

Planning Proposal



469-483 Balmain Road, Lilyfield

Prepared on behalf Roche Group

November 2016

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Executive Summary

This request for an amendment to the *Leichhardt Local Environmental Plan 2013* (LLEP) has been prepared by FPD on behalf of Roche Group. The subject site is owned by Roche Group Pty Ltd, it is located at 469 – 483 Balmain Road, Lilyfield and is in single ownership. The site is currently zoned IN2 – Light Industrial under the provisions of the LLEP. Maximum permissible FSR is limited to 1:1. There is no height of building control applicable to the site.

The proposal is to rezone the site B4 Mixed Use with an FSR of 2.3 and a mix of heights from 10 to 30 metres. These controls will allow for mixed use development of approximately 1200 square metres of employment generating floorplate that will support small offices and work spaces that are likely to attract small business and creative industries, a community/cultural space of approximately 400 square metres, up to 170 dwellings and a contribution of four percent affordable housing.

The proposal will accommodate built form of between one and nine storeys with the majority of the height contained mid-block in the north western part of the site and only 15 percent of the site at the higher nine storey form.

The proposal has been designed to provide a mix of uses consistent with the current and future needs of the local area and to make a positive addition to the Balmain Road streetscape while providing significant amenity improvements to the surrounding residential development. Much attention has been paid to providing no additional adverse impact on the surrounding area.

The proposal will provide more local employment than currently exists on the site and employment of a type that matches the demographics of the local area, this type of employment is likely to prove more sustainable over the longer term and will have the effect of reducing vehicle trip and improving local quality of life as people have the choice to live and work locally. A substantial body of evidence has been provided that looks at the change in employment type and the supply of industrial land over the whole of the new Inner West Council area, recognising the regional nature of employment and industry.

In recognition of the longstanding occupation by groups of local artist's provision has been made to provide a high amenity studio and gallery space in the form of a purpose built community/cultural space.

The proposal provides a significant amount of medium density housing which will add to the variety and mix of the local housing stock providing a diversity and in some cases more affordable type of housing than presently exists in the locality.

In recognition of the need for affordable/key worker housing in the locality Roche Group have committed to the provision of an amount of affordable housing consistent with recent precedents in the Leichhardt area and Sydney metropolitan best practice.

A draft planning proposal was lodged with the Inner West Council for feedback. A letter highlighting a number of clarification and request for further information was received in response. This letter and the detailed response is included at Appendix F.

Report Structure

This report has been prepared consistent with the Department of Planning and Environment's *A guide to preparing planning proposals 2012* for the purpose of requesting the Inner West Council to initiate the request for a gateway determination pursuant to *section 55* of the *Environmental Planning and Assessment Act 1979*.

It is structured as follows:

- A description of the site, state and regional context, local context and the current planning framework.
- An outline of the strategic context and justification for the proposal.
- A description of the planning proposal and the proposed public benefits.
- The planning proposal analysis and detail as required by the Department and Environment's *A guide to preparing planning proposals 2012*:

Part 1 – A statement of the objectives and intended outcomes of the planning proposal.

Part 2 – An explanation of the provisions that are to be included in the proposed instrument.

Part 3 – The justification for those objectives, outcomes and the process for their implementation.

Part 4 – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies.

Part 5 – Details of the community consultation that is to be undertaken on the planning proposal.

Part 6 – Details of the project timeline

- Summary of the benefits of the planning proposal.

Supporting Evidence

The Planning Proposal is supported by the following supporting documentation:

- Appendix A: Urban Design Analysis
- Appendix B: Economic Assessment
- Appendix C: Heritage Assessment
- Appendix D: Transport Study
- Appendix E: Contamination Report
- Appendix F: Pre-lodgment advice from Council and response

Project Team

SG Haddad Advisory	Strategic
FPD	Planning
Roberts Day Architects	Urban Design and Architecture
Hill PDA	Economics
Douglas Partners	Contamination
NBRS	Heritage
Colston Budd Rogers & Kafes	Traffic

1 Site analysis and context

The site is located at 469 – 483 Balmain Road in the suburb of Lilyfield. Lilyfield is located in the newly formed Inner West Council local government area.



Figure 1 – Site location



Figure 2 – Aerial photo of surrounds

2 Local Context

A map showing the sites relationship to the surrounding area is provided in Figure 3.



Figure 3 – Local context

The site is located on Balmain Road just beyond the main retail strip of Rozelle. It is an isolated pocket of aging industrial buildings surrounded on the north by similar development, on the east and southern boundaries the area contains a mix of medium density and small lot housing. Directly to the West the large open space of Callan Park is located.

The site has a number of characteristics that support its redevelopment for a significant mixed use outcome. Key attributes are listed below:

- Well connected by road network, being located on Balmain Road, the main road leading through to Balmain, and 500 metres from Victoria Road.
- Within five kilometres of the Sydney CBD which contains a host of amenities and services as well as being the largest employment area in Australia.
- There are a number of significant bus routes which service the site. Buses operate along Balmain Road (Route 440) up to every 10 minutes in the peak hours and 500 metres from the site services operate even more frequently along Victoria Rd.
- The site is located in a walkable neighbourhood that is 800 metres from Lilyfield Light Rail Station and approximately 800 metres to Rozelle Light Rail Station. There also good cycling and pedestrian connections to Rozelle, Balmain, local open space and the CBD.
- Close proximity to retail and services, including Balmain's high street, educational, community and creative uses. Regional size shopping facilities exist at Birkenhead Point, Broadway and the site is within a few kilometres of the Sydney CBD.
- Significant open spaces, most notably Callan Park across the road, the Drummoyne Bay, Rozelle Common, Easton Park Oval and significant planned open space at the Rozelle Goods Yard less than 600 metres from the site.

3 Description

This Planning Proposal is in relation one lot, within the Inner West Local Government Area, as detailed in Table 1.

Table 1 Site summary

Site	469-483 Balmain Road, Lilyfield
Land description	Lot 2 DP 101583
Site area	6,824 square metres.
Existing uses	A mix of residential, retail and light industrial uses occupy the site. A full analysis of the uses and employment on the site is provided in Appendix B
Existing built form	The site contains a series of early and late 20th Century buildings which were formerly the Pitcher Bakery Company of Balmain Road, Leichhardt with a c 1964 addition to the Alberto Street factory. The buildings are primarily constructed of brick with the 1964 building of steel and concrete structure and brick facades. All buildings are between one and two storeys but are large in scale due to the former and current industrial and warehousing uses. They have a height ranging between two and four storeys (approximately seven metres to 14 metres) depending on the building, with the tallest section of the building at the corner of Fred and Cecily Street. A car park is located in the south western corner of the site, accessed from Alberto Street, with space for approximately 15 vehicles.

4 Current Planning Controls

The principal instrument applying to the site is the LLEP. The site is zoned Light Industrial IN2. No height of building map applies and a maximum floor space ratio of 1:1 applies.



Figure 4 – Current zoning



Figure 5 – Floor space ratio

5 Strategic context

The subject site is located in a part of Sydney that is experiencing significant growth and investment. The current uses of the site do not represent the best utilisation of the site for the local residents or for the city as a whole.

Roche Group's proposal aims to deliver a mix of employment, housing, community/cultural uses and affordable housing that will complement the existing character of the area and add to the future character of the area.

5.1 A Plan for Growing Sydney

A Plan for Growing Sydney was released by the current State government in 2014 as a guide to overall metropolitan planning in Sydney. Two of its most central themes are encouraging urban growth around supporting infrastructure (particularly transport) and a focus on mixed use centres.

The subject site is located in the Central Subregion and the relevant key priorities of the plan to the subject site are discussed in Part3 of this report.

The employment uses on the site have little connection with the surrounding area and could not be categorised as strategically important. Sound planning principles would suggest that land uses in an area should closely relate to the needs of the local area.

