



27 May 2021

Alex Sicari
MHA PBR Pty Ltd
Level 4, 71 York Street
Sydney NSW 2000

Re: Pre-Planning Proposal advice for 122-130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale NSW 2038

Dear Mr. Sicari

I refer to your application dated 31 March 2021 for pre-planning proposal advice for 122-130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale NSW 2038 (the site) and the following amendments to *Leichhardt Local Environmental Plan 2013* (LLEP 2013):

- Rezone the site from IN2 Light industrial to B5 Business Development
- Increase the FSR of the site from 1:1 up to 4.15:1
- Introduce a maximum building height control of up to 32 m (8 storeys)

The proposed 8-storey development would have two levels of basement parking for up to 104 car parking spaces, retail and medical uses on the ground floor, medical uses such as day surgery, dental/radiation/pathology and rehab units on upper levels with serviced apartments on the top level.

Under LLEP 2013, the site is currently zoned IN2 Light Industrial with a maximum FSR of 1:1. There is no maximum building height. The site is in the *Parramatta Road Corridor Urban Transformation Strategy's* Camperdown precinct. The precinct is earmarked to prioritise biotechnology, health and medical and employment uses to support the growth of nearby institutions such as the University of Sydney and Royal Prince Alfred Hospital.

Council has undertaken a preliminary assessment of the pre-planning proposal and acknowledges the alignment of the proposed uses with the NSW Government's *Parramatta Road Corridor Urban Transformation Strategy* (PRCUTS) 2016 and Greater Sydney Commission's *Greater Sydney Region Plan 2018*, *Eastern City District Plan 2018* and *Camperdown-Ultimo Collaboration Area Place Strategy 2019*. In principle Council is supportive of employment uses related to health and education sectors in the Camperdown precinct, whilst strongly opposed to any commercial

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uses, residential or mixed-use developments which are not related directly to the health and education sectors. This position is consistent with Council's Local Strategic Planning Statement, Inner West Employment and Retail Lands Strategy, as well as the Greater Sydney Commission's and Camperdown Alliance's aspirations and priorities for the precinct, especially those as set out in the *Camperdown Ultimo Collaboration Place Strategy*.

Notwithstanding this potential support for most of the proposed uses, your pre-planning proposal as put forward does not yet provide a sufficient level of detailed information nor demonstrate sufficient consistency with several key local and State government planning policies to allow Council officers to reach a firm conclusion. If the pre-planning proposal were to be submitted formally as a planning proposal without addressing these matters satisfactorily, it is unlikely to be supported by Council officers. Once this detailed information is provided and assessed, Council officers will consider whether they can support the proposal.

The issues that must be addressed are explained in detail in Attachment 1. These include:

- Inconsistency with s9.1 Ministerial Direction 7.3 in relation to the implementation of PRCUTS;
- Potential loss of industrial land to commercial or residential uses that are not related to policy vision and objectives for the precinct;
- Prematurity in relation to holistic planning of the precinct and the master planning work yet to be undertaken by Inner West Council, Greater Sydney Commission and Camperdown Alliance;
- Inappropriate built form response including deviation from PRCUTS Planning and Design Guidelines;
- Traffic and transport issues relating to parking, vehicular movement and impacts on the adjacent road network; and
- Lack of infrastructure and commitment to contribute to local and state infrastructure.

In addition, the information submitted with the pre-planning proposal is insufficient and the following reports should be submitted with a planning proposal to enable a full assessment:

- Planning Proposal report including assessment against all relevant State and Council policies (including any draft policies);
- PRCUTS compliance report including assessment against PRCUTS Action Plan 2016-2023, PRCUTS Infrastructure Schedule, Planning and Design Guidelines etc.
- Site-Specific Development Control Plan;
- Urban Design Report including detailed contextual assessment at block level, response to PRCUTS Planning and Design Guidelines, design excellence etc.

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- Environmental sustainability report including targeted energy, water and waste ratings;
- Environmental health report including site investigation for contamination and acid sulfate soils;
- Traffic and Transport report including traffic modelling and parking impacts;
- Economic Impact Assessment;
- Heritage Impact Assessment;
- Acoustic Report including road traffic noise intrusion and aircraft noise intrusion;
- Air Quality Assessment; and
- Any associated Voluntary Planning Agreement/State Infrastructure Contributions offer.

