	No	No	No	No
15%	\$4,008,115	No	No	No	No
20%	\$1,310,169	No	No	No	No
30%	(\$4,085,724)	No	No	No	No

The demonstration calculations show that if a developer secured a 1,200sqm site comprised of single dwellings or single storey commercial on a larger lot, development would be feasible at a density of FSR 3.5:1.

If a 5% affordable housing contribution requirement applied, development will no longer be feasible as the price a developer can pay for the land declines to less than the Cost of Land. If a 15% requirement applied, a developer could be able to pay \$4 million for the land. In the case of four single dwellings (300sqm site area each), this is equivalent to \$1 million per property. In 2025, the median house price in the Inner West LGA was \$2.18 million.

FIGURE 1 illustrates the inverse relationship between residual land values and affordable housing rates against the cost of land by the sample of property types. For context, a 2% affordable housing contribution is also shown.

FIGURE 1: Comparison of Residual Land Value and Cost of Land at various affordable housing contribution rates



Source: Atlas

The comparison shows that affordable housing contribution rates of 5% and greater are not feasible for development on the sample property types. At a 2% contribution rate, development is feasible for some property types.

There would be exceptions where a site can be secured at a lower cost (than shown above) due to it (the site) being vacant/ unimproved or where the existing buildings are basic or at the end of their economic useful life. Large landholdings already in consolidated ownership would also be exceptions.



COUNCIL MOTION 4.5 (SCALE OF DEVELOPMENT REQUIRED)

Using the same 1,200sqm site demonstration example, TABLE 4 illustrates the corresponding density (FSR, storeys) required to enable affordable housing contributions at 2%, 5% and 10%.

Note that these calculations are for demonstration purposes only; they are not site- nor location-specific.

TABLE 4: Densities required for feasible development and various Affordable Housing contribution rates

PROPERTY TYPE	COST OF LAND	0%	2%	5%	10%
Single dwelling	\$12,000,000	FSR 2.9:1 to 4.0:1	FSR 3.2:1 to 4.4:1	FSR 3.8:1 to 5.3:1	FSR 5.7:1 to 8.0:1
		9-14 storeys	11-15 storeys	13-19 storeys	20-30 storeys
Single dwelling	\$10,000,000	FSR 2.4:1 to 3.3:1	FSR 2.6:1 to 3.7:1	FSR 3.2:1 to 4.4:1	FSR 4.8:1 to 6.7:1
		7-11 storeys	8-13 storeys	10-15 storeys	16-25 storeys
Strip retail	\$14,400,000	FSR 3.4:1 to 4.8:1	FSR 3.8:1 to 5.3:1	FSR 4.6:1 to 6.4:1	FSR 6.9:1 to 9.6:1
		9-16 storeys	12-20 storeys	15-23 storeys	25-40 storeys
Low-rise commercial	\$10,500,000	FSR 2.5:1 to 3.5:1	FSR 2.8:1 to 3.9:1	FSR 3.3:1 to 4.7:1	FSR 5.0:1 to 7.0:1
		6-10 storeys	7-13 storeys	10-16 storeys	18-25 storeys

*the number of storeys are indicative and for illustrative purposes only

Two observations are important to highlight:

- There is an inverse relationship between the cost of land and the density required (FSR, storeys) for development to be feasible. That is, the higher the cost of land, the more density (apartments) is needed.
- There is a direct relationship between affordable housing contribution requirements and the density required to enable development that is both feasible and that has the capacity to contribute.

If development were required to contribute at say 10%, much higher densities would be needed and as shown in TABLE 4, densities ranging from FSR 5.0:1 (18 storeys) to FSR 9.6:1 (40 storeys) depending on the cost of land.

DEVELOPMENT FEASIBILITY AND AFFORDABLE HOUSING CONTRIBUTION REQUIREMENTS

The issue of challenging development feasibility is particularly acute in the Inner West where many workers cottages were traditionally built on small lots. As illustrated in the example above, a 1,200sqm site could cost \$12 million if four single dwellings on small lots were consolidated (4x \$3 million). By comparison, a 1,200sqm in Killara or Gordon (on a single lot) could cost \$6 million. All things being equal, a 1,200sqm site in the Inner West would therefore require a higher density to be feasible than a 1,200sqm site in Killara or Gordon. Areas with suburban settlement patterns and larger blocks better lend themselves to economic site consolidation.

There are other areas in Sydney where fine grain lot and fragmented ownership patterns also make it expensive to consolidate a site for development. Many inner city areas (Inner West, parts of the Sydney, Woollahra and Waverley LGAs) also have similar fine grain settlement patterns and present similar risks and costs for site consolidation.