As such the proposal has been designed to provide a supply of employment that is matched to the demographics and advantages of the area. This will result in a greater number of jobs onsite as well as contributing to the community of the area, reducing overall vehicle trips and providing opportunities for jobs close to home for both new and existing residents.

The former Leichhardt Council's employment plan, the *Leichhardt Employment and Economic Development Plan 2013-2023*, recommends "Policy options available to Council include allowing a greater amount of office space in industrial areas and nominating appropriate industrial land to be transformed into affordable housing for key workers and students."

The former Leichhardt Council's *Leichhardt 2020+* plan also strongly supports local jobs and jobs close to home, these can only be achieved by matching the employment offering to the demographics of the area. As such redevelopment to a higher concentration of local employment represents a better and more environmentally and economically sustainable use of the site.

The site is located within walking distance of major bus routes, two light rail stops on the Inner West Light Rail. The subject site is adjacent to the Rozelle local centre and will provide an opportunity for local employment and housing of a type that matches the demand in the local area.

5.2 The Bays Precinct

In 2015 the NSW Government announced its intention to redevelop the area known as the “Bays Precinct”. Two of the main precincts, Rozelle Goods Yards and the White Bay Power Station, are within the 10 minute to 15 minute walking catchment of the site. There are a number of objectives of The Bays Precinct that complement redevelopment of the site for mixed use development. In particular, the following objectives will support the redevelopment of the site:

- “To deliver a hub of export orientated knowledge intensive jobs that can increase Sydney’s global competitiveness.”
- “To deliver a world class active transport solution that unlocks the economic and human potential of the Bays Precinct and demonstrates a model of environmental excellence.”



Figure 6 - The Bays Precinct (Urban Growth NSW)

A Plan for Growing Sydney has a key priority for the Bays Precinct of:

Implement the UrbanGrowth NSW urban renewal program for the Bays Precinct to provide capacity for housing and employment, improve public access to foreshore areas, revitalise the White Bay Power Station heritage asset, maintain working port functions and provide opportunities for maritime activities.

The two main areas likely to have a significant relationship with the subject site are the Rozelle Goods Yards and the White Bay Power Station Site

Rozelle Goods Yard

The government has announced its intentions for the Rozelle Goods Yard to become a major public open space area following the completion of WestConnex. This will constitute a major addition to the open space network in the Lilyfield area, it has potential to integrate with Bicentennial Park in Glebe and constitutes a major regional open space area.

White Bay Power Station

In June 2016 the NSW Government abandoned a private sector request for proposals process and tasked its development organization Urban Growth with redeveloping the White Bay site as a major employment area as an immediate priority. Urban Growth NSW plans to commence the redevelopment of the White Bay Power Station in 2017.

The 10-hectare White Bay Power Station site will provide a major employment destination within easy walking distance of the site and will also provide opportunities for collaboration with proposed employment uses on the Lilyfield site.

Light Rail

As depicted in Figure 4, the site is within the walking catchment of two light rail stations on the Inner West Light Rail. This line is currently being extended and by 2019 services will commence on an additional 12 km route extending from Circular Quay along George Street to Central Station, through Surry Hills to Moore Park, then to Kensington and Kingsford via Anzac Parade.

The NSW *Long Term Transport Masterplan* and *Sydney's Light Rail Futures 2012* also nominate the potential for light rail or bus rapid transit on Victoria Road as a “*priority corridor for further investigation*”. Over the longer term this would further improve the already excellent accessibility of the site.

6 The Proposal

The Planning Proposal would facilitate a mixed use development comprising medium density residential, retail, commercial and community uses to a maximum floor space ratio of 2.3:1 or 15,695 square metres.

While the exact form and mix will be subject to a development application it is expected that the proposed planning controls will deliver:

- 170 apartments with a GFA of 13,600 square metres (average of 80 square metres);
- Approximately 1,600 square metres GFA of non-residential uses comprising:
 - 400 square metres for a studio space for artists; and
 - 1,200 square metres of flexible commercial/retail space.

6.1 Urban Design

Roberts Day Architects have prepared an urban design analysis which is included at Appendix A. The previous design principles developed by Council have been used to define the proposed envelope as well as recent examples of similar development sites in Leichhardt. The Robert Day analysis also contains an overview of these proposals for context.

Key urban design elements of the proposal are listed below

- 400 square metres of space dedicated to creative uses including artist studios, art gallery and creative space
- 1,200 square metres of new adaptable floor space to generate local 66 jobs, primarily on the ground floor main street Balmain Road frontage.
- 11 per cent of the site area is dedicated to the public realm, including new plaza and widened tree-lined footpaths
- Provision of a pedestrian link connecting Fred Street to Alberto Street.
- Retention of the character buildings with the land between the two character buildings being transformed into a north-facing plaza
- A detailed solar analysis has informed the building envelopes ensuring solar amenity to adjoining properties
- Retained character buildings and new plaza provides an opportunity for a creative hub with possible uses including an arts gallery, artist studios, cafe etc
- The stepped envelope is divided into a series of smaller buildings with their own character reflecting the diverse building forms and fine grain of the surrounding area.
- Balmain Road, Cecily Street and Alberto Street footpaths may be widened to improve the pedestrian experience
- The building envelope is typically setback at the fourth storey to engage the eye and create a human scale experience for people
- Proposed buildings fronting Fred Street are reduced in height to be no taller than existing residential buildings on the Eastern side of Fred Street.

It is intended that the project will explore sustainability and amenity features during the development application stage such as green roofs, walls and water efficiency measures.



Figure 7 – Transition to neighbouring Balmain Road properties (Roberts Day)



Figure 8 – Low scale interface to Fred Street (Source: Roberts Day)

As depicted in Figure 9 below, only a very small percentage of the site is at the higher building form and this is sensitively located mid-block. The proposal has been designed to provide a sensitive interface and transition to the surrounding area.

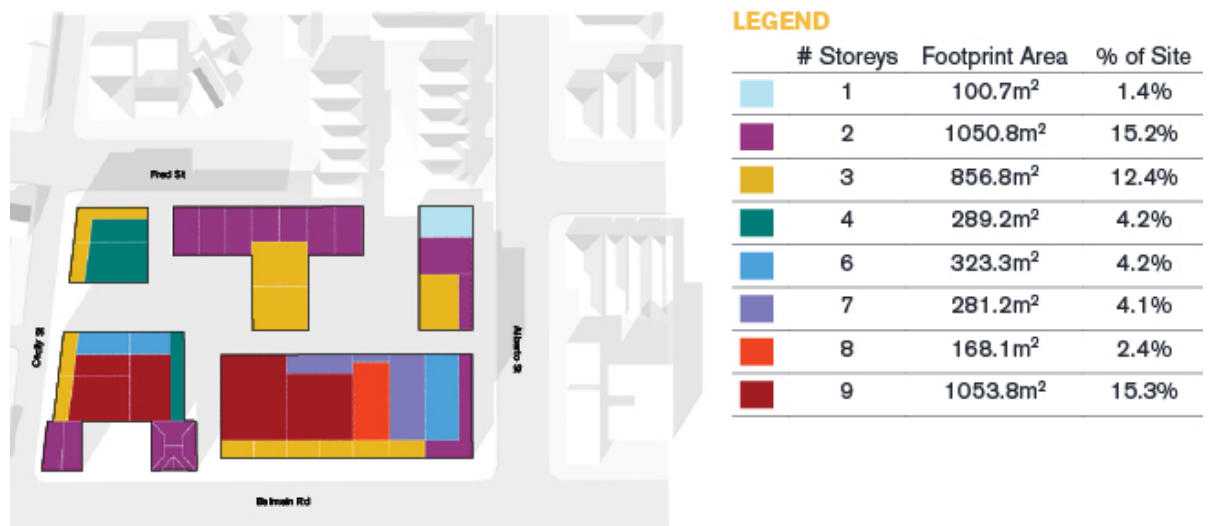


Figure 9 – Height allocation (Source: Roberts Day)

6.2 Analysis against the previous design principles for the site.

In 2007, the former Leichhardt Council adopted a set of nine design principles to guide future development on the site. These were prepared in conjunction with an established Resident Reference Group and were informed by previous proposals (2005) on the site. While significant time has elapsed and the general level of amenity in the area improved the surrounding built form and site have not changed significantly. As such the proposal has been developed in line with these principles, an analysis of the proposal against each of the principles is provided below.