If you choose to lodge a planning proposal as the next step, the matters raised above and in the attachment to this letter must be comprehensively addressed to Council's satisfaction. The proposal is considered a Complex LEP amendment. This applies where any proposal requires significant consideration of economic, environmental and transport issues. Similarly, the planning proposal will need to be supported with a Complex DCP amendment. Please refer to Inner West Council's Fees and Charges 2020/21 for more information regarding the applicable fees for lodgment. Additional fees are payable for any peer reviews or studies undertaken by Council as part of the planning proposal assessment process. These fees will increase on July 1st.

Should you have any enquiries, please contact Council's Specialist Planner, Gunika Singh, on 9367 9236 or gunika.singh@innerwest.nsw.gov.au.

Yours sincerely,



Daniel East

Strategic Planning Manager

Attachment 1- Pre-Planning Proposal Assessment

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

A. Concerns with Pre-Planning Proposal

1. Inconsistency with PRCUTS including PRCUTS s9.1 Ministerial Direction re. Implementation Plan and Planning and Design guidelines

The site 122-130 Pymont Bridge Road, 206 Parramatta Road Annandale is part of PRCUTS Camperdown Precinct. The pre-planning proposal seeks to amend the *Leichhardt Local Environmental Plan* (LLEP 2013) by:

- Rezoning the land from IN2 Light Industrial to B5 Business development to facilitate a health-related uses and serviced apartments;
- Increasing the FSR from 1:1 to 4.15:1; and
- Introducing a maximum building height control of up to 32m or 8 storeys.

The proposed 8-storey development would comprise of:

- Two levels of basement parking for up to 104 car parking spaces;
- Ground level comprising retail and medical related uses;
- First to seventh floors comprising various medical related uses such as day surgery, dental/radiation/pathology and rehab units; and
- Eight floor comprising service apartments.

The proposed zoning and height controls are generally consistent with PRCUTS recommendations. However, the proposed density exceeds the maximum PRCUTS recommended FSR of 4:1. Whilst the proposed 32m limit is consistent with PRCUTS recommendations, the architectural urban design report does not provide adequate section diagrams to demonstrate that the 8 storey development can be sufficiently accommodated within the proposed height limit. For example: the diagram doesn't include the provision of lift over-runs and any slope/topography allowances. As per the definition of *building height* in the Standard LEP instrument, height of building is to include any plant and lift over-runs.

The proposal is therefore likely to be inconsistent with the following:

- Proposed FSR which exceeds PRCUTS recommended FSR;
- Proposed Height which is likely to exceed PRCUTS recommended 32m limit; and
- Proposed non-related commercial uses (i.e. Serviced Apartments) under the B5 Business Development Zoning (explained further below).

The site is within the PRCUTS 2016-2023 Implementation area. Your attention is drawn to PRCUTS Action Plan 2016-2023 for Camperdown precinct. Preliminary consideration of the proposal against the PRCUTS Action Plan highlights numerous deficiencies.

Timing of Release	Consistent
Strategic Land uses	Whilst the proposal is consistent with the PRCUTS recommended zoning, it intends to include serviced apartments which is considered to be a non-related commercial/ tourist use. Alternative means to rezone the site to achieve the desired health uses are discussed below.
Public Transport	The strategic initiatives of Sydney CBD to Parramatta Strategic Transport Plan and proposed rapid bus

