

Planning Proposal & Out of Sequence Checklist



67-75 Lords Road, Leichhardt

Prepared on behalf Platino Properties
October 2018

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Executive Summary

This report has been prepared in support of a planning proposal for 67-75 Lords Road, Leichhardt (the site).

Key points

- The planning proposal seeks to rezone the 10,691sqm site to allow for approximately 235 dwellings and at least 3,000sqm of non-residential floor space to support a range of employment generating and community uses.
- Of the non-residential floor space 500sqm is to be offered to Inner West Council for a multi-use facility for use by the APIA club.
- The applicant is committed to negotiating a commercial arrangement that will allow Art Est to return to the site when the development is completed.
- 35 affordable housing dwellings would be provided through an agreement with Bridge Housing, for a minimum period of 10 years.
- The proposal includes an offer to enter into a voluntary planning agreement with Inner West Council for delivery of delivery of public benefits, local infrastructure items and affordable housing.
- The proposal responds to concerns raised in response to the previous proposal and further consultation has been carried out to inform the current proposal.
- The proposal is consistent with the Greater Sydney Region Plan and Eastern City District Plan which highlight that land within the Parramatta Road Corridor is not subject to the industrial land strategies and actions of the Plans, being to retain and manage industrial land.
- The proposal is consistent with the intent of the PRCUTS, including the recommended land use, height and FSR, with the exception of the inclusion of employment floorspace.
- The addition of the employment component has arisen directly as a result of the recommendations of the Sydney Central Planning Panel on the previous planning proposal and the consultation conducted with Council and the community.
- The proposal includes a response to the PRCUTS out of sequence checklist. Whilst the proposal is considered to meet the requirements of the checklist it is noted that:
 - o Take-up under the PRCUTS has been, and is expected to continue to be, slow and development within the Lords Road site is not likely to exceed the level of growth envisaged by 2023, and
 - o Should rezoning proceed on this site it would not significantly deviate from the timing envisaged under the PRCUTS with the first building completions expected to occur around 2023.

Summary of benefits

The proposal seeks to enhance character and amenity of the local area, deliver employment and residential outcomes on the site, and make a wider contribution to the local community. The proposal would have significant local benefits as summarised below.

Housing supply	<ul style="list-style-type: none">- Approximately 235 new apartments- Greater housing diversity by addition of medium density housing stock and a range of dwelling sizes
Affordable housing	<ul style="list-style-type: none">- 35 affordable rental housing units
Employment outcomes	<ul style="list-style-type: none">- Inclusion of non-residential floor space with potential to retain 97 to 128 jobs on site

	<ul style="list-style-type: none"> - Supports a range of different uses to respond to market demand over time
Community facilities	<ul style="list-style-type: none"> - Multi-use facility for the APIA club (500sqm) - Upgrade of lighting at Lambert Park - Commitment to enabling Art Est to return to the site through negotiation of a suitable commercial arrangement
Connectivity	<ul style="list-style-type: none"> - Improved pedestrian connection from light rail underpass to Kegworth Public School - Central through site link and secondary GreenWay link with potential to connect to Marion light rail stop
Open space	<ul style="list-style-type: none"> - Publicly accessible central open space within the site comprising 1,650sqm
Environment	<ul style="list-style-type: none"> - Commitment to targeting delivery of 5 star Green Building Council rated buildings - Contribution to bush regeneration along the GreenWay - Increased canopy cover across the site and along Lords Road

Outline of planning proposal

A planning proposal has been prepared for 67-75 Lords Road, Leichhardt which seeks to rezone the site to allow for approximately 235 dwellings and at least 3,000sqm of non-residential floor space to support a range of employment generating and community uses.

An urban design scheme has been prepared for the site which includes:

- a total of 26,158sqm of floor space (2.4:1 FSR plus 500sqm bonus for provision of community space) comprising:
 - 23,158sqm of residential floor space delivering approximately 235 dwellings, and
 - at least 3,000 sqm of non-residential floor space on the ground floor which could adapt to demands over time and support a range of uses such as community uses, light industrial and urban services, creative industries, health facilities, education uses, gymnasium, restaurants/cafes and local service business
- five buildings located around the perimeter of the site ranging from three to nine stories with a maximum height of RL35m
- a central publicly accessible open space of approximately 1,650sqm
- a public through site link and a secondary GreenWay connection to the Marion light rail stop, and
- 35 affordable rental dwellings

The proposal presents a multi-use scheme with careful vertical integration of uses including a predominantly active and non-residential ground plane. While not required by the PRCUTS the addition of a non-residential component has arisen from stakeholder feedback and will make a significant contribution to local employment, services and amenity.

Proposed planning controls changes

The planning proposal seeks to make the following changes to the *Leichhardt Local Environmental Plan 2013*:

- rezone the site from IN2 Light Industrial to R3 Medium Density Residential to allow for a range of uses
- modify the FSR for the site from 1:1 to 2.4:1
- introduce a maximum height of buildings of RL35m, and
- introduce a site-specific provision:
 - o allowing a range of additional non-residential uses including recreation facility (indoor), office premises, business premises, light industry, industrial retail outlet, and restaurant or café, and
 - o requiring a minimum of 3,000 sqm of non-residential uses to be provided on the site
 - o allowing the FSR to exceed 2.4:1, but only if the increase is provided as a public benefit in the form of a multi-use facility to be used in conjunction with Lambert Park, and
 - o requiring a site specific DCP to be endorsed by the planning proposal authority prior to any development approval.

A site specific Development Control Plan has also been prepared reflecting key aspects of the urban design proposal and outlining objectives and controls to guide future development of the site. It is expected that this would be endorsed concurrent with the planning proposal.

Integrated Infrastructure Delivery Plan

An Integrated Infrastructure Delivery Plan has been prepared which identifies that the following infrastructure contributions would be required to support the development of the site:

- State Infrastructure - \$3,863,183 (\$150.56 per sqm)
- Local Infrastructure - \$4,128,949 (\$160.92 per sqm)

Voluntary planning agreement

The proposal includes an offer to enter into a voluntary planning agreement with Inner West Council for delivery of public benefits, local infrastructure items and affordable housing totalling \$6,708,000.

Consultation

Extensive consultation has been carried out to inform the proposal including by way of an online survey seeking feedback on the community's aspirations for the site and concerns about future development, and a public drop in session seeking feedback on the proposal. Meetings have also been held with key Government and community stakeholders including Inner West Council, Department of Planning and Environment, the APIA club and existing tenants.

The issues raised through the consultation include concerns about impacts on the amenity of the local area such as construction noise, traffic and parking, and overshadowing and visual impacts, the need for open space and community infrastructure, and loss of employment land and businesses serving the local area. These issues have informed the proposal in particular the inclusion of employment uses, community uses and open space on the site and the distribution of floor space and land uses to minimise impacts on the surrounding area. Traffic and parking issues have also been addressed through the preparation of a traffic study.

The comprehensive approach to engagement will be continued through the development of the proposal for Lords Road.

1 Background

1.1 Previous planning proposal

A previous planning proposal was progressed which sought to rezone the site from IN2 Light Industrial to R3 Medium Density Residential and amend the height and floor space ratio controls.

A chronology of events associated with the previous planning proposal is provided in Table 1 below.

Table 1 Chronology of previous planning proposal

Date	Summary
Late 2013	Exhibition of the first draft of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).
May 2014	A planning proposal was submitted to the former Leichhardt Council seeking to amend the Leichhardt LEP to facilitate rezoning of the Lords Road site.
August 2014	The former Leichhardt Council resolved not to support the planning proposal for a number of reasons including: <ul style="list-style-type: none">- Loss of industrial land and jobs and inconsistency with Ministerial Direction 1.1 Business and Industrial Zones- Unacceptable amenity impacts including overlooking and overshadowing, and- Inconsistency with local character.
September 2014	A pre-Gateway review request was lodged with the Department of Planning and Environment.
September to December 2015	Exhibition of a revised draft version of the PRCUTS.
November 2015	The proposal was referred to the Sydney East Joint Regional Planning Panel (JRPP) for independent advice.
December 2015	The proposal was considered by the JRPP for a pre-gateway review. The majority of the panel members came to the view that the proposed change of zone was appropriate for the site and recommended that the proposal be submitted for a Gateway determination. The majority of the Panel members noted that: <ul style="list-style-type: none">- the current uses on the site are not of an industrial nature and could be accommodated within commercial and mixed-use zones- the site is isolated from other industrial areas and does not have access to major roads

	<ul style="list-style-type: none"> - the site is located in close proximity to the Inner West Light Rail making it highly suitable for residential uses - the proposal is consistent with the draft PRCUTS (which was on exhibition at the time), and - the planning proposal would need to address the requirements of the Apartment Design Guide to demonstrate that the proposed height (25m) and floor space control (2.4:1) were appropriate for the site
July 2016	The Department of Planning and Environment issued a gateway decision that the proposal should proceed subject to conditions including consideration of social impacts, consideration of the findings of the draft or final Parramatta Road Corridor Strategy and consultation requirements. The JRPP was appointed as the relevant planning authority.
November 2016-January 2017	The planning proposal was publicly exhibited in accordance with the Gateway determination. Key issues raised in submissions related to traffic generation, parking, height and density, amenity impacts, impacts on local infrastructure, inadequate affordable housing, loss of industrial lands, jobs and businesses serving the local area, heritage and environmental issues.
November 2016	The PRCUTS was finalised recommending that the site be rezoned for medium density residential uses (R3) with a maximum height of 30 metres and FSR of 2.4:1.
9 December 2016	<p>The Minister for Planning issued a Ministerial Direction relating to the implementation of the PRCUTS, the direction stipulates the following.</p> <p><i>(4) A planning proposal that applies to land within the Parramatta Road Corridor must:</i></p> <p><i>(a) give effect to the objectives of this Direction,</i></p> <p><i>(b) be consistent with the Strategic Actions within the Parramatta Road Corridor Urban Transformation Strategy (November 2016),</i></p> <p><i>(c) be consistent with the Parramatta Road Corridor Planning and Design Guidelines (November 2016) and particularly the requirements set out in Section 3 Corridor-wide Guidelines and the relevant Precinct Guidelines,</i></p> <p><i>(d) be consistent with the staging and other identified thresholds for land use change identified in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016),</i></p> <p><i>(e) contain a requirement that development is not permitted until land is adequately serviced (or arrangements satisfactory to the relevant planning authority, or other appropriate authority, have been made to service it) consistent with the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016),</i></p> <p><i>(f) be consistent with the relevant District Plan.</i></p>

August 2017	<p>The Sydney Central Planning Panel determined not to support the proposal on the basis that it would result in the loss of employment land which was considered inconsistent with the objective of Ministerial Direction 1.1 and the Draft District Plan which required a precautionary approach to rezoning of industrial land.</p> <p>The decision also noted that the proposal is out of sequence with the Implementation Plan for the PRCUTS, and that it does not address the out of sequence checklist.</p> <p>The decision of the four person Panel was split and the chair used her casting vote to make the determination. The two members who supported the proposal voted to defer the decision subject to submission of a response the PRCUTS out of sequence checklist. Concerns were rightly raised by these members that a failure to give due regard to the PRCUTS would undermine the integrity of the planning system.</p>
16 March 2018	<p>The Department wrote to the applicant in support of the Panel's decision, and highlighted that it would be willing to consider a new planning proposal that addresses the issues raised by the Panel. The Department encouraged the applicant to work collaboratively with Inner West Council to progress a new proposal.</p>
18 March 2018	<p>The final Greater Sydney Region Plan and Eastern City District Plan were released confirming that the PRCUTS has undergone an extensive planning process and therefore the land subject of PRCUTS is not subject to the industrial land strategies and actions of the Plan, being to retain and manage industrial land.</p>

The planning proposal subject of this report seeks to address the concerns of the Sydney Central Planning Panel and the Inner West Council, including through retention of employment uses on the site and addressing the PRCUTS out of sequence checklist. Platino Properties has also sought to work collaboratively with Council to develop the proposal, as outlined at Section 6.

2 Site description, analysis and context

2.1 Site description

The subject site is located at 67-75 Lords Road, Leichhardt as highlighted in Figure 1 below. The characteristics of the site are detailed in Table 2 below.

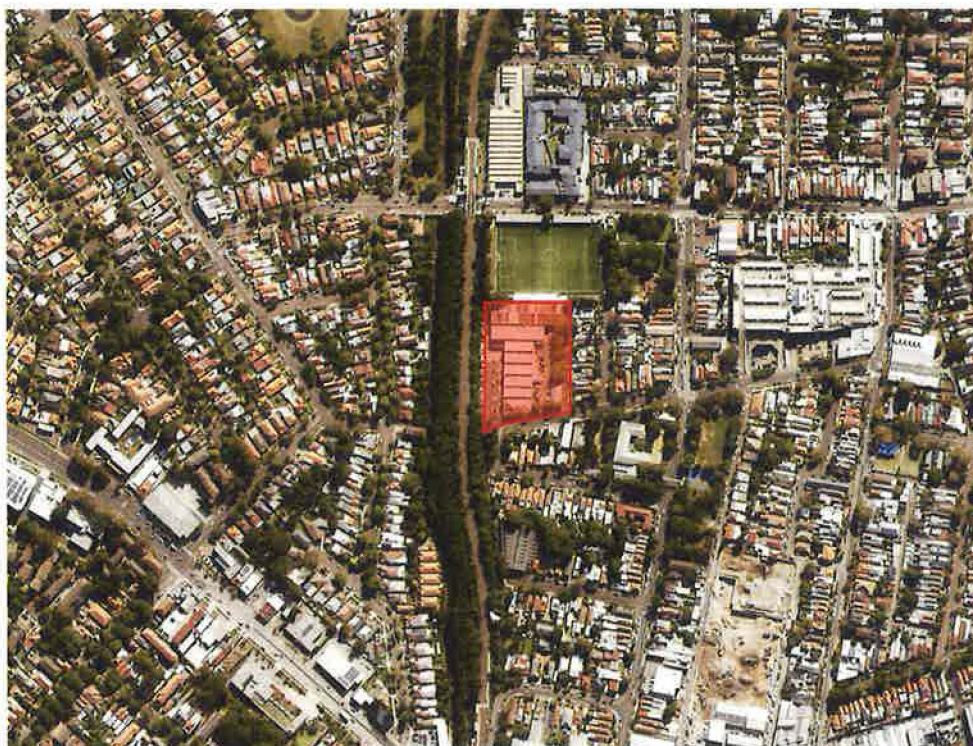


Figure 1 – Site location

Table 2 Site summary

Site - 63-75 Lords Road Leichhardt	
Land description	Lot 1 DP 940543 and Lot 1 DP 550608
Site area	10,691 sqm

Existing uses	<p>The site accommodates a range of light industrial and commercial uses including warehousing / storage facilities, small scale manufacturing, joinery and furniture restoration businesses, the ArtEst private art school, and private recreation facilities.</p> <p>There is currently 9,979sqm of floor space on the site. The site accommodates approximately 17 tenants which employ 106.5 full time equivalent employees.</p>
Existing built form	<p>The existing built form comprises a series of brick warehouse style buildings to a maximum height of 11.5m with frontages to the east and west. A smaller building is located on the south east corner of the site facing Lords Road and Davies Lane.</p> <p>The buildings are nearing the end of their useful life and are in need of renewal.</p>
Existing access	<p>Existing access is via two driveways from Lords Road which provide access to car parks on the eastern and western side of the main buildings.</p>

2.2 Local context

The Inner West Light Rail corridor forms the western boundary of the site and a steep heavily vegetated rail embankment runs alongside this frontage. Lambert Park football field is located to the north, with the northern most buildings on the Lords Road site being located directly adjacent to its boundary. Low density residential uses are located to the west and south of the site which have their rear boundaries and garages facing onto Lords Road and Davies Lane. Another industrial use is located to the south east of the site on the other side of Lords Road, with Kegworth Public School being located beyond that to the east.

