

1-5 Chester Street

ANNANDALE

Planning Proposal

September 2017

To be read in conjunction with February 2018 Planning Proposal Addendum

Prepared For Britely Property Pty Ltd

Project: 1-5 Chester Street Annandale

Document: Planning Proposal

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[1]	20.09.2017	Mark Raikhman	Rohan Dickson
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Executive Summary

Background

This Planning Proposal seeks amendment to the Leichhardt Local Environment Plan (LLEP) 2013 where it applies to the subject site (1-5 Chester Street, Annandale), located:

- Within the Inner West LGA (form Leichhardt Council);
- South of Johnstons Creek and associated 50 metre landscape buffer separating the site from low density residential uses to the north;
- Within the northernmost extremity of an existing light industrial precinct;
- Within the Camperdown Precinct of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), under which it is envisioned that the precinct will transform into a vibrant mixed use residential and employment area.

Proposed amendments to planning controls are as follows:

- Existing controls:
 - Land use zone: IN2 Light Industrial
 - Height of buildings: N/A
 - FSR: 1:1
- Proposed controls:
 - Land use zone: R3 Medium Density Residential.
 - Height of buildings: 17 metres
 - FSR: 2.6:1

Proposed land use zone and height of buildings are **consistent** with the PRCUTS Planning and Design Guidelines (UGNSW 2016c). Proposed FSR **exceeds** that which is desired under the PRCUTS Planning and Design Guidelines due to built form envelope testing which identified mismatch between maximum height and FSR where the maximum height and desired future character complies with PRCUTS (see Urban Design Report).

Issues

On 11 August 2017, ae design partnership and the proponent met with Inner West Council in Pre-Planning Proposal Application meeting in which a number of issues were raised, paraphrased as follows:

1. Strategic merit;
2. Loss of employment land (transition from light industrial to residential uses);
3. Staging (“Out of Sequence” proposal);
4. Bulk and scale;
5. Heritage; and
6. Housing affordability.

Discussion

Each of the issues listed above is addressed as follows:

1. Strategic merit

The Planning Proposal has strategic merit arising from consistency with the Strategic Merit Test established in Planning Circular 16-004 (DoPE 2016) as follows:

Consistent with ... the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment;

The Planning Proposal is consistent with the vision for a Productive, Liveable and Sustainable city, as established by the relevant district plan, the Draft Central District Plan (GSC 2016):

- Productive:
 - Enables development incorporating 2 SOHO (small office/home office) apartments, creating 8 jobs in professional services (as encouraged by the PRCUTS Economic Analysis Report; UGNSW 2016e) in place of the 4 enabled by the existing light industrial use.
 - Enables development contributing to the local captive population necessary to facilitate the Camperdown Precinct's Business and Enterprise Core transition from light industrial to business development uses and ensure its viability into the future.
- Liveable:
 - Dedicates 137m² (7.5%) of new GFA to affordable housing through covenant on title that requires the dwelling to be operated by a Registered Community Housing Provider. This covenant ensures the provision of affordable housing in perpetuity at correct discounted rents and to correct eligible tenants.
 - Includes a mix of dwelling types, a portion of which are 1-bedroom and are therefore likely to prove attractive to doctors, nurses and administrative staff employed in the nearby Royal Prince Alfred Hospital, students and staff of the University of Sydney and critical workers of the Sydney CBD to the east via existing future high capacity services operating in Parramatta Road.
 - Ensures amenity to future residents through proximity to existing public transport and social infrastructure, as well as provision of communal rooftop open space.
- Sustainable:
 - Provides improved treatment of Johnstons Creek through incorporation of open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.

The Planning Proposal is consistent with the relevant corridor plan, the Parramatta Road Corridor Urban Transformation Strategy, with the exception of the following issues:

- FSR (2.6:1 proposed where 1.5:1 desired under PRCUTS Planning and Design Guidelines; UGNSW 2016c, p. 273): Proposed FSR exceeds that which is desired under the PRCUTS Planning and Design Guidelines due to built form envelope testing which identified mismatch between maximum height and FSR where the maximum height and desired future character complies with PRCUTS (see Urban Design Report).
- Staging: The Planning Proposal is considered "Out of Sequence" (UGNSW 2016b, Fig. 9, p. 45) on the grounds that it facilitates transition to residential uses prior to 2023, as addressed under Point 3 below.

Consistent with a relevant local strategy that has been endorsed by the Department; or

Whilst no local strategies applying to the site/LGA have been endorsed by the Department, the Planning Proposal is consistent with the Draft Central District Plan (GSC 2016) and generally consistent with PRCUTS and supporting suite of documents, the latter of which were prepared by UrbanGrowth NSW, adopted by DoPE and given statutory force via Ministerial Direction under Section 117 of the Act.

Nevertheless, the Leichhardt Employment and Economic Development Plan 2013-2023 (Hill PDA 2013), Leichhardt Industrial Land Study (SGS 2014), Parramatta Road and Norton Street Heritage Study (NBRS + Partners 2016), Leichhardt Industrial Precinct Planning Study (SGS 2016) and Inner West Council Affordable Housing Policy (2016) have been considered as part of this proposal. Employment/industrial lands policies heritage policies and affordable housing policies are addressed below in Points 2, 5 and 6 respectively.

Responding to a change in circumstances, such as the investment in new infrastructure or changing demographics trends that have not been recognised by existing planning controls.

The Planning Proposal responds to PRCUTS, informed by a suite of documents including but not limited to transport analysis, social infrastructure report, economic analysis, strategic transport plan and fine grain study.

2. Loss of employment land (transition from light industrial to residential uses)

There exists a number of contradictory legislation and policy which encourage the retention/transition of employment lands:

- Retention of employment lands:
 - Legislation: Section 117 Direction 1.1 'Business and Industrial Zones'.
 - Policy:
 - Leichhardt Employment and Economic Development Plan (Hill PDA 2013).
 - Leichhardt Industrial Land Study (SGS 2014).
 - Leichhardt Industrial Precinct Planning Study (SGS 2016).
- Transition of employment lands:
 - Legislation: Section 117 Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy'.
 - Policy: Parramatta Road Corridor Urban Transformation Strategy and supporting documents (UGNSW 2016).

Legislation and policy encouraging transition of employment lands takes precedent on the following grounds:

1. As compared to Leichhardt Council policies, PRCUTS is a finalised document informed by detailed analysis and stakeholder engagement conducted by UrbanGrowth NSW, adopted by DoPE and given statutory force under the abovementioned Section 117 Direction 7.3.
2. Section 117 Direction 1.1:
 - a. Applies generally across New South Wales, as opposed to Direction 7.3 which provides clear direction for land to which PRCUTS applies.
 - b. Enables transition from employment uses, provided the proposal is justified by a strategy approved by the Secretary of the Department of Planning and Environment, as is PRCUTS.

Nevertheless, Council policies encouraging retention of employment uses have been taken into consideration as part of this Planning Proposal. Development enabled by the Planning Proposal incorporates 2 SOHO apartments, creating 8 jobs in professional services (as found to be undersupplied and hence encouraged across the Camperdown Precinct by Council economic studies and the PRCUTS Economic Analysis Report; UGNSW 2016e) in place of the 4 enabled by the existing light industrial use.

3. Staging

Under the PRCUTS Implementation Plan 2016-23 (2016b, Fig. 9, p. 45), the Planning Proposal is considered “Out of Sequence” on the grounds that it facilitates transition from industrial uses to residential uses prior to 2023 when transition from industrial uses to business development uses within the Camperdown Precinct’s Business and Enterprise Core is expected to be complete. This is an acceptable outcome on the grounds that

- There is insufficient impetus for landowners of sites within the Camperdown Precinct Enterprise and Business Core to go through the costly Planning Proposal process to seek transition from IN2 Light Industrial to B5 Business Development without sufficient local captive population to occupy jobs created and/or purchase goods and services. The development of a strong residential frame creates the local captive population necessary to sustain a vital and vibrant commercial core.
- The delivery of the desired Enterprise and Business is Core is delayed by the high quantity of industrial units held in Strata Title, as well as land acquisition by the RMS for the purposes of WestConnex construction site.
- It meets the “Out of Sequence Checklist” (p. 15):

Criteria 1: Strategic Objectives, Land Use and Development

The Planning Proposal:

- Contributes towards and accelerates the delivery of the Strategy’s Corridor wide (see [Appendix D.1](#)) and Precinct specific vision (see [Appendix D.3](#)).
- Satisfies the Strategy’s seven land use and transport planning principles and fulfils the relevant Strategic Actions for each principles (see [Appendix D.1](#)).
- Demonstrates significant net benefit for the Corridor and the Frame Area within which the site is located in terms of:
 - Community benefit: see Draft VPA Letter of Offer forming part of this application
 - Economic benefit: See Economic Impact Assessment (AEC 2017) forming part of this application.
 - Environmental benefit: Provides improved treatment of Johnstons Creek through incorporation of open space along the site’s northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.
- Is consistent with the recommended land uses, height, open space, active transport and built form plans for the relevant Frame Area (see Urban Design Report forming part of this application).
- Demonstrably achieves outcomes aligned to the desired future character and growth projections identified in the Strategy (see Urban Design Report forming part of this application).
- Demonstrates design excellence through design in response to detailed strategic and local context analysis conducted within the Urban Design Report forming part of this application.

Criteria 2: Integrated Infrastructure Delivery Plan

Through VPA (see Draft VPA Letter of Offer forming part of this application), the Planning Proposal demonstrates a cost offset to Council and agency costs with respect to the following:

- Active transport: Finances the construction of a bridge over Johnstons Creek as part of an open space and movement corridor along the creek between Booth Street and Parramatta Road.
- Open space and public domain improvements: Finances the beautification, lighting and incorporation of public art within the public domain interface with Johnstons Creek.

- Community infrastructure, utilities and services: Financial contribution to future provision of these services.

Population increase arising from development enabled by the Planning Proposal is expected to be limited and not such that would require financial contribution to the existing road and public transport networks.

Criteria 3: Stakeholder Engagement

As part of the preparation of this Planning Proposal, the applicant and proponent have met with:

- Inner West Council (11th August 2017): A number of issues raised in subsequent 18th August letter, each of which is addressed in [Background](#).
- Department of Planning (23rd August 2017): Planning Proposal is supported provided it can be demonstrated FSR non-compliance achieves a better design outcome and results in little to no additional impacts on neighbours.
- Adjoining landowners: Adjoining landowners were approached and provided the opportunity to sign letter of support for the Planning Proposal (Cred Consulting 2017).
- Infrastructure authorities:
 - DBYD inquiry found the site is capable of being connected to essential services.
 - Social infrastructure investigations by Cred Consulting (2017) identify adequate social infrastructure within walking distance.

Criteria 4: Sustainability

Development enabled by proposed amendments to planning controls will achieve sustainability targets identified in PRCUTS, to be detailed at Development Application stage.

Criteria 5: Feasibility

The Planning Proposal presents a land use and development scenario that demonstrates economic feasibility with regard to the likely costs of infrastructure and the proposed funding arrangements available for the Frame Area (see Draft VPA Letter of Offer forming part of this application).

Criteria 6: Market Viability

The Planning Proposal demonstrates a land use and development scenario that aligns with and responds to market conditions for the delivery of housing and employment for 2016 to 2023 (see Economic Impact Assessment prepared by AEC forming part of this application).

4. Bulk and scale

Proposed FSR non-compliant with that which is desired under the PRCUTS Planning and Design Guidelines (UGNSW 2016c) is an acceptable outcome on the grounds that it enables development:

- With height compliant with that which is desired under the PRCUTS Planning and Design Guidelines with (see Urban Design Report forming part of this application) 5 storey element facing the street, forming part of a consistent streetscape with character sympathetic to the industrial heritage of the broader Precinct (see Point 4 below) and 6 storey element at the rear of the site, unseen from the street.
- Retaining human scale through ground floor apartments with direct access from the street.
- Without undesirable overshadowing / privacy impacts:
 - Public domain: No impact additional to that which is permitted by maximum height of buildings under PRCUTS Planning and Design Guidelines (UGNSW 2016c, p. 264). Under existing conditions, Johnstons Creek corridor has shaded, creek-side environment due to existing

- dense vegetation (see context analysis conducted as part of the Urban Design Report forming part of this application); and
- Private property: Provided retention of nil side setbacks in future adjoining development as desired under PRCUTS Planning and Design Guidelines (UGNSW 2016c, p. 264), no impact on future dwellings.
- Provided retention of nil side setbacks in future adjoining development as desired under PRCUTS Planning and Design Guidelines, will not preclude the redevelopment of adjoining land.

5. Heritage

Redevelopment of the subject site is acceptable on the grounds that:

- The subject site is not identified as a heritage item or as forming part of a heritage conservation area.
- Per the Heritage Impact Statement (Architectural Project 2016, p. 17) forming part of this application, *“the proposal responds to the immediate character including the heritage listed warehouse by its:*
 - *Retention of the kerbing and guttering of Chester Street*
 - *Street alignment*
 - *Masonry wall character*
 - *Compliance with 17m height limit*
 - *Proposed articulation of facades*
 - *Proposed use of repetitive window treatment*
 - *The façade rhythm as a backdrop to the creek which enhance its linear peak*
 - *The façade rhythm as 5 metre bays which counterpoint the proportion of terrace development in the Annandale Conservation Area”.*
- It is consistent with the Objectives of the PRCUTS Fine Grain Study (UGNSW 2016d, pp. 62-63) for Character Area 3:
 1. *“Preserve the eclectic mix of large industrial warehouses, scattered with terrace houses and low scale apartment buildings.*
 2. *Preserve the predominant zero lot setbacks to reflect the existing warehouse character.*
 3. *Preserve the green pocket parks at the termination of Johnstons Creek Stormwater Channel No 55”.*
- Under the Parramatta Road Corridor Heritage Assessment (NBRS+Partners 2016, Appendix B), the subject site is identified as a *“Potential development site – any proposed development to respect the character of the area”.*

6. Housing Affordability

The Planning Proposal enables development incorporating 137m² (7.5% of new GFA) and therefore *“exceeds the requirements [of] the Greater Sydney Commission (between 5% and 10% of new floor space) and is considered reasonable for a small development”* (Cred Consulting 2017, p. 50).

Proposed affordable housing is to be retained by the proponent, with a registered covenant on title requiring that the dwellings be operated by a registered Community Housing Provider in perpetuity. This ensures the financial viability of the project and ensures the increase in supply of affordable housing consistent with government policy.

Recommendations

The Planning Proposal is recommended for approval on the following grounds:

- Has strategic merit, meeting the test established in Planning Circular 16-004 (DoPE 2016):
 - Consistent with the vision for a Productive, Liveable and Sustainable city, as established by the relevant district plan, the Draft Central District Plan (GSC 2016).
 - Consistent with the relevant corridor plan, the Parramatta Road Corridor Urban Transformation Strategy, with the exception of the following issues:
 - FSR exceedance: Due to mismatch between height and FSR where the maximum height complies with PRCUTS (see Urban Design Report).
 - Staging (“Out of Sequence”): Nevertheless consistent with the “Out of Sequence Checklist” (UGNSW 2016b, p. 15).
- Notwithstanding nil requirement to provide employment opportunities within the subject site under PRCUTS, development enabled by proposed amendments to planning control incorporates 2 SOHO apartments, creating 8 jobs in professional services (as found to be undersupplied and hence encouraged across the Camperdown Precinct by Council economic studies and the PRCUTS Economic Analysis Report; UGNSW 2016e) in place of the 4 enabled by the existing light industrial use.
- Has acceptable bulk and scale:
 - Consistent with desired future character (see Urban Design Report).
 - With height compliant with PRCUTS Planning and Design Guidelines (UGNSW 2016c), has 5 storey element facing the street with 6 storey element (due to lower ground level) located at the rear of the site, unseen from the street.
 - Retaining human scale through ground floor apartments with direct access from the street.
 - Without undesirable overshadowing / privacy impacts on existing and future public domain and private property.
 - Without precluding future redevelopment of adjoining land.

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Abbreviations

Department of Planning and Environment – DoPE

Environmental Planning and Assessment Act 1979 – the Act

Greater Sydney Commission - GSC

Leichhardt Development Control Plan 2013 – LDCP 2013

Leichhardt Local Environment Plan 2013 – LLEP 2013

Local Government Area – LGA

Parramatta Road Corridor Urban Transformation Strategy – PRCUTS

UrbanGrowth NSW - UGNSW

Introduction

This Planning Proposal explains the intended effect of, and justification for the proposed amendment to Leichhardt Local Environment Plan (LLEP) 2013. It has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 (the Act) and the relevant Department of Planning and Environment guides, including 'A Guide to Preparing Local Environment Plans' and 'A Guide to Preparing Planning Proposals' (2016).

The subject site is located within the Camperdown Precinct of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS):

- Prepared by UrbanGrowth NSW (2016), adopted by the Department of Planning and Environment and given statutory force via Ministerial Direction under Section 117 of the Environmental Planning and Assessment Act 1979 (the Act).
- The purpose of which is to outline the "NSW Government's 30-year plan setting out how the Parramatta Road Corridor (the Corridor) will grow and bring new life to local communities living and working along the Corridor" (p. 9).

As shown in the Table below, proposed amendments to:

- Land use zoning and height of buildings are **consistent** with the PRCUTS Planning and Design Guidelines.
- Maximum permissible FSR **exceeds** that which is desired under the PRCUTS Planning and Design Guidelines due to built form envelope testing which identified mismatch between maximum height and FSR where the maximum permissible height and desired future character complies with PRCUTS (see Urban Design Report forming part of this application).

Table 1: Current and proposed development standards

	Land Use Zone:	Maximum Height of Buildings:	Maximum FSR:
Existing:	IN2 Light Industrial	Nil (N/A)	N - 1.0:1
Proposed:	R3 Medium Density Residential	P2 – 17m	U2 – 2.6:1
PRCUTS Planning and Design Guidelines:	R3 Medium Density Residential	P2 – 17m	S1 – 1.5:1

Associated Documents

This Planning Proposal is to be read in conjunction with the following documents:

Table 2: Documents forming part of application

Document:	Prepared by:
Acoustic Report	West & Associates
Economic Impact Assessment / Net Community Benefit Test	AEC
Environmental Assessment / RAP	EI Australia
Heritage Impact Statement	Architectural Projects
Social Impact / Housing Affordability Assessment	Cred Consulting
Stormwater Management & Flooding Due Diligence Report	Sparks & Partners
Traffic and Parking Assessment Report	Varga Traffic Planning
Urban Design Report	ae design partnership
VPA Draft Letter of Offer	ae design partnership

Background

Pre-Planning Proposal Application meeting – Inner West Council

On 11 August 2017, ae design partnership and the proponent met with Inner West Council in Pre-Planning Proposal Application meeting. Responses to issues raised in Council's subsequent 18 August letter (see Appendix A) are as follows:

1. Standard Instrument Order:

Whether or not residential flat buildings being permissible with consent under the R3 Medium Density Residential zone of LEP 2013 is as a consequence of Council or NSW Government decision is not a matter for this application. No advice has been provided by Council as to its intentions to lodge a Planning Proposal to amend LLEP 2013 to determine permissible land uses within the Camperdown Precinct in accordance with page 268 of the PRCUTS Planning and Design Guidelines. As such, this Planning Proposal seeks the application to the subject site R3 Medium Density Residential zoning as it currently stands under LLEP 2013.

