

Attachment 1

OUR FAIRER FUTURE PLAN

Stage 2

Council's approach for
new housing in the Inner West

(The Blue Book)

September 2026

1. INTRODUCTION	1
2. BACKGROUND	2
2.1. Our Fairer Future Plan 1	2
2.2. Our Fairer Future Plan 2	2
2.3. State-Led Rezoning (SLR) Projects	5
3. THE STRATEGIC CONTEXT	6
3.1. Transport Oriented Development Program	6
3.2. Low and Mid-Rise Housing Policy	7
3.3. Principles for planning in the Inner West	8
3.4. A pipeline for housing supply	11
3.5. Delivery of Public Benefits	11
3.5.1. Key Sites	11
3.5.2. Public Realm Incentive (Mandatory)	12
3.5.3. Public Realm Incentive (Desirable)	12
3.5.4. Land Reserved for Acquisition	12
3.6. Revised approach to the Croydon and Iron Cove Precinct	13
3.7. Deferred + additional sites in Ashfield, Marrickville, Dulwich Hill, Rozelle, and Balmain	13
3.8. Further technical studies	14
4. PLANNING FRAMEWORK	15
4.1. Consistency with State Planning Framework	16
4.2. Consistency with Local Planning Framework	18
5. PROPOSED AMENDMENTS	19
5.1. Housing Investigation Areas 1A and 1B - Deferred Sites + Additional Opportunity Sites	20
5.1.1. Land use Zones	21
5.1.2. Height of Building	21
5.1.3. Floor space ratio	22
5.1.4. Heritage	22
5.1.5. Key sites	23
5.1.5.1. Key Site 7: 359-365 Marrickville Road, and 2-6 Woodbury Street, Marrickville	23
5.1.6. Sites identified for Public Realm Incentive (Mandatory)	23
5.1.7. Sites identified for Public Realm Incentive (Desirable)	24
5.2. Housing Investigation Area 1B - Croydon and Iron Cove Precincts	24
5.2.1. Land Use Zones	25
5.2.2. Height of Buildings	26
5.2.3. Floor Space Ratio	26
5.2.4. Heritage	27
5.2.5. Key Sites – Croydon and Iron Cove Precinct	28
5.2.5.1. Key Sites 8-18: Croydon and Iron Cove Precinct	28
5.2.6. Public Realm Incentive (Mandatory)	31
5.2.7. Public Realm Incentive (Desirable)	31
5.2.8. Land Reserved for Acquisition	32

5.3.	Housing Investigation Area 2 - parts of Lilyfield, Leichhardt, Annandale, Lewisham, Petersham, Stanmore, Enmore, Newtown and St Peters	33
5.3.1.	Land Use Zones	35
5.3.2.	Height of Buildings	36
5.3.3.	Floor Space Ratio	36
5.3.4.	Heritage	37
5.3.5.	Key Sites	49
5.3.5.1.	Key Site 19: 1-11 Edward Street, 3 Helena Street, and 111 Lilyfield Road, Lilyfield	49
5.3.5.2.	Key Site 20: 14 Edwards Street and Edward Street Road Reserve, Lilyfield	50
5.3.5.3.	Key Site 21: 7 Darley Road, Leichhardt	51
5.3.5.4.	Key Site 22: 237 Marion Street, Leichhardt	51
5.3.5.5.	Key Site 23: 2A Gordon Street (part), 12-24 Gordon Street, and 49-57 West Street, Petersham	52
5.3.6.	Public Realm Incentive (Mandatory)	53
5.3.7.	Public Realm Incentive (Desirable)	53
5.3.8.	Land Reserved for Acquisition	55
5.4.	Amendments applicable to all HIAs	56
5.4.1.	Minimum Site Area Requirements	56
5.4.1.1.	Minimum street frontage for residential flat buildings	56
5.4.1.2.	Minimum site area requirements to prevent lot isolation	56
5.4.2.	Development Incentives	57
5.4.2.1.	Minimum Site Area Incentive	57
5.4.2.2.	Sustainability Incentive	58
5.4.2.3.	Development Incentive Scenarios	58
5.4.3.	Floor Space Ratio Exclusions	65
5.4.4.	Affordable Housing and Social Housing	65
5.5.	Other Amendments	66
5.5.1.	Deep Soil	66
6.	DESIGN GUIDE	68
7.	CONCLUSION	68

1. INTRODUCTION

Inner West Council recognises that housing affordability and availability are major challenges. Council is committed to providing more housing choices across the Inner West while ensuring new development is well designed and supported by infrastructure, services and open space.

These commitments support the National Housing Accord, an agreement between the Australian Government, state governments, local governments and industry to deliver 1.2 million new homes across Australia over five years to mid-2029. For the Inner West, this means planning for around 1,500 new homes each year over the next five years.

The NSW Government's recently released The Sydney Plan establishes the strategic framework for managing Sydney's growth to 2046. It coordinates housing, jobs, transport, infrastructure, open space and liveability outcomes across Greater Sydney, and requires councils to plan for well-located housing growth supported by infrastructure, services and high-quality places.

Our Fairer Future Plan 1 and Our Fairer Future Plan 2 sit within this framework and provide Inner West Council's local response. Together, the Plans identify opportunities for additional housing in locations that are well connected to public transport, centres, jobs and community facilities, while responding to local character, heritage, flooding, infrastructure capacity and urban design considerations. They support the Sydney Plan's objectives to increase housing supply and diversity, improve housing affordability, and coordinate growth with infrastructure, open space and community services.

Our Fairer Future Plan 1 established Council's alternative approach to the NSW Government's Transport Oriented Development (TOD) and Low and Mid-Rise Housing reforms (LMRH). The housing growth areas identified through Plan 1 remain unchanged.

Following Council resolutions in September 2025 and February 2026 (see Attachment 3), further investigations were undertaken across the Inner West. This work included studies on flooding, heritage, affordable housing opportunities, and infrastructure requirements over a range of locations that required more detailed assessment before planning decisions could be made.

In February 2026, Council further refined the scope of Our Fairer Future Plan 2 to include:

- the Croydon and Iron Cove Precinct
- selected site-specific investigation areas (deferred sites)
- areas affected by the NSW Government's Low and Mid-Rise Housing reforms
- the Lewisham Station precinct
- Homes NSW sites with opportunities to deliver more social and affordable housing

Council has also progressed several strategic planning projects to support future housing growth, including:

- preparation of a single Inner West Development Control Plan (DCP)
- a review of local infrastructure contributions
- preparation of an Infrastructure Delivery Plan
- development of a new Affordable Housing Policy.

Our Fairer Future Plan 2 provides a place-based approach to housing growth that responds to local conditions and community feedback. It includes:

- areas deferred from Our Fairer Future Plan 1 that required further study
- a review of the Croydon and Iron Cove Precinct to ensure a coordinated approach with neighbouring councils
- investigations of locations with potential for additional affordable housing
- consistent landscaping and deep soil requirements across the whole LGA
- planning for land along Sydenham Road, Marrickville
- planning responses for areas affected by the NSW Government's Low and Mid-Rise Housing reforms.

Based on detailed technical studies and planning analysis, Our Fairer Future Plan 2 proposes planning changes to enable additional homes and create new employment opportunities across the Inner West. Most of this housing capacity responds directly to NSW Government housing reforms and the requirement for Council's alternative approach to meet or exceed state housing targets.

Our Fairer Future Plan 2 is a locally tailored approach to managing growth. It aims to deliver more homes and greater housing choice while protecting neighbourhood character, improving public spaces, supporting infrastructure and creating well-designed places for current and future residents.

2. BACKGROUND

2.1. Our Fairer Future Plan 1

Our Fairer Future Plan 1 established Council's approach to identifying areas suitable for additional housing near railway stations, light rail stops and town centres across the Inner West. The project included the preparation of Housing Investigation Area (HIA) master plans, supported by technical studies covering flooding, heritage, transport, sustainability, development feasibility, biodiversity, social infrastructure and Connecting with Country.

The study investigated the following areas:

- **HIA 1A:** Marrickville and Dulwich Hill
- **HIA 1B:** Ashfield and Croydon
- **HIA 2:** Parts of Annandale, Leichhardt, Lewisham, Petersham, Stanmore, Newtown, Enmore and St Peters.

Our Fairer Future Plan 1 used a place-based approach to identify locations that could accommodate more housing near public transport and centres, while balancing local character, heritage, environmental constraints, infrastructure needs and built form outcomes.

Following Council's endorsement of Our Fairer Future Plan 1 in September 2025, the Plan was submitted to the Department of Planning, Housing and Infrastructure (DPHI) for review and approval.

In June 2026, the Minister for Planning and Public Spaces advised that the Plan would be implemented through a combination of State-led rezoning and Planning Proposal pathways. Finalisation of Our Fairer Future Plan 1 is expected before the end of the year.

The endorsed master plans for parts of Ashfield, Marrickville, Dulwich Hill, Leichhardt, Petersham, Lewisham and St Peters are progressing through the State-led rezoning process. Council continues to work with DPHI on implementation, which is expected to occur before the end of 2026.

2.2. Our Fairer Future Plan 2

Our Fairer Future Plan 2 focuses on areas identified in Council's February 2026 resolution and builds on the findings of Our Fairer Future Plan 1 and the State-Led Rezoning projects.

The study includes:

- **HIA 1A and 1B** Deferred and Additional Sites: Ashfield, Dulwich Hill, Marrickville, Rozelle and Balmain
- **HIA 1B:** the Croydon and Iron Cove Precincts
- **HIA 2:** parts of Annandale, Leichhardt, Lilyfield, Lewisham, Petersham, Stanmore, Newtown and St Peters.

The investigation areas have been refined to focus on locations that required further assessment to determine whether additional housing is appropriate, and if so, the scale and form it should take. The assessment considers factors such as local character, heritage, flooding, transport access, feasibility and relationships with Burwood Council.

No changes are proposed to areas already investigated through Our Fairer Future Plan 1 unless specifically identified in the deferred sites or the Croydon and Iron Cove Precinct investigations.

HIA 1A and 1B Deferred Sites

This work focuses on sites that were deferred from Our Fairer Future Plan 1 because further technical assessment was needed before planning decisions could be made.

Additional studies examined:

- flooding
- heritage
- built form and development outcomes.

Additional Opportunity Sites

This work includes a number of additional sites based on their location, strategic context, or potential to accommodate additional housing density. These sites include:

- sites adjoining areas identified in Our Fairer Future Plan 1 or areas of recent redevelopment, where additional housing can contribute to a consistent built form
- larger residential sites with opportunities for renewal and improved building design outcomes.

HIA 1B: Croydon and Iron Cove Precincts

The Croydon and Iron Cove Precincts were exhibited as part of Our Fairer Future Plan 1 and subsequently deferred by Council to enable better coordination with Burwood Council's Croydon master plan. The further investigation has considered:

- community feedback received during Our Fairer Future Plan 1 exhibition
- alignment with proposed controls along the interface with the Burwood LGA.

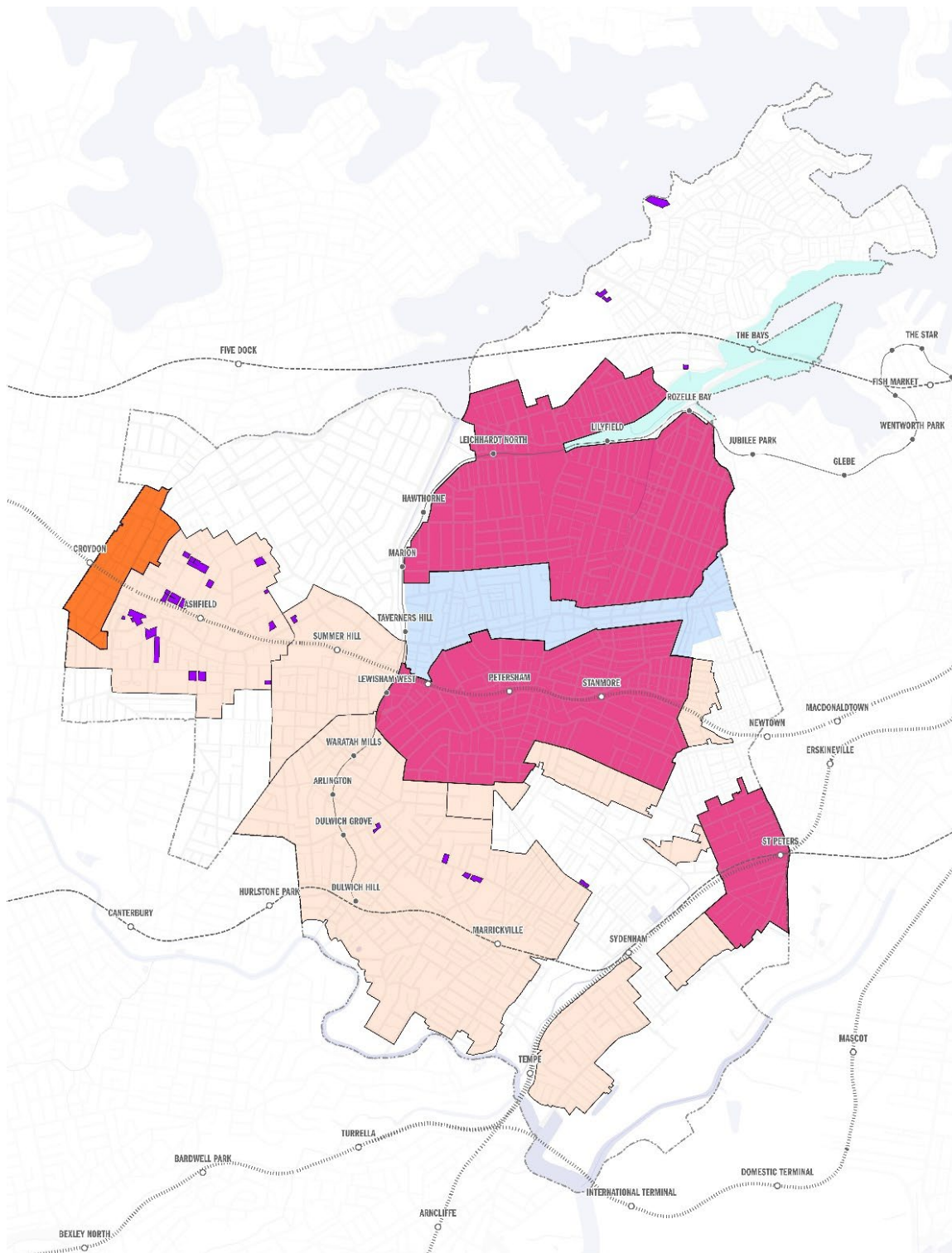
HIA 2: Part of Annandale, Leichhardt, Lilyfield, Lewisham, Petersham, Stanmore, Enmore, Newtown and St. Peters

Our Fairer Future Plan 2 examines sites within HIA 2, including locations around light rail stops such as Lilyfield that were not included in Our Fairer Future Plan 1 due to site constraints identified at the time.

The master plan is informed by technical studies covering:

- flooding
- heritage
- transport
- feasibility

Figure 1 illustrates Our Fairer Future Plan 2 housing investigation areas and Our Fairer Future Plan 1 and State Led Rezoning study areas as context.



Our Fairer Future Plan 1

Our Fairer Future Plan 1 Investigation Areas

Our Fairer Future Plan 2

HIA 1A and 1B Deferred Sites and Additional Opportunity Sites

HIA 1B: Croydon and Iron Cove Precincts

HIA 2: Part of Lilyfield, Leichhardt, Annandale, Lewisham, Petersham, Stanmore, Enmore, Newtown and St. Peters

State-Led Rezoning Projects

SLR - Inner West Precinct (Parramatta Road corridor)

SLR - Bays West Precinct

Figure 1: Our Fairer Future Plan 1, Our Fairer Future Plan 2 and State-Led Rezoning Investigation Areas

Since Our Fairer Future Plan 1 was adopted, Council has exhibited the draft Inner West Development Control Plan and draft Inner West Affordable Housing Policy. These documents will support the delivery of Our Fairer Future Plan 1 and will ultimately also apply to Our Fairer Future Plan 2.

Our Fairer Future Plans 1 and 2 work together to:

- provide an alternative approach to the State led TOD and LMRH policies to increase the number of homes in well-connected and well-serviced areas 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
- apply consistent planning rules across the Inner West LGA.

2.3. State-Led Rezoning (SLR) Projects

The NSW Government is currently undertaking two State-Led Rezoning (SLR) projects to support housing growth in well-connected parts of the Inner West with access to public transport, jobs and services.

These projects are:

- **Bays West Precinct:** covering areas that are now the responsibility of the Bays West Delivery Authority.
- **Inner West Precinct (Parramatta Road):** covering land along and around Parramatta Road, including parts of Camperdown, Leichhardt, Annandale, Lewisham, Petersham and Stanmore.

The Inner West Precinct (Parramatta Road) includes some areas that were also investigated through Our Fairer Future Plan 1. Where the two projects overlap, the planning controls and outcomes from the State-Led Rezoning process will apply instead of those proposed through Our Fairer Future Plan 1.

3. THE STRATEGIC CONTEXT

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

3.1. Transport Oriented Development Program

The National Housing Accord is an agreement between the Australian, state and territory governments, and local government. It aims to deliver 1.2 million new homes across Australia between 2024 and 2029. As part of this commitment, NSW has a target of 377,000 new homes over the same period. In response, the NSW Government has introduced a range of planning reforms to increase the supply and variety of housing, particularly in locations close to public transport, jobs and services.

In December 2023, the NSW Government announced the Transport Oriented Development (TOD) Program. The program aims to encourage more housing around train stations and other public transport hubs. The program identified 39 stations across NSW for additional housing growth. Eight stations were included in accelerated precincts managed directly by the NSW Government (Tier 1), while the remaining stations were subject to new planning controls (Tier 2).

Within the Inner West, the Bays West Precinct was identified as a Tier 1 precinct. Ashfield, Croydon, Dulwich Hill and Marrickville were identified as Tier 2 stations.

In April 2024, the Minister for Planning and Public Spaces deferred the commencement of the TOD controls for Ashfield, Dulwich Hill and Marrickville until December 2024, and for Croydon until January 2025. This provided Council with additional time to prepare strategic planning work and investigate alternative planning approaches. Council's alternative approach was required to deliver at least the same housing capacity as the NSW Government's TOD controls.

On 3 December 2024, Council resolved to prepare a single Local Environmental Plan (LEP) for the Inner West and requested a further deferral of the TOD controls. This request was not approved and the NSW Government's TOD controls subsequently commenced across the Inner West.

The TOD controls commenced on:

- 10 January 2025 for Ashfield, Dulwich Hill and Marrickville
- 31 January 2025 for Croydon.

Land within 400 metres of these stations that is zoned for residential, local centre or commercial centre uses is now subject to planning controls under Chapter 5 of the State Environmental Planning Policy (Housing) 2021 (Housing SEPP). These controls permit apartment buildings of up to six storeys, subject to development consent.

A map of the affected properties is available through the NSW Planning Portal Spatial Viewer. The TOD controls apply consistently across all identified station precincts in NSW and do not respond to local characteristics of individual areas. As a result, they do not specifically consider factors such as:

- neighbourhood character
- heritage conservation areas
- flood risk
- the feasibility of future redevelopment.

3.2. Low and Mid-Rise Housing Policy

In December 2023, alongside the Transport Oriented Development (TOD) Program, the NSW Government announced the Low and Mid-Rise Housing Policy (LMRH).

The policy aims to encourage a wider range of housing types in well-located areas with good access to public transport, jobs and services. It supports low-rise housing, such as dual occupancies, terraces and townhouses, as well as mid-rise apartment buildings of up to six storeys.

The policy does not apply to:

- heritage-listed properties;
- land affected by high levels of aircraft noise; and
- land within 200 metres of a licensed pipeline.

Stage 1 of the policy commenced in June 2024 and allowed dual occupancies and semi-detached dwellings in R2 Low Density Residential zones across NSW, except in excluded areas.

The remaining Low and Mid-Rise Housing Policy controls commenced in February 2025.

Unlike the TOD Program, there is no map that identifies where the policy applies. Instead, eligibility is determined by the provisions in Chapter 6 of the State Environmental Planning Policy (Housing) 2021 (Housing SEPP).

Figure 2 provides an indicative map of areas in the Inner West where the policy may apply. However, some properties shown on the map may still be excluded due to heritage protections, aircraft noise or proximity to a licensed pipeline.

Note: Aircraft noise constraints are based on the Australian Noise Exposure Forecast (ANEF). These constraints may change in the future, including as a result of the opening of Western Sydney Airport.