Principle 1 – Heritage conservation

Any re-development of buildings on the Former Bakery site at 469-483 Balmain Road must conserve and not detract from the cultural heritage significance of the former bakery buildings and operation, particularly in terms of size, form, scale, orientation, sitting, materials and landscaping.

The assessment conducted by NBRS finds that the level of potential heritage value of the former ABBCO site does not demonstrate one or more criteria at a level that would warrant listing as a heritage item at the local level.

In spite of the lack of formal heritage significance Roche Group have elected to attempt to integrate the remnant bakery and ABBCO site into the proposed development. This is consistent with the previous design principles developed by the former Leichhardt Council in 2007 for the site. These character building will provide a level of interest to the streetscape, allowing the future development to harmonise with the surrounding neighbourhood character. They will also attractively frame a proposed public plaza between the two buildings on Balmain Road.

Principle 2 – Land use

Any future development must maintain or increase employment for industrial purposes.

The proposal will generate significantly more employment onsite. Currently only 26 jobs exist on site and under the proposal it is anticipated this will increase to approximately 66 jobs, these jobs are expected to be a closer match to the employment needs of the local area and are more likely to be professional, creative or small service business jobs.

In recognition of the changing demographics and needs of the Lilyfield area, the proposal has been designed to accommodate a range of employment types that both reflect the employment demands of the surrounding area, service the needs of the surrounding community and maximise the advantages of the local area.

Rather than a blanket prescription towards industrial uses the proposal has been designed to attract start-up creative and technical businesses and maximize potential for local residents to live and work in close proximity.

Principle 3 – Local amenity

Any development must not adversely affect the amenity of nearby land uses, particularly that of surrounding residences and Callan Park including noise, air, visual, solar and streetscape amenity.

An overshadowing analysis has been conducted by Roberts Day and this is contained in Appendix A.

In keeping with good planning and the 2007 design principles, a sensitive approach has been taken to ensure that no additional adverse impact is created from the subject site, building envelopes are stepped down towards Alberto Street and Fred Street allowing sunlight to reach adjoining properties.

During the AM hours an additional shadow created by the future buildings is essentially located within roads and driveways. Where shadowing peaks after 3pm, it is generally located on existing built form. There is very little impact on existing private and public open space.

Vehicular access to the development is proposed to be provided from Alberto Street. The existing driveways to the site from Balmain Road, and two of the existing site driveways from Alberto Street, will be removed. This will improve parking in these streets.

Principle 4 – Built form/ building envelope

In retaining the heritage integrity of the early former bakery buildings, any increase in floor space should be contained within the existing building envelope.

Building envelopes over the remainder entire site should sensitively relate to the spatial and built form characteristics of the existing built environment.

In keeping with good planning and the 2007 design principles a sensitive approach has been taken to ensure that no additional adverse impact is created from the subject site, building envelopes are stepped down towards Alberto Street and Fred Street allowing sunlight to reach adjoining properties.

Principle 5 – Parking and vehicular access

The location and design of driveways, parking spaces and other areas used for the movement of vehicles must be efficient, safe, convenient and integrated into the design of the development to minimise their visual impact.

Parking is all underground basement level.

Principle 6 – Traffic generation

Traffic congestion is a significant issue in the locality, therefore, traffic associated with any redevelopment of the site should have minimal impacts on the local road network. Ingress and egress should be encouraged from Balmain Road or to be equitably distributed across the site.

Vehicular access to the development is proposed to be provided from Alberto Street. The existing driveways to the site from Balmain Road, and two of the existing site driveways from Alberto Street, will be removed. This will improve parking in these streets.

Principle 7 – Site/block permeability

A public pedestrian connection should be provided through the site and between Fred and Alberto Streets to better enable block permeability.

A pedestrian connection will be provided as part of the proposal.

Principle 8 – Open Space

Any development must provide sufficient open space and landscaped areas to accommodate the needs of the current and future land uses on site.

11% of the site area is dedicated to the public realm, including new plaza and widened tree-lined footpaths, a pedestrian link connecting Fred St to Alberto St is proposed and Balmain Road, Cecily St and Alberto St footpaths may be widened to improve the pedestrian experience.

Principle 9 – Ecologically sustainable development

Any redevelopment design for the site must demonstrate incorporation of ecologically sustainable development principles.

The development of the site is intrinsically sustainable due to the following factors;

MIXED USE – the provision of a significant supply of employment matched to the local populace will encourage more local trips and jobs close to home. These will result in a reduction in car use and increased likelihood of walking.

PROXIMITY TO TRANSPORT - The light rail stops and buses within walking distance to the site, will encourage active transport.

INCLUSION OF CAR & BIKE SHARE Car & bike share schemes will reduce reliance on car use and result in improved physical health.

WALKABLE STREETSCAPE - Wide footpaths and new pedestrian links that are pleasant to walk down promotes walking and active transport.

It is proposed to explore a number of sustainability measures through the development of the site such as solar panels, green roofs and walls, water harvesting, urban agriculture, and the use of natural ventilation where possible.

7 Proposed Public Benefits

The following elements of the proposal have been designed to enhance the employment and residential outcomes on the site and make a wider contribution to the Rozelle locality. They are the subject of a concurrent Voluntary Planning Agreement offer to Council.

7.1 Community art space/Artist studios

A space of approximately 400 square metres is planned in recognition of the long standing association a group of local artists has had with the site. The space is proposed to be publicly accessible and provide a venue for the continuation of an arts based community space in the area.

7.2 Public domain improvements (footpath widening and Fred Street pedestrian link)

As mentioned above a new Fred St pedestrian connection is proposed and it is also proposed to incorporate widened footpaths to enhance neighborhood amenity and pedestrian circulation around the site.

7.3 Affordable housing

In recognition of the affordability issues facing the area, particularly the importance of a supply of housing for key workers in the locality, Roche Group is proposing to dedicate 3-4% percent of the residential component of the site to Council as affordable housing or key worker housing.

This has a strong strategic basis, with Goal 2 of *A Plan for Growing Sydney* recognising the need for a greater diversity of housing and in particular a need for more affordable housing in Sydney.

Further, the former Leichhardt Council in 2011 released an affordable housing strategy which identified the following key issues in the local government area:

- Lack of affordable housing for rental for low and moderate income earners.
- Declining housing diversity particularly the stock of low cost accommodation including older residential flat buildings and boarding houses that have been providing affordable private rental housing. The loss of boarding house stock is a critical issue in Leichhardt, particularly given the high proportion of residents in the private rental market and in housing stress. Boarding house accommodation traditionally provides more affordable private rental accommodation, largely for single people.
- The need for more one bedroom, studio and boarding house-style accommodation to assist in meeting the needs of the community through different stages of the housing life cycle and particularly for young people, key workers and elderly people on lower incomes.
- The development capacity of (the former) Leichhardt Council is limited. Its heritage provisions, limited land supply and few remaining major former industrial redevelopment sites restrict its ability to produce new affordable housing.
- Tighter public housing eligibility criteria focusing housing to those most in need.
- (The former) Leichhardt Council's *Leichhardt Employment and Economic Development Plan 2013-2023* recognises the potential of underutilised industrial

sites contributing to affordable housing. The *Leichhardt 2020+* plan also has an objective to increase the supply affordable housing.