2. Parramatta Road Corridor Urban Transformation Strategy:

The Planning Proposal is consistent with the relevant corridor plan, the Parramatta Road Corridor Urban Transformation Strategy, with the exception of the following issues:

- FSR (2.6:1 proposed where 1.5:1 desired under PRCUTS Planning and Design Guidelines; UGNSW 2016c, p. 273): Proposed FSR exceeds that which is desired under the PRCUTS Planning and Design Guidelines due to built form envelope testing which identified mismatch between maximum height and FSR where the maximum height complies with PRCUTS (see Urban Design Report).
- Staging: The Planning Proposal is considered "Out of Sequence" (UGNSW 2016b, Fig. 9, p. 45) on the grounds that it facilitates transition to residential uses prior to 2023, as addressed under Point 3 below.

The provision of residential GFA prior to 2023 is an acceptable outcome on the grounds that:

- There is insufficient impetus for landowners of sites within the Camperdown Precinct Enterprise and Business Core to go through the costly Planning Proposal process to seek transition from IN2 Light Industrial to B5 Business Development without sufficient local captive population to occupy jobs created and/or purchase goods and services. The development of a strong residential frame creates the local captive population necessary to sustain a vital and vibrant commercial core.
- The delivery of the desired Enterprise and Business is Core is delayed by the high quantity of industrial units held in Strata Title, as well as land acquisition by the RMS for the purposes of WestConnex construction site.
- It meets the Out of Sequence Checklist (see [Appendix D.2](#)).

3. Section 117 Directions – 1.1 Business and Industrial Zones & 7.3 PRUTS

Transition from IN2 Light Industrial to R3 Medium Density Residential is acceptable on the grounds that:

- It is consistent with the PRCUTS Planning and Design Guidelines (UGNSW 2016c, addressed in [Appendix D.3](#)), given statutory force by Direction 7.3 of the Minister's Section 117 Directions;
- It is consistent with the Objectives and considerations of Direction 7.3 of the Minister's Section 117 Directions (see [Section 4.2.4](#)); and
- Notwithstanding transition to residential zone, development enabled by proposed amendments to planning controls:
 - Contributes to the local captive population necessary to:
 - Provide financial impetus for landowners within the proposed Camperdown Precinct Enterprise Core (as defined by the PRCUTS Planning and Design Guidelines) to go

- through the costly process of lodging Planning Proposals seeking transition from IN2 Light Industrial to B5 Business Development (which does not enable a significantly greater range of land uses); and
- Sustain the growth of the Camperdown Precinct Enterprise Core (as defined by the PRCUTS Planning and Design Guidelines) into a vibrant and active centre following its development.
 - Will provide increased employment opportunities through the provision of SOHO (Small Office/Home Office) units (see Urban Design Report prepared by ae design partnership forming part of this application).

4. Sydney Metropolitan Plan – A Plan for Growth Sydney (Dec 2014)

Proposed amendments to planning controls are assessed against the Goals and Actions and Priorities of A Plan for Growing Sydney in (DoPE 2014, addressed in [Appendix B](#)).

5. Draft Central District Plan – Greater Sydney Commission

Proposed amendments to planning controls are assessed against the Priorities of the Draft Central District Plan in (GSC 2016, addressed in [Appendix C](#)).

6. Local Strategic Policy

Propose amendments to planning controls are assessed against the:

- Leichhardt Employment and Economic Development Plan 2013-2023 (Hill PDA 2013) in the Economic Impact Assessment prepared by AEC forming part of this application;
- Leichhardt Industrial Lands Study (SGS 2014) in the Economic Impact Assessment prepared by AEC forming part of this application;
- Parramatta Road and Norton Street Corridor Heritage Study (NBRS + Partners 2016) in the Heritage Impact Statement prepared by Architectural Projects forming part of this application;
- Leichhardt Industrial Precinct Planning Study (SGS Economics 2016) in the Economic Impact Assessment prepared by AEC forming part of this application; and
- Inner West Council Affordable Housing Policy (Judith Stubbs and Associates 2016) in the Social Impact / Housing Affordability Assessment prepared by Cred Consulting forming part of this application.

Whilst the Parramatta Road and Norton Street Urban Design Study (CHROFI & Architectus 2016) identifies the PRCUTS Camperdown Precinct in page 7, the Precinct does not form part of the Study Area and is therefore not considered as part of this application.

Pre-Planning Proposal Application meeting – Department of Planning and Environment

On 23rd August 2017, the applicant and proponent met with Department of Planning and Environment representatives Martin Cooper and Brendan Metcalf. Whilst the Department could not provide any follow up letter or notes on the grounds that the meeting was informal and did not involve payment of fees, it was advised in the meeting that:

- There is no issue with the proposed height or FSR of the development, provided it is demonstrated that the proposal achieves a better outcome; and
- Community consultation prior to lodgement of the Planning Proposal is unnecessary due to the Planning Proposal being generally consistent with PRCUTS and therefore development enabled by it will have little to no additional impacts on neighbours as compared to development entirely consistent with PRCUTS.

1 Part 1 – Objectives or Intended Outcomes

The Objective of this Planning Proposal is to amend Leichhardt Local Environmental Plan (LLEP) 2013 to enable the renewal of the subject site, a brownfield site in Sydney's Inner West occupied by industrial uses since the early 1900s (LDCP 2013, Part C, C2.2.1.8, p. 172), including:

- Medium density residential development with frontage to Chester Street:
 - Made sympathetic to the industrial heritage character of the locality through appropriation of complimentary materials and finishes and nil street setback consistent with existing warehouses uses in the broader Precinct.
 - Incorporating dwelling yield to maximise opportunities offered by the site location:
 - 100 metres from bus services operating in Booth Street;
 - Within 450 metres of current and future high capacity public transport services operating in Parramatta Road, linking to a full range of services within the Sydney CBD;
 - 1.1 kilometres north-east of the Royal Prince Alfred Hospital;
 - 1.2 kilometres from the Jubilee Park light rail station; and
 - 1.2 kilometres west of the University of Sydney.
 - Incorporating dwelling mix to likely to prove attractive to:
 - Doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometre south-east of the subject site);
 - Students or staff of the University of Sydney (1.2 kilometres east of the subject site); and
 - Critical workers of the Sydney CBD, regular and frequent access to which is given by existing and future high capacity services operating in Parramatta Road.
 - Affordable/student housing in accordance with the development incentives available in State Environmental Planning Policy (Affordable Rental Housing) 2009, subject to future Development Application.
- Open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.

2 Part 2 – Explanation of Provisions

The Objective of this Planning Proposal is to be achieved by:

- Amending land use zoning applying to the subject site under LLEP 2013 Land Zoning Map – Sheet LZN_009 from IN2 Light Industrial to R3 Medium Density Residential, consistent with the desired land use under PRCUTS.
- Amending maximum permissible height of buildings applying to the subject site under LLEP 2013 Height of Buildings Map – Sheet HOB_009 to P2 – 17m, consistent with the desired maximum permissible height of buildings under PRCUTS.
- Amending maximum permissible FSR applying to the subject site under LLEP 2013 FSR Map – Sheet FSR_009 from N – 1.0:1 to U2 – 2.6:1, consistent with built form envelope testing which identified mismatch between maximum permissible height and FSR where the maximum permissible height is consistent with the PPRCUTS (see Urban Design Report prepared by ae design partnership forming part of this application).

3 Part 3 – Justification

3.1 Section A – Need for the Planning Proposal

3.1.1 Q1. Is the Planning Proposal a result of any strategic study or report?

Consistent with the final PRCUTS, adopted by DoPE and given statutory force via Ministerial Direction under Section 117 of the Act, the Planning Proposal enables amendment to planning controls under LLEP 2013 where it applies to the subject site as follows:

- Land use zoning (R3 Medium Density Residential) and maximum permissible height of buildings (P2 – 17 metres) consistent with the PRCUTS Planning and Design Guidelines (UGNSW 2016c).
- Maximum permissible FSR (U2 – 2.6:1) exceeding the PRCUTS Planning and Design Guidelines (UGNSW 2016c) due to built form envelope testing which identified mismatch between maximum permissible height and FSR where the maximum permissible height complies with PRCUTS (see Urban Design Report prepared by ae design partnership forming part of this application).

3.1.2 Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

It is the intention of PRCUTS to enable Planning Proposals to facilitate renewal of the Parramatta Road Corridor (PRCUTS 2016c, p. 5):

The Guidelines have been prepared as planning and development controls significantly differ across the local government areas that make up the Corridor, and have been developed to assist designers and planners apply 'better practice' design principles to promote high quality public, private amenity and good design. They will:

- *assist planning professionals in local and State Government to inform **changes to Local Environmental Plans** and Development Control Plans*
- *provide guidance to landowners, developers, planners, architects, builders and other professionals when preparing a **planning proposal (rezoning)** or development application*
- *inform the community on what is required to achieve good design and planning practice in the Corridor.*

3.2 Section B – Relationship to Strategic Planning Framework

3.2.1 Q3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

Table 3: Strategic and Site-Specific Merit Assessment Criteria

Assessment Criteria	Comments:
<p>1. Does the proposal have strategic merit? Is it:</p>	
<p>1. Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or</p>	<p>The Planning Proposal is consistent with the vision for a Productive, Liveable and Sustainable city, as established by the relevant district plan, the Draft Central District Plan (GSC 2016):</p> <ul style="list-style-type: none"> • Productive: <ul style="list-style-type: none"> ○ Enables development incorporating 2 SOHO (small office/home office) apartments, creating 8 jobs in professional services (as encouraged by the PRCUTS Economic Analysis Report; UGNSW 2016e) in place of the 4 enabled by the existing light industrial use. ○ Enables development contributing to the local captive population necessary to facilitate the Camperdown Precinct's Business and Enterprise Core transition from light industrial to business development uses and ensure its viability into the future. • Liveable: <ul style="list-style-type: none"> ○ Dedicates 137m² (7.5%) of new GFA to affordable housing through covenant on title that requires the dwelling to be operated by a Registered Community Housing Provider. This covenant ensures the provision of affordable housing in perpetuity at correct discounted rents and to correct eligible tenants. ○ Includes a mix of dwelling types, a portion of which are 1-bedroom and are therefore likely to prove attractive to doctors, nurses and administrative staff employed in the nearby Royal Prince Alfred Hospital, students and staff of the University of Sydney and critical workers of the Sydney CBD to the east via existing future high capacity services operating in Parramatta Road. ○ Ensures amenity to future residents through proximity to existing public

transport and social infrastructure, as well as provision of communal rooftop open space.

- Sustainable:
 - Provides improved treatment of Johnstons Creek through incorporation of open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.
 - Will achieve sustainability targets outlined in PRCUTS (UGNSW 2016a) at Development Application stage.

The Planning Proposal is consistent with the relevant corridor plan, the Parramatta Road Corridor Urban Transformation Strategy, with the exception of the following issues:

- FSR (2.6:1 proposed where 1.5:1 desired under PRCUTS Planning and Design Guidelines; UGNSW 2016c, p. 273): Proposed FSR exceeds that which is desired under the PRCUTS Planning and Design Guidelines due to built form envelope testing which identified mismatch between maximum height and FSR where the maximum height complies with PRCUTS (see Urban Design Report).
- Staging: The Planning Proposal is considered "Out of Sequence" (UGNSW 2016b, Fig. 9, p. 45) on the grounds that it facilitates transition to residential uses prior to 2023, as addressed under Point 3 below.

2. *Consistent with a relevant local council strategy that has been endorsed by the Department; or*

Whilst no local strategies applying to the site/LGA have been endorsed by the Department, the Planning Proposal is generally consistent with PRCUTS and supporting suite of documents which were prepared by UrbanGrowth NSW, adopted by DoPE and given statutory force via Ministerial Direction under Section 117 of the Act.

Nevertheless, council policies are addressed as part of this Planning Proposal as follows:

- Leichhardt Employment and Economic Development Plan 2013-2023 (Hill PDA 2013): see Economic Impact Assessment (AEC 2017) forming part of this application.
- Leichhardt Industrial Land Study (SGS 2014): see Economic Impact Assessment (AEC 2017) forming part of this application.
- Parramatta Road and Norton Street Heritage Study (NBRS + Partners 2016): see Heritage Impact Assessment (Architectural Projects 2017) forming part of this application.

	<ul style="list-style-type: none"> • Leichhardt Industrial Precinct Planning Study (SGS 2016): see Economic Impact Assessment (AEC 2017) forming part of this application. • Inner West Council Affordable Housing Policy (Judith Stubbs and Associates 2016): see Social Impact / Housing Affordability Assessment (Cred Consulting 2017) forming part of this application.
<p>3. <i>Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.</i></p>	<p>The Planning Proposal responds to PRCUTS, informed by a suite of documents including but not limited to transport analysis, social infrastructure report, economic analysis, strategic transport plan and fine grain study.</p>
<p>2. <i>Does the proposal have site-specific merit, having regard to the following:</i></p> <ul style="list-style-type: none"> • <i>the natural environment (including known significant environmental values, resources or hazards) and</i> • <i>the existing uses, approved uses, and likely future uses of land in the vicinity of the proposal and</i> • <i>the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.</i> 	<p>Proposed amendments to planning controls have site-specific merit:</p> <ul style="list-style-type: none"> • Enables development which responds to the natural environment through siting to mitigate flooding impacts arising from adjoining Johnstons Creek (see Urban Design and Stormwater Management and Flood Due Diligence Reports forming part of this application). • Enable transition from light industrial uses to medium density residential uses, consistent with that which is desired under the PRCUTS Planning and Design Guidelines (UGNSW 2016c, addressed in see Appendix D.3). • Enables development capable of being adequately serviced, incorporating 41 residential apartments which will have limited impact on existing hard and soft infrastructure within an urban location occupied by industrial uses since the early 1900s (LDGP 2013, Part C, C2.2.1.8, p. 172).

3.2.2 Q4. Is the Planning Proposal consistent with a Council's local strategy or other local strategic plan?

Whilst no local strategies applying to the site/LGA have been endorsed by the Department, the Planning Proposal is generally consistent with PRCUTS and supporting suite of documents which were prepared by UrbanGrowth NSW, adopted by DoPE and given statutory force via Ministerial Direction under Section 117 of the Act.

Nevertheless, council policies are addressed as part of this Planning Proposal as follows:

1. Leichhardt Development Control Plan 2013 (see below).
2. Leichhardt Employment and Economic Development Plan 2013-2023 (Hill PDA 2013) in the Economic Impact Assessment prepared by AEC forming part of this application;
3. Leichhardt Industrial Lands Study (SGS 2014) in the Economic Impact Assessment prepared by AEC forming part of this application;
4. Parramatta Road and Norton Street Corridor Heritage Study (NBRS + Partners 2016) in the Heritage Impact Statement prepared by Architectural Projects forming part of this application;
5. Leichhardt Industrial Precinct Planning Study (SGS Economics 2016) in the Economic Impact Assessment prepared by AEC forming part of this application; and
6. Inner West Council Affordable Housing Policy (Judith Stubbs and Associates 2016) in the Social Impact / Housing Affordability Assessment prepared by Cred Consulting forming part of this application.

Summary of responses to each of the above strategic documents is provided below.

Leichhardt Development Control Plan 2013

Development enabled by the Planning Proposal is consistent with the Objectives and Controls of LDCP 2013, with the exception of:

Density (Objective 5 of C3.1 Residential General Provisions):

Development standards desired under PRCUTS Planning and Design Guidelines (UGNSW 2016c) take precedent over those established under LLEP 2013 on the grounds that PRCUTS represents a more recent document prepared by UGNSW, adopted by DoPE, given statutory force via Ministerial Direction under Section 117 of the Act and informed by a broad range of technical studies which consider the corridor as a whole (as compared to a single LGA), including Precinct Transport Report, Social Infrastructure Analysis Report, Sustainability Analysis Report, Economic Analysis Report, Strategic Transport Plan and Fine Grain Study.

The Planning Proposal is consistent with development standards desired under the PRCUTS Planning and Design Guidelines (UGNSW 2016c), with the exception of FSR due to built form envelope testing which identified mismatch between maximum height and FSR where the maximum height complies with PRCUTS (see Urban Design Report forming part of this application). Nevertheless, bulk and scale impacts are acceptable:

- Consistent with the desired future character (see Urban Design Report).
- With height compliant with that which is desired under the PRCUTS Planning and Design Guidelines with (see Urban Design Report forming part of this application) 5 storey element facing the street with 6 storey element (due to lower ground level) located at the rear of the site, unseen from the street.
- Retaining human scale through ground floor apartments with direct access from the street.
- Without undesirable overshadowing / privacy impacts on existing and future public domain and private property.
- Without precluding future redevelopment of adjoining land.

Side Setbacks (Control C7 of C3.2 Site Layout and Building Design):

Consistent with the PRCUTS Fine Grain Study, the proposal preserves the predominant zero setbacks and materials and finishes to reflect existing warehouse character of the broader Precinct.

Adjoining sites have sufficient site area to accommodate development in accordance with the PRCUTS Planning and Design Guidelines, without precluding achievement of solar access, cross-ventilation and building separation requirements set out in the Apartment Design Guide (see Urban Design Report forming part of this application).

Roof Pitch (Control C11, C12 and C21 of C3.2 Site Layout and Building Design):

The proposed development enabled by proposed amendments to planning controls provides flat roof:

- Consistent with industrial character of surrounding development, envisaged to be retained as part of the renewal of the locality desired under the Parramatta Road Corridor Urban Transformation Strategy; and
- Creating additional communal open space with district views for the benefit of all residents of the future development.