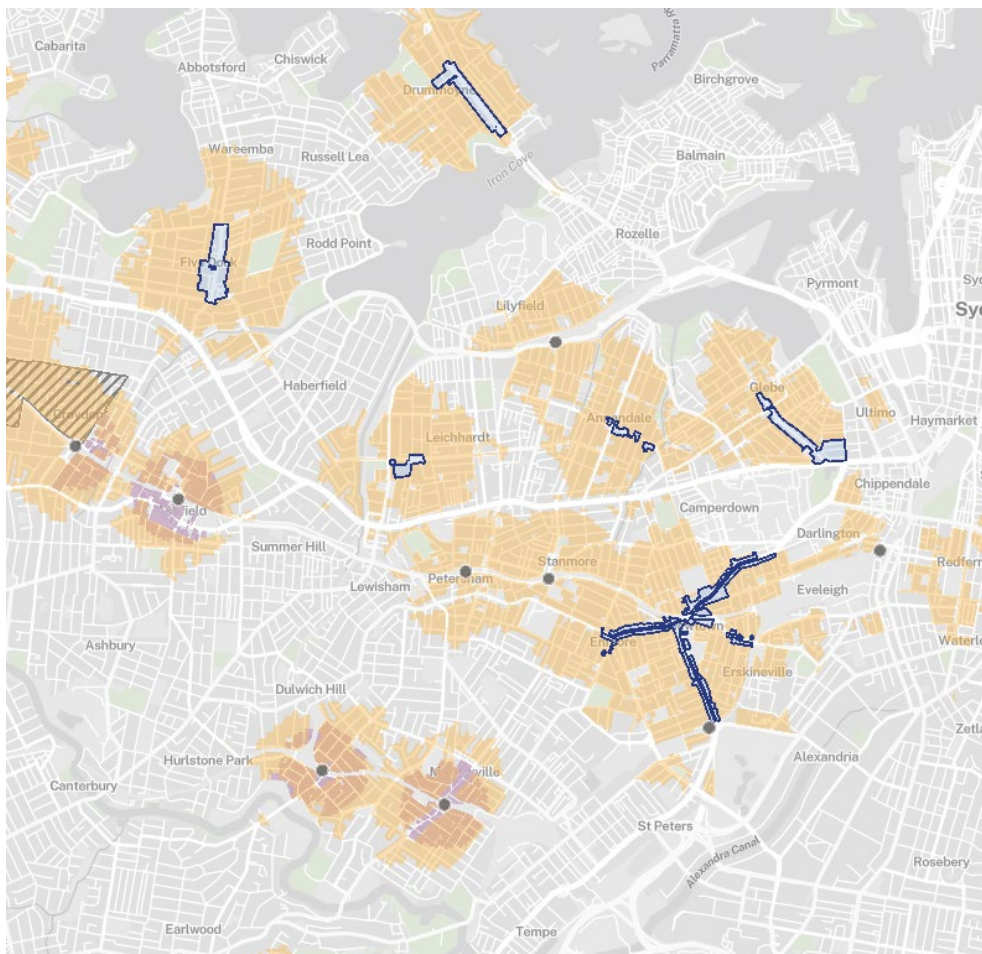


Figure 2: Indicative Low and Mid-Rise Housing applicability

3.3. Principles for planning in the Inner West

In May 2024, Council endorsed the planning principles that would guide future amendments to the Inner West Local Environmental Plan 2022 (IWLEP 2022). These planning principles were exhibited between June and August 2024 and were largely supported by the community. At its October 2024 meeting, Council committed to progressing an LGA-wide LEP aligned with the NSW Government's housing targets and informed by all planning principles consulted on with the community.

These principles informed Council's Our Fairer Future Plan 1 and remain relevant to the preparation of Our Fairer Future Plan 2. Accordingly, they are reiterated below.

Table 1: Principles for Planning in the Inner West

Principle 1: <i>Delivering place-based planning through local planning controls</i>
Council’s alternative approach has been informed by a comprehensive placed-based analysis undertaken through a master planning process to identify appropriate opportunities for additional housing. Building on the framework established through Our Fairer Future Plan 1, Our Fairer Future Plan 2 focuses on locations requiring further investigation to determine their capacity to accommodate housing growth and the scale and form of development that can be supported. Investigations considered a range of factors, including site-specific constraints, local character, heritage significance, flooding impacts, transport accessibility, development feasibility, and relationships with adjoining local government areas. This evidence-based approach has been used to identify suitable locations for housing uplift while ensuring future development responds appropriately to local opportunities and constraints. Our Fairer Future Plan 2 includes the Deferred Areas, additional Opportunity Sites, and the Croydon and Ashfield to Iron Cove Greenway Precincts. Across these areas, amendments are proposed to planning controls, including land use zoning, floor space ratio (FSR) and height of building (HOB) controls, to facilitate additional housing while responding to the unique characteristics and needs of each precinct. The proposal is also supported by a Design Guide that establishes the intended built form outcomes and will inform future amendments to the Inner West Development Control Plan (DCP). Together, these measures will help ensure that new development achieves high-quality design outcomes and provides an appropriate transition between established low-density neighbourhoods and areas identified for medium and higher-density housing.
Principle 2: <i>Upzoning of precincts around Ashfield, Croydon, Dulwich Hill, and Marrickville train stations</i>
The areas around Ashfield, Croydon, Dulwich Hill and Marrickville train stations (approximately 800m) were addressed through Our Fairer Future Plan 1. Detailed strategic planning and technical investigations, including flooding, transport and heritage studies, informed the selection of areas suitable for upzoning to support additional housing opportunities. In Our Fairer Future Plan 2, some Deferred Sites within Croydon, Dulwich Hill and Marrickville were reinvestigated to ensure suitability of increased density and housing diversity around stations.
Principle 3: <i>Support for increased densities on main streets through shop top housing to protect high value heritage conservation areas from upzoning</i>
Similar to Our Fairer Future Plan 1 master planning process, Our Fairer Future Plan 2 has focused on increased densities for shop top housing in the local centres, near light rail stops and along road corridors on main streets such as New Canterbury Road in Petersham and Lewisham, Percival Road in Stanmore, Booth Street, Annandale, Alice Street Newtown and Barwon Park Road and Princes Highway triangle near Sydney Park St Peters. High-quality residential Heritage Conservation Areas (HCAs) were 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*

Building on the approach established through Our Fairer Future Plan 1, Our Fairer Future Plan 2 includes a range of floor space ratio (FSR) and height of buildings (HOB) bonus mechanisms to incentivise high-quality design, environmental sustainability, active transport and productivity outcomes.

A key objective of these bonus provisions is to encourage lot amalgamation, recognising that many existing lots are fragmented or do not have the width or depth required to accommodate higher-density development.

The master plan identifies where FSR and HOB incentives may apply in addition to the mapped base controls where minimum site area requirements are achieved. The scale of the incentive increases with site area, with larger sites eligible for greater bonuses.

Certain sites have also been identified for public realm incentives to facilitate improvements such as through-site links, footpath widening and open space. FSR and HOB bonuses are available to these sites where specified public realm improvements are delivered, providing benefits to both future residents and the broader community.

Further, a further 5% Gross Floor Area (GFA) incentive is proposed for developments that achieve energy and water performance outcomes exceeding the baseline requirements of the State Environmental Planning Policy (Sustainable Buildings) 2022 for residential development.

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

Our Fairer Future Plan 1 investigated opportunities to increase residential densities around light rail stations, with land unconstrained by flooding, heritage and employment lands strategically identified for increased density.

Building on this work, Our Fairer Future Plan 2 has investigated further opportunities to increase residential densities and housing diversity near light rail stations, high-amenity areas and key transport corridors. This has included a detailed assessment of sites that were previously excluded due to constraints, such as flood-affected land. Through additional technical investigations and the identification of potential mitigation measures, opportunities for increased density have been identified in suitable locations.

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

Our Fairer Future Plan 1 proposed the introduction of 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 provision will create a flexible mechanism to provide more affordable housing in perpetuity through changes to land use permissibility.

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

Our Fairer Future Plan 1 proposed a new Special Entertainment Precinct (SEP) in Ashfield. Ashfield will join eight Inner West SEPs already in force in Enmore Road, Balmain, Dulwich Hill, Leichhardt, Marrickville, Marrickville North and Rozelle.

Inner West is currently working on a ninth SEP covering King Street, Newtown and St Peters as a joint project with the City of Sydney. This SEP is being progressed through a separate planning proposal.

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

Employment zoned land (E3 Productivity Support and E4 General Industrial) has been excluded from uplift under Our Fairer Future Plan to maintain the ongoing 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 August 2026 as part

of the Sydney Plan which outlines an approach to secure, manage and monitor the supply of industrial lands across NSW.

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*

On 14 September 2025, the NSW Government and Inner West Council announced an agreement to partner on rezoning land along the Parramatta Road Corridor that could deliver around 8,000 new homes. The investigation area for the rezoning includes the section of Parramatta Road within the Inner West from Camperdown to Taverners Hill. Consequently, the Parramatta Road Stage 1 Planning Proposal is not being progressed by DPHI. Any future rezoning outcomes arising from this process would also supersede the changes identified in Our Fairer Future Plan 1 within the overlapping area.

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 alternative approach, Haberfield has been excluded from any upzoning.

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. A design competition for Bays West was announced in August 2026.

In accordance with Principle 11, areas surrounding Bays West Precinct, such as parts of Lilyfield, Rozelle and Balmain are excluded from the uplift 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 18s 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 uplift will support the delivery of additional housing opportunities, including affordable housing, on these sites. Mandatory affordable housing contributions on the sites being uplifted as part of the master plan will further facilitate the increased supply of affordable housing in the LGA.

Note: Council resolved at the Extraordinary Council Meeting 30 September 2025 to "Seek a compact with the NSW Government to achieve our goal of 1,000 new social housing dwellings over the next 10 years".

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

Council's alternative approach included Design Guides that included intended built form outcomes to drive good development outcomes. The Design Guides will inform the draft Inner West DCP which will be reported to Council separately. The NSW Government Pattern Books now available for various housing types, and opportunities for the content to inform the draft Inner West DCP have been considered.

3.4. A pipeline for housing supply

Our Fairer Future Plan 1 and 2 are two parts of a single Council-led alternative approach which aims to provide a steady supply of housing for the Inner West.

A pipeline of housing supply requires both planning controls and supporting infrastructure to be in place as communities grow. Development feasibility is also important to consider. Aspects such as land values, construction costs and market conditions all influence whether new housing will be delivered. Council's investigations indicate that the NSW Government's housing reforms are unlikely to result in significant housing delivery in the Inner West in the short to medium term. In particular, high land values, the need to consolidate multiple properties as well as increasing construction costs can make redevelopment difficult.

Our Fairer Future Plans 1 and 2 provide a locally tailored alternative to the State Government's standardised approach. The Plans recognise these challenges and include planning controls and development incentives designed to support realistic housing delivery over time. These planning changes will provide sufficient capacity to meet the Inner West's housing needs over the next 15 – 30 years while ensuring growth is supported by infrastructure, services and high-quality urban outcomes.

3.5. 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.

3.5.1. Key Sites

The master plans identify a number of Key Sites that require the provision of public benefits in conjunction with the additional development capacity. These public benefits include community facilities, public plazas, footpaths, parks and through-site links and will contribute to the character, connectivity and amenity of the areas.

Key Sites will retain their existing Height of Buildings (HOB) and Floor Space Ratio (FSR) controls. A Key Site provision in the LEP will stipulate a maximum height and FSR for nominated sites to incentivise the dedication of land or floorspace for public use. To access these controls, development must provide the specified public benefit and achieve high-performance sustainability outcomes, including the energy and water efficiency targets established under the Sustainability Incentive (see section 5.4.2.2). Where a site does not provide the required public benefit and increased sustainability outcomes, the existing HOB and FSR controls will continue to apply.

It is intended that the key site provisions provide flexibility to respond to changing community needs and priorities over time, while continuing to achieve the objectives of the key sites, including enhanced amenity, connectivity, character and public realm, and the delivery of community infrastructure and facilities.

For the purposes of these provisions, public realm includes land dedicated for publicly accessible roads, open spaces, plazas, through-site links, and pedestrian and bicycle connections.

The Key Sites are identified in the Key Sites map. Later sections list the key sites and outline proposed maximum FSR and HOB controls and the intended public benefits for each Key Site.

3.5.2. Public Realm Incentive (Mandatory)

To support enhanced amenity alongside increased housing density and diversity, a Public Realm Incentive – Mandatory is proposed, consistent with the approach adopted under Our Fairer Future Plan 1. The incentive aims to facilitate public domain improvements, including wider footpaths and active transport connections, through the dedication of land to Council.

Sites identified for a Public Realm Incentive (Mandatory) will retain their existing height of building (HOB) and floor space ratio (FSR) controls. Additional development capacity, in the form of incentive HOB and incentive FSR controls, will only be available where the required land dedications are provided. These dedications will be secured through a section 7.4 (Environmental Planning and Assessment Act 1979) Planning Agreement.

The affected sites are shown on the Public Realm Incentives - Mandatory map layer. The incentive controls available where the required public benefits are provided are shown on the Incentive HOB and Incentive FSR map layers.

3.5.3. Public Realm Incentive (Desirable)

With the increased housing capacity, it is important that growth is supported by public realm improvements, including new through-site links and enhanced active transport connections. These improvements will encourage walkability, movement and connectivity within and between centres, and contribute to more liveable, accessible and attractive neighbourhoods. To facilitate the delivery of these outcomes, sites or groups of sites have been identified for floor space ratio (FSR) and Height of Buildings (HOB) incentives, which can only be accessed where specified public realm improvements are delivered as part of redevelopment

Table 2 outlines the public realm improvement required to access the incentive, together with the applicable bonus FSR and HOB provisions. The incentive provisions are further described in the notes and detailed in the Design Guide.

Table 2: Public Realm Incentive (Desirable) Requirements and Bonus Provisions

Incentive Area ¹	Required Public Realm Improvement	Bonus FSR (%) ³	HOB (m) ³
Area A	Active transport connection ²	15%	up to 3.2m

Notes:

¹ Refer to Public Realm Incentive (Desirable) (IPR) Map

² Mid-Block Active Transport Connection Provision Criteria:

- Minimum dimension and configuration as specified
- Subject to Council satisfaction that the connection is required

³ The incentive FSR and HOB value is to be added to the base FSR and HOB value to determine the total maximum permissible FSR and HOB.

3.5.4. Land Reserved for Acquisition

To support the delivery of public infrastructure and community benefits alongside future housing growth, Our Fairer Future Plan identifies a number of sites as Land Reserved for Acquisition (LRA). The reservation of land provides a mechanism to secure land required for public purposes, including public open space, roads, active transport connections and community facilities.

The reservation of land does not require landowners to sell their land, nor does it result in compulsory acquisition. Rather, it provides Council with the opportunity to acquire the land at market value should the owner choose to sell in the future. Sites identified for acquisition are shown on the Land Reservation Acquisition Map.

3.6. Revised approach to the Croydon and Iron Cove Precinct

The Croydon and Iron Cove Precinct was identified in *Our Fairer Future Plan 1* as an area suitable for additional housing. Proposed changes to zoning, building heights and floor space ratios were publicly exhibited. Following exhibition, Council resolved not to proceed with the proposed changes at that time because:

- further work was needed to coordinate planning outcomes with the adjoining Croydon area in Burwood Council
- additional consideration was required to address issues raised during community consultation.

Since then, Burwood Council has implemented planning changes for its part of Croydon, including:

- increased building heights and floor space ratios north of the railway line, with developments ranging from 6 to 15 storeys in parts of the Croydon Core precinct near the Inner West Council boundary
- retention of the R2 Low Density Residential area north of Kenilworth Street and the heritage conservation area along Ivanhoe Street
- minor changes to building heights within The Strand town centre south of the railway line.

In response, Inner West Council undertook a further review of the Croydon and Iron Cove Precinct. The review considered both the planning changes adopted by Burwood Council and feedback received during the exhibition of *Our Fairer Future Plan 1*.

The revised planning approach seeks to achieve a coordinated outcome across the local government boundary while responding to community feedback. The updated planning controls are included in *Our Fairer Future Plan 2*.

3.7. Deferred and additional sites in Ashfield, Marrickville, Dulwich Hill, Rozelle, and Balmain

Our Fairer Future Plan 1 included detailed master planning for Croydon, Ashfield, Marrickville and Dulwich Hill, supported by a range of technical studies. However, some sites were deferred because further investigation was needed before planning decisions could be made.

The deferred sites were carried over from *Our Fairer Future Plan 1* and primarily located in Ashfield, Marrickville and Dulwich Hill. Further work was required to better understand issues such as flooding, heritage, local character, built form and development feasibility.

Additional locations were also investigated around Sydenham Road in Marrickville, and larger opportunity sites in Ashfield, Rozelle and Balmain.

Since the completion of *Our Fairer Future Plan 1*, Council has undertaken additional design work and technical studies to identify housing opportunities that respond to local constraints and opportunities while integrating with surrounding neighbourhoods. These investigations have informed the planning controls and recommendations included in *Our Fairer Future Plan 2*.

3.8. Further technical studies

A range of technical studies have been undertaken to support Our Fairer Future Plan 2, including investigations into transport outcomes, flood impacts, heritage considerations, and financial viability.

Heritage

Heritage studies were undertaken across key precincts and selected sites (refer to Appendix 3 – Heritage Reviews). The studies assessed heritage items, heritage conservation areas and surrounding properties to understand their significance and sensitivity to change. They also considered opportunities for adaptive reuse, compatible infill development and increased housing diversity where appropriate. The outcomes of these studies have informed the proposed planning controls and built form outcomes included in Our Fairer Future Plan 2.

Flooding

Detailed flood studies were carried out for the Ashfield deferred sites in HIA 1B (refer to Appendix 4: Flood Impact and Risk Assessment for Our Fairer Future Plan 1 – Addendum Report) and HIA 2 (refer to Appendix 5: Flood Impact and Risk Assessment for Our Fairer Future Plan 2).

The studies assessed existing flood behaviour, including overland flow paths, floodways, road drainage, stormwater infrastructure and the potential impacts of future development. Where flooding risks could be appropriately managed through planning controls and mitigation measures, areas were identified as suitable for additional housing as part of Our Fairer Future Plan 2. These areas are considered capable of accommodating future development while meeting Council and NSW Government flood risk management requirements. Mitigation measures, including on-site stormwater detention, drainage improvements and additional development controls, will continue to be applied through the development assessment process. These measures have also informed the preparation of the Design Guide.

Transport

The transport assessment (see Appendix 6 – Strategic Transport Plan – Our Fairer Future Plan 2) identified several factors supporting increased housing diversity in locations with good access to transport infrastructure:

- Approximately 80% of trips across the precincts are less than 5km from home, presenting opportunities to increase the use of active and public transport for local journeys
- The GreenWay provides a significant active transport corridor, improving pedestrian and cycling connections throughout the area
- Effective management of on-street parking, coupled with maximum parking rates for new developments and investment in active and public transport infrastructure, can support a shift towards more sustainable travel behaviours.

Separate transport improvements have been identified for advocacy through Council's Strategic Transport Needs Assessment.

Economic feasibility

Further feasibility testing was undertaken to reflect changing economic conditions (refer to Appendix 7 – *Economic Feasibility Report*). The study assessed the development feasibility of a range of housing types across the Inner West and examined the conditions under which redevelopment is likely to occur. The analysis found that redevelopment is more likely in locations with good access to public transport, larger or more adaptable sites, favourable land ownership patterns, and planning controls that support housing growth.

The findings have informed the proposed planning controls across the precincts and helped shape a planning framework that balances development feasibility, strategic location and high-quality built form outcomes.

4. 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 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.

Table 3 outlines the proposed and future amendments to the planning framework in line with this alternative approach:

Table 3: Proposed and future amendments to the planning framework

Planning document	Relationship to this work
Inner West Local Environmental Plan (LEP) 2022	Amendments to the IWLEP 2022 include changes to land use zones and development standards, such as FSR and HOB, to enable uplift in the selected parts of housing investigation areas across the LGA. Associated LEP amendments include affordable housing, development incentives and key site provisions.
Draft Inner West Development Control Plan (DCP)	In April 2026, Council resolved to publicly exhibit the draft Inner West Development Control Plan (DCP). The draft DCP harmonises the three existing DCPs from the former Ashfield, Leichhardt and Marrickville local government areas into a single planning framework for the Inner West. The draft DCP was exhibited from 13 May to 28 June 2026. Submissions received are currently being reviewed, with a revised draft DCP to be reported to Council later in 2026. Our Fairer Future Plan 1 was supported by a Design Guide containing detailed built form, urban design and streetscape provisions. These provisions informed the preparation of the draft Inner West DCP. The draft Our Fairer Future Plan 2 Design Guide provides further detailed provisions that will inform future updates to the Inner West DCP.
Building Our Community – a review of the Inner West Local Infrastructure Contributions Plan 2023 (CP)	Underpinning this alternative approach is the community engagement piece undertaken to understand the infrastructure priorities needed to support new housing in the Inner West. These priorities will inform the development of a forthcoming Inner West Infrastructure Delivery Plan and amendments to the Inner West Contributions Plan.
State Environmental Planning Policy (Housing) 2021 (Housing SEPP)	The controls proposed under Our Fairer Future Plan 1 and Our Fairer Future Plan 2 provide an alternative local planning framework to the State Government's TOD and LMRH controls currently prescribed in Chapters 5 and 6 of the Housing SEPP. It is Council's position that, should the Our Fairer Future Plan controls be implemented, the Inner West Local Government Area should be exempt from the TOD and LMRH provisions through corresponding amendments to the Housing SEPP.

