



Planning Proposal

PPAP/2021/0001

122-130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale

September 2021

Table of Contents

1.0	Executive Summary	4
2.0	Background	5
3.0	Site Description and Context.....	7
	Current Planning Controls	10
	Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)	13
4.0	PLANNING PROPOSAL.....	15
	Part 1 – Objectives and intended outcomes	15
	Part 2 – Explanation of provisions	16
	Part 3 – Justification.....	20
	Section A – Need for the planning proposal	20
	Section B – Relationship to strategic planning framework	23
	1. Consistency with Greater Sydney Region Plan 2018.....	23
	2. Consistency with Eastern City District Plan 2018.....	25
	3. Consistency with Camperdown-Ultimo Collaboration Area Place Strategy	27
	4. Consistency with Parramatta Road Corridor Urban Transformation Strategy	28
	Consistency with the PRCUTS Policy Framework (Strategy Report 2016).....	28
	Consistency with PRCUTS Camperdown Precinct Key Actions	34
	Consistency with Parramatta Road Corridor Planning and Design Guidelines (PRC P&DG)	36
	Consistency with Parramatta Road Corridor Implementation Plan 2016 - 2023	42
	Consistency with Parramatta Road Corridor Urban Amenity Improvement Plan ...	45
	Consistency with Parramatta Road Corridor Infrastructure Schedule	49
	Consistency with PRCUTS Reference Reports.....	51
	5. Consistency with Council endorsed policies	52
	Our Inner West 2036 – Council Community Strategic Plan	52
	Inner West Local Strategic Planning Statement – Our Place Inner West.....	53
	Inner West Employment and Retail Lands Strategy (EaRLS).....	55
	Draft Camperdown Land-use and Employment Strategy	58
	Going Places: Integrated Transport Strategy	59
	6. Consistency with the SEPPs	60
	7. Consistency with the Ministerial Directions	62
	Section C – Environmental, social and economic impact	70
	Section D – State and Commonwealth interests	86
	Part 4 – Mapping.....	89

Part 5 – Community Consultation.....	92
Part 6 – Project timeline	92
5.0 List of Appendices	93

1.0 Executive Summary

This Planning Proposal explains the intent of and justification for proposed amendments to *draft Inner West Local Environmental Plan (IWLEP) 2021* as it applies to 122 to 130 Pymont Bridge Road, and 206 Parramatta Road, Annandale. It follows a request from the future landowner, Mathieson Property, to redevelop the site for employment uses (health services facility), increase the Floor Space Ratio (FSR) to 4:1 and introduce a maximum Height of Building (HOB) control of 35m.

The proposed amendments would facilitate redevelopment of the site with health services facility of up to eight storeys and a total floorspace of 10,280sqm with:

- medical uses such as physio and hydrotherapy with ancillary retail uses including a café and pharmacy on the ground floor; and
- hospital and medical uses/consulting rooms on levels 1 to 8.
- public domain improvements including a new plaza and “Shared Zone” along Mathieson Street.
- Footpath widening, landscaping and land dedication to Council along Cahill Street, Mathieson Street, Parramatta Road and Pymont Bridge Road.
- 6 - Star Green Star Building sustainability performance.

An amendment to Leichhardt Development Control Plan 2013 (LDCP) accompanies the Planning Proposal is to provide detailed planning guidelines for redevelopment of the site.

The Proposal will facilitate implementation of the [Parramatta Road Corridor Urban Transformation Strategy](#) (PRCUTS) which was given statutory force via a Section 9.1 Ministerial Direction in November 2016.

The Planning Proposal is for a gateway site which has the potential to kickstart health and education sector related development in the Camperdown precinct.

This Proposal is also consistent with the strategic objectives for the Camperdown-Ultimo Health and Education Collaboration Area as set out in the Greater Sydney Commission's *Eastern City District Plan 2018*, the *Camperdown-Ultimo Collaboration Area Place Strategy 2019* and the *Inner West Employment and Retail Lands Strategy* including protection of employment generating lands and the transition of Camperdown into a health, education and innovation precinct with a biomedical/ biotechnology hub.

This Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the Act) and the Department of Planning, Industry and Environment's (DPIE) documents '*A guide to preparing planning proposals*' and '*A guide to preparing local environmental plans*'.

2.0 Background

Council received a Planning Proposal request from Mathieson Property in July 2021 to rezone the site from Light Industrial (IN2) to Business Development (B5), increase the FSR to 4:1 and introduce a new building height control of 32m to facilitate an eight-storey health service facility.

The proposal was generally consistent with the Council and State endorsed strategic objectives of health and education precinct in Camperdown. Council's detailed assessment including an external independent peer review of the Planning Proposal's urban design scheme however indicated that refinements would deliver better quality public domain outcomes and help protect the redevelopment potential of surrounding sites.

Consequently, Council has prepared the Planning Proposal in partnership with the applicant to facilitate redevelopment of the site and provide the following community benefits:

- Hospital/ medical uses to serve the Inner West and Greater Sydney community.
- An attractive built form and public domain which will deliver a gateway building aligned with the strategic objectives for the Camperdown precinct.
- A new landscaped public plaza and "Shared Zone" along Mathieson Street which will link with Council's proposed Shared Zone along Cahill Street/Lane.
- Footpath widening and associated land dedications along Cahill Street, Mathieson Street, Parramatta Road and Pyrmont Bridge Road to contribute to public domain improvements.
- Enhanced sustainability and building performance targets including a 6-Star Green Star Building to contribute to delivering Council's vision of a low carbon Net Zero Camperdown precinct

The proponent's urban design scheme has been prepared by BVN who have a proven track record in delivering design excellence in the Inner West (most recently the award-winning Marrickville Library). The concept plan has been independently reviewed and refined by DesignInc who were commissioned by Council to ensure that the redevelopment will deliver significant public domain benefits commensurate with the proposed growth of number of employees and visitors in Camperdown.

This Planning Proposal has been carefully devised to achieve the strategic objectives of Camperdown precinct while delivering high quality public domain outcomes. The Planning Proposal will amend the draft IWLEP 2021 as below:

- Rezone the site to B5 Business Development and permit ancillary retail uses
- Retain the existing FSR and provide FSR and Height incentives as 4:1 FSR and 35m HOB
- Introduce site-specific provisions to:
 - confirm the objective of the proposed amendments to encourage health, education and cultural sectors in the Camperdown-Ultimo Collaboration Area.
 - only allow the development to access the FSR and HOB incentives if it meets the following criteria:
 - provides a minimum of 9,000 sqm of floorspace of health facilities; and

- does not exceed a maximum of 1000 sqm of ground floor retail uses.
- does not include any residential accommodation, serviced apartments or tourist/visitor accommodation.
- satisfies design, transport and public domain requirements.
- provides 6-Star Green Star rating to meet principles of ecologically sustainable development.
- makes appropriate contributions towards local and State infrastructure.

This amended Planning Proposal seeks to implement PRCUTS objectives for this site and Camperdown. It is also consistent with Council's wider strategic planning policies including the *Inner West Local Strategic Planning Statement (LSPS)*, *Employment and Retail Lands Strategy (EaRLS)* and Greater Sydney Commission's *Greater Sydney Region Plan*, *Eastern Sydney District Plan* and *Camperdown-Ultimo Collaboration Area Place Strategy (C-U CAPS)*.

The Planning Proposal is supported by technical studies including:

- Urban Design Study by BVN including supplementary information provided post-Planning Proposal submission
- External Urban Design Peer Review by DesignInc
- Traffic and Transport Assessment
- Heritage Assessment
- Sustainability Report
- Acoustic Assessment
- Air quality Assessment
- Contamination Assessment
- Acid sulphate Soils Management Plan
- Infrastructure Plan
- Economic Impact Assessment
- Social Impact Assessment

These studies and Council's own strategic plans support this Planning Proposal, which will deliver better outcomes than those envisaged in the PRCUTS.

3.0 Site Description and Context

122-130 Pymont Bridge Road and 206 Parramatta Road, Annandale is a triangular shaped 2,570 sqm site at the intersection of Parramatta and Pymont Bridge Roads. The site comprises the following lots:

Address	Lot description
122 to 128 Pymont Bridge Road	Lot 3 DP 976387 Lot 4 DP 976387 Lot 5 DP 976387 Lot 6 DP 976387 Lot 12 DP 976387
130 Pymont Bridge Road	Lot 100 DP1101482
206 Parramatta Road	Lot 1 DP 539271



Figure 1 – Location of site (in red) in the context of PRCUTS Camperdown precinct (in orange)

The site’s main frontage is to Parramatta and Pymont Bridge Roads, with northern and southern frontages to Cahill Street and Mathieson Street respectively.

The site is currently occupied by three adjoining double storey commercial buildings which are largely built to their site boundaries, with a small at grade car park to the east at 130 Pymont Bridge Road



Figure 2 – Existing buildings on the site viewed from Pymont Bridge Road and Parramatta Road intersection.

The site is located opposite a 7-Eleven Petrol Station to the south east across Pymont Bridge Road. The site is also close to the Transport for NSW acquired WestConnex Dive site which is earmarked for redevelopment as a health, research and education building following completion of WestConnex.

The areas to the north and west are a mix of three single storey residential cottages at 13 – 17 Mathieson Street), two and three storey commercial and light industrial warehouse buildings and a three-storey residential live-work warehouse conversion on the eastern leg of Cahill Street.

The existing car park has a three-storey modern retail/ commercial building to the east.



Figure 3 – View from Mallett Street and Pymont Bridge intersection. Subject site to the right.



Figure 4 – View from Mallett Street and Cahill Street intersection. Subject site to the left.



Figure 5 – View from Cahill Street. Subject site to the left.

Current Planning Controls

The site is in an IN2 Light Industrial zone under IWLEP 2021 which states the following objectives for the zone:

- *To provide a wide range of light industrial, warehouse and related land uses.*
- *To encourage employment opportunities and to support the viability of centres.*
- *To minimise any adverse effect of industry on other land uses.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*
- *To support and protect industrial land for industrial uses.*
- *To retain existing employment uses and foster a range of new industrial uses to meet the needs of the community.*
- *To ensure the provision of appropriate infrastructure that supports Leichhardt's employment opportunities.*
- *To retain and encourage waterfront industrial and maritime activities.*
- *To provide for certain business and office premises and light industries in the arts, technology, production and design sectors.*

The zone permits a range of uses including General industries, High Technology Industry, Hardware and building supplies, Industrial training facilities, Light industries, Neighbourhood shops, Storage premises and Warehouse or distribution centres. However, health services facility and Retail premises are prohibited in the zone.

The site has a maximum permissible FSR of 1:1 and no associated height control. The rest of the Camperdown precinct is mostly Light Industrial except:

- 10 Cahill Street – immediately south of the site which is B7 Business Park and includes three storey live-work units
- 1-5 Chester Street – recently rezoned to B7 Business Park

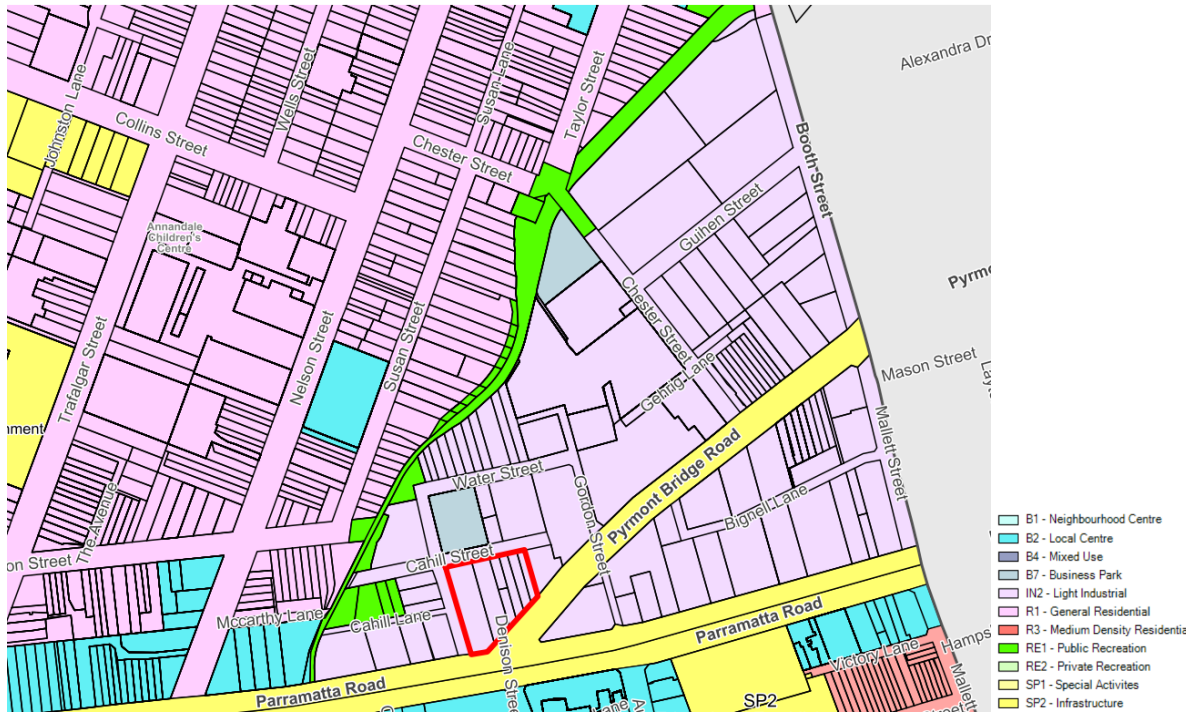


Figure 6 – Extract from IWLEP 2021 Zoning Map. Subject site shown in red.

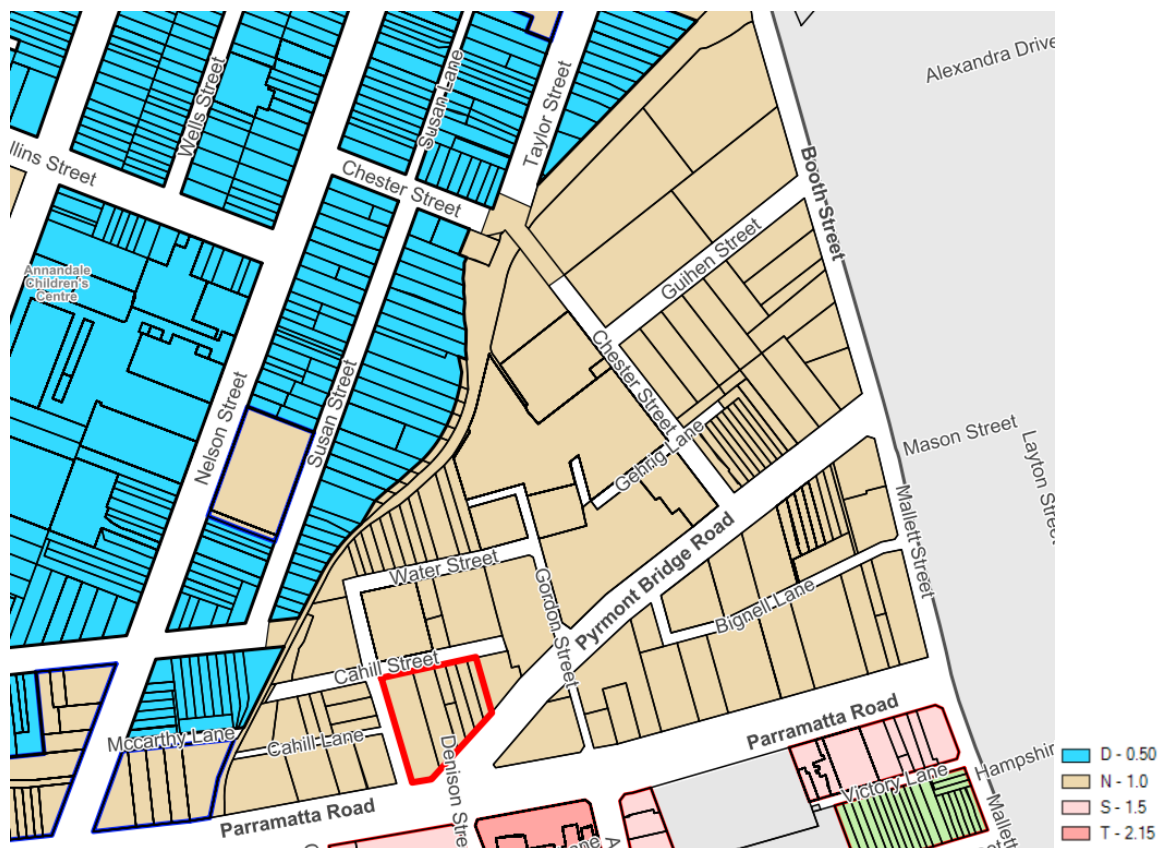


Figure 7- Extract from IWLEP2021 FSR map. Subject site in red.

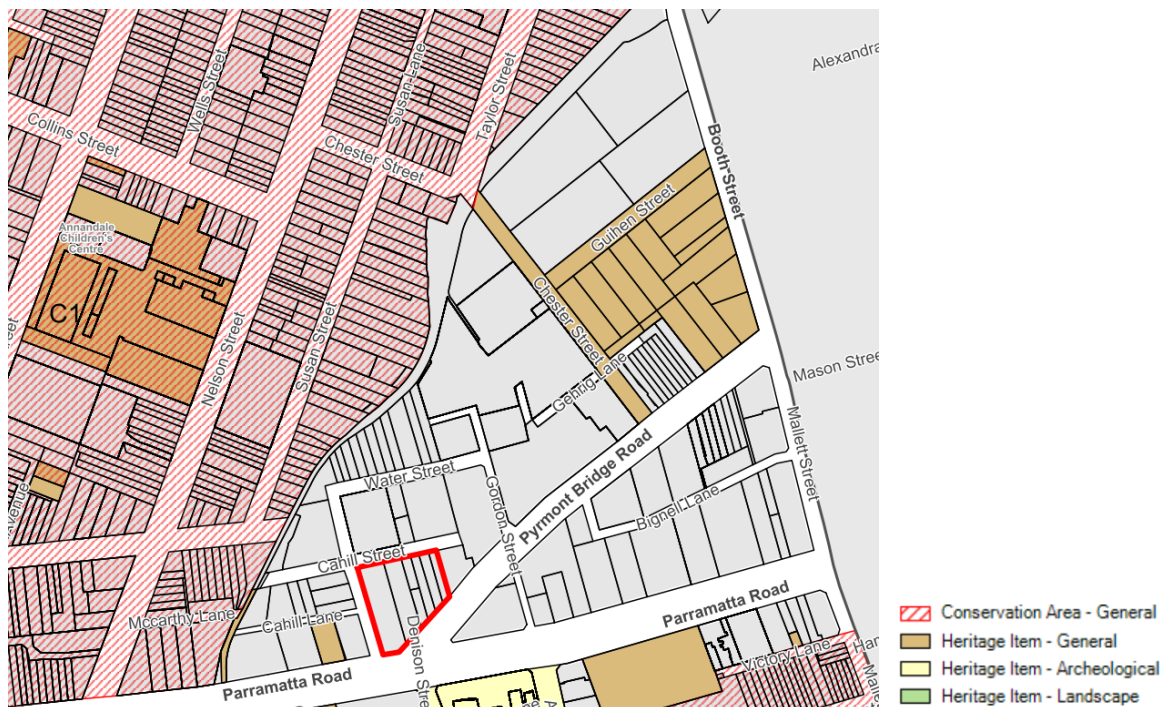


Figure 8 - Extract from IWLEP 2021 Heritage map showing adjacent heritage items and heritage conservation area. Subject site in red is not affected by heritage.

No heritage items or heritage conservation areas listed under the IWLEP 2021 apply to the site, however there are a number of local heritage items and heritage conservation areas in the vicinity.

IWLEP also identifies the site as being affected by Clause 3 and Class 5 acid sulphate soils.

The site is not within 1 in 100-year Flood Planning area in Leichhardt DCP 2013, but it is located within Probable Maximum Flood (PMF) area for Johnstons Creek as shown in the map below.



Figure 9 – PMF for Camperdown precinct. Subject site in red.

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)

The site is in the Camperdown precinct of Parramatta Road Corridor Urban Transformation Strategy. PRCUTS is a State Government endorsed strategy for the revitalisation of Parramatta Road Corridor given statutory force via a Section 9.1 Ministerial Direction in November 2016 (Figure 10).

PRCUTS is a plan to drive and inform land use planning and development decisions as well as long term infrastructure delivery programs in the Parramatta Road Corridor. The Strategy comprises the following documents:

- Parramatta Road Urban Transformation Strategy
- Implementation Tool Kit: Implementation Plan 2016 - 2023 and Implementation Update July 2021
- Planning and Design Guidelines
- Infrastructure Schedule
- Urban Amenity Improvement Plan

The key targets in the Strategy for the Camperdown area are:

- 1,400 new people by 2050
- 700 new homes by 2050
- 2,300 new jobs by 2050

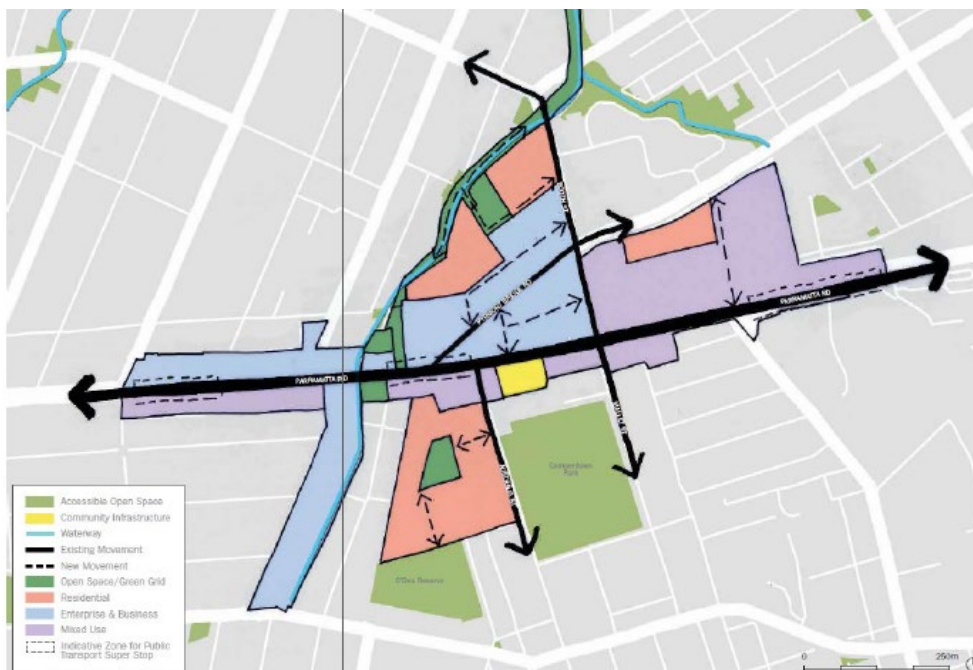


Figure 10 – PRCUTS Structure Plan for the redevelopment of Camperdown precinct

PRCUTS sets out key actions associated with land uses; transport and movement; place-making; and open space, linkages and connections; and makes recommendations for future zoning, height and density controls to ensure a place-based approach for future development of the Corridor. Key actions related to the subject site and Camperdown precinct are considered in more detail later in this report.