In some locations developers have been able to overcome the high cost of land by positioning development at the luxury end of the market. Locations in high value areas (e.g. Mosman, Rose Bay) or that offer sweeping water or city views (e.g. Elizabeth Bay) are attractive for development and assist to overcome the high cost of land.

Affordable housing contribution requirements should therefore be cognisant of development feasibility.

- In the City of Canada Bay, affordable housing rates range from 3.5% to 10% depending on precinct. Many of the precincts are urban renewal areas, rezoned from large industrial lots. The cost of land has therefore been lower.
- In the City of Sydney, affordable housing rates range from 1% to 3%, applying to non-residential and residential floorspace respectively. Affordable housing contributions for many years only applied in the Green Square urban renewal area and Ultimo/ Pyrmont. In recent years, the City expanded application of the 1% and 3% to the rest of the Sydney LGA including Central Sydney. Rates were phased-in gradually beginning in 2022.

Both the City of Canada Bay and City of Sydney require affordable housing contributions in circumstances of a proponent-led planning proposal. These are subject to negotiation and executed in a planning agreement.

Ku-ring-gai Council have recently exhibited an Affordable Housing Contribution Scheme which proposes affordable housing contributions mostly at 2% and 3%, with a small number of sites required to contribute at 5% and 10%.

It is critical that any planning requirements (including affordable housing contributions) are appropriately calibrated. A high % contribution requirement is moot if development does not occur.



Is there opportunity for higher Affordable Housing contribution rates?

While the Plan proposes higher density in certain areas and thereby improving prospects for development take-up, development feasibility is not 'a given' across all areas.

Atlas undertook a sieving exercise wherein properties were filtered according to:

- Whether they are held under Torrens title or strata title.
- Lot sizes and patterns.
- Their existing use values (based on a desktop review of existing buildings).
- The proposed planning controls (particularly FSR).

The process identified an opportunity for a 5% affordable housing contribution to be applied to the consolidated site at 138-158 Liverpool Road, 25-29 and 41-43 Norton Street in Ashfield. A submission from the landowner requests higher density and proposes the delivery of community infrastructure such as a through-site link. Post-exhibition amendments would permit a modest increase to density and require delivery of a through-site link. Including all incentives, the overall FSR would exceed 4:1. On this basis, feasibility testing indicates capacity to contribute to 5% affordable housing.

It is Atlas' view that elsewhere, the proposed Affordable Housing contribution requirement of 2% is appropriate, balancing feasibility with affordable housing outcomes.

While the planning uplift that is proposed in the Plan appears 'high' compared to existing planning controls, the reality is that existing use values in many areas require even higher densities to be feasible.

A phased-in approach to higher rates could be considered in areas where feasibility is more favourable. The higher rates would apply in targeted areas and the current rate could be increased to 3%, at 0.25% annually to be fully implemented in four years. The gradual introduction of higher rates avoids 'shocking' the market and provides certainty to the development industry.

DEVELOPMENT FEASIBILITY IS NOT A GIVEN

Despite having theoretical development capacity for c30,000 dwellings, not all land within the Plan's areas will be developed for a range of reasons. High existing property values and fine grain lot patterns are key factors that prevent theoretical capacity being converted into actual supply. It is not uncommon for theoretical capacity to remain unrealised in existing urban areas particularly where existing buildings are within their economic useful life.

Consequently, it is a balancing act - to ensure any planning obligations (including affordable housing requirements) do not stymie development activity but yet deliver community outcomes where possible.

The Plan necessarily takes a nuanced approach to the distribution of density in well-located areas, including in localities in and around new Metro stations.

Matters for consideration in Affordable Housing Policy

COUNCIL MOTION 4.6 (AMENDMENTS TO AFFORDABLE HOUSING POLICY)

At a meeting on Tuesday 19 August 2025, Council moved a motion seeking, *inter alia*:

"That officers include in the Fairer Future Plan report...recommendations as to how the Affordable Housing Policy should be amended in response to community and organisation submissions."

Ahead of providing comment on the community and organisation submissions received, it is worth noting the importance and structure/ composition of the community housing sector.

COMMUNITY HOUSING SECTOR IN NSW

The community housing sector plays an important role in the delivery and management of affordable housing. They have expertise in the design of purpose-built affordable housing and bring structural tax advantages where they can build new stock more cost-effectively than the private sector can.

In NSW the Registrar of Community Housing administers the National Regulatory System for Community Housing (NRSCH) which commenced in 2014. The NRSCH regulates community housing providers (CHPs), i.e. organisations who deliver social and affordable housing and related services to people on Very Low, Low or Moderate incomes.