	<p>transport solution from Burwood to Sydney CBD have not yet been implemented by Transport for New South Wales (TfNSW).</p> <p>No consultation with TfNSW has been undertaken to meet this criteria.</p> <p>PRCUTS Planning and Design Guidelines (P&DG) also indicate a Public Transport "superstop" zone on part of your site between Parramatta Road and Pyrmont Bridge Road. This means that front building setbacks to the building line may be required to accommodate this future super-stop. You are advised to consult with TfNSW and Council in relation to provision of any future superstop. This is likely to help meet the infrastructure requirements of PRCUTS.</p> <p>This would have to be complemented with a high-quality placemaking design to enhance the site prior to operation of the superstop.</p>
Active Transport	<p>PRCUTS P&DG identify two key new walking and cycling links immediately adjacent to your site:</p> <ul style="list-style-type: none"> • Proposed E-W pedestrian and cycling link along Pyrmont Bridge Road • Proposed N-S cycling link along Mathieson Street <p>Delivery of these links may require adequate setbacks from building line of your proposed development as well as appropriate treatments (including materials, levels, landscaping etc.) at interface with future links. You are required to consider the provision of active transport links in your urban design scheme. Additionally, these need to be factored in your response to PRCUTS Infrastructure requirements.</p>
Open space and Recreation	<p>Not directly related to your site; however, requires consideration of the proposed 'Green lungs' along Mathieson Street in your concept plan as indicated in the PRCUTS P&DG. Additionally, monetary contributions may be required towards medium to long term open space and recreation infrastructure in the precinct.</p>
Community facilities	<p>Adequate monetary contributions towards medium to long term community infrastructure/ facilities in Camperdown precinct may be required as a consequence of the increased number of employees from the proposed development.</p>
Education facilities	<p>Not Relevant</p>
Health facilities	<p>Consultation with NSW Health should be undertaken during the preparation of the planning proposal and satisfactory arrangements entered into for health infrastructure contributions.</p>
Road improvements and upgrades	<p>Prior to any rezoning commencing, PRCUTS requires completion of a precinct-wide transport study and supporting modelling which considers the</p>

	<p>recommended land-uses and densities, post WestConnex completion conditions, and identifies the necessary road improvements and upgrades required as part of any proposed renewal in the Precinct. This study is currently being prepared by Council in collaboration with Department of Planning, Industry and Environment (DPIE) and is due to be completed by July 2021.</p> <p>Since the proposal requires considerable amendments and further work to be completed including preparation of supporting studies, it can be assumed that development of the planning proposal and precinct wide traffic and transport study can proceed concurrently. The outcomes of the transport study, when completed, will inform the planning proposal helping it address these appropriately.</p> <p>It is requested that you consult with Council at every step of the preparation of this Planning Proposal so that the proposal can be informed by the outcomes of the precinct-wide traffic and transport study including any draft recommendations.</p> <p>This partnership approach will enhance the prospects of Council supporting the final approach.</p>
<p>Funding Framework or Satisfactory Agreements</p>	<p>As noted previously, the proposal should make appropriate funding contributions towards new and upgraded roads, community facilities and open space through Section 7.11/7.12 contributions, State Infrastructure Contributions levy and/or works in kind.</p>

PRCUTS requires the proposals outside the 2016-2023 Implementation Area to demonstrate consistency with the 'Out of Sequence' checklist in the Implementation Plan. Whilst it is noted that your proposal is within the 2016-2023 Implementation Area and the 'Out of sequence' checklist is not technically applicable, the checklist provides a useful set of criteria to consider for rezonings. It is suggested that the proposal should strive to meet the following criteria of the checklist, especially if a variation is to be sought from the PRCUTS recommended FSR and height controls:

- Strategic objectives, land use and development
- Integrated Infrastructure Delivery Plan
- Sustainability
- Feasibility
- Market viability

2. Potential loss of Industrial land to non-related commercial or residential uses

The proposal seeks to introduce B5 Business Development zoning in line with the recommendations of PRCUTS which is supported in principle. Strategy 3.3 in Council's *Employment and Retail Lands Strategy* (EaRLS) seeks to support the transition of Camperdown into a **health, education and innovation precinct** including a biomedical and biotechnology hub due to its proximity to the CBD, Sydney University and Royal Prince

Alfred Hospital. Your proposal acknowledges this need, however, lacks foresight in considering the future implications of losing the site to the uses permissible under B5 zone.

The rezoning of the site to B5 zone could potentially result in unintentional consequences such as introduction of non-related commercial uses including hotel or motel accommodation and serviced apartments (unrelated to the health and education sectors). This would conflict with Council's and the GSC's vision to safeguard business and industrial zoned land from non-related commercial and residential uses in the Camperdown precinct.

Your proposal also relies on the permissibility of 'tourist and visitor accommodation' to provide serviced apartments (approx. 1,028.30m²) in the proposed development. Serviced apartments are considered to be non-complementary to the notion of Camperdown health and education precinct and are unlikely to be supported by Council.

Your attention is also drawn to the following Strategy and Actions from Council's EaRLS:

Strategy 2.2: Protect employment lands from being eroded by conflicting and incompatible uses
<ul style="list-style-type: none">• Action 2.2.1: Prohibit residential development in industrial, B5 Business Development and B6 Enterprise Corridor zones;
<ul style="list-style-type: none">• Action 2.2.2: Prohibit tourist and visitor accommodation in industrial and B5 - Business Development zone.

