

Attachment 1

# **Our Fairer Future Plan**

**Council's approach for  
new housing in the Inner West**

May 2025

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# 1. Introduction

Inner West Council recognises the current housing crisis and is committed to creating more housing options across the Local Government Area (LGA). The goal is to increase the number and variety of homes, especially near public transport and town centres.

*Our Fairer Future Plan* outlines Inner West Council's alternate approach to the State Government Housing Reforms – Transport Orientated Development (TOD) and Low and Mid-Rise Housing (LMRH) Programs. The proposed planning changes aim to support new and different types of housing, including affordable housing, and to make planning rules more consistent across the LGA.

The alternate approach offers a local solution for increased housing that respects the area's character while also planning for new social facilities and better public spaces. This approach has been informed by Council's endorsed Principles for Planning, discussed in Section 2, and a number of technical studies.

Once the community has had a chance to provide feedback, it is intended that the alternate approach will apply to the Inner West instead of State Government's TOD and LMRH.

The goals of the alternate approach are to:

- Increase the number of homes in well-connected and well-serviced parts of the Inner West.
- Support a mix of land uses (residential, commercial, recreational and community) and diversity of dwelling types within walking distance of Metro, Heavy and Light Rail stations and centres.
- Ensure planning controls are based on good design and strong evidence base, while allowing for the infrastructure needed to support more people.
- Ensure housing is supported by attractive open spaces and streets and vibrant public places.
- Increase the supply of and retain existing affordable housing in the Inner West LGA.
- Encourage developments that deliver well-designed buildings, increased accessibility and long-term affordability through building sustainability and resilience.
- Create consistent planning rules across the Inner West LGA.

Underpinned by a comprehensive and evidence-based planning process, this alternate approach gives effect to several State and local strategic planning priorities. It includes changes to planning controls that will allow for around 31,000 new homes, along with new jobs across the LGA. Most of these additional homes are in direct response to the State Government's TOD Reform and the requirement that Council's alternate approach meet or exceed the TOD proposal. The remainder are related to the State Government's LMRH reforms.

## 2. Drivers of Change

This section outlines Inner West Council's response to the key drivers that aim to facilitate new housing and provide consistency across planning controls in the LGA.

### 2.1. Transport Oriented Development Housing Reform

In December 2023, the State Government announced the TOD housing reform to deliver more homes close to transport, jobs and services. As part of this reform, 39 train and Metro stations across NSW were identified for new development. Eight of these were State-led accelerated precincts (TOD Tier 1) and another 31 (subsequently increased to 37) were planned to come into effect between May 2024 and June 2025 (TOD Tier 2).

In the Inner West, one tier 1 precinct—Bays West—and four TOD Tier 2 stations—Ashfield, Croydon, Dulwich Hill and Marrickville—were identified. In April 2024, the Minister for Planning and Public Places delayed the start of three of the Tier 2 stations until December 2024, and Croydon until January 2025, to give Council time to create its own planning rules. Council's alternative work was required to demonstrate that it could provide at least the same number of homes as the State Government's plan.

On 3 December 2024, Council resolved to prepare an LGA wide Local Environmental Plan (LEP) and seek a further deferral for the Inner West TOD precincts. However, this extension was not granted, and State Government's TOD controls came into force for the Inner West.

On 10 January 2025, the TOD controls commenced for the Ashfield, Dulwich Hill and Marrickville precincts. Croydon TOD commenced on 31 January 2025.

Properties zoned residential, local centre and commercial centre within 400m of these stations are now subject to controls under Chapter 5 of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP). These controls allow apartment buildings of up to 6 storeys, with approval, within 400 metres of these train stations.

A map showing the affected properties is available on the NSW Planning Portal Spatial Viewer, under the State Environmental Planning Policies – Housing SEPP: <https://www.planningportal.nsw.gov.au/spatialviewer>

The following figures show land in Ashfield, Croydon, Dulwich Hill and Marrickville identified on the TOD Sites Map.

This is a blanket one-size-fits-all approach, rather than a place-based approach, and does not consider matters such as:

- Existing neighbourhood character
- Heritage Conservation Areas (HCAs)
- Flood constraints
- Financial feasibility and likelihood of development occurring

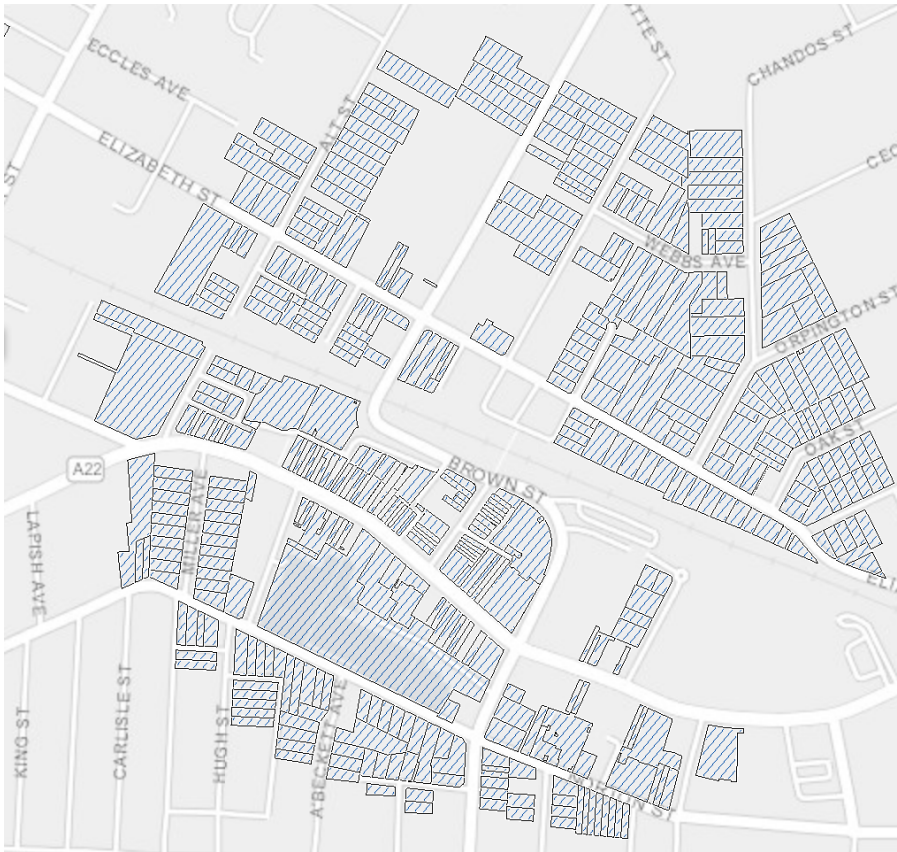


Figure 1- Ashfield TOD Precinct (affected properties shown in blue hatch)

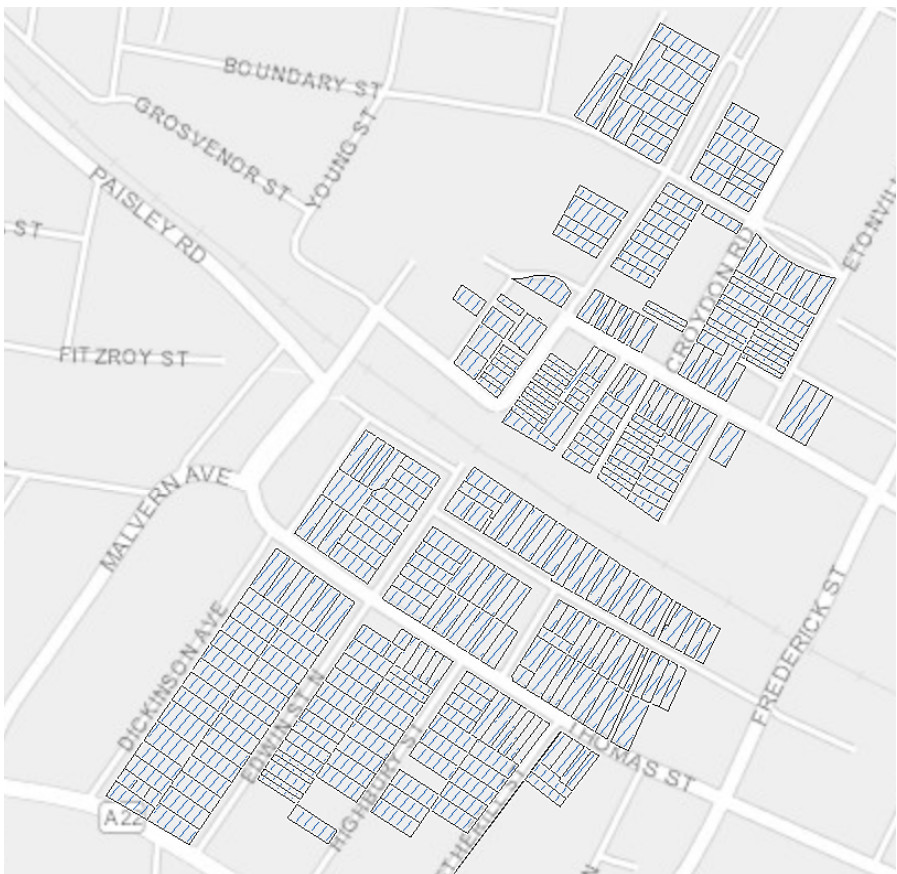


Figure 2 - Croydon TOD Precinct (affected properties shown in blue hatch)

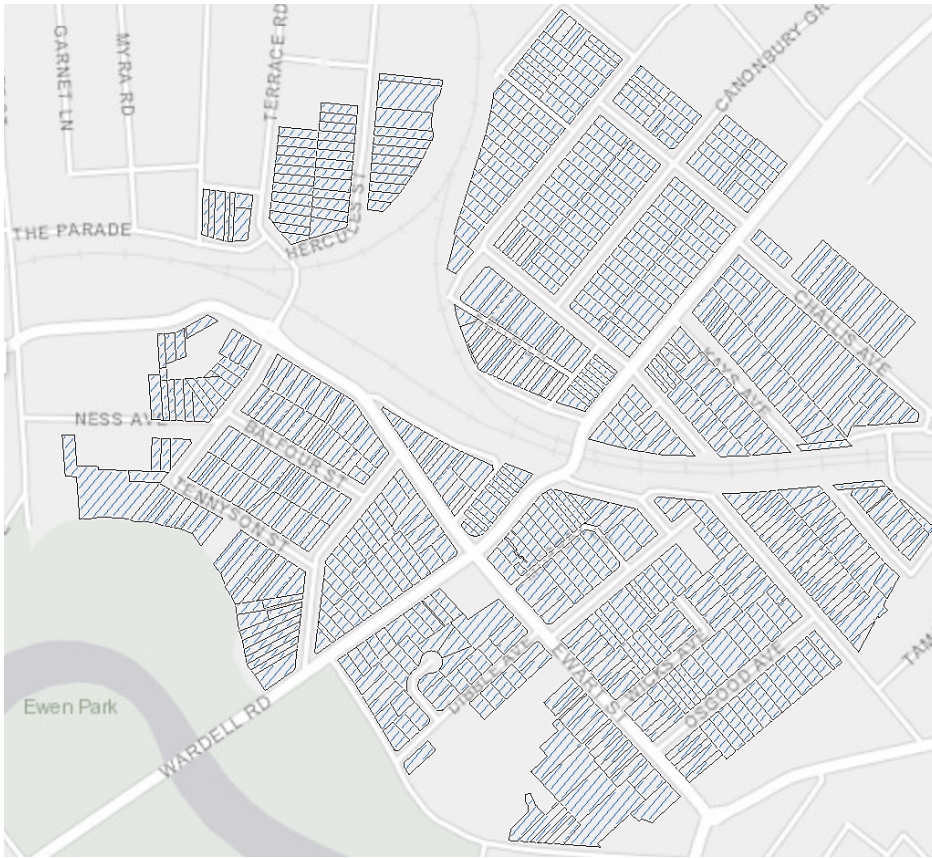


Figure 3 - Dulwich Hill TOD Precinct (affected properties shown in blue hatch)

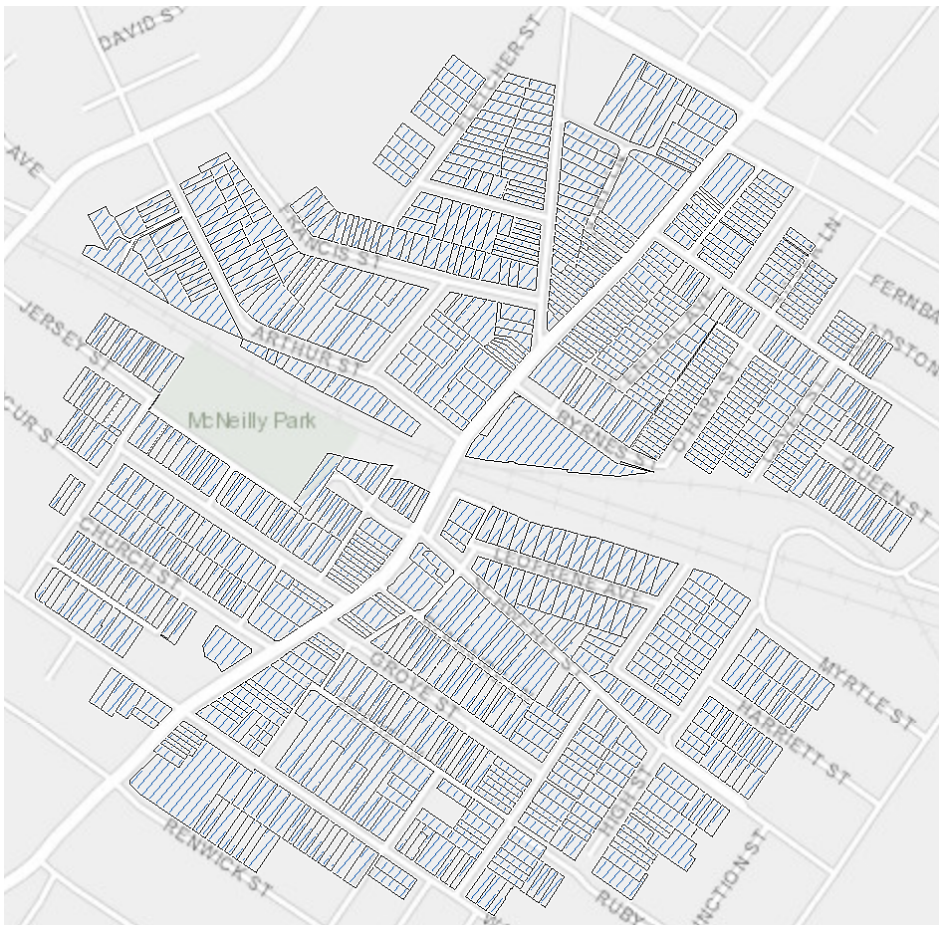


Figure 4 - Marrickville TOD Precinct (affected properties shown in blue hatch)