4.1. Consistency with State Planning Framework

The following State Government strategic planning directions and guidelines were considered in the preparation of this alternative approach:

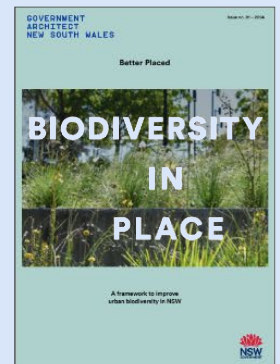
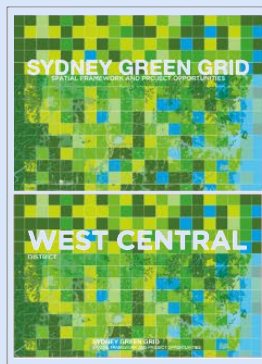
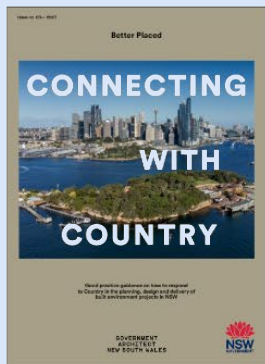
- The Sydney Plan, Department of Planning, Housing and Infrastructure
- Guidance to Transport Oriented Development, DPHI 2021
- Connecting with Country, Government Architect NSW
- Sydney Green Grid, Government Architect NSW
- Better Placed, Government Architect NSW
- Greener Places, Government Architect NSW
- Biodiversity in Place, Government Architect NSW
- Local Character and Place Guidelines, NSW DPHI 2021
- 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 alternative 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):
 - o Housing
 - o Transport and Infrastructure
 - o Biodiversity and Conservation
 - o Resilience and Hazards
 - o Sustainable Buildings
 - o Industry and Employment
 - o Planning Systems
 - o Exempt and Complying Development Codes
- Section 9.1 Local Plan making directions:
 - o Priority 1: Aboriginal Outcomes - P1.2 Cultural Guidance
 - o Priority 2: Housed - P2.1 Housed
 - o Priority 3: Prosperous - P3.1 Employment and P3.3 Airport Safeguarding
 - o Priority 4: Connected - P4.1 Integrating Land Use and Infrastructure
 - o Priority 5: Resilient - P5.4 Contaminated Land, P5.5 Acid Sulfate Soils and P5.7 Flooding
 - o Priority 6: Liveable - P6.1 Reserving Land for Public Purposes
 - o Priority 7: Coordinated - P7.1 High pressure dangerous goods pipeline



Department of Planning, Housing and Infrastructure

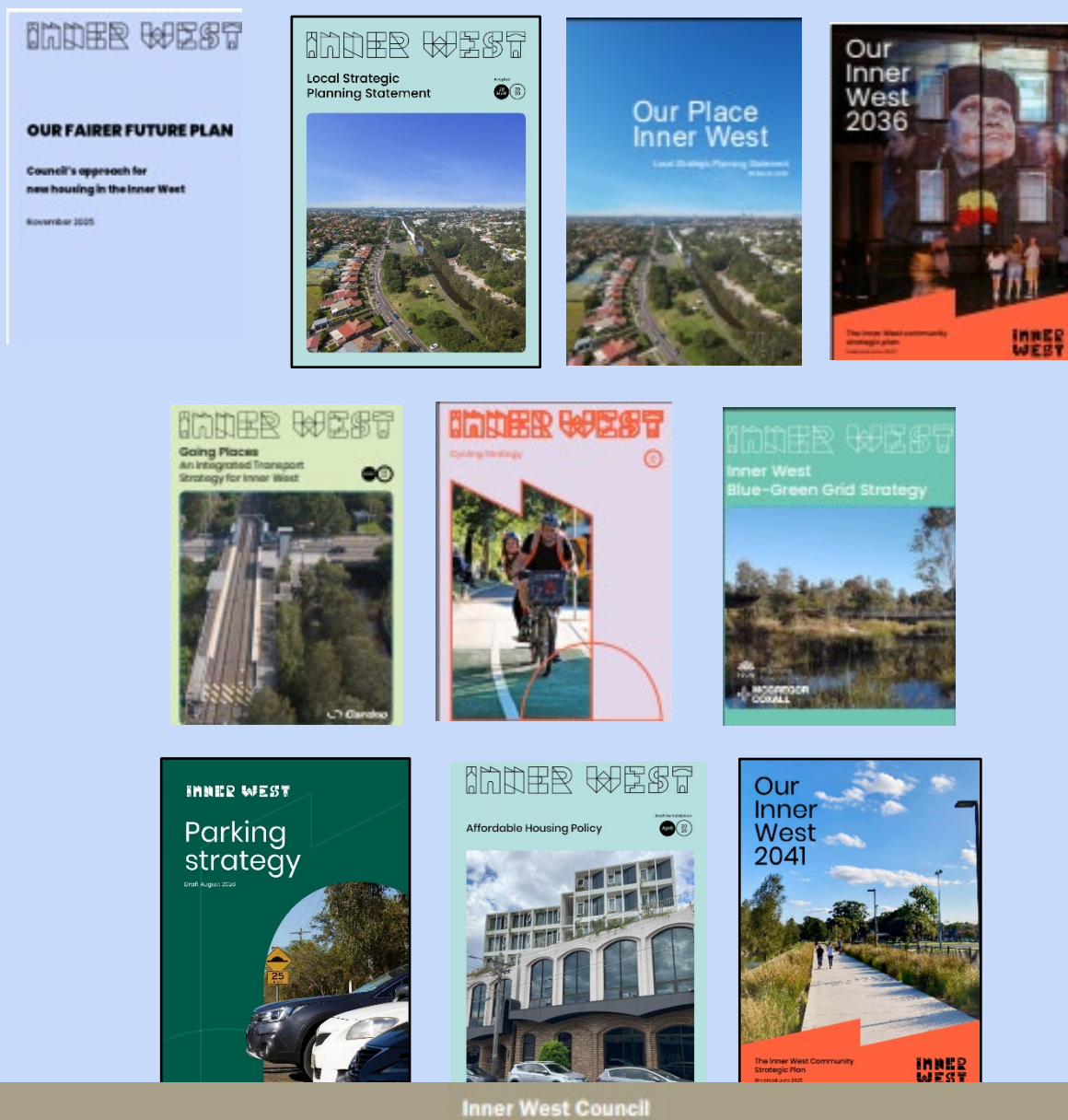


Government Architect NSW

4.2. Consistency with Local Planning Framework

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

- Our Place Inner West – Local Strategic Planning Statement, Inner West Council 2020
- Our Place Inner West - Local Housing Strategy, Inner West Council 2020
- Our Place Inner West – Employment and Retail Lands Strategy, 2020, Inner West Council
- Inner West Community Strategic Plan, Inner West Council 2025
- Inner West Cycling Strategy, Inner West Council 2023
- Going Places - Inner West Integrated Transport Strategy, Inner West Council 2019
- Inner West Blue-Green Grid Strategy 2023, Inner West Council
- Inner West Our Fairer Future – Council’s Approach for new housing in the Inner West November 2025
- Inner West Parking Strategy and Public Domain Parking Policy, Inner West Council 2026
- Draft Inner West Affordable Housing Policy April 2026.



5. PROPOSED AMENDMENTS

The following sections describe the changes proposed to the *Inner West Local Environmental Plan 2022* (IWLEP 2022) as part of Our Fairer Future Plan 2. These changes are discussed under five themes:

- Deferred Sites - from Our Fairer Future Plan 1 Housing Investigation Area (HIA) HIA 1A and 1B and Additional Sites – refer to Section 5.1
- Housing Investigation Area 1B - Croydon and Iron Cove Precinct – refer to Section 5.2
- Housing Investigation Area 2 – refer to Section 5.3
- Amendments applicable to all HIAs – refer to Section 5.4
- Other amendments – refer to Section 5.5

Our Fairer Future Plan 2 is supported by a range of technical studies that provide the evidence base for the proposed planning controls. In addition to the interactive mapping illustrating the proposed changes, the following technical studies and supporting documents are included as appendices to this report and are being exhibited as part of the community consultation process.

Appendix 1 - Draft Our Fairer Future Plan 2 Master Plan

The master plan identifies further areas of change through a place-based urban design approach to support increased housing density in well-located and well-serviced areas across Inner West. The master plan sets out what the change would look like and the rationale for change. The master plan also identifies lands that were uplifted under Our Fairer Future Plan 1 (colour is faded back in the plan). The master plans are supported by a framework which considers Connecting with Country and Sustainability principles.

Appendix 2– Draft Design Guide for Our Fairer Future Plan 2

The Our Fairer Future Plan 2 Design Guide provides supporting design controls and principles for the master plan and will form the basis of future Inner West DCP controls.

Appendix 3 – Heritage Studies for Our Fairer Future Plan 2

Appendix 3 includes two heritage reviews undertaken to assess the significance of Heritage Items and Heritage Conservation Areas:

- Heritage Review – Our Fairer Future Plan 1 considered deferred and additional matters relating to HIA 1B
- Heritage Review – Our Fairer Future Plan 2 considered HIA2 and Council resolutions from HIA 1A and HIA 1B.

Appendix 4 - Flood Impact and Risk Assessment for Our Fairer Future Plan 1 – Addendum Report

A FIRA was undertaken to inform Our Fairer Future Plan 1. This Addendum Report to the FIRA details further investigations of flood risk and provides recommendations on appropriate uplift locations and flood mitigation in relation to the Ashfield Deferred Sites.

Appendix 5 - Flood Impact and Risk Assessment for Our Fairer Future Plan 2

This Flood Impact and Risk Assessment (FIRA) was undertaken to investigate flooding in HIA 2 and to provide recommendations on where uplift can be accommodated and how flood impacts can be mitigated.

Appendix 6 - Strategic Transport Plan - Our Fairer Future Plan 2

This study was undertaken to understand how people will move around HIA 2 with a focus on active and public transport improvements. The study presented transport-related aspirations for Croydon, Leichhardt, Annandale, Lilyfield, Lewisham, Stanmore and St Peters, and informed the public domain improvements and parking rates.

Appendix 7 – Economic Feasibility Report – Our Fairer Future Plan 2

This study assessed the viability of planning controls and conducted feasibility analysis across HIA 2 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.

5.1. Housing Investigation Areas 1A and 1B - Deferred Sites and Additional Opportunity Sites

This section describes the Plan's amendments to the IWLEP 2022 in relation to sites within Marrickville and Dulwich Hill (HIA 1A) and Ashfield (HIA 1B), that were either:

- Investigated as part of Our Fairer Future Plan 1 but required further investigation with regard to flooding, heritage, amenity and scale, or
- Required re-investigation in response to matters raised in submissions received during the exhibition of Our Fairer Future Plan 1.

In addition, the Plan identifies a number of additional opportunity sites outside the HIA 1A and HIA 1B areas. These sites are either located adjacent to uplift areas, supporting a more consistent and coherent built form outcome, or are larger sites containing existing housing stock that presents opportunities for renewal and improved urban design outcomes.

The following sites are included in Our Fairer Future Plan 2, comprising sites subject to further investigation and additional opportunity sites identified through this review process.

Marrickville and Dulwich Hill

- 14-16 Loftus Street, 17-25 Loftus Street, 1-23 Durham Street, 1-5 Hercules Street and 9-19 Beach Road, Dulwich Hill
- 359-365 Marrickville Road, 2-6 Woodbury Street, and 8-14 Woodbury Street, Marrickville
- 394-398 and 408-410 Marrickville Road, Marrickville
- 109-119 Sydenham Road, Marrickville and 199-203 Victoria Road, Marrickville

Ashfield

- 1 Ormond Street and 8A-14 Bruce Street, Ashfield
- 48A-50 Pembroke Street, Ashfield
- 20-28 Loftus Street and 61-69 Chandos Street, Ashfield
- 46-54 Charlotte Street, Ashfield
- 36-46 Bland Street, 2-12 Comet Street and 51-61 Alt Street, Ashfield
- 60-62 Alt Street, Ashfield
- 2-10 Bland Street, 74-80 Elizabeth Street and 1-5 Nixon Avenue, Ashfield
- 2-8 Nixon Avenue, 82-94 Elizabeth Street and 9-13 Alt Street, Ashfield
- 96-104 Elizabeth Street and 12-18 Alt Street, Ashfield
- 18-20 Beatrice Street, Ashfield
- 1-7 Beatrice Street, 2-8 Beatrice Street, 2-28 Thomas Street and 379-391 Liverpool Road, Ashfield
- 145-153 Norton Street, Ashfield
- 144 Elizabeth Street, Ashfield
- 67-69 Liverpool Road, Ashfield

Summer Hill

- 35-37 Prospect Road, Summer Hill

Balmain

- 2-4 Laggan Avenue, 101-103 and 105 Elliot Street, Balmain

Rozelle

- 2 Burt Street, Rozelle
- 19-33 Toelle Street and 31-33 Manning Street, Rozelle
- 29-35 Callan Street and 30-32 Toelle Street, Rozelle

The master plans for these precincts and sites are supported by a framework that considers Connecting with Country, the principles of 15-Minute Neighbourhoods, sustainability, flooding assessments and modelling, and heritage assessments.

5.1.1. Land use Zones

The zoning changes in HIA 1A and 1B are guided by a series of planning principles, each supported by a corresponding zoning outcome. The master plans identify the locations of proposed zoning changes for the deferred sites within each HIA. Refer to the Land Zoning map for the proposed zoning outcomes.

Table 4: Principles for the Plan's land use zoning changes

Principle	Revised Zoning Outcome
To increase housing density and choice in proximity to centres, transport, along key routes and high amenity locations.	Following further investigation, certain sites deferred from HIA 1, located within Dulwich Hill, Marrickville and Ashfield, have been rezoned from R2 Low Density Residential and R3 Medium Density Residential to R3 Medium Density Residential, R4 High Density Residential, and MU1 Mixed Use. This is to facilitate additional housing in locations close to centres, railway corridors and key road corridors, while appropriately managing transitions to sensitive interfaces and address flood impacts. The additional opportunity sites in Rozelle, Balmain, Marrickville and Ashfield are proposed to be zoned from R1 General Residential, R3 Medium Density Residential and MU1 Mixed Use to R3 Medium Density Residential, R4 High Density Residential, and MU1 Mixed Use zones. The proposed zoning changes incorporate sites adjacent to deferred areas, enabling more cohesive built form outcomes, as well as large residential sites with opportunities for renewal and improved building design outcomes.
To expand retail and business uses, employment opportunities and housing near existing centres.	Rezone residential zoned sites on the corner of Pembroke Street and Orpington Street, Ashfield from R3 to E1 Local Centre to support local retail convenience for the growing population.

5.1.2. Height of Building

Following detailed investigations, proposed building heights for some deferred sites have been reduced to minimise amenity impacts and achieve more appropriate built-form outcomes. Conversely, additional technical analysis, particularly flood modelling, has identified opportunities to accommodate increased building heights on selected sites near Ashfield Railway Station.

The height of building (HOB) changes were informed by urban design analysis, built-form modelling and testing, the NSW Apartment Design Guide (ADG), amenity considerations, overshadowing impacts, and development feasibility assessments. Lower building heights are proposed within the R3 Medium Density Residential zone to provide an appropriate transition between areas identified for growth and adjoining local character areas.

For most of the Additional Sites, an increase in height has been proposed to complement the proposed surrounding built form, provide an appropriate transition to surrounding development and respond to the topography of the area.

The HOB controls have also been designed to accommodate increased floor heights, address flooding concerns, and to provide floor-to-ceiling heights for commercial ground-floor tenancies, where relevant, supporting flexibility and adaptability. The controls also allow for the incorporation of building services and plant equipment within the overall building envelope.

5.1.3. Floor space ratio

HIA 1A amends FSRs for sites within the Marrickville precinct as it is located in a transition area alongside a primary growing corridor, namely Marrickville Road and New Canterbury Roads.

The block surrounding Loftus Street, Dulwich Hill is proposed to accommodate an increased floor space ratio, providing a transition in scale and intensity from the growth spine along Marrickville Road and New Canterbury Road. Additional uplift has also been applied to selected sites along key road corridors to support housing delivery and public benefits. Development density is concentrated in locations with access to existing and future amenity, including local commercial centres, transport corridors and open space, and tapers towards established low-density residential areas.

HIA 1B sites within Ashfield were subject to further assessment through flood modelling and design testing. This work identified opportunities to support higher floor space ratios while ensuring development responds appropriately to local site conditions, without increasing flood impacts.

The additional sites in Ashfield, Balmain and Rozelle are proposed to have increased FSR controls to facilitate medium-scale residential flat buildings and contribute to additional housing supply.

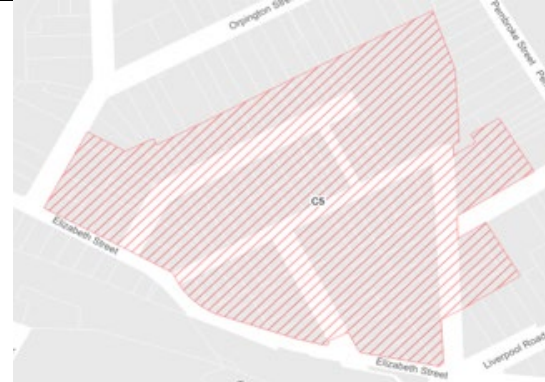
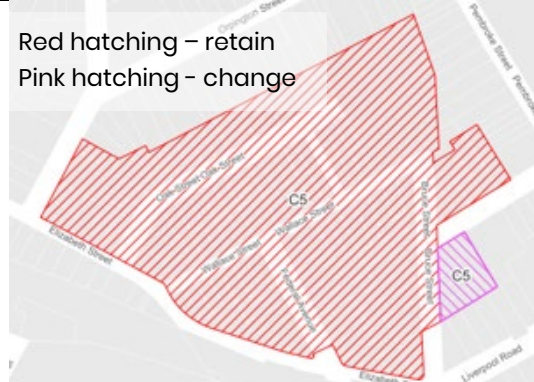
5.1.4. Heritage

As part of the post-exhibition review of Our Fairer Future Plan 1, Council undertook further investigations of selected heritage items. The changes proposed as a result of this review are outlined in the tables below.

Table 5: Heritage items for delisting or amendment

Item	Address	Property Description	Amendment
'Federation Queen Anne style house – The Glen' (I1209)	13 Beauchamp Street, Marrickville	Lot 2 DP 5598	Delist Item

Table 6: Heritage Conservation Area amendments

Heritage Conservation Area		Federal-Fyle (C5), Ashfield	
Current		Proposed	
		Red hatching – retain Pink hatching – change 	
Address		Legal Description	
Remove the following properties from the HCA:			
8 Bruce Street		Lot 1 DP 305233	
10 Bruce Street		Lot 2 DP 173042	
12 Bruce Street		Lot 3 DP 305233	
14 Bruce Street		Lot 4 DP 305233	
1 Ormond Street		Lot 1 DP 104180	

5.1.5. Key sites

The following Key Sites have been identified where additional development capacity is contingent on the delivery of specified public benefits.

5.1.5.1. Key Site 7: 359-365 Marrickville Road, and 2-6 Woodbury Street, Marrickville

Table 7: Key Site 7 public benefits and associated FSR and height controls

Area no.	Address	Legal Description	Key Site Public benefit	Maximum FSR	Maximum HOB
KS-7	359 Marrickville Road, Marrickville	Lot 7 DP 4055	Land dedication for new public open space of minimum 1,000sqm on Marrickville Road.	3.1:1	50.5m (15 storeys)
	363 Marrickville Road, Marrickville	Lot 8 DP 4055			
	365 Marrickville Road, Marrickville	Lot 9 DP 4056			
	2 Woodbury Street, Marrickville	Lot 10 DP 4057			
	4 Woodbury Street, Marrickville	Lot 11 DP 4058			
	6 Woodbury Street, Marrickville	Lot 12 DP 4059			

5.1.6. Sites identified for Public Realm Incentive (Mandatory)

The below sites have been identified for the Public Realm Incentive (Mandatory), which links additional development capacity to the delivery of specified public realm improvements.

Table 8: Sites (or Parts of Sites) subject to the Public Realm Incentive (Mandatory)

Location	Legal Description	Requirement	Public Benefit
10 Bland Street, Ashfield	Lot 1 DP 131613	2m wide strip to be dedicated adjacent to Elizabeth Street.	Widening of road reserve to improve public domain.
74 Elizabeth Street, Ashfield	Lot A DP 376193		
76 Elizabeth Street, Ashfield	Lot B DP 376193		
78 Elizabeth Street, Ashfield	Lot 1 DP 101565		
80 Elizabeth Street, Ashfield	Lot 6 DP 650925		
82 Elizabeth Street, Ashfield	Lot 5 DP 4152	2.5m wide strip to be dedicated adjacent to Elizabeth Street.	Widening of road reserve to improve public domain.
84 Elizabeth Street, Ashfield	Lot 4 DP 4152		
86 Elizabeth Street, Ashfield	Lot 3 DP 4152		
88 Elizabeth Street, Ashfield	Lot 2 DP 4152		
90 Elizabeth Street, Ashfield	Lot 1 DP 4152		
92 Elizabeth Street, Ashfield	Lot 1 DP 931503		
94 Elizabeth Street, Ashfield	Lot 1 DP 113215		
100 Elizabeth Street, Ashfield	Lot 1 DP 187205	2.5m wide strip to be dedicated adjacent to Elizabeth Street.	Widening of road reserve to improve public domain.
102 Elizabeth Street, Ashfield	Lot 2 DP 303771		
104 Elizabeth Street, Ashfield	Lot 1 DP 303771		

5.1.7. Sites identified for Public Realm Incentive (Desirable)

The table below identifies the sites subject to the Public Realm Incentive (Desirable), together with the relevant incentive area and the public realm requirements applicable to each site. These sites are shown on the Public Realm Incentive (Desirable) Map.

Table 9: Sites affected by Public Realm Incentive (Desirable)

Location	Area	Through Site Link Purpose	Minimum Dimensions
12 Alt Street, Ashfield	A	Active transport link between Alt Street and Ashfield Street.	6m
1 Beatrice Street, 20 Thomas Street, and 391 Liverpool Road, Ashfield	A	Active transport link between Beatrice Street and Thomas Street.	6m
36, 40-42 Bland Street, and 55A Alt Street, Ashfield	A	Active transport link between Bland Street and existing laneway connecting to Alt Street.	6m
2-4 Laggan Avenue, 101-103 and 105 Elliot Street, Balmain	A	Landscaped corridor between Elliot Street and the foreshore	8.5m

5.2. Housing Investigation Area 1B - Croydon and Iron Cove Precincts

The Croydon and Iron Cove Precincts (located in HIA 1B) was considered as part of Our Fairer Future Plan 1 but did not proceed at that time. The precinct has subsequently been revisited through further investigation and refinement.

This section outlines the proposed amendments to the IWLEP 2022 for the Croydon and Iron Cove Precincts. The revised master plan responds to:

- the built form outcomes implemented through the Burwood Alternative Transit-Oriented Development (TOD) master plan;
- matters raised in community submissions received during the exhibition of Our Fairer Future Plan 1; and
- updated design testing, which demonstrate that future development can occur without exacerbating flood impacts in the precinct investigated under the Our Fairer Future Plan 1 Flood Impact and Risk Assessment (Worley 2025).

The master plan for HIA 1B focuses on key issues, namely flood impact and mitigation, proximity to transport, supporting the patronage of the local centre, view impacts, heritage, built form and scale testing, character and minimising overshadowing impacts to deliver a place-based approach for increased housing density. The master plan is supported by a framework that incorporates the principles of Connecting with Country, 15-Minute Neighbourhoods and sustainability, ensuring that future growth is supported by strong place-based outcomes, accessible communities and environmentally responsible development.

Summary of Proposed Changes

The revised approach responds to community feedback received during the exhibition of Our Fairer Future Plan 1, further design testing, and the planning framework adopted by Burwood Council. As a result, a number of refinements have been made to the previously exhibited 2025 proposal to support housing diversity while responding to local context.

Croydon

- Additional medium-density housing south of Croydon Station between Edwin Street and Wetherill Street.
- Additional medium-density housing along Croydon Road.
- Generally lower minimum building heights south of Croydon Station and along the northern section of Edwin Street.
- Generally lower floor space ratios south of the railway station, with increased floor space ratios applying to part of Croydon Road north of the station.

Iron Cove

- Amend the key site boundaries, generally along Iron Cove to the west of Etonville Parade, and capturing lots fronting Banks Street, Gregory Avenue, Hedger Avenue and John Street.
- Increase floor space ratio and height of buildings, subject to delivery of the public benefits.