Council's future Planning Proposal (LEP 2B) would seek to implement the above EaRLS actions and prohibit these unrelated uses from B5 Business Development Zone. However, this work may not be completed in time for your planning proposal and therefore, your proposal may have to be tailored to meet the objectives of Camperdown Precinct and future aspirations of B5 employment land in the Inner West. Site-specific approaches could include:

- Rezoning the land to B7 Development with site-specific clause to permit ancillary uses such as retail/ office services on ground floor (note: health service facilities are permitted under B7 in LLEP 2013); or
- Retaining the existing IN2 Light Industrial Zoning with site-specific clause to permit health medial facilities and ancillary uses such as retail/office uses.

The above approaches are only suggested as an interim measure for your planning proposal until Council undertakes a holistic master planning process for the precinct. This process will establish the most appropriate zoning and land uses to be permitted in the precinct in line with Council's and GSC's aspirations. Notwithstanding 'health service facilities' will be permitted in any future zoning which is conducive to your aspirations for this site.

In addition, the Department of Planning Industry and Environment is currently exhibiting a proposal to replace the existing Business (B) and Industrial (IN) zones with five new employment zones and three supporting zones under the Standard Instrument. The implications of this reform on Camperdown precinct are currently unclear and consideration should be given to this in your planning proposal.

3. Prematurity in relation to holistic planning of the precinct

The GSC *Camperdown-Ultimo Collaboration Area Place Strategy* (C-U CAPS) Priority 8 is to "Support the role and function of employment lands" including safeguarding employment lands from **unrelated commercial land uses** through planning controls. Implementation of this priority requires strategic work at precinct level to achieve coordinated outcomes across the precinct.

Council’s EaRLS proposes actions to develop a land use study and structure plan for the Camperdown Precinct to implement the productivity priorities of the C-U CAPS. Your attention is drawn to the following strategies and actions from EaRLS:

Strategy 3.3: Support the transition of Camperdown into a health, education and innovation precinct including a biomedical and biotechnology hub
<ul style="list-style-type: none"> Action 3.3.1: Develop a structure plan for Camperdown Precinct to implement the productivity priorities of the Camperdown Ultimo Collaboration Area Place Strategy. (refer to Section 9.3.4 of Study).
<ul style="list-style-type: none"> Action 3.3.2: Continue working with the NSW Government and GSC to develop the area as a ‘Health and Education Precinct.’
<ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> 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.

Whilst the Structure Plan for Camperdown is underway, your proposal should endeavour to meet all the actions listed above so that it can be complementary to the precinct-wide outcomes. Efforts are required to support the establishment of affordable spaces for medical innovation and research/ start-ups in the Camperdown precinct.

Additionally, Council prepared a Camperdown Land-use and Employment Study in collaboration with the Camperdown Alliance in 2020. Your attention is drawn to the following relevant priorities and actions for the precinct which your proposal must strive to achieve as Council would be implementing these through its master planning process:

Action 4.0: Employment floorspace
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
<ul style="list-style-type: none"> Action 4.1 - Protect employment lands from rezoning
<ul style="list-style-type: none"> Action 4.2 - Review planning controls for employment uses
<ul style="list-style-type: none"> Action 4.3 - Develop an inclusionary policy for employment floorspace
Action 6.0: Diverse built form and uses
A vibrant precinct characterised by diverse built form options (both commercial and residential), high quality design outcomes and human scale ground level experiences, that creates both a day and evening economy
<ul style="list-style-type: none"> Action 6.1 - Develop built form and land use vision including principles.
<ul style="list-style-type: none"> Action 6.2 - Consider design excellence for key sites
<ul style="list-style-type: none"> Action 6.3 - Support night-time economy uses
Action 7.0: Sustainability Performance

Camperdown is a net zero precinct by 2036, with a leading role in the development of a Circular Economy
<ul style="list-style-type: none"> Action 7.1 – Implement LSPS actions to improve sustainability performance Action 7.2 – Apply reduced car parking requirements for private developments
Action 8.0: Local connectivity Improved local connectivity both within the precinct and to nodes within the broader Collaboration Area. Pedestrians and cyclists are prioritised over private vehicles.
<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
Action 9.0: Services and facilities Services and infrastructure that reflect the role of Camperdown as an innovation precinct including spaces for informal and formal collaboration.
<ul style="list-style-type: none"> Action 9.1 - Identify appropriate locations for collaborative spaces

In context of the strategic priorities and actions detailed above, your proposal may align with the future vision of the precinct but is premature to the broader strategic planning work and development of precinct-wide planning controls. Consideration could be given to support a proposal that is premature to completion of the structure plan, if it fully addresses the issues outlined in this document.