## 2.2. Low and Mid-Rise Housing Reform

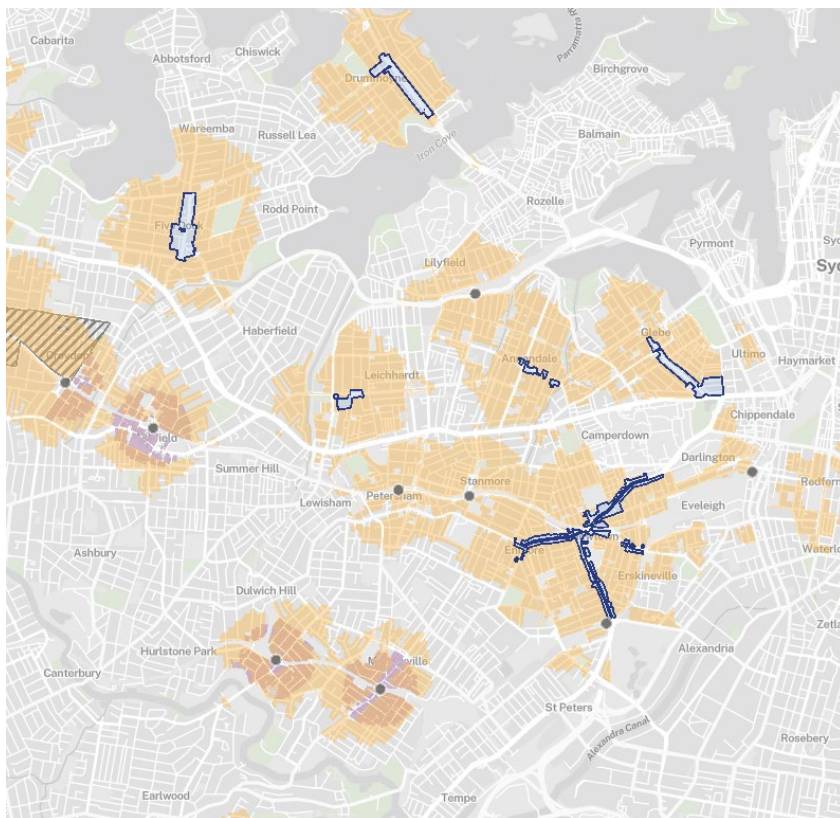
In December 2023, along with the TOD Housing Reform, the State Government announced the Low and Mid-Rise Housing Reform (LMRH). The goal of the LMRH is to encourage the development of low-rise housing (two-storey) and mid-rise housing (up to 6-storeys) in locations that are well-served and easy to access.

LMRH excludes the following areas:

- Heritage-listed properties
- Areas affected by aircraft noise - Australian Noise Exposure Forecast (ANEF) 20-25 and above
- Land within 200m of a licensed pipeline

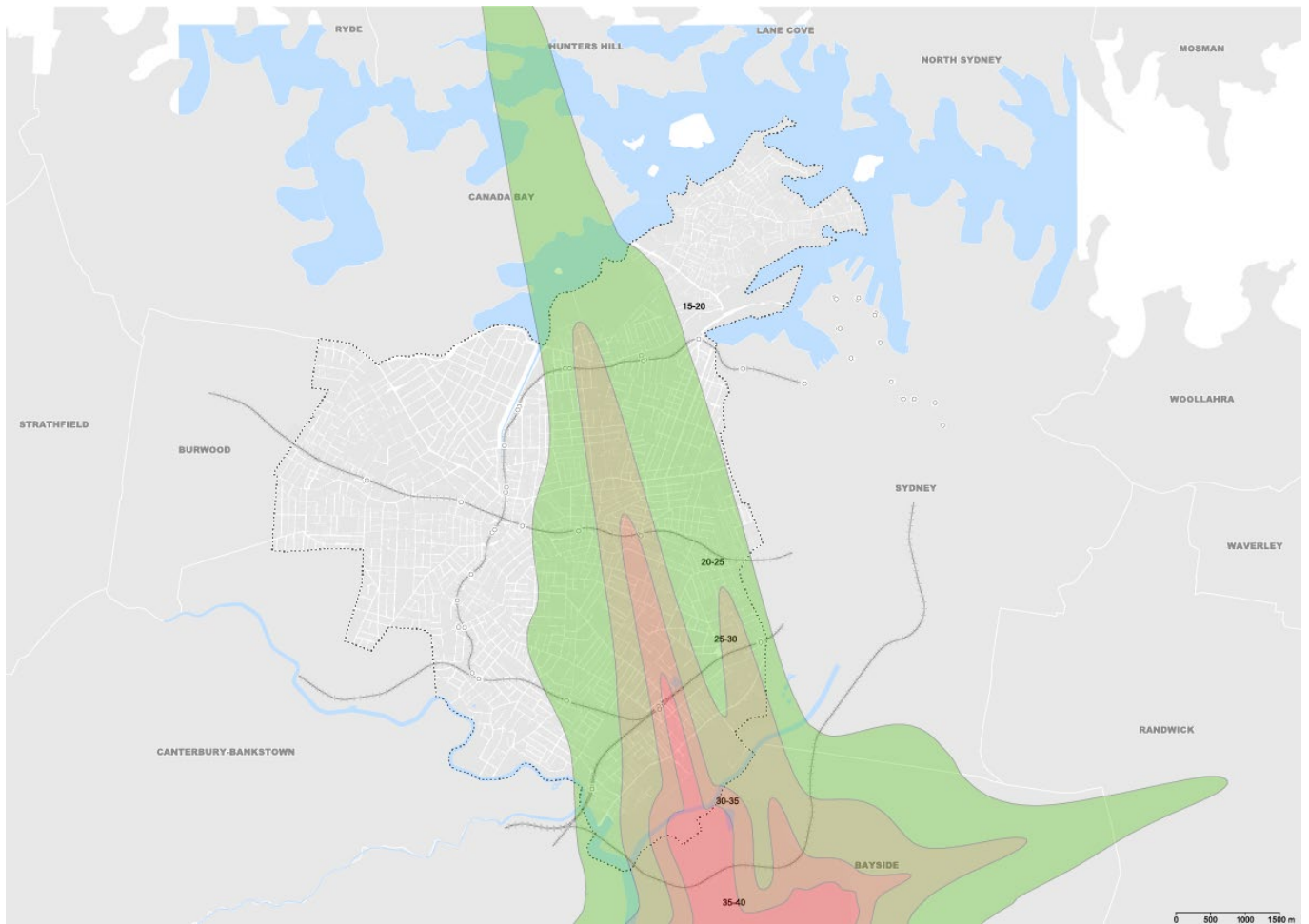
In June 2024, Stage 1 of the LMRH was introduced. It allowed dual occupancies and attached dwellings in all R2 Low Density Residential areas across NSW, except in the excluded areas. In February 2025, the remainder of the of the LMRH planning controls came into effect. The same exclusions from Stage 1 also apply to Stage 2.

Figure 5 shows the parts of the Inner West where the LMRH may apply. However, many of these areas are not eligible due to the heritage, pipeline, and aircraft noise exposure exclusions (refer to Figure below). Note: The ANEF is not an absolute constraint and may change in the future with the opening of Western Sydney Airport.



**Figure 5 - LMRH precincts (indicative properties shown in yellow)**

Source: Low and Mid-Rise Housing Policy Indicative map ([spatialportal.dpie.nsw.gov.au](https://spatialportal.dpie.nsw.gov.au))



**Figure 6 – Map indicating the Aircraft Noise Exposure Forecast (ANEF) contours affected areas which are excluded from the application of LMR**

Source: Inner West Council

## 2.3. Pipeline of housing supply

This Council-led alternate approach aims to provide a steady supply of housing for the Inner West until 2039 and is in line with the following State Government requirements:

- Short-term goal: Meet the Inner West’s housing completions target of 7,800 new homes by 2029. This target is part of the National Housing Accord, which aims to build 377,000 new homes in NSW and 1.2 million homes across Australia in the same timeframe.
- Long-term goal: To meet or exceed the expected number of new homes in the four Inner West Transport Oriented Development (TOD) locations. The broader State-wide TOD reform aims to deliver at least 185,000 new homes across NSW over 15 years.

This approach aligns with the Inner West Local Housing Strategy (LHS), which plans for housing until 2039.

A pipeline of housing supply requires the planning controls to be in place and the delivery of necessary infrastructure over the planning period to support population growth. The approach also needs to consider whether development is feasible – meaning whether builders are likely to take advantage of the planning rules. Council’s investigations indicate that the State Government Housing Reforms are unlikely to result in significant development in the short to medium term in the Inner West. Feasibility is influenced by factors such as land value, construction costs, and the market demand for new housing. In the Inner West context, two key factors pose challenges – existing land values to achieve land consolidation and elevated construction costs.

*Our Fairer Future Plan* provides a local solution to the State Government’s one-size-fits-all controls. It recognises the feasibility challenges and recommends appropriate planning controls, supported by development incentives, to deliver realistic outcomes by 2039.

The Plan has the potential to deliver up to 31,000 dwellings across the Inner West in the medium to long term. This will be achieved through new planning controls in Housing Investigation Areas (HIAs), discussed further in Section 4.2 of this report. Table 1 below provides a breakdown of new homes across HIA Stage 1 and 2 locations. The proposed planning changes will create the necessary capacity to meet housing demand over the next 15 years.

**Table 1: Proposed additional dwelling capacity**

Housing Investigation Areas	HIA Potential Additional Dwelling Capacity
<b>Stage 1</b> Ashfield, Croydon, Dulwich Hill and Marrickville	21,983
<b>Stage 2</b> Leichhardt, Petersham, Lewisham, Marrickville, St Peters and Sydenham	8,975
<b>Total number of additional dwellings</b>	<b>30,958</b>

## 2.4. Principles for planning in the Inner West

In May 2024, Council resolved to exhibit planning principles that would guide future amendments to the Inner West Local Environmental Plan (IWLEP) 2022. These were exhibited between June and August 2024 and were largely supported by the community.

These principles and how these relate to Council's proposed Alternate Approach is discussed below:

### **Principle 1: *delivering place-based planning through local planning controls***

Council's alternate approach has been derived from a thorough analysis undertaken as part of a master planning process, to inform changes to planning controls which support new residential opportunities.

This place-based approach recommends changes to planning controls such as land-use zoning, floor space ratio (FSR) and height of building (HOB) etc. considering the unique characteristics and needs of specific areas. Further, the proposal is supported by a Design Guide to inform future Development Control Plan (DCP) amendments which will provide appropriate design guidance to transition from existing low-density neighbourhoods to the proposed medium and high-density areas.

Consistent with this principle, parts of the LGA have been strategically selected for inclusion in Council's master plans, whilst certain areas have been earmarked as areas of no change to protect the local character, heritage or due to other significant environmental issues such as flooding.

### **Principle 2: *upzoning of precincts around Ashfield, Croydon, Dulwich Hill, and Marrickville train stations***

Council's master planning was undertaken in two stages. Stage 1 relates to HIAs around Ashfield, Croydon, Dulwich Hill, and Marrickville train stations (approximately 800m). These areas were investigated in detail through the master planning process and areas have been strategically selected within these HIAs for upzoning to support new housing opportunities.

Detailed technical studies such as flooding, transport, heritage etc. were also undertaken alongside the master planning to support upzoning in these precincts.

### **Principle 3: *support for increased densities on main streets through shop top housing to protect high value heritage conservation areas from upzoning***

Through Stage 1 and Stage 2 master planning process, increased densities for shop top housing have been investigated in the town centres on main streets such as Old Canterbury Road, Wardell Road and Liverpool Road in Stage 1 HIA; and Norton Street, Crystal Street and Marion Street in Stage 2 HIA.

As detailed in the master plan document, residential high-quality HCAs have been generally excluded from upzoning as the building typologies (e.g. pitched roofs, gables, predominant roof features and street pattern) are not compatible with higher-density redevelopment.

### **Principle 4: *providing density incentives for the amalgamation of land in areas identified for upzoning***

Council's alternate approach includes a number of FSR and HOB bonus mechanisms to incentivise good design, environmental sustainability, active transport and productivity outcomes.

One of the key drivers of density bonuses is to incentivise lot amalgamations for larger site areas, as the existing lots are either fragmented or not wide/deep enough to support large densities without amalgamation.

The master plan identifies where FSR and HOB incentives will apply over the mapped base FSR and HOB control, if sites achieve minimum site area requirements. The level of FSR and HOB incentive depends on site area, with larger sites receiving greater incentives based on a sliding scale.

Certain lots have also been identified for public realm incentives to contribute towards new through-site links and open spaces which would substantially benefit the wider area. These sites will be given FSR and HOB bonuses for delivering specified public realm improvements.