The percentage of affordable housing is consistent with current best practice in Sydney for inclusionary zoning and is proportionate to that achieved in areas such as Ultimo Pymont, the Kolotex/Labelcraft sites and Redfern Waterloo.

8 Objectives or intended outcomes | Part 1

The objectives and intended outcomes of this proposal are to:

- To facilitate redevelopment of an under utilised site in a main street location in close proximity to a range of services and public transport options.
- To provide for an improved cultural and community hub which adds to the richness and diversity of the Rozelle community.
- To retain the character buildings on the site maintaining a link with the existing neighbourhood character while allowing for improved build form outcomes in the surrounding lower scale residential streets.
- To provide high quality residential development, incorporating a range of housing types including affordable housing for the Leichhardt area.
- Take advantage of good existing public transport and high quality open space that is in close proximity to the site.
- Facilitate redevelopment of the site that takes advantage of the site's characteristics to minimise any impact on surrounding developments.
- Remove heavy vehicles associated with existing industrial uses from the predominately residential area.
- Assist in achieving State and local government's housing targets.

The planning proposal seeks to achieve these objectives by allowing the redevelopment of the site for community purposes, commercial premises, affordable or key worker housing, residential development and a cafe.

9 Explanation of provisions | Part 2

The planning proposal seeks to achieve the intended outcomes outlined in Part 1 of this report by proposing amendments to the LLEP as follows:

- Rezone the site to B4 Mixed Use as per the Standard Instrument Template, and;
- Modify the FSR for the site to 2.3:1.
- Introduce a height of buildings map showing a clear transition to the lower scale residential development at the rear of the site, with height ranging from 15 metres at the rear to 31 metres at the Balmain Road frontage.

The B4 Mixed Use Zone would permit commercial, community, residential uses and a café on the site. The objectives and provisions of the LLEP B4 Mixed use zone are reproduced below:

Zone B4 Mixed Use

1. Objectives of zone

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To support the renewal of specific areas by providing for quality medium density residential and small-scale retail and commercial uses.
- To ensure that development is appropriately designed to enhance the amenity of existing and future residents and the neighbourhood.
- To constrain parking and restrict car use

2. Permitted without consent

Home-based child care; Home occupations.

3. Permitted with consent

Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Home industries; Hotel or motel accommodation; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Seniors housing; Serviced apartments; Shop top housing; Any other development not specified in item 2 or 4.

4. Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities Recreation facilities (outdoor); Research stations; Residential accommodation; Rural industries; Service stations; Sewerage systems; Sex services premises; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies.

10 Part 3 | Justification

10.1 Section A | Need for the planning proposal

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

The planning proposal is the result of an analysis that balances an outcome that will best serve the needs of the future community and be able to be delivered consistent with market demand in the locality.

Additionally, the proposal supports a number of strategic objectives at the state and local level:

- Objectives of the Leichardt 2021 plan strongly encourage providing local employment of a type that meets the needs of the local population encouraging jobs close to home and a vibrant local economy.
- The site has reached the end of its economic life and the Leichhardt Employment and Economic Development Plan advocates transforming appropriate industrial land (such as the subject site) into different land uses including affordable housing for key workers and students.
- The proposal is consistent with the key directions of the *A Plan for Growing Sydney* relating to employment, urban renewal and housing growth in areas with good amenity and connectivity in the Central Subregion.
- The proposal while not in the Bays Precinct is in close proximity to plans for major open space and high tech employment outcomes which are a key priority of *A Plan for Growing Sydney* and the NSW Government.

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

The Planning Proposal is the best means of ensuring an appropriate redevelopment that increases the number of jobs on the site, provides a closer match of employment to the needs of the local population, provides a continuation and improvement to the arts/community uses on the site and provides an additional housing supply, including affordable housing.

10.2 Section B | Relationship to the strategic planning framework

Q3. *Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?*

The Planning Proposal is consistent with the objectives and actions contained within the following plans and strategies.

NSW Premiers Priorities – NSW State Plan

In 2014 the NSW Premier Mike Baird released his 13 key priorities for NSW. The relevant key priority for this proposal is *Increase housing supply across NSW - Deliver more than 50,000 approvals every year*. Without a ready supply of zoned land in places where people want to live, this aim will not be achieved.

The subject site is located in a high demand area with good access to social and physical infrastructure and as such represents a sustainable and economically efficient option for meeting Sydney's housing supply needs.

A Plan for Growing Sydney

A *Plan for Growing Sydney* released in 2014 represents the current NSW Government policy for land use planning in Sydney. An analysis against the relevant aims for employment, lifestyle and housing is below.

As noted in the attached Hill PDA report the subject site is an isolated industrial area and not a key industrial precinct. Most of the Plan for Growing Sydney's objectives are around supporting employment in Strategic Centres and other key areas.

The Plan provides a set of principles for use when considering the change of use of industrial land in a key industrial precinct. While the land not a key industrial precinct an analysis against these principles serves as a useful guide in considering the change of use.

Table 2 – Analysis against Action 1.9.2 of A Plan for Growing Sydney

ACTION 1.9.2: SUPPORT KEY INDUSTRIAL PRECINCTS WITH APPROPRIATE PLANNING CONTROLS states that the Industrial Lands Strategic Assessment Checklist will guide the assessment of proposed rezoning of industrial lands	
Is the proposed rezoning consistent with State and/or council strategies on the future role of industrial lands?	An analysis of the former Leichhardt Council's strategies is listed below. In short both the former Leichhardt Council's Economic Development Plan and Leichhardt 2020+ both support the tailoring of jobs to the local population, the lifestyle benefits of jobs close to home and the provision of a diverse and affordable housing supply.
Near or within direct access to key economic infrastructure? Contributing to a significant industry cluster	The site is well located close to the Sydney CBD with good access to transport infrastructure and very near the proposed redevelopment of a major high tech jobs precinct planned at White Bay. The site is home to a mix of uses not belonging to any particular industry cluster and not predominantly industrial in nature.
How would the proposed rezoning impact the industrial land stocks in the subregion or region and the ability to meet future demand for industrial land activity?	The subject site represented approximately 0.7 percent of zoned employment lands in the former Leichhardt LGA in 2015 and just 0.2 percent of the supply within the newly defined Inner West LGA.
How would the proposed rezoning impact on the achievement of the subregion/region and LGA employment capacity targets and employment objectives?	The proposal will deliver significantly greater employment than presently exists on the site.

Is there a compelling argument that the industrial land cannot be used for an industrial purpose now or in the foreseeable future and what opportunities may exist to redevelop the land to support new forms of industrial land uses such as high-tech or creative industries?	The former Leichhardt Council's own economic development plan acknowledges that the site would not be viable for redevelopment, amenity issues on surrounding resident and the reuse of the character building would make this even more unlikely. The proposal is to redevelop for a community arts space and workspaces that will foster small business, high tech and creative industries.
Is the site critical to meeting the need for land for an alternative purpose identified in other NSW Government or endorsed council planning strategies?	No

Table 3 – Analysis against Goal 2 of A Plan for Growing Sydney

Goal 2 – A city of housing choice, with homes that meet our needs and lifestyles	
Direction 2.1 – Accelerate housing supply across Sydney 2.1.1 Accelerate housing supply and local housing choices. 2.1.2 Accelerate new housing in designated infill areas (established urban areas) through the Priority Precincts and UrbanGrowth NSW programs. Direction 2.2 – Accelerate urban renewal across Sydney – providing homes closer to jobs 2.2.2 Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres. Direction 2.3: Improve housing choice to suit different needs and lifestyles 2.3.3 Deliver more opportunities for Affordable Housing	The redevelopment of the subject site for a mix of employment uses and medium density housing development will contribute to housing supply across Sydney and deliver more housing in a key strategic location that reflects the demographic needs of the community. A total of 206 residential apartments is proposed as part of the redevelopment of the site which will incorporate a mix of one bedroom, two bedrooms and three bedroom residential apartments. The subject site is currently supporting 26 jobs and the proposal is expected to generate approximately 66 jobs. By redeveloping the site to more than double the amount of employment in a type of employment closely matched to the surrounding areas demographics the proposal will provide more jobs close to home. The site is in close proximity to two light rail stops, Callan Park and the Bays Precinct. A high degree of amenity is provided by the transport and recreational infrastructure in the immediate vicinity. The proposal is accompanied by a VPA offer to deliver four percent affordable housing on the site.