The National Regulatory Code sets out the performance outcomes that registered CHPs must demonstrate compliance against. The Registrar of Community Housing assesses and monitors performance of registered CHPs according to the level of risk associated with the scale and scope of their community housing activities.

CATEGORIES OF REGISTRATION

CHPs are categorised under the NRSCH in different tiers of registration according to the scale and scope of their activities, with different levels of regulatory oversight and engagement to each. CHPs can be registered in Tier 1, Tier 2 and Tier 3.

The tiers are used to denote the attributes (and risks) of community housing activities such as whether a CHP operates at scale, is involved in development activities and their finance/ leverage arrangements. The registration of CHPs in tiers is not fixed and could change over time.

The NRSCH is a risk-based regulation, with the greatest regulatory focus and scrutiny on CHPs who have:

- The greatest risk due to the scale and scope of their activities; and
- Where the realisation of the risks would translate into significant impact for tenants, assets and sector reputation.

FIGURE 2 shows the spectrum of community housing activities (property management and development) against the typical registration tier that could be applicable.

- Tier 1 CHPs undertake development at scale and have the greatest capacity for property management.
- Tier 2 CHPs undertake small-scale development (ongoing or one-off) and manage up to 500-1,000 tenancies.
- Tier 3 CHPs do not generally undertake development activities and manage 100-300 housing tenancies.

FIGURE 2: Registration Matrix for Community Housing Activities

SCOPE						
Ongoing development activities at scale	Tier 1	Tier 1	Tier 1	Tier 1	Tier 1	Tier 1
Ongoing small-scale development activities	Tier 2	Tier 2	Tier 2	Tier 2	Tier 1 or 2	Tier 1
One-off and/or very small scale development activities	Tier 3	Tier 2 or 3	Tier 2	Tier 2	Tier 2	Tier 1 or 2
No development activities	Tier 3	Tier 3	Tier 2 or 3	Tier 2	Tier 2	Tier 2
	0	50	100	300	500	2,000
Scale of community housing tenancy and property management activities						
Number of community housing tenancies / Number of community housing properties (whichever is larger)						

Source: National Regulatory System of Community Housing

Different tier CHPs bring different expertise and capacity levels. Tier 3 CHPs generally perform a management function, whereas Tier 1 and 2 CHPs undertake development as well as property management.



PROFIT OBJECTIVES

In NSW, registered CHPs could be for-profit or not-for-profit (NfP) entities.

- NfP CHPs are charities whose core purpose is the development and/ or management of subsidised housing. They enjoy tax concessional status (Federal, State and in some local jurisdictions).
- For-profit CHPs could be real estate agencies (generally Tier 3) who manage affordable housing which they own or through a fee-for-service on behalf of private sector landlords. They do not develop community housing.

NfP CHPs who have a large balance sheet (from a large housing asset base) have the potential to use debt finance to undertake development activity (secured against their balance sheet). This is however subject to their being able to service the debt - generally from operating surpluses (the amount that rental income exceeds rental management expenses) in the business.

How affordable housing rents are set is in part influenced by a CHP's profit objectives.

Section 13 of *State Environmental Planning Policy (Housing) 2021* defines Affordable Housing to be housing for:

- Very Low, Low and Moderate income households who pay no more than 30% of their gross income; or
- Households who would be eligible under NRAS (the National Rental Affordability Scheme) and pay no more rent than would be charged under NRAS*.

Under NRAS, rent is to be charged at no more than 80% of market rent (as determined by a valuer).

In theory, rent can be set at 80% of market rent and not be within an eligible household's affordability. It is therefore important to ensure rent-setting adheres to the principles of the NSW Affordable Housing Ministerial Guidelines which provides guidance on a range of matters including rent-setting.

REVIEW OF SUBMISSIONS

Atlas has reviewed a number of submissions and provides comment in TABLE 5.