4. Inappropriate built form response

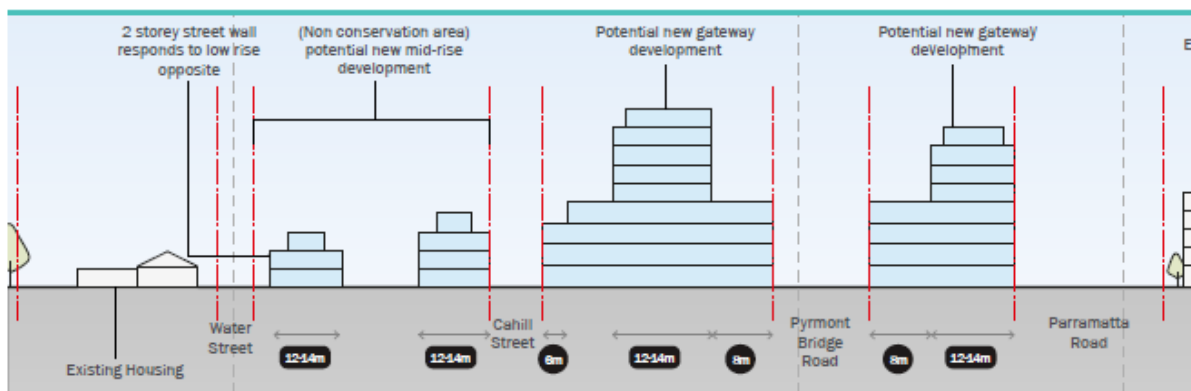
The proposed design does not adequately demonstrate that the proposed FSR and height/building envelope are suitable in the site’s context and surroundings. It also does not provide adequate setbacks to the surrounding existing/ potential future development. The proposed street wall heights and setbacks to Mathieson Street, Cahill Street and Pyrmont Bridge Road are incompatible with the existing and future desired character of the study.

A preliminary review of the design also indicates inconsistencies with the required setbacks and street wall heights in the PRCUTS P&DG and Fine Grain Study. It also varies from PRCUTS recommendations for transition zones and sensitive interfaces (Section 4.4 of the guidelines) as well as development guidelines outlined in typical section conditions in section 4.5 of the Fine Grain Study (as also shown below).

Camperdown Precinct Section

Water Street to O’Dea Reserve - Indicative

Figure 51. Camperdown Precinct Section - Section A-A - part 1



The section illustrates that below setbacks and street wall heights would be required to manage sensitive interfaces with the existing/new adjacent developments:

- 3 storey street wall to Cahill Street with:
 - o 4th storey setback by at least 6m from the boundary
 - o 5th storey and above set back by additional 8m
- 4 storey street wall to Pymont Bridge Road with at least 8m setback to 5th and above stories

In addition, the proposed development should be designed in consideration of the following development guidelines) of the PRCUTS P&DG and Fine Grain Study:

- New development must respond to existing heritage items and adjacent conservation areas whilst retaining the industrial character of the precinct.
- Buildings with adaptive re-use opportunities to be developed in a way that retains their significant features, especially on industrial land.
- The visual amenity of proposed buildings needs to preserve the existing streetscape character defined by heritage items and contributory buildings.
- Development and street frontages to lanes do not exceed RL 9m.
- A building height plane is introduced at 90 degrees to the site boundary, measured from RL1.5m (eye level) at the footpath opposite the site, with a 45-degree projected angle

Essentially, the proposed development should gradually step up the built form at the interface of existing low-rise development and proposed higher rise development. New development should be designed sensitively and complementary in scale to surrounding properties of identified heritage and/or streetscape value. The proposed development should provide adequate setbacks to not preclude the full redevelopment of adjacent lots in the block. Additional setbacks may also be required on primary streets along Pymont Bridge Road and Mathieson Street to accommodate the proposed walking and cycling links as per PRCUTS's Active Transport Plan.