Employment / Industrial Lands Policies (Leichhardt Employment and Economic Development Plan 2013-2023 (Hill PDA 2013), Leichhardt Industrial Lands Study (SGS Economics & Planning 2014) and Leichhardt Industrial Precinct Planning (SGS 2016))

There exists a number of contradictory legislation and policy which encourage the retention/transition of employment lands:

- Retention of employment lands:
 - Legislation: Section 117 Direction 1.1 'Business and Industrial Zones'.
 - Policy:
 - Leichhardt Employment and Economic Development Plan (Hill PDA 2013).
 - Leichhardt Industrial Land Study (SGS 2014).
 - Leichhardt Industrial Precinct Planning Study (SGS 2016).
- Transition of employment lands:
 - Legislation: Section 117 Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy'.
 - Policy: Parramatta Road Corridor Urban Transformation Strategy and supporting documents (UGNSW 2016).

Legislation and policy encouraging transition of employment lands takes precedent on the following grounds:

1. As compared to Leichhardt Council policies, PRCUTS is a finalised document informed by detailed analysis and stakeholder engagement conducted by UrbanGrowth NSW, adopted by DoPE and given statutory force under the abovementioned Section 117 Direction 7.3.
2. Section 117 Direction 1.1:
 - a. Applies generally across New South Wales, as opposed to Direction 7.3 which provides clear direction for land to which PRCUTS applies.
 - b. Enables transition from employment uses, provided the proposal is justified by a strategy approved by the Secretary of the Department of Planning and Environment, as is PRCUTS.

Nevertheless, Council policies encouraging retention of employment uses have been taken into consideration as part of this Planning Proposal. Development enabled by the Planning Proposal incorporates 2 SOHO apartments, creating 8 jobs in professional services (as found to be undersupplied and hence encouraged across the Camperdown Precinct by Council economic studies and the PRCUTS Economic Analysis Report; UGNSW 2016e) in place of the 4 enabled by the existing light industrial use.

Parramatta Road Corridor Heritage Assessment (NBRS + Partners 2016)

Under the Parramatta Road Corridor Heritage Assessment (NBRS+Partners 2016, App. B), the subject site is identified as a “*Potential development site – any proposed development to respect the character of the area*” (App. B).

This is supported by the Heritage Impact Assessment (Architectural Projects 2017) forming part of this application: “*the proposal responds to the immediate character including the heritage listed warehouse by its:*

- *Retention of the kerbing and guttering of Chester Street*
- *Street alignment*
- *Masonry wall character*
- *Compliance with 17m height limit*
- *Proposed articulation of facades*
- *Proposed use of repetitive window treatment*
- *The façade rhythm as a backdrop to the creek which enhance its linear peak*
- *The façade rhythm as 5 metre bays which counterpoint the proportion of terrace development in the Annandale Conservation Area”.*

Inner West Council Affordable Housing Policy (Judith Stubbs and Associates 2016)

The Planning Proposal enables development incorporating 137.m² (7.5% of NEW GFA) and therefore “*exceeds the requirements [of] the Greater Sydney Commission (between 5% and 10% of new floor space) and is considered reasonable for a small development*” (Cred Consulting 2017, p. 50).

Proposed affordable housing is to be retained by the proponent, with a registered covenant on title requiring that the dwellings be operated by a registered Community Housing Provider in perpetuity. This ensures the financial viability of the project and ensures the increase in supply of affordable housing consistent with government policy.

3.2.3 Q5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

Table 4: Applicable State Environmental Planning Policies

State Environmental Planning Policy (SEPP):	Comments:	Consistency:
SEPP (Affordable Rental Housing) 2009	<p>The Planning Proposal enables development incorporating 137.m² (7.5% of NEW GFA) and therefore <i>“exceeds the requirements [of] the Greater Sydney Commission (between 5% and 10% of new floor space) and is considered reasonable for a small development”</i> (Cred Consulting 2017, p. 50).</p> <p>Proposed affordable housing is to be retained by the proponent, with a registered covenant on title requiring that the dwellings be operated by a registered Community Housing Provider in perpetuity. This ensures the financial viability of the project and ensures the increase in supply of affordable housing consistent with government policy.</p>	✓
SEPP (Building Sustainability Index: BASIX) 2004	The proposed development enabled by proposed amendments to planning controls is required to be made consistent with SEPP (BASIX) 2004 at the Development Application stage.	✓
SEPP No. 55 – Remediation of Land	According to the Remediation Action Plan (EI Australia 2017) forming part of this application, <i>“the site can be made suitable for HIL-B [residential with minimal opportunities for soil access] land use through implementation of the works described in this RAP”</i> (p. 52).	✓
SEPP No. 65 – Design Quality of Residential Apartment Development	The proposed development enabled by proposed amendments to planning controls is designed in accordance with the Apartment Design Guide, as enabled by SEPP 65.	✓
SEPP No. 70 – Affordable Housing (Revised Schemes)	<p>The Planning Proposal enables development incorporating 137.m² (7.5% of NEW GFA) and therefore <i>“exceeds the requirements [of] the Greater Sydney Commission (between 5% and 10% of new floor space) and is considered reasonable for a small development”</i> (Cred Consulting 2017, p. 50).</p> <p>Proposed affordable housing is to be retained by the proponent, with a registered covenant on title requiring that the dwellings be operated by a registered Community Housing Provider in perpetuity. This ensures the financial viability of the project and ensures the increase in supply of affordable housing consistent with government policy.</p>	✓

SREP (Sydney Harbour Catchment) 2005	Development in accordance with the Stormwater Management Plan forming part of this application satisfies the relevant aims and provisions applying to the catchment of the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, within which the subject site is located.	✓
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3.2.4 Q6. Is the Planning Proposal consistent with applicable Ministerial Directions (s.117 directions)?

Table 5: Applicable Minister Directions

1. Employment and Resources		
1.1 Business and Industrial Zones		
Objectives:	Comments:	Consistency:
(1) The objectives of this direction are to:		
(a) encourage employment growth in suitable locations,	There exists a number of contradictory legislation and policy which encourage the retention/transition of employment lands:	✓
(b) protect employment land in business and industrial zones, and		✓
(c) support the viability of identified strategic centres.		✓
What a relevant planning authority must do if this direction applies:		
(4) A planning proposal must:	<ul style="list-style-type: none"> • Retention of employment lands: <ul style="list-style-type: none"> ○ Legislation: Section 117 Direction 1.1 'Business and Industrial Zones'. ○ Policy: Leichhardt Employment and Economic Development Plan (Hill PDA 2013), Leichhardt Industrial Land Study (SGS 2014) and Leichhardt Industrial Precinct Planning Study (SGS 2016). • Transition of employment lands: <ul style="list-style-type: none"> ○ Legislation: Section 117 Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy'. ○ Policy: Parramatta Road Corridor Urban Transformation Strategy and supporting documents (UGNSW 2016). 	
(a) give effect to the objectives of this direction,		✓
(b) retain the areas and locations of existing business and industrial zones,		✓
(c) not reduce the total potential floor space area for employment uses and related public services in business zones,		N/A
(d) not reduce the total potential floor space area for industrial uses in industrial zones, and		✓
(e) ensure that proposed new employment areas are in		✓

accordance with a strategy that is approved by the Director-General of the Department of Planning.

Legislation and policy encouraging transition of employment lands takes precedent on the following grounds:

1. As compared to Leichhardt Council policies, PRCUTS is a finalised document informed by detailed analysis and stakeholder engagement conducted by UrbanGrowth NSW, adopted by DoPE and given statutory force under the abovementioned Section 117 Direction 7.3.
2. Section 117 Direction 1.1:
 - a. Applies generally across New South Wales, as opposed to Direction 7.3 which provides clear direction for land to which PRCUTS applies.
 - b. Enables transition from employment uses, provided the proposal is justified by a strategy approved by the Secretary of the Department of Planning and Environment, as is PRCUTS.

Notwithstanding nil requirement to provide employment opportunities within the subject site under PRCUTS, development enabled by proposed amendments to planning control incorporates:

- 2 SOHO apartments, creating 8 jobs in professional services (as found to be undersupplied and hence encouraged across the Camperdown Precinct by Council economic studies and the PRCUTS Economic Analysis Report; UGNSW 2016e) in place of the 4 enabled by the existing light industrial use; and
- 41 residential apartments, Contributing to the local captive population necessary to sustain employment growth in the Camperdown Precinct's Business and Enterprise Corridor, as defined by PRCUTS

Consistency:	Comments:	Consistency:
<p>(5) A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) that the provisions of the planning proposal that are inconsistent are:</p>		
<p>(a) justified by a strategy which:</p>		
<p>(i) gives consideration to the objective of this direction, and</p> <p>(ii) identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), and</p> <p>(iii) is approved by the Director-General of the Department of Planning, or</p>	<p>The subject site is located within the Camperdown Precinct of PRCUTS, prepared by UrbanGrowth NSW, adopted by DoPE and given statutory force via Ministerial Direction under Section 117 of the Act.</p>	<p>✓</p> <p>✓</p> <p>✓</p>
<p>(b) justified by a study (prepared in support of the planning proposal) which gives consideration to the objective of this direction, or</p>	<p>The Planning Proposal is supported by a range of studies including:</p> <ul style="list-style-type: none"> • Acoustic Report (West & Associates 2017); • Economic Impact Assessment / Net Community Benefit Test (AEC 2017); • Flooding & Stormwater Management Planning Report (Sparks & Partners 2017); • Heritage Impact Statement (Architectural Projects 2017); • Remediation Action Plan (EI Australia 2017); • Social Impact / Housing Affordability Assessment (Cred Consulting 2017); • Traffic and Parking Assessment Report (Varga Traffic Planning 2017); and 	<p>✓</p>

		<ul style="list-style-type: none"> Urban Design Report (ae design partnership 2017). 	
(c)	in accordance with the relevant Regional Strategy, Regional Plan or Sub-Regional Strategy prepared by the Department of Planning which gives consideration to the objective of this direction, or	<p>The Planning Proposal is consistent with:</p> <ul style="list-style-type: none"> The Goals and Directions for A Plan for Growing Sydney (DoPE 2014, addressed in Appendix B); and The Priorities of the Draft Central District Plan (GSC 2016, addressed in Appendix C). 	✓
(d)	of minor significance.	The Planning Proposal is of minor significance, enabling the development of 41 residential apartments (see Urban Design Report forming part of this application).	✓
3. Housing, Infrastructure and Urban Development			
3.1 Residential Zones			
	Objectives:	Comments:	Consistency:
(1)	The objectives of this direction are to:		
(a)	to encourage a variety and choice of housing types to provide for existing and future housing needs,	<p>The proposed amendments to planning controls enable development (see Urban Design Report forming part of this application) incorporating 41 apartments, A portion of which are 1-bedroom and are therefore likely to prove attractive to:</p> <ul style="list-style-type: none"> Doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometre south-east of the subject site); Students or staff of the University of Sydney (1.2 kilometres east of the subject site); and Critical workers of the Sydney CBD, regular and frequent access to which is given by existing and future high capacity services operating in Parramatta Road. 	✓
(b)	to make efficient use of existing infrastructure and services and ensure that new housing has appropriate	The proposed development enabled by proposed amendments to planning controls facilitates the renewal of a brownfield site in Sydney's Inner West, occupied by industrial uses since the	✓

<p>access to infrastructure and services, and</p>	<p>early 1900s (LDCP 2013, Part C, C2.2.1.8, p. 172).</p> <p>The subject site has a high level of accessibility to infrastructure and services:</p> <ul style="list-style-type: none"> • 100 metres from existing bus services operating in Booth Street; • 450 metres from existing and future high capacity services operating in Parramatta Road, providing access to a full range of services in the Sydney CBD; • 1.1 kilometres from Royal Prince Alfred Hospital; • 1.2 kilometres from University of Sydney; and • 1.2 kilometres from the Jubilee Park light rail station.
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<p>(c) to minimise the impact of residential development on the environment and resource lands.</p>	<p>The proposed development enabled by proposed amendments to planning controls facilitates the renewal of a brownfield site in Sydney's Inner West, occupied by industrial uses since the early 1900s (LDCP 2013, Part C, C2.2.1.8, p. 172).</p> <p>The 4 existing trees within the subject are subject to arborist's assessment at the Development Application stage.</p> <p>Development in accordance with the Stormwater Management Plan (Sparks & Partners 2017) forming part of this application will ensure that impacts to biodiversity within the catchment of the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, within which the subject site is located, are ameliorated.</p>	
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3.4 Integrating Land Use and Transport		
Objectives:	Comments:	Consistency:
<p>(1) The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p>		
<p>(a) improving access to housing, jobs and services</p>		

<p>by walking, cycling and public transport, and</p> <p>(b) increasing the choice of available transport and reducing dependence on cars, and</p> <p>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</p> <p>(d) supporting the efficient and viable operation of public transport services, and</p> <p>(e) providing for the efficient movement of freight.</p>	<p>The subject site has a high level of accessibility to infrastructure and services, being:</p> <ul style="list-style-type: none"> • 100 metres from existing bus services operating in Booth Street; • 450 metres from existing and future high capacity services operating in Parramatta Road, providing access to a full range of services in the Sydney CBD; and • 1.2 kilometres from the Jubilee Park light rail station. 	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>
<p>4. Hazard and Risk</p>		
<p>4.1 Acid Sulfate Soils</p>		
<p>Objectives:</p>	<p>Comments:</p>	<p>Consistency:</p>
<p>(1) The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.</p>	<p>See Phase 1 Remediation Action Plan (El Australia 2017) forming part of this application.</p>	<p>✓</p>
<p>4.3 Flood Prone Land</p>		
<p>Objectives:</p>	<p>Comments:</p>	<p>Consistency:</p>
<p>(1) The objectives of this direction are:</p>		
<p>(a) to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and</p>	<p>See Stormwater Management and Flooding Due Diligence Report (Sparks & Partners 2017) forming part of this application.</p>	<p>✓</p>
<p>(b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.</p>	<p>See Stormwater Management and Flooding Due Diligence Report (Sparks & Partners 2017) forming part of this application.</p>	<p>✓</p>
<p>7. Metropolitan Planning</p>		

7.1 Implementation of A Plan for Growing Sydney		
Objectives:	Comments:	Consistency:
(1) The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney	The Planning Proposal is consistent with the Goals and Directions for A Plan for Growing Sydney (DoPE 2014, addressed in Appendix B).	✓
7.3 Parramatta Road Corridor Urban Transformation Strategy		
Objectives:	Comments:	Consistency:
(1) The objectives of this Direction are to:		
(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 Tool Kit,	<p>The Planning Proposal and development it enables is assessed against the PRCUTS:</p> <ul style="list-style-type: none"> • Principles and Strategic Actions (UGNSW 2016a) in Appendix D.1. • Implementation Plan 2016-2032 (UGNSW NSW 2016b), including Out of Sequence Checklist in Appendix D.2. • Planning and Design Guidelines (UGNSW 2016c) in Appendix D.3. • Fine Grain Study (UGNSW 2016d) in Appendix D.4. 	✓
(b) provide a diversity of jobs and housing to meet the needs of a broad cross-section of the community, and	<p>The proposed development enabled by proposed amendments to planning controls incorporates 41 residential apartments:</p> <ul style="list-style-type: none"> • A portion of which are 1-bedroom and are therefore likely to prove attractive to: <ul style="list-style-type: none"> ○ Doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometre south-east of the subject site); ○ Students or staff of the University of Sydney (1.2 kilometres east of the subject site); and 	✓

	<ul style="list-style-type: none"> o Critical workers of the Sydney CBD, regular and frequent access to which is given by existing and future high capacity services operating in Parramatta Road. • Contributing to the local captive population necessary to sustain employment growth in the Camperdown Precinct's Business and Enterprise Core, as defined by the PRCUTS Planning and Design Guidelines (UGNSW 2016c). 	
<p>(c) guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure.</p>	<p>The Planning Proposal and development it enables is assessed against the PRCUTS Implementation Plan 2016-2032 (UGNSW NSW 2016b), including Out of Sequence Checklist in Appendix D.2.</p>	✓
<p>What a relevant planning authority must do if this Direction applies</p>	<p>Comments:</p>	<p>Consistency:</p>
<p>(4) A planning proposal that applies to land within the Parramatta Road Corridor must:</p>		
<p>(a) give effect to the objectives of this Direction,</p>	<p>See above.</p>	✓
<p>(b) be consistent with the Strategic Actions within the Parramatta Road Corridor Urban Transformation Strategy (November, 2016)</p>	<p>The Planning Proposal and development it enables is assessed against the PRCUTS Principles and Strategic Actions (UGNSW 2016a) in Appendix D.1.</p>	✓
<p>(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</p>	<p>The Planning Proposal and development it enables is assessed against the PRCUTS Planning and Design Guidelines (UGNSW 2016c) in Appendix D.3.</p>	✓
<p>(d) be consistent with the staging and other identified thresholds for land use change identified in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016),</p>	<p>The Planning Proposal and development it enables is assessed against the PRCUTS Principles and Strategic Actions (UGNSW 2016a) in Appendix D.1.</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>Proposed amendments to planning controls enable development capable of being adequately serviced, incorporating no more 41 residential apartments which will have limited impact on existing hard and soft infrastructure within an urban location occupied by industrial uses since the early 1900s (LDCP 2013, Part C, C2.2.1.8, p. 172).</p> <p>All contributions to hard and soft infrastructure are payable as part of the Planning Proposal and Development Application process, as required.</p> <p>The Planning Proposal and development it enables is assessed against the PRCUTS Implementation Plan 2016-2032 (UGNSW NSW 2016b), including Out of Sequence Checklist in Appendix D.2.</p>	<p>✓</p>
<p>(f) be consistent with the relevant District Plan.</p>	<p>The Planning Proposal is consistent with The Priorities of the Draft Central District Plan (GSC 2016, addressed in Appendix C).</p>	<p>✓</p>
Consistency	Comments:	Consistency:
<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 Department of Planning & Environment (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>The Planning Proposal and development it enables is assessed against the PRCUTS Implementation Plan 2016-2032 (UGNSW NSW 2016b), including Out of Sequence Checklist in Appendix D.2.</p>	<p>✓</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)</p>	<p>See above.</p>	<p>N/A</p>

having regard to the vision and objectives, or
(c) of minor significance.

3.3 Section C – Environmental, Social and Economic Impact

3.3.1 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 occurrence of critical habitat or threatened species, populations or ecological communities, or their habitats within the subject site is unlikely due to the site being:

- Almost entirely covered by impermeable materials; and
- Brownfield, being occupied by industrial uses since the early 1900s (LDCP 2013, Part C, C2.2.1.8, p. 172).