TABLE 5: Review of Community and Organisation Submissions

ISSUE RAISED	ATLAS COMMENT
COMMUNITY HOUSING INDUSTRY ASSOCIATION (CHIA)	
<ul style="list-style-type: none"> Adopt variable contribution rates, higher rates on sites with significant planning uplift 	There is limited opportunity as even though planning uplift may be significant, it does not necessarily mean development has the capacity to contribute at higher rates.
<ul style="list-style-type: none"> Require Government-owned sites to deliver 30% affordable housing 	A target is desirable, though it could require capital funding to supplement the contribution of land. Feasibility testing is required.
<ul style="list-style-type: none"> Escalate rates over time 	A gradual escalation in targeted areas could be explored, increasing by 0.25% over a period of four years.
<ul style="list-style-type: none"> Affordable Housing requirements should apply to all residential accommodation, not only to development >2,000sqm GFA 	The 2,000sqm GFA requirement was a carry-over from the original TOD provisions wherein only on-site delivery was envisaged. A new LEP clause would require affordable housing on development >200sqm GFA as a contribution (gifted).
<ul style="list-style-type: none"> Monetary contributions will be beneficial as it avoids high-strata fees and the operational inefficiencies of scattered dwellings 	An LEP clause would enable Council to receive monetary contributions. The Affordable Housing Policy could be amended to reflect a preference for monetary contributions. The Policy could also include a schedule of dollar equivalent contribution rates, with an indexation mechanism to ensure the dollar rates are reflective of market movements.
<ul style="list-style-type: none"> Leverage the community housing sector by transferring contributions to a nominated CHP 	The community housing sector brings structural tax advantages and is able to purpose-design and deliver affordable housing at a lower cost than the private sector. Contributions (cash, dwellings or land) that are transferred to the community housing sector provide an opportunity for balance sheet leverage to grow more stock. In contrast, contributions that sit on Council's balance sheet do not contribute to growing more stock.



ISSUE RAISED	ATLAS COMMENT
	The Affordable Housing Policy could be amended to reflect a default policy position where all contributions received are transferred to Council's nominated/ partner CHP.
<ul style="list-style-type: none"> A nominated CHP should be a not-for-profit organisation and be subject to a 10-year term 	<p>In NSW community housing providers could be not-for-profit (NFP) or for-profit. NFP CHPs are charities that bring structural tax advantages. They also have a social purpose and have an overall objective of growing community housing.</p> <p>The Affordable Housing Policy could be amended to state Council's intention to work with the community housing sector and partner with a selected NfP CHP to distribute/ transfer contributions to.</p> <p>The selected CHP would be responsible for leveraging the contributions received to develop more stock in the LGA.</p> <p>The Affordable Housing Policy could be amended to detail the eligibility criteria and the process for how Council will select and work with its selected partner CHP.</p> <p>A nominated tenure period (e.g. 10-years) would provide certainty.</p>
BRIDGE HOUSING	
<ul style="list-style-type: none"> Monetary contributions should be preferred 	<p>The Affordable Housing Policy could be amended to reflect a preference for monetary contributions.</p> <p>The Policy could also include a schedule of dollar equivalent contribution rates, with an indexation mechanism to ensure the dollar rates are reflective of market movements.</p>
<ul style="list-style-type: none"> Council should consider other ways of working with the community housing sector, including providing concessional land contributions 	The Affordable Housing Policy could be amended to state Council's intention to leverage its asset base (particularly sites that are surplus to requirements) and work with the community housing sector by making land available at concessional rates.
<ul style="list-style-type: none"> If the dedication of dwellings occurs, a CHP should have the ability to sell and consolidate scattered units into a single site 	<p>This avoids operational inefficiencies.</p> <p>The Affordable Housing Policy could be amended to outline the process under which this could occur and how the proceeds of sale should be recycled/ consolidated on a single site.</p>
COMMITTEE FOR SYDNEY	
<ul style="list-style-type: none"> Remove the 2,000sqm GFA threshold that triggers an affordable housing contribution requirement 	The 2,000sqm GFA requirement was a carry-over from the original TOD provisions. A new LEP clause would require affordable housing on development >200sqm GFA.
<ul style="list-style-type: none"> Apply contributions uniformly across all sites with no carve-outs 	Affordable housing contributions are required across the board in areas of planning uplift.
<ul style="list-style-type: none"> Require dwellings to be retained in-perpetuity by CHPs 	The LEP clause will require an outright contribution (either dedication of dwellings or monetary payment) to Council, which by implication secures an in-perpetuity outcome.
<ul style="list-style-type: none"> Consider higher contribution rates over time (>10%) on government-owned land or where feasibility is strong 	<p>Atlas has explored the opportunity for higher/ targeted rates. There is limited opportunity as even though planning uplift may be significant, it does not necessarily mean development has the capacity to contribute at higher rates.</p> <p>A contribution rate >10% could be achievable on government-owned land. This would need to be subject to feasibility testing to identify if capital funding/ subsidy is required.</p>
SHELTER NSW	
<ul style="list-style-type: none"> Levy 10%-15% for all development 	Atlas has explored the opportunity for higher contribution rates. 10%-15% is not achievable on privately-owned land.
<ul style="list-style-type: none"> Phase-in rates (10%-15%) over 5 years, commencing at 5% and to be fully implemented at Year 5 	As above



