

## Appendix A PRCUTS – Vision

Vision	Consideration / consistency	Y/N
<b>Housing choice and affordability</b>		
An additional 56,000 people live in the Corridor in 27,000 new homes.	The proposal is demonstrated as being capable of providing approximately 110 dwellings towards to overall target. The proposal has potential to provide 105 jobs on the site.	Yes
The community is diverse, with key workers, students, seniors and families.	The diversity of the future community will be supported by affordable housing units, as well as a mix of dwelling sizes.	Yes
The community's housing needs are met with a mix of dwelling types, sizes and prices.	A mix of dwelling types and sizes will be provided, providing a range of price points including affordable housing.	Yes
A minimum of five per cent of new housing is Affordable Housing (or in line with Government policy of the day), new housing also caters for single households, older people or different household structures.	The proposal provides for a minimum of 5% of residential floor space affordable housing. This is consistent with the District Plan range of 5-10%.	Yes
<b>Diverse and resilient economy</b>		
\$31 billion of development value is realised.	The proposal will contribute to the realisation of this development value across the corridor.	Yes
Parramatta Road Corridor is Sydney's 'economic spine' - 50,000 workers across a diverse range of sectors and roles come into the Corridor each day to work.	The PRCUTS does not envisage the site being used for employment uses. However, the Planning Proposal identifies the potential for ground floor non-residential uses.	Yes
Auburn is recognised as Sydney's large format retail hub and Camperdown is a specialist precinct that supports the world class research, educational and health uses associated with the University of Sydney and the Royal Prince Alfred Hospital.	Not applicable, however the proposal will support the Camperdown precinct through the delivery of a mix of dwellings, including affordable housing for key workers.	NA
Town centres at Granville and Kings Bay support new residents and workers.	Not applicable	NA
There is new life in the retail areas of Parramatta Road, and the Corridor is home to a variety of businesses, including small and medium enterprises, advanced technologies and creative industries.	The PRCUTS does not envisage the site being used for retail uses. However, the Planning Proposal identifies the potential for ground floor non-residential uses.	Yes
<b>Accessible and connected</b>		
It is easier to move to, through and within the Corridor in both east-west and north-south directions.	The proposal includes a shareway and pedestrian through site links which will make it easier to move through the precinct including to key destinations such as the Marion Light Rail stop.	Yes
The urban transformation of the Corridor is supported by transit-oriented development.	The proposal is considered to be transit oriented development as it seeks to locate housing in close proximity to public transport including Inner West Light Rail and buses along Parramatta Road.	Yes
Existing and new desirable and affordable mixed use environments are enhanced by	The proposal will be supported by existing light rail and high frequency bus services planned on	Yes

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high-quality, high frequency public transport and safe active transport connections.	Parramatta Road along with safe active transport connections including provision of through site links.	
The Corridor's inherent social, economic and environmental resources are optimised, including freight generating uses within and supporting the Corridor.	The proposal will optimise social, economic, and environmental resources by locating growth within close proximity to existing and planned infrastructure and services. The surrounding environment will be improved through increased deep soils zones, landscape planting, canopy cover and improved water stormwater quality.	Yes
Available road and rail capacity is utilised and public investments in transport are optimised.	The proposal is located in close proximity to existing light rail and proposed transport upgrades along Parramatta Road.	Yes
Non-infrastructure initiatives, such as encouraging visitors to use non-car modes of travel to help alleviate congestion, and modifying or altering timing of trips, are well utilized	A Green Travel Plan will be prepared at DA stage to support a shift towards non-car travel modes.	Yes
People choose to walk and/or cycle for local trips along the Corridor's 34km of new and upgraded links, hop on buses and/or light rail for intermediate trips, and use rail and/or car for regional trips.	The location of the site within walking and cycling distance of key destinations will encourage active transport, and proximity to light rail and high frequency buses will encourage public transport usage for intermediate or regional trips.	Yes
The integrated transport network contributes to regional resilience and sustainable communities along the Corridor and beyond.	The proposal seeks to integrate future development with the transport network.	Yes
<b>Vibrant community places</b>		
Residents can walk easily to public transport, local shops, schools, parks and open space areas, jobs and a range of community services and facilities that are all close by.	The proposal is located in easy walking distance of a range of local services, facilities and open spaces. The proposal also improves the pedestrian network by providing through site links.	Yes
Neighbourhoods include a mix of old and new buildings sitting well together creating attractive places for people to enjoy.	The proposal responds to the existing surrounding uses including the low scale residential uses.	Yes
New development respects and protects existing lower-scale development and heritage.	The proposal provides appropriate transitions to surrounding low density residential areas by providing a four storey street wall adjacent to existing dwellings and providing upper level setbacks and locating tallest buildings adjacent to the light rail corridor.	Yes
New landmarks and high quality buildings and spaces are recognised and valued by the community.	The proposal has been supported by a rigorous urban design process informed by multiple urban design studies and an urban design peer review and will be further reviewed by the Inner West Council's Architectural Excellence Panel (AEP) at DA stage.	Yes
Residents and workers can easily access new and upgraded community facilities and services including libraries, community centres, child care centres, cultural facilities, schools and community health facilities.	The proposal is located in close proximity to a range of community facilities and services as discussed in the Social Impact Assessment.	Yes
<b>Green spaces and links</b>		
There is 66ha of new open space areas, linear parks and links along watercourses and	Consistent with PRCUTS over 1,500sqm of linear open space will be provided within the site. In addition, a	Yes

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infrastructure corridors, linked to pedestrian and cycle connections.	publicly accessible open space of around 700sqm is proposed fronting Lords Road within the site.  It is noted that the site is in close proximity to a large number of public open spaces including parks, the Greenway and foreshore areas.	
Parramatta Road and the surrounding road network is greener and lined with trees.	The proposal will significantly enhance canopy cover across the site.	Yes
The Corridor's nine watercourses have been naturalised and are pleasant places for people to walk and cycle along and enjoy.	Not applicable	NA
<b>Sustainability and resilience</b>		
Smart parking strategies have reduced people's car dependence and fuel use leading to reduced greenhouse gas emissions. Development is more feasible, meaning savings could be passed on to homebuyers, making housing more affordable and reducing the overall cost of living.	The proposal seeks to apply the Leichardt DCP parking requirements which establish maximum rates and will limit car parking in this location. Car share and bike parking will also be provided to support reduced car usage.	Yes
Because thinking about parking has changed, the design of buildings transition between different uses ensuring community uses and facilities, or perhaps even open space to occur over time.	Not applicable	NA
A lush tree canopy and vegetation on buildings makes places cooler and greener, and residents and workers can enjoy the outdoors.	The proposal would significantly increase areas for deep soil planting across the site.	Yes
Households enjoy improved living costs made possible by significant reductions in water and energy consumption in the Corridor.	The proposal will comply with the Sustainable Buildings SEPP.	Yes
<b>Delivery</b>		
There is an effective governance structure in place.	The proposal seeks to facilitate the amendment of the Inner West LEP to implement the PRCUTS.	Yes
Decisions are made in a timely, transparent and coordinated way.	The proposal will be subject of assessment by Council and DPHI.	Yes
Well understood benchmarks and indicators inform the planning and decision making processes.	Not applicable	NA
There is a clear monitoring, reporting and review process.	Not applicable	NA