The PRCUTS Implementation Plan 2016 - 2023 provides a methodological and sequential approach for growth and the alignment of infrastructure provision with that growth. The site is within the PRCUTS '2016 - 2023 Release Area' which means that the redevelopment of the site should occur in the short to medium term.

Consistency of this Planning Proposal with the PRCUTS documents is discussed in the following sections.

4.0 PLANNING PROPOSAL

Part 1 – Objectives and intended outcomes

The **Objectives** of the Planning Proposal are to amend the draft *Inner West Local Environmental Plan 2021 (IWLEP)* for the site 122-130 Pymont Bridge Road and 206 Parramatta Road, Annandale to:

- 1) Enable future redevelopment of the site for a health services facility and prohibit any residential-related uses in order to align with the strategic objectives of the Camperdown-Ultimo Collaboration Area.
- 2) Provide ancillary retail opportunities at the ground floor to enhance street activation.
- 3) Deliver design excellence for this Gateway site aligned with the desired future character of the precinct and its role in Greater Sydney.
- 4) Enhance safety and provide an active transport link along Mathieson Street by creating a 'Shared Zone' for pedestrians, cyclists and private vehicles, with landscaping, tree canopy and incorporating water sensitive urban design.
- 5) Contribute toward public domain improvements with new public plazas, footpath widening and public domain upgrades along the site boundaries with Parramatta Road, Pymont Bridge Road, Cahill Street and Mathieson Street.
- 6) Ensure that the new development embodies ecologically sustainable development principles and improves the resilience of the built environment climate change impacts.

Intended Outcomes

This Planning Proposal will:

- 1) Facilitate health-related development within the Camperdown precinct which will achieve better outcomes than those identified in PRCUTS as underpinned by Council's evidence-based strategic planning work and studies.
- 2) Provide new employment opportunities in the Inner West.
- 3) Be ecologically sustainable and reduce greenhouse gas emissions by minimising the consumption of energy and water and achieving a minimum 6-Star Green Star rating that demonstrates its climate positive pathway.
- 4) Encourage walking and cycling in the precinct with reduced dependence on cars and increased reliance on public transport.
- 5) Deliver local, community and State infrastructure commensurate with the planned intensity of future development.

Part 2 – Explanation of provisions

The following amendments to the IWLEP 2021 are sought for the site to facilitate the Objectives and Intended Outcomes in Part 1 of this Planning Proposal.

2.1 Land Use

- Rezone the site to B5 Business Development.
- Permit retail premises as an additional permitted use on this site.
- Identify the site on Additional Permitted Use Map.

2.2 Built form Controls (FSR and Height)

- Retain existing FSR control.
- Introduce additional FSR and HOB controls known as ‘Incentive FSR’ and ‘Incentive HOB’. The proposed Incentive FSR is 4:1 and the proposed Incentive HOB is 35m.
- Introduce a new local provision that requires the new development to satisfy certain criteria (see remainder of Section 2.3 below) to apply the incentive FSR/HOB controls.

The ‘incentive’ height is shown in the ‘Incentive Height of Buildings Map’, the ‘base’ FSR is shown on the ‘FSR Map’, and the ‘incentive’ FSR is shown on the ‘Incentive Floor Space Map’. (Note no base height applies to this site)

Note: the incentive FSR and HOBs are absolute maximums and must not be used in addition to the base FSR.

The proposed built form controls are generally based on the recommendations of PRCUTS and have been refined following testing at the site scale to deliver better outcomes.

2.3 Additional Local Provision

- Identify the site on the Key Sites Map.
- Introduce a new local provision to allow the site to access FSR and HOB incentives but only where the proposed development satisfies the relevant criteria below:
 - confirms the objective of the proposed amendments to encourage health, education and cultural sectors in the Camperdown-Ultimo Collaboration Area.
 - achieve the following mix of floorspace:
 - a minimum of 9,000 sqm of gross floor area for health services facilities; and
 - a maximum of 1000 sqm of gross floor area for retail uses.
 - does not include any residential accommodation, serviced apartments or tourist/visitor accommodation.
 - provides a maximum height of 8 storeys excluding lift over-runs and services.
 - permits redevelopment of the land as an amalgamated site.
 - achieves an appropriate built form in terms of bulk, massing, height, separation, setbacks, amenity and modulation.
 - achieves a high standard of architectural design, materials and detailing appropriate to the building type and location.
 - provides publicly accessible setbacks of at least 6m to Mathieson Street and 3m to Cahill Street.

- provides active frontages to Mathieson Street, Parramatta Road and Pymont Bridge Road.
- creates a new publicly accessible open space with a minimum area of 600sqm at the entrance to the new building adjacent to Mathieson Street and immediately to the north of its intersection with Parramatta Road and Pymont Bridge Road.
- provides walking and cycling connections along Mathieson Street between Cahill Street and Parramatta Road and enhances safety through creation of a “Shared Zone”.
- ensures that development will not significantly increase the amount of traffic on the adjoining street network including but not limited to Parramatta Road, Mathieson Street, Pymont Bridge Road, Cahill Street, Cahill Lane, Water Street and Gordon Street.
- incorporates minimum 6-star Green Star rating with achieving the climate positive pathway.
- incorporates mechanisms to reduce urban heat impacts including green infrastructure and features such as deep soil gardens, vegetation, green roofs and green walls.
- includes end of journey facilities to support walking and cycling.
- contributes towards community infrastructure through public domain improvements along Cahill Street, Pymont Bridge Road, Parramatta Road and Mathieson Street including footpath widening, traffic calming, landscaping and water sensitive urban design.
- requires the Secretary’s concurrence to be obtained prior to granting development consent for the purpose of assessing the need for contributions towards designated State public infrastructure in the Parramatta Road Corridor.

In addition, it is requested that DPIE impose a condition at the Gateway stage for the Planning Proposal to be reviewed following the outcomes of the current Parramatta Road Traffic and Transport Study.

Definitions:

- **public domain** means land that is made available for publicly accessible roads, open space, through site links and pedestrian and bicycle paths.
- **Shared Zone** means a road or network of roads or a road related area where space is shared safely by vehicles and pedestrians and where pedestrian priority and quality of life take precedence over ease of vehicle movement. It is defined under defined under Rule 24 in the NSW Road Rules (2008).
- **End of journey facilities** means all of the following facilities together in one area of the building—
 - showers,
 - change rooms,
 - lockers,
 - bicycle storage areas.
- **Green Star** is a national and holistic rating system to provide independent third-party assurance for sustainable buildings, infrastructure and master-planned communities. Green Star is an internationally recognised built environment rating system delivering a common language for standards of sustainability in the built environment and is a voluntary pathway to demonstrate compliance under the National Construction Code.

- **6 Star Green Star Rating** under Green Star rating tool is recognised as ‘World leadership’ for highly efficient buildings fully powered by renewables while addressing a significant number of environmental and social issues while contributing to the community.
- **community infrastructure** means development for the purposes of recreation areas, public roads, drainage or flood mitigation works.
- **designated State public infrastructure** includes:
 - State and regional roads,
 - bus interchanges and bus lanes,
 - land required for regional open space,
 - social infrastructure and facilities (such as schools, hospitals, emergency and justice services),
 - light rail infrastructure.

2.4 Maps

This Planning Proposal seeks to amend the following IWLEP 221 maps, which are provided in Part 4 of this Planning Proposal.

- Amend Land Use Zoning Map
- Create Incentive Height of Buildings Map.
- Create Incentive Floor Space Ratio Map.
- Identify the site as a Key Sites on the Key Sites Maps
- Identify the site on the Additional Permitted Uses Map.

2.5 Summary of proposed changes to existing planning controls

Table 1 - Existing and proposed planning controls

Area	Current zone	Proposed zone	Current FSR (n:1)	Proposed incentive FSR (n:1)	Current HOB	Proposed incentive HOB
122-130 Pymont Bridge Road and 206 Parramatta Road Annandale	IN2 Light Industrial	B5 Business Development + retail premises	1.0	4:1	Not defined	35m (8 storeys + services/ lift over runs)

2.6 Other Relevant Matters

• Amendments to the Leichhardt DCP 2013

Amendments to the LDCP 2013 are required to deliver more detailed controls with respect to future built form and support the changes being made under this Planning Proposal. It is Council’s intention to exhibit the draft DCP amendments at the same time as this Planning Proposal.

Note: Proponent’s DCP (Appendix 13) will be revised to reflect this Planning Proposal.

• Developer Contributions Plan – Section 7.11 and Section 7.12

A new Inner West Development Contributions Plan (under Section 7.11 or 7.12) is being prepared and is likely to be adopted by next year. The Plan's capital works program will be informed by Council's Community Assets, Recreational and Transport Needs studies, plus the Parramatta Road Corridor Precinct-wide Traffic and Transport Study which is nearing completion.

Council intends to complete a review of the infrastructure funding framework for the Corridor prior to finalisation of this Planning Proposal. This will ensure an appropriate framework is in place to support the level of growth anticipated in Parramatta Road Corridor through this Planning Proposal and any other future proposals.

Part 3 – Justification

This section of the Planning Proposal provides the rationale for the amendment to the IWLEP and responds to questions set out in the DPIE's *A guide to preparing planning proposals*.

Section A – Need for the planning proposal

Q1. Is the planning proposal a result of an endorsed local strategic planning statement (LSPS), strategic study or report?

Yes. The Planning Proposal is consequential to the NSW Government's *Parramatta Road Corridor Urban Transformation Strategy* (PRCUTS) which was adopted in November 2016.

The proposed health services facility use is consistent with State government strategic directions outlined for the Camperdown-Ultimo Health and Education Precinct in the *Greater Sydney Region Plan*, *Eastern City District Plan* and *Camperdown-Ultimo Collaboration Area Place Strategy*.

In addition to responding to NSW State government strategic plans this Planning Proposal is based on Inner West Council's [Local Strategic Planning Statement](#), which was endorsed by the Greater Sydney Commission on 31 March 2020. The Proposal is also supported by Council's [Employment and Retail Land Strategy](#) (EaRLS) and [Integrated Transport Strategy](#) (ITS).

The Planning Proposal is informed by technical studies, which support and refine the implementation of PRCUTS recommendations. These studies provide evidence-based justification where variations to these recommendations are proposed. These include:

Appendix 1 – Urban Design Studies

The proposed built form controls are based on a series of design analyses undertaken by IWC, BVN and DesignInc (Council commissioned independent peer reviewers).

The studies reviewed the Parramatta Road Corridor Planning and Design Guidelines (PRC P&DG) to establish what measures will deliver the best urban design and community outcomes.

The detailed built form testing demonstrates that the Planning Proposal should seek variations to PRCUTS height and detailed design recommendations to achieve better outcomes than those anticipated by the original Strategy. The proposed new built form controls take existing and desired future character, heritage, recent development and development potential in the area into consideration.

The proposal will be accompanied by a site-specific Development Control Plan to provide detailed built form controls such as building setbacks, street wall heights and frontages, landscaping, tree canopy and water sensitive urban design.

Appendix 2 – Heritage Impact Assessment

A Heritage Impact Assessment by Architectural Projects concludes that there will be no direct adverse impacts on the identified heritage items and heritage conservation areas in the vicinity of the site.

Appendix 3 – Traffic and Transport Assessment

A Transport Assessment Report has been prepared by MLA Transport Planning which includes modelling of the potential traffic impacts on the intersections at Parramatta Road / Mathieson Street and Parramatta Road / Pymont Bridge Road.

The report concludes that the additional traffic generated by the development is not expected to create any material changes to the operation of nearby intersections.

This report will be revised further as per the discussion outlined in Section C of this report and in response to the outcomes of the jointly funded DPIE and IWC's PRCUTS precinct-wide traffic and transport study.

Appendix 4 – Sustainability Plan

A Sustainability Strategy by Integral Group supports the Planning Proposal and shows the future development will achieve a high level of ecological sustainability.

This Strategy will be revised to reflect the sustainability aspirations of this Planning Proposal.

Appendix 5 – Acoustic Impact

An Acoustic Report by West and Associates to consider the need for acoustic attenuation and potential acoustic impacts on the surrounding area. The report concludes that the relevant noise criteria can be complied with at the Development Application (DA)/ State Significant Development (SSD) stage in accordance with the requirements of LDCP 2013 and the Infrastructure SEPP.

Appendix 6 – Contamination

The Preliminary site contamination investigation for levels by EI Australia and JK Environments concludes that the site can be made suitable for the proposed development in accordance with SEPP55 requirements. A remediation action plan will be prepared at the DA/SSD stage to address these requirements.

Appendix 7 – Acid Sulphate Soils

An Acid Sulphate Soils Management Plan by EI Australia concludes that the potential for encountering acid sulphate soils on the site is extremely low. Further investigations will be required at the demolition stage to carry out a detailed analysis. The Acid Sulphate Soils Management Plan will be implemented at the DA/SSD stage.

Appendix 8 – Air Quality Assessment

An Air Quality Assessment by EI Australia concludes that the site can be made suitable for the proposed development without adverse impacts on air quality.

Appendix 9 – Economic Impact Assessment

An Economic Impact Assessment by HillPDA Consulting describes the potential positive economic benefits that could flow from the proposed development, including 179 new jobs and \$20.1 million gross value added to the NSW GDP per year.

The Assessment also highlights that the development has the potential to stimulate and attract further investment, raising the profile of the Camperdown precinct and supporting a wide range of economic multipliers which would in turn encourage additional investment in associated industries.

Appendix 10 – Social Impact Assessment

A Social Economic Impact Assessment by HillPDA Consulting shows a specialist private hospital would deliver long term socio-economic benefits.

Appendix 11 – Infrastructure Delivery Plan

The need for any additional infrastructure to support the proposal is considered in an Infrastructure Delivery Plan by Northrop. This Plan has been reviewed by Council and its conclusions are provided later in the Planning Proposal.

Appendix 12 - Services Assessment

A Utility Services Assessment Report by Stantec indicates that the proposal can be serviced by the existing local utility infrastructure without major upgrades.

Appendix 13 – Proponent’s Draft Development Control Plan

The Planning Proposal is supported by a draft DCP which provides detailed controls with respect to future built form.

The DCP requires amendments to reflect the design changes as discussed in this Planning Proposal.

Appendix 14 – Council’s Parramatta Road Urban Amenity Improvement Plan – Camperdown Masterplan proposal

This Masterplan outlines Council's proposal to implement the Parramatta Road Urban Amenity Improvement Plan for Camperdown precinct including:

- A new north-south pedestrian and cycle connection along Johnstons Creek from Booth Street to Parramatta Road.
- Public domain improvements and a dedicated cycleway on Pymont Bridge Road between Parramatta Road and Mallet Street.

Appendix 15 – Council's Project Plan for Cahill Street Reserve, Annandale as part of NSW Public Spaces Legacy Program

This Project Plan provides Council's scope of works and project plan for Cahill Street Reserve (and surrounds), Annandale. Construction of these works is anticipated to be completed in 2023.

As discussed above, further amendments are required to some of these technical studies to reflect the provisions contained in this Planning Proposal – these amendments will be made prior to the proposal being reported to Council and publicly exhibited.

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

Yes. This Planning Proposal is the best means of achieving the objectives and Intended Outcomes set out in Part 1 of the Planning Proposal.

The wide range of NSW State Government and Council strategies and the Planning Proposal’s supporting technical studies outlined above demonstrate how the PRCUTS recommendations can be refined and implemented to deliver better outcomes.

Section B – Relationship to strategic planning framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

The Planning Proposal gives effect to the NSW Government's *Greater Sydney Region Plan 2018*, *Eastern City District Plan 2018*, *Parramatta Road Corridor Urban Transformation Strategy 2016* and *Camperdown-Ultimo Collaboration area Place Strategy 2019*.

1. Consistency with Greater Sydney Region Plan 2018

The Greater Sydney Region Plan (GSRP) is the Greater Sydney Commission's (GSC) vision for a Greater Sydney of three cities, where most residents live within 30 minutes of their jobs and services. It sets a 40-year vision and establishes a 20-year plan to manage growth and change for a Greater Sydney, informing district and local plans and the assessment of planning proposals.

The GSRP contains 10 directions and 40 objectives to guide future growth, covering infrastructure, housing, economic development, and sustainability. This planning proposal is consistent with the objectives of GSRP, and gives effect to the following objectives in particular:

- **Objective 1:** Infrastructure supports the three cities

The Planning Proposal will support new infrastructure in the city through contributions to the health and community sectors. The proposal will also contribute towards active transport infrastructure to assist with achieving GSRP's 30-minute city vision.

- **Objective 6:** Services and infrastructure meet communities' changing needs

The Planning Proposal and its associated urban design study support the following Objective 6 tenets *"Improved health, public transport and accessibility outcomes can be achieved through the provision of schools, recreation, transport, arts and cultural, community and health facilities in walkable, mixed use places co-located with social infrastructure and local services."*

It very much reflects the 30-minute city concept and indeed endeavours to help the area evolve towards being a 15-minute city precinct.

- **Objective 12:** Great places that bring people together

This Planning Proposal is underpinned by the principles of placemaking and collaboration. These principles have also led to refinement of PRCUTS recommendations to achieve local place-based outcomes.

- **Objective 14:** Integrated land use and transport creates walkable 30-minute cities

The Planning Proposal site is part of the most important "city-shaping corridor" in the metropolitan area. This context, Objective 14 of the GRSP and the 30-minute city access principle underpin the Objectives of this Planning Proposal.

- **Objective 21:** Internationally competitive health, education, research and innovation precincts

The subject site is in the GSC Camperdown-Ultimo health and education precinct, with its existing major health, education and research institutions and opportunities

for agglomeration and clustering benefits. The Region Plan discusses the productivity benefits that can be generated from ecosystems of businesses and research organisations that cluster around major universities and hospitals to create this type of an “innovation precinct”.

The proposed development has the potential to kickstart innovative activity in the precinct by applying planning controls that will promote the creation of health and education employment floor space.

- **Objective 22:** Investment and business activity in centres

This Planning Proposal will encourage new business development in Camperdown.

- **Objective 23:** Industrial and urban services land is planned, retained and managed

The proposal will allow new employment uses in the proposed B5 Business Development zone. This approach complements the 'retain and manage approach' outlined for the industrial and urban services land in the Eastern City District.

- **Objective 30:** Urban tree canopy cover is increased

The Planning Proposal and the supporting DCP include provisions for landscaping, including substantial tree planting to expand the tree canopy in the private and public realms.

- **Objective 31:** Public open space is accessible, protected and enhanced

The Planning Proposal includes provisions for a large new public hospital entrance plaza and making Mathieson Street a shared zone or traffic-calmed street as well as pedestrian and cycleway in landscaped building setbacks along Mathieson Street, Pymont Bridge Road and Parramatta Road.

- **Objective 32:** The green grid links parks and open spaces, bushland and walking and cycling paths

The Planning Proposal includes provisions for new through-site links and setbacks from key roads to provide walking and cycling infrastructure. These will connect the network of existing and PRCUTS proposed open spaces, footpaths and cycleways especially between Parramatta Road and Johnstons Creek.

The proponent’s original Planning Proposal has been refined to strengthen the alignment with this GSRP objective.

- **Objective 33:** A low carbon city contributes to net-zero emissions by 2050 and mitigates climate change

The Planning Proposal includes provisions to incorporate ecologically sustainable development principles and achieve a 6-Star Green Star rating, which would contribute to Council's target of low carbon and net zero emissions in Camperdown precinct.

The Planning Proposal and supporting DCP include provisions for low car-parking rates and end of journey facilities which will also help meet this objective.

- **Objective 34:** Energy and water flows are captured, used and re-used.

The Planning Proposal includes provisions to incorporate water sensitive urban design as part of the proposed public domain improvements along Mathieson Street. The site specific DCP will consider provision of dual reticulation pipes to allow recycling of water.

- **Objective 38:** Heatwaves and extreme heat are managed.

The Planning Proposal responds to the LSPS action to “*Mitigate the impacts of Urban Heat Island Effect in both the private and public domain*” by incorporating green infrastructure and meeting tree canopy cover targets to help cool the city and protect people from heat stress.

2. Consistency with Eastern City District Plan 2018

The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters along the way to achieve the 40-year vision for Greater Sydney. The District Plan has 22 planning priorities which planning authorities must give effect to in strategic planning and the preparation of planning proposals.

The Eastern City District Plan identifies the Camperdown-Ultimo Collaboration Area with its important health and education RPA Hospital, Sydney University, University of Technology Sydney, Notre Dame University, TAFE Ultimo and medical research institutions as part of Sydney’s Innovation Corridor. The Plan highlights key existing impediments for the Collaboration Area as a lack of quality space, loss of employment floor space, limited opportunities to create new commercial floor space, the need for suitably zoned employment land, and rising property and accommodation costs for students and key workers.

The Plan stresses that the Greater Sydney Commission will facilitate stakeholder collaboration for the planning of Camperdown-Ultimo Collaboration Area to facilitate:

- Innovative health and medical related commercial premises
- Complementary uses that support the hospital and universities
- Improved transport, walking and cycling connections between key hubs
- Upgraded public domain through place making

The Plan includes the following action which relates to Camperdown-Ultimo:

- Facilitate health and education precincts that:
 - create the conditions for the continued co-location of health and education facilities, and services to support the precinct and growth of the precincts
 - have high levels of accessibility
 - attract associated businesses, industries and commercialisation of research
 - facilitate housing opportunities for students and workers within 30 minutes of the precinct.