According to the Remediation Action Plan (EI Australia 2017) forming part of this application, *“the site can be made suitable for HIL-B [residential with minimal opportunities for soil access] land use through implementation of the works described in this RAP”* (p. 52).

The 4 existing trees within the subject are subject to arborist’s assessment at the Development Application stage.

Impacts downstream of Johnstons Creek are mitigated through redevelopment of the subject site in accordance with the Stormwater Management and Flooding Due Diligence Report (Sparks & Partners 2017) forming part of this application.

3.3.2 Q8. Are there any likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

Development in accordance with the Stormwater Management and Flooding Due Diligence Report (Sparks & Partners 2017) forming part of this application ensures that impacts to biodiversity within the catchment of the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, within which the subject site is located, are ameliorated.

According to the Remediation Action Plan (EI Australia 2017) forming part of this application, *“the site can be made suitable for HIL-B [residential with minimal opportunities for soil access] land use through implementation of the works described in this RAP”* (p. 52).

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

The Planning Proposal is supported by:

- Economic Impact Assessment (AEC 2017); and
- Social Impact / Housing Affordability Assessment (Cred Consulting 2017).

3.4 Section D – State and Commonwealth Interests

3.4.1 Q10. Is there adequate public infrastructure for the Planning Proposal?

Proposed amendments to planning controls enable development capable of being adequately serviced, incorporating 41 residential apartments which will have limited impact on existing hard and soft infrastructure within an urban location occupied by industrial uses since the early 1900s (LDGP 2013, Part C, C2.2.1.8, p. 172).

All contributions to hard and soft infrastructure are payable as part of the Planning Proposal and Development Application process, as required.

The Planning Proposal and development it enables is assessed against the PRCUTS Implementation Plan 2016-2032 (UGNSW NSW 2016b), including Out of Sequence Checklist in [Appendix D.2](#).

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

Council, government agencies, businesses, community, adjoining properties and users or interest groups, where relevant, are encouraged to provide comment as part of the Planning Proposal process.

Pre-Planning Proposal Application meeting – Inner West Council

On 11 August 2017, ae design partnership and the proponent met with Inner West Council in Pre-Planning Proposal Application meeting. Responses to issues raised in Council's subsequent 18 August letter (see Appendix A) are addressed in [Background](#).

Pre-Planning Proposal Application meeting – Department of Planning and Environment

On 23rd August 2017, the applicant and proponent met with DoPE representatives Martin Cooper and Brendan Metcalf. Whilst the Department could not provide any follow up letter or notes on the grounds that the meeting was informal and did not involve payment of fees, it was advised in the meeting that:

- There is no issue with the proposed height or FSR of the development, provided it is demonstrated that the proposal achieves a better outcome; and
- Community consultation prior to lodgement of the Planning Proposal is unnecessary due to the Planning Proposal being generally consistent with PRCUTS and therefore development enabled by it will have little to no additional impacts on neighbours as compared to development entirely consistent with PRCUTS.

4 Part 4 – Mapping

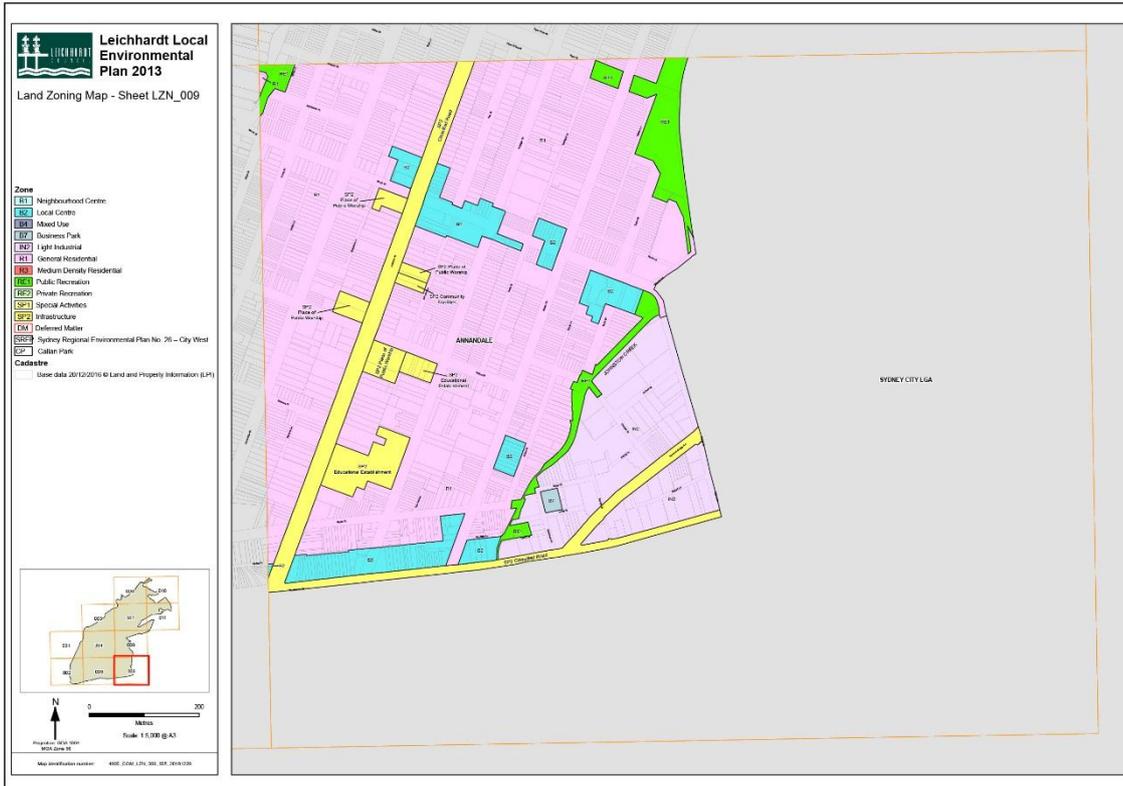


Figure 1: Current Land Use Zoning Map

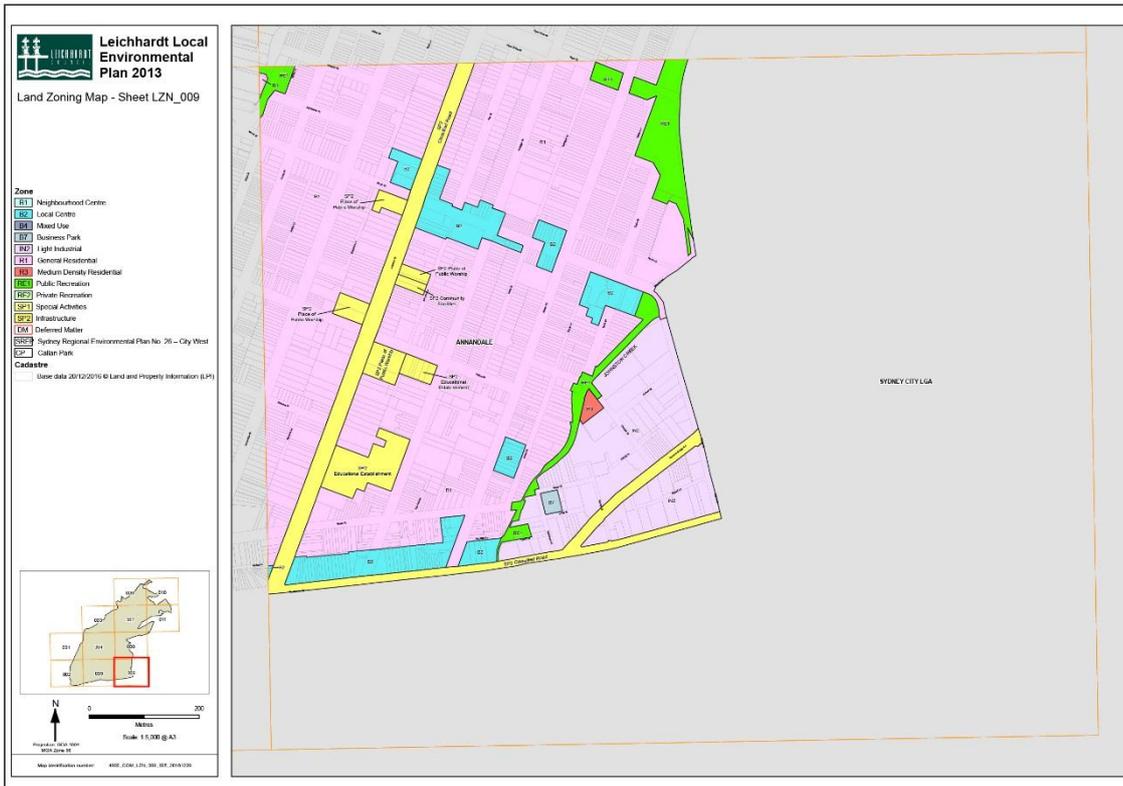


Figure 2: Amended Land Use Zoning Map

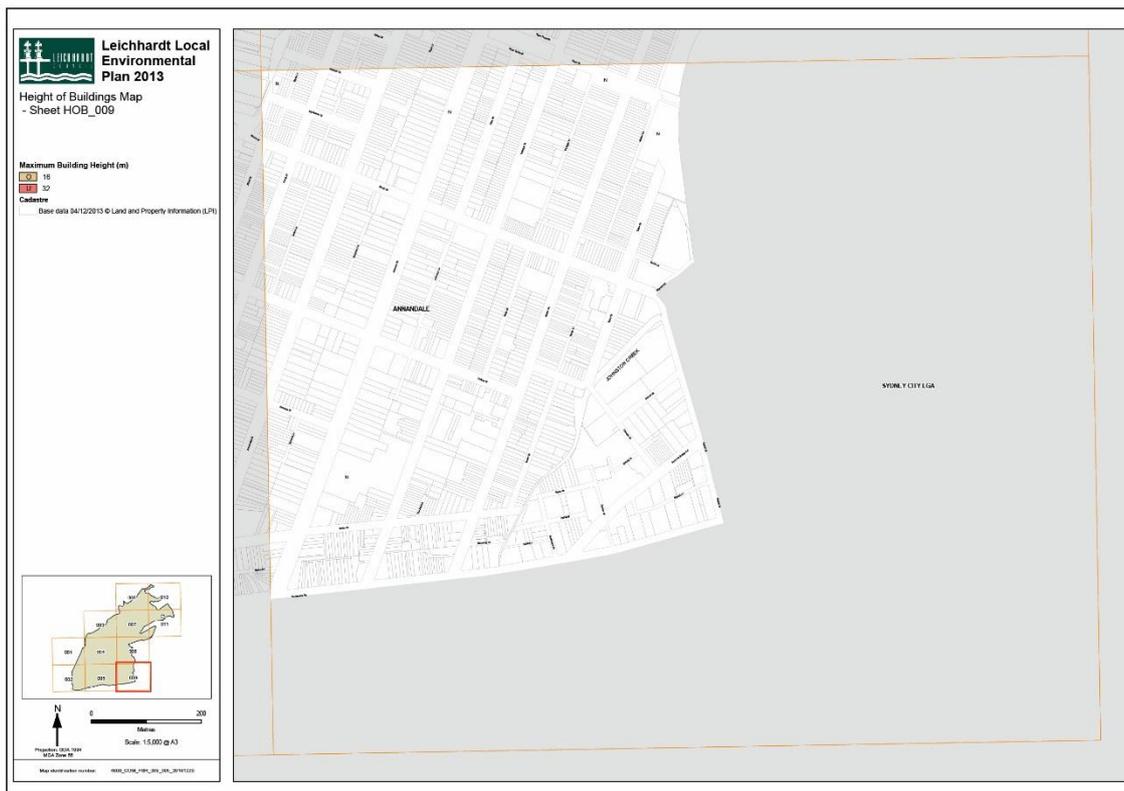


Figure 3: Current Height of Buildings Map

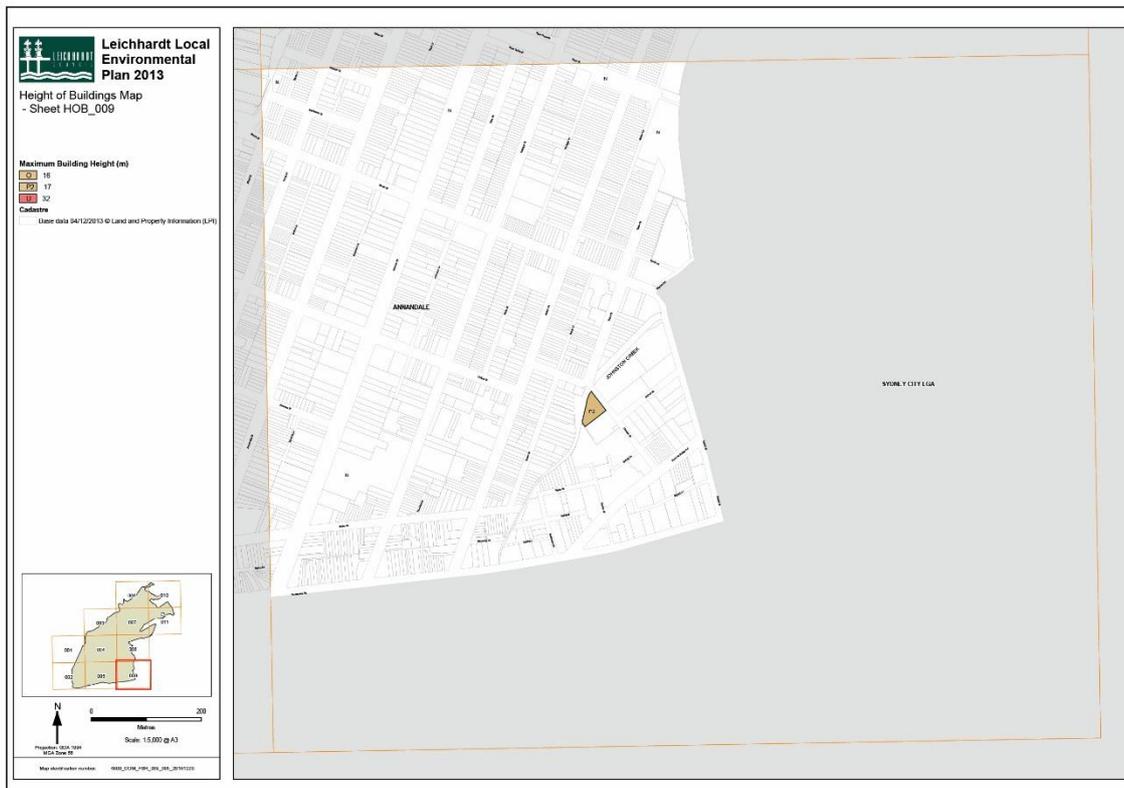


Figure 4: Amended Height of Buildings Map



Figure 5: Current FSR Map



Figure 6: Amended FSR Map

5 Part 5 – Community Consultation

Council, government agencies, businesses, community, adjoining properties and users or interest groups, where relevant, are encouraged to provide comment as part of the Planning Proposal process.

6 Part 6 – Project Timeline

Action:	Date:
Lodge Planning Proposal	September 2017
Public Notification	October – November 2017
Assessment / Response to Submissions	December 2017 – February 2018
Report	March 2018
Gateway Determination	April 2018
Determination	May 2018

Conclusion

The Planning Proposal is recommended for approval on the following grounds:

- Has strategic merit, meeting the test established in Planning Circular 16-004 (DoPE 2016):
 - Consistent with the vision for a Productive, Liveable and Sustainable city, as established by the relevant district plan, the Draft Central District Plan (GSC 2016).
 - Consistent with the relevant corridor plan, the Parramatta Road Corridor Urban Transformation Strategy, with the exception of the following issues:
 - FSR exceedance: Due to mismatch between height and FSR where the maximum height complies with PRCUTS (see Urban Design Report).
 - Staging (“Out of Sequence”): Nevertheless consistent with the “Out of Sequence Checklist” (UGNSW 2016b, p. 15).
- Notwithstanding nil requirement to provide employment opportunities within the subject site under PRCUTS, development enabled by proposed amendments to planning control incorporates 2 SOHO apartments, creating 8 jobs in professional services (as found to be undersupplied and hence encouraged across the Camperdown Precinct by Council economic studies and the PRCUTS Economic Analysis Report; UGNSW 2016e) in place of the 4 enabled by the existing light industrial use.
- Has acceptable bulk and scale:
 - Consistent with desired future character (see Urban Design Report).
 - With height compliant with PRCUTS Planning and Design Guidelines (UGNSW 2016c), has 5 storey element facing the street with 6 storey element (due to lower ground level) located at the rear of the site, unseen from the street.
 - Retaining human scale through ground floor apartments with direct access from the street.
 - Without undesirable overshadowing / privacy impacts on existing and future public domain and private property.
 - Without precluding future redevelopment of adjoining land.

References

ae design partnership 2017, *Urban Design Report*

AEC 2017, *Economic Impact Assessment / Net Community Benefit Test*

Architectural Projects 2017, *Heritage Impact Statement*

Cred Consulting 2017, *Social Impact / Housing Affordability Assessment*

EI Australia 2017, *Remediation Action Plan*

Greater Sydney Commission 2016, *Draft Central District Plan*, GSC, Sydney, viewed 12 July 2017, <https://gsc-public-1.s3.amazonaws.com/s3fs-public/dp_central_amends_access_2016_12_21.pdf?5VvZDeT2.oIRReQgb.G27CCuls_br_Rz>

Department of Planning & Environment 2014, *A Plan for Growing Sydney*, DoPE, Sydney, viewed 12 July 2017, <<http://www.planning.nsw.gov.au/~media/Files/DPE/Plans-and-policies/a-plan-for-growing-sydney-2014-12.ashx>>

Department of Planning & Environment 2016, *Planning Circular 16-004 – Independent Reviews of Plan Making Decisions*, DoPE, Sydney, viewed 13th September 2017, <<http://www.planning.nsw.gov.au/~media/FD1B27C0CD1346E5B8170B7D5D7B620B.ashx>>

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UrbanGrowth NSW 2016e, *Parramatta Road Corridor Urban Transformation Strategy – Economic Analysis Report*, UGNSW, <<http://www.urbangrowth.nsw.gov.au/assets/Projects/Parramatta-Road/Publications-161109/Strategy-Documents/5.-Parramatta-Road-Urban-Transformation-Economic-Analysis-Report-November-2016.pdf>>

Varga Traffic Planning 2017, *Traffic and Parking Assessment Report*

West & Associates Pty Ltd 2017, *Acoustic Report*

Appendix A – Correspondence with Inner West Council



Contact: Katie Miles
Phone: 9367 9114

18 August 2017

Rohan Dickson
ae Design Partnership
3/780 Darling Street
Rozelle NSW 2039

Dear Rohan,

RE: Response to Pre-Planning Proposal Application for 1-5 Chester Street, Annandale

Thank you for submitting the Pre-Planning Proposal for 1-5 Chester Street, Annandale. The site is currently zoned IN2 Light Industrial under the *Leichhardt Local Environmental Plan 2013* (LEP 2013). The Parramatta Road Urban Transformation Strategy (PRUTS) proposes that the site and adjoining parts of the Camperdown precinct be rezoned to R3 Medium Density Residential.