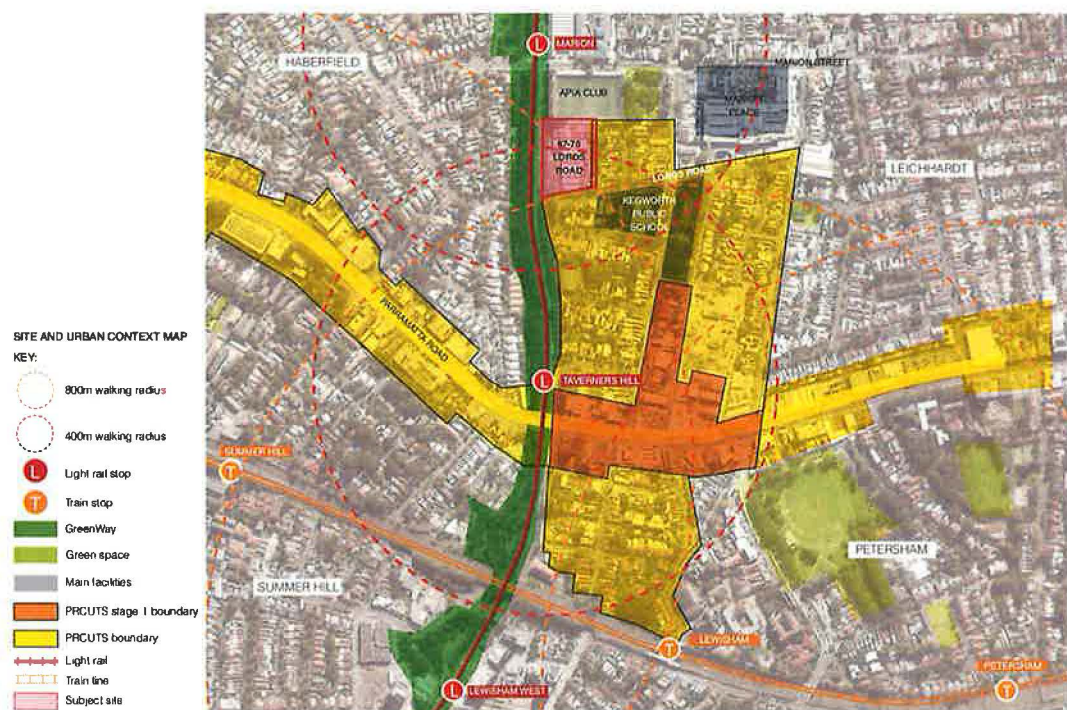
A number of services and facilities are located in close proximity to the site which support its redevelopment for housing and a range of revitalised employment and non-residential uses, as outlined below.

- Close proximity to a range of public transport options including:
 - o Marion light rail stop located 150m to the north of the site which is accessed via the pedestrian underpass at Lords Road and the shared path along the western side of the rail line (less than 5 minutes walk)
 - o Taverners Hill light rail stop located 400m from the site (5 minutes walk)
 - o Parramatta Road bus services located 400m from the site (5 minutes walk), and
 - o Summer Hill and Lewisham Station on the T2 Inner West Line approximately 800m to the south west of the site (12 minutes walk)
- Accessibility to walking and cycling networks, including via a shared path which forms part of the wider GreenWay which runs along the Inner West Light Rail corridor and Hawthorne Canal.
- Good access to the wider road network via Parramatta Road (600m to the south) and the City West Link (1.2km to the north).

- Good access to retail and services including Leichhardt Marketplace shopping centre 150m to the east of the site, as well as main street retailing nearby along Marion Street and Norton Street. Regional shopping facilities are located at Burwood and Broadway and the site is within 7km of the Sydney CBD.
- Within close walking distance of Kegworth Public School, and accessible to secondary schools in the wider area including Sydney Secondary College – Leichhardt Campus and Fort Street High School.
- Accessible to a range of public open spaces including:
 - o Lambert Park playground on the corner of Flood and Foster streets to the north west of the site
 - o Lambert Park soccer field to the north of the site used by the APIA football club, and
 - o Hawthorne Canal Reserve approximately 700m to the north of the site which is accessible via the GreenWay and the Inner West Light Rail.

A map showing the site's relationship to the surrounding area is provided in Figure 2.

Figure 2 – Site context



2.3 Site analysis

A site analysis has been carried out as part of the Urban Design Study for the site (Appendix D), which has identified the following site constraints and opportunities which are illustrated in Figure 3.

Constraints

- Light spill and noise created by the APIA Club to the north, which operates significant sporting activities seven days per week including into the evenings
- Noise from the Inner West Light Rail service, although this is less intrusive than a heavy rail corridor or main road
- Sensitive, lower scale residential development to the east (Davies Lane) and south (Lords Road) of the site
- A portion of the site is flood affected in major storm events
- There is no direct pedestrian link to the north towards the Marion light rail stop

Opportunities

- Proximity to the Inner West Light Rail corridor and Marion stop
- Existing vegetation along the GreenWay offering outlook and amenity
- Access to local schools, shops and open space
- Existing healthy eucalypts along Davies Lane that could be retained
- Potential to retain creative industries, community and employment generating uses
- Potential for lower scale buildings and generous setbacks to avoid impacting the operations of the APIA Club
- Potential to provide for a range of dwelling types



Figure 3 – Site analysis

3 Current Planning Controls

The principal instrument applying to the site is the *Leichhardt Local Environmental Plan 2013* (Leichhardt LEP). The site is zoned IN2 Light Industrial. A maximum floor space ratio of 1:1 applies to the site, however no height of buildings provisions apply. The existing zone and FSR are shown in Figure 4 and Figure 5 respectively.

No heritage items identified under the Leichhardt LEP are located on the site, however Lambert Park and Kegworth Primary School are mapped as heritage items within close proximity to the site.

Under the provisions of the Leichhardt LEP a Development Control Plan (DCP) is required to be prepared for significant development on sites greater than 3,000 sqm. Accordingly, a site specific draft DCP has been prepared to support this proposal (Appendix F).

A number of other provisions of the Leichhardt LEP apply to the site, including those relating to flood planning, stormwater management, and acid sulfate soils.

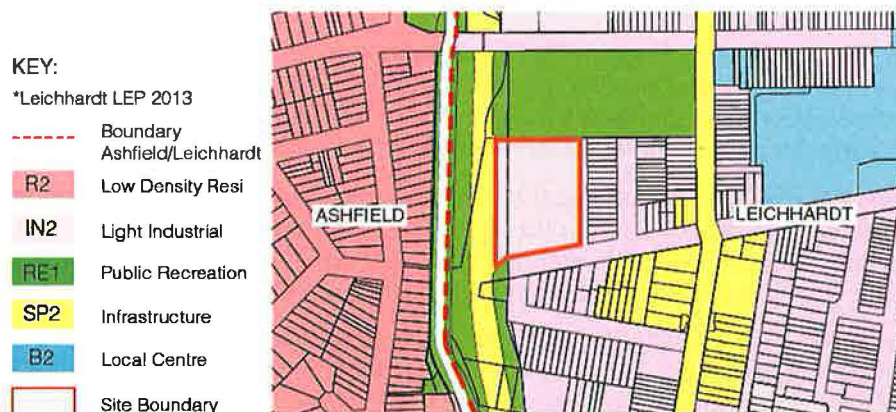


Figure 4 – Current zoning

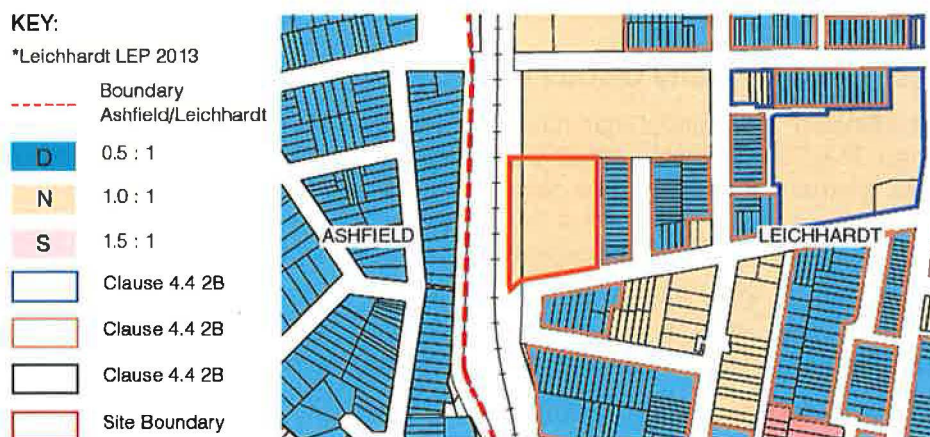


Figure 5 – Current floor space ratio

4 Strategic context

4.1 Greater Sydney Region Plan

The final *Greater Sydney Region Plan, A Metropolis of Three Cities* was released by the Greater Sydney Commission in March 2018. The Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities. It establishes directions, objectives and actions to achieve the 40 year vision which are focused around infrastructure and collaboration, liveability, productivity and sustainability.

The Greater Sydney Region Plan also aims to provide ongoing housing supply and a range of housing types in the right places to create more liveable neighbourhoods and support Greater Sydney's growing population.

The Lords Road proposal supports the delivery of the vision for the Greater Sydney Region by increasing housing supply within walking distance of the Marion light rail stop and bus services along Parramatta Road, ensuring that that future residents of this site will be able to access a wide range of jobs, education and health facilities, including those within the Sydney CBD, within a 30 minute travel timeframe.

The Greater Sydney Region Plan also seeks to plan, retain and manage industrial and urban services land, however it notes that the PRCUTS reflects the extensive planning process undertaken for this area and therefore the land subject of PRCUTS is not subject to the industrial land strategies and actions of the Plan.

Whilst the PRCUTS envisages the Lords Road site transitioning from industrial to purely residential, the provision of 3,000 sqm of flexible non-residential floor space on the site that can adapt to changing demand will support the Greater Sydney Region Plan by retaining employment and urban services uses on the site.

Advice has been provided by Hill PDA (Appendix R) on the economic and social benefits of urban consolidation. The advice highlights that the proposal aligns with Objective 10 of the *Greater Sydney Region Plan*, being *to provide ongoing housing supply and a range of housing types in the right locations will create more liveable neighbourhoods and support Greater Sydney's growing population*. This is as a result of the site's high accessibility to public transport and is proximity to major job centre of the Harbour CBD.

4.2 Eastern City District Plan

The Eastern City District Plan has been developed to support the Greater Sydney Region Plan. The 20-year District Plans seek to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It contains planning priorities and actions for implementing the Greater Sydney Region Plan at a district level and is a bridge between regional and local planning.

The Eastern City District Plan highlights that the PRCUTS, initially developed by UrbanGrowth NSW is the primary planning strategy for sites within the corridor and specifically excludes these sites from the employment provisions of the District Plan.

The relevant priorities and actions of the Eastern City District Plan are addressed in detail at Appendix A.

4.3 Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) was released in 2016 by UrbanGrowth NSW and sets a vision and land use and transport principles to

accommodate 27,000 new homes and 50,000 new jobs in a range of industries across the Corridor over the next 30 years.

The PRCUTS is given statutory force by way of a Ministerial direction under the Environmental Planning and Assessment Act 1979 (EP&A Act). This direction requires all future planning proposals to be consistent with the strategy. Ministerial directions are considered in Section 9.2 of this report.

The PRCUTS outlines a corridor wide vision and seven land use and transport planning principles and relevant strategic actions for each principle which are addressed in Appendices B and C.

The PRCUTS identifies eight precincts along the corridor which are earmarked for renewal. The site is located within the Taverners Hill Precinct.

For the Taverners Hill precinct, the PRCUTS states that the area's existing character will be bolstered by the creation of an urban village with:

- strong transport links via the adjoining GreenWay and Hawthorne Canal
- a revitalised neighbourhood centre, and
- enhanced accessibility to nearby public transport modes and high amenity neighbourhood parks, squares, and leafy streets just off Parramatta Road.

The PRCUTS identifies Lords Road as an urban renewal opportunity and notes that taller buildings will be developed along Parramatta Road and close to the light rail stops. The structure plan for Taverners Hill identifies residential as the appropriate future land use for the Lords Road site. The PRCUTS gives very specific guidance as to the appropriate height, floorspace ratio and land use proposed for individual sites, including Lords Road, within the Taverners Road precinct.

PRCUTS is supported by an implementation toolkit to assist councils and other stakeholders and to guide where and when rezoning should occur and the infrastructure required to support land use changes. The implementation toolkit comprises the Implementation Plan 2016-2023, Infrastructure Schedule, Urban Amenity improvement Program and Planning and Design Guidelines. These documents are discussed in detail below as relevant.

Parramatta Road Corridor – Implementation Plan 2016-2023

The Implementation Plan establishes a sequencing strategy identifying areas of the Parramatta Road corridor to be redeveloped to 2023. For the Taverners Hill Precinct, this comprises the areas closest to Parramatta Road. The Lords Road site is located within the areas of the precinct identified to be delivered post 2023.

The Implementation Plan supports delivery of a maximum 47,000sqm of residential GFA and a minimum of 35,000 sqm of commercial GFA by 2023. It also notes that during this time growth will be supported by rapid bus solutions along Parramatta Road from Burwood to the Sydney CBD.