Table 4 – Analysis against Goal 3 of A Plan for Growing Sydney

Goal 3 – A great place to live with communities that are strong, healthy and well connected	
Direction 3.1 Revitalise existing suburbs	The subject sites are located within an established suburb in Sydney. Redeveloping the sites will improve residents' access to jobs, services and creation which will enhance the livability of Sydney. The redevelopment of the former industrial site to provide a mix of employment more compatible with the demographics of the surrounding area will reduce need for overall vehicle commuting trips and result in lifestyle improvements from shorter journey to work trips. The redevelopment of the site will result in significant amenity improvements for the surrounding residential areas, particularly on the Fred Street frontage. The redevelopment of the site will specifically address this objective, and will support urban renewal.

Table 5 – Analysis against the Central Subregion objectives of A Plan for Growing Sydney

Central Subregion – Objectives • A competitive economy • Accelerate housing supply, choice and affordability and build great places to live • Protect the natural environment and promote its sustainability and resilience	The proposal is consistent with the Central Subregion priorities to accelerate housing supply, choice and affordability and build great places to live. By providing greater local employment, housing, community/cultural facilities and affordable housing the proposal will contribute significantly to achieving the plans objectives for the subregion. The proposal is also well located to encourage sustainable public transport and active transport use, such as walking and cycling.
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Q4. *Is the planning proposal consistent with a council's local strategy or other strategic plan?*

An assessment against the following local strategies have been provided below

- *Leichhardt 2020+.*
- *Leichhardt Employment and Economic Development Plan (2013).*

Leichhardt 2020+

Table 6 – Analysis against Leichhardt 2020+

Leichhardt 2020 + This Plan was adopted by Leichhardt Council in May 2007. The Leichhardt 2020+ Plan identifies current and emerging long term issues and priorities for Leichhardt LGA and the wider community.	
Objective 1.3- Engage and connect all local people, people with special needs, businesses and institutions to build our community.	The proposal has been developed with a focus on meeting local community needs for both employment, housing and cultural activities. The opportunity to work live and recreate in the locality will help connect members of the local community and result in increased quality of life.
Objective 2.1- Develop integrated plans to reduce our dependence on private cars for local regular community activities and trip purposes;	By creating local employment that fit the demographics of the surrounding area it provides the opportunity for people to live close to work. Providing dwellings in an accessible location also means that that more often public or active forms of transport are the optimal choice for commuter and non-commuter trips. This is the most effective measure to reduce car dependence.
Objective 2.4- Plan local community facilities and services to fit the places we live and the way we want to live;	As shown in Figure 3 and discussed above the site is located in close proximity to a wide variety of community facilities and local services. This is important for both employment and residential uses on the site. The provision of a café, gallery, artist studio and convenience shopping will also contribute to the amenity of the local area and the lifestyle of its inhabitants.
Objective 3.1- Our town plan and place plans optimise the potential of our area through integrating the built and natural environment with a vision of how we want to live as a community, and how areas should develop to meet future needs;	The provision of studio spaces and a type of commercial offering that will appeal to small professional suites, creative and technical business will provide a type of employment that is not only closely matched to the local population but by providing jobs close to home will contribute to the quality of life of the local community. The close proximity of existing and planned open space also directly supports this objective.

Objective 5.1: Develop integrated planning to promote thriving and diverse businesses that build on the demands and characteristics of the community, and reduce our dependence on private cars; and	The proposal will provide a greater level of business activity than exists on the site as demonstrated in the Hill PDA report. Currently 75 percent of residents of the former Leichhardt local government area travel outside the area for work. The following statistics on the former Leichhardt local government area from Profile.id demonstrate that the proposal will deliver an employment outcome closer to the demand and characteristics of the local community. • A larger percentage of persons employed in professional, scientific and technical services (16.9 percent compared to a Sydney average of 9.6 percent) • A larger percentage of persons employed in information media and telecommunications (6.5 percent compared to a Sydney average of 3.0 percent) • A smaller percentage of persons employed in manufacturing compared to a Sydney average (4.7 percent compared to 8.5 percent)
Objective 5.2: Develop accessible and environmentally sustainable businesses that help to build local communities	The type of commercial and retail businesses proposed tailored to meet the need so the local area is more likely to be sustainable in the longer term than the declining industrial and manufacturing uses presently on the site. The redevelopment of the site as part of this proposal will allow for the building of a more sustainable building form and provide better amenity for the surrounding residents.

Leichhardt Employment and Economic Development Plan (2013)

The Leichhardt Employment and Economic Development Plan (EEDP) is a 10-year strategic plan for economic development in the former Leichhardt local government area.

Key considerations relevant to the proposed development include:

- Demand for industrial land is in locations which enable large modern industrial facilities to maintain low cost operations. Land suitable for new industries is largely in Western Sydney.
- The percentage of office space versus commercial space is changing with a larger proportion of office space required than in the past.
- Recommendations for Council to respond to industrial trends are to increase the amount of office space in industrial areas and transform appropriate industrial land into affordable housing for key workers and students.
- Strategic sites and under utilised land provide the opportunity to be transformed into other uses such as affordable housing for key workers and students;
- Smaller industrial sites in the Leichhardt LGA are surrounded by residential development which increases the likelihood of opposition to new industrial uses and reduces the viability of industrial property.

Objective 3 of the Plan is to embrace the new economy, it lists two relevant strategies to achieve this;

- Strategy 3.1 Support small business and start-ups.
- Strategy 3.3: Support the growth of creative industries.
-

The provision of 400 square metres community arts space and approximately 1200 square metres of small flexible workspaces or offices

Q4. Is the planning proposal consistent with applicable State Environmental Planning Policies?

An analysis of the consistency of the proposed amendments with relevant State Environmental Planning Policies (SEPPs) is listed in Table 7.

Table 7 – Analysis against State Environmental Policies

Policy	Assessment
SEPP 55 – Remediation of Land	SEPP 55 introduces planning controls for the remediation of contaminated land. The policy states that the planning authority must consider whether the land is contaminated, and if so that the land is suitable in its contaminated state for the permitted uses in the zone, or that the land requires remediation before the land is developed for that purpose.

Policy	Assessment
	A preliminary contamination assessment conducted by Douglas Partners has concluded that the site has a low to moderate potential for significant or broad scale contamination. There may be moderate to high concentrations of contamination at point sources of contamination. The report finds that the site has potential to accommodate the proposed change of use, subject to the completion of any remediation deemed necessary as a result of a Phase 2 assessment, which Douglas Partners advises would be required prior to any future development application for mixed use development on the land. This is consistent with the Managing Land Contamination, Planning Guidelines SEPP 55–Remediation of Land (1998). The Douglas Partners report is attached at Appendix E.
SEPP 65 – Design Quality of Residential Apartment Development	Roberts Day have conducted a preliminary assessment of the proposal, and have concluded that the proposal has the ability to comply with SEPP 65 and the Apartment design guideline. This will be further assessed at the development application stage.
SEPP (Buildings Sustainability Index: BASIX) 2004	SEPP BASIX requires all future residential developments to achieve mandated levels of energy and water efficiency, as well as thermal comfort. BASIX Certificates are included as part of future development applications that is being lodged concurrently with the planning proposal which demonstrates compliance with SEPP BASIX requirements.
SEPP (Infrastructure) 2007	As part of the proposal a Traffic Impact Assessment report by Colston Budd is included at Appendix D, which assesses the transport impacts that may arise from the proposal.
Development Near Rail Corridors and Busy Roads (Interim Guideline)	There are referral requirements at development application stage.