Council will need to consider the proposed Planning Proposal in the context of the Draft Central District Plan, PRUTS, LEP 2013 and other Council strategies and policies such as the Leichhardt Employment and Economic Development Plan and the Inner West Council Affordable Housing Policy. The Strategic and Site Specific Merit Tests set out in Planning Circular 16.004 provide a useful indication of some of the key factors that would determine whether a Proposal should proceed to a Gateway determination. Development standards that do not comply with relevant local and State planning strategies may not be supported by Council.

Under Council's Schedule of Fees and Charges as this Proposal involves a re-zoning it will be considered a Complex Planning Proposal. Council and the proponent will also need to agree an approach to how the PRUTS requirement for completion of a traffic modelling study for the precinct prior to any rezoning will be addressed. This is likely to involve some form of pro rata additional contribution to the costs of such a study.

Please contact Katie Miles on 9367 9114 or at katie.miles@innerwest.nsw.gov.au if you have any queries.

Yours sincerely,

Harjeet Atwal
MANAGER PLANNING OPERATIONS

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Pre-Planning Proposal Assessment 1-5 Chester Street, Annandale.

Introduction

The Pre-Planning Proposal seeks to:

- Rezone the site from IN2 Light Industrial to R3 Medium Density Residential to include permissibility of a residential flat building;
- Amend the maximum permissible building height to 17m; and
- Amend the maximum FSR from 1:1 to 2.4:1

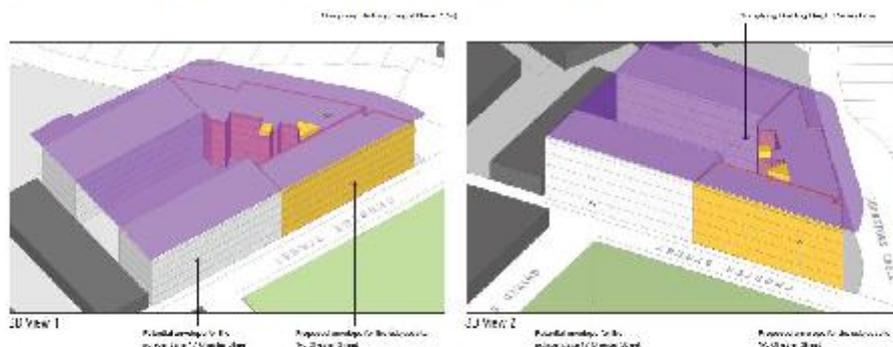
The site is zoned IN2 Light Industrial in the *Leichhardt Local Environmental Plan 2013* (LEP 2013). LEP 2013 does not state a maximum building height for the site. Built form outcomes are configured by the maximum FSR of 1:1 and other planning provisions contained in the *Leichhardt Development Control Plan 2013* (DCP 2013).

The *Parramatta Road Corridor Urban Transformation Strategy* (PRUTS) recommends that the site is rezoned as R3 Medium Density Residential, with a maximum building height of 17m and a maximum FSR of 1.5:1. This policy forms the only justification for this pre-planning proposal.

Pre- Planning Proposal Concept Plan

The Proponent states that the PRUTS recommended FSR 1.5:1 is inconsistent with the PRUTS desired future character of the area. The proponent suggests an FSR of 2.4:1 is required to achieve the PRUTS recommended maximum building height of 17m.

This would exceed the PRUTS recommended FSR by 60%.



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Figure 1 & 2: Indicative building envelopes from Pre-Planning Proposal Application
Source: Proponent's Urban Design Report

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Strategic Policy Context

The site is proposed in PRUTS for rezoning to R3 Medium Density Residential. The following documents are relevant:

- Mandated R3 zone objectives of the Standard Instrument Order 2006;
- Parramatta Road Corridor Urban Transformation Strategy Implementation Kit and supporting studies;
- Section 117 Directions 1.1 Business and Industrial Lands & 7.3 Parramatta Road Corridor Urban Transformation Strategy; and
- Draft Central District Plan by the Greater Sydney Commission.

It is noted that the PRUTS Implementation Plan 2016-2023 identifies the site as being outside the first phase of redevelopment and any Planning Proposal in the second phase area must satisfy the requirements of the Out-of-Sequence-Checklist (page 15). The Strategic and Site Specific Merit Tests set out in Planning Circular 16.004 also provide a useful indication of some of the key factors that would determine whether a Proposal should proceed to a Gateway determination.

Standard Instrument Order

The Standard Instrument Order mandates the following objectives and land uses for the R3 Medium Density Residential zone:

Objectives of zone:

- *To provide for the housing needs of the community within a medium density residential environment.*
- *To provide a variety of housing types within a medium density residential environment.*
- *To enable other land uses that provides facilities or services to meet the day to day needs of residents.*

Permitted with consent:

Attached dwellings, boarding houses, childcare centres, community facilities, group homes, multi dwelling housing, neighbourhood shops, places of public worship, respite day care centres, seniors housing.

LEP 2013 only includes one site specific R3 zone for 22 and 30 - 40 George Street, Leichhardt. It includes the permissibility of residential flat buildings with consent. It should be noted however that the R3 land use matrix for the R3 Medium Density zone was imposed by the NSW government and was not subject to assessment by the former Leichhardt Council.

Page 268 of the PRUTS Planning & Design Guidelines states that the permissible uses in the Camperdown zone will be determined by Inner West Council.

Parramatta Road Corridor Urban Transformation Strategy

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PRUTS is the proponent's main justification for the Proposal and therefore the following points are relevant to any assessment of its strategic and site specific merits:

1. The 'Proposed Indicative Land Use Mix Table' on page 256 of the Planning and Design Guidelines also state that no additional residential floor space is proposed in Camperdown's 2016-2023 'Release Area' (see below) prior to 2023.

Proposed Indicative Land Use Mix (additional)

	RESIDENTIAL GFA (M ²)		EMPLOYMENT GFA (M ²)	
	SHORT TLRM (2023)	LONG TLRM (2050)	SHORT TLRM (2023)	LONG TLRM (2050)
Precinct	0	62,000	105,000	100,000
Frame Area	0	10,500	0	25,000

2. The PRUTS Planning and Design Guidelines (page 268) suggest that medium density residential development could be pursued along the northern edge of the Precinct. It recommends that any future development in this area should carefully consider bulk and scale, particularly in response to topography, the PRUTS recommended improvements to Johnston's Creek and the interface with heritage items to the south.
3. The Planning and Design Guidelines identify that new residential development along Johnston Creek will need to be appropriately scaled to complement the Precinct's industrial heritage and the adjacent heritage conservation area's lower density housing (page 256).
4. Most of the PRUTS Camperdown Precinct is proposed as B4, B6, R3 and R4 zones where there are ample opportunities for student housing close to the local universities and public transport. The PRUTS population growth objective for the entire Camperdown Precinct is 1,400 people, which logically will largely be provided for in new developments in the proposed R3 and R4 zones.

Section 117 Directions - 1.1 Business and Industrial Zones & 7.3 PRUTS

The following Section 117 Ministerial Directions will apply to the proposal:

- 1.1 Business and Industrial Zones
- 3.1 Residential Zones
- 4.3 Flood Prone Land
- 7.1 Implementation of A Plan for Growing Sydney
- 7.3 Parramatta Road Corridor Urban Transformation Strategy

The Section 117 Ministerial Direction 1.1 applies to the industrial use of the site. It aims to encourage the growth of industrial and business uses in suitable locations, protect employment land in business and industrial zones, and support the viability of identified strategic centres.

The 117 Direction states that planning authorities must:

- Retain areas and locations of existing business and industrial zones;

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- Not reduce the total potential floor space area for employment uses;
- Not reduce the total potential floor space area for industrial uses in industrial zones, and
- Ensure that proposed new employment areas are in accordance with a Strategy that is approved by the Director-General of the Department of Planning.

This Planning Proposal would reduce the precinct's stock of existing and potential industrial and business floorspace, which is inconsistent with the above strategic 117 Ministerial Direction. The proposed residential land use is however broadly consistent with the s117 Direction for the PRUTS, but because it is not located within the 2016-2023 phase 1 release area and would exceed the recommended FSR the Proposal must satisfy the requirements of Section 117 - 7.3(5) (a)-(c).

For

Sydney Metropolitan Plan - A Plan for Growing Sydney (Dec 2014)

In Sydney's Metropolitan Plan Camperdown is identified as a Strategic Centre for land uses that support education and health related activities and infrastructure. Section 117 Direction 1.7 Growing Strategic Centres - providing more jobs closer to home, and Direction 2.2 Accelerate urban renewal across Sydney will apply to this Proposal.

Draft Central District Plan - Greater Sydney Commission

The Draft Central District Plan acknowledges that the PRUTS sets guidelines for the delivery of 27,000 new homes and 50,000 new jobs in a range of precincts over the next 30 years (see page 44). Two particular Draft District Plan Actions apply to the Camperdown Precinct:

- Action P1 states that the Department of Industry will develop and implement an economic development strategy for the Eastern City and the Camperdown super precinct in particular (page 44); and
- Action P2 states that the Camperdown/Ultimo Precinct a Collaborative Area (pages 51-52) for education and health industries, institutions, the private sector, State and local government.

Productivity Priority 5 is also extremely pertinent to this Proposal stating that "relevant planning authorities should take a precautionary approach to rezoning employment and urban services lands, or adding permissible uses that would hinder their role and function" (page 69). The Proposal will have to justify any inconsistency with this precautionary approach.

Local Strategic Policy

The Inner West Council was proclaimed on 12 May 2016 by the NSW Government and placed under Administration. The Inner West Council does not yet have a formal policy position on rezoning and redevelopment associated with the PRUTS. It is expected that during 2017/18 the Council will move to establish a policy position on implementation of PRUTS.

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In the meantime however the following Council policies are relevant to any Planning Proposal for that part of the PRUTS Camperdown Precinct that lies north of Parramatta Road:

- Inner West Council Affordable Housing Policy 2016, which requires provision of 15% affordable housing in any LEP re-zoning involving developments larger than 20 units or sites larger than 1700 sqm.
- Leichhardt Employment and Economic Development Plan (EEDP) 2013
- Leichhardt Industrial Lands Study 2014 (SGS), endorsed by Council in February 2015;

The following key points from these local policies may be relevant to the consideration of future Planning Proposals.

Leichhardt Employment and Economic Development Plan 2013-2023

This Plan deals with the future of industrial land in the former Leichhardt LGA with respect to their suitability for a range of employment uses and in the context of the former LGA's broader economic trends and needs. This Plan sets out Council's criteria for assessing the suitability of any proposed rezoning of industrial or business sites (page 55). It recommends that all proposals for rezoning should be based on a thorough market analysis and economic impact assessment by an independent party as part of Planning Proposals for industrial sites. This will be required for this Proposal.

Industrial Lands Study (SGS, 2014)

This study followed on from the EEDP and responds to the pressure to rezone sites from industrial uses to residential, including land in the Camperdown Industrial Precinct. The relevant findings, recommendations, strategies and actions include:

- Supply of industrial lands in Leichhardt is minimal and stocks are declining;
- Demand for industrial lands is moderate but increasing
- Under all development scenarios tested, there is expected to be an inadequate quantum of industrial land to accommodate demand
- New opportunities are emerging for new employment land uses in industrial precincts such as creative industries and niche manufacturing higher value-chain industries
- There is strong population-driven demand for industrial land in the former Leichhardt LGA, which will increase with population growth
- Low availability and high land values artificially narrow the types of industries attracted to the former Leichhardt LGA.

The Study's following recommendations are relevant:

1. Protect the industrial nature of the key precincts such as Camperdown from rezoning and non-industrial redevelopment that may be a permitted use in an IN2 zoning.

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2. Facilitate intensification of existing precincts, where possible, to make better use of the existing industrial land supply.
3. Provide an additional 33,909sqm of IN2 floorspace in the former Leichhardt LGA by 2036.
4. Prohibit large-format retail in industrial zones, however consider the establishment of a B5 and/or B6 zone along major arterial roads to accommodate the demand for large-format retail.

The study recommended that all of the former Leichhardt LGA's industrial lands be retained and protected from re-zoning, that additional industrial floorspace be provided, and that Council's planning controls be revised to facilitate the protection and growth of industrial precincts. PRUTS proposes rezoning of industrial lands elsewhere in the former Leichhardt LGA and this element of the Strategy amplifies the importance of retaining and increasing floorspace for light industrial uses.

In addition the following former Leichhardt Council studies must be addressed by the Proposal:

1. Parramatta Road / Norton Street Corridor Heritage Study (NBRS + Partners, February 2016)
2. Commercial and Retail Study: Norton Street and Parramatta Road (SGS Economics & Planning, January 2016)
3. Parramatta Road and Norton Street Urban Design Study (CHROFI & Architectus, February 2016)
4. Leichhardt Industrial Precinct Planning Study (SGS Economic & Planning, April 2016).

Items 1-3 and their associated Council reports and resolutions were reported to the former Leichhardt Council Policy Meeting on 8 March 2016. It can be viewed via the following link:
<http://www.leichhardt.nsw.gov.au/About-Council/Meetings/Policy-/2016/2016-Policy-March-/08-March-2016-Policy-Meeting>

Item 4, the Leichhardt Industrial Precinct Planning Study (SGS Economics & Planning April 2016) was reported to the former Leichhardt Council Policy Meeting on 10 May 2016. It can be viewed via the following link:
<http://www.leichhardt.nsw.gov.au/About-Council/Meetings/Policy-/2016/2016-Policy-May/10-may-2016-policy-meeting>

Section 3.5 on the Camperdown Precinct is especially relevant. One of the Study's recommendation involves a split IN2/B5 zoning option for the Camperdown Precinct north of Parramatta Road with the retention of IN2 Light Industrial at 1-5 Chester Street. The following points are relevant:

- That 'Residential Accommodation' should be prohibited in the zone.
- That the objectives of the zone should seek to:

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- Enable a mix of business, warehouse and related land uses that require a large floor area in locations that are close to and that support the viability of centres;
- Encourage strategic employment opportunities and support the viability of industrial centres;
- Promote uses with active street frontages.
- This land use strategy should form a direct relationship with partnering institutions such as RPA and/or the University of Sydney or a grouping of such institutions.

Any Planning Proposal for this area will need to adequately justify a departure from the recommendations of the Industrial Precinct Planning Study.

The PRUTS allocates a number of implementation Strategic Actions to Council including completion of traffic studies and modelling for each Strategy precinct prior to any re-zonings. Council is developing an approach to cost-sharing for these studies. This is likely to involve some form of pro rata additional contribution to the costs of such a study.

Council expects to exhibit draft Voluntary Planning Agreements covering matters such as affordable housing at the same time as any related Planning Proposal and / or Draft Development Control Amendments.

Summary

Residential land uses on the subject site are recommended by PRUTS. The former Leichhardt Council sought to retain light industrial and employment generating land uses in the Camperdown precinct. The formal position of the Inner West Council on rezoning proposals in the PRUTS area is not yet known. Rezoning of this Planning Proposal site will be subject to independent assessment by Council officers and a recommendation made to Council on whether to support the Proposal for submission to the Gateway process.