ISSUE RAISED	ATLAS COMMENT
TENANTS UNION	
<ul style="list-style-type: none"> Encourage all tiers of CHPs to manage affordable housing but also encourage new cooperatives and Aboriginal CHPs 	<p>The Affordable Housing Policy could be amended to detail the eligibility criteria and the process for how Council will select and work with its selected partner CHP, particularly in the governance of contributions received.</p> <p>The selection criteria would include development expertise and capability, especially if Council's intention is to transfer contributions to the community housing sector to grow more housing in the LGA. Tier 1 and 2 CHPs have development expertise and importantly can utilise assets on their balance sheet to grow more housing.</p> <p>For faith-based and NfP organisations who own community housing assets, they could select any tier CHP to manage their properties.</p>
<ul style="list-style-type: none"> Introduce rent-setting requirements 	<p>The Affordable Housing Policy could be amended to detail the rent-setting approach Council's nominated CHP should take in managing properties developed from contributions received.</p>

CHPs do not receive regular or recurrent funding and rely on Government capital grants and funding subsidy programs and developer contributions to fund delivery of affordable housing.

Given the expertise and tax advantages that NfP CHPs bring, close collaboration with the community housing sector is necessary if affordable housing outcomes are to be maximised. Distribution of contributions received by Council to a selected partner CHP would induce a multiplier effect of growing housing.

Given the challenges of development feasibility in the Inner West LGA, Council's active exploration of how its own sites could be utilised for community housing, leveraging the community housing sector's expertise and tax advantages would go a long way to maximising affordable housing outcomes.

We trust Council finds the above analysis and comments helpful as it moves towards finalisation of the Plan.

Please contact the undersigned should you require further information.

Yours sincerely

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SCHEDULE 1

Feasibility Analysis (Affordable Housing at 5%, 10%, 15%, 20%, 30%)

A notional development on a 1,200sqm site is used for demonstration purposes, to test the implications for feasibility at different affordable housing contribution rates (5%, 10%, 15% and 20%).

An apartment building (residential flat building) at a density of FSR 3.5:1 is assumed for the analysis. TABLE S1-1 shows the notional development yield.

TABLE S1-1: Notional Development Yield

PARAMETER		YIELD	AFFORDABLE HOUSING CONTRIBUTION					
			0%	5%	10%	15%	20%	30%
Site area (sqm)	(a)	1,200						
FSR (n:1)	(b)	3.5						
Gross Floor Area (GFA, sqm)	(c) = (a x b)	4,200						
Avg. unit size (GFA)*	(d)	100						
Apartments (dwellings)	(e) = (c ÷ d)	42	42	42	42	42	42	42
Affordable Housing (dwellings)	(f) = (e x %)		0	2.1	4.2	6.3	8.4	12.6
Market Apartments (dwellings)	(g) = (e - f)		42	39.9	37.8	35.7	33.6	29.4

*based on a unit mix of 1 bedroom (20%), 2 bedroom (60%), 3 bedroom (20%)

REVENUE ASSUMPTIONS

Residential revenue assumptions are based on market research and assumed at \$16,000/sqm to \$20,000/sqm:

Other revenue assumptions:

- GST is included on the residential sales.
- Sales and marketing costs commission at 2.5% on gross revenue.

COST ASSUMPTIONS

- Assumed cost of land based on sample property types.
- Construction costs are estimated with reference to experience and cost publications:
 - Residential construction assumed at \$5,000/sqm of gross building area (115% GFA).
 - Balconies at \$1,000/sqm.
 - Car parking at \$65,000 per car space.
- Provisional allowance for lead-in and services infrastructure at 1% of construction costs.
- Professional fees at 10% of construction costs.
- Construction contingency at 5%.
- Statutory fees and charges:
 - Long service levy of 0.25% of construction costs.
 - Housing and Productivity Contribution at \$10,000 per dwelling.
 - Sydney Water charges at \$837 per equivalent tenement.
 - s7.11 contributions at \$20,000 per dwelling.
 - Other statutory fees at 1% of construction cost.
- Finance costs: Interest capitalised monthly at 6% per annum.



HURDLE RATES AND PERFORMANCE INDICATORS

Target hurdle rates are subject to perceived risk of a project (planning, market, financial and construction risk). The higher the project risk, the higher the hurdle rate. The following performance indicators are relied upon:

- Development margin is profit divided by total development costs (including selling costs). A target margin of 20% is adopted.
- Residual Land Value is arrived at by assessing the maximum land value a developer is willing to pay based on both hurdles of development margin and discount rate being met.