For areas out of sequence, submission of a preliminary proposal to the relevant planning authority that addresses the relevant requirements of the *Environmental Planning and Assessment Act 1979* and the out of sequence checklist is required before it can be considered for a Gateway determination. A preliminary planning proposal was lodged with Inner West Council on 9 August 2018. Council's response to the preliminary planning proposal is considered in Section 12.1.

The Economic Impact Assessment (Appendix H) highlights that large portions of the areas of the Taverners Hill Precinct envisaged for 2016-2023 release are unlikely to be

developed in this timeframe. Accordingly, the development of the Lords Road site would not result in a greater level of growth in the precinct than envisaged under the Implementation Plan, and would not result in unreasonable impact on infrastructure.

It is also important to note that should rezoning proceed on this site, it would be expected that the first building completions would occur in around 2023 and therefore would not significantly deviate from the timing envisaged under the Implementation Plan.

Notwithstanding the above, the proposal is considered to meet the requirements of the out of sequence checklist as set out in Section 6.

Parramatta Road Corridor – Infrastructure Schedule

The Infrastructure Schedule identifies the transport, open space, community, education and health facilities required to support the proposed growth across the Corridor. It identifies specific infrastructure for the Taverners Hill precinct both in the short term (2016-2023) and the medium to long term (2024-2054).

The Infrastructure Schedule does not identify any items located directly within the site, however a prioritised walking link has been identified along Lords Road adjacent to the site.

The Infrastructure Schedule has been considered in detail through the preparation of an Integrated Infrastructure Delivery Plan which is included at Appendix X.

Parramatta Road Corridor – Planning and Design Guidelines

The Planning and Design Guidelines have been developed to inform future controls in LEPs and DCPs and should be considered when the Strategy is being implemented through rezoning proposals.

The Planning and Design Guidelines include precinct wide principles and controls relating to urban design, built form, watercourses, open space and public domain, transport and sustainability. They also outline precinct-specific vision, future character, land use, heights and densities.

For the Lords Road site the Planning and Design Guidelines identify a R3 Medium Density zone across the site, a maximum height of 30m and a maximum FSR of 2.4:1 as shown in Figure 6, Figure 7 and Figure 8 below. However, the text within the Planning and Design Guidelines notes the following: *32 metre height control is recommended for land on Lords Road that is close to the Marion light rail stop and other nearby facilities and services such as Kegworth Public School and Leichhardt Marketplace.*

KEY:

*Parramatta Rd Corridor

B4	Mixed use
B6	Enterprise Corridor
R3	Medium Dens. Resi
RE1	Public Recreation
SP2	Infrastructure
	Site Boundary



Figure 6 – PRCUTS recommended land use

KEY:

*Parramatta Rd Corridor

T3	2.4 : 1
R	1.4 : 1
N	1.0 : 1
	Site Boundary

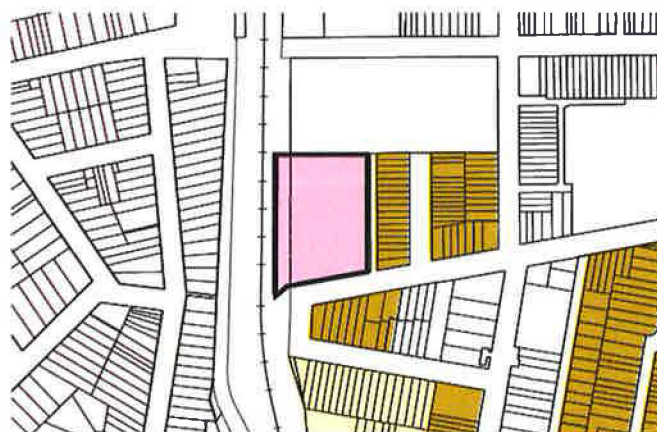


Figure 7 – PRCUTS recommended FSR

KEY:

*Parramatta Rd Corridor

U1	30m
P	17m
O	16m
M	12m
I	8.5m
	Site Boundary



Figure 8 – PRCUTS recommended height of buildings

The proposal is considered to be consistent with the Taverners Hill vision and objectives as outlined within the out of sequence checklist in Section 6.


The proposal responds to the precinct wide and precinct specific principles and controls outlined in the Planning and Design Guidelines. Compliance with key built form controls is illustrated in the Urban Design Study at Appendix D.

4.4 Our Inner West 2036

Our Inner West 2036 is the current Inner West Community Strategic Plan and was adopted in June 2018. It identifies the community's vision for the future, long-term goals, strategies to get there and how to measure progress towards that vision.

The proposal is considered to be consistent with the strategic directions and associated outcomes and strategies of Our Inner West 2036 as outlined in Table 3 below.

Table 3 – Analysis against Our Inner West 2036

<p>Strategic Direction 1: An ecologically sustainable Inner West</p> 	<p>The proposal will support this strategic direction by:</p> <ul style="list-style-type: none"> • committing to sustainability initiatives including delivery of 5 star green star rated buildings • increasing canopy cover on the site as identified in the landscape plan • enhancing biodiversity corridors through proposed bushland regeneration of native vegetation along the GreenWay, and • improving water quality runoff through increased deep soil zones.
<p>Strategic Direction 2: Unique, livable, networked neighborhoods</p>	<p>The proposal will support this strategic direction by:</p> <ul style="list-style-type: none"> • integrating growth with existing public transport and active transport infrastructure, community facilities and services • improving connectivity within the area by providing through site links • providing a mix of dwelling sizes and affordable housing to meet the needs of the community • providing publicly accessible open space on site, and • including non-residential floor space with potential to retain existing businesses which provide services to the local and wider community and retaining jobs close to surrounding residential areas.

Strategic Direction 3: Creative communities and a strong economy

The proposal will support this strategic direction by:

seeking to retain the ArtEst art school on the site

- providing non-residential floor space to accommodate creative industries
- retaining local jobs on the site, and

establishing the site as a community hub comprising community facilities, open space, urban services and creative industries.

Strategic Direction 4: Caring, happy, healthy communities

The proposal will support this strategic direction by:

- providing housing, including affordable housing, to accommodate a variety of housing types
- enhancing access to open space, and locating housing within close proximity to the GreenWay and other recreation and open space facilities, and
- supporting the role of the APIA club in providing recreation opportunities by providing a multipurpose facilities for use by the APIA club

Strategic Direction 5: Progressive local leadership

The proposal will support this strategic direction by:

- engaging closely with the local community in developing the plans for the site,
- responding to local community desires including seeking to retain urban services uses on site.

4.5 Leichhardt Employment and Economic Development Plan

The Leichhardt Employment and Economic Development Plan (LEEDP) is a 10-year strategy for the future of Leichhardt LGA's economic development.

The LEEDP identifies the Lords Road site as one of a number of small fragmented industrial sites in Leichhardt. It notes that the LGA's industrial precincts are typically run down, underutilised and have vacant premises. The LEEDP highlights a number of barriers to renewal of these industrial areas including the ongoing shift of light industrial, manufacturing and logistical business to Western Sydney, a mismatch between the needs to contemporary light industrial businesses and the available space, limited feasibility of renewing light industrial areas due to low rental returns, and land use conflicts with surrounding residential uses.

Notwithstanding these barriers, the LEEDP recommends an analysis be carried out to consider the suitability of fragmented employment lands, such as Lords Road, to

accommodate a range of employment generating uses. Further, the plan recommends that sites are assessed against standard criteria prior to any rezoning. Consideration against the standard criteria is outlined in Table 4 below.

Table 4 Consideration against LEEDP industrial land rezoning criteria

Criteria	Consideration
Would the rezoning result in insufficient industrial land being available for current and future demand for industrial land in the LGA, at a minimum?	<p>No. The Economic Impact Assessment prepared by AEC (Appendix H) sets out that the nature of business demand within the LGA has and is continuing to shift to accommodate services employment in response to population need.</p> <p>Significant growth in health, education, retail activity, arts and recreation activity are testament to this shifting employment structure. Industrial sectors such as wholesaling and manufacturing have steadily declined with the exception of food manufacturing. The proposal seeks to deliver flexible non-residential floor space which can accommodate a variety of services based and destination businesses to align with current market demand.</p>
Would the rezoning of the site result in the fragmentation of a larger industrial precinct or erode the viability of a locally or regionally significant industrial precinct?	<p>No. The proposal relates to a small fragmented industrial site surrounded predominantly by residential and recreation uses. Rezoning would not result in fragmentation of any industrial precinct.</p>
Would the rezoning be consistent with adopted Council and/or State Government Policy regarding the future role and demand for industrial land? What impact would it have to Council's employment targets?	<p>Yes, rezoning is consistent with the PRCUTS (with the exception of the inclusion of employment uses), the Greater Sydney Region Plan and the Eastern District Plan as outlined within relevant sections of this report.</p> <p>The PRCUTS employment targets do not rely on employment uses being retained within the Lords Road site.</p>
Does the site(s) have characteristics required by light or high tech industrial uses and other uses permitted in the zone/seeking floorspace in the LGA or subregion (e.g. floorspace, access, proximity to economic infrastructure, parking, infrastructure, storage, building configuration and land value)?	<p>No. The small scale of the site, poor accessibility and proximity to sensitive residential uses means that the site is not suitable for any substantial light industrial or high tech industrial uses.</p>

Criteria	Consideration
<p>Would it be economically viable to improve the site to attract new tenants or to adapt to changing industry requirements and to ensure that the land uses on the site address compatibility with surrounding uses?</p>	<p>No. It is not considered likely that renewal of the site to support solely light industrial and associated uses would be economically viable, given the remediation and redevelopment costs and associated low rental returns.</p> <p>However, the integration of flexible non-residential floor space within a mixed use development presents as a viable option to retain a range of employment and urban services uses on the site.</p>
<p>Would the retention of industrial uses on the site result in a positive net benefit to the community as a whole?</p>	<p>No. The Economic Impact Assessment prepared to support the proposal highlights that demand for traditional light industrial uses such as wholesaling and manufacturing has steadily declined in the area with the exception of food manufacturing.</p> <p>The inclusion of non-residential floor space which is more aligned to the demands of the local area would have a net benefit to the community by retaining employment in the local area and providing for serviced based commercial, creative industrial and community uses.</p> <p>Further, the PRCUTS identifies that the Lord's Road site is not required for industrial / employment uses.</p>

5 The Proposal

A planning proposal has been developed for the site, which has been informed by an Urban Design Study (Appendix D) and Landscape Plan (Appendix E) along with a series of technical studies which have considered the following matters:

- Economic impact (Appendix H)
- Traffic (Appendix I)
- Acoustics (Appendix J)
- Flooding and stormwater (Appendix K)
- Contamination (Appendix L)
- Social impact (Appendix M)
- Affordable housing (Appendix N)
- Sustainability (Appendix O)

Extensive consultation has also been carried out to inform the proposal as outlined in Section 5 and in the Consultation Report at Appendix P.

5.1 Land use

The planning proposal would facilitate the redevelopment of the site for 26,158sqm of floor space (2.4:1 FSR plus 500sqm bonus for provision of community space) comprising at least 3,000sqm of non-residential uses predominantly on the ground floor, and a maximum residential floor space of 23,158sqm delivering approximately 235 dwellings.

The estimated dwelling numbers are based on average dwelling size of approximately 100sqm (GFA). The proposed dwelling mix (range) and average sizes (GFA) is outlined below noting that the final mix would be determined at the development application stage.

-
- Studio 15% - 30% (35 sqm)
 - 1 bed 25% - 45% (50 sqm)
 - 2 bed 25% - 45% (85 sqm)
 - 3/4 bed 7% - 15% (120 sqm)

The non-residential floor space would be provided as flexible space, predominantly on the ground floor, which could adapt to demands over time and support a range of uses such as community uses, light industrial and urban services, creative industries, health facilities, education uses, gymnasium, restaurants/cafes and local service business.

Of the non-residential floor space 500sqm is to be offered to Inner West Council for a multi-use facility to be used by the APIA club.

In recognition of the importance of the Art Est private art school to the local and wider community the applicant is committed to:

- trying to assist Art Est in finding a temporary location during the construction period, and
- negotiating a commercial arrangement that will allow Art Est to return to the site when the development is completed.

5.2 Urban Design

An Urban Design Study (Appendix D) has been prepared which sets out the urban design principles for the site.

The key aspects of the urban design include:

- development within five buildings located around the perimeter of the site ranging from three to nine stories with a maximum height of RL35 metres
- distribution of building height to minimise impacts on surrounding uses through:
 - o the location of taller buildings adjacent to the light rail line and furthest from existing residential uses
 - o lower scale uses fronting Lords Road and Davies Lane with upper level setbacks to ensure a human scale at the street level and to minimise impacts on adjoining residential uses, and
 - o low scale non-residential uses directly fronting the northern boundary and a generous 20m setback to apartments from Lambert Park to minimise noise and light spill impacts from the APIA club
- a central publicly accessible open space of approximately 1,650sqm
- retention of existing trees along Davies Lane to form a buffer to existing and future development to the east
- location of non-residential / employment generating uses predominantly at the ground floor to activate Lords Road and the central open space
- generous ground floor ceiling heights to ensure that the non-residential floor space can accommodate a range of uses and respond to changing demands over time
- a central through site link and a secondary GreenWay connection running along the western boundary of the site which both have potential to connect Lords Road to Marion Street and the Marion light rail stop via rail corridor land adjacent to Lambert Park
- a low traffic / pedestrian priority publicly accessible shareway linking Lords Road to Davies Lane
- a single access to basement carparking directly from Lords Road
- a public art marker along the GreenWay to better identify entry to the Lords Road underpass, and
- a maximum site cover of 55%, and deep soil zone of at least 25%.

A landscape plan has also been prepared which is provided at Appendix E.

5.3 Affordable housing

The proposal includes 35 affordable rental housing units, to be managed by a community housing provider for a minimum period of 10 years.

An affordable housing study has been prepared by Dr Tony Gilmore of the Housing Action Network to support the proposal (Appendix P). The report highlights that the proposed affordable housing component which comprises approximately 15% of total dwellings, is one of the highest affordable housing contribution the Consultant is aware has been achieved in Australia to date through a Voluntary Planning Agreement approach with a developer, and not on Government land or land owned by a charity.

The proposed affordable housing component will make a substantial contribution to the affordable housing stock in the local area. It significantly exceeds the 5% floor space target under the PRCUTS and meets the 5-10% floor space target under the Greater Sydney Region Plan and Eastern City District Plan. Whilst the proposal does not meet the 15% floor space target in the Inner West Council Affordable Housing Strategy (which is in excess of most other LGA targets), it is noted that the Greater Sydney Region Plan outlines that 5-10% is considered to be viable within the Sydney Region.