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

The proposal is consistent with all relevant Ministerial directions under Section 117(2) of the *Environmental Planning and Assessment Act 1979*.

An assessment of the proposal against the applicable Section 117 directions is supplied in Table 8.

Table 8 – Assessment against Section 117 Direction

Section 117 Direction	Assessment
Business and Industrial Zones The objectives of this direction are to: encourage employment growth in suitable locations, protect employment land in business and industrial zones, and support the viability of identified strategic centres.	The rezoning of the site will deliver a significantly greater number of jobs than are currently available on the site (66 from 26). Further the jobs created are likely to be better match to the local demographics of the area. A mixed use development on the site would result in a net loss in land zoned for industrial uses. However, the site is currently underutilised and the majority of uses on site are not industrial in nature. The desired retention of the character buildings limits potential uses and intensification opportunities. The Planning Proposal would result in a more intensive use of space and increase in employment on site in a locality with good access to transport and amenities, The proposed rezoning would result in a loss in land zoned for industrial uses. However, the site is in a predominantly residential area, which impacts on its ongoing suitability for many industrial uses. From a future supply perspective, the site represented approximately 0.7 percent of zoned employment lands in the former Leichhardt local government area in 2015 and just 0.2 percent of the supply within the newly defined Inner West local government area. The limited industrial uses currently on site do not directly service the neighbouring commercial zone or local residents.
Environment and Heritage 2.3 Heritage Conservation	No state or local listed heritage items exist on the subject site, a full heritage assessment has been completed by NBRIS which found the character buildings on the site did not meet the criteria for heritage listing.

Section 117 Direction	Assessment
Housing, Infrastructure and Urban Development 3.1 Residential Zones 3.4 Integrating Land Use and Transport	The existing Lilyfield housing stock is comprised of a majority of single or semidetached dwellings. The introduction of a greater range of medium density dwelling of a range of sizes and types will satisfy this direction by providing a greater supply of more affordable and accessible types of dwellings. The Lilyfield/Roselle area has good access to infrastructure, open space and a range of services The increased activity both commercial and residential will provide further activation to the Rozelle local centre and a more sustainable source of local employment over the longer term. Redevelopment of the site will provide future residents the opportunity to live and work locally introducing a potential for further containment in the area, resulting in overall reduction in vehicle kilometres travelled. The proposal also aims to improve access to housing, jobs and services by allowing people to live and work in areas where walking, cycling and public transport are viable alternatives to car based transport.
Hazard and Risk 4.1 Acid Sulphate Soils 4.3 Flood Prone Land	The proposal is consistent with the Standard Instrument and has provisions which aim to ensure suitability of any development and will manage the impact of any acid sulfate soils. The site is not in a flood prone area.
Local Plan Making	The proposal can be achieved through the amendment of mapping changes to the LLEP, no concurrences, or public land reservation is proposed.
Metropolitan Planning 7.1 Implementation of the Metropolitan Plan	Consistent, discussed previously in the report

10.3 Section C | Environmental, social and economic impacts

Q7. Is there any likelihood that critical habit or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The proposal is contained within a site long used for industrial purposes, no critical habitat or threatened species will be affected as a result of this proposal.

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

10.3.1 Overshadowing and Visual impact

An overshadowing analysis has been conducted by Roberts Day and this is contained in Appendix A.

In keeping with good planning and the 2007 design principles, a sensitive approach has been taken to ensure that no additional adverse impact is created from the subject site, building envelopes are stepped down towards Alberto Street and Fred Street allowing sunlight to reach adjoining properties.

During the AM hours an additional shadow created by the future buildings is primarily located within roads and driveways. Where shadowing peaks after 3pm, it is generally located on existing built form. There is very little impact on existing private and public open space.

10.3.2 Heritage

As part of the current proposal Roche Group are proposing to retain the character buildings of the former bakery and ABBCO site.

A heritage assessment completed by NBRS Architecture and Heritage is provided in Appendix C, it finds that while the site is in proximity to a range of heritage items the site of itself does not meet the recognised criteria for heritage listing and in spite of ample opportunity has not been listed to date.

Following is an extract of the heritage assessment completed NBRS Architecture and Heritage.

Site

The site contains a number of masonry buildings, constructed at various dates between 1907 and ca.1960. The site contains three principal buildings, namely:

- *Pilchers Bakery;*
- *Former ABBCO Pty Ltd office; and*
- *Factory building with two residential apartments above.*

Heritage Assessment

The assessment finds the former ABBCO Factory site, while having low historic and associative significance, does not demonstrate the heritage criterion set by the NSW Heritage Council at a level sufficient to warrant listing as an item on any local or state heritage register. The site occupies an entire block facing Balmain Road opposite Callan Park Hospital and adjoins the Eastern Residential Sub Area which is predominantly one- and two-storeys in scale.

The former ABBCO Bread Factory complex is the result of several construction phases dating from 1907. Open areas, including cart areas and stables have been enclosed and adapted, or redeveloped resulting in the irreversible loss of original fabric. Original machinery and ovens were removed in ca1990, and the surviving original building fabric does not demonstrate the earlier significant bread-making use associated with the site.

While prominent due to its location, the buildings have little aesthetic value and limited ability to demonstrate the historic processes that led to their construction. The original use for bread production ceased in the last third of the 20th century and the complex has subsequently been fragmented by a variety of uses in its component parts.

The site has not been identified by any other heritage authority despite its obvious prominence and proximity to other heritage items.

Conclusions and Recommendations

The assessment finds that the level of potential heritage value of the former ABBCO site does not demonstrate one or more criteria at a level that would warrant listing as a heritage item at the local level.

The external form of the northern section of the complex exhibits the characteristics of a warehouse or factory and may be suitable for adaptation for other uses subject to planning approval. The complex no longer operates as a bakery and the equipment and spaces associated with bread-making were removed in the early 1990s.

Other warehouse and factories situated in the northern Balmain Road Commercial /Industrial Sub Area have been retained and progressively adapted for other uses, such as artist studios, architect office, coffee roasting, light manufacturing (glass window and shop fitout fabrication) in recent years.

In the event that the buildings are demolished, appropriate recording of the site and on site interpretation might be considered.

In spite of the lack of formal heritage significance Roche group have elected to attempt to integrate the remnant bakery and ABBCO site into the proposed development, this is consistent with the previous design principles developed by the former Leichhardt Council in 2007 for the site.

These character building will provide a level of interest to the streetscape, allowing the future development to harmonise with the surrounding neighbourhood character. They will also attractively frame a proposed public domain area between the two buildings on Balmain Road.

10.3.3 Transport

Colston Budd Rogers & Kafes were engaged to review the transport aspects of the planning proposal. The report considered the planning proposal would provide for some 1,600 square metres commercial plus 170 residential apartments, the report makes the following key points:

Traffic generation and transport capacity

- Traffic generated by development anticipated in the planning proposal would have its greatest effects during weekday morning and afternoon peak periods when it combines with other traffic on the surrounding road network
- The development would have a traffic generation of some 40 to 50 vehicles per hour two-way at peak times. The report describes this as modest traffic generation.
- With allowance for traffic generated by the existing site uses, traffic increases in Alberto Street would be some 20 to 30 vehicles per hour two-way at peak times. Traffic increases in other streets would be lower at some 10 to 20 vehicles per hour two-way.
- The analysis found that the signalised intersection of Balmain Road with Cecily Street is operating with average delays of less than 15 seconds per vehicle during peak periods. This represents level of service A/B, a good level of service.