The proposal is consistent with the Eastern City District Plan as:

- It will support the Camperdown-Ultimo Health and Education Collaboration Area with a major new health services facility
- It will facilitate the implementation of the PRCUTS for the site and deliver better outcomes than those envisaged in the Strategy.

- The proposal will also support a number of key objectives in the District Plan by aligning growth with existing and planned public transport infrastructure along Parramatta Road.
- Providing new social infrastructure in the form of a health services facility that reflects the needs of the community.
- Responding to the heritage context.
- Delivering a sustainable building design through commitment to a 6-Star Green Star rating.
- Increasing tree canopy.
- Supporting green grid connections by providing pedestrian and cycle linkages to the Johnstons Creek corridor.

3. Consistency with Camperdown-Ultimo Collaboration Area Place Strategy

The Camperdown Ultimo Collaboration Area Place Strategy (C-U CAPS) was released in February 2019 and identifies a vision, priorities and actions for future investment and growth in the Collaboration Area. The strategy identifies three activity nodes around Camperdown, Haymarket and Eveleigh. The site is adjacent to the Camperdown activity node and part of the Collaboration Area innovation ecosystem as well as the health, education and research anchor between Camperdown and Haymarket as shown below.



Figure 11 – Extract from Camperdown-Ultimo Place Strategy indicating the extent of the Collaboration Area. Subject site in Yellow.

The proposal supports the implementation of the Place Strategy by increasing the employment floorspace on the site to provide health related uses. The vision for the precinct highlights urban challenges for the area, including the following ones of particular relevance to this site and proposal:

- Poor pedestrian amenity on high-traffic volume roads

- The conversion of industrial and commercial building stocks to residential or mixed-use developments, limiting availability of employment land and affordable spaces for innovation, research, creative industries and artists, and collaborative projects.

The following Place Strategy actions are directly relevant to the proposal:

- Action 23: Enhance medical innovation, research and health services by supporting future growth of RPA Hospital to service increased population growth.
- Action 26: Retain and manage commercial and business activities, particularly small businesses and tech start-ups, by safeguarding business zoned land from conversion that allows residential development.
- Action 27: Establish a biotechnology hub in Camperdown activity node (Parramatta Road, Mallet Street and Pyrmont Bridge Road area), and safeguard innovative, incubator and research activities from unrelated commercial land uses through planning controls.

The proposal will directly support the implementation of the Place Strategy by providing a health services facility which will complement and support the RPA Hospital, support the establishment of a Camperdown biotechnology hub, and secure the retention of employment land through appropriate proposed controls.

4. Consistency with Parramatta Road Corridor Urban Transformation Strategy

Consistency of this Planning Proposal against the PRCUTS Policy Framework is discussed in the tables below.

Consistency with the PRCUTS Policy Framework (Strategy Report 2016)

The Planning Proposal is consistent with the Strategy's Principles and Strategic Actions in the following ways:

Strategic Action	Consideration
Principle 2: Diverse and resilient economy	
<p>Update Local Environmental Plan(s) to permit a wider range of employment uses, consistent with the recommended land uses, heights and densities identified in the Parramatta Road Corridor Planning and Design Guidelines. This update is to include:</p> <ul style="list-style-type: none"> • tailoring commercial and business zones to provide greater flexibility and opportunity for the establishment of new business models particularly for small to medium business enterprises • facilitating increased densities to encourage the co-location of multiple uses in one building, including industrial functions, where appropriate. 	<p>The Planning Proposal seeks to permit a range of health-related and uses to provide employment and business opportunities in line with Camperdown-Ultimo Collaboration Area objectives.</p>

Strategic Action	Consideration
Implement the built form controls identified in the Parramatta Road Corridor Planning and Design Guidelines (PRC P&DG) to encourage new typologies that overcome C-U CAPS identified challenges and facilitate evolving and innovative employment uses.	The Planning Proposal seeks to implement PRCUTS built form controls. PRC P&DG have been reviewed through detailed site level urban design studies.
Actively explore and promote the use of the adaptable building design to enable a range of uses over time, and likely transitions in consumer preferences, transport options and travel patterns.	The urban design studies have considered the provision of flexible large floorplates and increased floor to floor heights as a key aspect of adaptable building design.
Develop planning controls that accommodate new models of large retail stores, in developments with multiple uses, in suitable parts of the Corridor, such as Auburn, Ashfield and Taverners Hill.	Not Applicable
Investigate the possible elevation of employment clusters or hubs in the Corridor to be recognised as Specialised Centres in A Plan for Growing Sydney and District Plans. Possible centres for consideration include Auburn as an employment hub and Camperdown as a new strategic centre.	Not Applicable
Promote contemporary models of retail infill development, including multi-storey supermarkets and car showrooms that can offer more appropriate development outcomes within an established urban environment.	Not Applicable
Principle 3: Accessible and Connected	
Implement the Sydney CBD to Parramatta Strategic Transport Plan.	This is with TfNSW for implementation.
Amend the State Environmental Planning Policy (Infrastructure) 2007 to identify Parramatta Road between Burwood and the Sydney CBD as a strategic corridor, inserting provisions that require planning proposals and development applications along the Corridor to be referred to TfNSW for comment, particularly at and around future superstop locations.	As above.
Apply the road planning framework to guide the planning, development, management and operation of the Parramatta Road Corridor road network according to 'movement-place' principles.	The Planning Proposal will help to achieve 'movement-place' principles, especially with the Mathieson Street proposed shared zone/ traffic-calming.
Principle 4: Vibrant communities and places	

Strategic Action	Consideration
<p>Deliver each Precinct along the Corridor as a '15-minute neighbourhood' through land use changes that implement the following principles:</p> <ul style="list-style-type: none"> • improved walkability, cycling and safety to support healthier communities • improved housing choice and diversity - increased usability of, and access to, safe open spaces • improved local economic opportunities - adequate local services and infrastructure • access to public transport. 	<p>These principles are embedded in the Planning Proposal and its associated urban design studies.</p>
<p>Implement planning provisions to deliver active frontages in and around appropriate locations as illustrated on the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines.</p>	<p>The Planning Proposal includes active frontage provisions for Pymont Bridge Road, Parramatta Road and Mathieson Street.</p>
<p>Strategically rezone parts of the Corridor (or where appropriate land outside the Corridor) for social infrastructure purposes in line with the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines, Implementation Plan 2016 - 2023 and Infrastructure Schedule.</p>	<p>The proposal is within Parramatta Road Implementation Plan 2016 -2023 area and will contribute towards social infrastructure.</p>
<p>Implement development controls that incentivise the delivery of social infrastructure, such as floor space bonuses, and discounting or excluding floor space provided as social infrastructure.</p>	<p>The Planning Proposal relies on a floor space and height bonus approach to deliver improved public domain outcomes including a new shared zone/ open space/plaza along Mathieson Street/ Parramatta Road and Pymont Bridge Road.</p> <p>The proposed height of 35m equivalent to 8 storeys is the absolute maximum height that can be accommodated on the site without adverse visual amenity impacts. This includes a height bonus of 3m above the PRCUTS recommended height of 32m. This is to achieve high floor to floor heights to flexibly accommodate non-residential uses and provide an allowance for lift over-runs and services such as plant rooms. The LEP provisions will restrict the building height to a maximum of 8 storeys as envisaged by PRCUTS.</p>

Strategic Action	Consideration
<p>Explore new models to design, finance and deliver education and health community assets in partnership with local councils, government agencies and the private sector.</p>	<p>The Planning Proposal has been prepared in collaboration with the proponent to deliver a health-related community asset.</p>
<p>As a first preference and where appropriate, optimise or embellish existing assets through solutions such as:</p> <ul style="list-style-type: none"> • increasing the size, amenity and functionality of existing facilities to expand existing capacity • renewing existing assets to provide contemporary spaces or installing additional features so facilities can become multi-purpose and cater to different groups • upgrading features within existing facilities so they can accommodate the increases in capacity described above • developing partnerships with other community infrastructure providers, including private or other government agencies, such as the Department of Education, or Local Health Districts, to enable the shared use of facilities • incentivising the private sector to deliver community infrastructure. 	<p>The proposal includes an offer to dedicate land to Council for footpath widenings and public domain improvements as a contribution to Council/ community assets.</p>
<p>Implement development controls that encourage the adaptive reuse of heritage items in the Corridor such as additional permitted uses, heritage incentive schemes, Section 94 exemptions, and accelerated or prioritised planning processes for development that appropriately preserves, maintains and utilises these community assets.</p>	<p>The site is not a heritage item nor in a heritage conservation area. The properties it includes do not need to be retained or adaptively reused.</p>
<p>Implement transferable development rights for significant heritage conservation and development projects, where appropriate.</p>	<p>As above.</p>
<p>Review and modernise the heritage listings concurrently with rezoning proposals, with a stronger focus on proactive heritage identification and preservation.</p>	<p>As above.</p>
<p>Drawing on the Parramatta Road Corridor Planning and Design Guidelines, identify neighbourhoods and streetscapes through future rezoning processes, where existing</p>	<p>As above.</p>

Strategic Action	Consideration
<p>character and amenity should be retained and should not be subject to renewal.</p>	
<p>Prepare and implement a design excellence strategy.</p>	<p>The Planning Proposal uses the incentives mechanism as a proactive means of achieving design excellence instead of a design excellence strategy.</p> <p>This mechanism will ensure that additional uplift using FSR and height incentives is only granted when a high-quality built form design in terms of massing, scale, modulation, and materials is demonstrated.</p> <p>The proposal has been subject of a rigorous design process involving the proponent’s architects, Council officers and the external independent peer review undertaken by DesignInc.</p> <p>The proposed design is based on good urban design principles which would result in revitalisation of the site, this part of the precinct as well as public domain.</p> <p>In addition, future DA/SSD would be considered by the Inner West Council’s Architectural Excellence Panel, to ensure any future development for the site demonstrates design excellence.</p>
<p>Incorporate the range of design approaches and measures identified in the Parramatta Road Corridor Design Guidelines to attenuate the effects of noise and air pollution.</p>	<p>An acoustic study has been prepared confirming that noise impacts can be suitably attenuated.</p>
<p>Use the development typology examples in the Parramatta Road Corridor Planning and Design Guidelines to inform future development controls.</p>	<p>The proposal complements the non-residential development typology examples in the PRC P&DG.</p>
<p>Principle 5: Green spaces and links</p>	
<p>Strategically rezone parts of the Corridor for open space purposes, with a view to allocating land to create a high-quality interconnected network of publicly accessible open space throughout the Corridor.</p>	<p>The proposal will contribute public open space through land dedications, footpath widening for walking and cycling and delivery of an active transport corridor/ green lung along Mathieson Street.</p>
<p>Provide a diverse range of connected high quality open space and public domain areas in each Precinct in accordance with the Precinct Plans that ensure:</p> <ul style="list-style-type: none"> • local parks within 400m safe walking distance of at least 95% of all dwellings 	<p>The proposal will facilitate anew active plaza fronting Mathieson Street aligned with the PRC P&DG vision of a green lung and active transport connection along Mathieson Street to the Johnstons Creek trail.</p>

Strategic Action	Consideration
<ul style="list-style-type: none"> • additional small local parks or urban spaces within 200m of activity centres and higher density residential areas • active open space within 1km of 95% of all dwellings • linear parks and trails linked to waterways, vegetation corridors and road reserves within 1 km of 95% of all dwellings. 	
<p>Implement building setbacks as identified on the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines.</p>	<p>The P&DG recommended setbacks have been reviewed in the urban design reports. The P&DG for the entire precinct are broad-brush and need to be revisited on a site-by-site basis to achieve the desired design objectives.</p> <p>The proposed design for this site complements the P&DG objectives and will result in better outcomes.</p>
<p>Principle 6: Sustainability and resilience</p>	
<p>Commence the amendment of State Environmental Planning Policy (Sustainability Building Index: BASIX) 2004 to increase the water and energy targets as identified within the Parramatta Road Corridor Planning and Design Guidelines.</p>	<p>The proposed 6-Star Green Star rating will exceed the PRCUTS sustainability targets.</p>
<p>Implement comprehensive built form strategies for building efficiency, renewable energy, strategic parking, public domain, and sustainable infrastructure to target the long-term achievement of:</p> <ul style="list-style-type: none"> • 20% reduction in greenhouse gas emissions • renewable energy installation • 30% reduction in peak electricity demand • 30% reduction in water consumption • >15% of water delivered by non-potable sources, including rainwater • or recycled water • 30% reduction in car use - 10-15% car share take-up rate. 	<p>The proposed LEP and DCP provisions in relation to ecologically sustainable development, incorporation of water sensitive urban design, 6-Star Green Star rating, reduced parking rates and car-sharing will help achieve these targets.</p>
<p>Principle 7: Delivery</p>	
<p>Implement the Implementation Plan 2016 - 2023.</p>	<p>This Planning Proposal commences the execution of the PRCUTS Implementation Plan 2016 – 2023 for the Camperdown precinct.</p>

Strategic Action	Consideration
<p>Establish a robust funding mechanism to apply to new rezoning/development proposals that will fund the local and regional infrastructure demands required to service the future population growth in the renewed Corridor.</p>	<p>The Planning Proposal includes provisions to make contributions towards local infrastructure in the form of public domain improvements along key streets. It also includes land dedication to Council and footpath widenings to benefit existing and future residents and workers.</p> <p>The Planning Proposal includes provisions to make State Infrastructure contributions to align with the employment and visitor growth the hospital will generate.</p> <p>Council is updating its Developer Contributions Plan which will provide an additional robust mechanism to fund other local infrastructure works in the precinct.</p>
<p>Advise and assist councils in the revision of local contributions plans to address funding of local infrastructure and services in the Corridor.</p>	<p>Infrastructure impacts and needs that could arise from this proposal have been assessed and addressed in this Planning Proposal.</p> <p>Council is also reviewing its Developer Contributions Plan and it will apply to the proposed development at the DA/SSD Stage.</p>

Consistency with PRCUTS Camperdown Precinct Key Actions

Key Action	Consideration
Land uses	
<p>Prioritise Camperdown Precinct for biotechnology and employment uses to support the growth of the nearby institutions</p>	<p>Consistent</p>
<p>Focus residential development on students, key workers, and affordable housing</p>	<p>Not relevant</p>
Transport and movement	
<p>Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD</p>	<p>These improvements have not taken place yet.</p> <p>PRCUTS stresses the importance of implementing substantial improvements to public transport infrastructure to accommodate the population and employment growth it recommends.</p>

Key Action	Consideration
	<p>The development outlined in the Planning Proposal will contribute to that growth. The extent to which any additional growth can take place in the Camperdown Precinct will depend on the timing and extent of the delivery of much higher-capacity public transport along Parramatta Road.</p> <p>The PRCUTS vision and objectives can only be realised if a public mass transit service is available to accommodate a very substantial proportion of the trips generated by the growth in the Inner West part of the Corridor and further west.</p>
<p>Reinforce active transport, with low priority given to additional private vehicle movements.</p>	<p>The proposal achieves this by delivering a new active transport connection and enhanced public domain. This will facilitate walking and cycling on local streets and the new Pymont Bridge Road dedicated cycle way, which is due to be constructed by 2023.</p> <p>The NSW Government needs to realise this PRCUTS vision for Parramatta Road east of the Hawthorne Canal. This will go hand in hand with the public transport improvements along Parramatta Road required by PRCUTS.</p>
Place-making	
<p>Adapt, retain and celebrate the existing industrial heritage</p>	<p>The site is not directly affected by heritage.</p>
<p>Create streets that connect residents and workers to small, diverse, local and regional open spaces</p>	<p>Consistent</p>
Open space, linkages and connections	
<p>Prioritise works to complete the Johnstons Creek green corridor, connecting the Precinct to the Bicentennial Parklands and the harbour foreshore walks</p>	<p>Consistent</p>
<p>Provide new cycle routes along Johnston’s Creek, Mathieson Street, Chester Street and</p>	<p>Consistent – the proposed development will provide part of a new shared zone along</p>

Key Action	Consideration
Guihen Street to improve connections with other cycleways	<p>Mathieson Street between Johnstons Creek and Parramatta Road to help achieve this objective.</p> <p>Mathieson Street is very narrow and accommodating a dedicated separated and safe cycle way would be difficult. The proposal has therefore been designed carefully to create a safe public domain Shared zone where pedestrian and cyclist movements will be prioritised over vehicle movements.</p>

PRCUTS Implementation Tool Kit

PRCUTS Implementation Toolkit has been given statutory force through the associated s9.1 Ministerial Direction and must be considered by Councils and stakeholders when making land use decisions. The toolkit includes:

1. Planning and Design Guidelines
2. Implementation Plan 2016-2023
3. Urban Amenity Improvement Plan
4. Infrastructure Schedule

Consistency with Parramatta Road Corridor Planning and Design Guidelines (PRC P&DG)

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

The PRCUTS Planning and Design Guidelines recommends the following zoning and built form controls for the site:

- Zone: B5 Business Development
- FSR: 4:1
- Height of buildings: 32 metres

The PRCUTS – Planning and Design Guidelines establish the following vision for the Camperdown precinct:

'Camperdown Precinct will be home to high-quality housing and workplaces right on the edge of the CBD, well connected to the surrounding city, parklands, health and education facilities and focused on a busy and active local centre.'

Whilst the proposal is not entirely consistent with the P&DG built form controls, it is consistent with the wider objectives and vision for Camperdown precinct. The Planning Proposal supports education, research and supporting uses associated with the Royal Prince Alfred Hospital and University of Sydney.

There are discrepancies between P&DG maps and corresponding textual controls for the Camperdown precinct. The land use zoning map recommends B5 zone for this site, however the corresponding text refers to the precinct being zoned to B6 Enterprise Corridor.

Urban Design Study detailed site testing of the P&DG character and built form principles identified potential improvements to the building height recommendations in Appendix 1. The proposal’s consideration of the relevant P&DG principles is discussed in the table below.

Considerations	Comments
Section 12.4: Future character and Identity (Vision)	
Future proofing the Precinct and parts of the Frame Area for long term strategic land uses.	The proposal is consistent with the proposed strategic land-uses and vision for the Camperdown precinct.
Reinforcing the significant elements of the eight (8) local character areas recognised in the Parramatta Road Corridor Fine Grain Study, September 2016	The local character area’s elements have been considered in the urban design testing.
For each character area, implementing the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016	<p>The proposal is consistent with the following objectives for character areas 2, 3 and 6 which apply to the site:</p> <ul style="list-style-type: none"> • Amplify the prominence of the intersection of Parramatta Road and Pymont Bridge Road as a gateway through scale, building articulation and landscape. • Transform Pymont Bridge Road into a people friendly, activated high street, supported by taller, new development • Define the primary gateway to Camperdown at the junction of Pymont Bridge Road and Parramatta Road through development which responds to warehouse character • Preserve and enhance the warehouse character through innovative facade treatment. <p>The proponent’s architects tested the built form that would result from the Parramatta Road Fine Grain Study, September 2016, indicative building envelope for this site. The result was a building with a 4-storey podium and a large setback for levels 5-8 that would inhibit the design excellence and the creation of a visually striking, iconic development on this key site.</p>

Considerations	Comments
	<p>A more appropriate alternative scheme was developed by the proponent’s architects.</p> <p>This alternative scheme has been peer-reviewed. The peer review and collaboration with the proponent has refined and reduced potential massing and built form impacts, especially the ‘street-canyon’ feel along Cahill Street.</p> <p>In particular, the design has been adjusted to open up the ground floor level with a new plaza/ public space fronting Mathieson Street and its intersection with Parramatta Road and Pymont Bridge Road. This design would also provide a more sensitive built form height transition to Cahill Street and the north. The supporting urban design reports incorporate this detailed testing and explain how better outcomes can be delivered through the revised design scheme.</p> <p>The Planning proposal is based on the recommendations of this revised scheme.</p>
<p>Providing green and active streets that connect residents and workers to small, diverse and highly connected local and regional open spaces</p>	<p>The original design scheme has been revised to create an active green street along Mathieson Street which will connect to the Cahill Street Park and Johnstons Creek Corridor.</p>
<p>Encouraging residential redevelopment in the Hordern Place industrial estate that addresses and enlivens O’Dea Reserve, and also delivers a new open space area for the Precinct’s residents and workers</p>	<p>Not relevant.</p>
<p>Capitalising on the improved, high-capacity public transport connections along Parramatta Road to the CBD</p>	<p>As discussed before.</p>
<p>Addressing the constraints of the north-south street blocks and limited east-west connections by requiring new development to deliver connections to the surrounding streets, workplaces and neighbourhoods</p>	<p>As above.</p>
<p>Rehabilitating and greening the Johnston’s Creek corridor to connect the Precinct to the Bicentennial Parklands and the harbour foreshore walks along the line of Johnston’s Creek and its tributaries</p>	<p>As above.</p>
<p>Providing activated streetscapes and improved public domain particularly on</p>	<p>As above.</p>

Considerations	Comments
north-south streets to create new 'green fingers'	
Enhancing links to Petersham Station by focussing on north-south connectivity across Parramatta Road and along Railway Street	Not applicable
Reducing parking rates across the Precinct to capitalise on the strong public transport along Parramatta Road	Consistent
Incorporating car parking into future development to unlock existing car parks and repurposing them for open space.	Consistent
Section 12.5: Open Space, Linkages and Connections and Public Domain	
Green and embellish the currently underutilised land along Johnstons Creek to create a significant new regional green link accommodating cycling and pedestrian links.	The proposed Shared Zone along Mathieson Street will link to the Johnstons Creek cycling and pedestrian link.
Provide new public open space areas on larger sites to increase the overall quantum of local open space in the Precinct.	The proposed public square/plaza along Mathieson Street, Parramatta Road and Pymont Bridge Road will provide a new publicly accessible open space in the precinct.
Break up long blocks and design new lanes and high-quality pedestrian prioritised links that will form a fine-grained network of connected urban spaces	Consistent
Provide new and improved pedestrian links to improve permeability and provide additional north-south and east-west connections at Chester Street	Consistent
Provide new or upgraded cycling links to provide and improve connectivity and close missing gaps in the network, including along Johnston's Creek between Mathieson Street (Parramatta Road) and Booth Street	The revised design scheme provides a Shared zone along Mathieson Street to connect to Johnstons Creek.
Where possible, provide links that can accommodate both pedestrians and cyclists.	As above
Public Domain Requirements as per the Corridor wide Guidelines	Consistent
Section 12.6: Street Function and Precinct Transport	
Any new streets are to be designed as Local Streets under the Street Function Hierarchy.	Not relevant