5.2.1. Land Use Zones

The zoning changes in the Croydon and Iron Cove Precinct are guided by a series of planning principles, each supported by a corresponding zoning outcome. These are outlined in Table 10. The exhibited master plan detailed the locations of zoning changes within the HIA. Refer to the Land Zoning map for the proposed zoning outcomes.

Table 10: Principles for Plan's land use zoning changes

Principle	Revised Zoning Outcome
To increase housing density and choice in proximity to centres, transport, along key routes and high amenity locations.	Land south and south-east of Croydon Station that was previously proposed to be zoned E1 Local Centre, R4 High Density Residential and R3 Medium Density Residential is now proposed to be zoned E1 Local Centre and R3 Medium Density Residential. The revised zoning reflects reduced height and FSR controls, providing a more appropriate transition to The Strand. Land north of the centre has largely retained its R3 Medium Density Residential zoning. In addition, the R3 Medium Density Residential zoning has been extended further south on the blocks either side of Highbury Street, reflecting the modest development uplift now proposed on these blocks. These blocks were not included in Our Fairer Future Plan 1 and are currently zoned R2 Low Density Residential. Along Frederick Street, the R4 High Density Residential zoning is proposed to be retained, with two sites on the south-east corner of Beatrice Street identified for rezoning to MU1 Mixed Use. This reflects their capacity to accommodate higher-density development while maintaining appropriate

Principle	Revised Zoning Outcome
	built form and amenity outcomes. The proposed zoning reinforces Frederick Street's role as a key urban spine with access to the Iron Cove Creek corridor.
To identify land that will be acquired for public open space	Land to be zoned to RE1 and acquired in order to provide for additional social and open space requirements to meet the needs of the community.

5.2.2. Height of Buildings

Proposed height of building (HOB) controls have been slightly reduced for a number of sites along Frederick Street within the Iron Cove Precinct, from that exhibited. While still maintaining capacity for additional housing, the revised heights provide a more appropriate built form interface and transition that responds to the surrounding neighbourhood context.

The revised HOB controls have been informed by urban design analysis, built form modelling and testing, the NSW Apartment Design Guide (ADG), amenity considerations, overshadowing impacts and development feasibility.

Greater height and density are concentrated within areas zoned R4 High Density Residential, while lower heights are proposed within the R3 Medium Density Residential zone, particularly along Croydon Street and Highbury Street. This approach provides an appropriate transition between heritage conservation areas, areas identified for change and established local character areas. The proposed heights have also been refined to align with the built form outcomes adopted as part of the Burwood Croydon Master Plan.

Lower building heights are proposed around the Croydon North and Croydon South E1 Local Centre areas to provide a sensitive transition to adjoining neighbourhoods.

5.2.3. Floor Space Ratio

A modest reduction in floor space ratio (FSR) is proposed for sites south of Croydon Station compared with the controls exhibited as part of Our Fairer Future Plan 1. In addition, modest FSRs are proposed to new sites south of Thomas Street and either side of Highbury Street. The revised FSRs continue to provide capacity for additional housing while achieving built form outcomes consistent with the master plan.

In Croydon North, the proposed FSRs are generally consistent with those exhibited in Our Fairer Future Plan 1, with targeted increases on selected sites reflecting lot depth, site configuration and opportunities for land amalgamation, particularly along Croydon Street.

Within the Iron Cove Precinct, proposed FSRs are generally consistent with, or slightly higher than, those exhibited in Our Fairer Future Plan 1. The revised controls reflect the amenity, accessibility and renewal opportunities of the surrounding area while supporting additional housing capacity.

The proposed amendments have been informed by detailed urban design testing, feasibility analysis and the master planning process. They also build on the strategic planning framework and site-specific investigations undertaken as part of Our Fairer Future Plan 1.

5.2.4. Heritage

As part of Council's post-exhibition review an investigation of certain listed heritage items and HCAs was undertaken. Refer to exhibited Appendix 3 – Heritage Report. Consistent with this review, the delisting or amendment of heritage items, and amendment and deletion of HCAs is outlined in Table 11 and Table 12 below.

Table 11: Heritage items for delisting or amendment

Item	Address	Property Description	Amendment
'House, including interiors' (I419)	144 Elizabeth Street, Ashfield	Lot 3 DP 304631	Delist Item
'House, including interiors' (I421)	177 Elizabeth Street, Ashfield	Lot C DP 319196	Amend Inventory Sheet to recognise as individual item
'House, including interiors' (I420)	18B Frederick Street, Ashfield	Lot B DP 319196	Delist item
'House, including interiors' (I422)	74 Frederick Street, Ashfield	Lot 3 DP 6978	Delist Item
'Terrace buildings, including interiors' (I183)	91-101 Frederick Street, Ashfield	Lot 7 DP 222870	Delist Item
		Lot 6 DP 222870	
		Lot 5 DP 222870	
		Lot 4 DP 222870	
		Lot 3 DP 656176	
		Lot 2 DP 222870	
'Terrace houses, including interiors' (I964)	47-51 Croydon Road, Croydon	Lot 3 DP 215854	Delist Item
		Lot 2 DP 215854	
		Lot 1 DP 215854	
'House, including interiors' (I978)	66 Heighway Avenue, Croydon	Lot 10 Section A DP 6241	Delist Item

Table 12: Heritage Conservation Area amendments

Heritage Conservation Area	Ivanhoe Estate (C42), Croydon
Current	Proposed
	Red hatching – retain Pink hatching – change 
Address	Legal Description
<i>Remove the following properties from the HCA:</i>	
2 Ranger Road	Lot 40 DP 9968

5.2.5. Key Sites – Croydon and Iron Cove Precinct

The following Key Sites have been identified where additional development capacity is contingent on the delivery of specified public benefits.

5.2.5.1. Key Sites 8-18: Croydon and Iron Cove Precinct

The objective of this key site is to provide an incentive to redevelop and to obtain approximately 6,690sqm for new open space to create a Greenway from Ashfield to Iron Cove.

Table 13: Key Sites 8–18 public benefits and associated FSR and height controls

Area no.	Address	Legal Description	Key Site Public benefit	Maximum FSR	Maximum HOB
KS-8	68 John Street, Croydon	Lot 22 DP 10333	Land dedication for a landscaped active transport corridor along Iron Cove Creek – 6m wide, to create an Ashfield – Iron Cove Greenway.	3.5:1	38m (11 storeys)
	70A John Street, Croydon	Lot 21 DP 10333			
	74 John Street, Croydon	Lot A DP 444982			
	76 John Street, Croydon	Lot B DP 444982			
KS-9	2 Gregory Avenue, Croydon	Lot 10 DP 10333	Land dedication for a landscaped active transport corridor along Iron Cove Creek– 6m wide, to create an Ashfield – Iron Cove Greenway.	3.5:1	38m (11 storeys)
	4 Gregory Avenue, Croydon	Lot 9 DP 10333			
	6 Gregory Avenue, Croydon	Lot 8 DP 10333			
KS-10	56 John Street, Ashfield	Lot 6 DP 1888	Land dedication for a landscaped active transport corridor along Iron Cove Creek - 10m wide, to create an Ashfield – Iron Cove Greenway.	3.5:1	44m (13 storeys)
	58 John Street, Ashfield	Lot 1 DP 107885			
	60 John Street, Ashfield	Lot 1 DP 907174			
	62 John Street, Ashfield	Lot A DP 363235			
	64 John Street, Ashfield	Lot 2 DP 334499			
	66 John Street, Ashfield	Lot 1 DP 334499			
	1 Vine Street, Ashfield	Lot 3 DP 1888			
	3 Vine Street, Ashfield	Lot 2 DP 1888			
	5 Vine Street, Ashfield	Lot 1 DP 1888			
KS-11	7 Hedger Avenue, Ashfield	Lot 4 DP 14508	- Land dedication for a landscaped active transport corridor along Iron Cove Creek - 10m wide, to create an Ashfield – Iron Cove Greenway.	3.75:1	50.5m (15 storeys)
	9 Hedger Avenue, Ashfield	Lot 5 DP 14508			
	11 Hedger Avenue, Ashfield	Lot 6 DP 14508			
	13 Hedger Avenue, Ashfield	Lot 7 DP 14508			

Area no.	Address	Legal Description	Key Site Public benefit	Maximum FSR	Maximum HOB
	15 Hedger Avenue, Ashfield	Lot B DP 363235	- Land dedication for new public open space of minimum 700sqm and 20m minimum dimension to form part of the offering along the Ashfield – Iron Cove Greenway.		
	7 Vine Street, Ashfield	Lot 1 DP 85814			
KS-12	9 Gregory Avenue, Croydon	Lot 1 DP 175273	Land dedication for a landscaped active transport corridor along Iron Cove Creek - 10m wide, to create an Ashfield – Iron Cove Greenway.	3.5:1	41m (12 storeys)
	11 Gregory Avenue, Croydon	Lot 5 DP 176195			
	13 Gregory Avenue, Croydon	Lot 6 DP 10333			
	15 Gregory Avenue, Croydon	Lot 7 DP 10333			
	1 Hunt Street, Croydon	Lot F DP 399136			
	3 Hunt Street, Croydon	Lot E DP 399136			
	5 Hunt Street, Croydon	Lot C DP 450259			
KS-13	4 Hedger Avenue, Ashfield	Lot 15 DP14508	Land dedication for a landscaped active transport corridor along Iron Cove Creek - 10m wide, to create an Ashfield – Iron Cove Greenway.	3.5:1	44m (13 storeys)
	6 Hedger Avenue, Ashfield	Lot 14 DP14508			
	8 Hedger Avenue, Ashfield	Lot 13 DP14508			
	10 Hedger Avenue, Ashfield	Lot 12 DP14508			
	12 Hedger Avenue, Ashfield	Lot 11 DP14508			
	14 Hedger Avenue, Ashfield	Lot 10 DP14508			
	16 Hedger Avenue, Ashfield	Lot 9 DP14508			
	18 Hedger Avenue, Ashfield	Lot 8 DP14508			
	80 Frederick Street, Ashfield	Lot 1 DP 84525			
KS-14	3 Banks Street, Ashfield	Lot 6 DP6978	Land dedication for a landscaped active transport corridor along Iron Cove Creek - 10m wide, to create an Ashfield – Iron Cove Greenway.	3.5:1	44m (13 storeys)
	5 Banks Street, Ashfield	Lot 1 DP 165936			
	7 Banks Street, Ashfield	Lot 8 DP 6978			
	9 Banks Street, Ashfield	Lot 9 DP 6978			
KS-15	2 Banks Street, Ashfield	Lot 2 DP 734670	Land dedication for a landscaped active	3.5:1	44m (13 storeys)

Area no.	Address	Legal Description	Key Site Public benefit	Maximum FSR	Maximum HOB
	4 Banks Street, Ashfield	Lot 1 DP 734670	transport corridor along Iron Cove Creek - 10m wide, to create an Ashfield – Iron Cove Greenway.		
	6 Banks Street, Ashfield	Lot A DP 411671			
	8 Banks Street, Ashfield	Lot B DP 411671			
	10 Banks Street, Ashfield	Lot F DP 416124			
	12 Banks Street, Ashfield	Lot E DP 416124			
KS-16	25 Etonville Parade, Ashfield	Lot 10 DP 564468	- Land dedication for a landscaped active transport corridor along Iron Cove Creek - 10m wide, to create an Ashfield – Iron Cove Greenway. - A minimum 6m wide through-site link on the northern boundary of 25 Etonville Parade for better access to the Ashfield – Iron Cove Greenway.	3.5:1	47.5m (14 storeys)
	1 MacKay Street, Ashfield	Lot 7 DP 6911			
	3 Mackay Street, Ashfield	Lot 8 DP 6911			
	5 Mackay Street, Ashfield	Lot 9 DP 6911			
	7 Mackay Street, Ashfield	Lot 10 DP 6911			
KS-17	4 Mackay Street, Ashfield	Lot 12 DP 6911	Land dedication for a landscaped active transport corridor along Iron Cove Creek – 10m wide, to create an Ashfield – Iron Cove Greenway.	4.0:1	50.5m (15 storeys)
	6 Mackay Street, Ashfield	Lot 0-3 SP 53652			
	8 Mackay Street, Ashfield	Lot A DP 318832			
	4A Etonville Street, Ashfield	Lot 1 DP 859093			
KS-18	179 Elizabeth Street, Ashfield	Lot 1 DP 83082	Land dedication for a landscaped active transport corridor along Iron Cove Creek - 10m wide, to create an Ashfield – Iron Cove Greenway.	3.75:1	50.5m (15 storeys)
	181 Elizabeth Street, Ashfield	Lot 2 DP 60788			
	183 Elizabeth Street, Ashfield	Lot 3 DP 60788			

5.2.6. Public Realm Incentive (Mandatory)

The below sites have been identified for the Public Realm Incentive (Mandatory), which links additional development capacity to the delivery of specified public realm improvements.

Table 14: Sites (or Parts of Sites) subject to the Public Realm Incentive – Mandatory

Location	Legal Description	Requirement	Public Benefit
190 Elizabeth Street, Croydon	Lot 1 Section 1 DP 925	2.5m wide strip to be dedicated adjacent to Elizabeth Street.	Widening of road reserve to improve public domain.
192 Elizabeth Street, Croydon	Lot 3 DP 231645		
194 Elizabeth Street, Croydon	Lot 2 DP 231645		
196 Elizabeth Street, Croydon	Lot 1 DP 231645		
198 Elizabeth Street, Croydon	Lot 2 DP 547406		
200 Elizabeth Street, Croydon	Lot 1 DP 547406		
202 Elizabeth Street, Croydon	Lot 2 DP 200356		
204 Elizabeth Street, Croydon	Lot 1 DP 200356		
206 Elizabeth Street, Croydon	Lot 1 DP 304201	2.5m wide strip to be dedicated adjacent to Elizabeth Street.	Widening of road reserve to improve public domain.
210-212 Elizabeth Street, Croydon	Lot B DP 443477 Lot A DP 443477		
214 Elizabeth Street, Croydon	Lot F DP 442279	2.5m wide strip to be dedicated adjacent to Elizabeth Street.	Widening of road reserve to improve public domain.
216 Elizabeth Street, Croydon	Lot E DP 442279		
2 Lion Street, Croydon	Lot 3 Section 2 DP 844	2m wide strip to be dedicated adjacent to Lion Street.	Widening of road reserve to improve public domain and access to future extended public open space.
4 Lion Street, Croydon	Lot 1 DP 304451		
6 Lion Street, Croydon	Lot 44 DP 130228		
8 Lion Street, Croydon	Lot 5 Section 2 DP 844		
400 Liverpool Road, Croydon	Lot 1 Section 2 DP 844		

5.2.7. Public Realm Incentive (Desirable)

The table below identifies the sites subject to the Public Realm Incentive (Desirable), together with the relevant incentive area and the public realm requirements applicable to each site. These sites are shown on the Public Realm Incentive (Desirable) Map.

Table 15: Sites affected by Public Realm Incentives (Desirable)

Location	Area	Through Site Link Purpose	Minimum Dimensions
54 Frederick Street, Ashfield	A	Active transport link between the northern boundary of 25 Etonville Parade and Frederick Street.	6m

5.2.8. Land Reserved for Acquisition

Eight properties have been identified as critical to delivering open space improvements. These sites are identified on the Land Reservation Acquisition map.

Table 16: Sites for Land Reserved for Acquisition for new parks and open spaces

Location	Legal Description	Number of affected properties	Public Benefit
12 Lion Street, Croydon	Lot 7 Section 2 DP 844	9 properties to be acquired	2,450sqm of new public open space as an extension to the Lion Street playground
14 Lion Street, Croydon	Lot 1 DP 202799		
16 Lion Street, Croydon	Lot 2 DP 202799		
18A Lion Street, Croydon	Lot 1 SP 90299		
18B Lion Street, Croydon	Lot 0 & 2 SP 90299		
20 Lion Street, Croydon	Lot 1 DP 534468		
213 Norton Street, Croydon	Lot 12 Sec 2 DP 844		
215 Norton Street, Croydon	Lot 11 Sec 2 DP 844		
217 Norton Street, Croydon	Lot 2 DP 534468		

5.3. Housing Investigation Area 2 - part of Lilyfield, Leichhardt, Annandale, Lewisham, Petersham, Stanmore, Enmore, Newtown and St Peters

This section outlines Council's proposed amendments to the *Inner West Local Environmental Plan 2022* for Housing Investigation Area 2 (HIA 2), which includes parts of Annandale, Lilyfield, Leichhardt, Lewisham, Petersham, Stanmore, Enmore, Newtown and St Peters.

These areas were assessed as part of Our Fairer Future Plan 1, however some locations were not identified for housing uplift at that time due to flooding and heritage constraints. Since then, Council has completed additional studies to better understand the opportunities and constraints affecting future development. These investigations provide the evidence base for the proposed housing uplift and associated planning controls.

The HIA 2 master plans take a place-based approach to housing growth. They respond to local character, urban design outcomes, development feasibility and neighbourhood context. The master plans identify areas suitable for additional housing, together with the transport connections, community infrastructure and open space improvements needed to support population growth.

Key Areas of Change

Key areas identified for housing growth include:

- The northern light rail corridor between Marion and Lilyfield, which connects transport nodes and local centres and benefits from access to surrounding open space.
- The Stanmore Road and New Canterbury Road corridor, focused on areas within walking distance of Lewisham, Petersham and Stanmore train stations.
- Land adjoining the rail corridor, where access to public transport and services supports transit-oriented development.
- Local centres such as Booth Street, Annandale, where additional housing can support local businesses, increase housing choice and enhance local vibrancy.
- The Alice Street corridor in Newtown.
- The Barwon Park Road and Princes Highway Triangle precinct, which is already experiencing change and is well placed to accommodate additional housing growth.

Supporting Framework

The master plans are supported by investigations and analysis relating to:

- Connecting with Country
- Sustainability
- Heritage
- Strategic transport
- Financial feasibility
- Flooding

SUMMARY OF HIA 2 MASTER PLANS

The HIA 2 master plans deliver a place-based approach to housing growth that balances additional housing with the protection of the Inner West's valued character and heritage.

Growth is focused in locations with the greatest capacity for change, supported by planning controls that ensure new development responds appropriately to its surroundings. This includes managing building scale and transitions, protecting amenity, encouraging sustainable travel choices and enhancing the parks, streets and public spaces that contribute to local identity.

The plans demonstrate how the Inner West can accommodate housing growth while maintaining the qualities that make its neighbourhoods attractive, walkable and liveable. Additional density is concentrated along key transport corridors and around centres with good access to public transport, services and open space.

Supporting infrastructure will be delivered through development incentives, key site provisions and land acquisition. This includes new and improved public open spaces and active transport connections that will help create more connected, healthy and liveable communities.

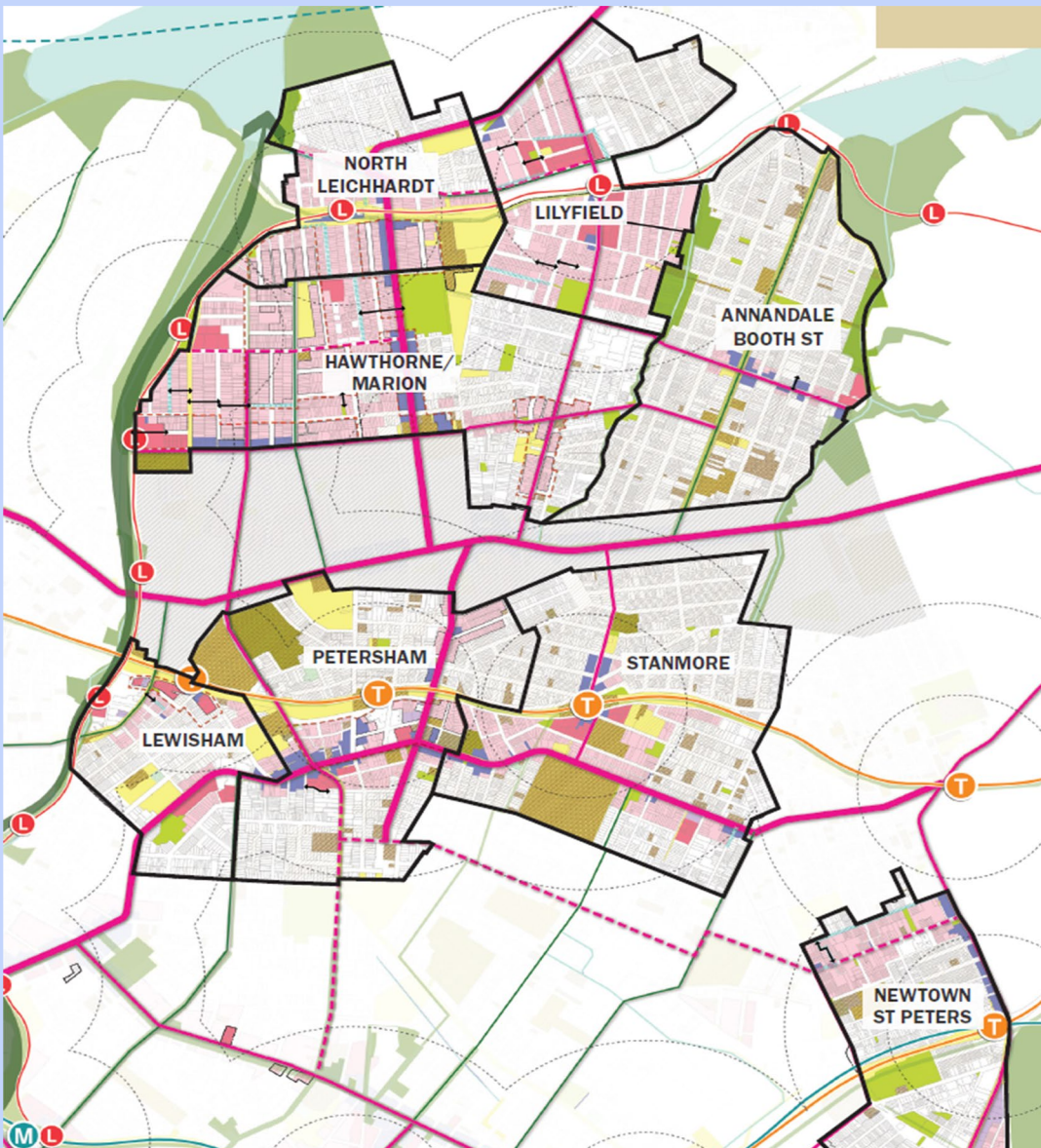


Figure 3: Housing Investigation Area 2 Structure Plan

5.3.1. Land Use Zones

The zoning changes in HIA2 are guided by a series of planning principles, each supported by a corresponding zoning outcome. These are outlined in Table 17.