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Appendix B – A Plan for Growing Sydney (NSW DoPE 2015)

Appendix B.1 – Goals and Directions

Table 6: A Plan for Growing Sydney – Goals and Directions

Goal 1:	A competitive economy with world-class services and transport	Comments:	Consistency:
Direction 1.1:	Grow a more internationally competitive Sydney CBD	Development enabled by proposed amendments to planning controls: <ul style="list-style-type: none"> • Contributes to the local captive population necessary to sustain world-class services growth in the Camperdown Precinct's Business and Enterprise Core, as defined by PRCUTS Planning and Design Guidelines (UGNSW 2016c); and • Represents transit-oriented development, being located: <ul style="list-style-type: none"> ○ 100 metres from bus services operating in Booth Street; ○ Within 450 metres of current and future high capacity public transport services operating in Parramatta Road, linking to a full range of services within the Sydney CBD; ○ 1.1 kilometres north-east of the Royal Prince Alfred Hospital; ○ 1.2 kilometres from the Jubilee Park light rail station; and ○ 1.2 kilometres west of the University of Sydney. 	✓
Direction 1.2:	Grow Greater Parramatta – Sydney's second CBD		
Direction 1.3:	Establish a new Priority Growth Area – Greater Parramatta to the Olympic Peninsula.		
Direction 1.4:	Transform the productivity of Western Sydney through growth and investment		
Direction 1.5:	Enhance capacity at Sydney's gateways and freight networks		
Direction 1.6:	Expand the Global Economic Corridor		
Direction 1.7:	Grow strategic centres – providing more jobs closer to home		
Direction 1.8:	Enhance linkages to regional NSW		
Direction 1.9:	Support priority economic sectors		
Direction 1.10:	Plan for education and health services to meet Sydney's growing needs		
Direction 1.11:	Deliver infrastructure		

Goal 2:	A city of housing choice, with homes that meet our needs and lifestyles	Comments:	Consistency:
Direction 2.1:	Accelerate housing supply across Sydney	<p>The proposed amendments to planning controls enable renewal of a brownfield site in Sydney’s Inner West, occupied by industrial uses since the early 1900s (LDCP 2013, Part C, C2.2.1.8, p. 172), to provide 41 apartments, A portion of which are 1-bedroom and are therefore likely to prove attractive to:</p> <ul style="list-style-type: none"> • Doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometre south-east of the subject site); • Students or staff of the University of Sydney (1.2 kilometres east of the subject site); and • Critical workers of the Sydney CBD, regular and frequent access to which is given by existing and future high capacity services operating in Parramatta Road. <p>The Planning Proposal enables development incorporating 137.m² (7.5% of new GFA) and therefore “exceeds the requirements [of] the Greater Sydney Commission (between 5% and 10% of new floor space) and is considered reasonable for a small development” (Cred Consulting 2017, p. 50).</p> <p>Proposed affordable housing is to be retained by the proponent, with a registered covenant on title requiring that the dwellings be operated by a registered Community Housing Provider in perpetuity. This ensures the financial viability of the project and ensures the increase in supply of affordable housing consistent with government policy.</p>	✓
Direction 2.2:	Accelerate urban renewal across Sydney – providing homes closer to jobs		
Direction 2.3:	Improve housing choice to suit different needs and lifestyles		
Direction 2.4:	Delivery timely and well planned greenfield precincts and housing		
Goal 3:	A great place to live with communities that are strong, healthy and well connected	Comments:	Consistency:
Direction 3.1:	Revitalise existing suburbs	<p>The proposed amendments to planning controls enable renewal of a brownfield site in Sydney’s Inner West, occupied by industrial uses since the early 1900s (LDCP 2013, Part C, C2.2.1.8, p. 172), to provide 41 apartments, A portion of which are 1-bedroom and are therefore likely to prove attractive to:</p> <ul style="list-style-type: none"> • Doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometre south-east of the subject site); 	✓
Direction 3.2:	Create a network of interlinked, multipurpose open and green spaces across Sydney		
Direction 3.3:	Create healthy built environments		

Direction 3.4:	Promote Sydney's heritage, arts and culture	<ul style="list-style-type: none"> • Students or staff of the University of Sydney (1.2 kilometres east of the subject site); and • Critical workers of the Sydney CBD, regular and frequent access to which is given by existing and future high capacity services operating in Parramatta Road. <p>The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.</p>	
Goal 4:	A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land resources	Comments:	Consistency:
Direction 4.1:	Protect our natural environment and biodiversity	<p>The proposed amendments to planning controls enable renewal of a brownfield site in Sydney's Inner West, occupied by industrial uses since the early 1900s (LDCP 2013, Part C, C2.2.1.8, p. 172).</p> <p>The 4 existing trees within the subject are subject to arborist's assessment at the Development Application stage.</p> <p>Development in accordance with the Stormwater Management Plan (Sparks & Partners 2017) forming part of this application ensures that impacts to biodiversity within the catchment of the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, within which the subject site is located, are ameliorated.</p> <p>According to the Remediation Action Plan (EI Australia 2017) forming part of this application, <i>"the site can be made suitable for HIL-B [residential with minimal opportunities for soil access] land use through implementation of the works described in this RAP"</i> (p. 52).</p>	<p>✓</p>

Appendix B.2 – Central Subregion

Table 7: A Plan for Growing Sydney – Priorities for Central Subregion and Strategic Centres

Priorities for Central Subregion:	Comments:	Consistency:
<p>A competitive economy</p> <ul style="list-style-type: none"> • Protect Sydney Harbour’s function as a working harbour and location for strategic naval facilities. • Preserve a corridor for Sydney Rapid Transit. • Enable delivery of key transport projects to facilitate better connections to Global Sydney, including Sydney Rapid Transit, CBD and South East Light Rail, and WestConnex. • Prepare and deliver a Structure Plan for the Sydney Airport and Port Botany precincts to support their growth. • Plan for adjoining land uses and freight connections at Enfield Intermodal Logistics Centre, based on continued longterm operation. • Identify and protect strategically important industrial-zoned land. 	<p>The proposed development enabled by proposed amendments to planning controls contributes to the local captive population necessary to sustain growth in commercial floor space in the Camperdown Precinct’s Business and Enterprise Core, as defined by PRCUTS Planning and Design Guidelines (UGNSW 2016c).</p> <p>Development in accordance with the Stormwater Management Plan (Sparks & Partners 2017) forming part of this application ensures that impacts to biodiversity within the catchment of the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, within which the subject site is located, are ameliorated.</p>	<p>✓</p>
<p>Accelerate housing supply, choice and affordability and build great places to live</p> <ul style="list-style-type: none"> • Work with Councils to identify suitable locations for housing intensification and urban renewal, including employment agglomerations, particularly around Priority Precincts, established and new centres, and along key public transport corridors including the Airport; Inner West and South Line; the Eastern Suburbs and Illawarra Line; the Bankstown Line; Inner West Light Rail; CBD and South East Light Rail; and Sydney Rapid Transit. • Work with the City of Sydney to enhance pedestrian connections between venues in Sydney’s Cultural Ribbon. 	<p>The proposed amendments to planning controls enable renewal of a brownfield site in Sydney’s Inner West, occupied by industrial uses since the early 1900s (LDPC 2013, Part C, C2.2.1.8, p. 172), to provide 41 apartments, A portion of which are 1-bedroom and are therefore likely to prove attractive to:</p> <ul style="list-style-type: none"> • Doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometre south-east of the subject site); • Students or staff of the University of Sydney (1.2 kilometres east of the subject site); and • Critical workers of the Sydney CBD, regular and frequent access to which is given by existing and future high capacity services operating in Parramatta Road. 	<p>✓</p>

<ul style="list-style-type: none"> • Improve the accessibility of cultural and recreational facilities outside the Sydney CBD, such as the Moore Park sporting and entertainment precinct. 	<p>The Planning Proposal enables development incorporating 137.m² (7.5% of new GFA) and therefore “exceeds the requirements [of] the Greater Sydney Commission (between 5% and 10% of new floor space) and is considered reasonable for a small development” (Cred Consulting 2017, p. 50).</p> <p>Proposed affordable housing is to be retained by the proponent, with a registered covenant on title requiring that the dwellings be operated by a registered Community Housing Provider in perpetuity. This ensures the financial viability of the project and ensures the increase in supply of affordable housing consistent with government policy.</p>	
<p>Protect the natural environment and promote its sustainability and resilience</p> <ul style="list-style-type: none"> • Work with councils to : <ul style="list-style-type: none"> ○ implement the Greater Sydney Local Land Service’s State Strategic Plan to guide natural resource management; ○ protect the natural attributes and visual amenity of the coastline and enhance opportunities for public access; and ○ protect the health of the subregion’s waterways and aquatic habitats. 	<p>The proposed amendments to planning controls enable renewal of a brownfield site in Sydney’s Inner West, occupied by industrial uses since the early 1900s (LDCCP 2013, Part C, C2.2.1.8, p. 172).</p> <p>The 4 existing trees within the subject are subject to arborist’s assessment at the Development Application stage.</p> <p>Development in accordance with the Stormwater Management Plan (Sparks & Partners 2017) forming part of this application ensures that impacts to biodiversity within the catchment of the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, within which the subject site is located, are ameliorated.</p>	
<p>Priorities for Strategic Centres:</p>	<p>Comments:</p>	<p>Consistency:</p>
<p>Global Sydney – Overarching Priorities</p> <ul style="list-style-type: none"> • Work with the City of Sydney and North Sydney Council to: <ul style="list-style-type: none"> ○ recognise and plan Global Sydney as a transformational place; ○ plan Sydney CBD as Australia’s premier location for employment, supported by a vibrant mixture of land uses and cultural activity, and iconic places and buildings including Sydney Harbour, the Opera House and the Sydney Harbour Bridge; 	<p>The proposed development enabled by proposed amendments to planning controls:</p> <ul style="list-style-type: none"> • Contributes to the local captive population necessary to sustain growth in commercial floor space in the Camperdown Precinct’s Business and Enterprise Core, as defined by PRCUTS Planning and Design Guidelines (UGNSW 2016c). • Represents transit-oriented development, being located: 	<p>✓</p>

- provide capacity for long-term office growth in Sydney CBD;
- provide capacity for additional mixed-use development in the precincts that make up Global Sydney for offices, retail, tourism, arts, culture, services and housing;
- improve access to the CBD including through Sydney Rapid Transit and the CBD and South East Light Rail;
- investigate a potential light rail corridor from Parramatta to Sydney CBD via Parramatta Road; and
- improve walking and cycling connections between Global Sydney precincts and to the surrounding area.

Broadway and Camperdown Education and Health Precinct

- Support education-related land uses and infrastructure around Sydney University, University of Technology Sydney, and Notre Dame University.
- Support health-related land uses and infrastructure around Royal Prince Alfred Hospital.

- 100 metres from bus services operating in Booth Street;
- Within 450 metres of current and future high capacity public transport services operating in Parramatta Road, linking to a full range of services within the Sydney CBD;
- 1.1 kilometres north-east of the Royal Prince Alfred Hospital;
- 1.2 kilometres from the Jubilee Park light rail station; and
- 1.2 kilometres west of the University of Sydney.
- Incorporates 41 apartments, A portion of which are 1-bedroom and are therefore likely to prove attractive to:
 - Doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometre south-east of the subject site);
 - Students or staff of the University of Sydney (1.2 kilometres east of the subject site); and
 - Critical workers of the Sydney CBD, regular and frequent access to which is given by existing and future high capacity services operating in Parramatta Road.

Appendix C –Draft Central District Plan (GSC 2016)

Table 8: Draft Central District Plan – Priorities

	Priorities:	Comments:	Consistency:
Productivity	Priority 1: Creating opportunities for the growth commercial floor space.	<p>The proposed development enabled by proposed amendments to planning controls:</p> <ul style="list-style-type: none"> • Incorporates 2 SOHO apartments, creating 8 jobs in professional services (as found to be undersupplied and hence encouraged across the Camperdown Precinct by Council economic studies and the PRCUTS Economic Analysis Report; UGNSW 2016e) in place of the 4 enabled by the existing light industrial use; and • Contributes to the local captive population necessary to sustain growth in commercial floor space in the Camperdown Precinct's Business and Enterprise Core, as defined by PRCUTS Planning and Design Guidelines (UGNSW 2016c). 	✓
	Priority 2: Support the growth of innovation and creative industries.	As above.	✓
	Priority 3: Manage growth and change in strategic and district centre and, as relevant, local centres.	The proposed amendments to planning controls are in accordance with the PRCUTS Planning and Design Guidelines (2016c), with the exception of the proposed FSR which is given by built form envelope which identified mismatch between maximum permissible height and FSR where the maximum permissible height is consistent with PRCUTS (see Urban Design Report forming part of this application).	✓
	Priority 4: Prioritise the provision of retail floor space in centres	<p>The proposed development enabled by proposed amendments to planning controls:</p> <ul style="list-style-type: none"> • Incorporates 2 SOHO apartments, creating 8 jobs in professional services (as found to be undersupplied and hence encouraged across the Camperdown Precinct by Council economic studies and the PRCUTS Economic Analysis Report; UGNSW 2016e) in place of the 4 enabled by the existing light industrial use; and • Contributes to the local captive population necessary to sustain growth in retail floor space in the Camperdown Precinct's Business and Enterprise Core, as defined by PRCUTS Planning and Design Guidelines (UGNSW 2016c). 	✓

	Priority 5: Protect and support employment and urban services land.	As above.	✓
Liveability	Priority 1: Deliver Central District's five-year housing targets.	The proposed development enabled by proposed amendments to planning controls incorporates 41 residential apartments to contribute to the dwelling targets established by PRCUTS Planning and Design Guidelines (UGNSW 2016c): <ul style="list-style-type: none"> • 2023: 389 dwellings. • 2050: 700 dwellings. 	✓
	Priority 2: Deliver housing diversity.	The proposed development enabled by proposed amendments to planning controls incorporates 41 apartments, a portion of which are 1-bedroom and are therefore likely to prove attractive to: <ul style="list-style-type: none"> • Doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometre south-east of the subject site); • Students or staff of the University of Sydney (1.2 kilometres east of the subject site); and • Critical workers of the Sydney CBD, regular and frequent access to which is given by existing and future high capacity services operating in Parramatta Road. 	✓
	Priority 3: Implement the Affordable Rental Housing Target.	The Planning Proposal enables development incorporating 137.m ² (7.5% of new GFA) and therefore "exceeds the requirements [of] the Greater Sydney Commission (between 5% and 10% of new floor space) and is considered reasonable for a small development" (Cred Consulting 2017, p. 50). Proposed affordable housing is to be retained by the proponent, with a registered covenant on title requiring that the dwellings be operated by a registered Community Housing Provider in perpetuity. This ensures the financial viability of the project and ensures the increase in supply of affordable housing consistent with government policy.	✓
	Priority 4: Increase social housing provision.	As above.	✓
	Priority 5: Facilitate the delivery of safe and healthy places.	The proposed development enabled by proposed amendments to planning controls would contribute to safe and healthy places through:	✓

	<ul style="list-style-type: none"> • The provision of open space along the site’s northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road; • Casual surveillance over public domain enabled by orientation of apartments towards public domain; and • Provision of residential living opportunities within walking or cycling distance of current and future high capacity services operating in Parramatta Road, the Royal Prince Alfred Hospital, the University of Sydney and a full range of services available in the Sydney CBD. 	
<p>Priority 6: Facilitate enhanced walking and cycling connections.</p>	<p>The proposed development enabled by proposed amendments to planning controls incorporates open space along the site’s northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.</p>	<p>✓</p>
<p>Priority 7: Conserve heritage and unique local characteristics.</p>	<p>Whilst the existing building within the subject site does not have heritage value, Per the Heritage Impact Statement (Architectural Projects 2016, p. 17) forming part of this application, <i>“the proposal responds to the immediate character including the heritage listed warehouse by its:</i></p> <ul style="list-style-type: none"> • <i>Retention of the kerbing and guttering of Chester Street</i> • <i>Street alignment</i> • <i>Masonry wall character</i> • <i>Compliance with 17m height limit</i> • <i>Proposed articulation of facades</i> • <i>Proposed use of repetitive window treatment</i> • <i>The façade rhythm as a backdrop to the creek which enhance its linear peak</i> • <i>The façade rhythm as 5 metre bays which counterpoint the proportion of terrace development in the Annandale Conservation Area”.</i> 	<p>✓</p>
<p>Priority 8: Foster the creative arts and culture.</p>	<p>The proposed development enabled by proposed amendments to planning controls:</p> <ul style="list-style-type: none"> • Incorporates 2 SOHO apartments, creating 8 jobs in professional services (as found to be undersupplied and hence encouraged across the Camperdown Precinct by Council economic studies and the PRCUTS Economic Analysis Report; UGNSW 2016e) in place of the 4 enabled by the existing light industrial use; and • Contributes to the local captive population necessary to foster growth in the creative arts and culture in the Camperdown Precinct’s Business and Enterprise 	<p>✓</p>

	Core, as defined by the PRCUTS Planning and Design Guidelines (UGNSW 2016c).		
Priority 9: Share resources and spaces.	The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.	✓	
Priority 10: Support innovative school planning and delivery.	Under PRCUTS, the subject site is not identified as being suitable for a school. Nevertheless, all development contributes towards hard and soft infrastructure are payable at the Planning Proposal and Development Application stages, as required.	✓	
Priority 11: Provide socially and culturally appropriate infrastructure and services.	As above.	✓	
Priority 12: Support planning for health infrastructure.	The proposed development enabled by proposed amendments to planning controls incorporates 41 apartments, a portion of which are 1-bedroom and are therefore likely to prove attractive to doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometre south-east of the subject site). All development contributes towards hard and soft infrastructure are payable at the Planning Proposal and Development Application stages, as required.	✓	
Priority 13: Support planning for emergency services.	As above.	✓	
Priority 14: Support planning for cemeteries and crematoria.	Under PRCUTS, the subject site is not identified as being suitable for a cemetery or crematoria. Nevertheless, all development contributes towards hard and soft infrastructure are payable at the Planning Proposal and Development Application stages, as required.	✓	
Sustainability	Sustainability Priority 1: Maintain and improve waterway quality and waterway health.	See Stormwater Management and Flooding Due Diligence Report (Sparks & Partners 2017) forming part of this application.	✓
	Sustainability Priority 2: Protect and conserve the values of Sydney Harbour.	Development in accordance with the Stormwater Management and Flooding Due Diligence Report (Sparks & Partners 2017) forming part of this application satisfies the relevant aims and provisions applying to the catchment of the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, within which the subject site is located.	✓

Sustainability Priority 3: Enhance access to Sydney Harbour foreshore and waterways.	The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.	✓
Sustainability Priority 4: Avoid and minimise impacts on biodiversity.	<p>The proposed amendments to planning controls enable renewal of a brownfield site in Sydney's Inner West, occupied by industrial uses since the early 1900s (LDCP 2013, Part C, C2.2.1.8, p. 172).</p> <p>The 4 existing trees within the subject are subject to arborist's assessment at the Development Application stage.</p> <p>Development in accordance with the Stormwater Management Plan forming part of this application ensure that impacts to biodiversity within the catchment of the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, within which the subject site is located, are ameliorated.</p> <p>According to the Remediation Action Plan (EI Australia 2017) forming part of this application, <i>"the site can be made suitable for HIL-B [residential with minimal opportunities for soil access] land use through implementation of the works described in this RAP"</i> (p. 52).</p>	✓
Sustainability Priority 5: Align strategic planning to the vision for the Green Grid.	Whilst the subject site does not form part of the Green Grid (GSC 2016, Fig. 5-2, p. 140), the proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.	✓
Sustainability Priority 6: Maximise benefits to the public from the innovative use of golf courses.	The subject site has been occupied by industrial uses since the early 1900s (LDCP 2013, Part C, C2.2.1.8, p. 172).	✓
Sustainability Priority 7: Protect, enhance and extend the urban canopy.	The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road. Landscaped treatment of the open space corridor is subject to Landscape Plan as part of the Development Application process.	✓
Sustainability Priority 8: Improve protection of ridgelines and scenic areas.	The subject site is located adjoining Johnstons Creek drainage channel between the Johnston Street and Glebe Point Road ridgelines, with the <i>"open space along the Johnstons Creek line provid[ing] an effective buffer between the zone between the zone IN2 Light Industrial area and the adjoining zone R1 General Residential area to the north"</i> . Additionally,	✓

	the subject site is not identified as forming part of any key view corridors views identified in the view analysis conducted as part of the PRCUTS Fine Grain Study.	
Sustainability Priority 9: Support opportunities for District waste management.	A future Development Application seeking approval for development in accordance with the proposed planning controls would be required to be supported by a Waste Management Plan.	✓
Sustainability Priority 10: Mitigate the urban heat island effect.	Under existing conditions, the subject site is entirely covered by impermeable material. The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road, with landscaped treatment to be detailed in Landscape Plan at the Development Application stage.	✓
Sustainability Priority 11: Integrate land use and transport planning to consider emergency evacuation needs.	See Stormwater Management and Flooding Due Diligence Report (Sparks & Partners 2017) forming part of this application.	✓
Sustainability Priority 12: Assist local communities to develop a coordinated understanding of natural hazards and responses that reduce risk.	As above.	✓