Considerations	Comments
Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.	This has been discussed in the tables below.
Section 12.7: Fine Grain	
Demonstrate consistency with the objectives and key guidelines for the relevant character area as set out in the Parramatta Road Corridor Fine Grain Study, September 2016. Character areas.	Consistent, as discussed above
Section 12.8 Green Edge Setbacks, Transitions and Activity and Commercial Zones	
Maintain and reinforce zero lot setbacks to Parramatta Road and Pymont Bridge Road. A zero-lot setback is not required where an Indicative Zone for Rapid Transit is identified.	A zero-lot setback has been generally maintained along Pymont Bridge Road except on the ground floor and first floor where 1.5m setback is recommended to allow for footpath widening and public domain improvements.
Demonstrate consistency with the typical section for Parramatta Road illustrated in Figure 12.11.	Consideration of a typical section along Parramatta Road has been discussed previously.
Preserve the zero lot setbacks in the northern parts of the Precinct consistent with the Parramatta Road Corridor Fine Grain Study, September 2016.	As above
Upper-level setbacks could be provided in the northern part of the Precinct and south of Parramatta Road in the Hordern Place industrial estate so long as the predominant scale and street wall is preserved at the ground and first floors	As above
Provide setbacks consistent with Section 4 of the Guidelines in all other areas of the Precinct and Frame Area.	As above
Provide built form transitions to heritage items and heritage conservation areas consistent with Figure 12.9.	Not relevant
Provide a built form transition consistent with Figure 12.10 to any new open space to ensure that at least 50% of the open space will receive a minimum of 3 hour direct solar access between 11am and 3pm on 21 June.	The proponent's urban design scheme will be revised to include overshadowing diagrams which will demonstrate that this solar access requirement can be achieved for the new open space.
Provide appropriate built form transitions for all other new development consistent with consistent with the Parramatta Road Corridor Fine Grain Study, September 2016 to existing built form	As above

Considerations	Comments
Active and Commercial Frontages are to be provided in the locations illustrated in Figure 12.8.	Consistent
New Through Site Links and Prioritised Pedestrian Links should be lined with Active Frontages. Adjacent to proposed open space areas, Active Frontages should reflect the function and purpose of the proposed open space. Sympathetic uses such as community facilities, childcare centres and small kiosks/cafes should be explored.	Consistent – the proposed retail space on the ground floor is aligned with the proposed open space along Mathieson Street and around the building frontage to the Parramatta Road and Pymont Bridge Road intersection to meet this requirement. Further active space frontage provisions are included as part of this Planning Proposal.
An Active Frontage can be replaced with a Commercial Frontage adjacent to a new Through Site Link, Prioritised Pedestrian Link or new open space area if Council forms the view that an appropriate use will be provided.	Consistent
The ground level of development along the full length of Parramatta Road must be a non-residential use.	Consistent
Active and Commercial Frontages must also consider the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016.	Consistent
The ground floor level of Active and Commercial Frontages is to match the street level.	Consistent
Provide consistent paving, street furniture, signage, planting and lighting along Active Frontages.	Consistent
Section 12.9: Recommended Planning Controls	
Land use: Recommended land use for the site is B5 business Development	Consistent
Density: Recommended maximum FSR for the site is 4:1	The Planning Proposal is consistent with this recommendation.
Building Height: Recommended maximum height for the site is 32m or 8 storeys	Detailed site testing has indicated that an overall height of 35m is required to accommodate an 8-storey non-residential building. This additional height of 3m is primarily associated with accommodating large floor to floor height for non-residential uses, lift over run and services. These service elements will be generally concealed from the public domain and will not pose any adverse visual impacts.

Considerations	Comments
	The overall massing also results in better public domain outcomes as it creates a new open place/ public plaza along Mathieson Street, Parramatta Road and Pyrmont Bridge Road. This approach has also resulted in part of the building mass being removed from ground floor and placed on the upper most level with no adverse visual amenity impacts.

Consistency with Parramatta Road Corridor Implementation Plan 2016 - 2023

The Implementation Plan establishes a sequencing strategy identifying areas of the Parramatta Road Corridor to be rezoned between 2016 and 2023. The site is located within the areas of the precinct identified to be delivered by 2023 and accordingly the proposal is considered to be 'in sequence'.

Consistency of the Planning Proposal with the Camperdown Action Plan 2016 – 2023 is discussed in the below table.

Consideration	Comments
Timing of Release	
From 2016	Consistent
Sequencing of planning proposals in the Precinct and Frame Area to be consistent with Camperdown Action Plan 2016 – 2023	Consistent
Strategic Land uses	
If the future land uses permit Affordable Housing, then consistent with the requirements of the Strategy: <ul style="list-style-type: none"> a minimum of 5% of new housing is to be provided as Affordable Housing, or in line with Government policy of the day. a range of housing diversity typologies as identified within the Strategy are to be provided. 	Not relevant
A maximum of 105,000m ² employment gross floor area of predominantly light industrial, enterprise and business, commercial, and community uses.	The proposal will create approx. 179 new jobs and 10,280 sqm of new primarily health related employment floorspace.
Public Transport	
TfNSW to implement the strategic initiatives of the Sydney CBD to Burwood Parramatta Strategic Transport Plan	TfNSW are likely to complete the strategic business case for public transport improvements along Parramatta Road by 2022. This should support implementation of PRCUTS objectives.

<p>Operation of the rapid bus solution along Parramatta Road from Burwood to the Sydney CBD.</p> <p><i>Note: TfNSW is undertaking detailed planning for public transport services along Parramatta Road and the surrounding road network. Consultation with TfNSW should be undertaken during the preparation of planning proposals within the Corridor in the short term.</i></p>	<p>As above.</p> <p>Consultation with TfNSW will be undertaken post-Gateway when their strategic business case should be complete.</p>
<p>Active Transport</p>	
<p>Delivery of the Johnstons Creek pedestrian and cycle link.</p>	<p>The proposed Mathieson Street link will connect to the Johnstons Creek corridor path.</p>
<p>Delivery of the Pymont Bridge Road pedestrian and cycle link.</p>	<p>The proposed ground floor setback along Pymont Bridge Road will create a wider footpath.</p>
<p>Provision of new cycle and walking links within the 2016 – 2023 Release Area, as indicated in the Planning and Design Guidelines.</p>	<p>The proposed Shared Zone along Mathieson Street will create a new walking and cycling link and prioritise active transport over vehicle movements.</p>
<p>Open Space and Recreation</p>	
<p>In accordance with the Infrastructure Schedule, provision of contributions towards the medium- and long-term open space facilities.</p>	<p>This Planning Proposal puts forward a number of Local Infrastructure improvements.</p> <p>The PRCUTS Infrastructure Schedule has informed Council’s current Developer Contributions Plan review. This updated Developer Contributions Plan is expected to come into effect by mid-2022.</p> <p>Any future DA/SSD associated with the proposal will be required to confirm contributions towards the provision of open space facilities.</p>
<p>Community facilities</p>	
<p>In accordance with the Infrastructure Schedule, payment of a monetary contribution towards medium to long term community infrastructure/ facilities, particularly if the future land uses permit Affordable Housing.</p>	<p>Monetary contributions towards community facilities will be required at the DA/SSD stage in line with the updated Developer Contributions Plan.</p> <p>The proposal will also make contributions towards community facilities and assets by delivering:</p> <ul style="list-style-type: none"> • a new open space/plaza along Mathieson Street • “Shared Zone” along Mathieson Street between Cahill Street and Parramatta Road including public

	<p>domain improvements, landscaping and water sensitive urban design.</p> <ul style="list-style-type: none"> • Land dedications to Council - 6m along Mathieson Street and 3m along Cahill Street. • Footpath widening/landscaping along Pymont Bridge Road.
<p>If the future land uses permit Affordable Housing, provision of an appropriate proportion of childcare and Out of School Hours places. Planning proposals should consider whether the proposed uses create a demand for childcare and make appropriate provision for any required childcare places and Out of School Hours places having regard to the Infrastructure Schedule.</p>	<p>Not relevant</p>
<p>Education Facilities</p>	
<p>If the future land uses permit Affordable Housing, then in accordance with the Infrastructure Schedule, provision of appropriate contributions towards primary and secondary schools.</p>	<p>Not relevant</p>
<p>Health Facilities</p>	
<p>The Sydney Local Health District has undertaken detailed planning for its assets at Royal Prince Alfred Hospital. Consultation with the Ministry of Health should be undertaken during the preparation of planning proposals within the Corridor in the short term and satisfactory arrangements entered into, as relevant.</p>	<p>Sydney Local Health District has provided preliminary consultation feedback – no major issues have been raised which have not already been considered under this assessment.</p> <p>Formal feedback will also be sought at the post-Gateway stage.</p>
<p>Road improvements and upgrades</p>	
<p>Prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future WestConnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct.</p>	<p>DPIE updated the PRCUTS Implementation Plan in July 2021. This relates to the PRCUTS Ministerial Direction and it allows planning proposals to proceed to Gateway prior to completion of the precinct-wide traffic study. Planning proposals are not however to be finalised until the completion of this study.</p> <p>This precinct-wide traffic study is expected to be completed by October 2021. The Planning Proposal also contains the provision which stipulates that the proposed development must not significantly increase the amount of traffic on the adjoining street network including but not limited to Parramatta Road, Mathieson Street,</p>

	Pymont Bridge Road, Cahill Street, Cahill Lane, Water Street and Gordon Street
Funding Framework or satisfactory agreements	
New and upgraded roads, community facilities and open space to be delivered by development and funded through Section 94 contributions, the SIC levy and/or works in kind. The value of the contribution shall be consistent with the Infrastructure Schedule.	<p>The proposal will make contributions towards community facilities and open space in the following ways:</p> <ul style="list-style-type: none"> • Public domain improvements as part of the LEP and Planning Agreement. • s7.11/12 monetary contributions at the DA/SSD stage. • State infrastructure contributions under satisfactory agreement clause.

Consistency with Parramatta Road Corridor Urban Amenity Improvement Plan

The Parramatta Road Urban Amenity Improvement Program (UAIP) projects are self-contained and are due to completed in the short term. They will provide a better, more liveable environment while generating a momentum for more ambitious environmental improvements and projects involving the transformation of the Parramatta Road Corridor as well as public spaces adjacent to it.

The proposed improvements include three categories of projects:

- Streetscape upgrades including tree planting, multi-purpose lighting, new pavements and north-south pedestrian and cycle crossings.
- Creation of new or improved open spaces, urban plazas and town squares
- New walking and cycling links to key transport nodes and open spaces which connect to strategic regional and local networks.

The projects and descriptions were developed by Urban Growth NSW through an iterative process with Councils along the corridor. The projects aim to build on the existing strengths of neighbourhoods to reflect their sense of place and character.

The UAIP adopted Masterplan projects for the Camperdown Precinct (Appendix 14) are shown in Figure 12 below and include:

- A new north-south pedestrian and cycle connection along Johnstons Creek from Booth Street to Parramatta Road
- Public domain improvements and a dedicated cycle way on Pymont Bridge Road between Parramatta Road and Mallet Street.



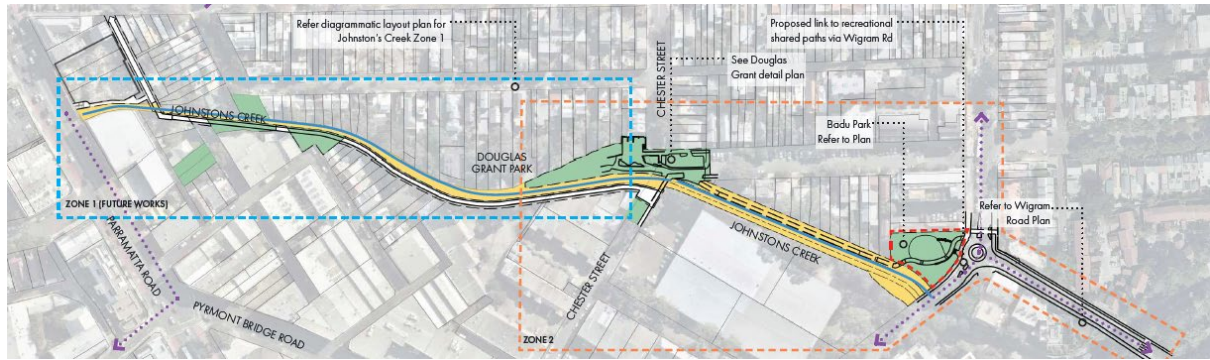
Figure 12 – Extract from Parramatta Road UAIP for Camperdown precinct

Council has secured funding from DPIE to deliver the UAIP works envisaged in the Camperdown Precinct. These works are currently being implemented with the construction anticipated to be completed by 2022-2023.

Refinements to UAIP agreed with DPIE include a staged approach for the public domain works. Stage 1 will be built using the UAIP funding for the Chester Street to Booth Street works. Stage 2 will rely on Inner West Council to provide a continuous link along Johnstons Creek to Parramatta Road.

The proposed development will make a substantial contribution towards achieving the post 2023 Masterplan vision (Zone-1 future works in in Council’s Masterplan) by creating new shared zone along Mathieson Street between Cahill Street and Parramatta Road that will form an integral part of links to the Johnstons Creek pedestrian and cycle way.

Council’s Masterplan also includes masterplan for Pymont Bridge Road public domain improvements and cycle connection between Parramatta Road and Mallett Street. A new dedicated cycle path is proposed to improve cycle connections along Pymont Bridge Road to complement the Johnston’s Creek path and provide a more direct route from Parramatta Road through Glebe to Pymont (See Figure 13 to Figure 16 below).



Key Design Actions:

- Design of shared path for improved pedestrian and cyclist amenity
- Integration with existing play-space and Chester Street footbridge (currently under construction)
- Consideration for future development to integrate a set-back to accommodate corridor connection along the east bank of the Creek.
- Connection to adjacent cycle networks

LEGEND

- Proposed Path Alignment (indicative only)
- Existing Open Spaces and Reserves
- Existing Creek Corridor (Sydney Water Asset)
- Existing Creek Line
- Links to existing cycle & shared path networks
- ZONE 2 Proposed Breakdown / Staging of works

Figure 13 – Extract from Council's Masterplan for Johnstons Creek Corridor – Implementation of UAIP

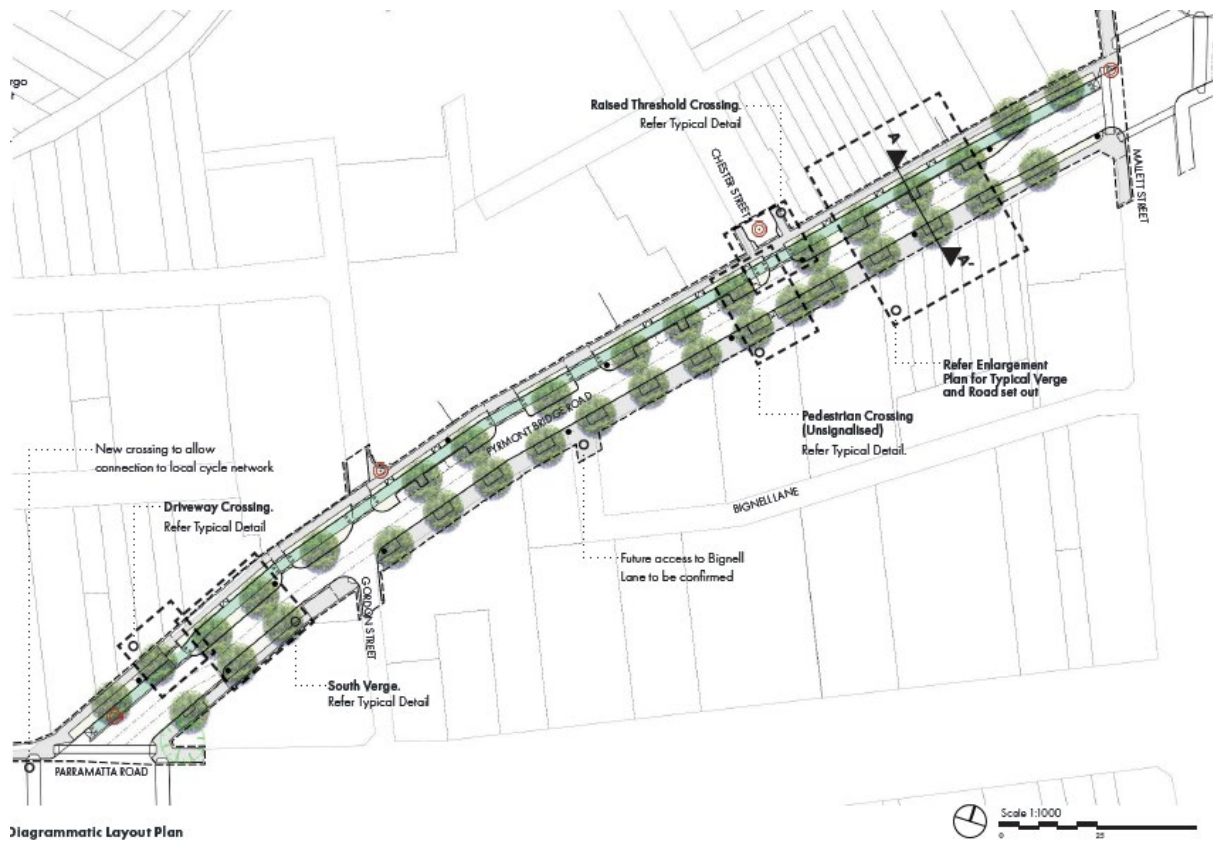


Figure 14 – Council's Masterplan design for Pyrmont Bridge Road



Figure 15 – Council's Masterplan design and sections for Pymont Bridge Road (Right bottom photomontage – subject site on the left)

In addition, Council is also in the process of securing funding for new shared zones along Cahill Street and Cahill Lane as part of the NSW Government's Public Spaces Legacy Program (see Appendix 15). These will intersect with the Mathieson Street Shared Zone to be provided under this Planning Proposal.

Council has advised the proponent to update the original design scheme to take account of consideration of these imminent public domain works to:

- Provide a minimum of 6m setback and land dedication along the Mathieson Street frontage.
- Create a new "Shared zone" along Mathieson Street between Cahill Street and Parramatta Road to engender a sense of a larger and enhanced space for cyclists, pedestrians and vehicles. This will link to Council's proposed Shared Zone along Cahill Street/Lane as well as provide part of the PRCUTS desired pedestrian and cycling link to the Johnstons Creek corridor.
- Provide at least 1.5m ground floor and first floor setback along Pymont Bridge Road to facilitate footpath widening and landscaping.
- Refine the built form at the intersection of Mathieson Street, Parramatta Road and Pymont Bridge Road to allow a sufficient setback and sight lines for cyclists to round the corner to the Pymont Bridge Road cycleway safely.

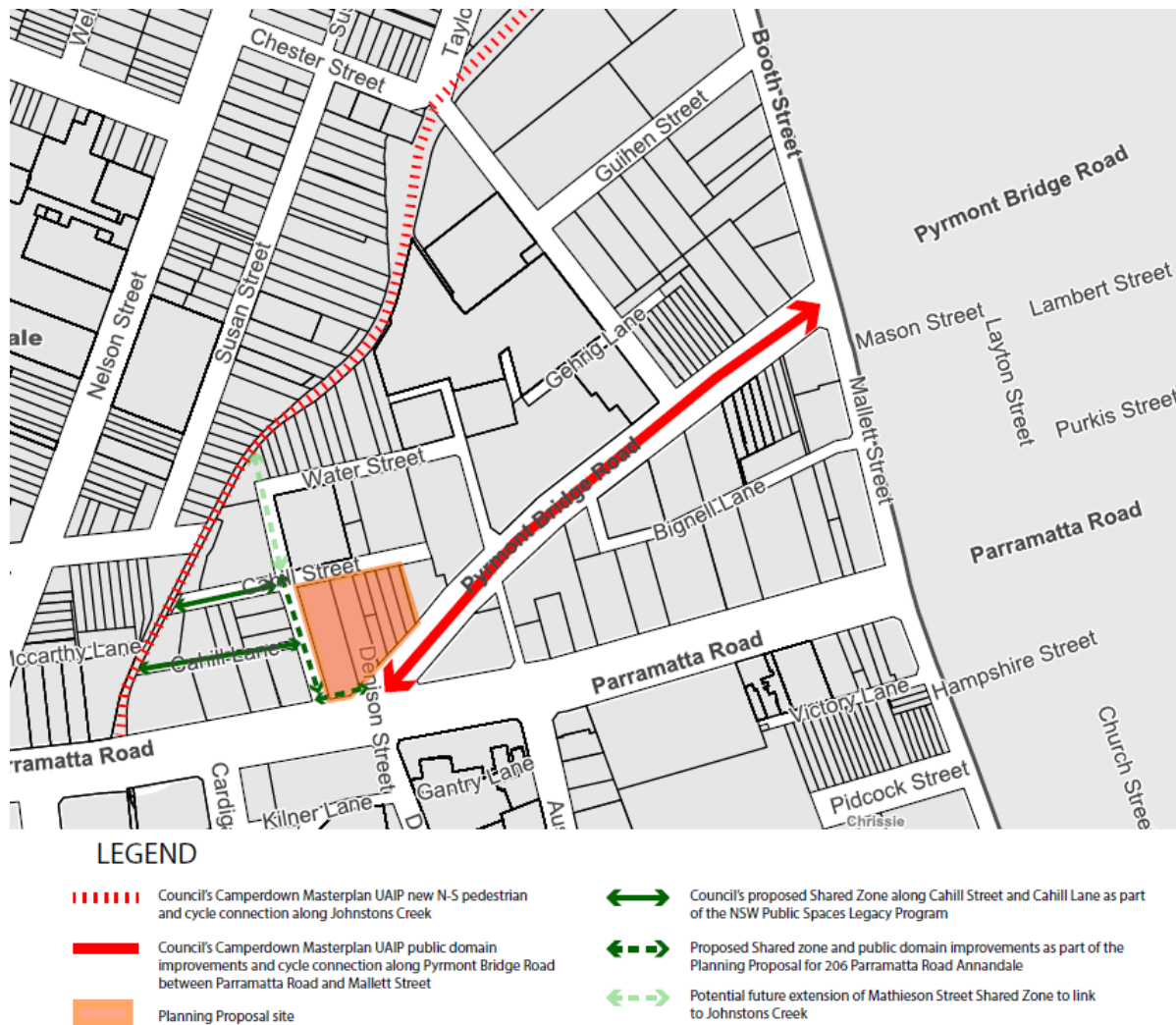


Figure 16 – Camperdown UAIP context and proposed public domain improvements as part of this Planning Proposal

Consistency with Parramatta Road Corridor Infrastructure Schedule

The PRCUTS includes a prioritised, costed list open space, transport, traffic, community, health and education infrastructure upgrades required to support growth in the Corridor. This Infrastructure Schedule identifies those works that should be undertaken by State and local government in the short term and the medium to long term to support this growth.