6 Out of sequence checklist

Criteria 1 Strategic objectives, land use and development

- *The planning proposal can demonstrate significant delivery or contribution towards the Strategy's Corridor wide and Precinct specific vision.*

The PRCUTS contains the following vision for the wider Parramatta Road Corridor:

incremental renewal of the Corridor will occur over the long term to deliver a high quality, multi-use corridor with improved transport choices, better amenity, and balanced growth of housing and jobs.

The vision comprises a series of aspirations set out under seven land use and transport planning principles. The proposal's consistency with the vision is outlined in detail at Appendix B.

The Site is located within the Taverners Hill Precinct within the PRCUTS.

The PRCUTS – Planning and Design Guidelines establishes the following vision for the Taverners Hill precinct:

Taverners Hill will be an urban village with walking and cycling links via the GreenWay, access to many public transport modes and many neighbourhood parks, squares and leafy streets.

The proposal supports the establishment of an urban village by renewing the site for residential and active non-residential uses within close proximity to open space, the GreenWay, and the Marion light rail stop. The proposal will also enhance walking and cycling connections through provision of through site links and pedestrian improvements on Lords Road.

The Planning Proposal presents a multi-use scheme with careful vertical integration of uses including a predominantly active and non-residential ground plane. While not required by the PRCUTS the addition of a non-residential component has arisen from stakeholder feedback and will make a significant contribution to local employment, services, community facilities, and amenity.

The PRCUTS Planning and Design Guideline sets out a specific zoning, height and FSR recommendations for the subject site which are discussed in more detail within the relevant section of this Out of Sequence Checklist.

PRCUTS sets out a series of principles to achieve the vision. The proposal's consistency with these principles is demonstrated in Table 5 below.

Table 5 Taverners Hill Precinct Vision and Principles

Principles	Consideration
1. Positioning Taverners Hill as a transit oriented development to capitalise on the existing rail service provision and the rapid transit network along Parramatta Road	The proposal strongly supports the positioning of Taverners Hill as a transit oriented development by locating housing and employment uses within close walking distance of public transport including the Marion Street Light Rail Stop and planned rapid transit bus services along Parramatta Road.

Principles	Consideration
2. encouraging appropriately scaled residential uses and a mix of employment and non-residential uses and a variety of creative industries	<p>The proposal is consistent with the built form controls and guidelines of the PRCUTS including the setbacks, transition zones and sensitive interfaces.</p> <p>The proposal distributes height across the site to locate taller buildings adjacent to the light rail corridor and scale down towards sensitive surrounding uses.</p> <p>The proposal also contributes a mix of employment and non-residential uses within Taverners Hill by providing at least 3,000 sqm of flexible non-residential floor space to accommodate a range of uses, including creative industries, and respond to changes in demand over time.</p> <p>The vertical integration of these uses provides for a predominantly non-residential ground plane conducive to fostering activity at the ground level and largely mitigating any potential for land use conflicts.</p>
3. retaining the heritage and fine grain industrial character and appropriately transitioning new, higher-density development to existing areas and conservation areas	<p>The PRCUTS – Fine Grain Study identifies the Lords Road site as having large urban grain.</p> <p>No heritage items are located on the site, however Lambert Park and Kegworth Primary School are mapped as heritage items under the Leichhardt LEP.</p> <p>The proposal will contribute to and enhance the fine grain character of the area by providing low scale development along Lords Road and Davies Lane, establishing a range of non-residential uses at the ground plain to activate the Lords Road frontage and the proposed central open space, and establishing through site links to improve connectivity.</p> <p>The proposal also provides appropriate transitions to existing surrounding uses including Lambert Park, low scale residential areas as well as to the heritage listed Kegworth Public School to the south east of the site.</p>
4. providing clearly defined, high quality and safe pedestrian and cycling linkages to both light and heavy rail stations and across Parramatta Road	<p>The proposal includes north-south connections which have potential to provide walking and cycling links to Marion Street and the Marion light rail stop through rail corridor land alongside Lambert Park. This would establish a more direct connection than the current access which is via the light rail pedestrian underpass.</p>
5. enhancing access to open space areas to the north, the GreenWay as well as Leichhardt (Norton Street) in the east	<p>The proposal will improve access to open space areas to the north by providing a secondary GreenWay link along the western boundary and a through site link which have the potential to connect to Marion Street through rail corridor land alongside Lambert Park.</p> <p>Access to the existing GreenWay shared path on the western side of the light rail will also be enhanced through pedestrian</p>

Principles	Consideration
	improvements along Lords Road to the pedestrian underpass.
6. creating pockets for urban spaces and high pedestrian activity by introducing new laneways and pedestrian prioritised linkages which enhance permeability, provide activated streetscapes, and link new developments, key uses and activities across the Precinct	The proposal supports permeability and high pedestrian activity through establishing active uses on the ground plane, including fronting Lords Road, providing a central publicly accessible open space within the site and through site link and a secondary GreenWay link along the western boundary of the site.
7. completing missing links along the GreenWay at Parramatta Road and Longport Street	It is assumed that local infrastructure items identified in the PRCUTS infrastructure schedule, such as GreenWay enhancements, will be incorporated into the Inner West Council's Development Contributions Plan as appropriate.
8. designing for the impact of major through-traffic roads	The Lords Road site is not directly impacted by any major through-traffic roads.
9. addressing aircraft noise.	<p>The site is located outside the ANEF 20 contour, and is therefore not subject of any development controls relating to aircraft noise under the Leichhardt LEP.</p> <p>Notwithstanding, an acoustic assessment (Appendix J) has been prepared to identify how aircraft noise impacts can be mitigated.</p>

- *The planning proposal satisfies the Strategy's seven land use and transport planning principles and fulfils the relevant Strategic Actions for each Principle.*

The PRCUTS establishes principles and strategic actions to support the corridor wide vision. The proposal's consistency with the principles and strategic actions is set out at Appendix C.

- *The planning proposal can demonstrate significant net community, economic and environmental benefits for the Corridor and the Precinct or Frame Area within which the site is located.*

Economic benefits

An Economic Impact Assessment has been prepared by AEC to support the proposal (Appendix H).

The Economic Impact Assessment has modelled the potential job numbers for the site based on two scenarios, and estimates that provision of 3,000sqm of non-residential floor space could deliver between 96 and 128 jobs, depending on the ultimate mix of uses.

An employee survey by Micromex Research (June 2018) identified 106.5 FTE employees currently accommodated on-site. The proposal is expected to accommodate similar or greater number of employment opportunities than those that are currently on-site.

An assessment of the net economic activity supported in the Inner West LGA was also carried out by comparing the proposal (including the two scenarios for the mix of non-residential uses) against a base case scenario being the development of the site for entirely residential uses as envisaged under PRCUTS.

The key benefit of the proposal is the opportunity to accommodate a significant number of jobs on the site through the provision of non-residential floor space, which in turn will generate more economic activity to support additional jobs within the wider LGA.

The base case performs slightly better during the construction phase and on household expenditure because of the greater cost of housing construction and the higher number of households. However, the proposal supports a far greater level of net economic activity compared to the base case during the operational phase as a result of the number of jobs that are able to be located on the site.

The proposal is anticipated to result in the following net increase, compared to the base case, in economic activity during the operational phase through the direct and flow-on impacts (per annum):

- \$43.5 million to \$60.4 million additional in output (including \$19.0 million to \$26.5 million in direct activity)
- \$22.4 million to \$31.3 million additional in contribution to GRP (including \$8.9 million to \$12.6 million in direct activity)
- \$12.5 million to \$17.5 million additional in incomes and salaries paid to households, and
- 175 to 242 additional FTE jobs (including jobs directly related to activity on the site and persons working from home)

Despite a marginally larger number of residents working from home in the base case (12 persons) compared to the proposal (9 persons), the overall net impact on economic activity supported by the proposal is notably greater than the base case, supporting 96 to 128 more direct jobs.

Advice has also been provided by Hill PDA (Appendix R) on the economic and social benefits of urban consolidation. As part of this work Hill PDA modelled transport costs associated with locating 250 dwellings in a range of statistical areas across Sydney including Leichhardt – Annandale. The modelling demonstrated that the costs were significantly greater in locations further from the Sydney CBD. Leichhardt – Annandale was found to have high accessibility to public transport and is closer to the major job centre of the Harbour CBD, which is reflected in the low time spent in transit each day.

Community benefits

A Social Impact Assessment has been prepared by Cred Consulting (Appendix M) which considers the social impacts (positive, negative and neutral) resulting from the proposal, on both existing and incoming residents.

The proposal is likely to result in a number of positive impacts on the community, many of which have been developed in direct response to community consultation and local needs, including:

- increase supply of housing of 235 dwellings in close proximity to public transport and services
- increase mix of housing by providing a range of apartment sizes
- provision of 35 affordable rental housing dwellings
- potentially retain between 96 and 128 jobs on the site and accommodate a range of businesses and creative industries to service the needs to the local community through provision of non-residential floor space.
- provision of 500sqm for a multi-use facility for the APIA club
- provision of 1,650sqm of publicly accessible open space on site.
- improved connectivity through provision of publicly accessible through site links with potential to connect to the Marion Light Rail stop
- reduced light spill impacts on existing and future development and reducing energy costs through upgrades to lighting on Lambert Park, and
- improvements to pedestrian amenity and landscaping on Lords Road enhancing the connection from the light rail underpass to Kegworth Public School

The assessment notes that an additional 446 residents will place pressure on existing social infrastructure, however this is considered to be minimal and can be accommodated through the capacity of existing infrastructure as discussed in further detail at Section 9.3.9.

The assessments also notes the impact of the potential loss of the Art Est private art school, which, whilst a private business and tenant on the site, is identified by the community and Council as an important cultural centre. The importance of this facility to the local and wider community is recognised. To address this potential impact the applicant is committed to:

- trying to assist Art Est in finding a temporary location during the construction period, and
- negotiating a commercial arrangement that will allow Art Est to return to the site when the development is completed.

Environmental benefits

A Sustainability Assessment has been prepared which recommends that the site target the inclusion of a 5 Star Design & As Built v1.2 rating from the Green Building Council of Australia along with a number of other sustainability initiatives. This recommendation is reflected in a relevant provision within the draft site specific DCP at Appendix F.

The proposal is expected to deliver environmental benefits including:

- new environmentally sustainable 5 Star Green Building Council rated buildings, including with improved water and energy efficiency
- increased canopy cover on the site and along Lord's Road contributing to reducing the urban heat island effect, noting that the site is currently almost entirely built upon / hard stand.
- contributions towards bush regeneration along the GreenWay
- remediation of potentially contaminated land
- improved water quality through increased deep soil zones and water sensitive urban design
- reduction in truck movements through a predominantly low density residential area, and
- increased public transport and active transport use through providing housing in close proximity to public transport and improving the pedestrian and cycle connectivity through the site.

The PRCUTS Planning and Design Guidelines includes sustainability and resilience requirements which are addressed in the relevant section of this out of sequence checklist.

- *The planning proposal is consistent with the recommended land uses, heights, densities, open space, active transport and built form plans for the relevant Precinct or Frame Area.*

The PRCUTS Planning and Design Guideline sets out a specific zoning, height and FSR recommendations for the subject site. The planning proposal is generally consistent with these recommendations except for its provision of a minimum of 3,000 sqm non-residential floor space on the site, as outlined at **Error! Reference source not found.**

The inclusion of employment uses has arisen directly as a result of the recommendations of the Sydney Central Planning Panel in relation to the previous planning proposal for the site, and the consultation carried out with Council and the community. It is understood the Inner West Council supports the inclusion of non-residential uses in this location to retain employment and urban services on the site.

Table 6 Analysis of proposed planning controls against PRCUTS

	PRCUTS	Planning Proposal
Zoning	R3 Medium Density Residential	R3 Medium Density Residential plus additional permitted uses and requirement for minimum 3000 sqm of non-residential floor space
Height	30 metres	RL35 metres
FSR	2.4:1	2.4:1 (plus 500sqm bonus for provision of community space)

The proposal is also consistent with the built form provisions and setbacks for the Taverners Hill precinct as illustrated in the Urban Design Study (Appendix D).

The PRCUTS – Planning and Design Guidelines do not identify any open space or active transport linkages within the site, however a central through site link and secondary GreenWay link have been provided which have potential to connect Lords Road to Marion Street via rail corridor land adjacent to Lambert Park.

- *The planning proposal demonstrably achieves outcomes aligned to the desired future character and growth projections identified in the Strategy.*

The PRCUTS – Planning & Design Guidelines outlines a desired future character for living and working in the Precinct.

The proposal is considered to be consistent with the key aspects the desired future character as outlined in Table 7 below.

Table 7 Taverners Hill desired future character

Future character	Consideration
Taverners Hill's existing mix of warehouse and service industries interspersed with residential dwellings will be reinforced.	The provision of at least 3,000 sqm of non-residential uses will reinforce the mix of service industries and residential uses. Uses on the site will complement the operation of the wider employment precinct. The provision of affordable housing will also provide a supply of affordable accommodation for key workers in the area.
Tebbutt Street will be the Precinct's main street with new residential development, including taller buildings and active ground floors focused around the light rail stop.	Not relevant to the Lords Road site.
Creative industries and other non-residential uses will be integrated into existing and new buildings along George Street, both sides of Parramatta Road and the southern end of Tebbutt Street.	The is not relevant to the Lords Road site, however additional opportunities for establishment of creative industries on the Lords Road site will be supported through the provision of 3,000 sqm of flexible non-residential floor space.
A longer term opportunity also exists to establish a village character at the junction of Lords Road and Flood Street.	The establishment of active frontages along Lords Road will support the establishment of a village character to the east of the site at the junction of Lords Road and Flood Street.
The leafy, residential and low scale character north of Parramatta Road between Hathern Street and Lords Roads will be preserved including the pattern of grain, building typology and historic housing character.	<p>The site is currently used for industrial and commercial purposes. Its redevelopment would not compromise the retention of the low scale residential uses within the northern parts of Taverners Hill. Further the proposal would establish an appropriate transition to adjacent low scale residential areas by locating taller buildings near the rail corridor and locating low scale buildings with upper level setbacks along the Lords Road and Davies Lane frontages.</p> <p>The scale of built form proposed on the site is clearly contemplated by the PRCUTS through its specification of a height and FSR for the site. The proposal is consistent with the built form anticipated by PRCUTS.</p>
Any small scale development that interfaces with Kegworth Public School will be appropriately scaled to ensure it limits overshadowing and overlooking into the School.	<p>The Lords Road site does not directly interface with the Kegworth Public School, however the proposal locates lower scale buildings in the south east corner of the site closest to the school to ensure an appropriate streetscape transition towards the school.</p> <p>There will be no overshadowing of the school caused by the proposed built form.</p>

Future character	Consideration
The GreenWay will be enhanced with better links under Parramatta Road and Longport Street. New east-west connections will make it easier to walk around and access public transport.	<p>It is assumed that local infrastructure items identified in the PRCUTS infrastructure schedule, such as GreenWay enhancements, will be incorporated into the Inner West Council's Development Contributions Plan as appropriate.</p> <p>New north-south and east-west connections on the site will improve connectivity within the area and have potential to improve access to the Marion light rail stop.</p>

The PRCUTS outlines indicative floor space mix and growth projections for the Taverners Hill Precinct which are presented at Table 8.