Table 17: Principles for Plan's land use zoning changes

Principle	Zoning Outcome
To increase housing density and choice in proximity to local centres, light rail stops, key transport routes, and high amenity locations.	Certain land currently zoned R1 General Residential and R2 Low Density Residential is proposed to be rezoned to R3 Medium Density Residential and R4 High Density Residential to provide additional housing opportunities, support the role of local centres and facilitate the redevelopment of larger key sites with good access to public transport. The Princes Highway Spine within Newtown and St Peters, will continue to provide for high-density, mixed-use development.
To expand retail and business uses, employment opportunities and housing near existing centres.	Select land around certain centres is proposed to be rezoned from R2 Low Density Residential to E1 Local Centre to better support the convenience needed by current and future residents. This is particularly the case in Petersham and Stanmore, south of the rail line and along Booth Street, Annandale.
Protecting and expanding existing employment lands to attract increased employment and new industries.	While Our Fairer Future Plan generally excludes E3 and E4 zoned land from uplift, an exception is proposed for 237 Marion Street, Leichhardt, which no longer functions as industrial land and is identified for residential rezoning under Action 4.1.6 of the Inner West Employment and Retail Lands Strategy. Rezone 237 Marion Street, Leichhardt to R4 High Density Residential, recognising the site's existing aged care use, aligning with surrounding proposed uplift, and supporting additional housing in proximity to the Marion Light Rail stop.
To identify land that will be acquired for new public open space.	Select sites rezoned to RE1 Public Recreation and identified as land reserved for acquisition (LRA).
Align zoning of essential infrastructure with its existing function to ensure planning controls accurately reflect the current use of the land.	In response to requests from Sydney Water, rezone infrastructure sites at Audley Street, Petersham; 103A Lilyfield Road, Lilyfield; 9 Athol Street, Leichhardt; and 10A The Boulevarde, Lewisham from residential zones to the SP2 Infrastructure zone to better align zoning with their existing function and operational requirements.

5.3.2. Height of Buildings

The proposed height controls support the medium and high-density residential outcomes envisaged by the master plans, providing capacity for additional housing diversity, commercial floor space and employment opportunities in locations with access to public transport, services and infrastructure. Increased heights are generally focused around light rail stops, local centres and key transport corridors, with building heights reducing towards neighbourhood edges to provide an appropriate transition to surrounding areas of lower scale, including areas of no change.

The proposed controls have been informed by detailed urban design analysis, built form testing, compliance with the NSW Apartment Design Guide, amenity outcomes, overshadowing impacts and development feasibility assessments. Higher built form outcomes are generally concentrated within the proposed R4 High Density Residential and E1 Local Centre zones. Within the proposed R3 Medium Density Residential zone, heights vary according to proximity to local centres, light rail stops and corridor spines, while lower built form outcomes provide an appropriate transition to adjoining local character areas.

The proposed HOB controls provide flexibility to achieve varied and articulated built form outcomes consistent with the master plans. They also allow for increased floor-to-floor heights where required for commercial and active ground floor uses, supporting adaptability over time and accommodating building services and plant.

Parts of the Housing Investigation Areas are affected by Sydney Airport's Obstacle Limitation Surface (OLS). Similar to ANEF noise contours, the OLS does not represent an absolute constraint on development but is an additional consideration in the detailed design and assessment of future development proposals.

5.3.3. Floor Space Ratio

The proposed FSR controls have been tailored to respond to the varying levels of accessibility, amenity and character across the Housing Investigation Areas. Higher FSRs are focused in locations with good access to centres, public transport and open space, supporting the built form, housing and employment outcomes identified through the master plans.

FSRs are generally highest in locations with the greatest existing or planned amenity, including around local centres, open space, emerging green spines and public transport. Densities decrease away from these locations to provide an appropriate transition to Heritage Conservation Areas and established low-scale residential neighbourhoods.

Technical analysis undertaken by independent urban economists identified a need for additional retail and commercial floorspace within parts of the study area, including improved supermarket provision. In response, increased FSRs and supporting provisions are proposed to facilitate additional commercial and retail floorspace. This includes a provision carried forward from Our Fairer Future Plan 1 that excludes certain underground non-residential floor space from FSR calculations.

The proposed amendments have been informed by extensive testing undertaken through the master planning process, including urban design analysis, built form testing and feasibility assessment.

5.3.4. Heritage

As part of Council's master planning for HIA 2, a detailed review of selected heritage items and Heritage Conservation Areas (HCAs) was undertaken. The findings of this work are documented in Appendix 3. Reflecting the outcomes of these investigations, proposed amendments include the delisting and modification of selected heritage items, together with the amendment and, in some instances, removal of HCAs, as outlined in Tables 18 and 19.

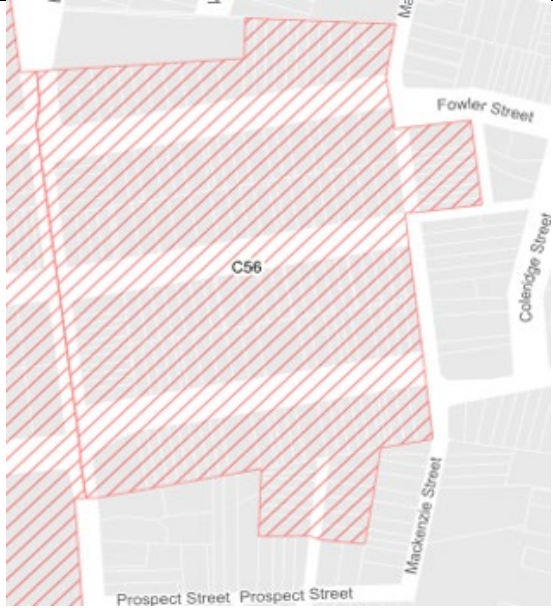
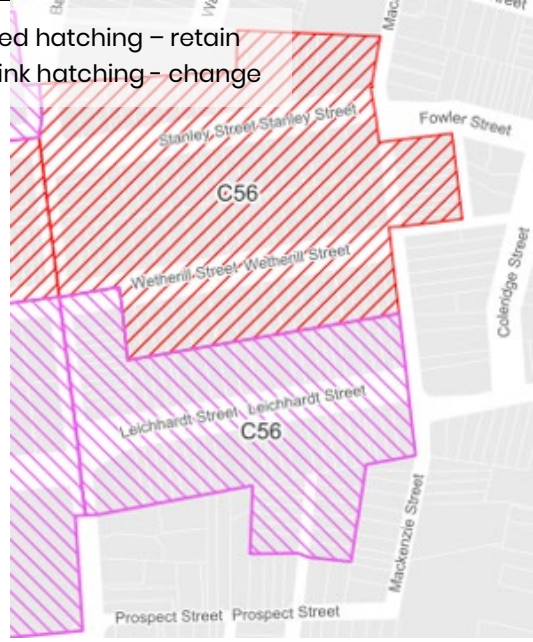
Table 18: Heritage items for delisting or amendments

Item	Address	Property Description	Amendment
'Former corner shop and residence, including interiors' (I1120)	90 Hill Street, Leichhardt	Lot 1 DP 1263997	Delist Item
'Former corner shop and residence, including interiors' (I1135)	43 Marlborough Street, Leichhardt	Lot 173 DP 600812	Delist Item
'All Souls Church, including interiors' (I1142)	124A Norton Street,	Lot 1 Section 1 DP 328	1. Amend the listing for I1142 to: Form a group including; Church I11412 - Rectory I1143 and - Church Hall. 2. Exclude land at rear of 126 from the area of significance. 3. Rename the Group to 'All Souls Church Group'.
	126 Norton Street and	Lot 2 Section 1 DP 328	
	13A Marion Street, Leichhardt	Lot 2 DP 502105, Lot 26 Sec 1 DP 328	
All Souls Church Rectory, including interiors' (I1143)	126 Norton Street, Leichhardt	Lot 2 DP 502105	Delist Heritage Item I1143 and include in I1142 as a group listing.
'Former 5 th Church of Christ, Scientist, including interiors' (I1361)	96 Crystal Street, Petersham	Lot 1 DP 723233	Delist Item

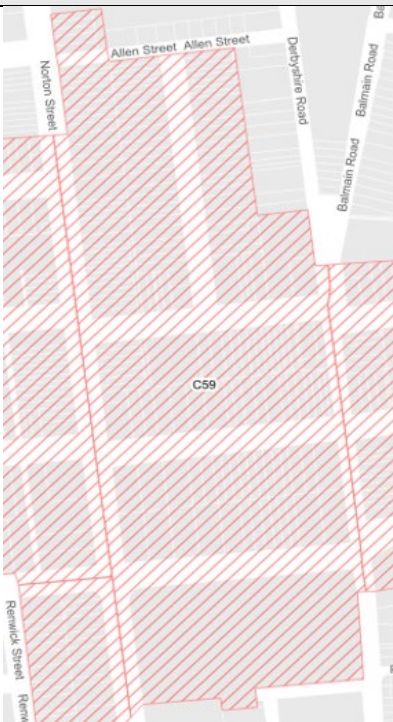
In addition, Council commissioned Curio Heritage to review the eight sub-precincts within HIA 2 to assess whether the existing Heritage Conservation Areas (HCAs) within these precincts meet the threshold for listing. The review found that extensive modifications, diminished integrity, and inconsistent building typologies and character had reduced the heritage significance of some of these areas. As a result, amendments to existing HCAs are proposed, including boundary refinements and, where warranted, the removal of HCAs, as outlined in Table 19.

Note: Areas with pink hatching are proposed for removal from a Heritage Conservation Area (HCA).

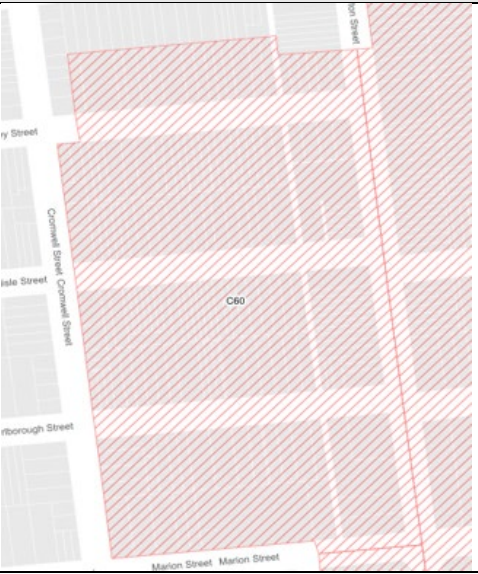
Table 19: Heritage Conservation amendments

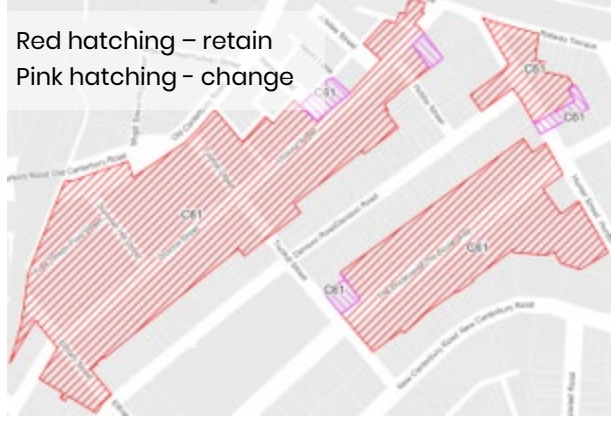
Heritage Conservation Area	Leichhardt Street/Stanley Street (C56), Leichhardt
Current	Proposed
	
Address	Legal Description
1. Rename HCA C56 to Wetherill and Stanley Street: and	
2. Remove the following properties from the existing Leichhardt Street/Stanley Street HCA:	
93 – 95 Balmain Road	Lot 1 DP 840538
97 Balmain Road	Lot 3 DP 105875
99 Balmain Road	Lot 2 DP 105875
101 Balmain Road	Lot 1 DP 105875
103 Balmain Road	Lot W DP 440431
105 Balmain Road	Lot X DP 440431
107 Balmain Road	Lot Y DP 440431
109 Balmain Road	Lot 3 DP 217948
111 Balmain Road	Lot 2 DP 217948
113 Balmain Road	Lot 1 DP 217948
115 Balmain Road	Lot 0-2 SP 84139
1 Leichhardt Street	Lot 1 DP 656186
2 Leichhardt Street	Lot 74 DP 656184
3 Leichhardt Street	Lot 92 DP 659815
4 Leichhardt Street	Lot 1 DP 931814
5 Leichhardt Street	Lot A DP 307793
6 Leichhardt Street	Lot 1 DP 931589
7 Leichhardt Street	Lot B DP 307793
8 Leichhardt Street	Lot 1 DP 509540
9 Leichhardt Street	Lot 1 DP 931871
10 Leichhardt Street	Lot 72 DP 455739, Lot 71 DP 4750
11 Leichhardt Street	Lot 1 DP 931849
12 Leichhardt Street	Lot 70 DP 4750
13 Leichhardt Street	Lot 1 DP 931856

Heritage Conservation Area	Leichhardt Street/Stanley Street (C56), Leichhardt
14 Leichhardt Street	Lot 69 DP 4750
15 Leichhardt Street	Lot 1 DP 931855
16 Leichhardt Street	Lot 67 DP 4750, Lot 68 DP 4750
17 Leichhardt Street	Lot 1 DP 932076
18 Leichhardt Street	Lots 0-12 SP 4441
19 Leichhardt Street	Lot 10 DP 1223960
20 Leichhardt Street	Lot 1 DP 656189
21 Leichhardt Street	Lot 89 DP 4570, Lot 88 DP 1083869
22 Leichhardt Street	Lot 1 DP 984942
23 Leichhardt Street	Lot 1 DP 938359
24 Leichhardt Street	Lot 1 DP 500988
25 Leichhardt Street	Lot 1 DP 938399
26 Leichhardt Street	Lot 2 DP 500988
27 Leichhardt Street	Lot A DP 187200
28 Leichhardt Street	Lot 3 DP 500988
29 Leichhardt Street	Lot B DP 187200
30 Leichhardt Street	Lot 1 DP 930943
31 Leichhardt Street	Lot A DP 439124
32 Leichhardt Street	Lot 59 DP 934124
33 Leichhardt Street	Lot B DP 439124
34 Leichhardt Street	Lot A DP 313509
35 Leichhardt Street	Lot C DP 439124
36 Leichhardt Street	Lot B DP 313509
37 Leichhardt Street	Lot D DP 439124
38 Leichhardt Street	Lot C DP 313509
39 Leichhardt Street	Lot 81 DP 455725, Lot 82 DP 455725
41 Leichhardt Street	Lot 1 DP 930568
43 Leichhardt Street	Lot 2 DP 930568
45 Leichhardt Street	Lot 79 DP 4750
1 Skelton Street	Lot 12 DP 609
2 Skelton Street	Lot 1 DP 1067988
3 Skelton Street	Lot 13 DP 609
4 Skelton Street	Lot 2 DP 596222
5 Skelton Street	Lot 14 DP 609
6 Skelton Street	Lot 1 DP 596222
8 Skelton Street	Lot B DP 431645
9 Skelton Street	Lot 15 DP 609
10 Skelton Street	Lot A DP 431645
11 Skelton Street	Lot 16 DP 609
12 Skelton Street	Lot 2 DP 213962
13 Skelton Street	Lot 17 DP 609
14 Skelton Street	Lot 1 DP 213962

Heritage Conservation Area		Wetherill Estate (C59), Leichhardt	
Current		Proposed	
			
Address		Legal Description	
Remove the following properties from the HCA:			
23 Allen Street		Lot 6 DP 24886	
112 Balmain Road		Lot 18 Sec 4 DP 190	
2 – 6 Derbyshire Road		Lots 0-14 SP 61150	
1 Marion Street		Lot 1 Section 4 DP 190	
1A Marion Street		Lot 2 Sec 4 DP 190	
3-7 Marion Street		Lot 1 DP 121436, Lot 2 DP 104945, Lot 1 DP 104945, Lot C DP 434973	
9 Marion Street		Lot B DP 434973	
11 Marion Street		Lot A DP 434973	
13 Marion Street		Lot 1 DP 944548	
101 - 105 Norton Street		Lot 1 DP 815377, Lot 24 DP 253728	
105A Norton Street		Lot 1 DP 527420	
105B Norton Street		Lot 2 DP 527420	
107 Norton Street		Lot 6 Section 4 DP 190, Lot 7 Section 4 DP 190, Lot 8 Section 4 DP 190, Lot 9 Section 4 DP 190	
109 Norton Street		Lot 10 DP 499835	
111 Norton Street		Lot B DP 325177	
121 Norton Street		Lot A DP 325177	
123 Norton Street		Lot 7 DP 911535	
125 Norton Street		Lot 6 DP 1967	
127 Norton Street		Lot 5 DP 1967	
129 Norton Street		Lot B DP 440436	
131 Norton Street		Lot A DP 440436	
133- 135 Norton Street		Lot 1 DP 1967, Lot 2 DP 1967	
137 Norton Street		Lot B DP 102036	
139 Norton Street		Lot A DP 102036	
141 Norton Street		Lot 5 DP 33422	
143 Norton Street		Lot 4 DP 33422	
145 Norton Street		Lot 3 DP 33422	

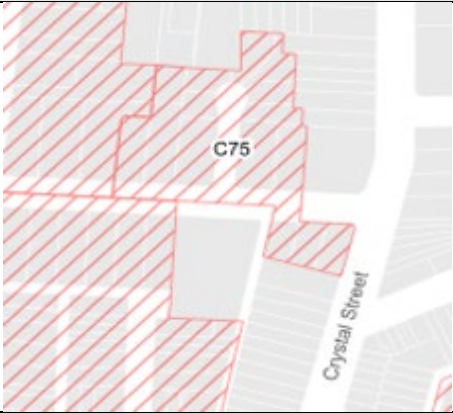
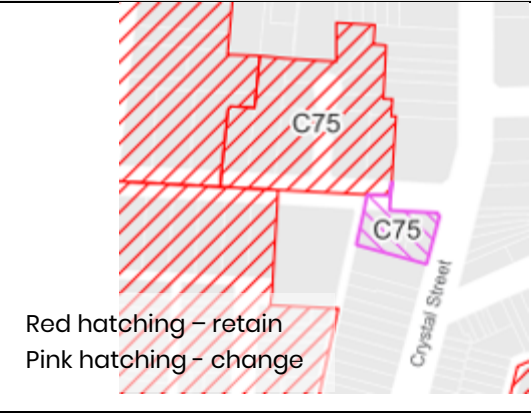
Heritage Conservation Area	Wetherill Estate (C59), Leichhardt
147 Norton Street	Lot 2 DP 33422
149 Norton Street	Lot 1 DP 33422
151 Norton Street	Lot 6 DP 1290173
153 Norton Street	Lot 5 DP 20210
155 Norton Street	Lot 4 DP 20210
157 Norton Street	Lot 3 DP 20210
159 Norton Street	Lot 2 DP 20210
161 Norton Street	Lot 1 DP 20210
163 Norton Street	Lot 1 DP 184286
165 Norton Street	Lot 2 DP 444075
167 Norton Street	Lot 1 DP 444075
169-171 Norton Street	Lot 1 DP 101090, Lot 9 DP 660343
173 Norton Street	Lot 122 DP 1216235
177 Norton Street	Lot 13 DP 652364
181 Norton Street	Lot 13 DP 655029
183 Norton Street	Lot 2 DP 930602
185 Norton Street	Lot 1 DP 927958
187 Norton Street	Lot 17 DP 663481
189 Norton Street	Lot 1 DP 773171
191 Norton Street	Lot 2 DP 773171
193 Norton Street	Lot 1 DP 659441
195 Norton Street	Lot X DP 442310
197 Norton Street	Lot A DP 382321
199 Norton Street	Lot 4 DP 439298
201 Norton Street	Lot 3 DP 439298
203 Norton Street	Lot 2 DP 439298
205 Norton Street	Lot 1 DP 439298
207 Norton Street	Lot 5 DP 24886
209 Norton Street	Lot 4 DP 24886
211 Norton Street	Lot 3 DP 24886
213 Norton Street	Lot 2 DP 24886
215 Norton Street	Lot 1 DP 24886
1 Short Street	Lot 71 DP 869413
28 Short Street	Lot 14 DP 650084, Lot 14 DP 1099642
30 – 38 Short Street	Lot 1 DP 1037218
38 Short Street	Lot 8 DP 1967
1-3 Wetherill Street	Lot 11 Section 4 DP 190, Lot 12 Section 4 DP 190
5 Wetherill Street	Lot 1 DP 907046
6 Wetherill Street	Lot 1 DP 210449
6A Wetherill Street	Lot 1 DP 126986, Lot 2 DP 210449
7-15 Wetherill Street	Lot A DP 440731, Lot B DP 440731, Lot 1 DP 795682, Lot 1 DP 121438, Lot 1 DP 168294, Part Lot 1 DP 795675, Lot 1 DP 795681
15A Wetherill Street	Part Lot 1 DP 795675
17 Wetherill Street	Lot 1 DP 114297
19 Wetherill Street	Lot 1 DP 104635
21 Wetherill Street	Lot 2 DP 114297
23 Wetherill Street	Lot 2 DP 915846
25 Wetherill Street	Lot 1 DP 915846

Heritage Conservation Area	Whaleborough Estate (C60), Leichhardt
Current	Proposed
	N/A
Remove the HCA	