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Further, a new Gross Floor Area (GFA) incentive of 5% is proposed to meet energy and water requirements which exceed the baseline State Government requirements in the *State Environmental Planning Policy (Sustainable Buildings) 2022* for residential uses.

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**Principle 5: *increased residential densities around light rail stations***

Both Stage 1 and Stage 2 of Council's HIA master planning have investigated increased residential densities around light rail stations.

For Stage 2, areas around light rail stations were investigated in detail and sub-areas unconstrained by flooding, heritage and employment lands have been strategically selected for upzoning to support new housing opportunities.

There may be further opportunities to increase residential densities around light rail stations, which would be investigated through a future master planning process. For example, Stage 2 excludes lots that are flood affected, however it is noted that some areas may have potential for additional housing subject to further flooding investigations.

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**Principle 6: *incentives for the conversion of land owned by religious and faith-based organisations for social and affordable housing***

Council's alternate approach includes a local provision to incentivise the provision of affordable and social housing on land owned by faith-based organisations. A mission of faith-based organisations is to provide more social and affordable housing. The proposed provision will create a flexible mechanism to provide more affordable housing in perpetuity through changes to land use permissibility. This is discussed further in Section 4.3 of this report.

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**Principle 7: *progression of the new Special Entertainment Precincts which Council is currently undertaking consultation on***

This alternate approach includes a new Special Entertainment Precinct (SEP) in Ashfield. Refer to Section 4.3. Ashfield will join the Enmore Road SEP which is already in-force, as well as draft SEPs in Balmain, Dulwich Hill, Leichhardt, Marrickville, Marrickville North and Rozelle (subject of a Planning Proposal).

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**Principle 8: *protecting and expanding existing employment lands to attract increased employment and new industries.***

Employment Zoned Lands (E3 and E4 zoned) have been excluded from the uplift proposed in Council's HIA master plans, to retain the continuous supply of employment land for the growing Inner West population.

Future Council work will also investigate opportunities to expand and intensify these employment lands as Council's Employment and Retail Lands Strategy has identified a deficit in employment land supply to meet the future demand. Further, any future work will have to be cognisant of the NSW Department of Planning, Housing and Infrastructure's (DPHI) [Industrial Lands Action Plan](#) released in January 2025 which outlines an approach to secure, manage and monitor the supply of industrial lands across NSW.

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**Principle 9: *the finalisation of the Parramatta Road Corridor Stage 1 program through the rezoning of parts of Leichhardt, Taverners Hill and Kings Bay precincts***

In accordance with Council's resolution of 21 May 2024, the Parramatta Road Stage 1 Planning Proposal was sent to the State Government for finalisation. This is now a State-assessed Planning Proposal and DPHI has appointed itself as the Planning Proposal Authority to progress the proposal.

This alternate approach includes rezoning of additional parts of Parramatta Road Corridor (areas that are not constrained by flooding, heritage, employment lands etc.).

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**Principle 10: *support for the suburb of Haberfield being listed on the State Heritage register and being excluded from upzoning***

Council's nomination of State Heritage listing of Haberfield is to be progressed by the State Government. For the purposes of Council's alternate approach, Haberfield has been excluded from any upzoning.

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**Principle 11: support for the Master Planning of the Bays Precinct with dwelling targets to be determined on Government owned land prior to consideration of any additional rezoning in adjoining suburbs**

Bays West is an Accelerated TOD Precinct and master planning is being prepared by DPHI. Community consultation of the draft master plan is anticipated mid-2025.

In accordance with Principle 11, suburbs surrounding Bays West Precinct (1.2km radius), such as Lilyfield, Rozelle and Balmain, are excluded from the uplift proposed in the master plans.

**Principle 12: support for the State Government policy of 30% of all new housing on government owned land to be maintained in perpetuity as public housing**

This position is supported and Council will continue to advocate for this with the State Government.

**Principle 13: setting a target of 1,000 or more new public housing dwellings to be delivered on State Government and Council owned land**

This target is supported and will continue to be delivered through new public housing on State Government and Council owned land.

A number of State and Council owned sites are within the HIAs and identified for uplift through the master plan. The proposed uplift will support the delivery of additional housing opportunities, including affordable housing, on these sites. Mandatory affordable housing contributions are also proposed on the sites being uplifted as part of the master plan which will further facilitate the increased supply of affordable housing in the LGA.

**Principle 14: incorporating the NSW Government's Pattern Book for improved design into Council's planning controls**

Council's alternate approach includes Design Guides and intended built form outcomes in the masterplan to drive good development outcomes. The NSW Government Pattern Book is being progressed by the State Government and once released, opportunities for the content to inform the DCP will be considered.

## 3. Planning Framework

This document outlines amendments to planning controls in lieu of the State Government's standardised TOD controls and Low to Mid Rise Housing (LMRH) controls. The aim of the proposed alternative controls is to provide place-specific appropriate outcomes that deliver housing growth in line with state and local strategic planning frameworks and ensure that housing growth is well-located and supported by infrastructure.

The below table outlines the proposed and future amendments to the planning framework in line with this alternate approach:

**Table 2: Proposed and future amendments to the planning framework**

Planning document	Relationship to this work
Inner West LEP 2022	Amendments are proposed to the IWLEP 2022 including changes to land use zones and development standards, such as FSR and HOB, to enable uplift in the selected parts of HIAs and to rationalise/ harmonise existing controls across the LGA.  Associated LEP amendments are also proposed including affordable housing, development incentives, key sites, land reserved for acquisition and diverse housing. Refer to Section 4.
Draft Inner West DCP	This is a wider strategic planning project which requires harmonisation of the three existing DCPs (three former LGAs).

	<p>Council’s alternate approach includes Design Guides containing detailed provisions regarding the intended built form and streetscape outcomes – these provisions will be used to inform this future Inner West DCP.</p>
<p>Inner West Local Infrastructure Contributions Plan 2023 (CP)</p>	<p>Underpinning this alternate approach is the Social Infrastructure Needs Study which provides infrastructure priorities to support new housing in the Inner West. These priorities will inform the development of a future Inner West Infrastructure Delivery Plan and amendments to the Inner West CP.</p>
<p>Housing SEPP</p>	<p>The controls proposed in this document are an alternative to the State Government’s TOD and LMRH controls which are currently prescribed in Chapters 5 and 6 of the Housing SEPP, respectively.</p> <p>If this alternate proposal is supported, amendments will be required to the Housing SEPP to exempt Inner West from the application of TOD and LMRH.</p>

### 3.1. Consistency with State Planning Framework

The following State Government strategic planning directions and guidelines have been considered in the preparation of this alternate approach:

- A Metropolis of Three Cities, Greater Cities Commission
- Eastern City District Plan 2018, Greater Cities Commission
- Guidance to Transport Oriented Development 2021, NSW DPHI
- Connecting with Country, Government Architect NSW
- Sydney Green Grid, Government Architect NSW
- Better Placed, Government Architect NSW
- Greener Places, Government Architect NSW
- Biodiversity in Place, Government Architect NSW
- Local Character and Place Guidelines 2021, NSW DPHI
- Future Transport 2056, Transport for NSW
- Parramatta Road Corridor Urban Transformation Strategy, NSW Government 2016

The following legislative framework also informed the preparation of this alternate approach:

- Environmental Planning and Assessment Act 1979
- Environmental Planning and Assessment (Statement of Expectations) Order 2024; in particular the reference to Part 2, Chapter 4 Heads of Consideration (h) *Whether the Council has been identified as having a key responsibility in the delivery of housing supply by the State government.*
- State Environmental Planning Policies (SEPPs):
  - Housing
  - Transport and Infrastructure
  - Biodiversity and Conservation
  - Resilience and Hazards
  - Sustainable Buildings
  - Industry and Employment
  - Planning Systems
  - Exempt and Complying Development Codes
- Section 9.1 Local Planning directions:
  - Focus Area 1: Planning systems
    - 1.1 Implementation of Regional Plans
    - 1.3 Approval and Referral Requirements
    - 1.4 Site Specific Provisions
  - Focus Area 1: Planning systems Place Based
    - 1.5 Paramatta Road Corridor Urban Transformation Strategy
  - Focus Area 2: Design and Place
  - Focus Area 3: Biodiversity and Conservation

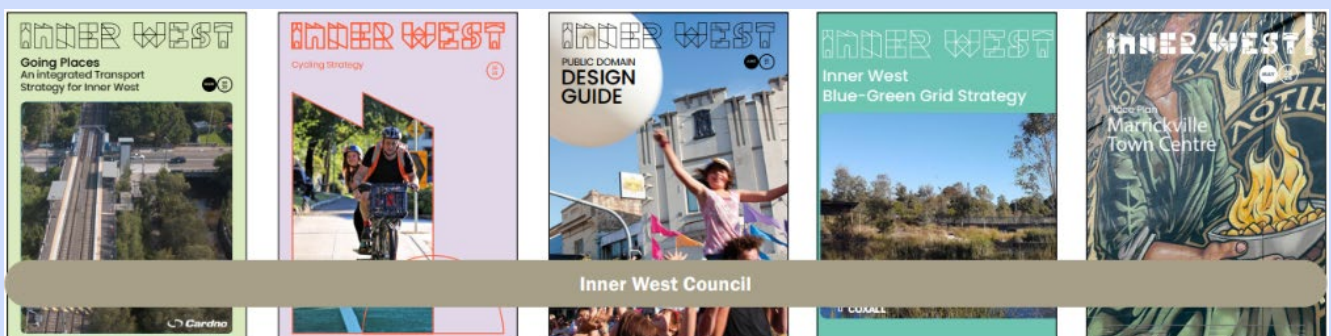
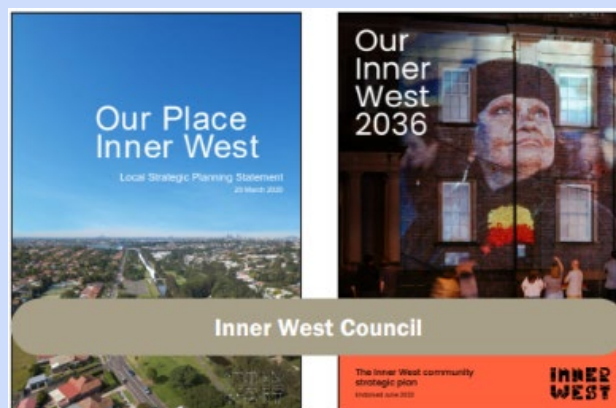
- 3.2 Heritage Conservation
- o Focus Area 4: Resilience and Hazards
  - 4.1 Flooding
  - 4.4 Remediation of Contaminated Land
  - 4.5 Acid Sulfate Soils
- o Focus Area 5: Transport and Infrastructure
  - 5.1 Integrating Land Use and Transport
- o Focus Area 6: Housing
  - 6.1 Residential Zones
- o Focus Area 7: Industry and Employment
  - 7.1 Employment Zones



## 3.2. Consistency with Local Planning Framework

The following local planning strategies and plans have been considered in the preparation of this alternate approach:

- Our Place Inner West – Local Strategic Planning Statement, 2020, Inner West Council
- Our Place Inner West – Local Housing Strategy, 2020, Inner West Council
- Our Place Inner West – Employment and Retail Lands Strategy, 2020, Inner West Council
- Inner West Community Strategic Plan 2022, Inner West Council, 2020, Inner West Council
- Inner West Cycling Strategy 2023, Inner West Council
- Going Places – Inner West Integrated Transport Strategy 2019, Inner West Council
- Inner West Blue–Green Grid Strategy 2023, Inner West Council
- Place Plan – Marrickville Town Centre and Dulwich Hill Town Centre 2023, Inner West Council
- Inner West Affordable Housing Policy, Inner West Council, 2022



# 4. Proposed Amendments

The below sections describe the proposed changes to the IWLEP 2022 which form part of this alternate approach. The changes are discussed under three headings:

- **Residential Review** – refer to Section 4.1
- **Master planning of Housing Investigation Areas** – refer to Section 4.2
- **Other amendments** – refer to Section 4.3

This alternate approach is informed by technical studies which provide evidence-based justification to support the proposed controls. These include:

## Appendix 1 – Review of Residential Zonings and Heights

- This report outlines the recommendations of the review of Residential zones in the Inner West LEP, to align land uses which reflect the existing/future character of the area and harmonise the residential zones across the LGA. It also establishes HOB controls for the former Leichhardt LGA.

## Appendix 2 – Draft Master Plans for Housing Investigation Areas (HIA) (Stage 1 and Stage 2)

- The master plans identify areas of change through a place-based urban design approach to support increased housing density in well-located and well-serviced areas. They set out what the change will look like and the rationale for change. These also identify areas where no change is proposed. The master plans are supported by a framework which considers Connecting with Country and Sustainability principles.
- The master planning was undertaken in two stages:
  - **HIA Stage 1** covers parts of Ashfield, Croydon, Dulwich Hill, and Marrickville train stations (approximately 800m catchment) and Dulwich Grove, Arlington and Waratah Mills light rail stops (approximately 400m catchment)
  - **HIA Stage 2** identify opportunities across the remainder of the railway stations, light rails and local centre catchments, including Summer Hill, Lewisham, Petersham, Stanmore, Leichhardt, St Peters, Sydenham and Tempe.

## Appendix 3 – Draft Design Guides for Housing Investigation Areas

- The Design Guides provide supporting design controls and principles for the master plans and will form the basis of future Inner West DCP controls.

## Appendix 4 – Social Infrastructure Needs Study

- Social infrastructure needs analysis was undertaken to examine the impact on public services and amenities. This includes facilities such as; community centres, libraries, parks, sports and recreation facilities, playgrounds, and public domains with civic functions. This Study has informed the preparation of the proposed changes to the IWLEP 2022 and will also inform the development of a future Inner West Infrastructure Delivery Plan and amendments to the Inner West CP.