Item No: C0925(2) Item 2
Subject: OUR FAIRER FUTURE PLAN - INFRASTRUCTURE PLAN FOR THE INNER WEST - BUILDING OUR COMMUNITY
Prepared By: Daniel East - Senior Manager Strategic Planning
Authorised By: Simone Plummer - Director Planning

RECOMMENDATION

That Council commence engagement with the community on infrastructure priorities called Building our Community with the outcome to be reported back to Council.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

The purpose of this report is to seek Council's endorsement to commence engagement with the community on infrastructure priorities called *Building our Community*. It is envisaged that Council may collect up to \$520 million worth of development contributions over the next 15 years. By actively involving the community in the planning and decision-making processes, Council can better align infrastructure projects with local needs, values and priorities in developing an Infrastructure Plan to 2041. This early engagement will help shape the Development Contributions Plan to be prepared in 2026 that will help fund these works.

BACKGROUND

Our Fairer Future Plan is a Council-led alternative approach to the State Government announced its Housing Reforms – Transport Orientated Development (TOD) and Low and Mid-Rise Housing (LMR) programs. The draft plan proposes changes to planning controls in the *Inner West Local Environmental Plan 2022* (IWLEP), in order to deliver housing required for the future in a manner that respects and protects the Inner West's unique character. The plan was exhibited from May to July 2025 and is subject to another report on the September Extraordinary Council Meeting Agenda.

Our Fairer Future Plan also responds to a set of [Principles for Planning in the Inner West](#), which were exhibited for community feedback from June to August 2024 and adopted by Council at its meeting on 22 October 2024.

DISCUSSION

Our Fairer Future Plan envisages up to 30,000 new dwellings constructed over 15 years. This has implications for both State and local infrastructure priorities.

Upon gazettal of *Our Fairer Future Plan* by the Department of Planning, Housing and Infrastructure, the next step will be to update Council's Development Contributions Plan which will identify all the new infrastructure facilities and upgrades that the Inner West Council would deliver up to 2041.

It is possible that Council may collect up to \$520 million worth of development contributions over the next 15 years. The objective in developing an Infrastructure Plan to 2041 is to create

great places and to identify Inner West city-shaping infrastructure projects. By aligning growth with infrastructure planning and delivery it will ensure infrastructure supports new development.

The future Infrastructure plan will be detailed in the new Development Contributions Plan to be updated in 2026. The plan will need to ensure Council's financial sustainability by implementing cost-effective solutions to meet the identified infrastructure needs and respond to climate challenges.

Council's previous experience in community engagement on the Development Contributions Plan indicates that the response rate from the community isn't as high as other land use planning engagements. Therefore, early engagement on infrastructure priorities with the community to be called *Building Our Community* is proposed. This will inform a new Development Contributions Plan that will be updated in 2026.

The *Building Our Community* engagement will be an LGA-wide approach that outlines a strategic infrastructure planning framework for State Infrastructure advocacy priorities. Alongside local infrastructure planning priorities it will coordinate growth, infrastructure delivery, and cost efficiencies by highlighting co-funding opportunities as growth occurs. Through this proposed community engagement, the Inner West Community will be able to help shape what the Inner West looks like in 2041.

The types of infrastructure to be considered through the community engagement would typically fall into the following categories:

- Active open space e.g., sporting fields
- Passive open space
- Public domain (town centre) upgrades
- Cycleway Infrastructure
- Drainage
- New community facilities
- New open space
- New recreation facilities
- New swimming pool
- More active recreational trails such as the Greenway
- Pedestrian Infrastructure
- Traffic calming
- Upgrade existing community facilities
- Upgrade existing recreation facilities
- Road closures and creation of pedestrian areas

Proposed Community Engagement

The consultation will use both online tools including a survey and interactive map, and face to face engagement tools with interactive options such as dollar allocators. Face to face engagement will include a pop up in each Council ward as well as stalls at council events with high foot traffic such as the festivals over the spring/summer period. Local Democracy Groups will also be invited to participate.

A promotional campaign will accompany the *Building Our Community* consultation to encourage active participation in this process. Promotion will include:

- Written communication to all households in the LGA,
- Emails to registered members of Your Say Inner West and local residents who provided feedback on the Our Fairer Future Plan,
- Ongoing, geotargeted Meta advertising, social media posts, digital and print posters

The post-exhibition engagement report will be reported back to Council for consideration. The report will inform the next phase of policy development through the preparation of a new Development Contributions Plan that will be considered by Council in 2026.

FINANCIAL IMPLICATIONS

The proposed engagement is estimated to be up to \$80,000 which will be funded from Strategic Planning budget.

ATTACHMENTS

Nil.