Heritage Conservation Area	Lewisham Estate (C61), Lewisham
Current	Proposed
	Red hatching – retain Pink hatching – change 
Address	Legal Description
Remove the following properties from the HCA:	
62 The Boulevarde	Lots 0-4 SP 52784
11 – 13 Hunter Street	Lot 30 Section 2 DP 275
47 Toothill Street	Lot 2 DP 340629
3 Victoria Street	Lot B DP 325405
5 Victoria Street	Lot A DP 325405
20 Victoria Street	Lot 101 DP 1074650
22 Victoria Street	Lot B DP 405109
22A Victoria Street	Lot A DP 405109
24 Victoria Street	Lot 4 DP 2622, Lot 5 DP 2622

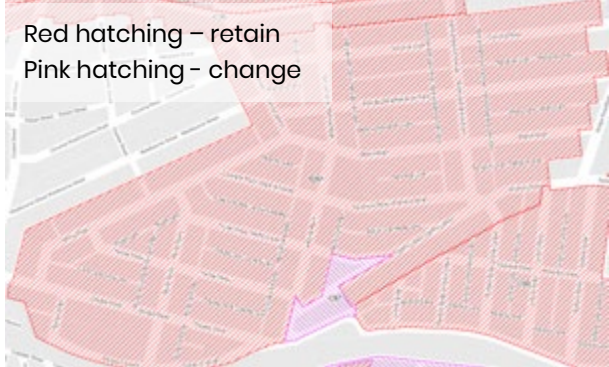
Heritage Conservation Area		Holmwood Estate (C72), Newtown	
Current		Proposed	
		Red hatching – retain Pink hatching – change 	
Address		Legal Description	
Remove the following properties from the HCA:			
1 Wells Street		Lot 12 DP 654851	
3 Wells Street		Lot 1 DP 1090662	
5 Wells Street		Lot 14 Section C DP 2186, Lot 1 DP 105202	
7 Wells Street		Lot 15 DP 653925	
9 Wells Street		Lot D DP 445331	
11 Wells Street		Lot C DP 445331	
13 Wells Street		Lot B DP 445331	
15 Wells Street		Lot A DP 445331	
17 Wells Street		Lot 4 DP 437842	
19 Wells Street		Lot 3 DP 437842	
21 Wells Street		Lot 2 DP 437842	
25 Wells Street		Lot 8 DP 1258286	
27 Wells Street		Lot 7 DP 1258286	
29 Wells Street		Lot 6 DP 1258286	
31 Wells Street		Lot 5 DP 1258286	
33 Wells Street		Lot 4 DP 1258286	
35 Wells Street		Lot 3 DP 1258286	
35 Wells Street		Lot 3 DP 1258286	
37 Wells Street		Lot 2 DP 1258286	
39 Wells Street		Lot 1 DP 1258286	
41 Wells Street		Lot 54 DP 1258340	
41A Wells Street		Lot 53 DP 1258340	
43 Wells Street		Lot 52 DP 1258340	
43AWells Street		Lot 51 DP 1258340	
45 Wells Street		Lot 50 DP 1258340	
47 Wells Street		Lot 3 DP 1263465	
49 Wells Street		Lot 4 DP 1263464	
51 Wells Street		Lot 3 DP 1263464	
53 Wells Street		Lot 2 DP 1263464	
55 Wells Street		Lot 1 DP 1263464	
57 Wells Street		Lot 2 DP 1263463	
57A Wells Street		Lot 1 DP 1263463	
59 Wells Street		Lot 2 DP 1263465	
59A Wells Street		Lot 1 DP 1263465	
61 Wells Street		Lot 4 DP 1259686	

Heritage Conservation Area	Holmwood Estate (C72), Newtown
63 Wells Street	Lot 3 DP 1259686
65 Wells Street	Lot 2 DP 1259686
67 Wells Street	Lot 1 DP 1259686
69 Wells Street	Lot 4 DP 1259680
71 Wells Street	Lot 3 DP 1259680
73 Wells Street	Lot 2 DP 1259680
73A Wells Street	Lot 1 DP 1259680
75 Wells Street	Lot 14 DP 1259681
77 Wells Street	Lot 13 DP 1259681
79 Wells Street	Lot A DP 33739
81 Wells Street	Lot 48 Section C DP 2186

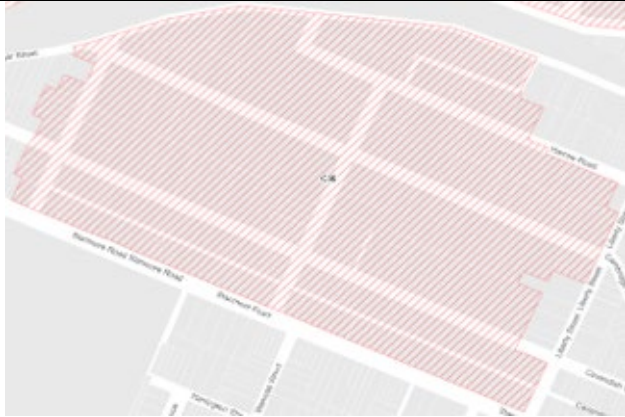
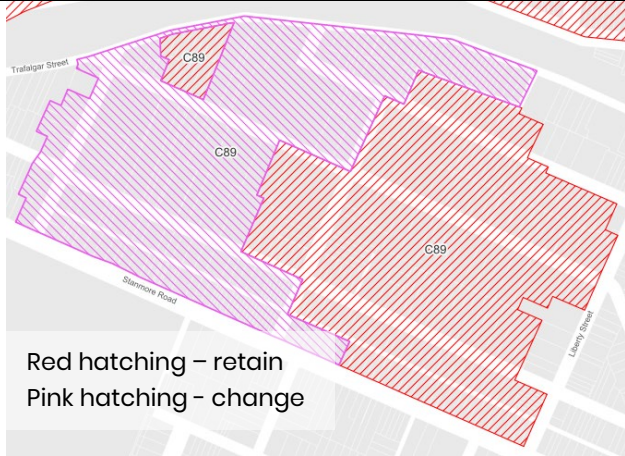
Heritage Conservation Area	Hordern Avenue (C75), Petersham
Current	Proposed
	
Address	Legal Description
<i>Remove the following properties from the HCA:</i>	
64 Crystal Street	Lot A DP 343260
1 Croydon Street	Lot B DP 343260
3 Croydon Street	Lot C DP 343260

Heritage Conservation Area	Petersham South Norwood Estate (C80), Petersham
Current	Proposed
	
Address	Legal Description
<i>Remove the following properties from the HCA:</i>	
44 Albert Street	Lot 1 DP 724460
46 Albert Street	Lot 1 DP 517774
46A Albert Street	Lot 1 DP 724980
40 Audley Street	Lot 18 DP 1123049

Heritage Conservation Area	Petersham South Norwood Estate (C80), Petersham
42 Audley Street	Lot 1 DP 934515
44 Audley Street	Lot 100 DP 1288861
56 Audley Street	Lot 1 DP 667232
58 Audley Street	Lot B DP 441752
60 Audley Street	Lot A DP 441752
62 Audley Street	Lot 1 DP 180453
70 Audley Street	Lot 3 DP 420421
72 Audley Street	Lot 2 DP 420421
74 Audley Street	Lot 1 DP 420421
22 Denning Street	Lot 13 Section 1 DP 975164
24 Denning Street	Lot B DP 444874
26 Denning Street	Lot A DP 444874
30 Marshall Street	Lot 10 Section 1 DP 975164, Lot 11 Section 1 DP 975164
32 Shaw Street	Lot 1 DP 1107024
34 Shaw Street	Lot 5 DP 14904
36 Shaw Street	Lot 3 DP 14904, Lot 4 DP 14904
38 Shaw Street	Lot 2 DP 14904
40 Shaw Street	Lot 1 DP 14904
43 Shaw Street	Lot A DP 449898
45 Shaw Street	Lot 1 DP 165967
47 Shaw Street	Lot C DP 449898
292 Stanmore Road	Lot 20 DP 748176
308 - 314 Stanmore Road	Lot 1 DP 723900, Lot 1 DP 723936
316 Stanmore Road	Lot 1 DP 970433, Lot 2 DP 970433
325 Stanmore Road	Lot 73 DP 52804

Heritage Conservation Area	Annandale Farm (C87), Stanmore
Current	Proposed
	 Red hatching – retain Pink hatching – change
Address	Legal Description
<i>Remove the following properties from the HCA:</i>	
2 Douglas Street	Lot 0-10 SP 84512
4 Douglas Street	Lot 39 Section T DP 3782
6 Douglas Street	Lot 40 Section T DP 3782
8 Douglas Street	Lot 41 Section T DP 3782
10 Douglas Street	Lot 42 Section T DP 3782
12 Douglas Street	Lot 43 Section T DP 3782
14 Douglas Street	Lot 1 DP 929732
16 Douglas Street	Lot B DP 303831
18 Douglas Street	Lot A DP 303831

Heritage Conservation Area	Annandale Farm (C87), Stanmore
18A Douglas Street	Lot 45 DP 1096426
117 Percival Road	Lot 2 DP 582746
111-115 Percival Road	Lot 0-10 SP 78652
2 Salisbury Road	Lot 15 Section W DP 3782, Lot 16 Section W DP 3782
4 Salisbury Road	Lot 1 DP 100883
6 Salisbury Road	Lot 1 DP 952755
8 Salisbury Road	Lot 18 DP 667490
10 Salisbury Road	Lot B DP 316225
12 Salisbury Road	Lot A DP 316225
14 Salisbury Road	Lot 1 DP 933441

Heritage Conservation Area	Kingston South (C89), Stanmore
Current	Proposed
	
Address	Legal Description
<i>Remove the following properties from the HCA:</i>	
86 Cambridge Street	Lots 0-24 SP 13240
90 Cambridge Street	Lots 0-36 SP 7509
92 Cambridge Street	Lots 0-18 SP 9287
94A Cambridge Street	Lot 4 DP 558043
96 Cambridge Street	Lot 5 Section 8 DP 1, Lot 6 Section 8 DP 1, Lot B DP 356811, Lot 2 DP 926517, Lot A DP 356811, Lot 4 Section 8 DP 1, Lot 1 DP 725592, Lot 1 DP 900311, Lot 1 DP 915874, Lot 3 DP 926517, Lot 1 DP 123001, Lot 1 DP 105001, Lot 1 DP 122998, Lot 1 DP 122999, Lot 1 DP 123000, Lot 1 DP 123002, Lot 1 DP 123017
104 Cambridge Street	Lot 2 DP 630335
108 Cambridge Street	Lot 2 DP 713244
110 Cambridge Street	Lot 1 DP 713244
109 Cambridge Street	Lot 2 DP 1274628
111 Cambridge Street	Lots 0-7 SP 81388
115 – 125 Cambridge Street	Lot 11 DP 867270
129 – 133 Cambridge Street	Lot 1 DP 455645, Lot 2 DP 455645, Lot 1 DP 1135958, Lot 3 DP 455645, Lot 4 DP 455645, Lot 5 DP 455645, Lot 6 Section 10 DP 1
147 Cambridge Street	Lot 5 DP 3688
149 Cambridge Street	Lot 1 DP 943758
151 Cambridge Street	Lot 3 DP 3688

Heritage Conservation Area	Kingston South (C89), Stanmore
88 Cavendish Street	Lot 6 DP 203847
90 Cavendish Street	Lot 5 DP 203847
92 Cavendish Street	Lot 4 DP 203847
94 Cavendish Street	Lot 3 DP 203847
96 Cavendish Street	Lot 2 DP 203847
98 Cavendish Street	Lot 1 DP 203847
100 Cavendish Street	Lots 0-5 SP 51466
102 Cavendish Street	Lot 1 DP 572495
104 Cavendish Street	Lot 1 DP 722222
106 Cavendish Street	Lot 1 DP 722221
108 Cavendish Street	Lot 1 DP 128298
112 Cavendish Street	Lot 33 Section 2 DP 1
114 Cavendish Street	Lot 3 DP 980295
116 Cavendish Street	Lot 1 DP 977214
118 Cavendish Street	Lot 1 DP 980295
119 Cavendish Street	Lots 0-24 SP 4514
121B Cavendish Street	Lots 0-4 SP 52972
121 Cavendish Street	Lots 0-12 SP 6296
122 Cavendish Street	Lot B DP 962294
124 Cavendish Street	Lot A DP 962294
126 Cavendish Street	Lot 37 Section 2 DP 1
128 Cavendish Street	Lot B DP 384958
130 Cavendish Street	Lot A DP 384958
132 Cavendish Street	Lot 39 Section 2 DP 1
134 Cavendish Street	Lot 3 DP 602105
136 Cavendish Street	Lot 2 DP 602105
142 Cavendish Street	Lot 1 DP 602105
144 Cavendish Street	Lot A1 DP 417034
146 Cavendish Street	Lot B1 DP 417034
54 Harrow Road	Lot 2 DP 347365
56 Harrow Road	Lot 1 DP 347365
56A Harrow Road	Lots 0-6 SP 71055
58A Harrow Road	Lot 4 DP 226272
58 Harrow Road	Lot 1 DP 307699
60A Harrow Road	Lot 6 DP 208084
60 Harrow Road	Lot B DP 437341
62 Harrow Road	Lot A DP 437341
62A Harrow Road	Lot D2 DP 411820
64 Harrow Road	Lot 2 DP 596632
66 Harrow Road	Lot 1 DP 596632
61 Harrow Road	Lot C DP 309240
63 Harrow Road	Lot 2 DP 1082454
65 Harrow Road	Lot 1 DP 1082454
89 Harrow Road	Lot 2 DP 33378
91 Harrow Road	Lot 1 DP 650086
1 Holt Street	Lot B DP 102540
4 Holt Street	Lot 1 DP 921558
6 Holt Street	Lot 1 DP 1028282
8 Holt Street	Lot 1 DP 592301
10 Holt Street	Lot 2 DP 592301
12 Holt Street	Lot A DP 370309
14 Holt Street	Lot B DP 370309

Heritage Conservation Area	Kingston South (C89), Stanmore
16 Holt Street	Lot 122 DP 227165
18 Holt Street	Lot 0-6 SP 9743
20 Holt Street	Lot 0-4 SP 66602
22 Holt Street	Lot 0-4 SP 56164
2 Merchant Street	Lot A DP 334793
4 Merchant Street	Lot B DP 334793
107 Stanmore Road	Lot 7 DP 521299
109 Stanmore Road	Lot 6 DP 73152
111 Stanmore Road	Lot 5 DP 73152
113 Stanmore Road	Lot 4 DP 73152
123 Stanmore Road	Lot B DP 416042
125 Stanmore Road	Lot A DP 416042
129 Stanmore Road	Lot 1 DP 711634
133 Stanmore Road	Lot 12 DP 227713
135 Stanmore Road	Lot 11 DP 227713
137 Stanmore Road	Lot 10 DP 227713
139 Stanmore Road	Lot 9 DP 227713
141 Stanmore Road	Lot 8 DP 227713
143 Stanmore Road	Lot 7 DP 227713
145 Stanmore Road	Lot 6 DP 227713
147 Stanmore Road	Lot 5 DP 227713
149 Stanmore Road	Lot 4 DP 227713
151 Stanmore Road	Lot 3 DP 227713
153 Stanmore Road	Lot 2 DP 227713
155 Stanmore Road	Lot 1 DP 227713
157 Stanmore Road	Lot A DP 442516
159 Stanmore Road	Lot B DP 442516
161 Stanmore Road	Lot C DP 442516
163 Stanmore Road	Lot D DP 442516
165 Stanmore Road	Lot 20 Section 2 DP 1
167 Stanmore Road	Lot 1 DP 102541
171 Stanmore Road	Lot 1 DP 1080087
173-177 Stanmore Road	Lot 15 Section 2 DP 1, Lot 1 DP 573914, Lot 2 DP 573914
179 Stanmore Road	Lot 1 DP 1055145, Lot 2 DP 1055145
181 Stanmore Road	Lot 1 DP 170130
183 Stanmore Road	Lot 74 DP 1307235
185 Stanmore Road	Lot 73 DP 1307235
187 Stanmore Road	Lot 0-2 SP 73864
193 Stanmore Road	Lot 9 DP 455875, Lot 8 Section 2 DP 1
195A Stanmore Road	Lot 0-4 SP 60945
195B Stanmore Road	Lot B DP 332597
195C Stanmore Road	Lot 100 DP 1326457
205 Stanmore Road	Lot 3 DP 660040
207 Stanmore Road	Lot 1 DP 901229, Lot 1 DP 901230
209 Stanmore Road	Lot A DP 102540
215-217 Stanmore Road	Lots 0-8 SP 77615
85 Trafalgar Street	Lot B DP 902200
87 Trafalgar Street	Lot 1 DP 936402
89 Trafalgar Street	Lot A DP 902200
91 Trafalgar Street	Lot 6 DP 33935
93 Trafalgar Street	Lot 5 DP 33935

Heritage Conservation Area	Kingston South (C89), Stanmore
95 Trafalgar Street	Lot 4 DP 33935
97 Trafalgar Street	Lot 3 DP 33935
99 Trafalgar Street	Lot 2 DP 33935
101 Trafalgar Street	Lot 1 DP 33935
103 Trafalgar Street	Lot A DP 316532
105 Trafalgar Street	Lot B DP 316532
107 Trafalgar Street	Lot C DP 316532
109 Trafalgar Street	Lot D DP 316532
111 Trafalgar Street	Lot 16 DP 3898
113 Trafalgar Street	Lot 15 DP 3898
115 Trafalgar Street	Lot 14 DP 3898
117 Trafalgar Street	Lot 1 DP 927050
119 Trafalgar Street	Lot 1 DP 120439
121 Trafalgar Street	Lot 102 DP 788630
123 Trafalgar Street	Lot 101 DP 788630
125 Trafalgar Street	Lots 0-6 SP 19123
129 Trafalgar Street	Lot 1 DP 226272
131 Trafalgar Street	Lot 1 DP 1084749, Lot 39 DP 3898
133 Trafalgar Street	Lot 5 DP 208084
135 Trafalgar Street	Lot 37 DP 3898
137 Trafalgar Street	Lot D1 DP 411820
139 Trafalgar Street	Lot C DP 377337
141 Trafalgar Street	Lot B DP 377337
169 Trafalgar Street	Lot 4 DP 662273
171 Trafalgar Street	Lot B DP 306720
173 Trafalgar Street	Lot A DP 306720

5.3.5. Key Sites

The following Key Sites have been identified where additional development capacity is contingent on the delivery of specified public benefits.

Lilyfield

5.3.5.1. Key Site 19: 1-11 Edward Street, 3 Helena Street, and 111 Lilyfield Road, Lilyfield

Table 20: Key Site 19 public benefits and associated FSR and height controls

Area no.	Address	Legal Description	Key Site Public benefit	Maximum FSR	Maximum HOB
KS-19	1 Edward Street, Lilyfield	Lot 7 DP 36780	A minimum 6m wide through site link between Helena Street and Edward Street.	3.0:1	28-67m (8-20 storeys)
	3 Edward Street, Lilyfield	Lot 8 DP 36780			
	5 Edward Street, Lilyfield	Lot 9 DP 36780	A minimum 6m wide through site link between Helena Street and Edward Street.	3.0:1	28-67m (8-20 storeys)
	7-11 Edwards Street, Lilyfield	Lot 37 DP 16397 Lot 38 DP 16397 Lot 39 DP 16397	A minimum 6m wide through site link between	3.0:1	28-67m (8-20 storeys)

Area no.	Address	Legal Description	Key Site Public benefit	Maximum FSR	Maximum HOB
		Lot 40 DP 16397 Lot 41 DP 16397 Lot 42 DP 16397 Lot 43 DP 16397 Lot 44 DP 16397 Lot 5 DP 1128840 Lot 54 DP 16397 Lot 55 DP 16397 Lot 56 DP 16397 Lot 57 DP 16397 Lot 58 DP 16397 Lot 59 DP 16397 Lot 60 DP 16397 Lot 61 DP 16397 Lot 62 DP 16397	Helena Street and Edward Street.		
	3 Helena Street, Lilyfield	Lot 3 DP 1128840 Lot 4 DP 1128840 Lot 5 DP 1128840 Lot 52 DP 16397 Lot 53 DP 16397 Lot 54 DP 16397	A minimum 6m wide through site link between Helena Street and Edward Street.	3.0:1	28-67m (8-20 storeys)
	111 Lilyfield Road, Lilyfield	Lot 45 DP 16397 Lot 46 DP 16397 Lot 47 DP 16397 Lot 48 DP 16397 Lot 49 DP 16397 Lot 50 DP 16397 Lot 51 DP 16397 Lot 63 DP 16397 Lot 64 DP 16397 Lot 65 DP 16397 Lot 66 DP 16397 Lot 67 DP 16397 Lot 68 DP 16397 Lot 69 DP 16397	A minimum 6m wide through site link between Helena Street and Edward Street.	3.0:1	28-67m (8-20 storeys)

5.3.5.2. Key Site 20: 14 Edwards Street and Edward Street Road Reserve, Lilyfield

Table 21: Key Site 20 public benefits and associated FSR and height controls

Area no.	Address	Legal Description	Key Site Public benefit	Maximum FSR	Maximum HOB
KS-20	- 14 Edward Street, Lilyfield - Edward Street Road Reserve	Lot 1 DP1146945	A minimum 6m wide through site link between Balmain Road and Edward Street.	2.5:1	28-41m (8-12 storeys)

Leichhardt

5.3.5.3. Key Site 21: 7 Darley Road, Leichhardt

Table 22: Key Site 21 public benefits and associated FSR and height controls

Area no.	Address	Legal Description	Key Site Public benefit	Maximum FSR	Maximum HOB
KS-21	7 Darley Road, Leichhardt	Lot 1 DP 1184308	- Provision of a publicly accessible plaza connecting Darley Road and Leichhardt North light rail stop, of approximately 580sqm, aligned to and having a minimum width equal to that of Francis Street. - Retention of the approximately 2,700msq the existing quantum of commercial / retail floor space. Provision of commercial / retail floor space wholly below ground floor is excluded from FSR calculation. - Provision of a minimum 1,000sqm community facility and associated car parking. - Land dedication of approximately 850sqm to facilitate the community facility provision.	3.1:1	67.5m (20 storeys)

Hawthorne and Marion Precinct

5.3.5.4. Key Site 22: 237 Marion Street, Leichhardt

Table 23: Key Site 22 public benefits and associated FSR and height controls

Area no.	Address	Legal Description	Key Site Public benefit	Maximum FSR	Maximum HOB
KS-22	237 Marion Street, Leichhardt	Lot 121 DP 1106716	Provision of a publicly accessible through site link aligned with Hawthorne Street and facilitating future access to Marion light rail stop - 6m wide.	3.0:1	47.5m (14 storeys)

Petersham

5.3.5.5. Key Site 23: 2A Gordon Street (part), 12-24 Gordon Street, and 49-57 West Street, Petersham

Table 24: Key Site 23 public benefits and associated FSR and height controls

Area no.	Address	Legal Description	Key Site Public benefit	Maximum FSR	Maximum HOB
KS-23	2A Gordon Street, Petersham	Lot 10 DP 1310966	- Provision of a minimum 2,600 sqm of commercial / retail uses at ground level. - Provision of commercial / retail floor space wholly below ground floor is excluded from FSR calculation. - Provision of approximately 500sqm, with a minimum dimension of 15m, of publicly accessible open space addressing Gordon Street and Petersham Presbyterian Church and retention of existing mature trees. - Active street frontage along Gordon Street. - Provision of a publicly accessible pedestrian link between West Street and Gordon Street at all times. - Dedication of a part 1m and part 7m wide accessway between West Street and Gordon Street along the southern boundary. - Provision of accessway along the southern boundary to connect existing laneway.	4.2:1	36.5–58m (10–17 storeys)
	12 Gordon Street, Petersham	Lot 11 DP 1310966			
	14 Gordon Street, Petersham	Lot 1 DP 905643			
	16 Gordon Street, Petersham	Lot 1 DP 1118894			
	18 Gordon Street, Petersham	Lot 1 DP 905645			
	20 Gordon Street, Petersham	Lot 1 DP 905906			
	22 Gordon Street, Petersham	Lot B DP 392285			
	24 Gordon Street, Petersham	Lot 0 SP 76144			
	49 West Street, Petersham	Lot 26 DP 520			
	51 West Street, Petersham	Lot 25 DP 520 Lot 1 DP 900624			
	53 West Street, Petersham	Lot 1 DP 105498			
	55 West Street, Petersham	Lot 1 DP 175126			
	57 West Street, Petersham	Lot 2 DP 175126			

5.3.6. Public Realm Incentive (Mandatory)

The below sites have been identified for the Public Realm Incentive (Mandatory), which links additional development capacity to the delivery of specified public realm improvements.