## Appendix 5 – Heritage Studies

- **Part 1 – Heritage Health check** – As part of Council’s master planning for HIA Stage 1, investigations of listed heritage items and HCAs were undertaken. Consistent with this review, the delisting or amendment of heritage items, and amendment and deletion of HCAs is proposed. This report provides the evidence base for the proposed heritage changes.
- **Part 2 – Heritage Review – South Dulwich Hill** – This study undertakes a review of South Dulwich Hill which had previously been identified as an area for further investigation.

## Appendix 6 – Flood Impact and Risk Assessment for Housing Investigation Area Stage 1

- A Flood Impact and Risk Assessment was undertaken for HIA Stage 1. The study investigates the flood risk, provides recommendations to mitigate flooding as new development occurs, and informs the areas which should not be uplifted due to high flood risk or require further investigation.

#### **Appendix 7 – Strategic Transport Plan for Housing Investigation Area Stage 1**

- This study was undertaken to understand how people will move around the Stage 1 HIAs with a focus on active and public transport improvements. The study presents transport related aspirations for Dulwich Hill, Marrickville, Ashfield and Croydon and informs the proposed public domain improvements and parking rates.

#### **Appendix 8 – Biodiversity Study for Housing Investigation Area Stage 1**

- This study undertook a biodiversity assessment of the Stage 1 HIAs. The study provides guidance on the proposed development controls to protect and promote recovery of threatened entities and habitat connectivity.

#### **Appendix 9 – Ashfield Special Entertainment Precinct Management Plan**

- This plan outlines the operation of the proposed Ashfield Special Entertainment Precinct. This includes identifying all relevant stakeholders and their roles, procedures for entertainment sound compliance, entertainment sound criteria and guaranteed trading hours for businesses within the precinct.

#### **Appendix 10 – Map Book with existing and proposed IWLEP maps**

- This document contains current and proposed IWLEP map sheets where the alternate approach would result in change. In addition, it includes proposed new maps such as incentives.

#### **Appendix 11 – Feasibility Report**

- This study assessed the viability of planning controls introduced under the State Government reforms, and conducted feasibility analysis across the Stage 1 Housing Investigation Areas (HIAs) to support the development of a robust evidence base. This included sensitivity testing of key variables such as the timing of feasibility, parking requirements, amalgamation premiums, and affordable housing contributions.

## 4.1. Residential Review

The focus of the residential review is to:

- improve consistency and transparency in how these zones are applied across the LGA.
- create a clear difference between the residential zones to align with the objectives which will facilitate more diversity in the type of housing built across the Inner West.
- bring alignment between the height of building and densities within the residential zones (low, medium and high).

This is being undertaken by proposing changes to the permitted and prohibited uses in each residential zone as outlined in Table 3 below. In particular, it is noted that the IWLEP 2022 R3 Medium Density Residential Zone currently prohibits Residential Flat Buildings (i.e. apartments). These are being introduced as a land use 'permitted with consent' in the R3 Zone, alongside co-living housing, and are an expected built form in this zone. This change is critical for the HIAs discussed in Section 4.2 below, where rezonings are proposed to R3 Medium Density Residential to provide new housing.

Further, Council has undertaken a review of residential zoning and heights to harmonise the LEP controls across the LGA for residential land. This includes the introduction of HOB controls for all residential land in the former Leichhardt LGA, which reflect the existing built form and use of land. No changes are proposed to FSR controls as part of this review. This will bring the former Leichhardt LGA's approach in alignment with the rest of the LGA through:

- rezoning most of former Leichhardt LGA from R1 General Residential Zone to R2 Low Density Residential Zone where there are predominantly single and two storey dwellings.
- rezoning parts of former Marrickville and Ashfield LGAs from R3 Medium Density Residential to R4 High Density Residential, and vice versa, based on the existing HOB controls.
- introducing HOB controls in the residential zones where there are no current LEP height controls – predominantly former Leichhardt LGA – using the existing building envelope controls contained in Leichhardt DCP 2013.

The Residential Review has also identified certain residential-zoned sites to be rezoned to appropriate non-residential zoning to take account of their existing uses. These include:

- 82-94 Mullens Street, Balmain: rezone from R1 to E1 Local Centre,
- 87-89 Moore Street, Leichhardt and 57 Carrington Road, Marrickville: rezone from part R1 and part E4 General Industrial to E4,
- 88-92 Piper Street, Lilyfield (Leichhardt Bowling Club): rezone from R1 to RE2 Private Recreation,
- All R3-zoned land along Wattle Street, between Parramatta Road and Ramsay Street, Haberfield: rezone from R3 to SP2 Infrastructure (Road and Traffic Facilities).

**Table 3: Proposed changes to residential land use zone and intended typical built form outcomes**

Zone	Proposed change to permitted uses	Typical built form outcome
<b>R1 General Residential</b>	<u>Add –</u> <ul style="list-style-type: none"> <li>• Co-living housing</li> </ul>	<ul style="list-style-type: none"> <li>• residential flat buildings or multi-dwelling housing with a height control of 9.5m or less (up to 2 storeys)</li> <li>• mix of typologies (dwelling houses, semi-detached dwellings, terraces, dual occupancies, and secondary dwellings) within a block or on large sites</li> </ul>
<b>R2 Low Density Residential</b>	<u>Add –</u> <ul style="list-style-type: none"> <li>• Attached dwellings</li> <li>• Boarding houses</li> <li>• Dual occupancies</li> </ul>	<ul style="list-style-type: none"> <li>• dwelling houses, semi-detached dwellings, attached dwellings (terraces), dual occupancies, and secondary dwellings,</li> <li>• boarding houses, group homes and seniors housing with a HOB control of 9.5 m or less (up to 2 storeys)</li> </ul>
<b>R3 Medium Density Residential</b>	<u>Add –</u> <ul style="list-style-type: none"> <li>• Residential flat buildings</li> <li>• Co-living housing</li> </ul> <u>Remove –</u> <ul style="list-style-type: none"> <li>• Dwelling houses</li> <li>• Secondary dwellings</li> <li>• Semi-detached housing</li> </ul>	<ul style="list-style-type: none"> <li>• multi-dwelling housing, co-living housing,</li> <li>• residential flat buildings, boarding houses, group homes, and seniors housing with a height control between 10m and 22m (up to 6 storeys)</li> </ul>
<b>R4 High Density Residential</b>	<u>Add –</u> <ul style="list-style-type: none"> <li>• Co-living housing</li> </ul> <u>Remove –</u> <ul style="list-style-type: none"> <li>• Dwelling houses</li> <li>• Secondary dwellings</li> </ul>	<ul style="list-style-type: none"> <li>• residential flat buildings with a HOB control of 22.5m or greater (greater than 6 storeys)</li> </ul>

Refer to Appendix 1 for Review of Residential Zonings and Heights and associated mapping changes.

## 4.2. Master planning of Housing Investigation Areas

This section describes the proposed amendments to the IWLEP 2022 which is Council's alternative to the standard TOD and LMRH controls established under the Housing SEPP.

The master plans focus on areas in proximity to transport and local well-serviced centres, to deliver a place-based approach for increased housing density. Refer to Appendix 2 for detailed master plans. The master plans are supported by a framework which considers:

- Connecting with Country (Appendix 2)
- Sustainability (Appendix 2)
- Design Guides (Appendix 3)
- Social Infrastructure Needs (Appendix 4)

### HIA Stage 1

The HIA Stage 1 master plans identify housing opportunity areas including potential community infrastructure and open space to accommodate population increase. The HIAs cover land in the vicinity of Ashfield, Croydon, Dulwich Hill, and Marrickville train stations (approximately 800m catchment) and Dulwich Grove, Arlington and Waratah Mills light rail stops (approximately 400m catchment). These master plans were informed by technical studies including:

- Heritage (Appendix 5) including:
  - **Part 1** Heritage Health Check for review of certain existing heritage items and HCAs
  - **Part 2** Heritage review of South Dulwich Hill
- Flood Impact and Risk Assessment (Appendix 6)
- Strategic Transport Plan (Appendix 7)
- Biodiversity (Appendix 8)

### HIA Stage 2

The HIA Stage 2 master plans identify additional housing opportunity areas across the remainder of the railway stations, light rail and local centre catchments, including Summer Hill, Lewisham, Petersham, Stanmore, Leichhardt, St Peters, Sydenham and Tempe. Large areas in the LGA were investigated in detail through the master planning process and sub-areas have been strategically selected for upzoning to support new housing opportunities, specifically where sites are **not** constrained by:

- 100 year and probable maximum flood (PMF) affected properties
- HCAs (except where in a local centre) and heritage items
- Sydney Airport's Australia Noise Exposure Forecast (ANEF) 30+ contours
- Employment Lands (E3 and E4 zones)
- Haberfield HCA and Camperdown Precinct (part of Tech Central)

It is noted that Bays West and surrounding suburbs such as Rozelle and Balmain are excluded, as The Bays precinct (1.2km) is an Accelerated TOD precinct, with planning being undertaken by the State Government and to be finalised for community consultation by June 2025.

The below map identifies the boundaries for the Stage 1 and Stage 2 HIAs.

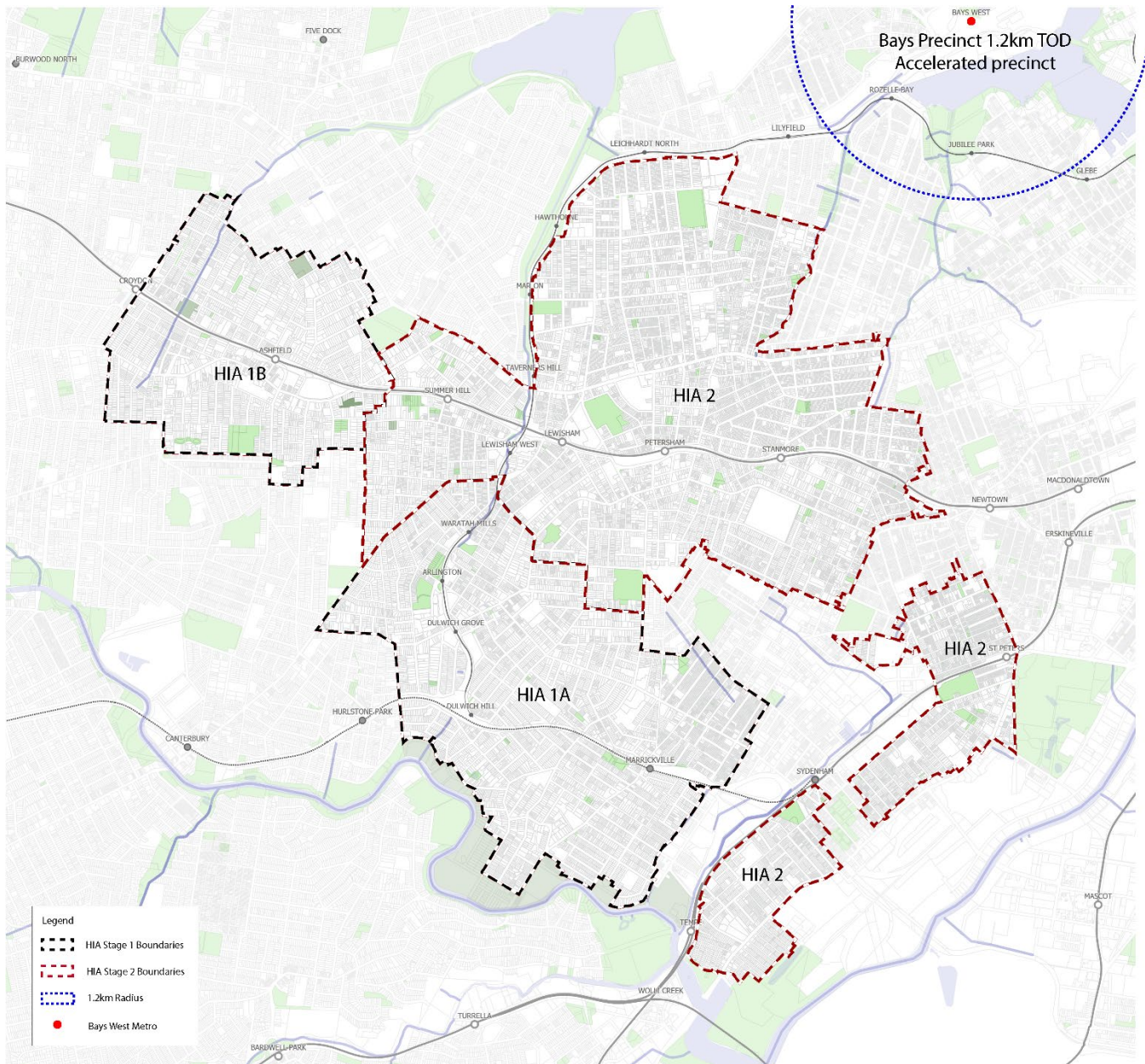


Figure 7 – Housing investigation area precinct boundaries

# SUMMARY OF MASTER PLANS

HIA Stage 1 and 2 master plans aim to retain and manage the unique character of the Inner West through the densification process. This includes offsetting densities from areas of high character value and recommending development controls which require new developments to positively respond to the local context through appropriate built form transitions, minimising adverse amenity impacts, lowering traffic impacts through limiting on-site parking and protecting and enhancing Inner West neighbourhoods, parks, streets and places.

These master plans offer a place-based alternative to the State Government's 'one size fits all' approach. They can achieve both housing supply and high-quality urban outcomes, focusing on local context, walkability and the preservation of neighbourhood character. Through a balance of density and design, these plans ensure that growth supports – rather than undermines – the vibrant, liveable, and diverse communities that define the Inner West.