- The unsignalised intersection of Balmain Road with Alberto Street is operating with average delays for the highest delayed movement of less than 20 seconds during peak periods. This represents level of service B, a reasonable level of service.
- The intersection of Cecily Street with Fred Street is operating with average delays for the highest delayed movement of less than 15 seconds per vehicle during peak periods. This represents level of service A/B, a good level of service.
- The site therefore has good access to public transport services, being local in close proximity to bus routes and light rail.

Parking

- According to the Leichhardt DCP and based on a mix of 30 percent one bedroom, 60 percent two bedroom and 10 percent three bedroom apartments, the provision would be in the range of some 141 to 230 spaces. These would all be underground basement parking.
- The DCP also includes the following requirements:
 - one bicycle space per two dwellings for residents;
 - one bicycle space per 10 dwellings for visitors;
 - one bicycle space per 10 employees for commercial development; and
 - one bicycle space per 400 square metres GFA for commercial development.

Access

- Vehicular access to the development is proposed to be provided from Alberto Street. The existing driveways to the site from Balmain Road, and two of the existing site driveways from Alberto Street, will be removed. This will improve parking in these streets.
- The report states there may be also potential for a secondary residential access off Fred Street, this would allow for increased permeability and have minimal effect on the surrounding area due to low trip generation from the residential use.

In conclusion, the future development would have minimal impact on the surrounding area and adequate transport infrastructure exists to cater for the future development.

10.3.4 Contamination

Given the industrial history of the site Douglas Partners were commissioned to undertake an assessment of potential contamination of the site. A full phase 1 contamination assessment is attached at Appendix E.

The phase one assessment concludes the site has low to moderate potential for significant contamination mainly in areas previously used for underground storage tanks and potential for chemical spills, areas of fill from unknown sources will warrant further investigation at the next phase of assessment.

The Douglas Partners report acknowledges the proposal is at planning proposal stage and concludes that given appropriate treatment the site can be made safe to accommodate the future mixed use land use change.

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

10.3.5 Economic Analysis

HillPDA was commissioned by Roche Group to undertake an Economic Assessment of the proposal. The advice is included at Appendix B.

The HillPDA advice deals with a number of key issues;

- The merit of the change of use
- The employment generating potential of the project
- The consistency with state and local policy
- The suitability of the site for an amount of residential development
- The economic benefits arising from the proposal.

With regard to the change of use the report finds that given the present nature of industrial demand in Sydney and the fact that the site is not in a key strategic location characterised by specific industry cluster or privileged access to road or freight infrastructure the present state of under utilisation is expected to continue.

The light industry on the site does not serve a unique local purpose and the redevelopment of the site to small office spaces is more likely to appeal to the local employment demographic. Taking a more regional approach now that planning for the area is the preserve of the new Inner West Council shows that while industrial land in Leichhardt may be somewhat limited there is a surplus in supply in the Marrickville LGA.

From a supply perspective, the subject site represented approximately 0.7 percent of zoned employment lands in the Leichhardt LGA in 2015 and just 0.2 percent of the supply within the newly defined Inner West LGA.

The report evaluates the present uses on the site and a survey of employees was conducted by Roche Group as an input. The subject site is characterised by limited parking, narrow surrounding roads and close proximity to small lot residential. Uses on the site consist of residential (three percent), storage (seven percent), wholesale (56 percent), artistic space (12 percent) and light manufacturing (17 percent). The total employment on the site and its economic benefit are summarised in the table below.

Table 9 – HillPDA Analysis of Employment generation and activity

	Current uses	Planning Proposal
Total jobs generated	26	66
Total salaries (\$m) generated	\$1.5m	\$2.9m
Industry value added (to GDP)	\$2.3m	\$4.4m
Construction costs	-	\$63.7
Total economic activity from construction	-	\$210m
Job years in construction	-	666

It should be noted that the significant increase in employment is a closer match to the local workforce. This will result in decreased congestion from the possibility of more local trips and improved quality of life for the future employees as they work closer to home. It is also consistent with both the state and local planning objectives.

The share of Leichhardt's workforce classified as managers and professionals rose from 33.2 percent in 2001 to 62 percent in 2011. Leichhardt residents are more likely to be employed in service sectors than in primary and secondary industries, with a 16.8 percent share of employment within the professional, scientific and technical services sector the highest of any industry subsector. The changing demographic profile of Leichhardt is consistent with an influx of high income young white collar professionals.

The Planning Proposal's provision of studio spaces and a type of commercial offering that will appeal to businesses requiring small professional suites will cater for employment uses that are not only closely matched to the local population, but by providing jobs close to home will also contribute to the quality of life of the local community.

Providing office-based employment on the subject site will also have benefits in terms of reducing congestion and increasing passing trade

The report states that an increase in supply of medium density housing in the Lilyfield area is likely to contribute to downward pressure on housing prices that in first quarter 2016 were 22.5 percent higher than the former Leichhardt LGA generally.

Finally, the report concludes that the Planning Proposal would lead to a net increase in jobs (+40 jobs), salaries generated (+\$1.4m) and value added contributed (+\$2.1m). Moreover, the Planning Proposal would generate additional economic activity (+\$210m) and jobs (+666 job years directly and indirectly) during the period of construction and stimulate investment in the locality.

11 Section D | State and Commonwealth interests

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

The subject site is currently serviced with electricity, water supply, telecommunications, sewer and stormwater. The site is also located in an inner city location with a multitude of services available in the locality. Transport availability is discussed in earlier sections of this report.

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

The Department of Planning and Environment will have responsibility for considering the gateway request, likely process for consultation any conditions. It is unlikely that the amendments proposed in this proposal will raise any issues of interest to state or commonwealth public authorities.

12 Part 4 | Mapping

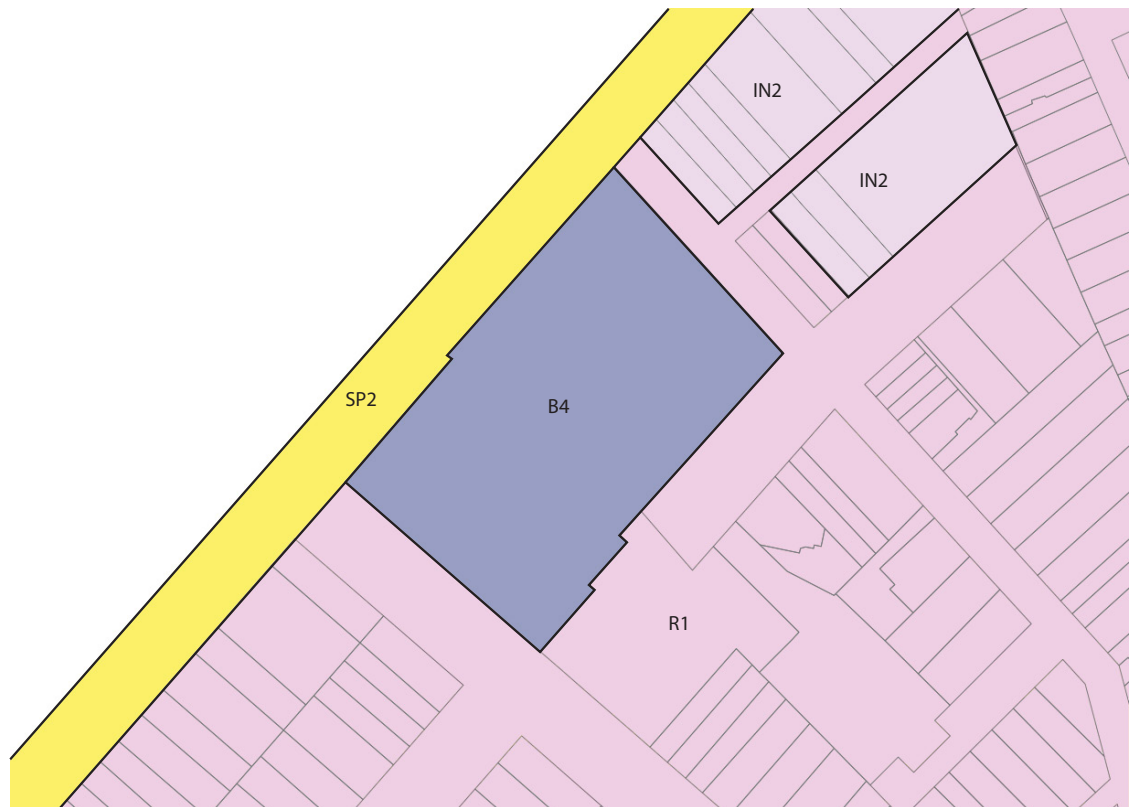
The subject site is currently zoned IN2 – Light Industrial under the provisions of the LLEP. An outline of the existing controls is contained in Section 3.