You should submit an urban design study with a thorough analysis of the site and its context and an appropriate design scheme in response to the surrounding context. The urban design study must provide a rationale for the proposed height, floor space ratio, building massing and modulation for the site and consider a response to:

- Impacts on the surrounding development including but not limited to visual, overshadowing, future development potential etc.
- PRCUTS Planning and Design Guidelines including Corridor Guidelines, Built form guidelines and Camperdown Precinct Guidelines.
- PRCUTS Fine Grain Study including development guidelines for Camperdown Precinct.
- Government Architect's New South Wales Design Policies including 'Greener Places' and 'Better Placed' which provides the seven design objectives for NSW (Better fit, Better performance, Better for community, Better for people, Better working, Better Value and Better look and feel).
- Draft Design and Place State Environment Planning Policy including the Urban Design Guide.
- Best practice urban design principles.

The study must clearly indicate the extent of building and basement footprints and provide a detailed breakdown of GFA, FSR, site coverage and landscaped area calculations.

If you seek to vary the recommended PRCUTS FSR and height controls, the urban design study must demonstrate that the proposed bulk and scale would be acceptable, would not

result in adverse amenity impacts for the future and surrounding residents and has sufficient overall merit.

5. Traffic and Transport

As mentioned previously, the proposal will have to respond to the precinct-wide traffic and transport study, including any of its draft recommendations.

The pre-planning proposal does not provide sufficient information to fully assess the impact of the proposed development. Further detailed traffic and parking assessment report is required to:

- clarify the proposed link between Water Street and Cahill Street and the proposed one-way street.
- assess the impacts of the additional traffic and pedestrian movements generated by the development within the network, also considering any cumulative traffic associated with adjacent existing/future developments.
- outline loading and unloading activity associated with the proposed uses.
- provide a breakdown of proposed resident/visitor/staff parking rates and its consistency with the PRCUTS proposed parking rates.
- provide prioritised walking and cycling link along Pyrmont Bridge Road and Mathieson Street as in PRCUTS P&DG. Also consider interventions for traffic calming along these key streets.
- investigate the total proposed mobility parking spaces if the BCA/current rates are adequate for a health precinct. The proposal should be in-line with Council's Access Inclusion Plan.
- investigate if there is a need for an ambulance bay for pick up/drop off.
- ensure safe access for both pedestrian and all road users, including an assessment of intersection safety such as at Mathieson Street and Cahill Street.
- provide swept path analysis for proposed car parking arrangement.
provide a green travel plan for business operations and staff to assist in minimising private car dependency.
- minimise loss of on-street parking.
- improve pedestrian safety and permeability in the precinct.
- provide traffic and pedestrian network modelling including Parramatta Road, Pyrmont Bridge Road, Gordon street, Water Street, Mathieson Street and Cahill Street.
- clarify if on-street parking bays are to be provided along Mathieson Street.
- ensure that pedestrian amenity is enhanced through footpath widenings where possible. Concerns are raised for footpaths being narrowed as a result of indented car bays on Mathieson Street and possibly Cahill Street.
- manage pedestrian and vehicle conflict on Cahill Street between the proposed driveway and existing garages of the adjacent development.
- clearly indicate any land that is to be dedicated to Council for public benefit such as road and footpath widenings, public domain improvements etc.

The traffic report should include a comprehensive assessment of the traffic impact on the surrounding road network. The traffic and schematic plans submitted with the pre-planning proposal depict contradictory information:

- Either a drop off/pick up area or on-street parking on Mathieson Street
- The access to car park and loading dock is different in both plans
- Design plans appear to have a pedestrian access between the car park entrance and the loading bay

Appropriate provisions for waste collection are also to be made in accordance with Council's DCP standards.

6. Lack of infrastructure and commitment to contribute to local and state infrastructure

Infrastructure assessment report is required to analyse the impact of the proposed development on existing community, open space and traffic infrastructure as the proposed development would result in additional number of residents/employees which could potentially burden the existing levels of infrastructure. The infrastructure report should also establish how the development would contribute towards PRCUTS Infrastructure Schedule.

Council seeks 50% of any uplift in value facilitated by amendment of the planning controls for the site, to be secured through a Voluntary Planning Agreement (VPA). A VPA offer is to be submitted with the planning proposal and is to contribute towards meeting local infrastructure/service demands. Similarly, PRCUTS indicates that a SIC levy may be applicable to the precincts in the Corridor. Appropriate contributions towards State infrastructure may be required including:

- State and regional roads,
- bus interchanges and bus lanes,
- rail infrastructure and land,
- regional parks and public space,
- social infrastructure and facilities, including schools, hospitals, emergency services and justice facilities.