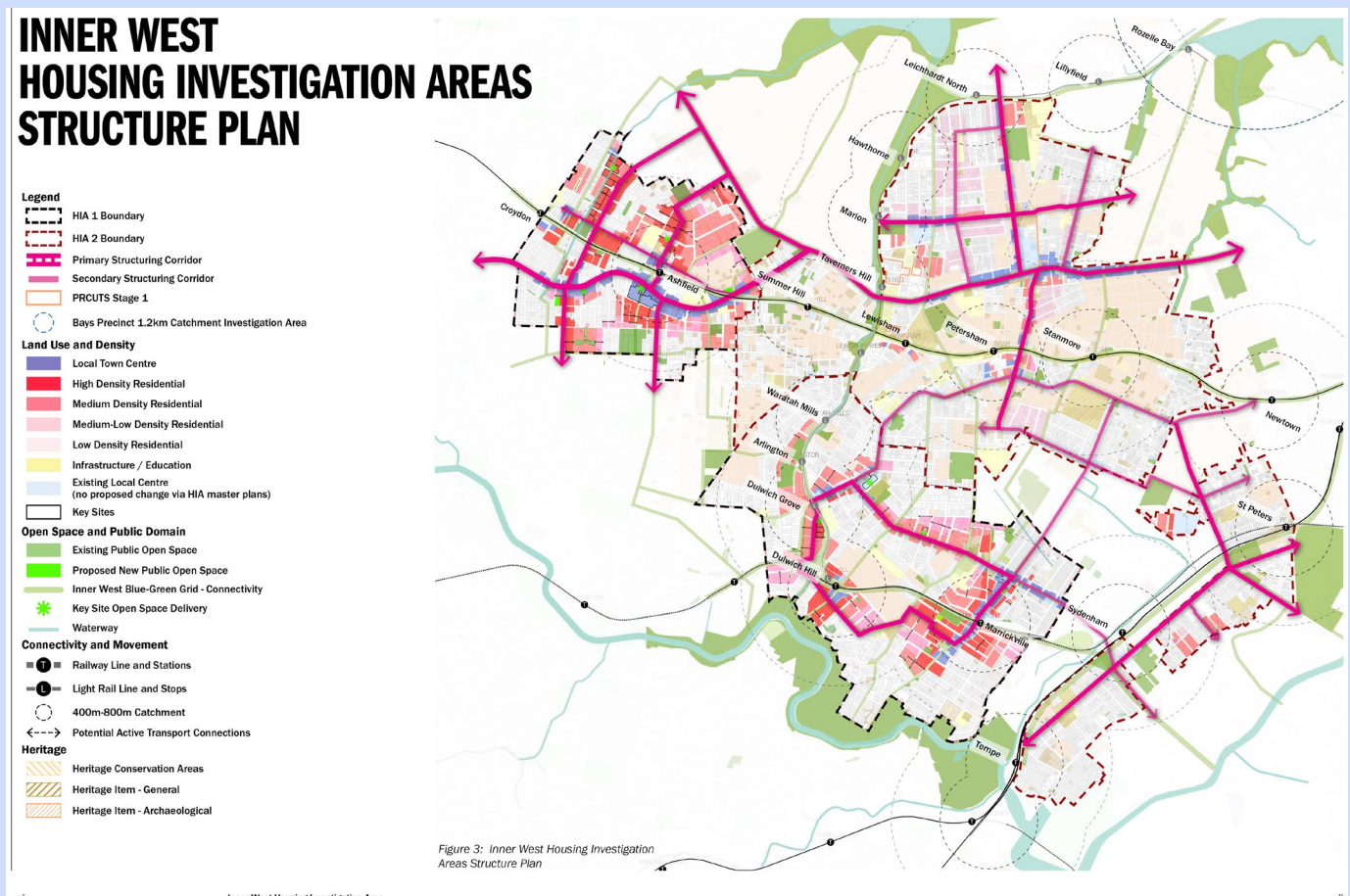


Figure 8 - Inner West Housing Investigation Area Structure Plan

## HIA Stage 1 Master Plans

The master plans for HIA Stage 1 provide a framework that establishes a vision for high density and high amenity neighbourhoods and unlocks the potential of these areas to deliver new housing and jobs.

The Marrickville – Dulwich Hill Master Plan responds to local context by establishing a growth corridor in a circuit, connecting transport nodes, corridors and activity centres and distributing densities in well-located and well-serviced areas. This includes a substantial density uplift in Marrickville Town Centre, Dulwich Hill Village and Dulwich Hill Station. Open space and natural assets are also leveraged by increasing densities around parks and other key community facilities.

The Ashfield – Croydon Master Plan uniquely responds to the existing context by concentrating housing density within Ashfield Town Centre, station catchments and a series of north-south and east-west urban spines. The key east-west spines include Liverpool Road and Norton Street to the south of railway corridor and Elizabeth Street to the north of railway corridor. Key North-south spines proposed for additional density include Milton Street / Frederick Street, Holden Street, Bland Street and Charlotte Street.

To ensure that new development is supported with necessary infrastructure, delivery of new transport, social and recreational infrastructure is proposed through mechanisms such as development incentives, key sites and land acquisition. This includes new public open spaces and expansion of existing open spaces as well as new active transport connections at key locations to create walkable, connected and liveable neighbourhoods.

## HIA Stage 2 Master Plans

HIA Stage 2 identifies areas of the LGA, outside of Stage 1, which are well-located and well-serviced for additional housing opportunities. The master plan for these areas provides a framework to deliver a place-based response for low and medium density housing outcomes.

Large areas of the LGA were investigated for uplift through a process of eliminating constrained sites such as those affected by heritage, flooding, high aircraft noise exposure, significant strata sub-division, small lot sizes, restricted street widths and employment lands.

New opportunities have been identified in Leichhardt, Petersham, Lewisham, Marrickville, St Peters and Sydenham for low and medium density housing while predominantly retaining the character of these areas.

# VISION

**The Inner West's neighbourhoods are a place of community delight. They are distinct villages; a network of places that provide new housing in dense, sustainable and liveable ways.**

**The Inner West's neighbourhoods are supported by a network of neighbourhood centres, each with their own identity, shady parks and community places. Each neighbourhood supports amenity-oriented development – where housing is near to centres, community infrastructure, parks and stations.**

## 4.2.1. Land use zones

A number of amendments to land use zoning within the Stage 1 and 2 HIAs are proposed.

The proposed zoning changes adopt a principle and zoning outcome approach. These are outlined in Table 4. The master plans in Appendix 2 detail the locations of proposed zoning changes within the HIAs.

**Table 4: Principles for proposed land use zoning changes**

Principle	Zoning Outcome
To increase housing density and choice in proximity to centres, transport, along key routes and high amenity locations.	Certain R1 General Residential and R2 Low Density Residential zoned land rezoned to R3 Medium Density Residential and R4 High Density Residential.
To expand retail and business uses, employment opportunities and housing near existing centres.	Select residential zoned land rezoned to MUI Mixed Use and EI Local Centre around certain centres.
To identify land that will be acquired for public open space.	Select sites rezoned to RE1 Public Recreation and also identified as land reserved for acquisition (LRA). Refer to Section 4.2.9.
To identify land that that will be acquired for public domain improvements along certain streets	Select sites partially rezoned to SP2 Public Infrastructure and also identified as LRA. Refer to Section 4.2.9.

Refer to the existing and proposed land use maps in Appendix 2.

## 4.2.2. Height of buildings

It is proposed to increase the HOB for numerous sites across the HIAs to provide capacity for additional housing, commercial uses and jobs as identified in the master plan.

The proposed HOB changes have been informed by urban design analysis and modelling and testing of an appropriate built form, the NSW Apartment Design Guide (ADG), amenity outcomes, overshadowing and development feasibility. Higher built form outcomes are proposed in the R4 High Density Residential, E1 Local Centre or E2 Commercial Centre zones and with lower heights proposed in the R3 Medium Density zone, providing a transition between areas of change and adjacent local character areas.

The heights provide for an appropriate degree of flexibility and variety in built form articulation to reflect the master plan. The HOB controls are designed to allow for greater floor to ceiling heights for commercial ground floors where relevant, enabling adaptability of ground and first floor uses, and associated plant at the tops of buildings.

It is noted that Sydney Airport's Obstacle Limitation Surface prescribed airspace is present over parts of the HIAs. Like ANEF noise contours, this is not an absolute constraint but is an additional consideration for future development in these locations.

### i. Other related height of building clause considerations

- Within the current IWLEP 2022, Clause 4.3 and 4.3A refer to Areas 1, 2 and 3 on the Height of Building Map. The areas are located within the Ashfield Town Centre and a small number of isolated sites (not affected by proposed changes). To implement the proposed building height and affordable housing outcomes identified in the master plan, it is proposed to amend the boundaries of Areas 1, 2 and 3 on the Height of Building Map to remove any areas identified for uplift. Further changes are also proposed to clause 4.3A – refer to Section 4.3.5.
- Clause 4.3B of the IWLEP 2022 relates to street wall heights, rather than height of buildings. It is proposed to include this level of built form detail within the Design Guide and ultimately within a DCP. On this basis, the clause is redundant and recommended for deletion.

Appendix 2 provides existing and proposed Height of Buildings Maps for the HIAs.

## 4.2.3. Floor space ratio

It is proposed to amend FSRs in areas within proximity of certain stations and centres to ensure a place-based approach to built form outcomes. Densities are highest where there is greatest amenity and potential future amenity: in centres, near open space, around emerging green spines, and close to transport. Densities decrease away from these locations to transition to HCAs and existing low-scale residential neighbourhoods.

The proposed amendments have been informed by testing undertaken as part of the master plans. Appendix 2 provides existing and proposed FSR Maps.

It is proposed to introduce two new clauses that will allow exceptions to the maximum FSR within the HIAs in certain circumstances:

- **Communal facilities in residential flat buildings and shop top housing:** Recent development trends indicate access to communal facilities for residents in residential flat buildings and shop top housing provides improved community building, wellbeing and lifestyle.  
  
For this reason, a new clause is proposed to encourage the provision of indoor communal facilities within residential buildings (gym, communal kitchen/movie space etc). The clause will enable up to 200m<sup>2</sup> of communal space to be excluded from floor area for purposes of calculating FSR. This will apply across both HIAs.
- **Underground floor space in E1 and E2 zones in certain areas:** In the E1 and E2 zones within Ashfield, Croydon, Dulwich Hill and Marrickville, it is proposed that certain floor space that is wholly below ground floor shall be excluded from floor space for purposes of calculating FSR. The intention of this clause is to ensure

commercial and retail uses continue to support the community, and to ensure local businesses can remain within the centres. It is also intended to enable land uses which require larger floorplates (e.g. community facilities, neighbourhood supermarkets, registered clubs, and entertainment facilities) to be located underground, to reduce their extent at street level, to encourage greater ground floor permeability and improve streetscape activation. The floor space to be limited to the equivalent of the floor area of a single floor of the basement of the building. This applies to E1 and E2 Zones in Stage 1 HIAs only. No such provisions are proposed for Stage 2.

#### i. Other related FSR clause considerations

- Clause 4.4A of the IWLEP 2022 allows an FSR bonus of 1.5:1 for certain sites which provide active street frontages. This applies to certain parts of Leichhardt and along Parramatta Road. Given that parts of these areas are proposed to be uplifted in the Stage 2 HIA, it is proposed that the area to which clause 4.4A applies be amended to remove any areas of uplift.
- Clause 4.4 (2D) of the IWLEP 2022 enables additional FSR of 0.25:1 for residential flat buildings for certain sites. Given that the master plan has proposed substantial increase in floorspace and provides additional development incentives as discussed in Section 4.2.7, it is proposed that the area to which clause 4.4(2D) applies be amended to remove any areas of uplift.

## 4.2.4. Heritage

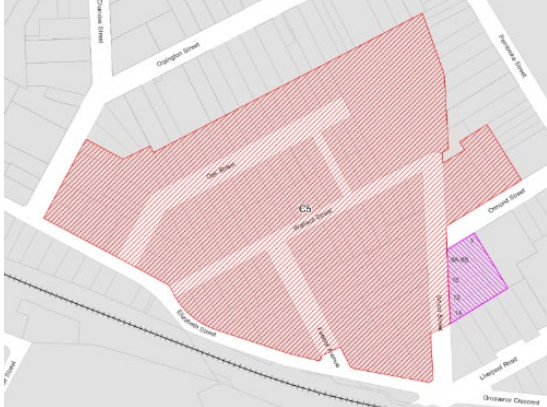


As part of Council's master planning for Stage 1 HIAs, investigations of certain listed heritage items and HCAs were undertaken. Refer to Part 1 of Appendix 5 – Heritage Health Check. Consistent with this review, the delisting or amendment of heritage items, and amendment and deletion of HCAs is proposed as outlined in Tables 5 and 6 below.