Table 8 Taverners Hill Proposed Growth Projections / floor space mix

	Short term (2023)	Long term (2050)
Residential floor space (sqm)	47,000	170,000
Dwellings	451	1,350
Population	900	3,265
Minimum employment floor space (sqm)	35,000	35,000
Jobs	3,720	4,110

The proposal will contribute growth of 23,158sqm of residential floor space and 235 dwellings to the Taverners Hill Precinct. The PRCUTS does not envisage any employment uses would be located on this site, however the provision of 3,000 sqm of employment uses on the site could provide 96 to 128 jobs on the site.

- *The planning proposal demonstrates design excellence can be achieved, consistent with councils adopted design excellence strategy or the design excellence provisions provided in the Parramatta Road Corridor Planning and Design Guidelines (Planning and Design Guidelines).*

The PRCUTS recommends that design excellence should apply to key sites or thresholds including frontage to public open spaces and significant corridors and sites with an inherent scale impact i.e. greater than 1,500sqm or proposals that exceed four storeys in height. It identifies the following potential mechanisms for design excellence:

- independent and expert design review and panels
- competitive selection processes
- accountability and monitoring, and
- clear relationships to other entities including adjacent councils regarding their panel selections, shared panelists, or specialist panels.

The applicant is committed to the achievement of design excellence in all aspects of the proposed renewal of the site. The strategy to achieving design excellence is outlined below.

The involvement of highly skilled, experienced and qualified architects and urban designers

The applicant commits to the ongoing involvement of a highly skilled and awarded design team comprising architects in association - Stewart Hollenstein and Matthew Pullinger Architect.

Stewart Hollenstein is an emerging practice that has a record of the achievement of design excellence - including the design and delivery of the recently completed Green Square Library and Plaza, commissioned by the City of Sydney after an open, international design competition. Similarly, Stewart Hollenstein has secured commissions through competitive design excellence processes elsewhere in the City of Sydney, including the redesign of Jacksons on George for Lend Lease on George Street in Sydney CBD.

Stewart Hollenstein is led by Directors Felicity Stewart and Matthias Hollenstein. Felicity has served on a number of design competition juries including the Frankston Station International Design Competition in Victoria. Matthias serves on the inaugural NSW State Design Review Panel.

Matthew Pullinger is an award-winning architect and urban designer, an author of SEPP 65 and the State Government's Design Quality Program.

Matthew has led design projects delivering work of the highest design quality, including leading the team responsible for the design and delivery of the Summer Hill Flour Mill project in the Inner West Council LGA - an exemplar urban renewal project.

As a former President of the Australian Institute of Architects, Matthew is a leader of the profession and an advocate for design excellence in our city. He is a member of the Inner West Council's Architectural Excellence Panel (although would not play any part in the review of this project), and also serves on the inaugural NSW State Design Review Panel.

Together, Stewart Hollenstein and Matthew Pullinger Architect have successfully collaborated on a number of significant master planning, urban design and architectural projects. The practices have different but complementary skills and share values based on defining and drawing out the public benefit in all their projects. They anticipate sharing authorship of the various proposed buildings and striking the necessary balance between urban cohesion and architectural diversity.

A commitment to robust processes of peer-based design review

The applicant commits to a close and meaningful process of peer-based design review.

It is understood that the planning proposal will be considered by the Inner West Council's Architectural Excellence Panel (AEP) prior to being considered by Council for a Gateway determination. The AEP exists to lift the design quality of significant planning and development proposals across the LGA, and has been effective over a number of years.

Further, as a minimum, pre-development application and development application engagement would be carried out with AEP.

It is noted that Matthew Pullinger would necessarily play no part on the AEP in the case of this project.

Design processes guided by recognised principles of design excellence

Platino and its design team will adopt a rigorous design framework to assist evaluate the quality of all its design proposals.

Based on the NSW Government Architect's recently published State Design Policy - Better Placed - the design team has already begun to develop site-specific design principles based on the seven design objectives described in Better Placed.

Criteria 2 Integrated Infrastructure Delivery Plan

- *An Integrated Infrastructure Delivery Plan, which identifies advanced infrastructure provision and cost recovery for the local and regional infrastructure identified in the Infrastructure Schedule, must support the planning proposal. The Integrated Infrastructure Delivery Plan must demonstrate a cost offset to council and agency costs for a set period that aligns with the anticipated timing for land development identified in the Implementation Plan 2016 – 2023. Infrastructure to be considered includes: public transport, active transport, road upgrades and intersection improvements, open space and public domain improvements, community infrastructure, utilities and services.*

An Integrated Infrastructure Delivery Plan (IIDP) has been prepared by Northrop to support the proposal (Appendix X). The IIDP seeks to determine an infrastructure contribution for the proposal based on the PRCUTS guidelines, stakeholder engagement, gap analysis and interrogation of the PRCUTS Infrastructure Schedule.

The IIDP identified that the following infrastructure contributions would be required to support the development of the site:

- **State Infrastructure** - \$3,863,183 (\$150.56 per sqm)
- **Local Infrastructure** - \$4,128,949 (\$160.92 per sqm)

The IIDP also includes an initial high-level review capacity of existing utility infrastructure to accommodate the proposal which indicates spare capacity within the existing infrastructure to accommodate the additional demands of the proposal. The cost of provision of these services will be applied directly by the relevant authority, which will be agreed once the development consent has been granted.

The proposal includes an offer to enter into a voluntary planning agreement (VPA) with Inner West Council (Appendix G) for the delivery of public benefits, local infrastructure items and affordable housing as outlined in Table 9.

State infrastructure contributions would be paid in accordance with any special infrastructure contribution (SIC), or in the absence of a SIC by way of a VPA with the Minister for Planning.

Table 9 Voluntary planning agreement items

Item	Delivery mechanism	Contribution value
Public benefit items		
Multi-purpose space: 500 sqm of floor space to be dedicated to Council and leased to the APIA Club	Dedication of floor space	\$2,480,000
Upgrade to lighting at Lambert Park sports fields which is leased to the APIA club by the Council	Works in Kind	\$160,000
Local infrastructure items		
Public open space: central open space (1,650sqm) to be accessible to the public	Public easement	\$1,680,000
Public open space: maintenance of the central open space for the life of the building (80 years)	Works in kind	\$60,000
Bushcare / bush regeneration of 780sqm of railway land along the GreenWay	Work in Kind	\$188,000
Through site link: provision of a pedestrian path with the potential to connect to the Marion Street Light Rail stop on the eastern side of the light rail corridor	Public easement	\$1,860,000
Streetscape planting: planting of street trees along Kegworth Street and Lords Road	Work in Kind	\$50,000
Pedestrian improvements: along Lords Road from the rail underpass to Kegworth Public School	Work in Kind	\$100,000
Public art: sculpture or water feature near the entrance to the rail underpass on Lords Road	Work in Kind	\$130,000
Affordable housing		
Affordable housing – A total of 35 affordable apartments within the development, to be owned and managed by Bridge Housing, for a minimum of 10 years.	Arrangement with a community housing provider	
	Total	\$6,708,000

Criteria 3 Stakeholder engagement

- *Consultation and engagement with relevant stakeholders (council, government agencies, business, community, adjoining properties and user or interest groups, where relevant) have been undertaken, including any relevant pre-planning proposal engagement processes required by local council.*

A considerable amount of consultation has been undertaken with a range of stakeholders to inform the proposal. The findings of the consultation and how the issues raised have been addressed in the proposal are outlined in in Section 12 and in the detailed consultation report provided at Appendix P.

Further consultation will be carried out through formal exhibition of the proposal following a Gateway decision.

- *An appropriate level of support or agreement is documented.*

The issues raised through the consultation have been addressed through the proposal as outlined in Section 12. The level of support for the proposal will be further tested through the formal public exhibition of the proposal following a Gateway decision.

- *Provision of documentary evidence outlining the level of planning or project readiness in terms of the extent of planning or business case development for key infrastructure projects.*

Consultation has been carried out with Transport for NSW regarding the capacity of the Inner West Light Rail and the status of rapid bus priority measures on Parramatta Road (Appendix Q).

Transport for NSW has advised that for the Inner West Light Rail it regularly reviews patronage, demand and anticipated growth, and would increase services as needed. Since July 2015, 185 additional services have been added for peak and inter-peak periods and Saturdays. Further, an extra 35 services were to be provided between Central and Dulwich Hill from August 2018.

Advice is yet to be provided on the status of bus priority measures on Parramatta Road. The PRCUTS identified that development within the 2016-2023 timeframe could be supported by rapid bus solutions along Parramatta Road from Burwood to the Sydney CBD. The applicant will continue to consult with Transport for NSW regarding the status of these bus infrastructure upgrades. The payment of State infrastructure contributions will also support the delivery of bus priority measures along Parramatta Road.

The Economic Impact Assessment prepared by AEC (Appendix H) demonstrates that the rate of growth along the corridor has been slower than anticipated. Accordingly, it is considered likely that the transport infrastructure identified in PRCUTS to support growth to 2023 would be able to accommodate growth out of sequence.

Criteria 4 Sustainability

- *The planning proposal achieves or exceeds the sustainability targets identified in the Strategy.*

The PRCUTS Planning and Design Guidelines include sustainability and resilience requirements which are addressed in Table 10 below.

Table 10 PRCUTS sustainability and resilience requirements

PRCUTS requirement	Response
Future development should demonstrate consistency with the smart parking strategies and design principles outlined in Section 3.8 – Car Parking and Bicycle Parking.	<p>The proposal seeks to apply the Leichhardt DCP car parking rates which will restrict the quantity of parking provided on the site.</p> <p>The draft DCP (Appendix F) also includes car share provisions consistent with PRCUTS.</p>

PRCUTS requirement	Response
<p>Public domain and buildings shall be designed to reduce localised heat created by the urban heat island affect by:</p> <ul style="list-style-type: none"> - maximising canopy cover on all streets that are designated as being Local, Places for People, or Vibrant on the Street Function Plans - targeting canopy cover of at least 60% over all pedestrian spaces (footpaths, trafficable pedestrian areas), and - maximising the use of vegetation on buildings, including above ground parking facilities. Vegetation, green roofs, green walls and materials with a high solar reflectance index are encouraged on at least 50% of the surfaces of all buildings. Western and northern building facades should be particular areas of focus. 	<p>Canopy cover and vegetation on the site will be maximised through inclusion of green roofs, and significantly increased landscaping across the site, including generous deep soils zones.</p> <p>Canopy cover on Lords Road will also be maximised through proposed street tree planting.</p>
<p>Flow rates from the site should not be more than pre-development site discharge. Stormwater run-off quality should seek to reduce annual loads of:</p> <ul style="list-style-type: none"> - total Nitrogen by 45% - total Phosphorus by 65%, and - total suspended solids by 85%. 	<p>Stormwater management will be designed in accordance with Inner West Council requirements. The stormwater targets identified in PRCUTS are consistent with those in the Part E – Water of the Leichhardt DCP which will apply to the site.</p>
<p>Dwellings greater than 6 storeys without access to recycled water should achieve BASIX Energy 40 and BASIX Water 50.</p>	<p>The proposal will be required to meet standard BASIX targets and water and energy reduction will be further addressed through targeting a 5 Star Green Building Council rating.</p>

Criteria 5 Feasibility

- *The planning proposal presents a land use and development scenario that demonstrates economic feasibility with regard to the likely costs of infrastructure and the proposed funding arrangements available for the Precinct or Frame Area.*

The Economic Impact Assessment (Appendix H) has demonstrated that large portions of the areas of the Taverners Hill Precinct envisaged for 2016-2023 release are unfeasible and are unlikely to developed in this timeframe. This is due to a combination of factors including:

- that a large proportion of properties in the Taverners Hill Precinct (45%) are smaller than 300sqm in site area, and
- the relatively modest FSR of 1.4:1 that applies to most of these properties, is unlikely to see these sites redeveloped in the 2016-2023 timeframe.

This is affirmed by analysis of the development pipeline showing there has been little to no development progressed in the 2016-2023 release area.

Feasibility advice has been provided by Cushman and Wakefield (Appendix Z) confirming that the project is feasible having regard to the contributions identified in the Integrated Infrastructure Delivery Plan.

The Lords Road site therefore represents a valuable opportunity to achieve the objectives of the PRCUTS for the precinct.

Notwithstanding, the proposal would not be expected to be delivered / completed until 2023 allowing for the consideration of the planning proposal, development application and lead in time to mobilisation.

Criteria 6 Market viability

- *The planning proposal demonstrates a land use and development scenario that aligns with and responds to market conditions for the delivery of housing and employment for 2016 to 2023. Viability should not be used as a justification for poor planning or built form outcomes.*

The market viability of the proposal has been considered in detail in the Economic Impact Assessment (Appendix H) and summarised below.

The Inner West LGA has high demand for new housing, noting that population growth (average 1.4% per annum) has historically outstripped dwellings growth (average 0.8% per annum) in the Inner West LGA over the 2006-2016 period. As a result, prices have experienced sustained and significant growth, indicative of an undersupplied market. As evidenced by the modest dwelling growth, there has been limited addition to housing supply in the LGA.

The proposal responds to the need for new housing supply by providing capacity for housing in proximity to local transport, services and infrastructure.

It is evident that the nature of business occupier demand within the Taverners Hill Precinct has and is continuing to shift to accommodate services employment in response to population need. Growth in health and education, retail activity, arts and recreation activity, etc. are testament to this shifting employment structure. Industrial sectors such as wholesaling and manufacturing have steadily declined with the exception of food manufacturing.

This proposal seeks to deliver commercial floorspace to accommodate a range of service-based and destination businesses who seek a central location from which to service their markets. These businesses will be those that do not require heavy or frequent truck access.

Importantly, the proposal will provide opportunities for businesses to share facilities that allow for interaction, collaboration and knowledge sharing in a collegial environment. Flexible configuration of floorspace will enable shared desk, workshop or studio space for creative users to be adjusted to meet market demand as necessary.