B. Other matters/ Additional Information required

- a. Site-specific Development Control Plan:** A planning proposal of this nature will need to be accompanied by site-specific DCP provisions to be incorporated into Leichhardt DCP 2013. This would constitute a Complex DCP amendment under Council's Fees and Charges with an additional fee payable at lodgement. (Note: The Planning Proposal and DCP reports will have to refer to Inner West LEP and DCP if these are endorsed before the lodgement of your application as the gazettal is imminent).
- b. Economic Impact Assessment:** A proposal of this scale and type of uses must be accompanied with an Economic Impact Assessment to analyse the impacts of displacement of existing light industrial uses and the positive (or negative) impacts of the proposed uses. The EIA must draw a nexus with Council's and GSC's productivity priorities and aspirations for the precinct.
- c. Heritage Impact Assessment:** A heritage study is required to assess the impacts of the proposed development on the adjacent heritage items and heritage conservation area including any potential heritage items/ contributory items which add value to the existing streetscape.
- d. Environmental Sustainability Report:** An Environmental Sustainability report is required to accompany the schematic plan to indicate the targeted energy, water and waste ratings which will assist in achieving Council's Low Carbon and Net-Zero vision for Camperdown precinct.
- e. Contamination:** An assessment of contamination issues is required to satisfy the requirements of SEPP 55/ Section 9.1 Ministerial Direction and demonstrate that the land can be remediated to make it suitable for intended uses.

A Preliminary Site Contamination Investigation (PSI) must be carried out in accordance with the NSW EPA Guidelines by a suitably qualified consultant. The PSI is to identify any past or present potentially contaminating activities and the location of any underground petroleum storage systems (UPSS).

Should the PSI be unable to justify that the site is suitable for the proposed uses; a Detailed Site Contamination Investigation must be undertaken by an independent appropriately qualified environmental consultant and submitted to Council.

The report/s are to be carried out in accordance with *Leichhardt Local Environmental Plan 2013* and relevant NSW EPA Guidelines for Contaminated Sites. Also as detailed in the Planning Guidelines *SEPP 55 – Remediation of Land*, the report is to assess the nature, extent and degree of land contamination.

Should the Detailed Site Investigation Report not find any site contamination to both land and groundwater, the conclusion of the 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 be required to be submitted to and approved by Council prior to commencing remediation works. The RAP is to be prepared in accordance with the relevant Guidelines or approved by NSW Environmental Protection Authority, including the Guidelines for Consultants Reporting on Contaminated Sites. 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; and
 - Unexpected finds.
- f. Acid Sulfate Soil study:** The site is identified as having a probability of containing acid sulfate soils. Accordingly, an Acid Sulfate Soil Study must accompany a planning proposal for the site.
- g. Economic Feasibility Study:** A feasibility study is required to understand the additional value that can be generated through the proposed rezoning.
- h. Acoustic Report:** A report prepared by a suitably qualified and experienced acoustic consultant shall be submitted for the proposed development which demonstrates that noise emissions comply with the relevant provisions of the Protection of the Environment Operations Act 1997, Liquor & Gaming NSW, NSW Environment Protection Authority's Noise Policy for Industry and Noise Control Manual.

The report is to include (but not limited to):

- Nominate the most affected premises;
- Noise emissions from the use and operation of the development;

- Noise emissions from any proposed and existing plant and equipment (e.g. mechanical ventilation system, refrigeration condensers, air conditioning units, swimming pool pump etc.);
 - Road traffic noise intrusion;
 - Aircraft noise intrusion;
 - Cumulative impact of all plant & equipment operating simultaneously at maximum capacity;
 - Any noise attenuation measures and recommendations to ensure compliance with the nominated noise criteria; and
 - Any recommended monitoring and compliance programs/validation to ensure compliance with relevant noise criteria.
- i. **Air Quality Assessment** - According to the Development near rail corridors and busy road interim guidelines, an air quality report may be required if the development is "within 20 metres of a freeway or main road (with more than 2500 vehicles per hour, moderate congestions levels of less than 5% idle time and average speeds of greater than 40 km/hr)".