**Table 5: Heritage items proposed for delisting or amendments**

Item	Address	Property Description	Proposed amendments
'House, including interiors' (I127)	2 Bland Street, Ashfield	Lot 1 DP 984246	Delist the Item
'House, including interiors' (I128)	4 Bland Street, Ashfield	Lot 1 DP 960770	Delist the Item
'House, including interiors' (I129)	6 Bland Street, Ashfield	Lot 1 DP 960163.	Delist the Item
'House, including interiors' (I130)	8 Bland Street, Ashfield	Lot 1 DP 959955	Delist the Item
'House, including interiors' (I204)	28 Holden Street, Ashfield	Lot 6 Section 1 DP 820	Delist the Item
'House, including interiors' (I405)	2 Webbs Avenue, Ashfield	Lot 1 DP 951111	Delist the Item
'Federation Arts and Crafts style house—"Leonardi", including interiors' (I1009)	61 Garnet Street, Dulwich Hill	Lot 1 DP 310484	Delist the Item
'Shops, offices and dwellings, including interiors' (I196)	27 Hercules Street, Ashfield	Lot 2 DP 450205	Amend the Item to remove 'including interiors'
'Gladstone Hall, including interiors' (I1008)	114 Ewart Street, Dulwich Hill	Lot 0 SP 79274	Amend the Item to reduce the curtilage of the heritage

significance to  
exclude the  
townhouses

**Table 6: Heritage Conservation Area amendments**

Heritage conservation area	Proposed amendments and properties affected	Maps indicating the proposed amendments
Federal-Fyle HCA (C5), Ashfield	Remove section east of Bruce Street and south of Ormond Street from HCA boundary as shown on the map (in pink), comprising: <ul style="list-style-type: none"> <li>• 8 Bruce Street, Lot 1 DP 305233</li> <li>• 10 Bruce Street, Lot 2 DP 173042</li> <li>• 12 Bruce Street, Lot 3 DP 305233</li> <li>• 14 Bruce Street, Lot 4 DP 305233</li> <li>• 1 Ormond Street, Lot 1 DP 104180</li> </ul>	
Webbs Avenue HCA (C25), Ashfield	Remove the HCA	
Ivanhoe Estate (C42), Croydon	Remove 2 Ranger Road, Lot 40 DP 9968 from the HCA as shown on the map in pink.	
South Dulwich Hill HCA (C107) Marrickville/Dulwich Hill	Remove triangular block bounded by Wardell Road, Wilga Avenue and the railway line from HCA boundary as shown on the map in pink, comprising: <ul style="list-style-type: none"> <li>• 1 Wilga Avenue, Lot 13 DP 8233</li> <li>• 3 Wilga Avenue, Lot 12 DP 8233</li> <li>• 5 Wilga Avenue, Lot 11 DP 8233</li> <li>• 7 Wilga Avenue, Lot 10 DP 8233</li> <li>• 234 Wardell Road, Lot A DP 954736</li> <li>• 236 Wardell Road, Lot 1 DP 955709</li> <li>• 238 Wardell Road, Lot 2 DP 901053</li> <li>• 240 Wardell Road, Lot 1 DP 901053</li> </ul>	

- 242 Wardell Road, Lot 1 DP 871357

In addition, Council commissioned GML to undertake a review of South Dulwich Hill which had previously been identified as an area for further investigation. The area was reviewed to determine if it could reasonably reach the threshold of significance for listing as an HCA. The study made a number of observations such as extent of modifications and inconsistency in typology/ character and recommended due to these and other factors not to pursue the heritage listing. Refer to Appendix 5 Part 2 for recommendations of this review.

## Delivery of Public benefits

A number of public benefits are identified in the master plans which will be delivered over time as redevelopment occurs through different mechanisms:

- **Key sites (privately-led delivery or public-private partnership):** the master plan identifies certain sites as key sites and recommends site-specific LEP provisions which will require commitment to the delivery of public benefits on these sites before an uplift can be provided. For these sites, existing FSRs and HOBs have been maintained in the proposed FSR and HOB maps. Site-specific LEP provisions will detail the intended public benefits and maximum permissible FSRs/ heights to offset these public benefits. Refer to Section 4.2.5.
- **Land Acquisition (Council-led delivery):** Certain sites have been identified for land acquisition by Council. These will be identified in the LEP and occur over time through negotiations with the landowners and developers. Refer to Section 4.2.9.
- **Public realm incentives (privately-led):** Sites or groups of sites have been identified for FSR and HOB incentives which can be accessed only where a developer chooses to provide specified public realm enhancements. These include publicly accessible open space and/or through-site links with active transport connections. Refer to Section 4.2.7.

### 4.2.5. Key Sites

The master plans identify Key Sites in certain locations to require the provision of public benefits in conjunction with any increased density. These public benefits include district-level community/cultural facilities, public plazas, footpaths, parks, through-site links, and other open spaces that are available for community use. They contribute to the character, connectivity and amenity of the areas and have been identified in a Social Infrastructure Needs Study (refer to Section 4.2.11).

A Key Site provision in the LEP will stipulate a maximum height and FSR for certain sites to incentivise the dedication of land for public use. To qualify for these maximum development incentives, Key Sites must deliver the identified public benefit and meet high-performance building standards. This includes achieving the energy and water efficiency targets outlined in Table 8. Where a site does not provide the required public benefit and increased sustainability outcomes, the existing HOB and FSR controls will continue to apply. New clauses and maps will be introduced in the LEP to give effect to these proposed changes.

The below Table outlines the proposed FSR and HOB for these sites and the intended public domain benefits on these sites.

**Table 7: Proposed key sites, public benefits and associated FSR and height controls**

Area no.	Address	Key Site Public benefit	Maximum FSR	Maximum HOB
KS-1	45 – 53 Hercules Street, Dulwich Hill	Dedication of approx. 1059m <sup>2</sup> for new open space along the Greenway Corridor	2.8:1	29.6m (9 storeys)
KS-2	55 – 61 Hercules Street, Dulwich Hill	Dedication of approx. 319m <sup>2</sup> for new open space along the Greenway Corridor	2.8:1	23.2m (7 storeys)
KS-3	63 – 71 Hercules Street, Dulwich Hill	Dedication of 6m wide strip along southern boundary (approx. 413m <sup>2</sup> ) for an extension of Hercules Lane to improve pedestrian and cycling accessibility	2.8:1	26.4m (8 storeys)
KS-4	14-32 Seaview Street, Dulwich Hill	<ul style="list-style-type: none"> <li>• Public plaza with a minimum area of 2,000m<sup>2</sup></li> </ul>	3.5:1	48.4m (14 storeys)

Area no.	Address	Key Site Public benefit	Maximum FSR	Maximum HOB
KS-5	374-376 New Canterbury Road, Dulwich Hill	<ul style="list-style-type: none"> <li>District-level community/cultural facility of minimum 3,200m<sup>2</sup></li> <li>Two active transport connections minimum 6m wide between Seaview Street and New Canterbury Road</li> </ul>	3.0:1	23.3m (6 storeys)
KS-6	365-359 Marrickville Rd & 2-6 Woodbury St, Marrickville	New public open space of minimum 1000m <sup>2</sup> along Marrickville Road	3.1:1	48.8m (15 storeys)
KS-7	260A Liverpool Road	<ul style="list-style-type: none"> <li>New public open space of minimum 2000m<sup>2</sup> provided as a contiguous space with minimum dimension 20m</li> <li>New active transport connection between Liverpool Road minimum 9m wide</li> </ul>	4:1	76m (22 storeys)
KS-8	68, 70A, 74, 76 John St, Croydon	Landscaped/active transport corridor – 6m wide	2.5:1	30m (8 storeys)
KS-9	2, 4, 6 Gregory Ave, Croydon	Landscaped/active transport corridor – 6m wide	2.5:1	30m (8 storeys)
KS-10	56-66 John Street, 1, 3 Vine Street, Ashfield	Landscaped/active transport corridor – 10m wide	2.5:1	36.5m (10 storeys)
KS-11	7-15 Hedger Avenue, 5-7 Vine Street, Ashfield	Landscaped/active transport corridor – 6m wide plus public open space with minimum area of 800m <sup>2</sup> and 20m minimum dimension	2.8:1	39.5m (11 storeys)
KS-12	9-15 Gregory Ave 1-5 Hunt St, Croydon	Landscaped/active transport corridor – 10m wide	2.7:1	33.5m (9 storeys)
KS-13	2-18 Hedger Avenue & 80 Frederick Street, Ashfield	Landscaped/active transport corridor – 10m wide	2.8:1	39.5m (11 storeys)
KS-14	1-9 Banks St, Ashfield	Landscaped/active transport corridor – 10m wide	2.8:1	39.5m (11 storeys)
KS-15	2-12 Banks St, Ashfield	Landscaped/active transport corridor – 10m wide	2.8:1	39.5m (11 storeys)
KS-16	25 Etonville Pde, Ashfield	Landscaped/active transport corridor – 10m wide plus through-site link min. 6m wide towards Frederick St for future connection to Albert Pde	2.8:1	39.5m (11 storeys)
KS-17	1-7 Mackay St, Ashfield	Landscaped/active transport corridor – 10m wide plus	2.8:1	39.5m (11 storeys)
KS-18	2-8 Mackay Street and 4A Etonville Pde, Ashfield	Landscaped/active transport corridor – 10m wide	3.3:1	39.5m (11 storeys)

Area no.	Address	Key Site Public benefit	Maximum FSR	Maximum HOB
		Retain existing right-of-way to 25 Etonville Pde - relocation along Mackay St allowed.		
KS-19	179, 181, and 183 Elizabeth St, Ashfield	Landscaped/active transport corridor – 10m wide	3:1	39.5m (11 storeys)

**Public realm** is defined as land that is made available for publicly accessible roads, open space, through-site links and pedestrian and bicycle paths.

Proposed Key Sites are also mapped and discussed in the master plans in Appendix 2.

## 4.2.6. Minimum Site Area Requirements

It is proposed that minimum street frontage and lot isolation requirements will apply to certain sites being uplifted for new housing. These requirements will encourage orderly development with adequate area to accommodate positive built form outcomes, including enabling development to achieve requirements of the NSW ADG and provide adequate amenity for future residents.

### i. Minimum street frontage for residential flat buildings

It is proposed that a minimum street frontage of 21m be required for residential flat buildings in the HIAs. This will apply to the R3 Medium Density Residential and R4 High Density Residential zones. No minimum street frontage requirements will apply for shop top housing or mixed-use developments in E1 Local Centre, E2 Commercial Centre and MUI Mixed Use zones. This is to allow for retention of the fine grain character in town centres.

### ii. Minimum Site Area Requirements to prevent lot isolation

To ensure that land does not become isolated and is capable of being redeveloped for residential flat buildings or shop top housing, land adjoining a redevelopment site must have the following minimum dimensions:

- Area of 600m<sup>2</sup> in R3 and R4 zones
- Minimum frontage of 12m in E1, E2 and MUI zones

## 4.2.7. Development Incentives

Three types of development incentives are proposed to encourage amalgamation of lots, deliver public benefits or encourage higher than standard environmental performance and sustainability standards. These incentives will apply on top of the base FSR and are calculated as a percentage of the base FSR and building height for a site.

- Site Area Incentive
- Public Realm Incentive
- Sustainability Incentive

### i. Site Area Incentive

To encourage amalgamation of land and discourage the creation of isolated development sites, an incentive FSR and height is proposed for different minimum site areas. The incentive will be available to residential flat buildings and shop top housing development and works on a sliding scale to provide proportional additional FSR and height based on the amalgamated site area. For residential flat buildings, a minimum site frontage of 35m must also be achieved to access the bonus FSR and height.

These minimum site areas are designed to ensure adequate space for landscaping, thereby complementing the building form and promoting a streetscape characterised by generous landscaping. They will also ensure that

development sites have sufficient space for access, parking, deep soil planting, and building separation. Feasibility testing has indicated that the additional FSR and height provide sufficient incentive for site amalgamations and redevelopment.

If lots are not amalgamated into development sites that meet the minimum site area, then the higher densities and heights are not permitted. In those cases, the proposed base FSR and height controls will apply.

Further detail on the site area incentive is provided in the master plan in Appendix 2, including maps of where these minimum site area incentives would apply.

## ii. Public Realm Incentive

With increasing housing diversity and density within the Stage 1 HIAs, it is critical to provide improved public domain through new through-site links or public realm improvements. The public realm benefits will encourage walkability, movement and connection of places to and within the local centres, as well as new publicly accessible open spaces.

Sites have been identified in specific street blocks where public realm benefits can be delivered, with the desired locations identified in the Design Guide. A proposed FSR and height bonus, proportionate to the site area, over and above the base FSR and height for the site, is offered as an incentive for providing the public benefit. The incentive varies depending on the FSR, land area and extent of public realm benefit.

Further detail on the public realm incentive is provided in the master plan in Appendix 2, including maps of where the public realm incentives would apply. Further, the Design Guide (Appendix 3) provides the detail regarding the desired locations and widths of these public realm improvements.

## iii. Sustainability Incentive

To provide enhanced liveability and environmental sustainability outcomes, it is proposed that a sustainability incentive will be introduced which would encourage high-performing buildings that achieve energy and water targets above the NSW mandatory requirements in the Sustainable Buildings SEPP. Additional floor space equal to 5% of the proposed base FSR will be permitted if energy and water minimum performance standards exceed BASIX, as outlined in the Table 8 below. It is proposed that the incentive will be available to residential development and mixed-use development. Analysis was undertaken by sustainability consultancy Atelier Ten as part of the master plan (Appendix 2) to inform these incentives.

**Table 8: Proposed performance standards (energy and water) to achieve sustainability incentive**

Development type and threshold	Minimum energy target	Minimum water target
Low rise residential buildings: 2-3 storeys	8-point increase over the Sustainable Buildings SEPP ≈ BASIX Energy 75	BASIX Water 50 (and up to 60 where recycled water is available) for all new dwellings
Mid-rise residential buildings: 4-5 storeys	5-point increase over the Sustainable Buildings SEPP ≈ BASIX Energy 66	
High Rise residential buildings: 6-20 storeys	5-point increase over the Sustainable Buildings SEPP ≈ BASIX Energy 65	
Residential as a component of mixed-use development	As above relevant to the number of storeys	

This incentive does not apply to Key Sites where these sustainability requirements are to be met as a prerequisite to achieving the bonus FSR and height.

## 4.2.8. Affordable Housing

In addition to facilitating new housing in appropriate locations within the Inner West, the proposed amendments seek to increase the provision of affordable rental housing for very low to moderate income households.

It is proposed to introduce a clause that will require development for the purpose of residential flat buildings, independent living units or shop top housing to contribute to the provision of affordable housing. The clause will also include reference to Inner West Affordable Housing Principles and that the affordable housing is to be held in perpetuity and managed by a Tier 1 Community Housing Provider (CHP)

An affordable housing contribution of 2% of the GFA will apply to developments with a GFA of at least 2,000m<sup>2</sup>. The contribution rate has been informed by feasibility and market testing. It is also intended that the affordable housing contribution will increase over time as per below, subject to the outcomes of future analysis.

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

A development may provide affordable housing on-site, in another location within the Inner West LGA, pay an equivalent monetary contribution to allow housing units to be built or purchased elsewhere in the Inner West LGA, or a combination.