This Infrastructure Schedule was prepared in 2016, its costings are out of date and it has some gaps with respect to delivery mechanisms, costings and funding sources.

The Inner West delivery program requires Council's Infrastructure Planning Staff to prepare a comprehensive section 7.11 and 7.12 Development Contributions Plan for the Inner West, in 2021, as required by Part 7 of the *Environmental Planning and Assessment Act 1979* ('the Act') and *Environmental Planning and Assessment Regulation 2000* ('the Regulations').

By the time any DA/SSD arising from this Planning Proposal is determined, it is likely that the new Inner West development contributions plan will be in force, replacing the existing eight (8) legacy development contributions plans that are currently in force across the Local Government Area (LGA).

Research work on this plan is well advanced, but it is too early to predict what contribution rates would apply to the development, which is the subject of this planning proposal. A range of needs studies covering Open Space and Recreation; Traffic and Transport; Community and Cultural Assets; and Water Infrastructure are nearing completion. A range of local community infrastructure works will be required to support expected employment and population growth in the LGA up to 2036.

Development contributions will be sought from developments such as the one outlined in this Planning Proposal to help fund local infrastructure.

Council preliminary findings indicate that funds collected through section 7.11/7.12 Contributions Plan will be insufficient to fully fund the substantial traffic, public domain, stormwater and drainage improvements required in PRCUTS precincts to support their future populations.

This Planning Proposal includes ways of providing fund some of the community infrastructure required in Camperdown. These works would be negotiated via Planning Agreement.

The Parramatta Road Corridor Infrastructure Schedule also relies on DPIE preparing a SIC Scheme for this Corridor. In the absence of this SIC the Planning Proposal includes provisions for a satisfactory State infrastructure contributions arrangement to be in place prior to any consent being granted.

The proponent submitted an Infrastructure Delivery Plan (Appendix 12) to support his original proposal. The original Planning Proposal also refers to a Planning Agreement (PA) offer to be submitted to Council that will be consistent with Council policy of seeking a 50% share of value uplift from this scale of development to help meet local infrastructure/ service demands.

The proponent has not yet submitted this letter of offer; however, this proposal has identified the community infrastructure works that the proposal will potentially deliver as a works-in-kind agreement. This approach is consistent with the position outlined in the draft Planning Agreement Practice Note which was exhibited by the DPIE in April 2020.

In regard to the contents of the submitted *Infrastructure Plan*, the following comments are provided:

- The proponent understands that no contributions towards State Funded Infrastructure will be required – this is likely to be addressed further when greater certainty on the detail of the pending State Government’s Development Contributions Reforms materialises. In the interim this Planning Proposal makes provisions for satisfactory agreement towards State Contributions.
- As mentioned above any Planning Agreement associated with the Planning Proposal will not automatically remove the need for the subsequent development of site to pay development contributions under the relevant local development contributions plan(s).
- The submitted *Infrastructure Plan* should not determine what would be appropriate local development contribution rates. That is Council responsibility and consequently no comments are provided on the Infrastructure Contribution Calculation Methodology applied in this *Plan*. Under the existing relevant development contributions plans for the former Leichhardt LGA either s.7.11 or s.7.12 development contributions would be required. As previously mentioned, it is likely

that the new Inner West Development Contributions Plan will be in place by the time any DA/SSD for the Planning Proposal site is determined.

Any local infrastructure works delivered via the proposed community infrastructure clause in the LEP, or an associated PA would be separate from the development on the subject site meeting its own local development contribution statutory requirements under the relevant development contributions plan.

This is because a PA will only seek to capture part of the development uplift. It would not be based on meeting the researched local infrastructure needs of cumulative population and employment growth in the area through development contributions. The development contribution needs studies mentioned above, however, are identifying what local infrastructure should be considered for inclusion within planning agreements.

Consistency with PRCUTS Reference Reports

- **Precinct Transport Report** – The DPIE/IWC jointly funded Parramatta Road Corridor Precinct-wide Traffic and Transport Study (T&TS) commissioned in 2018 is due to be completed in 2021. The proposal may have to be updated post-Gateway to ensure its consistency with the outcomes of this study. In the interim, this Planning Proposal includes provisions which require that the Planning Proposal be updated in the light of the outcomes of the T&TS.
- **Fine Grain Study** – The relevant principles have been discussed in the Planning and Design Guidelines section.
- **Social Infrastructure Analysis Report** – Social Infrastructure impacts have been considered when drafting the provisions of this Planning Proposal. Refer to Q9 under the Strategic Merit Assessment Test. The Planning Proposal is also supported by the Social Impact Statement prepared by Hill PDA at Appendix 10.
- **Sustainability Implementation Plan** – The Planning Proposal is fully consistent with the objectives of this Plan and intends to deliver better outcomes than those envisaged in the Strategy.

A Sustainability Strategy (Appendix 4) has been prepared to support the Planning Proposal and to ensure that the future development of the site achieves a high level of ecological sustainability.

This Planning Proposal includes provisions to further enhance the sustainability provisions by setting a 6-Star-Green Star target for this site in line with the low carbon aspirations for the Camperdown precinct. This requires the proponent to update the Sustainability Strategy prior to the Planning Proposal being reported to Council.

The Sustainability Strategy outlines the following generic sustainability objectives for the site:

- To reduce Green House Gas emissions, with the goal of net zero emissions
- To support the health and wellbeing of building occupants, visitors and the community
- To dramatically reduce the use of non-renewable resources and advance the circular economy
- To support the physical resilience of assets, and the resilience of the community, to manage shocks and stresses from climate change

- To contribute new green space to the city that will support local habitats, increase habitat connectivity for mobile species, facilitate sustainable water management, mitigate urban heat and enhance local amenity
 - To enable non-vehicular transport movement to and from the site, support better mobility options in the neighbourhood and the adoption of emerging mobility options to boost sustainable outcomes
 - To mitigate the consumption of potable water resources, seek more sustainable infrastructure solutions and apply water quality management best practice to water leaving the site
 - To embed Indigenous knowledge in the design and development process in support of our cultural heritage and recognition of the sustainability insights that Indigenous communities can provide.
- **Economic Analysis Report** – The Planning Proposal is underpinned by HillPDA's Economic Impact Assessment (EIA) (Appendix 9) which has considered the potential economic benefits of the proposal against the do-nothing 'base case'. The assessment concludes that the proposal would deliver the following economic benefits:
 - 179 jobs on site, representing an increase of 145 jobs compared to the base case
 - Approximately \$17.1 million in staff remuneration, representing \$16 million more than the base case
 - Gross output (revenue) of around \$37 million per year, representing an increase of around \$28 million above the base case
 - Gross value added to the GDP in the order of \$20.1 million each year.

The EIA also recognises that the proposed development has the potential to stimulate and attract further investment, raising the profile of the area and supporting a wide range of economic multipliers which would in turn support investment in associated industries.

This EIA is consistent with Council vision for the Camperdown precinct including Inner West Employment and Retail Lands Strategy (EaRLS) actions. Detailed consideration of the proposal against EaRLS is discussed in the following section.

Q4. Will the planning proposal give effect to a Council endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

The Planning Proposal seeks to implement the Council LSPS and several other Council strategies. An overview of these strategies, and how the Planning Proposal responds to these is outlined below. These Strategies can be found [here](#).

5. Consistency with Council endorsed policies

Our Inner West 2036 – Council Community Strategic Plan

The *Inner West 2036 Community Strategic Plan* (CSP) was adopted in June 2018. The Plan seeks to create a sustainable, progressive, networked, vibrant and creative future for the Inner West LGA. The Plan reflects the values of the Inner West community and is the foundation of for Council decision-making, actions taken and management of resources.

The CSP identifies five strategic directions to guide planning in the Inner West:

1. An ecologically sustainable Inner West
2. Unique, liveable, networked neighbourhoods

3. Creative communities and a strong economy
4. Caring, happy, healthy communities
5. Progressive local leadership

This Planning Proposal will assist in achieving these strategic directions by:

- Managing the intensification of commercial uses through design guidelines and controls that will ensure new development provides an appropriate response to the precinct’s desired future character.
- Retaining employment and industrial lands as recommended in Council *Employment and Retail Lands Strategy*.
- Revitalising the Camperdown precinct through appropriate intensification of commercial uses, active transport links and the delivery of public places and open space.
- Balancing growth and development in the Inner West with adequate provision of infrastructure.
- Managing the intensification of commercial uses only where new development can access high-quality public transport and is designed with consideration of future transport infrastructure.
- Providing a high-quality development which embraces the principles of ecological sustainability with a 6-Star Green Star rating and set a ‘World leadership’ precedent for developments in the Camperdown precinct.

Inner West Local Strategic Planning Statement – Our Place Inner West

The Inner West LSPS came into effect on 31 March 2020. The LSPS outlines a long-term strategic vision to guide land use planning, housing and infrastructure delivery in the Inner West until 2036. The 20-year vision reflects the values of the Inner West community.

LSPS’s Vision:

The Inner West is a place that supports a high quality of life; embraces diversity and adapts to the population needs of the future; and our neighbourhoods are ecologically sustainable, economically productive and our communities are connected to one another through space, social engagement, and transport.

This Planning Proposal represents a place-based approach through detailed urban design analysis to create new employment opportunities in the health sector while delivering best practice urban design and infrastructure outcomes. The Planning Proposal includes a modest amount of commercial floor space and will provide a health facility to service the community aligned to the LSPS and DPIE’s vision of Camperdown in the short to medium term.

The Planning Proposal is consistent with the LSPS objectives and actions as discussed below:

Planning Priority	Consistency
Planning Priority 2 – Inner West is a zero emissions community	Consistent The Planning Proposal is committed to an innovative model of achieving a 6-star

<p>Action 2.3 Update planning controls to improve the overall environmental performance of new buildings and precincts. This will include “Working with relevant stakeholders to develop planning controls to establish low-carbon, high performance precincts in the following locations”</p> <ul style="list-style-type: none"> • Camperdown-Ultimo Collaboration area • Parramatta Road Corridor 	<p>Green Building Council rating which exceeds the PRCUTS sustainability targets.</p>
<p>Planning Priority 3 – A diverse and increasing urban forest that connects habitats of flora and fauna</p> <p>Action 3.1 Maintain and increase the tree canopy and urban forest of Inner West and enhance biodiversity corridors</p>	<p>Consistent</p> <p>The Planning Proposal provides opportunities to enhance the interface to and connectivity along Mathieson Street through the provision of setbacks and establishment of a new plaza and Shared Zone. These new public spaces will be landscaped, and substantial trees planted to contribute to the urban forest and character</p>
<p>Planning Priority 7 – Provide for a rich diversity of functional, safe and enjoyable urban spaces connected with and enhanced by their surroundings</p> <p>Action 7.1 Develop DCP controls that provide for a rich diversity of functional, safe and connected urban spaces</p>	<p>Consistent</p> <p>The proposed development will help deliver a safe, connected place through the construction and dedication of a new Shared Zone along Mathieson Street. This will in due course tie into Council committed infrastructure works for Cahill Street and Johnstons Creek.</p>
<p>Planning Priority 8 – Provide improved and accessible sustainable transport Infrastructure</p> <p>Action 8.1 Implement the Integrated Transport Strategy</p>	<p>Consistent</p> <p>The proposal includes PRCUTS recommended car parking rates, sufficient bike parking and end of journey facilities to encourage use of active and public transport.</p> <p>The proposed site-specific DCP will include controls to provide EV charging points to support future electric vehicle use.</p>
<p>Planning Priority 9 – A thriving local economy</p> <p>Action 9.1 Implement the Employment and Retail Lands Strategy. This will include:</p> <ul style="list-style-type: none"> • Maintaining employment and productivity opportunities at Taverners Hill, Kings Bay and Camperdown 	<p>Consistent</p> <p>The Planning Proposal will retain existing and increase employment floorspace in the Camperdown precinct to support its transition to a health and education precinct.</p> <p>Further assessment of the proposal against the Employment and Retail Lands Strategy is provided in the section below.</p>

<p>Planning Priority 13 – Develop diverse and strong stakeholder relationships to deliver positive planning outcomes</p> <p>Actions:</p> <p><u>Camperdown-Ultimo Collaboration Area</u></p> <p>c) Ensure that place-based planning guides the development of the Camperdown-Ultimo Collaboration area by undertaking the necessary studies to inform a master plan supporting employment uses as the major focus, enabling the entire precinct to be a Low Carbon-High Performance precinct and establishing a biotechnology hub in Camperdown. This should include provision of public mass transit along dedicated lanes on Parramatta Road.</p> <p>d) Prepare Inner West LEP and DCP provisions to enable affordable spaces for medical innovation and research, as well as health services and other supporting uses, and safeguard these activities from unrelated commercial uses</p> <p><u>Parramatta Road Corridor</u></p> <p>e) Finalise the housing, employment and transport strategies, and the Parramatta Road Corridor Transport Study, and prepare urban design / place based / open space studies to inform planning proposals to implement the Parramatta Road Corridor Urban Transformation Strategy: Implementation Plan 2016-2023 and Urban Amenity Improvement Plan, subject to the provision of public mass transit being provided on dedicated lanes on Parramatta Road</p>	<p>Consistent</p> <p>The proposal is consistent with PRCUTS and C-U CAPS visions for Camperdown as a world class health and education precinct.</p> <p>The proposal achieves this vision because it:</p> <ul style="list-style-type: none"> • Provides new employment floor space that is complementary to the future Camperdown health and education precinct. • Provides part of a pedestrian and cycling connection along Mathieson Street towards Johnstons Creek. • Reduces reliance on private car parking with reduced car parking rates to encourage active transport; and • Supports the establishment of a Low Carbon High Performance Camperdown Precinct through commitment to 6-Star Green Star Rating. <p>Council has not yet commenced work on the provision of 'Affordable Employment Space'.</p> <p>Nevertheless, the proposal creates new employment floor space that would support health and education related businesses and industries. Council is currently preparing a Structure Plan for the Camperdown precinct to inform a future Council-led Planning Proposal for the Inner West part of the precinct.</p> <p>This proponent-led Planning Proposal is however generally consistent with the strategic policy direction of establishing a biotechnology hub in Camperdown, aligned with the recommendations of PRCUTS, and consistent with Council LSPS and Employment Lands Study. It is therefore appropriate that this proposal should proceed ahead of the Structure Plan.</p>
---	---

Inner West Employment and Retail Lands Strategy (EaRLS)

EaRLS came into effect in September 2020. It aims to facilitate the management of Inner West employment lands and commercial centres, prioritising actions for productive commercial and industrial land uses to facilitate job growth and thriving economy. Consistency with the relevant objectives and actions of EaRLS is discussed below:

Table 1: Assessment of proposal against Council draft EaRLS	
Strategy and Actions	Council Officer Comments
<p>Strategy 1.2: Build on the existing and evolving roles and functions of employment precincts to strengthen the local economy</p>	<p>Consistent</p> <p>The proposed approach will allow access to FSR and HOB incentives only if the development provides health uses that respond to the evolving function of this industrial precinct.</p>
<p>Strategy 1.5: Support and encourage the establishment of new enterprises in the Inner West:</p> <p>Action 1.5.4: Support the growth of targeted industry sectors as outlined in the Eastern City District Plan, including: urban services, specialised food manufacturing, logistics and other uses associated with the airport and Port Botany, the cultural and arts sector, night-time economies in appropriate centres, Council depot/s and the establishment of an organic recycling centre, biotechnology and innovation industries in Camperdown.</p>	<p>Consistent</p> <p>The proposal rezones the site to business use to facilitate evolving health related uses in the Camperdown precinct.</p>
<p>Strategy 2.2: Protect employment lands from being eroded by conflicting and incompatible uses</p> <p>Action 2.2.1: Prohibit residential development in industrial, B5 Business Development and B6 Enterprise Corridor zones</p> <p>Action 2.2.2: Prohibit tourist and visitor accommodation in industrial and B5 Business Development zone.</p>	<p>The Planning Proposal seeks to rezone the site to B5 Business Development and allow access to FSR and HOB incentives only if the development provides a health facility. It also prohibits any residential, tourist and visitor accommodation.</p> <p>Council has not yet updated the Inner West LEP B5 zone to prohibit tourist and visitor accommodation. The proposal's site-specific provisions to restrict these unrelated commercial uses would remove the risk of development occurring which may not be consistent with the policy vision of Camperdown as a health and education precinct.</p>
<p>Strategy 3.1: Retain a diversity of industrial land, urban services land and employment generating uses</p>	<p>Consistent</p> <p>This proposal will substantially increase the employment floorspace on the site and provide a substantial impetus to the transformation of Camperdown into a health</p>

	<p>and education precinct. This will in turn underpin retention of a diversity of uses in the precinct as the recent, nearby Chester Street’s B7 Business Park rezoning has also done in advance of completion of the precinct master-planning exercise.</p>
<p>Strategy 3.3: Support the transition of Camperdown into a health, education and innovation precinct including a biomedical and biotechnology hub.</p> <p>Action 3.3.1: Develop a structure plan for Camperdown Precinct to implement the productivity priorities of the Camperdown Ultimo Collaboration Area Place Strategy.</p> <p>Action 3.3.2: Continue working with the NSW Government and GSC to develop the area as a ‘Health and Education Precinct’.</p> <p>Action 3.3.3: Work with the Camperdown Ultimo Collaboration Area Alliance to ensure productivity and industry cluster growth outcomes are prioritised in the Camperdown Precinct.</p> <p>Action 3.3.4: Work with NSW government and the Camperdown Ultimo Collaboration Area Alliance to redevelop the WestConnex construction site at Camperdown as a biotechnology hub.</p> <p>Action 3.3.5: Implement prospective outcomes of the 2020 Camperdown Innovation Precinct Land Use and Strategic Employment Study and the associated Camperdown Structure Plan.</p> <p>Action 3.3.6: Develop planning controls and policies to support the establishment of affordable spaces for medical innovation and research, health services and other ancillary uses in the Camperdown precinct.</p> <p>Action 3.3.7: Develop a pilot project that introduces a minimum percentage requirement for affordable space in new developments through LEP/DCP provisions for tech start-ups, innovation, creative industries, cultural uses, community uses and artists.</p>	<p>The proposal is fully aligned with the priorities of the C-UCAPS as discussed in the previous section.</p> <p>Whilst the proposal is ahead of Council Structure Plan and precinct wide LEP amendment, it is aligned with the objectives and priorities of various Council and State endorsed Strategies.</p> <p>It will contribute to the productivity outcomes by delivering a health facility which is complimentary to the existing larger established health institutions in the wider precinct.</p> <p>The relevant actions of the draft Camperdown Land Use and Employment Strategy are addressed in the section below.</p> <p>Council is yet to develop its ‘Affordable Employment Floorspace’ policy – nevertheless, the proposal creates new employment floor space that would support businesses and industries that correspond with the needs of the future health and education precinct.</p> <p>This proposal will provide a facility that will enhance the productivity of the Inner West local economy and deliver substantial public domain benefits.</p> <p>The proposed development with its new plaza and pedestrian and cyclist friendly Shared zone flowing into the new Cahill Street park and onwards to the Johnstons Creek path will encourage start-ups and creatives to locate in the older industrial property in the area.</p>
<p>Strategy 5.2: Manage land use conflicts between employment land and residential uses</p> <p>Action 5.2.1: Uses that are sensitive to impacts generated from noise, odour, dust,</p>	<p>The associated site-specific DCP will introduce controls that require adequate separation between the proposed non-residential uses to prevent future</p>

<p>vibration, heavy vehicle traffic and/or 24 hours operation should not be permissible in industrial zones.</p> <p>Action 5.2.3: Investigate incorporating an additional local provision that would require new development to demonstrate compatibility with nearby industrial uses (see agent of change principle – Action 1.4.6).</p>	<p>compatibility conflicts within the site or with its neighbours.</p> <p>The proposed private health facility is a highly sensitive use with a management system that will minimise the risk of detrimental impacts on the amenity of its neighbours.</p>
--	--

Draft Camperdown Land-use and Employment Strategy

The Camperdown Alliance, including Inner West Council, City of Sydney Council, University of Sydney and Sydney Local Health District jointly commissioned the 2020 Camperdown Land Use and Employment Strategy. It recommends the following actions to enhance productivity outcomes for the Camperdown precinct:

Action	Consideration
<p>Action 4.0 Employment floorspace</p> <p>Sufficient employment floorspace is developed within Camperdown to meet forecast job growth in the long term. This may include traditional industrial, commercial and retail floorspace as well as bespoke research and laboratory space</p> <ul style="list-style-type: none"> • Action 4.1 – Protect employment lands from rezoning • Action 4.2 – Review planning controls for employment uses • Action 4.3 – Develop an inclusionary policy for employment floorspace 	<p>The proposal will secure the long-term protection of the site for employment.</p> <p>Council is preparing a Structure Plan for Camperdown precinct which will provide new land use and built form controls taking into consideration State government and Council policy visions for the precinct. This Structure Plan will also take account of new land uses proposed as part of DPIE’s Employment Zones reform.</p> <p>Council is yet to prepare the inclusionary policy for employment floorspace.</p>
<p>Action 6.0: Diverse built form and uses</p> <p>A vibrant precinct characterised by diverse commercial and residential), high quality design outcomes and human scale ground level experiences, that creates both a day and evening economy</p> <ul style="list-style-type: none"> • Action 6.1 – Develop built form and land use vision including principles. • Action 6.2 – Consider design excellence for key sites economy uses • Action 6.3 – Support night-time economy uses 	<p>The Planning Proposal establishes a land use and built form concept for the site that respects the existing and the likely desired future character form for the surrounding area.</p> <p>In the absence of a holistic built form vision for the precinct, the proponent’s urban design scheme has been independently peer reviewed by Council commissioned consultants. This rigorous urban design process has ensured that the proposed built form controls for the site respond appropriately to the existing and future context; and will not inhibit the redevelopment potential of the neighbouring sites.</p> <p>In addition, a future DA/SSD will be considered by the Council’s Architecture</p>

	<p>Excellence Panel to ensure that it delivers design excellence on this gateway site.</p> <p>The proposal is not expected to make a substantial contribution to the night-time economy. The proposed uses are however consistent, with the strategic direction of establishing a biotechnology hub in this location and would increase activation of this area. This in itself will help support a night-time economy in the area as it makes the transition to a health and education precinct over the coming decade.</p>
<p>Action 7.0: Sustainability Performance</p> <p>Camperdown is a net zero precinct by 2036, with a leading role in the development a Circular Economy</p> <ul style="list-style-type: none"> • Action 7.1 – Implement LSPS actions to improve sustainability performance • Action 7.2 - Apply reduced car parking for private developments 	<p>The proposal will implement LSPS actions to improve sustainability performance as it includes commitments to the delivery of a sustainable building design with a 6-star Green Star rating.</p> <p>Council has recommended the proponent revises his original design to reduce car parking to match PRCUTS requirements.</p>
<p>Action 8.0: Local connectivity</p> <p>Improved local connectivity both es within the broader Collaboration Area. Pedestrians and cyclists are prioritised over private vehicles.</p> <ul style="list-style-type: none"> • Action 8.1 – Identify street hierarchy through Movement and Place framework • Action 8.2 – Identify initiatives to support identified street hierarchy • Action 8.3 – Implement initiatives to support identified street hierarchy 	<p>The proposal responds to its surrounding context and the Movement and Place framework appropriately with its potential to contribute to public domain improvements along key streets.</p> <p>The proposal to traffic-calm Mathieson Street by establishing a Shared Zone will help create a safe pedestrian and cycling link from Parramatta Road to Cahill Street and Johnstons Creek.</p> <p>The proposal supports the identified street hierarchy through establishment of appropriate setbacks and footpath widening to accommodate new cycle and enhanced pedestrian paths.</p>
<p>Action 9.0: Services and facilities</p> <p>Services and infrastructure that reflect an innovation precinct including spaces for informal and formal collaboration.</p> <ul style="list-style-type: none"> • Action 9.1: Identify appropriate locations for collaborative spaces 	<p>The proposal does not include new collaborative spaces, but the new health development with its public plaza, proximity to the new Cahill Park and the Johnstons Creek corridor and a high number of health professionals working on site will encourage collaboration.</p>

Going Places: Integrated Transport Strategy

The Inner West Council’s Integrated Transport Strategy (ITS), *Our Place Inner West Going Places*, was adopted in March 2020. It builds on the plans, studies and projects of the three former Councils (Leichhardt, Ashfield and Marrickville), NSW Government land use plans and transport strategies and Council’s CSP to identify transport needs, opportunities and projects for the future.