MINUTES

Subject Pre-Planning Proposal Meeting – 122-130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale

Date 29/04/2021

Time 10 am – 11am

Attendees Alex Sicari (AS - proponent), Michael Lochtenberg (ML - proponent's team), Michael File (MF – proponent's team), Anna Johnston (AJ - proponent's team), Gunika Singh (GS – Inner West Council), Roger Rankin (RR – Inner West Council), Estelle Rehayem (ER – Inner West Council meeting)

Purpose Discuss the pre-planning proposal application and next steps

NO	ITEM	ACTION
	Introductions	
1.	<ul style="list-style-type: none"> GS will be the assessment officer and ER will be assisting with the assessment. 	
	Aspects of the Pre-Planning Proposal	
2.	<ul style="list-style-type: none"> AS - The proposal is similar to what was presented to Council earlier in the year in a meeting with Dexus. Consistent with PRCUTS and will create approximately 170 jobs. Expedited assessment is sought to secure the tenant that the proponent is currently in discussions with. 18-months timeframe including DA approval and thereby construction of the development by 2024. AS in discussion with the Planning Delivery Unit and Regional Team in DPIE regarding the future SSD. DPIE have indicated that the assessment of SSD can be expedited given the nature of the development. Consideration was given to Planning Acceleration (fast-tracked assessments) pathway but given the proposal is for less than 500 jobs, the proposal didn't meet the criteria. It was deemed suitable to proceed via Planning Proposal pathway through lodgement with Council. 	
	Update on Council's assessment process	
3.	<ul style="list-style-type: none"> Council is currently undertaking the assessment process. Internal referrals have been issued to economic development, traffic and environmental health. At this stage, no verbal feedback can be provided regarding the merits of the proposal or additional information that may be required at the planning proposal stage as internal assessment process hasn't been completed. Internal feedback due to Strategic Planning in 2nd week of May following which consolidated Pre-Planning Response will be prepared. Council officers will endeavour to issue this response letter by mid to late May. 	Council to issue Pre-Planning Proposal response letter

NO	ITEM	ACTION
	<ul style="list-style-type: none"> - Council is currently preparing a Planning Proposal to implement PRCUTS in Leichhardt, Taverners Hill and Kings Bay precincts. Camperdown is on hold as the Land Use study completed last year requires a masterplan to be prepared to inform future built form planning controls. Camperdown masterplan is likely to be commissioned for preparation in July. It is likely that the preparation of Masterplan and assessment of potential planning proposal would be undertaken concurrently. 	
	<p>Proposed uses/ zone</p>	
4.	<ul style="list-style-type: none"> - Council is principally supportive of employment uses related to health and education uses in the Camperdown precinct and generally opposed to any non-related commercial uses or residential uses. This position is consistent with the Greater Sydney Commission's and Camperdown Alliance's aspirations for the precinct as well as Inner West Local Strategic Planning Statement. - Implications of DPIE's review of employment zones on this planning proposal are unclear at this stage but will have to be considered as the review evolves, especially if B5 zone is to be removed from the Standard LEP instrument. - GSC/DPIE are potentially considering a Masterplan employment zone for the Camperdown precinct. 	
	<p>Additional information required to be submitted at Planning Proposal stage</p>	
5.	<ul style="list-style-type: none"> - Detailed advice cannot be confirmed as Council has not completed its internal assessment process. - Proponent to use the level of information submitted with Chester Street Planning Proposal as a precedent. - Council is likely to request detailed transport study, site-specific DCP, economic impact assessment report etc. - Detailed urban design report demonstrating context analysis and future redevelopment of surrounding sites will also be required. - Urban Design referral to Architectural Excellence Panel (AEP) may be required at the Planning Proposal stage. AS/MF requested that early engagement with AEP would be beneficial to compress the overall project timeline. Notwithstanding AEP referral at PPP stage will delay the PPP advice. 	<p>AS to provide draft revised urban design report.</p> <p>GS/RR to confirm whether AEP referral is required for this PPP/PP.</p>
	<p>Next steps</p>	
6.	<ul style="list-style-type: none"> - Council to issue pre-planning proposal assessment advice. - Proponent to continue preparing technical information to lodge the Planning Proposal. - Future Pre-Planning Proposal meeting may be requested by the proponent to discuss the PPP assessment advice if required. 	