Appendix 2 includes a map which identifies where these affordable housing contributions apply.

## 4.2.9. Land Reserved for Acquisition

To support enhanced amenity within the Marrickville-Dulwich Hill and Ashfield-Croydon Precincts in tandem with increased housing density and diversity, it is proposed to facilitate public domain improvements. In select locations, public benefits including wider footpaths, cycleways and open space will be facilitated through the acquisition of land by Council.

These have been informed by detailed analysis underpinning the Social Infrastructure Needs Study (Appendix 4) and Strategic Transport Plan (Appendix 7).

**Land reserved for acquisition** means that the council has identified a piece of land to purchase in the future for the benefit of the community, to be used as a park, road, or community facility.

This does not mean the council is going to take the land or force it to be sold. It just means that, if the owner ever chooses to sell, the council has the option to buy it first at market price. Where parts of the sites are reserved for acquisition, the acquisitions will be incremental as redevelopment occurs in negotiation with the landowners.

14 properties have been identified in the below table as critical to meet the open space and active transport improvements.

**Table 9: Proposed sites for Land Reserved for Acquisition for new parks and open spaces**

Location	Number of affected properties	Public benefit
306 and 308 Marrickville Road, Marrickville	2 properties to be acquired	Extension of Tuohy Lane to Marrickville Road to provide a walking and cycling connection.
39-45 Greenbank Street, Marrickville	4 Properties to be acquired	Expansion of McNeilly Park to serve the existing and future community.
12-16, 18B & 20 Lion Street, Croydon 213-217 Norton Street, Croydon	8 properties to be acquired	Extend Lion Street Playground to provide approx. 2,830m <sup>2</sup> of public open space.

**Table 10: Affected sites (part of sites) for Land Reserved for Acquisition for public domain improvements**

Location	Nature of acquisition	Public benefit
<p>Constitution Road (western side)</p> <ul style="list-style-type: none"> <li>• 491 New Canterbury Road, Dulwich Hill</li> <li>• 499 New Canterbury Road, Dulwich Hill</li> <li>• 133-151 Constitution Road, Dulwich Hill</li> </ul>	2m wide strip to be acquired adjacent to Constitution Road	Public domain improvements including widened footpath and cycle lane.
<p>Rear of Marrickville Road</p> <ul style="list-style-type: none"> <li>• 467-473 Marrickville Road, Dulwich Hill</li> </ul>	7m wide strip at rear of properties	Extension of Fairfowl Lane to facilitate access and servicing for Marrickville Road properties and active transport connection.
<p>Lion Street (eastern side)</p> <ul style="list-style-type: none"> <li>• 400 Liverpool Road, Croydon</li> <li>• 2-8 Lion Street, Croydon</li> </ul>	2m wide strip to be acquired adjacent to Lion Street	Public domain improvements including widened footpath and landscaping to facilitate improved pedestrian connection from Liverpool Road to a future public open space on Lion Street.
<p>Milton Lane (northern side)</p> <ul style="list-style-type: none"> <li>• 380-382 Liverpool Road, Ashfield</li> <li>• 378 Liverpool Road, Ashfield</li> </ul>	2.5m wide strip to be acquired adjacent to Milton Lane	Widening of road reserve to improve accessibility for all road users and provide a future active transport connection to the Ashfield RSL site.
<p>Milton Lane (southern side)</p> <ul style="list-style-type: none"> <li>• 40 Milton Street, Ashfield</li> </ul>	1m wide strip to be acquired adjacent to Milton Lane	
<p>Milton Lane (eastern side)</p> <ul style="list-style-type: none"> <li>• 209 Norton Street, Ashfield</li> <li>• 364-376 Liverpool Road, Ashfield</li> <li>• 205 Norton Street, Ashfield</li> </ul>	2m wide strip to be acquired adjacent to Milton Lane	
<p>Milton Lane (western side)</p> <ul style="list-style-type: none"> <li>• 40 Milton Street, Ashfield</li> <li>• 211 Norton Street, Ashfield</li> </ul>	1.5m-2.5m wide strip to be acquired adjacent to Milton Lane	
<p>Norton Street (southern side)</p> <ul style="list-style-type: none"> <li>• 76-92 Norton Street, Ashfield</li> <li>• 48-60 Norton Street, Ashfield</li> <li>• 19 Holden Street, Ashfield</li> <li>• 16 Holden Street, Ashfield</li> <li>• 1 Joseph Street, Ashfield</li> <li>• 4 Joseph Street, Ashfield</li> <li>• 32-46 Norton Street, Ashfield</li> <li>• 3 Queen Street, Ashfield</li> </ul>	2m wide strip to be acquired adjacent to Norton St	Widening of road reserve for improved public domain and active transport including a cycle link, footpath widening and tree planting.

<ul style="list-style-type: none"> <li>• 12-14 Queen Street, Ashfield</li> <li>• 16-30 Norton Street, Ashfield</li> <li>• 11 Victoria Street, Ashfield</li> </ul>		
<p>Norton Street (Ashfield Mall)</p> <ul style="list-style-type: none"> <li>• 260A Liverpool Road, Ashfield</li> </ul>	4m wide strip to be acquired adjacent to Norton St	<p>Widening of road reserve for improved public domain and active transport including a cycle link, footpath widening and tree planting.</p> <p>The greater public domain width is also required to accommodate the intended scale of a future redevelopment of Ashfield Mall.</p>
<p>A'Beckett Avenue</p> <ul style="list-style-type: none"> <li>• 76 Norton Street, Ashfield</li> <li>• 24 A'Beckett Avenue</li> </ul>	1.5m-2.5m wide strip to be acquired adjacent to A'Beckett Avenue	Widening of road reserve for improved public domain, including active transport and landscaping.
<p>Holden Street (west)</p> <ul style="list-style-type: none"> <li>• 260A Liverpool Road, Ashfield</li> <li>• 2A Holden Street, Ashfield</li> <li>• 2-4 Holden Street, Ashfield</li> <li>• 6-8 Holden Street, Ashfield</li> <li>• 19-21 Holden Street, Ashfield</li> <li>• 25-27 Holden Street, Ashfield</li> </ul>	2m wide strip to be acquired adjacent to Holden Street	Widening of road reserve to improve public domain.
<p>Holden Street (east)</p> <ul style="list-style-type: none"> <li>• 206-208 Liverpool Road, Ashfield</li> <li>• 16-38 Holden Street Ashfield</li> </ul>	1m wide strip to be acquired adjacent to Holden Street	Widening of road reserve to improve public domain.
<p>Liverpool Road/Carlton Crescent</p> <ul style="list-style-type: none"> <li>• 2 Victoria Street, Ashfield</li> <li>• 90-108 Liverpool Road, Ashfield</li> <li>• 124-127 Carlton Crescent, Ashfield</li> </ul>	2m-5m wide strip to be acquired adjacent to Liverpool Road/Carlton Crescent	Widening of road reserve to improve public domain, including active transport and landscaping.
<p>Drakes Lane (eastern end)</p> <ul style="list-style-type: none"> <li>• 223-237 Liverpool Road, Ashfield</li> </ul>	1m-4m wide of land to be acquired along Drakes Lane.	Formal extension of Drakes Lane will create a through-block connection from Hercules Street.
<p>Drakes Lane (southern side)</p> <ul style="list-style-type: none"> <li>• 241-255 Liverpool Road, Ashfield</li> <li>• 24 Hercules Street, Ashfield</li> </ul>	1m wide strip to be acquired adjacent to Drakes Lane	Widening of road reserve to enhance serviceability and public domain.
<p>Fox Lane (both sides)</p> <ul style="list-style-type: none"> <li>• 15-27 Hercules Street, Ashfield</li> <li>• 13 The Esplanade, Ashfield</li> </ul>	1.2m-1.7m wide strip to be acquired on both sides of Fox Lane	Widening of road reserve to improve public domain,

		including active transport and landscaping.
<p>The Esplanade</p> <ul style="list-style-type: none"> <li>• 1-5 The Esplanade</li> <li>• 7A The Esplanade</li> <li>• 13 The Esplanade, Ashfield</li> <li>• 287, 297-301 &amp; 305-315 Liverpool Road, Ashfield</li> </ul>	1m-3.7m wide strip to be acquired adjacent to The Esplanade	Widening of road reserve to improve public domain.
<p>Chessell Lane</p> <ul style="list-style-type: none"> <li>• 1 The Esplanade, Ashfield</li> <li>• 293-297 Liverpool Road, Ashfield</li> </ul>	1.5m wide strip to be acquired on either side of Chessell Lane	Widening to accommodate outdoor dining, tree planting and active transport.
<p>Cavill Avenue (southern portion)</p> <ul style="list-style-type: none"> <li>• 345-357 Liverpool Road, Ashfield</li> </ul>	2m wide strip to be acquired on the southern side of Cavill Avenue	Widening to accommodate outdoor dining, tree planting and active transport.
8 Elizabeth St, Ashfield	Triangular-shaped area of land of approximately 50m <sup>2</sup> to the eastern end of property	Landscaping and possible public art/wayfinding.
<p>Elizabeth Street (east of Frederick Street)</p> <ul style="list-style-type: none"> <li>• 10 Wood Street, Ashfield</li> <li>• 8-46 Elizabeth Street, Ashfield</li> <li>• 20 Charlotte Street, Ashfield</li> <li>• 56-64 Elizabeth Street, Ashfield</li> <li>• 106-152 Elizabeth Street, Ashfield</li> <li>• 5 Benalla Ave, Ashfield</li> </ul>	2m-3.5m wide strip to be acquired on the southern side of Elizabeth Street	Widening of road reserve to improve public domain.
<p>Elizabeth Street (west of Frederick Street)</p> <ul style="list-style-type: none"> <li>• 18 Frederick St, Ashfield</li> <li>• 190-216 Elizabeth Street, Ashfield</li> <li>• 9 Hordern Parade, Ashfield</li> </ul>	2.5m wide strip to be acquired on the southern side of Elizabeth Street	Widening of road reserve to improve public domain.

Sites affected by proposed land reserved for acquisition are also mapped in the master plans in Appendix 2.

#### 4.2.10. Design guides

Council's alternate approach includes detailed design provisions for HIA Stage 1 and Stage 2, which will be used to inform the future DCP controls. The Design Guides (Appendix 3) provide supporting guidance and precinct and site-specific provisions for the masterplans. This includes provisions for matters such as:

- Desire future character
- Built form
- Landscaping and tree canopy
- Access and parking including maximum car parking rates to support a mode shift away from private car use and minimum bike parking and electric vehicle parking provisions

- Sustainability and Resilience
- Streetscape and public domain
- Dwelling mix (including apartments with 3+ bedrooms),
- Public Realm Incentives

Sub-precinct controls detail building setbacks, street wall height, setbacks to the street wall and the required delivery of public benefits for key sites and public realm incentives.

The above provisions were informed by the master plans and supporting technical studies such as transport, heritage, sustainability etc. The Design Guides will inform the future draft Inner West DCP.

## **4.2.11. Social Infrastructure Needs**

The housing growth anticipated by both the State Government's housing reforms and Council's alternate approach requires investment into existing social infrastructure beyond that which was previously projected. As part of the master planning process, a social infrastructure needs analysis was undertaken to examine the impact on public services and amenities. This includes facilities such as community centres, libraries, parks, sports and recreation facilities, playgrounds, and public spaces with civic functions.

The Social Infrastructure Needs Study provides 16 key infrastructure moves in response to the uplift proposed in the master plans. These include the planned provision of two new district-level multipurpose community hubs and new recreational areas. Relevant infrastructure as related to HIAs has been mechanised through LEP Key Site provisions and strategically proposed land acquisitions (as discussed in the previous sections) to expand existing parks. Where required infrastructure is not being provided through acquisition or the redevelopment of Key Sites, it will be incorporated into a future Inner West Infrastructure Delivery Plan.

## 4.3. Other amendments

The following amendments are proposed to facilitate additional housing, particularly affordable housing, maximise housing choice, deliver good design and increased consistency of planning controls across the LGA.

- introduce a local provision to incentivise the delivery of affordable housing on land owned by faith-based organisations
- introduce a local provision to minimise the loss of dwellings through gentrification
- harmonisation of the minimum subdivision lot size for dwellings in certain areas
- introduce a minimum lot size for dual occupancies and associated modifications to reflect permissibility changes
- introduce a new clause for architectural roof features
- remove the existing LEP clause regarding dwelling mix
- housekeeping changes to harmonise LEP controls with Residential Review zoning changes

### 4.3.1. Affordable Housing on faith-based land

This directly relates to Council's endorsed principles to incentivise the use of land owned by religious and faith-based organisations for social and affordable housing. To achieve this, it is proposed to add a new local provision to IWLEP 2022 to permit development for any purpose on land owned by religious and faith-based organisations provided the development includes at least 30% affordable housing in perpetuity, and meets specific criteria regarding compatibility with the desired character of the area in relation to its bulk, form, uses and scale.

This would apply to all land owned by religious and faith-based organisations, in the following zones:

- (a) Zone R1 General Residential
- (b) Zone R2 Low Density Residential
- (c) Zone R3 Medium Density Residential
- (d) Zone R4 High Density Residential
- (e) Zone E1 Local Centre
- (f) Zone E2 Commercial Centre
- (g) Zone MUI Mixed Use
- (h) Zone SP2 Infrastructure
- (i) Zone RE2 Private Recreation

In addition, a covenant is proposed to be registered on the title of affordable housing units to ensure that the proposed control increases the long-term supply of affordable housing in the Inner West. This covenant ensures that dwellings will be:

- (a) used exclusively for affordable housing in perpetuity; and
- (b) managed by a registered Tier 1 Community Housing Provider

### 4.3.2. Minimising loss of existing residential dwellings

To minimise the loss of dwellings through gentrification and maintain continuous supply, a new local provision is proposed to be inserted in the IWLEP 2022. This new local provision would restrict net dwelling loss to no more than one (1) dwelling or 15% of existing dwellings, whichever is greater.