Appendix D – Parramatta Road Corridor Urban Transformation Strategy

Appendix D.1 – Parramatta Road Corridor Urban Transformation Strategy

Table 9: Parramatta Road Corridor Urban Transformation Strategy – Principles and Strategic Actions

Seven Principles for Transformation		
1. Housing choice and affordability	Comments:	Consistency:
<ul style="list-style-type: none"> • An additional 56,000 people live in the Corridor in 27,000 new homes. • The community is diverse, with key workers, students, seniors and families. • The community’s housing needs are met with a mix of dwelling types, sizes and prices. • A minimum of five per cent of new housing is Affordable Housing (or in line with Government policy of the day), new housing also caters for single households, older people or different household structures. 	<p>The proposed development enabled by proposed amendments to planning controls incorporates 41 residential apartments to contribute to the dwelling targets established by PRCUTS, of which A portion are 1-bedroom and are therefore likely to prove attractive to:</p> <ul style="list-style-type: none"> • Doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometre south-east of the subject site); • Students or staff of the University of Sydney (1.2 kilometres east of the subject site); and • Critical workers of the Sydney CBD, regular and frequent access to which is given by existing and future high capacity services operating in Parramatta Road. <p>The Planning Proposal enables development incorporating 137.m² (7.5% of new GFA) and therefore “exceeds the requirements [of] the Greater Sydney Commission (between 5% and 10% of new floor space) and is considered reasonable for a small development” (Cred Consulting 2017, p. 50).</p> <p>Proposed affordable housing is to be retained by the proponent, with a registered covenant on title</p>	

		requiring that the dwellings be operated by a registered Community Housing Provider in perpetuity. This ensures the financial viability of the project and ensures the increase in supply of affordable housing consistent with government policy.	
Housing Diversity		Responsibility	Comments:
Strategic Actions			
	Review, update or prepare a new Local Housing Strategy that implements the Parramatta Road Corridor Urban Transformation Strategy's Principles and Strategic Actions, taking into account changed economic and demographic characteristics, new transport opportunities and population projections.	Councils	The Planning Proposal enables partial update of the LLEP 2013 in accordance with the PRCUTS Principles and Strategic Actions (UGNSW 2016a). ✓
		Consistency:	

	<p>Provide 'diverse housing' for both purchase and rental markets that satisfies the objectives and Design Criteria of the Apartment Design Guide, that may include:</p> <ul style="list-style-type: none"> • lower cost market housing for rent or purchase, including new generation boarding houses with high quality shared spaces • moderately priced housing that is affordable to purchase for households earning up to \$150,000 or 80-190% of the median income • rental properties with long-term tenures and optional extensions in place • housing that uses design innovations, resulting in new products such as decoupled/optional car parking, which are suited to essential service workers, young 'city makers' early in their careers looking for 'starter homes', families with children, and downsizers/seniors • student accommodation • aged-care housing • housing that promotes innovation in other ways across type, tenure, construction methodology or other mechanisms to make such housing more attainable to a diversity of income groups. 	<p>Councils and Proponents</p>	<p>The proposed development enabled by proposed amendments to planning controls incorporates 41 residential apartments to contribute to the dwelling targets established by PRCUTS, of which A portion are 1-bedroom and are therefore likely to prove attractive to:</p> <ul style="list-style-type: none"> • Doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometre south-east of the subject site); • Students or staff of the University of Sydney (1.2 kilometres east of the subject site); and • Critical workers of the Sydney CBD, regular and frequent access to which is given by existing and future high capacity services operating in Parramatta Road. <p>The Planning Proposal enables development incorporating 137.m² (7.5% of new GFA) and therefore <i>"exceeds the requirements [of] the Greater Sydney Commission (between 5% and 10% of new floor space) and is considered reasonable for a small development"</i> (Cred Consulting 2017, p. 50).</p> <p>Proposed affordable housing is to be retained by the proponent, with a registered covenant on title requiring that the dwellings be operated by a registered Community Housing Provider in perpetuity. This ensures the financial viability of the project and ensures the increase in supply of affordable housing consistent with government policy.</p>
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<p>Establish a mix of dwelling sizes, including studios, one bedroom and three bedroom dwellings to be delivered in residential, mixed use and shop-top developments that cater to the future population profile of the Precincts and Frame Areas, having regard to any recommendations of the Local Housing Strategy, the requirements of State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development, and the Apartment Design Guide.</p>	<p>Councils and Proponents</p>	<p>The proposed development enabled by proposed amendments to planning controls incorporates 41 apartments, A portion of which are 1-bedroom and are therefore likely to prove attractive to:</p> <ul style="list-style-type: none"> • Doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometre south-east of the subject site); • Students or staff of the University of Sydney (1.2 kilometres east of the subject site); and • Critical workers of the Sydney CBD, regular and frequent access to which is given by existing and future high capacity services operating in Parramatta Road. 	<p>✓</p>
<p>Explore incentives such as value sharing where rezoning is necessary to achieve renewal of private sites to capture a proportion of the increased land value to fund affordable, diverse and social housing projects.</p>	<p>Councils and DPE</p>	<p>All development contributes towards hard and soft infrastructure are payable at the Planning Proposal and Development Application stages, as required.</p>	<p>✓</p>
<p>Affordable Housing:</p>	<p>Responsibility:</p>	<p>Comments:</p>	<p>Consistency:</p>

<p>Provide a minimum of 5% of new housing as Affordable Housing, or in-line with Government policy of the day.</p>	<p>Councils and Proponents</p>	<p>The Planning Proposal enables development incorporating 137.m² (7.5% of new GFA) and therefore <i>“exceeds the requirements [of] the Greater Sydney Commission (between 5% and 10% of new floor space) and is considered reasonable for a small development”</i> (Cred Consulting 2017, p. 50).</p> <p>Proposed affordable housing is to be retained by the proponent, with a registered covenant on title requiring that the dwellings be operated by a registered Community Housing Provider in perpetuity. This ensures the financial viability of the project and ensures the increase in supply of affordable housing consistent with government policy.</p>	<p>✓</p>
<p>Amend the underlying Local Environmental Plan(s) to insert Affordable Housing principles.</p>	<p>Councils</p>	<p>As above.</p>	<p>✓</p>
<p>Amend State Environmental Planning Policy No 70 – Affordable Housing (Revised Schemes) to identify that there is a need for affordable housing in all local government areas in the Corridor.</p>	<p>DPE</p>	<p>Under State Environmental Planning Policy No 70 – Affordable Housing (Revised Schemes), the Leichhardt LGA (now forming part of the Inner West LGA) is identified as having a need for affordable housing.</p>	<p>✓</p>
<p>Prepare model ‘development consent’ conditions for inclusion into future planning proposals/rezonings to enable the levying of monetary contributions that can be used to fund Affordable Housing.</p>	<p>Councils</p>	<p>All development contributions towards hard and soft infrastructure are payable at the Planning Proposal and Development Application stages, as required.</p>	<p>✓</p>

	Investigate planning provisions and mechanisms to deliver more Affordable Housing within the Precincts. These could include density bonuses or offsets, decoupled parking, relaxation of development contributions, and mechanisms to streamline and expedite assessment and approvals processes for Affordable Housing projects.	Councils	The Planning Proposal enables development incorporating 137.m ² (7.5% of new GFA) and therefore “exceeds the requirements [of] the Greater Sydney Commission (between 5% and 10% of new floor space) and is considered reasonable for a small development” (Cred Consulting 2017, p. 50). Proposed affordable housing is to be retained by the proponent, with a registered covenant on title requiring that the dwellings be operated by a registered Community Housing Provider in perpetuity. This ensures the financial viability of the project and ensures the increase in supply of affordable housing consistent with government policy.	✓
2. Diverse and resilient economy		Comments:		Consistency:
	<ul style="list-style-type: none"> • \$31 billion of development value is realised. • Parramatta Road Corridor is Sydney’s ‘economic spine’ - 50,000 workers across a diverse range of sectors and roles come into the Corridor each day to work. • Auburn is recognised as Sydney’s large format retail hub and Camperdown is a specialist precinct that supports the world class research, educational and health uses associated with the University of Sydney and the Royal Prince Alfred Hospital. • Town centres at Granville and Kings Bay support new residents and workers. • There is new life in the retail areas of Parramatta Road, and the Corridor is home to a variety of businesses, including small and medium enterprises, advanced technologies and creative industries. 		Proposed amendments to planning controls enable residential development within the subject site, contributing to the local captive population necessary to sustain growth of a specialist precinct that supports world class research, educational and health uses associated with the University of Sydney and Royal Prince Alfred Hospital in the Camperdown Precinct’s Business and Enterprise Core, as defined by PRCUTS Planning and Design Guidelines (UGNSW 2016c).	✓
Strategic	Planning for Jobs:	Responsibility:	Comments:	Consistency:
	Update Local Environmental Plan(s) to permit a wider range of employment uses, consistent with the recommended land uses, heights and	Councils	The proposed amendments to planning controls enable residential development within the subject site in accordance with PRCUTS Planning and	✓

<p>densities identified in the Parramatta Road Corridor Planning and Design Guidelines. This includes:</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>Design Guidelines (UGNSW 2016c, addressed in Appendix D.3).</p>		
<p>Implement the built form controls identified in the Parramatta Road Corridor Planning and Design Guidelines to encourage new typologies that overcome these challenges and facilitate evolving and innovative employment uses.</p>	<p>GSC/Councils</p>	<p>The proposed amendments to planning controls enable concept proposal designed in accordance with the PRCUTS Planning and Design Guidelines (UGNSW 2016c, addressed in Appendix D.3).</p>	<p>✓</p>
<p>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.</p>	<p>GSC/Councils</p>	<p>The proposed amendments to planning controls enable concept proposal designed in accordance with the PRCUTS Planning and Design Guidelines (UGNSW 2016c, addressed in Appendix D.3).</p>	<p>✓</p>
<p>Centres and Clusters:</p>	<p>Responsibility:</p>	<p>Comments:</p>	<p>Consistency:</p>
<p>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.</p>	<p>GSC/Councils</p>	<p>The proposed amendments to planning controls enable concept proposal designed in accordance with the PRCUTS Planning and Design Guidelines (UGNSW 2016c, addressed in Appendix D.3).</p>	<p>✓</p>
<p>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</p>	<p>GSC</p>	<p>Proposed amendments to planning controls enable residential development within the subject site, contributing to the local captive population necessary to sustain employment growth in the Camperdown Precinct's Business and Enterprise</p>	<p>✓</p>

<p>consideration include Auburn as an employment hub and Camperdown as a new strategic centre.</p>	<p>Core, as defined by PRCUTS Planning and Design Guidelines (UGNSW 2016c, addressed in Appendix D.3).</p>		
<p>Resilient Economy for the Future:</p>	<p>Responsibility:</p>	<p>Comments:</p>	<p>Consistency:</p>
<p>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</p>	<p>GSC/Councils</p>	<p>Proposed amendments to planning controls enable residential development within the subject site, contributing to the local captive population necessary to sustain multi-storey supermarkets and car showrooms in the Camperdown Precinct's Business and Enterprise Core, as defined by PRCUTS Planning and Design Guidelines (UGNSW 2016c, addressed in Appendix D.3).</p>	<p>✓</p>
<p>3. Accessible and connected</p>		<p>Comments:</p>	<p>Consistency:</p>
<ul style="list-style-type: none"> • It is easier to move to, through and within the Corridor in both east-west and north-south directions. • The urban transformation of the Corridor is supported by transit-oriented development. Existing and new desirable and affordable mixed use environments are enhanced by high-quality, high frequency public transport and safe active transport connections. • The Corridor's inherent social, economic and environmental resources are optimised, including freight generating uses within and supporting the Corridor. • Available road and rail capacity is utilised and public investments in transport are optimised. • Non-infrastructure initiatives, such as encouraging visitors to use non-car modes of travel to help alleviate congestion, and modifying or altering timing of trips, are well utilised. • People choose to walk and/or cycle for local trips along the Corridor's 34km of new and upgraded links, hop on buses and/or light rail for intermediate trips, and use rail and/or car for regional trips. • The integrated transport network contributes to regional resilience and sustainable communities along the Corridor and beyond. 		<p>The proposed development enabled by proposed amendments to planning controls:</p> <ul style="list-style-type: none"> • Makes it easier to move to, through and within the Corridor in both east-west and north-south directions through incorporation of open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road; and • Represents transit-oriented development, being located: <ul style="list-style-type: none"> ○ 100 metres from bus services operating in Booth Street; ○ Within 450 metres of current and future high capacity public transport services operating in Parramatta Road, linking to a full range of services within the Sydney CBD; 	<p>✓</p>

			<ul style="list-style-type: none"> ○ 1.1 kilometres north-east of the Royal Prince Alfred Hospital; ○ 1.2 kilometres from the Jubilee Park light rail station; and ○ 1.2 kilometres west of the University of Sydney. 	
Strategic Actions	Integrated Transport Network:	Responsibility:	Comments:	Consistency:
	Implement the Sydney CBD to Parramatta Strategic Transport Plan.	TfNSW/RMS/Councils	The Planning Proposal does not preclude the implementation of the Sydney CBD to Parramatta Strategic Transport Plan.	✓
	On-Street Rapid Transit for Parramatta Road:	Responsibility:	Comments:	Consistency:
	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 Transport for NSW for comment, particularly at and around future superstop locations.	DPE	Relevant State Agencies are encouraged to make comments and recommendations as part of the Planning Proposal process.	✓
	Street Function Framework:	Responsibility:	Comments:	Consistency:
	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.	TfNSW/RMS	Under PRCUTS Planning and Design Guidelines (2016c), the subject site is not envisaged to provide new roads. The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.	✓
	4. Vibrant community places		Comments:	Consistency:

- Residents can walk easily to public transport, local shops, schools, parks and open space areas, jobs and a range of community services and facilities that are all close by.
- Neighbourhoods include a mix of old and new buildings sitting well together creating attractive places for people to enjoy.
- New development respects and protects existing lower-scale development and heritage.
- New landmarks and high quality buildings and spaces are recognised and valued by the community.
- Residents and workers can easily access new and upgraded community facilities and services including libraries, community centres, child care centres, cultural facilities, schools and community health facilities.

The proposed development enabled by proposed amendments to planning controls:

- Incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road;
- Represents transit-oriented development, being located:
 - 100 metres from bus services operating in Booth Street;
 - Within 450 metres of current and future high capacity public transport services operating in Parramatta Road, linking to a full range of services within the Sydney CBD;
 - 1.1 kilometres north-east of the Royal Prince Alfred Hospital;
 - 1.2 kilometres from the Jubilee Park light rail station; and
 - 1.2 kilometres west of the University of Sydney.
- Enables the renewal of a site not identified as having heritage value under LLEP 2013 (presents blank façade to Chester Street with no heritage or industrial features such as aw-tooth roof, brickwork fabric or windows), whilst remaining sympathetic to the industrial heritage character of the Precinct through appropriation of complimentary materials and finishes and nil street setbacks consistent with existing warehouse uses in the broader Precinct.



		All development contributes towards hard and soft infrastructure are payable at the Planning Proposal and Development Application stages, as required.	
Strategic Actions	'15 minute neighbourhoods':	Responsibility:	Comments:
	<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. 	Councils	<p>The proposed development enabled by proposed amendments to planning controls:</p> <ul style="list-style-type: none"> • Improves walkability and cycling to support healthier communities through incorporation of open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road; • Improves safety through building address of public domain including Chester Street and future public open space within the subject site, as well as on the north-eastern side of Chester Street. • Creates improved housing choice and diversity through incorporation of 41 residential apartments to contribute to the dwelling targets established by PRCUTS, of which a portion are 1-bedroom and are therefore likely to prove attractive to: <ul style="list-style-type: none"> ○ Doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometre south-east of the subject site); ○ Students or staff of the University of Sydney (1.2 kilometres east of the subject site); and ○ Critical workers of the Sydney CBD, regular and frequent access to which is given by existing and future high capacity services
			Consistency:



		operating 450 metres to the south in Parramatta Road.	
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.	Councils	See Appendix D.3.	✓
Community Infrastructure:	Responsibility:	Comments:	Consistency:
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.	GSC/DPE/Councils	All development contributions towards hard and soft infrastructure are payable at the Planning Proposal and Development Application stages, as required.	✓
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.	Councils	As above.	✓
Explore new models to design, finance and deliver education and health community assets in partnership with local councils, government agencies and the private sector.	Councils/DoE/Local Health District	As above.	✓
As a first preference and where appropriate, optimise or embellish existing assets through solutions such as: <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 	Councils/DoE/Local Health District	As above.	✓

additional features so facilities can become multi-purpose and cater to different groups

- upgrading features within existing facilities so they can accommodate a greater capacity
- 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.

Heritage and Unique Neighbourhoods:	Responsibility:	Comments:	Consistency:
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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.