Table 25: Affected sites (part of sites) for Public Realm Incentives – Mandatory

Location	Legal Description	Requirement	Public Benefit
Annandale			
148 Wigram Road, Annandale	Lot 1 DP 1185598	3m wide strip to be dedicated along the eastern edge of the site adjacent to Johnstons Creek.	Provide public domain improvements.
Lilyfield			
73 White Street, Lilyfield	Lot 1 DP 717864	- 2m wide strip to be dedicated along White Street. - 2m wide strip publicly accessible area to be provided along eastern edge of the site adjacent to Whites Creek. - 6m wide active transport link to be dedicated between White Street and Whites Creek.	Provide public domain improvements.
Newtown			
122 Alice Street, Newtown	Lot 1 DP 634659	6m wide strip to be dedicated for the full extent of the boundary toward Hawken Street to facilitate the extension of Alice Street Playground.	Extension of existing public open space.

5.3.7. Public Realm Incentive (Desirable)

The table below identifies the sites subject to the Public Realm Incentive – Desirable, together with the relevant incentive area and the public realm requirements applicable to each site. These sites are shown on the Public Realm Incentive (Desirable) Map.

Table 26: Sites affected by Public Realm Incentives (Desirable)

Location	Area	Through Site Link Purpose	Minimum Dimensions
Leichhardt			
77-83 Foster Street, and 40- 42 Burfitt Street, Leichhardt	A	Active transport link between Foster Street and Burfitt Street.	6m

Location	Area	Through Site Link Purpose	Minimum Dimensions
23 Daniel Street, and 76-78 Foster Street, Leichhardt	A	Active transport link between Daniel Street and Foster Street.	6m
35-37 Burfitt Street, and 170 Flood Street, Leichhardt	A	Active transport link between Burfitt Street and Flood Street.	6m
27 Leichhardt Street, Leichhardt	A	Active transport link between Leichhardt Street and Skelton Street.	6m
58-60 Carlisle Street, Leichhardt	A	Active transport link between Carlisle Street to Marlborough Street Playground.	6m
17 James Street and 226 Norton Street, Leichhardt	A	Active transport link between James Street and Norton Street.	6m
20 James Street and 15 Francis Street Leichhardt	A	Active transport link between James Street and Francis Street.	6m
Lilyfield			
38-40 Ainsworth Street, Lilyfield	A	Active transport link between Charlotte Street and Ainsworth Street.	6m
37-41 Ainsworth Street, Lilyfield	A	Active transport link between Ainsworth Street and Leys Avenue.	6m
355-357 Catherine Street, and 28-30 Percival Street, Lilyfield	A	Active transport link between Catherine Street and Percival Street.	6m
27-29 Percival Street, and 28-30 Starling Street, Lilyfield	A	Active transport link between Percival Street and Starling Street	6m
27-29 Starling Street, and 26-28 Gladstone Street, Lilyfield	A	Active transport link between Starling Street and Gladstone Street.	6m
68-70 White Street, Lilyfield	A	Active transport link between Gladstone Street and White Street.	6m
85 Charles Street, Lilyfield	A	Widening of existing active transport link between Charles Street and Hubert Street.	6m
73 Hubert Street, and 150 Francis Street, Lilyfield	A	Widening of existing active transport link between Hubert Street and Francis Street.	6m
134 James Street, Lilyfield	A	Widening of existing active transport link between Francis Street and James Street.	6m
34-38 Helena Street, Lilyfield	A	Active transport link between Helena Street and Trevor Street Playground.	6m
14-16 Joseph Street, and 11-13 Garnet Avenue, Lilyfield	A	Active transport link between Joseph Street and Garnet Avenue.	6m
16 Garnet Avenue, and 99 Lilyfield Road, Lilyfield	A	Active transport link between Garnet Avenue and Lilyfield Road.	6m
Lewisham			
73 Old Canterbury Road, Lewisham	A	Active transport link between Old Canterbury Road and Henry Lane.	6m
22-24 Gould Avenue, and 254-256 New Canterbury Road, and 22-24 Gould Avenue, Lewisham	A	Active transport link between New Canterbury Road and Gould	6m

Location	Area	Through Site Link Purpose	Minimum Dimensions
		Avenue in alignment with Toothill Street.	
Stanmore			
119 Trafalgar Street, Stanmore	A	Active transport link between Trafalgar Street and Harrow Lane.	6m
172 Cavendish Street, and 237 Stanmore Road, Stanmore	A	Active transport link between Cavendish Street and Stanmore Road.	6m
Newtown			
164-170A Camden Street, Enmore and 7 Alice Avenue, Newtown	A	Widening of existing active transport link between Prince Street and Alice Avenue.	6m
St Peters			
90 Princes Highway and 61 Crown Street, St Peters	A	Active transport link connecting Princes Highway and Crown Street.	6m
32-34 Crown Street, St Peters	A	Active transport link between Crown Street and laneway and through to Barwon Park Road.	6m

5.3.8. Land Reserved for Acquisition

Twelve properties have been identified in the HIA 2 as critical to meet the open space and active transport improvements. The sites are identified on the Land Reservation Acquisition map.

Table 27: Sites for Land Reserved for Acquisition for new parks and open spaces

Location	Legal Description	Number of affected properties	Public Benefit
106 Foster Street, Leichhardt	Lot B DP 17057	6 properties to be acquired.	1,450sqm of new public open space.
108 Foster Street, Leichhardt	Lot A DP 17057		
110A Foster Street, Leichhardt	Lot 2 DP 1290357		
110B Foster Street, Leichhardt	Lot 1 DP 1290357		
112 Foster Street, Leichhardt	Lot 2 DP 591647		
114 Foster Street, Leichhardt	Lot 1 DP 591647		
2 Loftus Street, Leichhardt	Lot B DP 379114	6 properties to be acquired.	1,285sqm for new public open space.
4 Loftus Street, Leichhardt	Lot A DP 379114		
6 Loftus Street, Leichhardt	Lot 6 Section 3 DP 356		
8 Loftus Street, Leichhardt	Lot 1 DP 905899		
10 Loftus Street, Leichhardt	Lot 5 DP 656145		
12 Loftus Street, Leichhardt	Lot 4 DP 659345		

Table 28: Sites Proposed for the Removal of Land Reservation for Acquisition

Location	Legal Description	Number of affected properties	Notes
79 New Canterbury Road, Petersham	Lot A DP 310779	4 properties to be removed.	Removal of existing Land Reservation Acquisition.
81 New Canterbury Road, Petersham	Lot C DP 326307		
83 New Canterbury Road, Petersham	Lot B DP 326307		
85 New Canterbury Road, Petersham	Lot A DP 326307		

5.4. Amendments applicable to all HIAs

5.4.1. Minimum Site Area Requirements

Minimum street frontage and lot isolation requirements will apply to certain sites identified for increased housing capacity. These requirements will encourage orderly and coordinated redevelopment support high-quality built form outcomes, facilitate compliance with the NSW Apartment Design Guide, and help ensure adequate amenity for future residents.

5.4.1.1. Minimum street frontage for residential flat buildings

A minimum street frontage of 21m is required for residential flat buildings in the HIAs. This requirement will apply to any street-facing boundary, including a primary street, secondary street or laneway, in the R3 Medium Density Residential and R4 High Density Residential zones. The minimum frontage requirement may be varied where it is demonstrated, to the satisfaction of the consent authority, that the objectives of this provision and the DCP are achieved.

No minimum street frontage requirement applies to shop top housing or mixed-use developments in the E1 Local Centre and MU1 Mixed Use zones. This recognises and supports retention of the fine-grain subdivision pattern and character of town centres.

Affected sites are identified on the Minimum Site Frontage map.

5.4.1.2. 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 600m² in the R3 Medium Density Residential zone
- Area of 1,200m² in the R4 High Density Residential and E2 Commercial Centre zones.

Consent will not be granted to development in the E1 Local Centre, MU1 Mixed Use, R3 Medium Density and R4 High Density Residential zones unless it has considered whether:

- The development would result in the isolation of adjoining land parcels;
- Reasonable opportunities exist for the orderly and economic development of those adjoining land parcels; and
- The proposal could reasonably include the adjoining land.

Four types of development incentives encourage site amalgamation, deliver public benefits achieve higher environmental performance and sustainability outcomes. Consistent with Our Fairer Future Plan 1, the incentives comprise:

- Minimum Site Area Incentive
- Public Realm Incentive (Mandatory) – refer section 3.5
- Public Realm Incentive (Desirable) - refer section 3.5
- Sustainability Incentive

The incentives operate through a sliding-scale mechanism that provides additional floor space ratio (FSR) and height of building (HOB) capacity. The incentives are calculated as a percentage of the base controls for a site, the incentive value is then added to the base controls to determine the maximum permissible FSR and HOB.

Development may qualify for one or more incentives, subject to satisfying the relevant criteria, including minimum site area and frontage requirements, public realm provision and sustainability targets. Where multiple incentives apply, the resulting uplifts may be combined to increase the maximum permissible development capacity.

5.4.2. Development Incentives

5.4.2.1. Minimum Site Area Incentive

To encourage amalgamation of land and discourage the creation of isolated sites, additional FSR and height incentives are proposed for sites that achieve specified minimum site areas. These incentives will be available to residential flat buildings and shop top housing and operate on a sliding scale, with larger amalgamated sites able to access greater development capacity.

A minimum site frontage of 35m is required to access the bonus FSR and height. This frontage may be provided on any street-facing boundary, including a primary street, secondary street, or laneway. The maximum development potential is determined by both the height of building and the floor space ratio within the incentives clause. Development must comply with both standards, with the more restrictive control determining the ultimate development yield.

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.

Sites that do not meet the prescribed minimum site area requirements are not eligible for the incentive. In these instances, the base FSR and HOB controls apply.

The sites to which this incentive applies are identified on the Minimum Site Area Incentive map. Table Table 29 provides the FSR and additional height incentive calculations.

Table 29: Site Area Incentive Calculations

Incentive Area ¹	Criteria		Bonus Incentives		
	Min. Total Site Area (sqm)	Min. Lot Frontage (m)	FSR (%)	Additional height (m)	Notes
Area 1	$1,200 \leq \text{Site Area} < 1,800$	35m	$10\% + (5 \times W)\%$	up to 3.2m	$W = (\text{Total Site Area (sqm)} - 1,200 \text{ sqm}) / 600$
	$\text{Site Area} \geq 1,800$	35m	15%	up to 3.2m	
Area 2	$1,200 \leq \text{Site Area} < 1,800$	35m	$10\% + (10 \times X)\%$	up to 6.4m	$X = (\text{Total Site Area (sqm)} - 1,200 \text{ sqm}) / 600$
	$\text{Site Area} \geq 1,800$	35m	20%	up to 6.4m	
Area 3	$1,500 \leq \text{Site Area} < 1,800$	35m	$10\% + (15 \times Y)\%$	up to 12.8m	$Y = (\text{Total Site Area (sqm)} - 1,500 \text{ sqm}) / 300$
	$\text{Site Area} \geq 1,800$	35m	25%	up to 12.8m	
Area 4	$1,000 \leq \text{Site Area} < 1,800$	35m	$10\% + (5 \times Z)\%$	up to 3.2m	$Z = (\text{Total Site Area (sqm)} - 1,000 \text{ sqm}) / 800$
	$\text{Site Area} \geq 1,800$	35m	15%	up to 3.2m	

Notes:

1 Refer to LEP - Minimum Site Area Incentive (IMS) Maps for Area 1, 2, 3 and 4.

2 The bonus incentive FSR and additional height value is to be added to the base FSR and HOB value to ascertain the total maximum permissible FSR and HOB.

5.4.2.2. Sustainability Incentive

To provide enhanced liveability and environmental sustainability outcomes, Our Fairer Future Plan 2 retains the sustainability incentive which was introduced in Our Fairer Future Plan 1 to 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 base FSR will be permitted if energy and water minimum performance standards exceed BASIX, as outlined in Table 30. The incentive will be available to residential development and mixed-use development.

Sites where the incentive applies are identified on the Sustainability Incentive map. The 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.

Table 30: 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	

5.4.2.3. Development Incentive Scenarios

The following section provides worked example of development incentive scenarios. These include:

- Base Case Scenario
- Scenario A: Worked example for the -
 - o Public Realm Incentive (Mandatory)
- Scenario B: Worked example for applying -
 - o Site Area Incentive- Area 4
- Scenario C: Worked example for applying -
 - o Public Realm Incentive – Mandatory, and
 - o Site Area Incentive - Area 2
- Scenario D: Worked example for applying -
 - o Site Area Incentive - Area 2; and
 - o Sustainability
- Scenario E: Worked example for applying -
 - o Site Area Incentive - Area 2
 - o Public Realm Incentive (Desirable) - Area A; and
 - o Sustainability

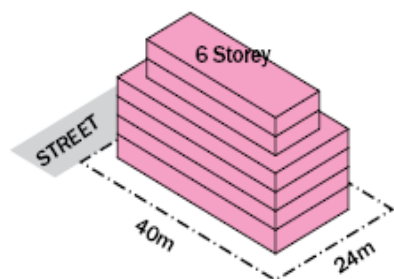
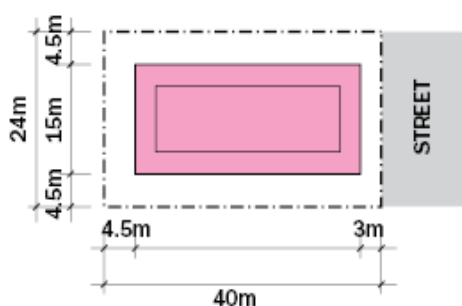
Base Case Scenario

This scenario illustrates how the base controls would apply to the site where minimum 21m lot frontage requirement has been met.

Table 31: Base Case Scenario

Site Area & Lot Frontage	
Total Site Area (sqm)	960 sqm
Lot Frontage (m)	24m
Eligible for Base Controls	Yes
Base Controls	
Base FSR	2.2:1
Base HOB	22m / 6 storey

Base Control



Legend

-  Indicative Site Boundary
-  Base Controls Envelope
-  Incentives Envelope

Figure 4: Base Case Scenario Indicative Massing

Scenario A – Public Realm Incentive (Mandatory)

This scenario illustrates how the Public Realm Incentive (Mandatory) applies to identified sites.

Table 32: Scenario A – Public Realm Incentive (Mandatory)

Site Area & Lot Frontage	
Total Site Area (sqm)	960 sqm
Lot Frontage (m)	24m
Base Controls	
Base FSR	0.7:1
Base HOB	12.5m / 3 storey
Public Realm Incentive (Mandatory)	
Land Dedication	2m wide land dedication along street frontage
PRIM - FSR	2.2:1
PRIM - HOB	21.5m / 6 storey

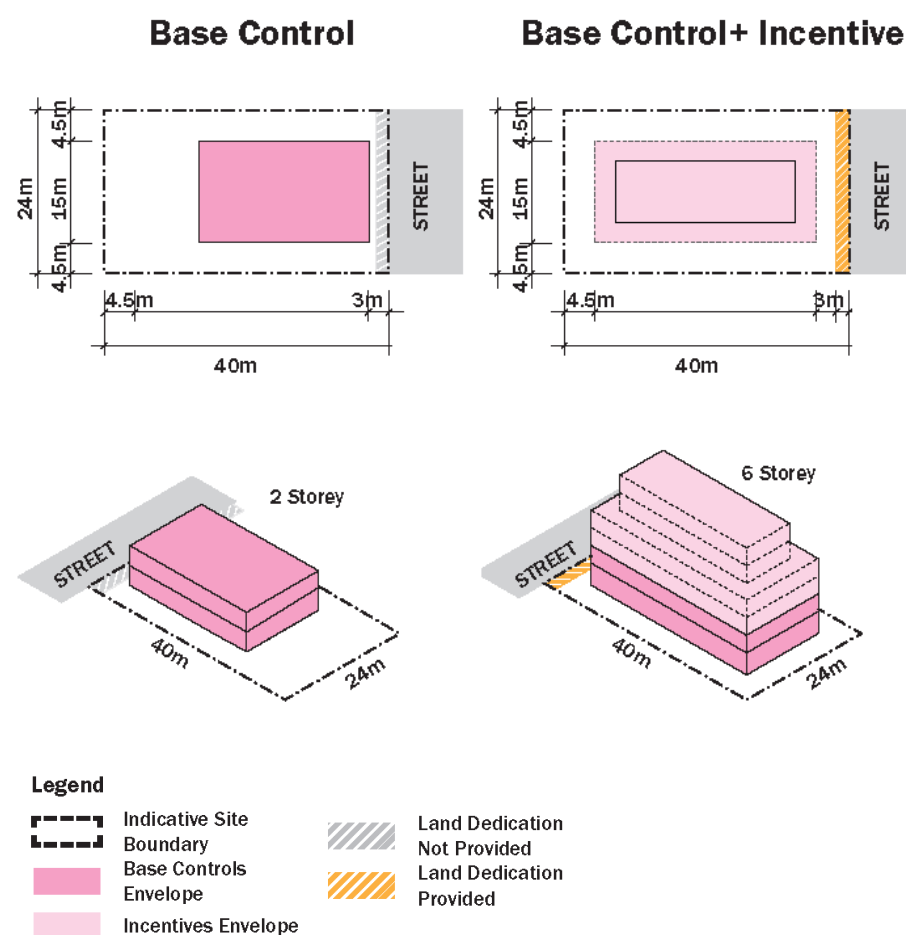


Figure 5: Scenario A Indicative Massing

Scenario B – Minimum Site Area Incentive

This scenario illustrates how the Minimum Site Area Incentive would apply to the site where minimum 35m lot frontage requirement has been met.