The restriction on the loss of dwellings applies to all residential floor space including dwellings, residential flat buildings, and the residential portion of mixed-use developments. However, the clause will only apply to floor space in mixed-use development where the existing and proposed use is for residential. The development

standard will not apply to any residential floor space that is to be converted to a non-residential use. This is to provide flexibility for the ongoing provision of services and businesses, particularly in mixed use and local centre zones, and to avoid those zones transforming to predominantly residential precincts over time.

This clause will not impact on the maximum permissible FSR development standard for residential development that applies to a site. The clause only applies to the existing number of units, meaning that the site could be redeveloped to provide larger units provided that the minimum number of units required under this clause are provided and the relevant development standards are met.

The proposed changes are in response to the loss of dwellings and diversity of housing supply. The changes ensure that redevelopment of existing housing stock does not significantly reduce the number and diversity of available dwellings in the local area.

### 4.3.3. Minimum lot size for subdivision

Clause 4.1 of the IWLEP 2022 prescribes the minimum subdivision lot sizes. The current controls are based on the former Council controls (Leichhardt, Ashfield and Marrickville).

To ensure alignment with the land use zone changes discussed in Section 4.1 and to bring consistency across the LGA, the following amendments are proposed to the Lot Size controls and map:

- include new objectives that clarify the intent of the clause. This includes:
  - referencing consistency with the prevailing streetscape
  - protecting heritage items
  - retaining distinctive features
  - ensuring that the subdivision can accommodate development that is consistent with development controls
  
- clarifying that:
  - this clause does not apply to Heritage Items
  - where demolition results in vacant land, any subdivision application must include the proposed dwelling or dwellings
  - including exceptions to minimum subdivision lot sizes in specific locations of a size smaller than identified on the Lot Size Map

The above approach has been developed based on the below considerations:

- minimise change where existing provisions:
  - reflect the existing pattern
  - have not led to unintended or inappropriate outcomes
- introduce lot sizes to align to the predominant pattern in the location
- identify where exceptions could apply that would:
  - provide opportunities for incremental change
  - retain the streetscape character and existing lot size pattern

The below table provides a summary of the proposed minimum subdivision lot sizes and where these would be applied. It is noted that the Lot Size Map will now only apply to R2 Low Density Residential Zone. This change could result in additional dwellings such as attached dwellings and single dwellings.

**Table 11: Proposed minimum subdivision lot sizes for the R2 zone across the LGA**

Lot size	Application Area	Exception
200m <sup>2</sup>	<ul style="list-style-type: none"> <li>• In former Leichhardt LGA (R1 zoned land proposed for rezoning to R2)</li> </ul>	Minimum lot size will be reduced to 100m <sup>2</sup> in former Marrickville LGA (Area 1) where: <ul style="list-style-type: none"> <li>• the predominant lot size is below 300m<sup>2</sup></li> </ul>

	<ul style="list-style-type: none"> <li>In former Marrickville LGA, where the predominant lot size is below 300m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>opportunities for subdivision may exist</li> <li>no adverse streetscape / character impact</li> </ul>
400m <sup>2</sup>	In former Marrickville LGA, where the prevailing lot pattern is mixed, and lot sizes range from 300–500m <sup>2</sup> . This lot size is applied as a base however, all lots are included in the Area 2 exception.	Minimum lot size will be reduced to 200m <sup>2</sup> in former Marrickville LGA (Area 2) where: <ul style="list-style-type: none"> <li>there is a mix of lot sizes</li> <li>opportunities for subdivision may exist</li> <li>no adverse streetscape / character impact</li> </ul>
500m <sup>2</sup>	<ul style="list-style-type: none"> <li>In former Ashfield LGA, as per existing and where no uplift is proposed.</li> <li>In former Marrickville LGA and where the predominant lot size is greater than 400m<sup>2</sup>, generally the southern area.</li> </ul>	Minimum lot size will be reduced to 200m <sup>2</sup> in former Ashfield LGA (Area 3) where: <ul style="list-style-type: none"> <li>Located within 800m of Ashfield, Croydon and Summer Hill railway stations</li> <li>opportunities for subdivision may exist</li> <li>no adverse streetscape / character impact</li> </ul>

Current and proposed Lot Sizes Maps illustrating the above changes are provided in Appendix 10.

#### 4.3.4. Minimum lot size for dual occupancies

On 1 July 2024, Stage 1 of the LMRH was introduced which permits dual occupancies in the R2 low-density residential zone across all NSW. From 1 July 2025, dual occupancies will be permitted as complying development in Inner West LGA on lots of at least 400 m<sup>2</sup>, unless Council specifies an alternative minimum lot size in the Inner West LEP 2022. In response, it is proposed to adopt Standard Model Provision Clause 4.1B to set a minimum lot size for dual occupancies of:

- 400m<sup>2</sup> and a minimum lot frontage of 15m for land zoned R2 – Low Density Residential except in the Haberfield HCA
- 600m<sup>2</sup> and a minimum lot frontage of 15m for land zoned R2 – Low Density Residential within Haberfield HCA
- amend Clause 6.20 Development on land in Haberfield HCA to acknowledge semi-detached dwellings and dual occupancies are permissible, in addition to dwelling houses, and require those forms of development to have the appearance of a single dwelling.

These changes are required to minimise adverse impacts of dual occupancies in Haberfield, consistent with Council’s endorsed planning principle 10 which supports Haberfield being listed on the State Heritage register and being excluded from upzoning

#### 4.3.5. Affordable Housing height exception – Ashfield town centre

Clause 4.3A of the IWLEP 2022 provides height incentives for residential flat buildings and shop-top housing in certain mapped areas of Ashfield town centre to increase the supply of affordable housing. This incentive clause has resulted in additional dwellings in Ashfield town centre, however it lacks details regarding the management of affordable housing and that it must be provided in perpetuity.

To provide more certainty regarding the intended affordable housing outcomes, it is recommended that an additional sub-clause be added to this section which requires a covenant to be registered on the title of each affordable housing dwelling delivered as a result of this clause. This will require each dwelling to be:

- used exclusively for affordable housing in perpetuity; and
- managed by a registered Tier 1 Community Housing Provider

Note: Stage 1 HIA master plan for Ashfield town centre will reduce the area where this clause applies as a different approach has been taken for the provision of affordable housing on the uplifted sites as discussed in the previous sections.

#### 4.3.6. Harmonisation with zoning changes from the residential review

Clause 4.3C of the IWLEP 2022 prescribes the minimum amount of landscaped area and maximum amount of site coverage for certain residential developments in the R1 Zone of former Leichhardt LGA, identified as “Area 1” on the Key Sites Map. Clause 4.4(2A) prescribes the maximum floor space ratio for non-residential uses on the same land. To ensure alignment with the previously discussed land use zone changes in the former Leichhardt LGA, it is proposed to expand the application of these clauses to also apply this to the R2 Low Density Residential zone in “Area 1” on the Key Sites Map.

### 4.3.7. Architectural Roof Features

The LEP Standard Instrument allows councils to adopt a clause 5.6 in the LEP relating to architectural roof features. This clause is currently not adopted in the Inner West LEP.

It is recommended that the standard Clause 5.6 – Architectural Roof Features be added to IWLEP22 to allow minor architectural roof features to be included in the cohesive architectural design of buildings. The roof of a building comprises a strong visual element within built form design and makes a significant contribution to streetscape.

For example, minor architectural roof features could be used to conceal protruding lift overruns or service plant room on the roof. This will facilitate the creation of a varied and aesthetically pleasing skyline, achieving visually harmonious roofscapes and skylines

To achieve this intent, it is recommended that the clause include the following objectives:

- (a) to allow minor architectural roof features to exceed height limits
- (b) to ensure that any architectural roof feature does not cause an adverse visual impact or adversely affect the amenity of neighbouring buildings
- (c) to provide opportunities for quality roof designs that contribute to the aesthetic and environmental design and performance of buildings
- (d) to integrate the design of the roof into the overall facade, composition, and desired contextual response of the building
- (e) to minimise the external impact of roof features, in particular with respect to solar access and views

### 4.3.8. Diverse housing

Clause 6.14 of the Inner West LEP prescribes the dwelling mix for residential flat buildings and shoptop housing in the former Leichhardt LGA, identified as “Area 1” on the Key Sites Map. For other parts of the LGA, former Marrickville and Ashfield LGAs, the dwelling mix is prescribed in the respective DCP.

Given that this clause only applies to a certain part of the LGA, it is recommended that it be deleted and that the required mix of dwelling types for diverse housing be included in the future Inner West DCP.

A key issue for families with children remaining in apartments (as their family expands or their children age), is the lack of space and storage in a two-bedroom apartment. However, the supply of three- and four-bedroom apartments, that might provide this additional space and encourage families with children to remain living in apartments, is significantly lower and the increase slower, compared to the supply of studio and one-bedroom apartments.

It is noted that the supporting Design Guide for the HIAs (Stage 1 and Stage 2) includes provisions for dwelling mix for developments with 6 or more dwellings to accommodate for diverse household types and improve housing choice. The following dwelling mix is proposed, with a specific focus on family friendly apartments:

**Table 12: Proposed Dwelling mix in the Design Guide**

Dwelling type	Mix
Studio apartments	0-20%
1-bedroom apartments	20-40%
2-bedroom apartments	20-60%

3-bedroom apartments	20-40%
apartments with more than 3 bedrooms	5-30%

Ultimately, the proposed dwelling mix will be incorporated in the Inner West DCP and will ensure that the approach is consistent across the LGA.

### 4.3.9. Ashfield Special Entertainment Precinct

A new Special Entertainment Precinct (SEP) is proposed to be introduced in the Ashfield town centre. This is in accordance with Council’s Planning Principle 7 to introduce new SEPs in the LGA.

This will be implemented by amending the SEP LEP map to create a new SEP over the majority of E1 Local Centre and E2 Commercial Centre zoned land in Ashfield Town Centre. No amendments to the SEP clause are required.

Introducing a SEP in Ashfield will encourage a vibrant town centre with a diverse nighttime offering. It will also protect residential amenity with a robust regulatory framework for entertainment sound and requiring new residential and other sensitive development to adequately soundproof. Ashfield will join the Enmore Road SEP which is already in-force, as well as draft SEPs in Balmain, Dulwich Hill, Leichhardt, Marrickville, Marrickville North and Rozelle.

Appendix 9 is the Ashfield SEP Precinct Management Plan. It contains all relevant information regarding the operation of the SEP including permitted sound levels, permitted trading hours, outdoor dining provisions and entertainment sound compliance procedures. This document will be exhibited alongside the alternative approach in accordance with the NSW Special Entertainment Precinct Guidelines.

# 5. Conclusion

Inner West Council has undertaken a comprehensive place-based planning program to prepare an alternate approach to the State Government Housing Reforms. *Our Fairer Future Plan – Council's approach for new housing in the Inner West* will facilitate new housing opportunities across the LGA and generate a housing supply pipeline up to 2039 that will exceed the 5-year Inner West housing target and Housing Reform expectations and respond appropriately to the housing crisis to deliver **the right housing in the right places**.

Council's alternate approach has been informed by a robust evidence base, including technical studies, to support sustainable densities in accessible and well-serviced locations—rather than an untested blanket rezoning that was the basis of the State Government Housing Reforms.

*Council's evidence base has identified the blanket rezonings place people and property **at risk**.*

State Government's Reforms provide uplift in areas which are affected by unacceptable flood risk. Council's proposal is accompanied by a Flood Impact study which supports the proposed level of uplift and recommends areas of no change which pose high risk to existing and future communities.

*Council's evidence base has identified high quality **character and heritage** are important.*

State Government's reforms do not consider heritage, character and urban fabric which represent inherent qualities of the Inner West. Council's proposal is informed by heritage and urban design studies which aim to protect the character and heritage of Inner West while recommending changes for the right areas to evolve and support increased densities.

*Council's evidence base has considered **economic feasibility** and take-up rates*

State Government's Reforms are unlikely to result in significant take-up in the Inner West specifically in the short to medium term. High land values, land fragmentation and high construction costs pose significant challenges to feasibility and delivery of housing. Council's proposal is informed by feasibility analysis combined with urban design to deliver balanced and realistic outcomes.

*Our Fairer Future Plan – Council's approach for new housing in the Inner West*

- presents a place-based alternative which considers **local character, streetscape, heritage and biodiversity**, helping new housing blend with existing neighbourhoods.
- acknowledges risks and provides a considered response to better align housing growth with **community infrastructure** – it will **deliver tangible community benefits**.
- facilitates **sustainable** outcomes through enhancing connectivity, encouraging active transport and providing space for greener streets and open spaces.
- takes a longer-term approach to avoid overburdening local services and ensure **more liveable, well-supported communities**.

## Next steps

At the close of the exhibition, Council officers will review submissions and report the outcomes, before the final proposal is reported to Council.

DPHI is the final decision maker on the controls that are implemented. The proposal will be submitted to DPHI for finalisation through an accelerated planning pathway.

# 6. Attachments

Appendix 1 – Review of Residential Zonings and Heights

Appendix 2 – Draft Master Plans for Housing Investigation Areas (Stage 1 and Stage 2)

Appendix 3 – Draft Design Guides for Housing Investigation Areas

Appendix 4 – Social Infrastructure Needs Study

Appendix 5 – Heritage Studies

- Part 1 – Heritage Health check
- Part 2 – Heritage Review – South Dulwich Hill

Appendix 6 – Flood Impact and Risk Assessment for Housing Investigation Area Stage 1

Appendix 7 – Strategic Transport Plan for Housing Investigation Area Stage 1

Appendix 8 – Biodiversity Study for Housing Investigation Area Stage 1

Appendix 9 – Ashfield Special Entertainment Precinct Management Plan

Appendix 10 – Proposed maps

Appendix 11 – Feasibility Report