The proposal additionally seeks to provide community floor space that will facilitate social interaction for local community groups and residents.

The Economic Impact Assessment concluded that the proposal will likely be well-met by the market given its centrality of location - close to Leichhardt Marketplace, Marion light rail stop and proximity to Parramatta Road.

The Victorian Government has recently responded to this shifting demand for commercial and industrial floor space through the introduction of a Commercial 3 zone which is a mixed-use employment zone intended to facilitate the establishment and growth of creative industries, small manufacturers and start-up businesses. The zone promotes the creation of dense, economically diverse, affordable, accessible and amenity-rich precincts which are attractive to new and emerging businesses. The zone provides for a range of industrial, commercial, office and other employment generating uses which support the mixed-use employment function of the area, whilst allowing for limited residential uses. The Practice Note for the new zone is provided at Appendix T.

The introduction of this zone further highlights the likely market viability of providing flexible non-residential floor space on the Lords Road site to accommodate a range of small scale commercial and industrial uses.

7 Objectives or intended outcomes | Part 1

The objectives and intended outcomes of this proposal are outlined below.

- To facilitate redevelopment of an under-utilised site in close proximity to a range of services, open space, and public transport options.
 - To support the implementation of the PRCUTS by redeveloping the site for 23,158sqm sqm of residential floor space up to RL35 metres.
 - To deliver 235 dwellings with a range of sizes, including 35 affordable rental housing units.
 - To provide at least 3,000sqm of flexible non-residential floor space on the site to adapt to demand over time and support a range of uses such as light industrial and urban services, creative industries, health facilities, education uses, gymnasium, restaurants/cafes and local service business. Depending on the final mix of uses, the non-residential floor space could support 96 to 128 jobs.
 - To provide for a 500sqm multi-use facility to be dedicated to council for use by the APIA club.
 - To upgrade lighting at Lambert Park to reduce light spill and energy usage.
 - To seek to retain the Art Est private art school within the site through an appropriate commercial arrangement.
 - To provide 1,650sqm publicly accessible central open space.
 - To improve pedestrian amenity and safety by providing streetscape and landscaping improvements and active frontages along Lords Road.
 - To improve connectivity and permeability by providing through site links with the potential to connect to Marion Light Rail Station via rail corridor land alongside Lambert Park.
-
- To enhance the existing neighbourhood character by providing high quality design, improved streetscapes, and appropriate transitions to surrounding lower scale residential streets.
 - To ensure that redevelopment of the site does not impact on the operations of the APIA club at Lambert Park.
 - Remove heavy vehicles associated with existing industrial uses from the predominately residential area.
 - To assist in achieving State and local government housing targets.

8 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 Leichhardt LEP as follows:

- rezone the site from IN2 Light Industrial to R3 Medium Density Residential to allow for a range of uses permissible within this zone including residential flat buildings, neighbourhood shops, community facilities, medical centres, health consulting rooms, centre-based child care facilities, and education establishments
- modify the FSR for the site from 1:1 to 2.4:1
- introduce a maximum height of buildings of RL35 metres, and
- introduce a site-specific provision as outlined below allowing a range of additional permitted uses, requiring a minimum of 3,000 sqm of non-residential uses to be provided on the site, enabling a multi-use facility associated with Lambert Park to be provided as an FSR bonus, and requiring a site specific DCP to be prepared.

It is recognised that there a number of approaches that could be taken to identifying appropriate land use zone controls to achieve the proposed outcomes for the site. The PRCUTS recommends the use of the R3 Medium Density Housing zone. Whilst PRCUTS does not envisage employment use for this site, employment uses have been included in response to the recommendation of the Central Sydney Planning Panel on the previous Planning Proposal for the site, and in response to consultation with Council and the community.

To maintain consistency with PRCUTS as much as possible, R3 Medium Density Housing zone with an additional permitted uses has been proposed.

Proposed site-specific clause – 67-75 Lords Road Leichhardt

1. The objective of this clause is to facilitate the provision of at least 3,000 sqm of non-residential uses at 67-75 Lords Road to ensure the ongoing employment and urban services function of the site.
2. This clause applies to 67-75 Lords Road being Lot 1 DP 940543 and Lot 1 DP 550608.
3. A minimum of 3,000sqm of non-residential uses must be provided on the land to which this clause applies.
4. Despite any other provisions of this plan development consent may be granted for the following uses: recreation facility (indoor), office premises, business premises, light industry, industrial retail outlet, and restaurant or café.
5. Despite and other provisions of this plan development consent may be granted for an FSR greater than 2.4:1, but only if the increase is provided as a public benefit in the form of a 500sqm multi-use facility to be used in conjunction with Lambert Park.
6. Development consent must not be granted for development on the site unless a site specific DCP has been endorsed by the planning proposal authority.

Development Control Plan

A site specific draft DCP has been prepared which reflects key aspects of the urban design proposal and includes objectives and controls to guide future development of the site (Appendix F). The intention is that a site specific DCP will apply to the land instead of the Leichhardt DCP. It is expected that this would be endorsed concurrent with the planning proposal.

9 Justification | Part 3

9.1 Section A Need for the planning proposal

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

The planning proposal seeks to support the implementation of the PRCUTS which envisages the Lords Road site being developed for medium density residential uses with an FSR of 2.4:1 and a maximum height of RL35m. The proposal is generally consistent with the Strategy as outlined in Section 4.3 of this report.

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 delivering the housing growth on the site as envisaged in the PRCUTS, whilst providing for ongoing flexible community and employment uses on the site which will respond to future demand and meet the needs of the wider community. Further, the implementation of the PRCUTS requires that the land be rezoned.

The proposal has resulted from detailed urban design analysis and testing to ensure that it enhances local character and amenity of the area and provides suitable transitions to surrounding uses.

9.2 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 proposal is considered to meet the objectives and actions of the Greater Sydney Region Plan and Eastern City District Plan as outlined in Section 4.1 and 4.2 of this report.

The planning proposal is also directly consistent with the NSW Government's sub regional PRCUTS and the accompanying Ministerial Direction.

In particular the proposal supports the delivery of these plans by increasing housing supply, including affordable housing, within walking distance of the Marion light rail stop and bus services along Parramatta Road, ensuring that that future residents of this site will be able to access a wide range of jobs, education and health facilities, including those within the Sydney CBD, within a 30 minute travel timeframe.

Q4. Is the planning proposal consistent with a council's local strategy or other strategic plan?

The proposal has been considered against *Leichhardt 2020+* and *Leichhardt Employment and Economic Development Plan* (2013) as outlined in Section **Error! Reference source not found.** and 4.5 of this report.

The proposal is considered to support the objectives of *Leichhardt 2020+*.

The *Leichhardt Employment and Economic Development Plan* outlines that industrial sites should be considered against standard criteria before being rezoned for alternative

uses. The consideration of the proposal against these criteria set out at Table 4, supports the proposed rezoning of the site.

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 11.

Table 11 – Analysis against State Environmental Policies

Policy	Assessment
SEPP 55 – Remediation of Land	<p>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.</p> <p>Benviron has reviewed previous contamination sampling and reporting (EMS 2006) and prepared a Remediation Action Plan (Appendix L) outlining remediation measures to make the site suitable for the proposed future use.</p> <p>This is discussed in further detail in Section 9.3.6.</p>
SEPP 65 – Design Quality of Residential Apartment Development	<p>SEPP 65 seeks to promote good design of apartments through the establishment of the Apartment Design Guide.</p> <p>Key controls outlined in the apartment design guideline have informed the urban design scheme for the proposal.</p> <p>The proposal is capable of meeting key requirements of the Apartment Design Guide, in particular those relating to built form, site configuration and amenity as highlighted in the Urban Design Study (Appendix D).</p>
SEPP (Buildings Sustainability Index: BASIX) 2004	<p>SEPP BASIX requires all future residential developments to achieve mandated levels of energy and water efficiency, as well as thermal comfort.</p> <p>BASIX Certificates are included as part of future development applications to demonstrate compliance with SEPP BASIX requirements.</p>
SEPP (Infrastructure) 2007: Development Near Rail Corridors and Busy Roads (Interim Guideline)	<p>The SEPP (Infrastructure) 2007 sets out noise criteria for development adjacent to rail corridors and busy roads, which is supported by an Interim Guideline.</p> <p>An acoustic report has been prepared which demonstrates that the relevant noise criteria can be achieved as highlighted in Section 9.3.3.</p>

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

The proposal is consistent with all relevant Ministerial directions under Section 9.1 of the *Environmental Planning and Assessment Act 1979* (previously Section 117).

Of particular note is that the Greater Sydney Region Plan and District Plan specifically state that the loss of employment land is not a relevant consideration where a proposal is consistent with the PRCUTS.

An assessment of the proposal against the applicable Section 9.1 directions is supplied in Table 12.

Table 12 – Assessment against Section 9.1 Directions

Ministerial Direction	Assessment
1. Employment and resources	
1.1 Business and Industrial Zones	<p>The direction requires a planning proposal to retain the areas and locations of business or industrial zones. The direction outlines that a planning proposal may be inconsistent with the direction where it is in accordance with a relevant Regional Strategy or Sub-regional Strategy.</p> <p>The Greater Sydney Region Plan highlights that the PRCUTS has undergone an extensive planning process and therefore the land subject of PRCUTS is not subject to the industrial land strategies and actions of the Plan, being to retain and manage industrial land.</p> <p>Accordingly, the planning proposal is considered to be consistent with the Direction.</p>
3. Housing, Infrastructure and Urban Development	

Ministerial Direction

Assessment

3.1 Residential Zones

The direction requires that a planning proposal relating to residential land must include provisions to:

- a. broaden the choice of building types and locations available in the housing market
- b. make more efficient use of existing infrastructure and services
- c. reduce the consumption of land for housing and associated urban development on the urban fringe, and
- d. be of good design.

The proposal will increase the choice of housing types in this location by providing a range of apartment sizes and 35 affordable rental dwellings. The proposal locates housing within an existing urban area in close proximity to major transport infrastructure and a range of services. The proposal has been through a rigorous design process and will be subject of consideration by the Inner West Council Architectural Excellence Panel. The draft DCP also outlines requirements to ensure a high quality urban design outcome.

3.4 Integrating Land Use and Transport

The direction requires the consideration of the principles of Integrating Land Use and Transport as outlined in key polices and guidelines.

The proposal meets these principles by locating housing and employment uses in an area with good pedestrian and cycle connectivity and within close proximity to a range of public transport services and key roads.

7. Hazards and Risks

4.1 Acid Sulfate Soils

The direction requires preparation of an acid sulfate soils study where it proposes an intensification of land uses on land identified as having a probability of containing acid sulfate soils.

The Leichardt LEP identifies the site as having probability of containing acid sulphate soils. Accordingly, an acid sulphate soil study will be prepared to support the planning proposal prior to public exhibition.

4.3 Flood Prone Land

The direction outlines requirements when rezoning land which is subject of flood hazard.

The site is subject of inundation during flood events.

A Flooding and Stormwater Study (Appendix K) has been prepared which confirms that flood hazards can be appropriately managed as outlined at Section 9.3.5.

6. Local Plan Making

7.1 Implementation of the Metropolitan Plan

This direction requires planning proposals to be consistent with A Plan for Growing Sydney.

Ministerial Direction	Assessment
	<p>A Plan for Growing Sydney was superseded by the Greater Sydney Region Plan in March 2018.</p> <p>The proposal is consistent with The Greater Sydney Region Plan as outlined in Section 4.1.</p>
7.3 Parramatta Road Corridor Urban Transformation Strategy	<p>This direction requires planning proposals to be consistent with the PRCUTS and Implementation Toolkit and the relevant district plan.</p> <p>The proposal is consistent with the PRCUTS and Implementation Toolkit as outlined in Section 4.3, and the Eastern City District Plan as outlined in Section 4.2.</p>

9.3 Section C Environmental, social and economic impacts

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

The 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.

9.3.1 Visual impact, privacy and overshadowing

The urban design proposal has responded to the surrounding environment to minimise the visual impacts, overlooking and overshadowing.

The visual impact of the proposal has been mitigated by providing an appropriate distribution of floor space across the site, including the location of taller buildings along the light rail and lower scale buildings fronting Lords Road, Davies Lane and Lambert Park. Upper level setbacks along Lords Road and Davies Lane will also limit visual impact from street level and for adjacent residential uses. The location of dense mature trees along the Inner West Light Rail Corridor will reduce the visual impact of the proposal from the GreenWay and from residential areas to the west of the GreenWay.

The draft site specific DCP includes provisions to ensure privacy is maintained to adjoining dwellings located to the south and east of the site. Concern has also been raised about potential overlooking of properties located to the west of the site across Hawthorne Canal. These dwellings are located approximately 60 metres from buildings proposed within the site. Visual privacy will be maintained through the building separation and the dense vegetation along the site boundary and light rail corridor as illustrated in the cross sections shown in the Urban Design Report (Appendix D).

To support the public exhibition of the planning proposal photomontages will be prepared from key view points within the public domain.

A shadow analysis has been included in the Urban Design Report (Appendix D) which considers overshadowing between 9am and 3pm on the 21 June. The analysis shows that for properties along Lords Road overshadowing would largely be restricted to the rear gardens of properties until 2 pm, following which impacts would gradually increase for a number of these properties. This is with the exception of the property at the western end of Lords Road which would also receive greater overshadowing impact to the rear garden prior to 10am. The properties which back onto Davies Lane would not be impacted by overshadowing as a result of the proposal until between 2pm and 3pm when shadows would start to fall on the properties back gardens and garages. The shadow analysis demonstrates that all properties would continue to receive good solar access. The draft site specific DCP includes provisions requiring an appropriate level of solar access to be retained for adjoining properties.

The shadow analysis also shows that the proposed central open space within the site would receive good solar access from between 10am and 2pm in midwinter, and would meet the requirements of the Apartment Design Guide for solar access to communal open space.

9.3.2 Transport

The proposal is located in close proximity to the Marion stop on the Inner West Light Rail as well as to buses on Parramatta Road. Further, rapid transit buses are planned to be introduced along Parramatta Road to support growth in the Parramatta Road Corridor envisaged for 2016-2023 release.

Consultation has been carried out with Transport for NSW regarding the capacity of the Inner West Light Rail and the status of rapid bus priority measures on Parramatta Road (Appendix Q).

Transport for NSW has advised that for the Inner West Light Rail it regularly reviews patronage, demand and anticipated growth, and would increase services as needed. Since July 2015, 185 additional services have been added for peak and inter-peak periods and Saturdays. Further, an extra 35 services were to be provided between Central and Dulwich Hill from August 2018.