Item No: C0925(2) Item 3
Subject: OUR FAIRER FUTURE PLAN - DEVELOPMENT OF AFFORDABLE HOUSING ON SELECTED COUNCIL CAR PARKS
Prepared By: Scott Mullen - Strategic Investments & Property Manager
Authorised By: Ryann Midei - Director Property and Major Projects

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

The purpose of this report is to provide an update on Council's progress with the development of affordable housing initiatives at selected Council owned car parks.

It is anticipated that a total of approximately 184 Affordable Housing Units may be delivered across four car park sites in Marrickville (Garners Avenue), Dulwich Hill (Loftus Street), Enmore (Edgeware Road) and Leichhardt (Hay Street) subject to key assumptions, compliance with Australian Design Guidelines and confirmation of unit configurations (e.g. studio, one-bedroom, two-bedroom and three- bedroom apartments etc.).

In this regard, Council officers have been advancing due diligence activities for these sites. The Marrickville (Garners Avenue), Dulwich Hill (Loftus Street) and Enmore (Edgeware Road) sites are the focus of an Expressions of Interest procurement process (this process is subject to confidentiality).

These efforts also extend to the Leichhardt (Hay Street) site. A Heads of Agreement had previously been signed with Link Wentworth to develop key worker affordable housing at Hay Street. The agreement has been mutually dissolved and a new opportunity for development is being pursued with a neighboring landowner.

The program for delivering for the Marrickville (Garners Avenue) site is to be presented at the October 2025 Council meeting. It is anticipated that an agreement with a CHP could be entered into in April 2026.

It's also worth noting that the Seaview Street Dulwich Hill carparks which are part of *Our Fairer Future Plan*, has been identified to provide 3,200m² for a community centre and 2,000m² for a public plaza (public infrastructure).

If Council was of the mind to reduce some of the public infrastructure on this site, up to 157 Affordable Housing Units (subject to unit configurations e.g., studio, one-bedroom, two-bedroom and three-bedroom apartments etc.), along with replacement of Council-funded public car parking could be delivered for Council.

This may take the total number of future affordable housing units to 341.

BACKGROUND

Council currently has 19 Affordable Housing Units which are managed through Link with another 6 units soon to be handed to Council and a further 2 units which form part of a Voluntary Planning Agreement.

At the Council meeting held on 19 August 2025, when considering an update report on the *Our Fairer Future Plan*, Council resolved in part:

7. *That officers include in the Fairer Future report for the September meeting a timeline for progressing the development of Council owned sites for conversion to not-for-profit housing through partnerships with Community Housing sector as well as the state and federal governments.*

Council previously resolved to undertake an audit of Council owned land that could be used for affordable housing. Three sites were identified as most suitable to undertake detailed due diligence for the development of affordable housing in partnership with a Community Housing Provider (CHP).

Ernst and Young were engaged to assess the overall viability for a CHP to finance an affordable housing development on each of the three most feasible council sites.

DISCUSSION

Council officers have been advancing due diligence activities for the three car park sites, situated in Marrickville (Garners Avenue), Dulwich Hill (Loftus Street), and Enmore (Edgeware Road), which are the focus of an Expressions of Interest (EOI) procurement process (this process is subject to confidentiality). These efforts also extend to a fourth location – the Hay Street car park situated in Leichhardt. It is anticipated that a total of approximately 184 Affordable Housing Units may be delivered across these sites.

It is important to note that the details associated with these activities are sensitive in nature, and the following content has been prepared in consideration of its availability on the public agenda.

At its February 2025 meeting, Council endorsed the Marrickville site as a 'proof of concept' site for the preparation of detailed concept designs and development feasibility assessments. This involves conducting traffic studies in town centres to assess public parking requirements.

Council have engaged Landcom, the NSW state government development authority, as a consultant to project manage the process through a Memorandum of Understanding. This enables Council to draw on their extensive experience in site assessments to achieve viable, cost-effective, timely, and high-quality design outcomes with Community Housing Providers (CHPs).

Urbis have been engaged to undertake detailed town centre parking studies for each of the three car park sites, assessing options for retaining and/or reconfiguring public parking within a 200-metre radius of each location. These studies are subject to confidentiality. Notably, Urbis has previously conducted a similar confidential parking assessment for the Hay Street car park.

The parking studies will highlight strategies to maximise and efficiently manage public parking as the car park sites move toward approval for affordable housing development.

In all instances, maximum statutory parking requirements for the development of affordable housing will be in accordance with Council's current Development Control Plans (DCPs).

The EOI process will also consider Council's *Our Fairer Future Plan* as it relates to Transport Oriented Development (TOD) and Low and Mid-Rise Housing (LMRH) planning controls. This

includes potential uplifts in Floor Space Ratio (FSR), Height of Building and other site-specific development incentives, which may be applicable to Council's car park sites.