ITS outlines seven principles which aim to address the transport challenges facing the Inner West as it moves towards a transport future focussed on active and sustainable modes of transport.

- *Principle 1:* Plan land use to support active and sustainable transport for reduced travel times and distances.
- *Principle 2:* Improve Safety, personal security, and provide equitable access for full community participation.
- *Principle 3:* Prioritise people in centres and main streets and revitalise key roads.
- *Principle 4:* Commit to active transport infrastructure, services and programs.
- *Principle 5:* Encourage shift to public transport and shared transport from private vehicles by providing attractive alternatives and reduce the impact of congestion and parking.
- *Principle 6:* Manage a freight and goods delivery network to enhance efficiency and Inner West liveability.
- *Principle 7:* Harness technology to improve information, safety, travel choices and environmental outcomes.

This Planning Proposal responds to the ITS and seeks to implement a number of key actions including:

- Revise the planning instruments to require major new developments to provide through-site links for public access on foot and bicycle.
- Review parking requirements in areas within close proximity to high frequency public transport.
- Develop a Section 7.11/7.12 Contributions Plan to proactively fund more active transport links.
- Ensure minimum bicycle parking requirements are contained within the consolidated DCP
- Ensure the DCP includes controls to require ‘end of trip’ facilities in commercial and industrial developments of a certain size.
- Require major new developments to include electric vehicle charging facilities.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Consistency with the applicable State Environmental Planning Policies (SEPPs) is discussed in the table below.

6. Consistency with the SEPPs

SEPP	Comment
Development Standards	Consistent.

	This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
Concurrences and Consents 2018	Consistent. This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
Exempt and Complying Development Codes 2008	Consistent This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
Infrastructure 2007	The Infrastructure SEPP establishes noise criteria that apply to hospitals within the vicinity of a busy road (daily traffic volume of > 20,000 vehicles). It also requires consideration of the Development Near Rail Corridors and Busy Roads Interim Guideline. This proposal is consistent with these requirements as discussed in the following section.
No 55- Remediation of Land	Consistent. This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP. The Planning Proposal seeks to introduce sensitive uses to a site which may have some level of contamination. The proposal includes Preliminary Site Investigation which concludes that this site can be made suitable for the proposed uses subject to appropriate site-by-site contamination management and/or remediation at the DA/SSD stage. The application of SEPP 55 at the DA/SSD stage will ensure that the site is remediated before the land is used for the proposed purposes.
No 64- Advertising and Signage	Consistent This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
Miscellaneous Consent Provisions 2007	Consistent This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
State and Regional Development 2011	Consistent

	This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
Vegetation in Non-Rural Areas 2017	Consistent This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	Consistent. The area is within the Sydney Harbour Catchment. This Planning Proposal does not contain provisions that contradict the requirements of this SEPP. Should the proposed IWLEP Amendment proceed, any future development must comply with the requirements of this SEPP.

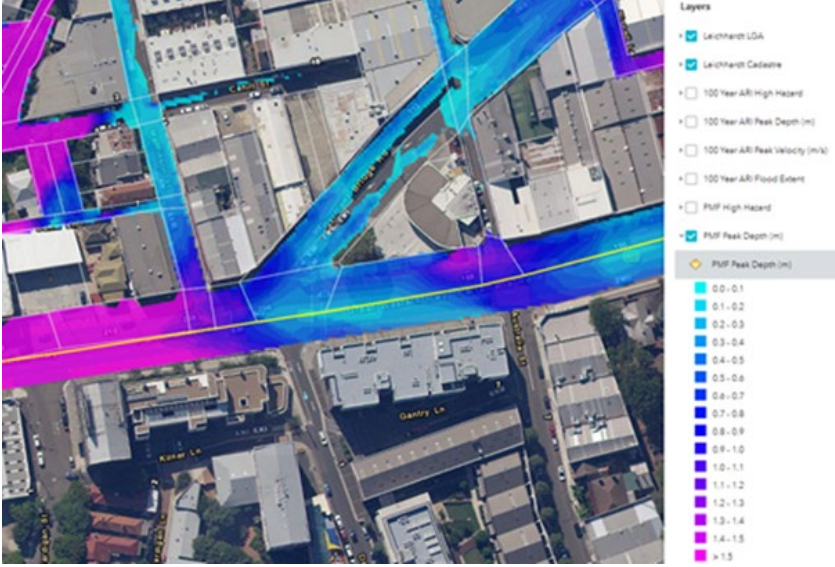
Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

7. Consistency with the Ministerial Directions

Consistency with the applicable Ministerial Directions is discussed in the table below:

Direction	Consistency/Comment
1. Employment and Resources	
1.1 Business and Industrial Zones	<p>The proposal is consistent with the objectives of this Direction as it intends to increase the employment floorspace on the site.</p> <p>Rezoning this IN2 Light Industrial zoned site to B5 Business Development will change the nature of uses but not reduce the supply of employment servicing land in the LGA and sub-region.</p> <p>The Planning Proposal includes specific provisions to only allow access to FSR and HOB incentives if the proposed development provides at least 10,000 sqm for health-related employment uses.</p> <p>The proposal is technically inconsistent with cl 4(b) as it would reduce the amount of potential industrial floor space. This is considered acceptable in the light of inconsistencies between this Direction and Ministerial Direction 7.3 in relation to implementation of Parramatta Road Corridor Urban Transformation Strategy.</p> <p>This proposal is supported by a suite of studies including an Economic Impact Assessment, Social Impact Assessment, Urban Design report and Integrated Infrastructure Delivery Plan. These demonstrate that the proposed uses have merit. The proposal is, therefore, consistent with cl 5(b) and has sufficient strategic merit to proceed to Gateway.</p>
2. Environment and Heritage	

<p>2.6 Remediation of Contaminated Land</p>	<p>Consistent</p> <p>The Planning Proposal seeks to introduce sensitive land uses on the site which is likely to have some level of contamination due to its existing zoning and uses.</p> <p>The Preliminary Site Investigation prepared by EI Australia concludes that the site can be made suitable for the proposed uses subject to appropriate site-by-site contamination management and/or remediation at the DA/SSD stage.</p> <p>This approach is warranted by the existing SEPP 55 framework for Stage 2 Detailed Site Investigations and Remediation Action Plans at the DA/SSD Stage.</p>
<p>3. Housing, Infrastructure and Urban Development</p>	
<p>3.4 Integrating Land Use and Transport</p>	<p>Consistent</p> <p>The Planning Proposal meets all the objectives of this Direction.</p> <p>The Planning Proposal seeks to implement PRCUTS, which is an integrated land use planning and transport policy framework for the Parramatta Road Corridor, approved by the Secretary of DPIE.</p> <p>The proposal would meet the principles of Integrating Land Use and Transport because its future employees and visitors would be in an area with good pedestrian and cycle connectivity close to a range of public transport services and key roads.</p> <p>It also includes measures to ensure that any development on the site that relies on the incentive FSR and HOB provisions will have to make adequate contributions towards local and State infrastructure including improved public transport, walking and cycling facilities.</p> <p>The current Parramatta Road Corridor Precinct-wide Traffic and Transport Study including supporting modelling must be completed prior to any rezoning taking place. Its completion is anticipated by October 2021. Its recommendations may require adjustments to the content and provisions of this Planning Proposal prior to or after its public exhibition.</p>
<p>3.5 Development Near Licensed Aerodromes</p>	<p>Consistent</p> <p>The site is partially within the 20 - 25 ANEF contour. The Planning Proposal does not contravene this Direction and is supported by an Acoustic study which assesses potential noise impacts on the proposed uses and built form in this context.</p>
<p>4. Hazard and Risk</p>	
<p>4.1 Acid Sulfate Soil</p>	<p>Consistent</p> <p>The Direction requires the Relevant Planning Authority to prepare an acid sulfate soils study where it proposes an intensification of land uses on land identified as having a probability of containing acid sulfate soils.</p> <p>LLEP 2013 identifies the site as being affected by Clause 3 and Class 5 acid sulphate soils.</p>

	<p>An Acid Sulfate Soils Management Plan has been prepared which outlines a series of acid sulfate soils management measures which would need to be carried out at the DA/SSD and construction stage.</p>
<p>4.3 Flood Prone Land</p>	<p>Consistent</p> <p>The Planning Proposal site is not identified as Flood Prone Land under LDCP 2013. Although the site is not within a 1 in 100-year Flood Planning Area, it is located within the Probable Maximum Flood (PMF) area for Johnstons Creek. The map below shows that the intersection of Parramatta Road/Pymont Bridge Road and Mathieson Street is flooded by more than 1m during a PMF event making evacuation difficult.</p>  <p>A new flood clause 5.22 - Special flood considerations (copy attached) was introduced by the NSW Government on 14 July 2021. It will come in force in March 2022 and hospitals have been included in the list of sensitive uses to which the clause will apply.</p> <p>Clause 5.22 would apply to sensitive uses between the Flood Planning Level and the PMF Level. The site is affected by the PMF flood risk and associated DA/SSD application would need to address the Clauses in the LEP, particularly Clause 5.22 (3) as set out below:</p> <p><i>Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development—</i></p> <ul style="list-style-type: none"> <i>(a) will not affect the safe occupation and efficient evacuation of people in the event of a flood, and</i> <i>(b) incorporates appropriate measures to manage risk to life in the event of a flood, and</i> <i>(c) will not adversely affect the environment in the event of a flood.</i>

	<p>The Planning Proposal does not include any provisions which contravene this direction. Any DA/SSD associated with this Planning Proposal will have to satisfy the LEP clause above.</p>
<p>5. Regional Planning</p>	
<p>5.10 Implementation of Regional Plans</p>	<p>Consistent</p> <p>The Planning Proposal is consistent with the vision, land use strategy, goals, directions and actions of the Greater Sydney Region Plan – A Metropolis of Three Cities and the Eastern City District Plan.</p> <p>The Planning Proposal will also facilitate implementation of the PRCUTS.</p>
<p>6. Local Plan Making</p>	
<p>6.1 Approval and Referral Requirements</p>	<p>Consistent</p> <p>This Direction requires planning proposals to ensure LEP provisions encourage efficient and appropriate assessment of development.</p> <p>This Planning Proposal is consistent with this Direction. It does not seek to change existing requirements for concurrence, consultation or referral provisions and does not identify any developments as designated development.</p> <p>Standard consultation with public authorities such as DPIE, TfNSW, NSW Health, Sydney Water, Sydney Airport etc. is required as part of the Gateway process. Any provisions for future concurrence or consultation with public authorities regarding the State infrastructure needs will be agreed with the appropriate Minister or public authority prior to undertaking community consultation to satisfy Section 57 of the Act as required by cl 6.1(4)(b).</p> <p>The Planning Proposal will facilitate the implementation of the PRCUTS, which is approved by the Secretary of DPIE.</p>
<p>6.3 Site Specific Provisions</p>	<p>Consistent</p> <p>The Planning Proposal does not apply unnecessarily restrictive site-specific planning controls.</p> <p>The Planning Proposal provides optional FSR and HOB incentives above the existing LEP controls to encourage additional development through addressing site specific provisions.</p> <p>The Planning Proposal will implement the PRCUTS as approved by the Secretary of the DPIE.</p>
<p>7. Metropolitan Planning</p>	
<p>7.3 Parramatta Road Corridor Urban Transformation Strategy</p>	<p>This is the most relevant Ministerial Direction as the Planning Proposal has been prepared to implement this Direction. Consistency with each objective is discussed in detail below.</p>
<p><i>The objectives of this Direction are to:</i></p>	

<p><i>(a) facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy (November 2016) and the Parramatta Road Corridor Implementation Toolkit</i></p>	<p>The Planning Proposal will facilitate development which is largely consistent with the Parramatta Road Corridor Urban Transformation Strategy (November 2016).</p>
<p><i>(b) provide a diversity of jobs and housing to meet the needs of a broad cross-section of the community, and</i></p>	<p>The Planning Proposal will lead to increased diversity of jobs by creating approximately 179 new employment opportunities in the health and innovation sectors.</p>
<p><i>(c) guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure.</i></p>	<p>The Planning Proposal is to facilitate the implementation of PRCUTS which is underpinned by the objectives of aligning growth with the delivery of infrastructure. It also relies on the provision of on-street rapid transit along Parramatta Road to provide the necessary public transport upgrades. Consequently, it requires that precinct-wide traffic and transport study be completed prior to rezoning of any land. This traffic study will confirm the impacts of proposed levels of growth and the improvements to local and State infrastructure required to support this growth.</p> <p>This jointly funded DPIE and IWC study should be completed in 2021. Any associated infrastructure upgrades will need to be actioned by the relevant State and local authority to ensure that new development does not pose a significant burden on the existing infrastructure and that the future population is adequately serviced.</p> <p>Given that this work is yet to be completed, the Planning Proposal includes provisions to ensure that this development does not generate significant traffic impacts.</p> <p>It is envisaged that the outcomes of precinct-wide traffic and transport study alongside the Strategic Business case for Parramatta Road currently being prepared by TfNSW will be complementary. These will support implementation of place-based outcomes and improved public transport along Parramatta Road for employees of and visitors to the proposed development.</p> <p>The PRCUTS Implementation Update 2021 allows Planning Proposals to proceed to Gateway prior to finalisation of the traffic study. The Planning Proposal cannot be finalised until the completion of the traffic study which can be easily achieved for this Planning Proposal as the traffic study will be completed by 2021.</p>

	<p>In addition, the proposal has potential to contribute towards various local/community infrastructure upgrades and new community assets as identified below:</p> <ul style="list-style-type: none"> • a new open space/plaza along Mathieson Street flowing into a public plaza that wraps around the Parramatta Road and Pymont Bridge Road intersection • “Shared Zone” along Mathieson Street between Cahill Street and Parramatta Road including public domain improvements, landscaping and water sensitive urban design. • Land dedications to Council - 6m along Mathieson Street and 3m along Cahill Street. • Footpath widening/landscaping along Pymont Bridge Road. • Ensure that it does not result in any significant traffic impacts on the adjoining road network. <p>These substantial public domain and traffic works will ensure that the proposed development is commensurate with the proposed growth in Camperdown precinct.</p>
<p><i>A planning proposal that applies to land within the Parramatta Road Corridor must:</i></p>	
<p><i>(a) give effect to the objectives of this Direction</i></p>	<p>As above.</p>
<p><i>(b) be consistent with the Strategic Actions within the Parramatta Road Corridor Urban Transformation Strategy (November 2016),</i></p>	<p>The Planning Proposal is fully consistent with the PRCUTS Strategic Actions as discussed in this Planning Proposal.</p>
<p><i>(c) be consistent with the Parramatta Road Corridor Planning and Design Guidelines (November 2016) and particularly the requirements set out in Section 3 Corridor-wide Guidelines and the relevant Precinct Guidelines,</i></p>	<p>The Planning Proposal is largely consistent with the Parramatta Road Corridor Planning and Design Guidelines. It proposes a minor variation to the PRCUTS height recommendation to allow an 8-storey non-residential building which cannot be achieved within the 32m height plane by increasing this to 35m to accommodate the floor-to-floor height needed on the eighth floor, lift overruns and services. The attached urban design studies demonstrate that this minor change will deliver a better outcome than that recommended in PRCUTS.</p>
<p><i>(d) be consistent with the staging and other identified thresholds for land use change identified in the Parramatta Road Corridor Implementation Plan</i></p>	<p>Consistent - The Planning Proposal is within the area identified for rezoning in the 2016–2023-time horizon.</p>

<p>2016 – 2023 (November 2016),</p>	
<p>(e) contain a requirement that development is not permitted until land is adequately serviced (or arrangements satisfactory to the relevant planning authority, or other appropriate authority, have been made to service it) consistent with the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016),</p>	<p>To achieve this requirement, the Planning Proposal includes the following provisions:</p> <ul style="list-style-type: none"> • arrangements for satisfactory State public infrastructure contributions. • community infrastructure contributions through public domain improvements along Cahill Street, Pymont Bridge Road, Parramatta Road and Mathieson Street including a new plaza/ open space, footpath widening, traffic calming, landscaping and water sensitive urban design.
<p>(f) be consistent with the relevant District Plan.</p>	<p>The Planning Proposal is fully consistent with the Eastern City District Plan as discussed under Section B.</p>
<p>(5) A planning proposal may be inconsistent with the terms of this Direction only if the relevant planning authority can satisfy the Secretary of the DPIE (or an officer of the Department nominated by the Secretary) that the planning proposal is:</p>	
<p>(a) consistent with the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016), or</p>	<p>N/A - The Proposal does not rely on the Out of Sequence Checklist for its justification.</p>
<p>(b) justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November 2016) having regard to the vision and objectives, or</p>	<p>The Planning Proposal is justified by the supporting urban design studies including BVN’s original design scheme, Council’s commissioned external urban design peer review by DesignInc and supplementary design information submitted by BVN. All of these reports clearly indicate that additional height of 3m over the PRCUTS 32m height limit is required to accommodate an eight-storey built form as envisaged in PRCUTS.</p> <p>This variation to PRCUTS is the result of a rigorous urban design review process and detailed site-specific testing which demonstrate that the proposed development will deliver a better outcome than that envisaged in the PRCUTS.</p> <p>Overall, the proposal will produce a better outcome that still achieves the PRCUTS vision for the precinct while also fully addressing the objectives of Eastern City District Plan and the Camperdown-Ultimo Collaboration Area Place Strategy.</p>

<i>(c) of minor significance.</i>	It is noted that the Planning Proposal's inconsistency might not be considered of minor insignificance and therefore cl. 5(b) has been satisfied instead.
-----------------------------------	---

Section C – Environmental, social and economic impact

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

The site has no vegetation and is used for industrial purposes, so is unlikely to affect critical habitat or threatened species.

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

It is unlikely that the proposal will result in any environmental effects that cannot be managed through the proposed LEP provisions in conjunction with the existing LEP provisions.

The Planning Proposal includes provisions which will have positive environmental effects in the Parramatta Road Corridor. The proposed FSR and HOB incentives mechanism in particular will ensure that high urban design, built form, amenity, heritage, stormwater management and environmental sustainability benchmarks will have to be met if development consent allowing access to this additional development capacity above the existing LEP controls is to be granted.

The Planning Proposal will result in beneficial environmental effects through improved sustainability measures including the requirement for a 6-Star Green Star rating, tree canopy, green infrastructure, reduced car parking and end-of-journey facilities.

Urban Design (Bulk, form and scale)

The BVN urban design study and DesignInc's urban design peer review have considered the potential built form and amenity impacts that the proposed development might have on surrounding properties including their future redevelopment potential.

The BVN's original design study has issues relating to building envelope, scale and siting as discussed below:

- This design does not provide an adequate transition in height towards Johnstons Creek especially considering the narrow width of Cahill Street (maximum 13m including the proposed setback of 3m).
- The proposal provides insufficient floor to floor height on the eighth floor (only 3.1m) to accommodate non-residential uses. It also does not consider lift-over runs and services in its proposed 32m height limit. Although it is noted that BVN's design and DesignInc's peer review have demonstrated that generally eight storey development on this site is acceptable in terms of desired future character.
- Whilst the 6m setback to Mathieson Street is generous, the design does not adequately allow for 'substantive tree planting' and 'green lungs' on Mathieson Street. Mathieson Street's width, even with a setback, is insufficient to implement the PRCUTS requirement to provide a safe cycling route.
- To some extent the concept plan misses the opportunity to reinforce the 'nodal gateway' importance of the site at the corner of Parramatta Road, Pyrmont Bridge Road and Mathieson Street (see the below Figure 17 highlighting the importance of this 'primary node' as part of the Fine Grain Study).