Advice is yet to be provided on the status of bus priority measures on Parramatta Road. The applicant will continue to consult with Transport for NSW regarding the status of these bus infrastructure upgrades. The payment of State infrastructure contributions will also support the delivery of bus priority measures along Parramatta Road.

The Economic Impact Assessment prepared by AEC (Appendix H) demonstrates that the rate of growth along the corridor has been slower than anticipated. Accordingly, it is considered likely that the transport infrastructure identified in PRCUTS to support growth to 2023 would be able to accommodate growth out of sequence, including the Lords Road site.

The site also has excellent access to regional cycle networks, including along the GreenWay.

The proposal seeks to improve connectivity through the site by providing a share way linking Lords Road to Davies Lane. This is anticipated to be a very low traffic environment, with the majority of traffic movements into and out of the site being via the entrance to the basement car park from Lords Road.

Pedestrian and cycle connectivity through the site would also be improved via a central through site link and a secondary GreenWay connection running along the western

boundary of the site which both have potential to connect Lords Road to Marion Street and the Marion light rail stop via rail corridor land adjacent to the Lambert Park.

A Traffic Study has been prepared by The Transport Planning Partnership (TPPP) (Appendix I).

The Traffic Study highlights that traffic generation as a result of the proposal would be 95 trips during the AM peak and 71 trips during the PM peak. This is a reduction on the existing traffic generation potential of the site based on the existing tenancies and uses, being 209 trips during both the AM and PM peak periods.

Updated traffic surveys were also undertaken in August 2018 which identified 30 trips per hour during the AM peak and 110 trips per hour during the PM peak. Based on these rates the proposal would result in an increase trip generation of 65 trips in the AM peak and a reduction of 39 trips in the PM peak.

TPPP has conducted a traffic assessment using proposed development traffic, assuming no existing traffic (i.e. an additional 95 and 71 trips in the AM and PM peak respectively) for key intersections in the vicinity being Marion Street/Foster Street, Foster Street/Lords Road/Tebbutt Street and Tebbutt Street/Kegworth Street.

Based on this traffic assessment, the proposed development is expected to result in a slight increase in the delays experienced at the key nominated intersections in the area during the morning peak. However, in the evening peak, the intersections are expected to operate better in the future scenario with the development. Notwithstanding this, the proposed development is not expected to change the level of service in the existing base year (2018) or the future 10-year horizon (2028) scenario.

In Year 2028, the Marion Street-Foster Street intersection is expected to operate at LoS F, even without the proposed development traffic. This poor level of intersection is not driven by the proposed development traffic, but rather future background growth in the area alone.

As such, intersection improvement works would need to be considered to improve this intersection to address the future traffic deficiencies, irrespective of the proposed development. This work is considered to be well outside the reasonable scope of this study for a single standalone private development.

As such, the proposed development is not expected to compromise the future intersection operation within the immediate vicinity of the site, nor result in any significant detriment on the surrounding road network, particularly with consideration to the existing use on the site.

As part of PRCUTS, it is understood that a precinct wide traffic study will be undertaken to consider the proposed land uses and densities, as well as the future WestConnex conditions to identify any necessary road improvements and upgrades that will be required to be delivered to support renewal in the Taverners Hill precinct and frame area. It is envisaged that the outcomes of this Precinct wide study will assist in improving the intersection and network performance surrounding the subject site. The Department of Planning and Environment has advised that stage 1 of the precinct wide traffic study will be completed by late 2018.

TPPP has also prepared a Green Travel Plan to facilitate a modal shift towards public transport usage which is included as an Appendix to the Transport Study. The implementation of a Green Travel Plan has the potential to further reduce the traffic generation rates on the site. TPPP notes that the implementation of a Green Travel Plan at Harold Park, which has similar characteristics to the Lords Road site including

proximity to light rail, has reduced trip generation to around 0.12 vehicles per hour per unit compared to the RMS guideline of 0.19 vehicles per hour per unit.

Car parking rates under the Leichhardt DCP are proposed to be adopted for the site, including the rates highlighted in Table 13. These provide for minimum and maximum rates which will limit the amount of car parking provided on site.

Based on the indicative dwelling mix the proposal would require between 159 and 261 spaces to service the proposed uses.

Further, to ensure that an appropriate quantity of car share spaces is provided on the site, car share requirements have been included in the draft site specific DCP for Lords Road in accordance with the PRCUTS, being 1 space per 100 dwellings.

Table 13 – Leichhardt DCP residential car parking rates

Land use	Car parking rates	
	Minimum spaces	Maximum spaces
Studio	Nil	0.5 per dwelling
1 bedroom	0.33 per dwelling	0.5 per dwelling
2 bedrooms	0.5 per dwelling	1 per dwelling
3+ bedrooms	1 per dwelling	1.2 per dwelling
Visitors	0.09 spaces per dwelling	0.125 spaces per dwelling
Commercial / community	1 space per 100sqm	1 space per 80sqm

9.3.3 Acoustics

The site is located adjacent a number of noise sources, including:

- aircraft noise from Sydney Airport's main north-south runway flight path
- road traffic noise from Marion Street approximately 90m to the north of the site
- rail noise from the Inner West Light Rail which runs alongside the western boundary of the site, and
- noise associated with the APIA soccer club, which uses Lambert Park located directly to the north of the site.

The proposal responds to noise from the APIA club operations by locating non-residential uses directly adjacent to Lambert Park, providing a generous setback from Lambert Park to residential uses and orienting apartments east and west so they do not directly face the noise source.

The noise assessment has been carried out based on noise criteria outlined in:

- Leichhardt DCP
- NSW Department of Planning – Development near Rail Corridors and Busy Roads – Interim Guideline
- AS2107 – 2016 Acoustics – Recommended design sound level and reverberation times for building interiors, and
- AS 2021 – 2015 – Aircraft Noise Intrusion – Building Siting and Construction.

The acoustic assessment concluded that the development is able to comply with all requirements with the adoption of typical envelope treatments, including for residential uses through either a single layer of medium to heavy-weight laminated glazing with acoustic seals or through wintergarden balconies with single layer of medium-weight laminated glazing to “internal” windows and single layer light-weight glazing to the external façade.

There is also potential for noise associated with the proposed ground floor non-residential uses to impact on residential uses. It is considered that these impacts would be able to be mitigated through appropriate design and construction responses. The draft site specific DCP for the site includes provisions to ensure that these potential impacts are managed.

Future development applications will also be required to demonstrate compliance with the noise criteria outlined in Council's DCP, the Development near Rail Corridors and Busy Roads –Interim Guideline, and relevant Australian Standards.

9.3.4 Light spill

Lighting at the Lambert Park sports field has potential to impact on residential amenity of proposed apartments within the site.

The locations of non-residential uses directly adjacent to Lambert Park, providing a generous 20m setback from Lambert Park to residential uses and orienting apartments east and west so they do not directly face the light source will minimise light spill impacts on future development.

Further, it is proposed to upgrade the lighting within Lambert Park to provide new LED lighting which will reduce light spill to the surrounding area and substantially reduce electricity consumption. This will enhance both the financial and environmental sustainability of the APIA Club.

Advice has been provided outlining the potential benefits of upgrading the lighting at Lambert Park (Appendix U). A detailed technical assessment will be prepared to assess the light spill impact from Lambert Park on the proposal based on the upgraded lighting, prior to any formal public exhibition.

9.3.5 Flooding and storm water

The site is subject to inundation during the 100 year flood and probable maximum flood (PMF).

A flood impact assessment has been prepared by Tooker and Associates in support of the proposal (Appendix K) which confirms that flood hazards can be managed through:

- adoption of the flood planning level (FPL) for residential uses (RL4.55 AHD)
- entrances or flood evacuation routes to be above the FPL
- basement car park entrances to be above the PMF (6.75m AHD), and
- provision of an internal evacuation route for all apartments to levels above the PMF.

The study also highlighted the need to provide compensatory flood storage to offset any loss of 100 year flood storage below RL4.05 on site due to the development, and noted that this storage is capable of being incorporated into the development design and will mitigate the need for upgrading any of Council's drainage system between the site and the canal.

Future development will be subject of Council's flooding and stormwater policies as outlined in Part E – Water of the Leichardt DCP 2013.

9.3.6 Contamination

The site has been used for a range of industrial uses and therefore has potential for contamination.

A preliminary contamination assessment for the site was carried out by EMS in 2005, which identified the site as being subject of uncontrolled fill including presence of asbestos, use of pesticides, manufacturing uses and an electrical substation.

A Remediation Action Plan (RAP) has subsequently been prepared by Benviron Group (Appendix L) outlining remediation measures to make the site suitable for the proposed future use.

The RAP concluded that the site will be suitable for the proposed multi-storey residential building including commercial tenancies, landscaped areas, and basement car parking subject to the implementation of remediation and validation works in accordance with the RAP.

9.3.7 Heritage

A heritage impact statement has been prepared by Architelle (Appendix W) to support the proposal.

The site is not subject of any heritage listing however it is located adjacent to Lambert Park which is listed in the Leichardt LEP and comprises the park and a former house fronting Foster Street which is used as a child care centre.

The impact statement concluded that the proposal is acceptable in terms of potential impacts on heritage significance of the surrounding area. In particular it noted that the building envelopes focus massing remotely from the former house and include appropriate scale and stepped forms to minimise visual impact. New buildings are proposed to have adequate setbacks to the park to minimise impacts on the setting and views.

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

9.3.8 Economic analysis

An Economic Impact Assessment has been prepared by AEC to support the proposal (Appendix H), which assesses the economic benefits to the Inner West LGA of the proposal against a base case being the development of the site for entirely residential uses as envisaged under PRCUTS.

The key economic benefit of the proposal is the potential to retain 96 to 128 jobs on the site through the provision of non-residential land uses, which in turn will generate demand for additional jobs within the wider LGA.

This is discussed in further detail in Section 6.

9.3.9 Social impact

The proposal is considered likely to provide a number of community benefits which are outlined in Section 6 and the Social Impact Assessment at Appendix M.

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

The Social Impact Assessment includes a social infrastructure and open space needs analysis which has assessed the proposal against typical benchmarks and identified additional needs.

In terms of social infrastructure, the additional 446 residents would generate the following demand:

- 40sqm of community floor space which can be met through on-site provision of communal meeting spaces within the development
- five early education and care places which can be accommodated within the capacity of existing facilities, and
- eleven primary school and six high school places which can be accommodated within capacity of existing facilities, noting that a contribution towards education facilities is proposed to be made through a special infrastructure contribution (SIC), or in the absence of a SIC by way of a voluntary planning agreement with the Minister for Planning.

The proposal also meets NSW Department of Planning open space benchmarking as highlighted in Table 14.

Table 14 – Open space benchmarking

Benchmark	Existing facility	Compliance
1 regional park within 5 to 10km (approx 2 - 5ha)	Hawthorne Canal Reserve	Yes

Benchmark	Existing facility	Compliance
1 district park within 2km (approx 0.5ha - 2ha)	Richard Murden Reserve	Yes
All residents should be within 400m of at least a level 1 local park with walkable connections and no major barriers (approx 0.5 to 2ha)	Lambert Park	Yes
All residents living in high density should be within 200m of at least a level 2 local park with walkable connections and no major barriers (aprox. 0.1 to 0.5ha)	Lambert Park	Yes

The assessment also recommends that between 10-15% of the site is allocated for open space. The proposed central open space comprising 1,650sqm comprises 15% of the 10,691 sqm site.

The site is considered to be well located within close proximity of local and regional community infrastructure, open space, recreation facilities and services. An infrastructure list has been provided in Section 6 outlining commitments to provision of infrastructure to support the development on the site.

10 State and Commonwealth interests Part 4

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

Contact has been made with a number of State government agencies as part of the consultation carried out to support the proposal, including Transport for NSW, Sydney Trains, RMS, Department of Education, and Environmental Protection Authority however meetings have not been able to be secured. These agencies would continue to be engaged through the rezoning process.

Letter responses have been received from Transport for NSW which are included at Appendix Q and discussed in Section 9.3.2.

Further, the Department of Planning and Environment will have responsibility for considering the gateway request, and will determine the requirements for any consultation with State and Commonwealth public authorities.

11 **Part 4** | **Mapping**

Mapping of the proposed changes to the Leichhardt LEP, as outlined in Section 8, has been prepared support the planning proposal (Appendix S).

12 Part 5 | Consultation

To inform the proposal Chikarovski and Associates was engaged to undertake extensive consultation with the local community, relevant community groups and stakeholders, Inner West Council and Government agencies as outlined in the Community Consultation Report (Appendix P) and summarised below.

12.1 Local Government

Platino Properties had initial meetings with the Inner West Council in late April to advise Council that it would be developing a new proposal for the site. Initially Council advised that a series of meeting could be arranged to seek Council's input and feedback on the proposal. However, Council subsequently advised that the preliminary planning proposal would be the preferred way for Council to consider the proposal and provide feedback.

Council highlighted that any new planning proposal would need to address the following:

- further community consultation
- consistency with the out of sequence checklist
- inclusion of employment uses on the site and floor space for affordable commercial and industrial space, and
- provision of open space, community amenity and recreation.

A preliminary planning proposal was lodged with Inner West Council on 9 August 2018. Council provided a response to the preliminary proposal on 17 October 2018. The issues raised by Council are addressed in

Table 16.