Table 33: Scenario B – Site Area Incentive

Incentive Eligibility Criteria	Site Area Incentive- Area 4
Total Site Area (sqm)	1,450 sqm
Base FSR (n:1)	1.2:1
Base HOB (m / storey)	11.9m / 3 storey
Lot Frontage (m)	36m
Site Area Incentive	
10%+(5*Z)% where Z = (Total Site Area (sqm) - 1,000 sqm) / 800	
Z:	(1,450-1,000)/800 = 0.56
Bonus FSR %:	10%+(5*0.56)% = 12.8%
Incentive FSR (n:1)	1.2*12.8% = 0.15
Incentive HOB (n:1)	up to 3.2m / 1 storey
Maximum Permissible Controls	
Base + Incentive FSR (n:1)	1.35:1
Base + Incentive HOB (m)	15.1m / 4 storey

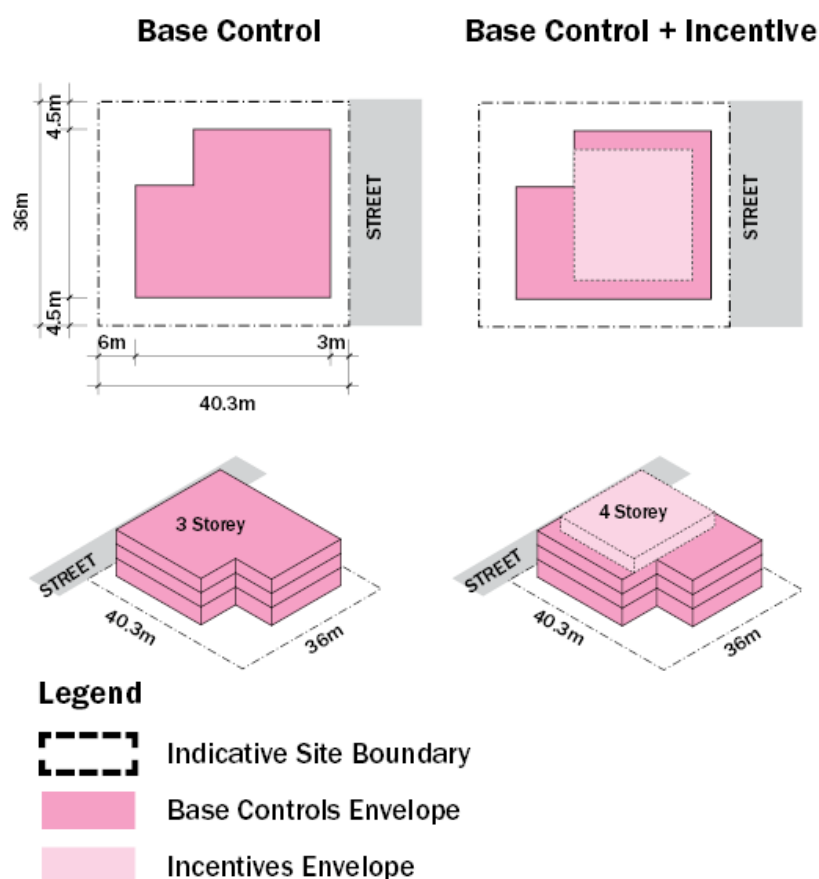


Figure 6: Scenario B Indicative Massing

Scenario C – Public Realm Incentive – Mandatory & Site Area Incentive

This scenario illustrates how multiple incentives would apply to the site meeting the following requirements:

- Public Realm Incentive – Mandatory – land dedication
- Minimum Site Area and minimum 35m lot frontage

Table 34: Scenario C – Public Realm Incentive – Mandatory & Site Area Incentive

Incentive Eligibility Criteria	- Public Realm Incentive – Mandatory - Site Area Incentive -Area 2
Total Site Area (sqm)	1,400 sqm
Base FSR (n:1)	0.7:1
Base HOB (m / storey)	12.5m / 3 storey
Lot Frontage (m)	36m
Public Realm Incentive Mandatory	
Land Dedication	2m wide land dedication
PRIM - FSR	2.2:1
PRIM - HOB	21.5m / 6 storey
Site Area Incentive	
10%+(10*X)% where X = (Total Site Area (sqm) - 1,200 sqm) / 600	
X:	(1,400-1,200)/600 = 0.33
Bonus FSR %:	10%+(10*0.33)% = 13.3%
Incentive FSR (n:1)	2.2*13.3% = 0.29
Incentive HOB (n:1)	up to 6.4m / 2 storey
Maximum Permissible Controls	
Base + Incentive FSR (n:1)	2.49:1
Base + Incentive HOB (m)	27.9m / 8 storey

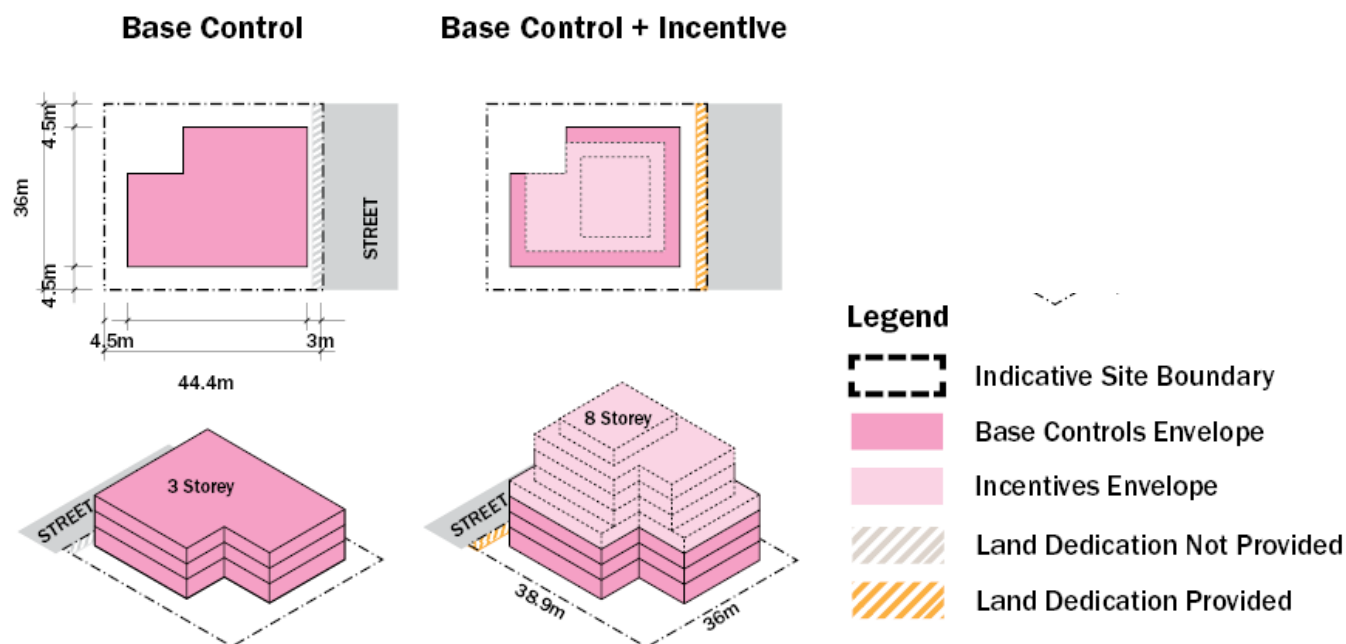


Figure 7: Scenario C Indicative Massing

Scenario D – Site Area Incentive and Sustainability Incentive

This scenario illustrates how multiple incentives would apply to the site meeting the following requirements:

- Minimum Site Area and minimum 35m lot frontage
- Sustainability Target

Table 35: Scenario D – Site Area Incentive and Sustainability Incentive

Incentive Eligibility Criteria	- Site Area Incentive - Area 2 - Sustainability
Total Site Area (sqm)	1,600 sqm
Base FSR (n:1)	2.2:1
Base HOB (m / storey)	21.5m / 6 storey
Lot Frontage (m)	36m
Minimum Site Area Incentive	
10%+(10*X)% where X = (Total Site Area (sqm) - 1,200 sqm) / 600	
X:	(1,600-1,200)/600 = 0.67
Bonus FSR %:	10%+(10*0.67)% = 16.7%
Incentive FSR (n:1)	2.2*16.7% = 0.37
Incentive HOB (n:1)	up to 6.4m / 2 storey
Sustainability Incentive	
Incentive FSR (n:1)	2.2*5% = 0.11
Maximum Permissible Controls	
Base + Incentive FSR (n:1)	2.68:1
Base + Incentive HOB (m)	27.9m / 8 storey

Base + Incentive HOB (m) 27.9m / 8 storey

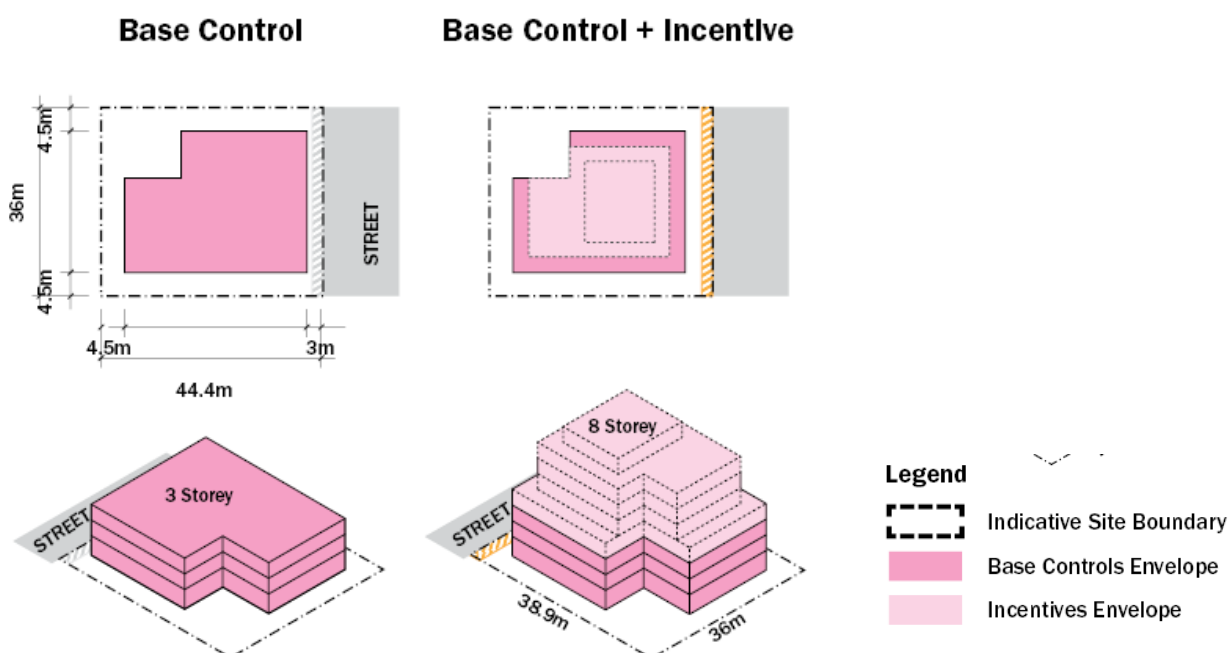


Figure 8: Scenario D Indicative Massing

Scenario E – Site Area Incentive, Public Realm Incentive (Desirable) and Sustainability Incentive

This scenario illustrates how multiple incentives would apply to the site meeting the following requirements:

- Minimum Site Area and minimum 35m lot frontage
- Public realm provision - active transport connection
- Sustainability Target

Table 36: Site Area Incentive, Public Realm Incentive (Desirable) and Sustainability Incentive

Incentive Eligibility Criteria	- Site Area Incentive - Area 2 - Public Realm Incentive (Desirable) – Area A - Sustainability
Total Site Area (sqm)	1,750 sqm
Base FSR (n:1)	3.0:1
Base HOB (m / storey)	34.5m / 10 storey
Lot Frontage (m)	42m
Active Transport Connection Provision	A 6m wide active transport connection
Minimum Site Area Incentive	
10%+(10*X)% where X = (Total Site Area (sqm) - 1,200 sqm) / 600	
X:	(1,750-1,200)/600 = 0.92
Bonus FSR %:	10%+(10*0.92)% = 19.2%
Incentive FSR (n:1)	3.0*19.2%= 0.58:1
Incentive HOB (n:1)	up to 6.4m / 2 storey
Public Realm Incentive (Desirable) – Area A	
Bonus FSR %:	15%
Incentive FSR (n:1)	3.0*15% = 0.45:1
Incentive HOB (n:1)	up to 3.2m / 1 storey
Sustainability Incentive	
Incentive FSR (n:1)	3.0*5% = 0.15:1
Maximum Permissible Controls	
Base + Incentive FSR (n:1)	4.18:1
Base + Incentive HOB (m)	44.1m / 13 storey

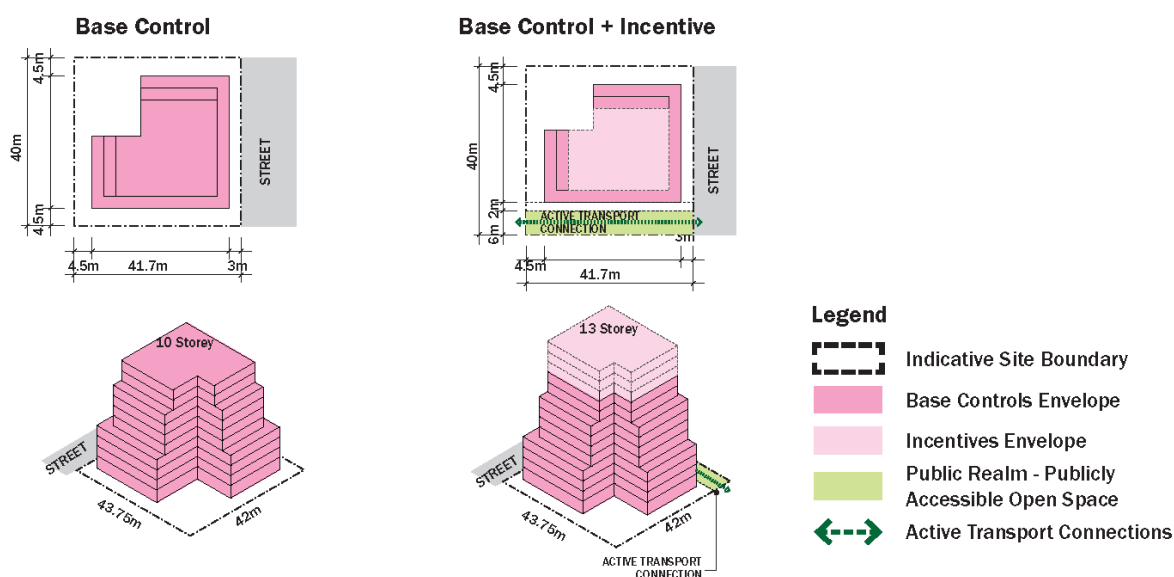


Figure 9: Scenario E Indicative Massing

5.4.3. Floor Space Ratio Exclusions

Our Fairer Future Plan amends FSRs in areas within proximity of certain stations and centres to ensure a place-based approach to built form outcomes. Densities are generally 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.

Two new clauses introduced through Our Fairer Future Plan 1 will be carried forward and applied under Our Fairer Future Plan 2. These clauses provide flexibility to permit additional floor space where it is required to meet specific needs 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 encourages the provision of indoor communal facilities within residential buildings (gym, communal kitchen/movie space etc). The clause will enable up to 200m² of communal space to be excluded from floor area for purposes of calculating FSR.

- **Underground floor space in E1 zones:** In the E1 Local Centre zones, 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 – such as community facilities, supermarkets, registered clubs, and entertainment facilities – to be located underground. This will reduce their extent at street level, encouraging greater ground floor permeability. Underground floor space should be designed so that the ground floor continues to provide an active and attractive interface with the street. The excluded floor space is to be limited to the area of a single basement level of the building.

5.4.4. Affordable Housing and Social Housing

In addition to facilitating new housing in appropriate locations, the amendments seek to retain and increase the provision of affordable rental housing for very low to moderate income households. The affordable housing provisions introduced through Our Fairer Future Plan 1 are proposed to continue and apply to land identified for uplift under Our Fairer Future Plan 2

Consistent with Our Fairer Future Plan 1, development for the purposes of residential flat buildings, independent living units, shop-top housing and co-living housing on land identified for uplift under Our Fairer Future Plan 2 will be required to contribute to the provision of affordable housing. The clause will include reference to the Inner West Affordable Housing Principles and require that the affordable housing is to be held in perpetuity and managed by a Community Housing Provider (CHP). Locations where the contribution applies are identified on the Affordable Housing Contributions map layer.

Two affordable housing contribution rates apply:

- 2% increasing to 3% over three years, will apply to development with a GFA of at least 200m². The contribution rate has been informed by feasibility and market testing.
- Rates above 2% apply to specific sites, as identified in Table 37.

Table 37: Sites subject to Affordable Housing contributions over 2%

3% Affordable Housing Contribution	
Address	Legal Description
8-26 Darley Road, Leichhardt	Lots 0-17 SP 48866
2-6 Darley Road, Leichhardt	Lot 1 DP 830163, Flats 1-12
24A Lyall Street, Leichhardt	Lot 2 DP 1022586
24 Lyall Street, Leichhardt	Lot 1 DP 1022586

3% Affordable Housing Contribution	
Address	Legal Description
26 Lyall Street, Leichhardt	Lot 2 DP 1100968
26A Lyall Street, Leichhardt	Lot 1 DP 1100968
28 Lyall Street, Leichhardt	Lot 14 DP 1558
5% Affordable Housing Contribution	
Address	Legal Description
1 Edward Street, Lilyfield	Lot 7 DP 36780
3 Edward Street, Lilyfield	Lot 8 DP 36780
5 Edward Street, Lilyfield	Lot 9 DP 36780
7-11 Edward Street, Lilyfield	Lot 37 DP 16397, Lot 38 DP 16397, Lot 39 DP 16397, Lot 40 DP 16397, Lot 41 DP 16397, Lot 42 DP 16397, Lot 43 DP 16397, Lot 44 DP 16397, Lot 5 DP 1128840, Lot 54 DP 16397, Lot 55 DP 16397, Lot 56 DP 16397, Lot 57 DP 16397, Lot 58 DP 16397, Lot 59 DP 16397, Lot 60 DP 16397, Lot 61 DP 16397, Lot 62 DP 16397
3 Helena Street Lilyfield	Lot 3 DP 1128840, Lot 4 DP 1128840, Lot 5 DP 1128840, Lot 52 DP 16397, Lot 53 DP 16397, Lot 54 DP 16397
111 Lilyfield Road, Lilyfield	Lot 45 DP 16397, Lot 46 DP 16397, Lot 47 DP 16397, Lot 48 DP 16397, Lot 49 DP 16397, Lot 50 DP 16397, Lot 51 DP 16397, Lot 63 DP 16397, Lot 64 DP 16397, Lot 65 DP 16397, Lot 66 DP 16397, Lot 67 DP 16397, Lot 68 DP 16397, Lot 69 DP 16397

A development may satisfy its affordable housing requirement through the provision of affordable housing on-site, in another location within the Inner West LGA, a monetary contribution equivalent to the required affordable housing contribution to allow housing to be built or purchased elsewhere in the Inner West LGA, or a combination of these approaches. Council's preference is for monetary contributions. Where a proposal seeks to exceed the development standards under Our Fairer Future Plan, additional affordable housing contributions are required. Refer to Council's draft Affordable Housing Policy (2026) for more information.

In addition, Our Fairer Future Plan 2 seeks to retain existing social housing stock by introducing a 'no cumulative net loss of social housing' provision that will apply across the Inner West LGA as a stand-alone text clause.

5.5. Other Amendments

5.5.1. Deep Soil

Inner West Council applies a range of landscaped area and site coverage controls that reflect the legacy planning approaches of the three former council areas resulting in an inconsistent framework across the LGA. To ensure a consistent approach and high-quality landscape outcomes across development arising from Our Fairer Future Plans 1 and 2, an LGA-wide deep soil zone provision is proposed to be included in the Inner West LEP, replacing all existing landscaped area and site coverage requirements under 4.3C and 6.20 of the IWLEP 2022. It also introduces a single universal term of *deep soil zone*.

Deep soil zone requirements contained in Table 38 have been informed by existing Council requirements and NSW Government guidelines. The provisions apply to the development types identified in Table 38 and across all land use zones, excluding MU1 Mixed Use, E1 Local Centre, and E2 Commercial Centre zoned land.

Table 38: Proposed metrics for deep soil zones

Deep Soil Zone Requirements			
Development type	Site area (m ²)	Required Deep soil zone	Minimum deep soil zone dimension
Dwelling houses, secondary dwelling, semi-detached dwelling, dual occupancies and attached dwellings	150 – 250	15%	1m
	> 250	20%	2m
Dwelling houses, secondary dwellings, semi-detached, dual occupancy, and attached dwellings in Haberfield HCA	All lot sizes	50%	2m
Centre-based childcare facilities in residential zones	150 – 250	10%	1m
	> 250	15%	
Multi dwelling housing	< 1,000	15%	3m
	1,000 – 3,000	25%	
	>3,000	30%	
Residential flat building and seniors housing	< 650	7%	3m
	650m – 1,500	10%	
	1,500 – 3000	20%	6m
	>3,000	25%	
Boarding houses, co-living, group homes, and hostels in R2 Low Density and R3 Medium Density Zones	< 1,000	15%	3m
	1,000 – 3,000	25%	
	>3,000	30%	
Boarding houses, co-living, group homes, and hostels in R4 High Density Residential Zones	< 650	7%	3m
	650 – 1,500	10%	
	1,500 - 3000	20%	6m
	>3,000	25%	
For development types not mentioned in the above categories and in E3, E4 and W4 zones	1,500 or more	15%	3m
Alterations and additions, change of use, and ancillary development.	If already below the minimum deep soil zone requirement, the existing deep soil zone should be retained without further reduction provided.		

Note – for development types and/or zones not listed in the above table, deep soil requirements will be outlined in the Inner West Development Control Plan.

6. DESIGN GUIDE

Our Fairer Future Plan 2 is supported by a Design Guide, which provides detailed design guidance to support the proposed planning controls and implementation of the master plan outcomes. The Design Guide includes precinct and site-specific provisions to guide the delivery of built form, public domain and public benefit outcomes across the Housing Investigation Areas.

The draft Inner West Development Control Plan (DCP) was exhibited earlier in 2026, and the Design Guide contains design guidance that is additional to, and should be read in conjunction with, the exhibited draft DCP.

The Design Guide has been informed by the master plans and supporting technical studies, including transport, heritage and sustainability assessments. Following exhibition, amendments to the Design Guide will inform corresponding amendments to the draft Inner West DCP.

7. CONCLUSION

Inner West Council has undertaken a comprehensive place-based planning program to develop an alternative approach to the State Government's housing reforms. *Our Fairer Future Plan – Council's Approach for New Housing in the Inner West* identifies opportunities for additional housing across the local government area and establishes a housing supply pipeline for 15 to 30 years.

In combination Our Fairer Future Plans 1 and 2 will provide a realisable housing capacity that exceeds the Inner West's five-year housing target and housing reform expectations, while helping address the housing crisis by delivering the right housing in the right places.

Council's approach is informed by a robust evidence base and detailed technical investigations. It supports sustainable housing growth in accessible and well-serviced locations, while responding to local character, infrastructure capacity, heritage considerations and environmental constraints.

*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 that 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.

Council undertook extensive community engagement, and amendments to the Our Fairer Future Plan 1 were made in response to community feedback. This was reported to an Extraordinary Council Meeting on 30 September 2025. Council considered this report and endorsed the Our Fairer Future Plan 1 with additional amendments.

Our Fairer Future Plan 1 is being progressed via a combination of planning pathways including a State-led rezoning for key components including HIAs

Our Fairer Future Plan 2 will create a housing supply pipeline of dwellings which exceeds the housing capacity anticipated under the TOD and Low and Mid-Rise Housing reforms for the same areas.

Together, Our Fairer Future Plans 1 and 2, the Parramatta Road state-led rezoning proposal, and existing development approvals establish a substantial housing supply pipeline across the Inner West. This approach demonstrates that the Inner West can exceed housing targets while delivering housing in well-located areas supported by transport, services, infrastructure and open space.

Council therefore reiterates its request for the removal of the TOD and Low and Mid-Rise Housing reforms from the Inner West local government area. The Our Fairer Future Plan delivers a place-based alternative that balances housing supply with good urban design, local character, infrastructure capacity and community needs.

This page is intentionally left blank.