•

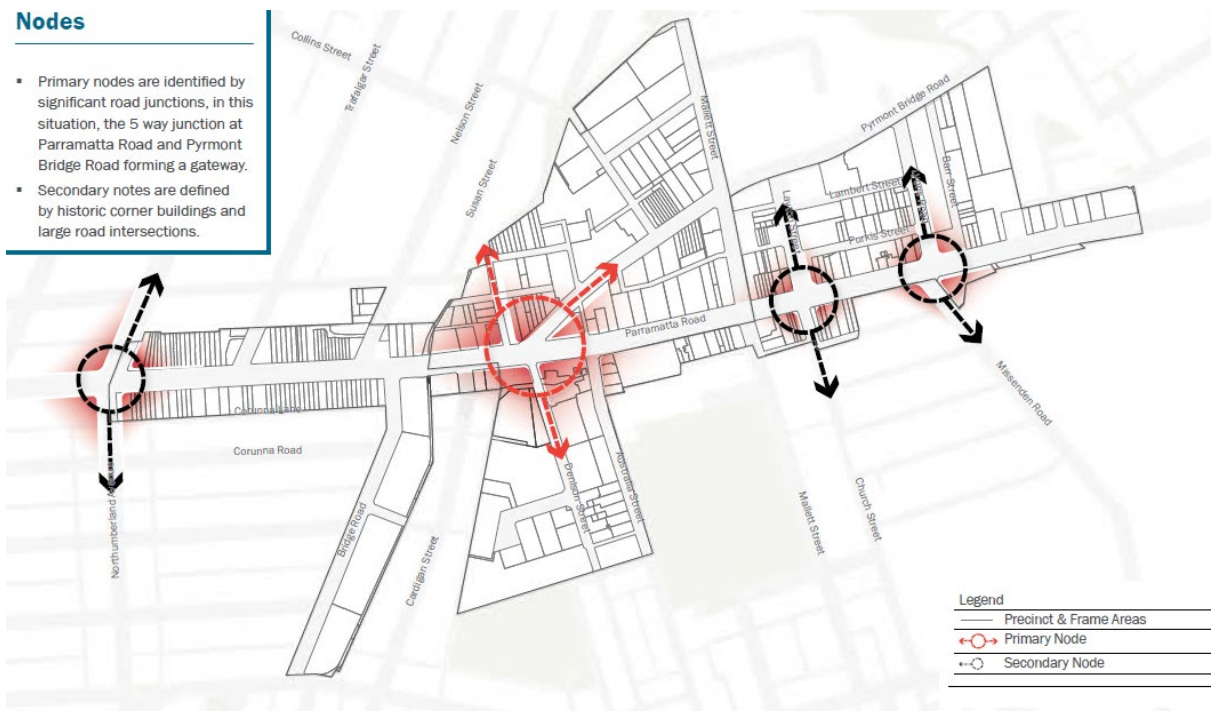


Figure 17 - Nodes in PRCUTS Fine Grain Study

Following DesignInc’s peer review Council made the following recommendations for revisions to the proponent’s original urban design scheme to manage the bulk, form and amenity impacts better:

- Notwithstanding the PRCUTS 32m control whilst 8 storey building is supported the building should respond to the site the context by not being uniformly 8 storeys high
- Differentiation of parts of the building to create a height transition ‘down the Hill’ towards Johnstons Creek
- The proposed eighth storey should have a minimum floor to floor height of 3.8m to accommodate non-residential uses.
- The LEP incentive HOB control has been adjusted to allow an eight-storey building + services/plant room and lift over-runs with a proposed height of 35m
- Proposed development to be setback by 1.5m on ground and first floor along Pymont Bridge Road with the rest of the building built to boundary and cantilevered over this setback allow footpath widening along Pymont Bridge Road to accommodate increased foot traffic (refer to the draft section in Figure 18 below).

- Proposed development to be setback by generally 6m along Mathieson Street with an additional salient setback of up to 22m to create a new public plaza. Mathieson Street between Cahill Street and Parramatta Road will be a “Shared Zone” operating as a public space integrated with this new plaza.

Council is currently working with the proponent’s design team to incorporate these changes. The urban design study will be amended following the Local Planning Panel’s meeting and prior to the Planning Proposal being reported to Council. The revised plans will be incorporated in the site-specific DCP to ensure that the proposed development does not result in any adverse built form and amenity impacts.

Overshadowing

There are no significant overshadowing impacts from the proposed redevelopment. The Urban Design Study has considered the potential overshadowing impacts on surrounding residential uses. There are three IN2 zoned detached residential cottages on Mathieson Street opposite the site and a B7zoned live-work development to the north on Cahill Street. The cottages are in an area which is expected to transition to a B5 Business Development zone and may be redeveloped for employment uses in the short to medium term.

There are also recent mixed use / residential apartment developments south of the site on the other side of Parramatta Road.

The proposal is not expected to have any significant overshadowing impact on the residential uses to the north of Parramatta Road as shown in figure below. The proposal would result in some additional shadowing of the facades of the mixed-use residential flat buildings to the south of Parramatta Road, however this is considered to maintain an acceptable level of amenity and is modelled in the Urban Design Study.



Figure 20 - Overshadowing Impacts (Source - BVN Urban Design Study)

These overshadowing diagrams are to be amended following the recommended design changes outlined above, which will further reduce potential overshadowing. In particular, the

built form transition to Cahill Street with lower building element at the north-western corner will mean less overshadowing of the proposed new public plaza.

Visual impact and privacy

There may be some limited overlooking impacts on the internal courtyards of the live-work units on the B7 zoned site to the north of the site and on the Mathieson Street cottages.

The proposed design amendments will provide additional upper storeys setbacks along Cahill Street which will mitigate overlooking impacts on the B7 units as well as on any future development on this site. Overlooking impacts along Cahill Street and Mathieson Street are inevitable given the height of development proposed by PRCUTS in this part of the precinct. These impacts will be managed with building articulation, modulation and screening at the detailed design stage.

The residential apartments located on the southern side of Parramatta Road are sufficiently distant from the site with separation distances that exceeding the requirements under the Apartment Design Guide. This along with the proposed building orientation will mitigate any significant overlooking or privacy issues and reduce visual impacts that they might experience.

As discussed earlier, the site is part of the Camperdown precinct which is envisaged to transition to a health and education precinct and the three Mathieson Street cottages are expected to transition to business uses in the medium and long term.

Heritage

The subject site is not listed as a heritage item or within a heritage conservation area. The potential impacts on any surrounding heritage properties or HCAs have been considered in the attached Heritage Impact Assessment prepared by Architectural Projects.

The site is in the vicinity of a number of heritage items and heritage conservation areas including:

- C10 Camperdown Park Heritage Conservation Area
- I1 Camperdown Park
- I2 Cranbrook Group, including interiors
- I3 Australia Street 1 Industrial Group, including interiors
- I5 Bridge Road School (Former Camperdown Public School), including interiors
- I613 Kerb and Gutter - Chester Street
- I614 Kerb and Gutter - Guihen Street
- I615 Former Police Station
- I616 Warehouse.

These heritage items and conservation areas are shown in Figure 21.

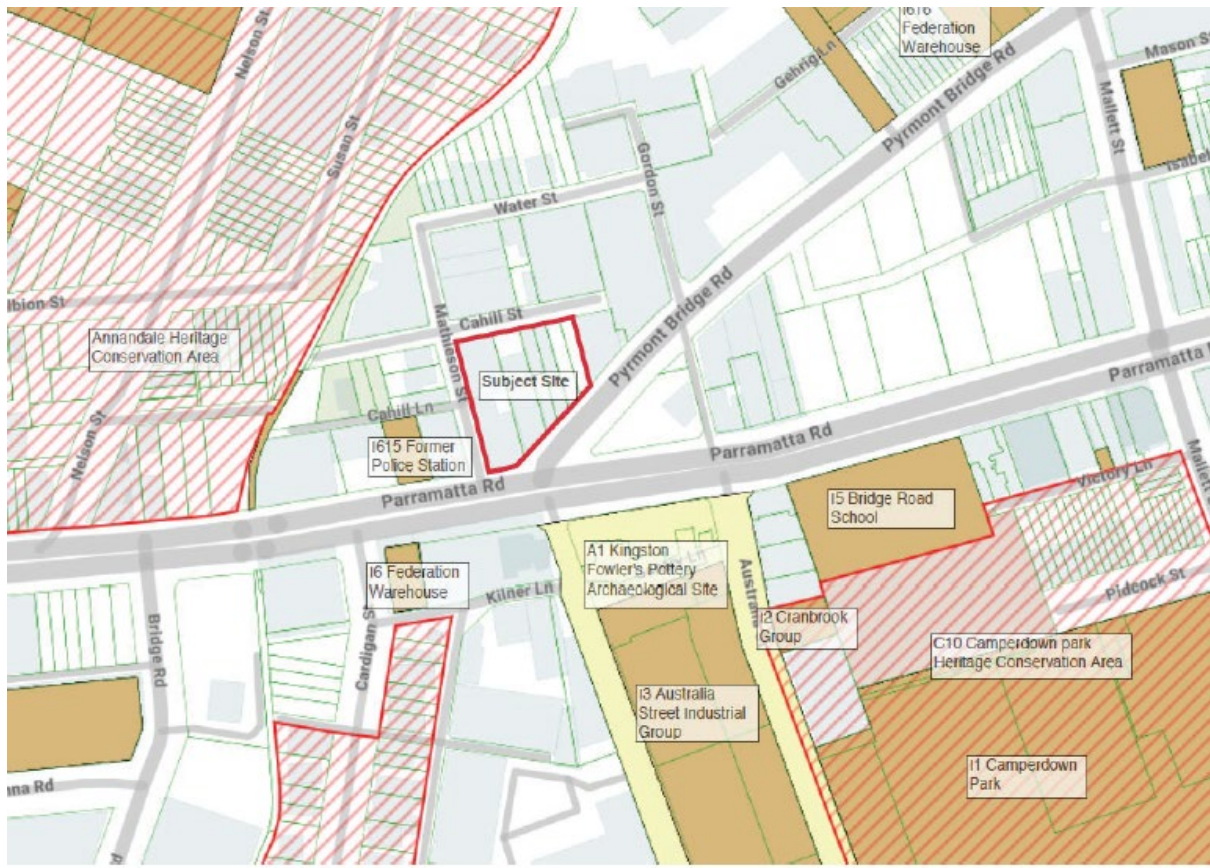


Figure 21 – Heritage items and Heritage conservation areas surrounding the site

Options for retaining and restoring existing buildings were considered as part of the assessment but ruled out to provide a specialist health use building of this nature. The precinct is expected to undergo a significant transformation to accommodate health and education uses. Other opportunities for adaptive reuse of contributory buildings in the precinct will be explored as part of Council's Structure Plan.

The Heritage Assessment concludes that all of the items are located some distance from the site and are screened by buildings or other landscape or topographical. Accordingly, the proposal is not likely to create any direct heritage impacts. A Heritage Impact Statement will need to be undertaken and submitted with the future DA/SSD demonstrating how the proposal enhances the heritage items in the vicinity.

Traffic and Transport

The Transport Assessment Report by MLA Transport includes modelling of traffic impacts on the intersections at Parramatta Road / Mathieson Street and Parramatta Road / Pymont Bridge Road. The proposed development is expected to generate 144 vehicle trips per hour during the busiest period. The performance of an intersection or how long a single vehicle has to queue to get through it is measured as Level of Service (LoS) and graded from A to F. A being the most efficient or fastest LoS while B and C are considered satisfactory. Analysis in the report found that when the traffic from the development is added to the overall level of traffic expected by 2031 this set of local intersections would operate at a satisfactory level of service.

The modelling indicates that the Parramatta Road / Mathieson Street intersection level of service (LoS) would be maintained at a LoS A. The Parramatta Road / Pymont Bridge Road

intersection level of service is expected to decrease from LoS B to LoS C in the evening peak because of the projected growth in overall traffic on Parramatta Road by 2031. This decrease is not caused by traffic from the proposed development although traffic to and from Mathieson Street would require a minor re-allocation of the signal timing at this intersection.

The traffic study considered the car parking requirements based on the LDCP, PRCUTS and TfNSW traffic generation guidelines. These rates are identified in the table below.

Regulation	Minimum Car parking requirement	Maximum Car parking requirement
Leichhardt DCP		
Minimum parking requirement – 2 spaces per 3 consulting rooms	32	96
Maximum parking requirement – 2 spaces per consulting room		
PRCUTS – commercial uses		
Maximum 1 space per 150sqm	NA	68
TfNSW 2002 Guideline – private hospitals		
peak parking accumulation (PPA) can be estimated as follows: <ul style="list-style-type: none"> PPA = $-19.56 + 0.85B + 0.27ASDS$ where the number of beds (B) and the average staff per weekday shift (ASDS) are known, or PPA = $-26.52 + 1.18B$ where only the number of beds is known. 	115/128	NA
TfNSW 2018 Guideline – private hospitals in urban areas in close proximity to transit:		
<ul style="list-style-type: none"> 0.7 to 1.2 car parking spaces per staff, or 3.0 to 5.0 car parking spaces per bed. 	119/360	204/850

Detailed consideration of the proponent’s traffic report and related matters is provided below:

- The traffic study provides projected traffic generation based on TfNSW’s Guidelines 2002 and the draft Guide to Traffic Impact Assessment 2018 for use as a private hospital. These projections estimate a range of 56 to 144 vehicles per hour and 71 to 106 vehicles per hour in the morning and evening peaks respectively with the 2002 current guideline suggesting peak vehicle trips of 103 per hour. These calculations do not consider the availability of parking or travel mode shift towards public transport. Limiting future parking provision in accordance with PRCUTS requirements, facilitating active transport and the improvements to mass transit the State government will be introducing on Parramatta Road will lead to lower levels of traffic generation in the Camperdown precinct.
- The section on parking focuses on the hospital’s prospective client, but there is no analysis regarding parking occupancy peak times. Opportunities for multiple use of

parking spaces by different users at different times of the day or night (temporal cross-use opportunities) should also have been examined.

- The 100 parking spaces proposed by the proponent are roughly 30% greater than the maximum requirement under PRCUTS. Consequently, on-site parking provision should be reduced unless further details can be provided regarding likely rates of maximum occupancy based on surveys conducted in similar facilities in similar inner-city locations. A post development completion monitoring, and review process should be implemented to inform and facilitate the ongoing shift in travel modes toward active and public transport. The applicant will be responsible for this monitoring, which should include paying for a resident parking scheme study and implementation of permit parking if it becomes apparent that parking from the hospital is overflowing into nearby residential streets.
- The traffic report does not consider the impacts of the recently approved parking restrictions on Booth Street. These will have to be considered as part of detailed modelling at the DA/SSD stage.
- The report would benefit from survey information for similar private hospital facilities to compare the traffic generation rates and requirements for private car parking.
- There are concerns that about potential traffic queueing along Mathieson Street to access Parramatta Road as the new development is expected to add 3 and 5 vehicles per hour in the AM and PM peaks respectively to the overall levels of 75 and 58 vehicles per hour exiting Mathieson Street. A detailed review of this possibility, including a technical note on the calibration and validation of the existing scenario intersection assessment SIDRA model, will be required at the DA/SSD stage.
- Sight lines at all vehicular exits must comply with AS2890.1:2004 and the grade of the internal driveway must be at a maximum of 1 in 20 for the first 6m into the property.
- The proposed tree at the intersection of Mathieson and Cahill Streets is unlikely to be supported as it interferes to with sightlines for pedestrians and drivers at the intersection.
- Turntables are not supported due to problems with reliability and maintenance. The loading dock must be designed so that all vehicular movements to and from the site are in a forward direction without the aid of a turntable.
- The Mathieson Street carriageway width should be increased from 6.1m to 9.4m (kerb to kerb) and Cahill Street from 5.7m to 7.6m (kerb to kerb).

There must not be a basement under land dedicated to Council for a public footpath as shown with red hatching in the Figure 22 below.

PRELIM

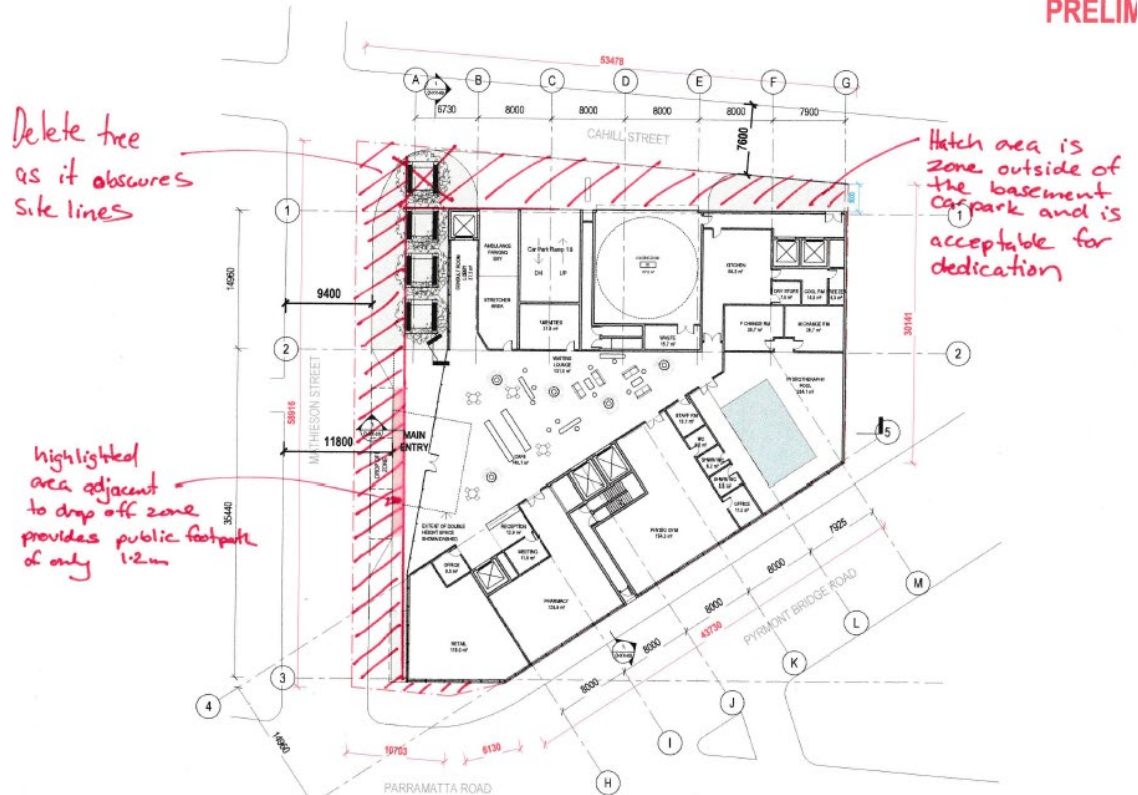


Figure 22 – Proposed improvements to resolve traffic concerns

- A Shared Zone be provided along Mathieson Street between Cahill Lane and Parramatta Road to improve safety and provide the PRCUTS cycleway link to Johnstons Creek. This will create a sense of space for all users including pedestrians, cyclists and vehicles. The rest of the Shared Zone along Mathieson Street will extend Johnstons Creek as future development occurs in the precinct.

Any Shared Zone must comply with the TfNSW Technical Direction TTD 2016/001 February 2016 and must be approved by TfNSW. There are 2 categories that can be approved: Category 1 with no kerbs and Category 2 with kerbs and footpaths.

Additional drainage would be required for a Category 1 Shared Zone to ensure that the removal of kerbs would not lead to surface water runoff into adjoining properties. Piped drainage (minor) must be designed for a 1 in 20-year storm event. The major drainage (overland flows) should be contained in the road reserve and designed for a 1 in 100-year storm event.

The Shared Zone shall be designed and constructed by the developer at no cost to Council.

- Public domain works adjacent to the site including the proposed Shared Zones should be designed in accordance with the Inner West Public Domain Design Guide and approved by Council prior to construction.
- In addition, the pedestrian crossing points at the intersection of Parramatta Road and Pyrmont Bridge Road are not very accessible with a lack of pedestrian ramps (see below Figure 23). Given the proposed development will be a hospital with visitors that may have with mobility issues the developer will be responsible for improving accessibility as part of the public domain works to be undertaken.



Figure 23 – Improvements required to surrounding pedestrian crossings

- The existing overhead power cables adjacent to the site are to be relocated underground and lighting poles replaced with steel standards to Ausgrid's requirements. The street lighting shall be designed in accordance with Australian Standard AS1158-Road Lighting and the Network Standards of Ausgrid.
- The number of on-site parking spaces should be no more than those required by PRCUTS or the rates recommended in the PRCUTS transport and parking study, whichever is lower.
- The study refers to travel planning, but a more detailed green travel plan should be provided. This should aim to enhance the street environment in the area by discouraging the use of private vehicles and boosting the use of public and active transport. The travel plan should examine a wide range of factors and possible initiatives that could help achieve this twin aim such as flexible working arrangements if practical, work-from-home opportunities for workers that do not need to be physically on site, staggered and extended hours operations for the medical speciality practices real-time public transport information provided via Intranet to employees and at kiosk type/or overhead displays for visitors and a monitoring and review program.

The proponent's traffic report and design be updated in response to comments above before the proposal is reported to Council and DPIE. Further updates are also expected following the completion of PRCUTS precinct-wide traffic and transport study.

The car parking rates should also be amended in the supporting DCP and design scheme to reflect maximum car parking provision as required by PRCUTS for commercial uses or the PRCUTS transport and parking study, whichever is the lower

The traffic and transport impacts will also be managed and refined as the proposal progresses to the DA/SSD stage with more detailed assessment at that point to ensure that the environmental amenity of the neighbourhood, safety and convenience are enhanced.