The planning proposal proposes the amendment of three maps under the LLEP:

- 1 Amendment to zoning map to zone site B4 – Mixed Use
- 2 Amendment to maximum floorspace map to increase FSR to 2.3:1
- 3 Amendment to height of building maps to introduce two height zones across the site of 10 metres and 30 metres.

The figures below represent the proposed mapping changes to the Leichhardt LEP.

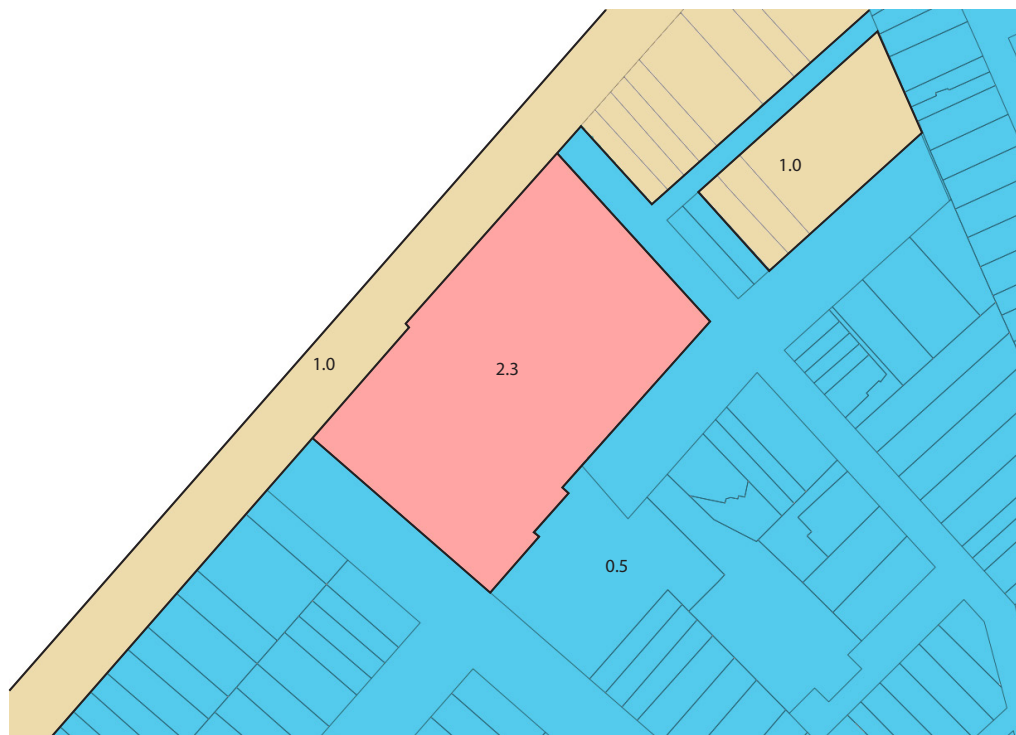
Amendment to Leichhardt LEP Zoning Map



469-483 Balmain Road, Lilyfield
Draft Proposed Zoning Map



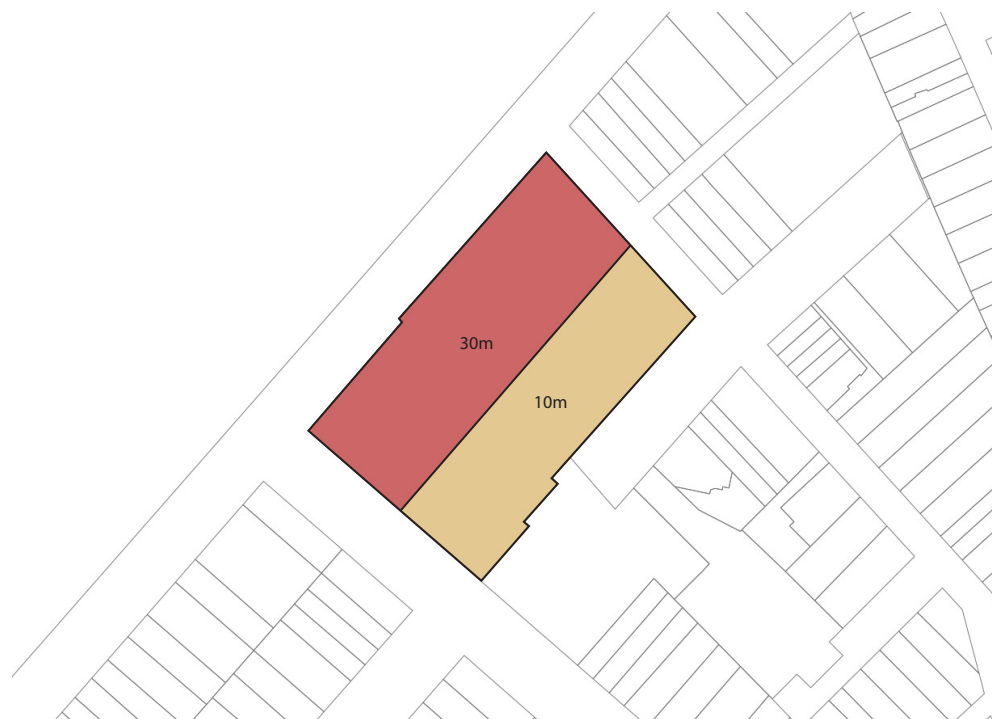
Figure 10 - Land Zoning Map (Source: Roberts Day)



469-483 Balmain Road, Lilyfield
Draft Proposed FSR Map



Figure 11 - Maximum Floor Space Ratio Map (Source: Roberts Day)



469-483 Balmain Road, Lilyfield
Draft Proposed Height Map



Figure 12 - Height of Buildings Map (Source: Roberts Day)

13 Part 5 | Community consultation

An engagement strategy is being prepared by KJA, to support and inform the planning proposal.

14 Part 6 | Project timeline

An indicative timeframe is set out below in Table 10.

Table 10 – Project timeline

Planning Proposal Stage	Date
Lodgment of planning proposal	September 2016
Inner West Council Reviews and prepares Planning Proposal	October 2016
Inner West Council consideration of Planning Proposal and any resultant DCP Amendment.	November 2016
Inner West Council submits Planning Proposal to Department of Planning and Environment (DP&E) for Gateway Determination.	November 2016
Receive Gateway Determination	November/December 2016
Public exhibition and public authority consultation of Planning Proposal	February 17
Inner West Council reviews submissions received during public exhibition and public authority consultation.	March 2017
Drafting of instrument and finalisation of mapping.	April 2017
Amendment to LLEP notified.	April/May 2017

15 Summary of Benefits

The following summarises the key benefits of the proposal.

Supply of diversity of housing products	✓ ✓	One, two, three bedroom units Creates greater diversity in local housing market by addition of medium density housing stock and range of dwelling sizes
Better Employment Outcome	✓ ✓ ✓	Closer match to demographics of area Jobs close to home Small commercial/creative workspaces will foster creative industries and small/startup businesses
Affordable housing	✓	Provision of four percent affordable housing
Retention of cultural uses	✓	Retention and improvement of cultural and community space