Table 15 – Response to Council's preliminary planning proposal response

Issue	Consideration
Loss of Industrial Land	<p>The PRCUTS is State Government Policy and is enforced by a Ministerial Direction. Further, the Greater Sydney Region Plan released in March 2018 confirms that the Parramatta Road Corridor is not subject of the industrial land protection policies set out within that plan.</p> <p>The recommended land use in PRCUTS for the site is residential, with an FSR of 2.4:1 and a height of 30m. The applicant has suggested the incorporation of employment uses as a result of the recommendations of the Sydney Central Planning Plan and after considering the views of Council and the community.</p> <p>The proposed 3,000sqm of non-residential floor space will provide significant employment on the site, supporting approximately 97 to 128 jobs.</p>
Economic Impact	<p>The proposed 3,000sqm of non-residential floor space will provide affordable commercial / light industrial space on the site, compatible with the proposed residential use. Also, the applicant is negotiating with several key tenants to see if they would like to return to the site on completion of the proposal (if approved), in a commercial arrangement that is similar to their current situation.</p> <p>The applicant understands that any "queries" Council has with regard to the "selected catchment area" and "analysis area" will be considered by Council in greater detail once the Planning Proposal is lodged.</p>

Issue	Consideration
Functionality of Mixed Use	<p>The applicant considers that the proposed mixed development can be extremely functional. Approximate ceiling heights, and the extent of the employment areas, are clearly shown in the Urban Design report. Further, the draft DCP includes provisions to ensure the successful integration of residential and non-residential uses, including requirements for design and acoustic measures to maintain residential amenity and the separation of access, car parking and loading.</p>
Prematurity of a Planning Proposal	<p>The applicant does not believe that the proposal is premature, and indeed, such "Out of Sequence" proposals are foreshadowed in the PRCUTS. The issues raised by Council with regard to the checklist prepared are provided below.</p> <p>Criteria 1</p> <p>Whilst raising many issues that require further assessment and consideration, Council also notes that the proposal has merit. The applicant understands Council will undertake further assessment once the Planning Proposal is lodged.</p> <p>A Social Impact Assessment has been prepared which outlines the how the key community benefits proposed to be accommodated on site respond to community need.</p> <p>The applicant cannot comment on the "incongruity" of the PRCUTS Planning controls, however it is noted that the PRCUTS Planning and Design Guidelines states that a 32 metre height control is recommended for land on Lords Road that is close to the Marion Light Rail stop and other nearby facilities and services such as Kegworth Public School and Leichhardt Marketplace.</p> <p>Further consideration has been given to the design excellence provisions of the PRCUTS and details provided of the proposed design excellence strategy.</p> <p>Criteria 2</p> <p>A separate IIDP has been prepared by Northrop to support the Planning proposal.</p> <p>Criteria 3</p> <p>The applicant has undertaken extensive consultation, and this has continued since the pre-lodgement, including further meetings with some residents and Kegworth Public School. An updated Consultation report has been prepared which includes all details requested by Council.</p> <p>Criteria 4</p> <p>The applicant is of the view that committing to achieve a 5-star green star Design and As Built accreditation will more than achieve the PRCUTS sustainability aspirations.</p> <p>Criteria 5</p> <p>Feasibility advice has been provided by Cushman and Wakefield confirming that the project is feasible having regard to the contributions identified in the Integrated Infrastructure Delivery Plan.</p> <p>Criteria 6</p> <p>The applicant has prepared an affordable housing report and economic</p>

Issue	Consideration
	assessment which both note the critical shortage of market and affordable housing in the Inner West. Further, both the former National Housing Supply Council, and the NSW Department of Planning, have noted the broad undersupply of affordable and available housing in the Sydney Housing market, particularly in areas close to amenities and employment, such as Lords Road. The site is close to schools, 2 light rail stations, 2 heavy rail stations, bus routes and shops. It is an appropriate infill location for the proposal.
Urban Design	<p>As the PRCUTS is adopted government policy, and has been developed after years of extensive research and investigation by the state government and its agencies, and is now subject to Ministerial Directions. Accordingly, the applicant believes it is reasonable to undertake the proposal with PRCUTS as the starting point.</p> <p>As PRCUTS recommends the whole Taverners Hill Precinct to undertake significant change over the coming years the applicant has taken into account the proposed zonings, heights and FSRs for the whole precinct. Nevertheless, the applicant has not "relied on" the PRCUTS, and the proposal exceeds the PRCUTS requirements in many areas including sustainability, public open space, affordable housing, community benefit, and employment.</p> <p>Further, the urban design study has considered the appropriate distribution of built form across the site to maintain existing amenity and provide consistency with the desired future character of the area.</p> <p>The urban design study has also been updated to include a basement plan and better illustrate the maximum height of buildings.</p>
Affordable Housing	The applicant is proposing to deliver 35 apartments, to be managed by Bridge Housing, for a minimum of 10 years, as Affordable Housing. This equates to 15% of the total dwellings. The Affordable Housing Study notes this is "one of the highest affordable housing percentages the Consultant is aware has been achieved to date in Australia".
Open Space and Public Domain	<p>The PRCUTS does not identify the need to provide new public open space within the subject site. Notwithstanding, publicly accessible open space has been identified on site which will complement the proposed ground floor non-residential uses and benefit the local community. An analysis of open space options is included in the urban design report in response to Council's concerns.</p> <p>With regard to pedestrian improvements along Lords Rd, the applicant is yet to meet with Council to discuss these matters. The appropriate pedestrian upgrades can be further discussed with Council following a Gateway decision.</p>
Community Strategic Plan	Our Inner West 2036 has been considered and addressed in Section 4.4.
Traffic and Transport	Additional transport advice has been provided which addresses the issues raised by Council which is included at Appendix I.
Site Specific DCP	This fee is noted.
Social Impact	Noted. A Social Impact Assessment has been prepared in accordance with

Issue	Consideration
Statement	Council requirements.
Flood Study	A flood study has been prepared to support the proposal, which has been informed by an updated flood certificate. The applicant's flood consultant advises that an overland flow path is not located along the western boundary of the site, due to a raised area at the western end of Lambert Park.
Heritage Impact Assessment	A Heritage Impact Assessment has been prepared to form part of the Planning Proposal (Appendix W).
Contamination	A Remediation Action Plan (Appendix L) has been prepared which outlines measures to make the site suitable for the proposed future use.
Acid Sulphate Soil Study	An acid sulphates soils study will be provided following a gateway decision.
Voluntary Planning Agreement	A letter of offer to enter into a Voluntary Planning Agreement with Council has been included with the Planning Proposal (Appendix G).

12.2 State Government

An initial meeting was held with the Department of Planning in late April to advise that a new proposal would be prepared for the site. A subsequent meeting was held on the 6 August 2018 to update the Department of the Planning Proposal and the intention to lodge the proposal with council for a pre planning proposal review.

The Department highlighted that any new planning proposal would need to address the following:

- further community consultation and collaboration with the Inner West Council
- consistency with the out of sequence checklist, and
- provision of employment uses on the site.

Contact has also been made with Transport for NSW, Sydney Trains, RMS, Department of Education, NSW Health, Kegworth Public School, and Environmental Planning Authority however meetings have not been able to be secured. These agencies would continue to be engaged through the rezoning process.

Letter responses have been received from Transport for NSW which are included at Appendix Q and discussed in Section 9.3.2.

12.3 Community

The local community has been engaged by way of an online survey, meetings with the APIA club, existing tenants, and one concerned resident, and a community drop in session. The outcomes of this consultation is outlined below.

The online survey sought feedback on the community's aspirations for the site and

concerns about future development. The community was notified of the survey by way of:

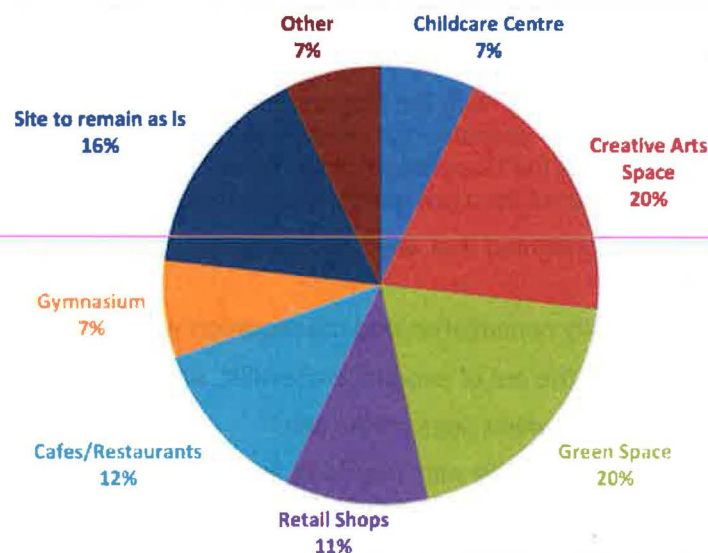
- A letterbox drop to local residents adjacent to the site
- notice in the Inner West Courier's 26 June print edition and on the website, which remained online for 30 days
- direct notification to residents who expressed strong opposition to the previous proposal
- direct notification of existing tenants and encouragement to forward the survey onto their staff and patrons, and
- direct notification to the APIA club and encouragement to forward the survey onto their staff and patrons.

A total of 26 responses were received to the online survey, the outcomes of which are described below.

Question 1. Would you like to see any of the below included in the proposal?

Respondents were able to select more than one option from a list of proposed features. An 'other' option was also included, with the opportunity to provide freeform text. Other responses included a craft brewery and a swimming pool. The responses to question 1 are illustrated in Figure 9 below.

Figure 9 – Summary of responses to survey question 1



The proposal responds to this feedback by:

- including 3,000 sqm of flexible non-residential floor space to support a range of uses such as community uses, light industrial and urban services, creative industries, health facilities, education uses, gymnasium, restaurants/cafes and local service business
- allocating part of the non-residential floor space for a multi-use facility for the APIA club (500sqm)
- including a 1,650sqm publicly accessible open space within the site, and
- committing to enabling Art Est to return to the site through negotiation of a suitable commercial arrangement

Question 2. What are you concerned about regarding the development of this site?

This question allowed respondents to provide a freeform response. The comments raised are included in Table 16 below.

A community drop in session was also held on the 22 September from 10am-2pm with around 25 residents attending. The session was notified to the community by:

- doorknocking residents on Lords Road, Davies Lane and Kegworth Street, and
- placing an advertisement in print and online of the Inner West Courier notifying residents of the drop-in session.

Table 16 below outlines all issues raised through the community consultation and how these have been addressed in the proposal.

Table 16 – Summary of issues raised through consultation

Issue / comment	Consideration
Loss of employment floorspace Need to provide affordable industrial/commercial space and local job opportunities	The proposal includes a minimum 3,000 sqm of non-residential floor space. It will be designed to provide flexible spaces, with a generous floor to ceiling height to cater for a wide range of creative, commercial and community uses.
Community amenity Need to provide space for community amenity and recreational facilities including green space, creative arts and fitness.	A 1,650sqm publicly accessible central open space forms part of the proposal. Through site links will also be provided so that in the future pedestrian / cycle access could be gained on the Eastern side of the light rail line to the Marion Light Rail stop. The applicant has also committed to assisting Art Est finding a temporary location during the construction period and negotiating a commercial arrangement that will allow Art Est to return to the site when the development is completed.
Traffic and Parking: Issues cited with current congestion on roads surrounding the site as well as a lack of adequate on-street parking and the impact additional residential development may have on this	A Traffic Study has been prepared by The Transport Planning Partnership (TPPP) (Appendix I) which concluded that the proposal is not expected to change the overall level of service in the future case scenario at key intersections in the vicinity. Car parking would be provided on site in accordance with Council's DCP, and car share spaces would be provided on site. Further, the site's close proximity to public transport is likely to limit the car parking demand resulting from the proposal.
Overdevelopment: Concerns were raised about overdevelopment and opposition	The proposal seeks to maintain the amenity of the area and respond to the local character by providing sensitive transitions to existing low density residential areas and

Issue / comment	Consideration
to high rise development	open space.
<p>Impact on APIA club operations</p> <p>Complaints from future residents may impact on the APIA club operations, noting that the club operates until 10pm most weeknights and games can be noisy and require bright lighting.</p>	<p>It is proposed to upgrade the lighting within Lambert Park to provide new LED lighting which will reduce light spill to the surrounding area.</p> <p>The proposal has also responded to this concern as follows:</p> <ul style="list-style-type: none"> • non-residential uses are located in close proximity of Lambert Park • generous 20m setback are provided to residential uses, • apartments are oriented east and west so they do not directly face the noise / light source. <p>A noise assessment has been carried out to consider the impacts and identify suitable mitigation measures. A light spill assessment will also be carried out prior to any formal public exhibition.</p>
<p>Light rail / public transport capacity</p> <p>Concerns were raised regarding the capacity of light rail and other public transport infrastructure</p>	<p>Engagement has been carried out with Sydney Trains/Transport for NSW in order to discuss this further.</p> <p>Transport for NSW has confirmed the capacity of the light rail is consistently monitored and that its capacity can and would be increased to accommodate future growth in patronage.</p> <p>Further consultation will be carried out regarding public transport capacity throughout the process.</p>
<p>Schools</p> <p>Concerns regarding the capacity of local schools to accommodate increased growth and safety for children attending Kegworth Primary School</p>	<p>The new proposal will reduce the amount of traffic at times when school children come to and leave school. There will also be fewer trucks and heavy vehicle movements which will therefore increase the safety of children at the school. Pedestrian upgrades along Lords Road will also increase pedestrian safety between Kegworth School and the light rail underpass.</p> <p>Engagement has been sought with Kegworth Public School and the Department of Education in order to discuss this further.</p> <p>A contribution is also proposed to be made towards education facilities through a special infrastructure contribution (SIC), or in the absence of a SIC by way of a voluntary planning agreement with the Minister for Planning.</p>

13 Part 6 | Project timeline

An indicative timeframe is set out below in Table 17.

Table 17 – Project timeline

Planning Proposal Stage	Date
Submit preliminary planning proposal for review	9 August 2018
Lodgement of planning proposal	25 October 2018
Inner West Council Reviews and prepares Planning Proposal	December 2018
Inner West Council consideration of Planning Proposal	February 2019
Inner West Council submits Planning Proposal to Department of Planning and Environment (DP&E) for Gateway Determination	February 2019
Receive Gateway Determination	March 2019
Completion of Public exhibition and public authority consultation of Planning Proposal	May 2019
Inner West Council reviews submissions received during public exhibition and public authority consultation	July 2019
Drafting of instrument and finalisation of mapping	September 2019
Amendment to Leichhardt LEP notified	September 2019

14 Summary of Benefits

The proposal seeks to enhance character and amenity of the local area, deliver employment and residential outcomes on the site, and make a wider contribution to the local community. The key local benefits are summarised below, and an infrastructure list is provided at Section 6.

Housing supply	<ul style="list-style-type: none">- Approximately 235 new apartments- Greater housing diversity by addition of medium density housing stock and a range of dwelling sizes
Affordable housing	<ul style="list-style-type: none">- 35 affordable rental housing units
Employment outcomes	<ul style="list-style-type: none">- Inclusion of non-residential floor space with potential to retain 97 to 128 jobs on site- Supports a range of different uses to respond to market demand over time
Community facilities	<ul style="list-style-type: none">- Multi-use facility for the APIA club (500sqm)- Upgrade of lighting at Lambert Park- Commitment to enabling Art Est to return to the site through negotiation of a suitable commercial arrangement
Connectivity	<ul style="list-style-type: none">- Improved pedestrian connection from light rail underpass to Kegworth Public School- Central through site link and secondary GreenWay link with potential to connect to Marion light rail stop
Open space	<ul style="list-style-type: none">- Publicly accessible central open space within the site comprising 1,650sqm
Environment	<ul style="list-style-type: none">- Commitment to targeting delivery of a 5 star Green Building Council rated buildings- Contribution to bush regeneration along the GreenWay- Increased canopy cover across the site and along Lords Road