This approach enables the Marrickville site, with its existing planning and development controls—such as zoning, floor space ratio, and building height—to advance efficiently and serve as a model for future projects, offering valuable insights and lessons for subsequent developments. The Marrickville site is not dependent on the *Our Fairer Future Plan* outcomes; however, the approval of the *Our Fairer Future Plan* may provide additional development uplift that can be considered at detailed design with the CHPs.

Subject to endorsement of Council's *Our Fairer Future Plan*, the process may then begin for the Dulwich Hill site, where the viability of development is contingent upon planning control uplifts.

The Enmore site will not be dependent on the *Our Fairer Future Plan* outcomes, as this site is not included in future uplifts and if this site is to proceed for development of affordable housing, further investigation is required to assess yield (number of units) and types.

It is anticipated that a total of 141 affordable housing units may be delivered across the three car park sites (Marrickville, Dulwich Hill and Enmore), subject to key assumptions, compliance with Australian Design Guidelines (ADG) and confirmation of unit configurations (e.g., studio, one-bedroom, two-bedroom and three-bedroom apartments etc.).

A confidential report is scheduled to be presented at the October Council meeting that will address the detailed concept designs, development feasibility assessments and town centre traffic studies. It is anticipated that an agreement with a CHP could be entered into in April 2026.

Hay Street Car Park

A Heads of Agreement had previously been signed with Link Wentworth (a Tier-1 CHP) to develop key worker affordable housing at Hay Street, Leichhardt.

Multiple attempts to activate the Heads of Agreement (HOA) signed with Link Wentworth in 2016 have been unsuccessful. In July 2025, a mutual decision was reached with Link Wentworth to terminate the partnership.

Council officers are pursuing an opportunity with a neighboring landowner to explore the potential development of Council's property – whether in full or in part. The envisioned project aims to deliver affordable housing, create public links between Redmond and Hay Streets, and integrate shared infrastructure for greater community benefit.

Discussions are underway to explore potential collaboration and clarify each party's objectives for the project. These talks include consideration of legal frameworks, such as public-private partnerships or joint ventures, to facilitate the delivery of shared goals.

This opportunity could potentially deliver 43 affordable housing units subject to key assumptions, compliance with Australian Design Guidelines and confirmation of unit configurations (e.g., studio, one-bedroom, two-bedroom and three-bedroom apartments etc.).

This brings the total number of Affordable Housing Units that may be delivered across the four car park sites in Marrickville (Garners Avenue), Dulwich Hill (Loftus Street), Enmore (Edgeware Road) and Leichhardt (Hay Street) to approximately 184.

An update regarding the Hay Street, Leichhardt site will be presented at a future Council meeting once additional information becomes available.

Opportunities for additional affordable housing

The Seaview Street, Dulwich Hill carparks which are part of *Our Fairer Future Plan* has been identified to provide 3,200m² for a community centre and 2,000m² for a public plaza (public infrastructure).

If Council was of the mind to reduce some of the public infrastructure on this site, up to 157 Affordable Housing Units (subject to unit configurations e.g., studio, one-bedroom, two-bedroom and three-bedroom apartments etc.), along with replacement of Council-funded public car parking could be delivered for Council.

This may take the total number of future affordable housing units to 341.

Key Assumptions and Program

When developing the current affordable housing initiatives, it is necessary to consider the following key assumptions:

1. Sites having the required planning controls and land use zonings to support development of affordable housing;
2. *Our Fairer Future Plan* will allow changes for the Dulwich Hill site and if changes are proposed for Enmore site, a separate planning pathway will need to be investigated before development of affordable housing;
3. CHPs being able to lodge to federal funding – availability payments – for affordable housing through Housing Australia Future Fund (HAFFF-round 3) submissions which are unlikely to be opened until late-2025 or early-2026 with a minimum 6-month assessment period once closed;
4. Confirmation and approval of public car parking ‘funding envelope’ through a future Council report, on basis that CHPs will not be able to secure HAFFF-round 3 availability payments for parking that is not attached to affordable housing requirements; and
5. In the case of Hay Street, Council and landowner reaching in-principle agreements to proceed with and complete negotiations for project development and funding agreements, scopes of works and CHP operations

Accordingly, further details are necessary before a delivery timeline can be provided. The program for delivering for the Marrickville (Garners Avenue) site is to be presented at the October 2025 Council meeting.

FINANCIAL IMPLICATIONS

There are no immediate financial implications arising from the recommendations presented. However, it should be noted that advancing the identified sites will entail costs, which will be detailed in future Council reports as appropriate.

Consultancy fees associated with the EOI are funded within the current budget.

ATTACHMENTS

Nil.