Landscaping

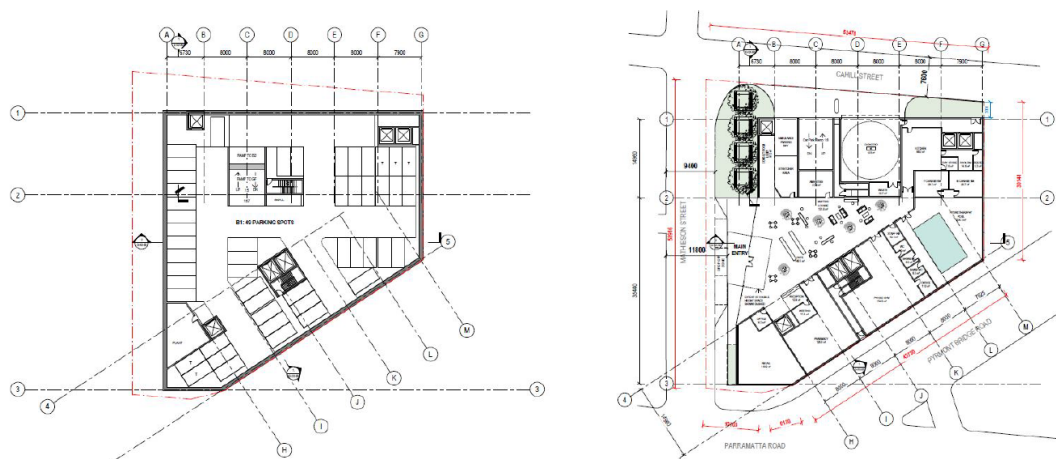
There are currently no street trees or landscaping on the site or along Mathieson Street and only a few trees on Pymont Bridge Road, most notably a single mature eucalypt next to the petrol station opposite the Mathieson Street corner. PRCUTS and the Parramatta Road

Urban Amenity Improvement Program highlight the importance of greening the area for improved amenity and environmental outcomes.

The Planning Proposal and accompanying Urban Design Report propose new street tree planting and rooftop landscaping to create a ‘green lung’ at Mathieson Street, connecting Pymont Bridge Road to Johnstons Creek. Objectives in the site specific DCP will reinforce the delivery of this vision with cl 2.5 a) requiring the development to contribute to the ‘green lung’ at Mathieson Street and cl 2.5 b) the provision of substantial street trees. The sketch views within the Urban Design Report show extensive greening of the public domain wrapping around the corner of Pymont Bridge Road and Parramatta Road from Mathieson Street, and a green façade to the towers (see image below).



The basement proposed in the original design extends past the above-ground building footprint under the setback designated for street trees next to Mathieson Street as shown below.



- The review supports the intention to create a ‘green lung’ by maximising planting along Mathieson Street, but the extent of the basement would prevent deep soil planting. The original design concept would only provide small trees with a maximum tree canopy width of 4-5m in a It is recommended that the basement be set back from Mathieson Street to allow for the deep soil required to accommodate ‘substantial tree planting’ as a more effective ‘green lung’. This is in line with the recommendations above regarding the traffic and transport assessment.

- The imagery in the proponent's urban design report includes renders and sketch views with tree planting on the corner of Pymont Bridge Road and Parramatta Road, but the ground floor setbacks are not large enough to accommodate tree planting.
- A greater setback should be created at this corner to provide room for the planting of substantial trees to soften the presentation of the building to the street and provide more circulation space for pedestrians and cyclists. The tree species selected should complement the species proposed in the UAIP plans for Pymont Bridge Road and Johnstons Creek to reinforce the visual link between these groups of trees.

The site and Mathieson Street slope to the north and Johnstons Creek. The development will need to incorporate WSUD in Mathieson Street to improve water quality and control run off to Johnstons Creek.

The proponent's urban design report and the site-specific DCP will be amended to address the points set out above. The site-specific DCP will also require that a minimum of 7% deep soil planting and 15% tree canopy cover can be achieved on the site.

Sustainability

The proposal is supported by a Sustainability Strategy prepared by Integral Group to ensure that the development achieves a high level of ecological sustainability.

The Sustainability Strategy outlines the following sustainability objectives for the site:

- To reduce Green House Gas emissions, with the goal of net zero emissions
- To support the health and wellbeing of building occupants, visitors and the Community
- To dramatically reduce the use of non-renewable resources and advance the circular economy
- To support the physical resilience of assets, and the resilience of the community to manage shocks and stresses from climate change
- To contribute new green space to the city, supporting local habitat, connectivity for mobile species, water management, urban heat and local amenity
- To enable movement to and from the site with non-vehicular transport, support better mobility options in the neighbourhood and support the adoption of emerging mobility options that support sustainable outcomes
- To mitigate the consumption of potable water resources, seek more sustainable infrastructure solutions and provide best practice water quality leaving the site
- To embed Indigenous knowledge into the design and development process in support of our cultural heritage and recognition of the sustainability insight from Indigenous communities

To meet these objectives the project includes a commitment to deliver a building which achieves a 4 Star Green Star buildings rating.

Whilst all the above sustainability measures and objectives are supported the proposal and its supporting DCP are considered to be 'light on' in terms of defining and linking design excellence and sustainability. Sustainability encompasses social and cultural opportunities,

land use futures, active transport, and the longevity of landscape treatments, as well as building performance.

In order to deliver an exemplar and the first building of its type in this precinct, the proposal should be much more aspirational and detailed to ensure an excellent design outcome. It is also considered that the development controls should demonstrably integrate the building with the public domain. The following changes should be made to the Sustainability Strategy and the site specific DCP:

- A 6-star Green Star rating is an appropriate benchmark for this gateway site and for the proposed uses – to exemplify sustainability and innovation
- The DCP should call up materials and finishes that are robust and durable, with low maintenance needs

The DCP should link the public domain outcomes strongly to the built form massing and setbacks – in other words, the controls need to deliver against the ‘green lung’ objective

Excellence in design should include amenity outcomes for building users and for neighbours – not just aesthetics

Façade design should be required to be ‘orientation-specific’ – that is, features like external sun shading where the design will differ depending on which direction the windows face.

These proposed changes will also contribute to Council's LSPS target of low carbon and net zero emissions in Camperdown precinct.

Acoustic Impacts

An acoustic assessment has been carried out by West and Associates. It considers the potential noise impacts associated with nearby traffic, surrounding commercial uses, potential industrial uses and aircraft.

The most prominent noise sources in the vicinity are from Parramatta Road and Pymont Bridge Road traffic and as the site is in the 20-25 ANEF contour aircraft noise.

The Acoustic report has been informed by noise monitoring and an analysis of the relevant noise criteria. It identifies construction attenuation measures to ensure that the future development can meet all the relevant noise criteria. Further details of noise attenuation measures will be confirmed at the DA/SSD stage in accordance with the requirements of the Leichhardt DCP and the Infrastructure SEPP.

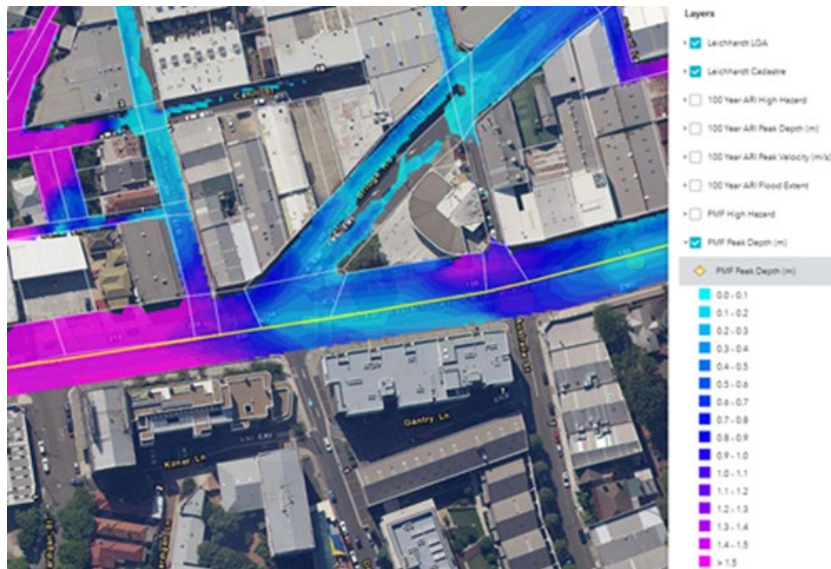
The Acoustic Report also noted that as building plant has not been identified at the Planning Proposal stage, compliance with relevant noise criteria in this respect will also need to be demonstrated at the DA/SSD stage.

The assessment concludes that any potential adverse noise impacts can be mitigated through suitable construction and window attenuation measures at the DA/SSD stage.

Flooding impacts

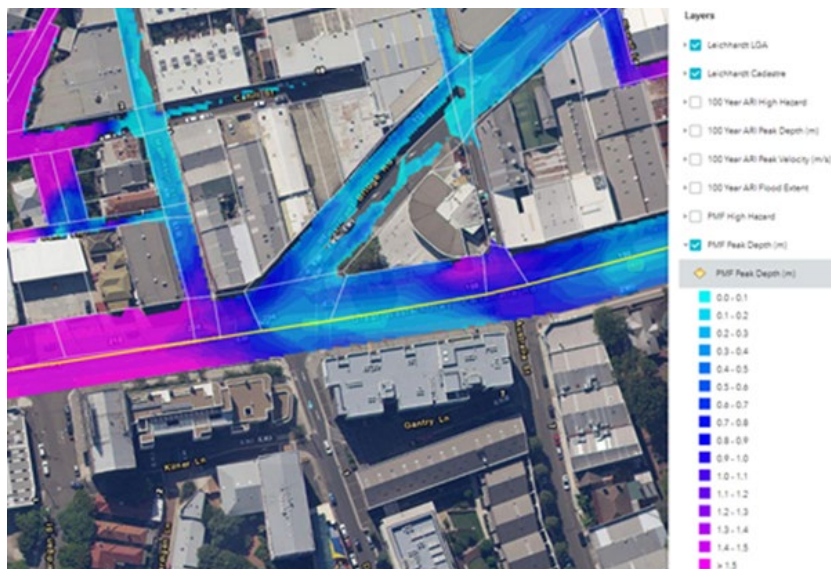
The Planning Proposal site is not identified as Flood Prone Land under LDGP 2013. Although the site is not within a 1 in 100-year Flood Planning Area, it is located within the Probable Maximum Flood (PMF) area for Johnstons Creek. The map below shows that the

intersection of Parramatta Road/Pymont Bridge Road and Mathieson Street is flooded by more than 1m during a PMF event making evacuation difficult.



Consistent

The Planning Proposal site is not identified as Flood Prone Land under LDCP 2013. Although the site is not within a 1 in 100-year Flood Planning Area, it is located within the Probable Maximum Flood (PMF) area for Johnstons Creek. The map below shows that the intersection of Parramatta Road/Pymont Bridge Road and Mathieson Street is flooded by more than 1m during a PMF event making evacuation difficult.



A new flood clause 5.22 - Special flood considerations (copy attached) was introduced by the NSW Government on 14 July 2021. It will come in force in March 2022 and hospitals have been included in the list of sensitive uses to which the clause will apply.

Clause 5.22 would apply to sensitive uses between the Flood Planning Level and the PMF Level. The site is affected by the PMF flood risk and associated DA/SSD would need to address the Clauses in the LEP, particularly Clause 5.22 (3) as set out below:

Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development—

(a) will not affect the safe occupation and efficient evacuation of people in the event of a flood, and

(b) incorporates appropriate measures to manage risk to life in the event of a flood, and

(c) will not adversely affect the environment in the event of a flood.

Contamination

EI Australia has undertaken contamination assessment based on previous due diligence advice provided by JK Environments which included a historical review, site walkover and soil sampling.

EI Australia notes the following in terms of the extent of contamination:

- Significant (gross / widespread) contamination does not occur on the site.
- Localised asbestos, heavy metal and TRH impacted soils appear to be present and limited to the near surface filling layers.
- Volatile (chlorinated) hydrocarbon contaminated groundwater is evident, but not to the extent that would preclude commercial development

The assessment concludes that the site can be made suitable for the proposed development in accordance with SEPP 55 subject to remediation. Given that the proposed development requires bulk excavation in order to construct a two-level basement EI Australia envisages that the remediation strategy will involve offsite disposal of impacted soils at an EPA licensed landfill facility.

A Detailed Site Contamination Investigation by an independent appropriately qualified environmental consultant will be required at the DA/SSD stage. The report/s must be prepared in accordance with the requirements of the LEP and relevant NSW EPA Guidelines for Contaminated Sites. The Planning Guidelines in SEPP 55 will also require the provision of a detailed assessment of the nature, extent and degree of land contamination in this report.

Should the Detailed Site Investigation Report not find land and groundwater contamination on the site report must clearly state that 'the land is suitable for its intended land use' posing no immediate or long-term risk to public health or the environment and is fit for occupation by persons, together with clear jurisdiction for the statement.

Should the Detailed Site Investigation Report identify that the land is contaminated, and the land requires remedial works to meet the relevant Health Based Investigation Level, a Remediation Action Plan (RAP) will have to be submitted to and approved by Council prior to the commencement of remediation works. The RAP is to be prepared in accordance with the relevant Guidelines or approved by the NSW Environmental Protection Authority, including complying with the Guidelines for Consultants Reporting on Contaminated Sites. If required, this RAP is to include procedures for the following: ·

- Excavation of Hydrocarbon-contaminated soil
- Site management planning

- Validation sampling and analysis
- Prevention of cross contamination and migration or release contaminants
- Groundwater remediation, dewatering, drainage, monitoring and validation
- Unexpected finds.

Acid Sulfate Soils

The LLEP 2013 identifies the site as being an area mapped as having Clause 3 and Class 5 acid sulphate soils. Acid Sulphate Soils are naturally occurring sediments containing iron sulphides, which when exposed to air through excavation have the potential to produce sulfuric acid.

An Acid Sulphate Soils Management Plan has been prepared by EI Australia. Based on analysis of borehole logs it concludes that the potential for encountering acid sulphate soils on the site is extremely low. It does however recommend that further investigations be carried out following demolition to determine whether Acid Sulphate Soils are present. The Management Plan outlines measures to be applied at the construction stage to manage disposal of acid sulphate soils should they be encountered, management of potential acid sulphate soils in situ and management and disposal of groundwater.

The Acid Sulfate Soils Management Plan will be implemented at the DA/SSD and construction stage.

Utility services

A Utility Services Assessment Report by Stantec concludes that the proposal can be serviced by surrounding utility infrastructure without the need for major upgrades.

Overall, the proposal including the FSR, and height bonus incentive criteria and the general provisions of the mainstream development assessment process will ensure that any environmental effects are appropriately managed and mitigated.

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

Economic impact

The Planning Proposal will result in net positive social and economic effects by providing an estimated 179 new jobs and a new hospital.

The Economic Impact Assessment by Hill PDA considers the potential economic benefits of the proposal against a do nothing 'base case'. The assessment concludes that the proposal would deliver the following economic benefits:

- Provision of 179 jobs on site, representing an increase of 145 jobs compared to the base case
- Approximately \$17.1 million in staff remuneration, representing \$16 million more than the base case
- Gross output {revenue} of around \$37 million per year, representing an increase of around \$28 million above the base case
- Gross value added to the GDP in the order of \$20.1 million each year.

The Assessment also highlighted that the development has the potential to stimulate and attract further investment, raising the profile of the area and supporting a wide range of economic multipliers which would in turn support investment in associated industries.

Notwithstanding this these workers and the hospital's clients will generate demand for community, recreational and transport infrastructure.

The proponent will be required to contribute towards community and State infrastructure to address the additional demands on infrastructure generated by the development.

Social impact

A Social Impact Assessment HillPDA concludes that the proposed planning control changes and associated hospital development, would deliver long term socio-economic benefits. It recommends the following mitigation measures to manage any potential adverse impacts and maximise the potential benefits to the local and wider community:

- Preparation and implementation of a construction management plan to mitigate potential amenity, health and wellbeing construction impacts arising.
- Preparation of a noise management plan to devise design mitigation strategies to minimise impacts on surrounding residents and businesses that might arise when the hospital becomes fully functional.
- Preparation of light spill maps and appropriate design measures to mitigate light pollution impacts on surrounding residents, particularly at night.
- Preparation of a traffic and transport impact assessment and management plan to ensure that road, public transport and pedestrian network functions are not adversely affected by the proposal, particularly with reference to the performance of the intersection of Pymont Bridge Road and Parramatta Road
- Preparation of a Green Travel Plan to further minimise congestion impacts through encouraging modal shift to active or public transport by employees and visitors to the site
- Implementation of a community engagement strategy to ensure that surrounding businesses and residents are afforded an input into the evolution of the proposal from an early stage.

These matters have been addressed as follows:

- Preparation of a traffic impact assessment which has concluded that the surrounding road network would continue to operate at an acceptable level following the development
- Preparation of a noise impact assessment to consider potential noise impacts.

The recommendations of the Social Impact Assessment will be addressed in more detail at the DA/SSD Stage including through further traffic and noise impact assessments, preparation of a construction management plan, a light spill assessment and a Green Travel Plan. Community consultation will be carried out throughout the Planning Proposal and Development Assessment process.

Section D – State and Commonwealth interests

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

There is currently insufficient public infrastructure to support the proposed levels of growth in Camperdown and the Parramatta Road Corridor. There are specific concerns regarding traffic congestion and amenity along Parramatta Road. NSW Government's PRCUTS and Future Transport 2056 contain initiatives for investment in high frequency mass public transport investment along Parramatta Road from Burwood to the Sydney CBD. The proposal is close to the indicative future superstop site identified in the PRCUTS Planning and Design Guidelines.

The existing public infrastructure servicing the site is adequate. The proposal will provide part of a strategic walking and cycling path in the form of Shared Zone and new public plazas along Mathieson Street/Parramatta Road as significant contributions towards open space, public domain and active transport.

Accordingly, the Planning Proposal includes provisions to support new development above the level allowed by existing LEP controls subject to:

- Provision of State Infrastructure Contributions for:
 - State and regional roads
 - bus interchanges and bus lanes
 - land required for regional open space
 - social infrastructure and facilities (such as schools, hospitals, emergency services and justice purposes)
 - light rail infrastructure.
- Provision of on-site community infrastructure to serve local residents and the future occupants of the proposed development:
 - a new open space/plaza along Mathieson Street that wraps around the Parramatta Road and Pyrmont Bridge Road intersection corner
 - "Shared Zone" along Mathieson Street between Cahill Street and Parramatta Road including public domain improvements, landscaping and water sensitive urban design.
 - Land dedications to Council - 6m along Mathieson Street and 3m along Cahill Street.
 - Footpath widening/landscaping along Pyrmont Bridge Road.

The full range of utility services including electricity, telecommunications, water and sewer are all currently available across the Inner West. It is expected that these services will be upgraded where required as individual development occurs.

The measures outlined above in combination with Council's mainstream local infrastructure provisions and contributions plans will ensure that adequate public infrastructure is available to support the new development.

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

Council has undertaken preliminary consultation with the Camperdown-Ultimo Collaboration Area Alliance and its members including Sydney Local Health District and the University of Sydney regarding the merits of the proposal. The authorities have generally provided positive comments in relation to transition of the site to purely health related employment uses. Specific concerns regarding potential traffic impacts and design quality have been already addressed by Council through the standard Planning Proposal assessment process.

A Gateway Determination would identify those public authorities that would need to be consulted as part of the post Gateway Planning Proposal process. Public authority consultation will be undertaken concurrently with community consultation. The list of public agencies to be consulted is likely to include:

- Transport for NSW
- Sydney Airport Corporation Limited
- Civil Aviation Safety Authority
- Commonwealth Department of Infrastructure, Transport, Cities and Regional Development
- Sydney Water
- Heritage NSW
- Infrastructure NSW
- NSW Health (Sydney Local Health District)

Part 4 – Mapping

The Planning Proposal seeks to make the following amendments to IWLEP2021 maps:

- Amend existing Land Use Zoning to B5 as shown in the **Land Use Zoning Map** below



- Create new **Incentive Floor Space Ratio Map** as shown below.



- Create new **Incentive Height of Buildings Map** as shown below.



- Amend **Key Sites Maps** to identify this site.



- Amend **Additional Permitted Uses Maps** to identify this site.

Attachment 1 - Council Planning Proposal



Part 5 – Community Consultation

If the Planning Proposal is supported by the Minister, formal stakeholder and community consultation, including consultation with public agencies, will be undertaken by Council in accordance with the legislative requirements of the Act and any additional conditions imposed in a Gateway Determination.

A 28-day public exhibition is recommended with the following types of notification:

- On the Inner West Council's Yoursay website
- Letters to owners and occupiers
- Social Media and other channels
- NSW Government Planning Portal

Part 6 – Project timeline

In accordance with the requirements set out in 'A guide to preparing planning proposals', the table below outlines the anticipated project timeline of the planning proposal progress through the LEP plan making process.

Action	Period
Inner West Local Planning Panel considers the Planning Proposal	September 2021
Amend Planning Proposal and supporting documentation in response to Panel and Council officer's concerns	September 2021 – January 2022
Inner West Council considers the Planning Proposal	February 2022
Submit Planning Proposal to DPIE for Gateway consideration	March 2022
DPIE assesses the Planning Proposal and issues Gateway Determination	April – May 2022
Public exhibition & government agency consultation	June 2022 – July 2022
Consideration of submissions and preparation of updates to Planning Proposal.	July – August 2022
Report to Council on post-exhibition outcomes and seek resolution to submit Planning Proposal to DPIE for finalisation.	September 2022
Final review by DPIE, Parliamentary Counsel drafts LEP, and notification of the LEP by DPIE.	October - November 2022

5.0 List of Appendices

Appendix 1 – Urban Design Studies

- 1a – Proponent’s Urban Design Study by BVN
- 1b – DesignInc’s urban design peer review
- 1c – Proponent’s supplementary urban design information

Appendix 2 – Heritage Impact Assessment

Appendix 3 – Traffic and Transport Assessment

Appendix 4 – Sustainability Plan

Appendix 5 – Acoustic Impact

Appendix 6 – Contamination

Appendix 7 – Acid Sulphate Soils

Appendix 8 – Air Quality Assessment

Appendix 9 – Economic Impact Assessment

Appendix 10 – Social Impact Assessment

Appendix 11 – Infrastructure Delivery Plan

Appendix 12 – Utilities Services Assessment

Appendix 13 – Proponent’s Draft Development Control Plan

Appendix 14 – Council’s Parramatta Road Urban Amenity Improvement Plan – Camperdown Masterplan proposal

Appendix 15 – Council’s Project Plan for Cahill Street Reserve, Annandale as part of NSW Public Spaces Legacy Program