Councils

The proposed development enabled by proposed amendments to planning controls:

- Does not include adaptive-reuse on the grounds that existing structure within the subject site:
 - Is not identified as having heritage value under LLEP 2013; and
 - Presents blank façade to Chester Street with no visible heritage or industrial features such as saw-tooth roof, brickwork fabric or windows, etc.
- Per the Heritage Impact Statement (Architectural Projects 2016, p. 17) forming part of this application, *“the proposal responds to the immediate character including the heritage listed warehouse by its:*
 - *Retention of the kerbing and guttering of Chester Street*
 - *Street alignment*

N/A

		<ul style="list-style-type: none"> ○ <i>Masonry wall character</i> ○ <i>Compliance with 17m height limit</i> ○ <i>Proposed articulation of facades</i> ○ <i>Proposed use of repetitive window treatment</i> ○ <i>The façade rhythm as a backdrop to the creek which enhance its linear peak</i> ○ <i>The façade rhythm as 5 metre bays which counterpoint the proportion of terrace development in the Annandale Conservation Area”.</i> 	
Implement transferable development rights for significant heritage conservation and development projects, where appropriate.	Councils	N/A – see above.	N/A
Heritage Conservation and Community Facilities Incentives:	Responsibility:	Comments:	Consistency:
Review and modernise the heritage listings concurrently with rezoning proposals, with a stronger focus on proactive heritage identification and preservation.	Councils	As above.	N/A
Drawing on the Parramatta Road Corridor Planning and Design Guidelines, identify neighbourhoods and streetscapes through future rezoning processes, where existing character and amenity should be retained and should not be subject to renewal.	Councils	As above.	✓
Design Excellence:	Responsibility:	Comments:	Consistency:
Prepare and implement a design excellence strategy.	Councils	The proposed development enabled by proposed amendments to planning controls achieves design excellence through design in response to detailed	✓

			strategic and local context analysis conducted within the Urban Design Report forming part of this application.	
	Noise and Air Quality:	Responsibility:	Comments:	Consistency:
	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.	Councils	The subject site is substantially separated from Parramatta Road.	N/A
	Use the development typology examples in the Parramatta Road Corridor Planning and Design Guidelines to inform future development controls.	Councils	The proposed development enabled by proposed amendments to planning controls is assessed against the PRCUTS Planning and Design Guidelines (UGNSW 2016c) in Appendix D.3 .	✓
5.	Green spaces and links		Comments:	Consistency:
	<ul style="list-style-type: none"> • There is 66ha of new open space areas, linear parks and links along watercourses and infrastructure corridors, linked to pedestrian and cycle connections. • Parramatta Road and the surrounding road network is greener and lined with trees. • The Corridor's nine watercourses have been naturalised and are pleasant places for people to walk and cycle along and enjoy. 		The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.	✓
	Neighbourhood Parks and Open Space:	Responsibility:	Comments:	Consistency:
Strategic Actions	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.	Councils	Under existing conditions, the subject site is entirely covered by impermeable material. The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.	✓
	Provide a diverse range of connected, high quality open space and public domain areas to each	Councils	As above. Under PRCUTS, open space is to be provided as part of the redevelopment of 1-19 Booth Street	✓

<p>Precinct in accordance with the Precinct Plans that ensures:</p> <ul style="list-style-type: none"> • local parks within 400m safe walking distance of at least 95% of all dwellings • 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>Annandale, on the north-eastern side of Chester Street.</p>		
<p>Greening the Parramatta Road Corridor:</p>	<p>Responsibility:</p>	<p>Comments:</p>	<p>Consistency:</p>
<p>Implement building setbacks as identified on the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines.</p>	<p>Councils</p>	<p>The proposed development enabled by proposed amendments to planning controls is assessed against the PRCUTS Planning and Design Guidelines (UGNSW 2016c) in Appendix D.3.</p>	<p>✓</p>
<p>6. Sustainability and resilience</p>		<p>Comments:</p>	<p>Consistency:</p>
<ul style="list-style-type: none"> • Smart parking strategies have reduced people’s car dependence and fuel use leading to reduced greenhouse gas emissions. Development is more feasible, meaning savings could be passed on to homebuyers, making housing more affordable and reducing the overall cost of living. • Because thinking about parking has changed, the design of buildings transition between different uses ensuring community uses and facilities, or perhaps even open space to occur over time. • A lush tree canopy and vegetation on buildings makes places cooler and greener, and residents and workers can enjoy the outdoors. • Households enjoy improved living costs made possible by significant reductions in water and energy consumption in the Corridor. 	<p>The proposed development enabled by proposed amendments to planning controls:</p> <ul style="list-style-type: none"> • Provides parking in accordance with the rate specified in the PRCUTS Planning and Design Guidelines (UGNSW 2016c, addressed in Appendix D.3); • Would be required to pay contributions towards hard and soft infrastructure as part of the Planning Proposal and Development Application stage, as required; and • Incorporated open space along the site’s northern boundary as part of an open space and movement corridor along Johnstons 	<p>✓</p>	

			Creek between Booth Street and Parramatta with landscaped treatment subject to Landscape Plan at the Development Application stage.
	Sustainability Practices:	Responsibility:	Comments:
Strategic Actions	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.	DPE	State Environmental Planning Policy (Sustainability Building Index: BASIX) 2004 compliance to be resolved at Development Application stage. ✓
	Implement comprehensive built form strategies for building efficiency, renewable energy, strategic parking, public domain and sustainable infrastructure to target the long-term achievement of: <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 	Councils	To be resolved at Development Application stage. ✓
7. Delivery			Comments:
	<ul style="list-style-type: none"> • There is an effective governance structure in place. • Decisions are made in a timely, transparent and coordinated way. • Well understood benchmarks and indicators inform the planning and decision-making processes. • There is a clear monitoring, reporting and review process. 		Noted. ✓

		Affective Governance:	Responsibility:	Comments:	Consistency:
Strategic Actions		Implement the Implementation Plan 2016 - 2023.	Councils/GSC/relevant State agencies	Proposed development enabled by proposed amendments to planning controls are assessed against the PRCUTS Implementation Plan 2016-2032 (UGNSW 2016b), including Out of Sequence Checklist in Appendix D.2 .	✓
		Funding Options:	Responsibility:	Comments:	Consistency:
		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.	GSC	All development contributes towards hard and soft infrastructure are payable at the Planning Proposal and Development Application stages, as required.	✓
		Advise and assist councils in the revision of local contributions plans to address funding of local infrastructure and services in the Corridor.	GSC	As above.	✓

Appendix D.2 – Parramatta Road Urban Transformation Corridor – Implementation Plan 2016-2023

Table 10: Parramatta Road Urban Transformation Corridor – Implementation Plan 2016-2023 – Camperdown Precinct Action Plan

Camperdown Precinct Action Plan 2016-2023	Comments:	Consistency:
<p>Timing of release</p> <ul style="list-style-type: none"> From 2016. Sequencing of planning proposals in the Precinct and Frame Area to be consistent with Camperdown Action Plan 2016 – 2023. 	<p>The Planning Proposal pertains to land outside of the 2016-2023 release area and is therefore considered to be 'Out of Sequence' under the PRCUTS Implementation Plan 2016-23 (UGNSW 2016b). As such, the Planning Proposal is considered against the 'Out of Sequence Checklist' in Table 11.</p>	<p>✓</p>
<p>Strategic land uses</p> <ul style="list-style-type: none"> 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. a maximum of 105,000m² employment gross floor area of predominantly light industrial, enterprise and business, commercial, and community uses. 	<p>The Planning Proposal enables development incorporating 137.m² (7.5% of new GFA) and therefore <i>“exceeds the requirements [of] the Greater Sydney Commission (between 5% and 10% of new floor space) and is considered reasonable for a small development”</i> (Cred Consulting 2017, p. 50).</p> <p>Proposed affordable housing is to be retained by the proponent, with a registered covenant on title requiring that the dwellings be operated by a registered Community Housing Provider in perpetuity. This ensures the financial viability of the project and ensures the increase in supply of affordable housing consistent with government policy.</p>	<p>✓</p>
<p>Public transport</p> <ul style="list-style-type: none"> TfNSW to implement the strategic initiatives of Sydney CBD to Burwood Parramatta Strategic Transport Plan. Operation of the rapid bus solution along Parramatta Road from Burwood to the Sydney CBD. <p>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.</p>	<p>Relevant State Agencies are encouraged to make comments and recommendations as part of the Planning Proposal and Development Application process.</p>	<p>✓</p>

Active transport	<ul style="list-style-type: none"> • Delivery of the Johnstons Creek pedestrian and cycle link. • Delivery of the Pymont Bridge Road pedestrian and cycle link. • Provision of new cycle and walking links within the 2016 – 2023 Release Area, as indicated in the Planning and Design Guidelines. 	<p>The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.</p>	
Open space and recreation	<ul style="list-style-type: none"> • In accordance with the Infrastructure Schedule, provision of contributions towards the medium and long term open space facilities. 	<p>All development contributions towards hard and soft infrastructure are payable at the Planning Proposal and Development Application stages, as required.</p>	
Community facilities	<ul style="list-style-type: none"> • 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. • If the future land uses permit Affordable Housing, provision of an appropriate proportion of child care and Out of School Hours places. Planning proposals should consider whether the proposed uses create a demand for child care and make appropriate provision for any required child care places and Out of School Hours places having regard to the Infrastructure Schedule. 	<p>All development contributions towards hard and soft infrastructure are payable at the Planning Proposal and Development Application stages, as required.</p>	
Education facilities	<ul style="list-style-type: none"> • 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>All development contributions towards hard and soft infrastructure are payable at the Planning Proposal and Development Application stages, as required.</p>	
Health facilities	<ul style="list-style-type: none"> • 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>Relevant State Agencies are encouraged to make comments and recommendations as part of the Planning Proposal process.</p>	

Road improvements and upgrades	<ul style="list-style-type: none">• 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.	See Traffic and Parking Assessment Report (Varga 2017) forming part of this application.	✓
Funding framework or satisfactory arrangements	<ul style="list-style-type: none">• 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.	All development contributions towards hard and soft infrastructure are payable at the Planning Proposal and Development Application stages, as required.	✓

Table 11: Parramatta Road Corridor Urban Transformation – Implementation Plan 2016-2023 – Out of Sequence Checklist

Criteria 1	Strategic objectives, land use and development	Comments:	Consistency:
	<ul style="list-style-type: none"> The planning proposal can demonstrate significant delivery or contribution towards the Strategy's Corridor wide and Precinct specific vision. 	See Appendix D.3 .	✓
	<ul style="list-style-type: none"> The planning proposal satisfies the Strategy's seven land use and transport planning principles and fulfils the relevant Strategic Actions for each Principle. 	See Appendix D.1 .	✓
	<ul style="list-style-type: none"> The planning proposal can demonstrate significant net community, economic and environmental benefits for the Corridor and the Precinct or Frame Area within which the site is located. 	<p>The proposed development enabled by proposed amendments to planning controls:</p> <ul style="list-style-type: none"> Provides net community and economic benefit through provision of 41 residential apartments: <ul style="list-style-type: none"> To contribute to the dwelling targets established by PRCUTS Planning and Design Guidelines; To contribute to the local captive population necessary to sustain employment growth in the Camperdown Precinct's Business and Enterprise Core, as defined by PRCUTS; Of which A portion are 1-bedroom and are therefore likely to prove attractive to: <ul style="list-style-type: none"> Doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometre south-east of the subject site); Students or staff of the University of Sydney (1.2 kilometres east of the subject site); and Critical workers of the Sydney CBD, regular and frequent access to which is given by existing and future high capacity services operating 450 metres to the south in Parramatta Road. Provides environmental benefits through incorporation open space along the site's northern edge as part of an open 	✓

	<p>space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.</p>
<ul style="list-style-type: none"> The planning proposal is consistent with the recommended land uses, heights, densities, open space, active transport and built form plans for the relevant Precinct or Frame Area. 	<p>The Planning Proposal enables:</p> <ul style="list-style-type: none"> Amendment to land use zoning consistent with that which is desired under the PRCUTS Planning and Design Guidelines (UGNSW 2016c); ✓ Amendment to maximum permissible height of buildings consistent with that which is desired under the PRCUTS Planning and Design Guidelines (UGNSW 2016c); ✓ Amendment to maximum permissible floor ratio exceeding that which is desired under the PRCUTS Planning and Design Guidelines (UGNSW 2016c) due to built form envelope testing which identified mismatch between maximum permissible height and FSR where the maximum permissible height is consistent with the PRCUTS Planning and Design Guidelines (see Urban Design Report prepared by ae design partnership forming part of this application); X Development incorporating open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road; and ✓ Development encouraging active transport through being located: <ul style="list-style-type: none"> 100 metres from bus services operating in Booth Street; Within 450 metres of current and future high capacity public transport services operating in Parramatta Road, linking to a full range of services within the Sydney CBD; ✓ 1.1 kilometres north-east of the Royal Prince Alfred Hospital; 1.2 kilometres from the Jubilee Park light rail station; and 1.2 kilometres west of the University of Sydney.

	<ul style="list-style-type: none"> The planning proposal demonstrably achieves outcomes aligned to the desired future character and growth projections identified in the Strategy. 	See Appendix D.3 .	✓
	<ul style="list-style-type: none"> The planning proposal demonstrates design excellence can be achieved, consistent with councils adopted design excellence strategy or the design excellence provisions provided in the Parramatta road Corridor Planning and Design Guidelines (Planning and Design Guidelines). 	The proposed development enabled by proposed amendments to planning controls achieves design excellence through design in response to detailed strategic and local context analysis conducted within the Urban Design Report forming part of this application.	✓
Criteria 2	Integrated Infrastructure Delivery Plan	Comments:	Consistency:
	<ul style="list-style-type: none"> An Integrated Infrastructure Delivery Plan, which identifies advanced infrastructure provision and cost recovery for the local and regional infrastructure identified in the Infrastructure Schedule, must support the planning proposal. The Integrated Infrastructure Delivery Plan must demonstrate a cost offset to council and agency costs for a set period that aligns with the anticipated timing for land development identified in the Implementation Plan 2016 – 2023. Infrastructure to be considered includes: <ul style="list-style-type: none"> public transport active transport road upgrades and intersection improvements open space and public domain improvements community infrastructure, utilities and services. 	<p>Proposed amendments to planning controls enable development capable of being adequately serviced, incorporating 41 residential apartments which will have limited impact on existing hard and soft infrastructure within an urban location occupied by industrial uses since the early 1900s (LDCP 2013, Part C, C2.2.1.8, p. 172).</p> <p>All contributions to hard and soft infrastructure are payable as part of the Planning Proposal and Development Application process, as required.</p>	✓

	Stakeholder engagement	Comments:	Consistency:
Criteria 3	<ul style="list-style-type: none"> • Consultation and engagement with relevant stakeholders (council, government agencies, business, community, adjoining properties and user or interest groups, where relevant) have been undertaken, including any relevant pre-planning proposal engagement processes required by local council. • An appropriate level of support or agreement is documented. • Provision of documentary evidence outlining the level of planning or project readiness in terms of the extent of planning or business case development for key infrastructure projects. 	<p>Council, government agencies, business, community, adjoining properties and user or interest groups, where relevant, are encouraged to provide comment as part of the Planning Proposal process.</p>	✓
	Sustainability	Comments:	Consistency:
Criteria 4	<ul style="list-style-type: none"> • The planning proposal achieves or exceeds the sustainability targets identified in the Strategy. 	<p>Development enabled by proposed amendments to planning controls would be required to prove achievement of sustainability targets specified in Principle 6 of PRCUTS (UGNSW 2016a) as part of the Development Application stage.</p>	✓
	Feasibility	Comments:	Consistency:
Criteria 5	<ul style="list-style-type: none"> • The planning proposal presents a land use and development scenario that demonstrates economic feasibility with regard to the likely costs of infrastructure and the proposed funding arrangements available for the Precinct or Frame Area. 	<p>Further economic analysis is not required on the grounds that the proposed amendments to planning controls are generally consistent with the PRCUTS Planning and Design Guidelines (as informed by the PRCUTS Economic Analysis Report).</p> <p>Proposed amendments to planning controls enable development capable of being adequately serviced, incorporating 41 residential apartments which will have limited impact on existing hard and soft infrastructure within an urban location occupied by industrial uses since the early 1900s (LDCP 2013, Part C, C2.2.1.8, p. 172).</p>	✓

		All contributions to hard and soft infrastructure are payable as part of the Planning Proposal and Development Application process, as required.
Criteria 6	Market viability	Comments:
	<ul style="list-style-type: none"> The planning proposal demonstrates a land use and development scenario that aligns with and responds to market conditions for the delivery of housing and employment for 2016 to 2023. Viability should not be used as a justification for poor planning or built form outcomes. 	<p>The proposed development enabled by proposed amendments to planning controls incorporates 41 residential apartments:</p> <ul style="list-style-type: none"> Within a locality desired to accommodate an additional, per the PRCUTS Planning and Design Guidelines (as informed by the PRCUTS Economic Analysis Report): <ul style="list-style-type: none"> 2023: 389 dwellings. 2050: 700 dwellings. Contributing to the local captive population necessary to sustain growth in commercial floor space in the Camperdown Precinct's Business and Enterprise Core, as defined by PRCUTS Planning and Design Guidelines (UGNSW 2016c); and Achieving high quality built form outcome through remaining sympathetic to the industrial heritage character of the broader Precinct through appropriation of complimentary materials and finishes and nil street setbacks consistent with existing warehouse uses (see Urban Design Report forming part of this application).
		Consistency: ✓

Appendix D.3 Parramatta Road Corridor Urban Transformation – Planning and Design Guidelines

Table 12: Parramatta Road Corridor Urban Transformation Planning and Design Guidelines – Camperdown Precinct Guidelines

12. Camperdown Guidelines:			
12.2	Existing Character and Identity	Comments:	Consistency:
	An eclectic mix of architectural styles and eras, ranging from 1800's heritage listed items to contemporary developments constructed in the past year. Most new buildings are sympathetic toward existing buildings and integrate with use of complementary materials and details and reflection of the predominant historical grain.	<p>The proposed development enabled by proposed amendments to planning controls:</p> <ul style="list-style-type: none"> Does not include adaptive-reuse on the grounds that existing structure within the subject site: <ul style="list-style-type: none"> Are not identified as having heritage value under LLEP 2013; and Present blank façade to Chester Street with no visible heritage or industrial features such as saw-tooth roof, brickwork fabric or windows, etc. Remains sympathetic to the industrial heritage character of the broader Precinct through appropriation of complimentary materials and finishes and nil street setbacks consistent with existing warehouse uses. 	✓
	Juxtaposed building typologies and land uses; in Camperdown it is common to see a row of terrace houses adjoining a light industrial warehouse.	The proposed development enabled by proposed amendments to planning controls is defined as a residential flat building under LLEP 2013, permissible with consent in the R3 Medium Residential Zone to which the subject site is to be rezoned in accordance with 12.9 of the PRCUTS Camperdown Precinct Guidelines (UGNSW 2016c).	✓
	Building heights primarily ranging from 1-5-6 storeys with no above ground setbacks. Height transitions between buildings can be up to 4 storeys.	<p>The proposed development enabled by proposed amendments to planning controls:</p> <ul style="list-style-type: none"> Has height 5-6 storeys, in accordance with the maximum permissible height under 12.9 of the PRCUTS Camperdown Precinct Guidelines (UGNSW 2016c); 	✓

	<ul style="list-style-type: none"> Remains sympathetic to the industrial heritage character of the broader Precinct through appropriation of nil street setbacks consistent with existing warehouse uses. 	
Buildings are predominantly built to the street and not setback, with the exception of terrace houses.	As above.	✓
12.3 Opportunities and Constraints		
Opportunities:	Comments:	Consistency:
celebrating the area's industrial built form and transitioning from an industrial area to biotechnology, education and health research uses	<p>The proposed development enabled by proposed amendments to planning controls:</p> <ul style="list-style-type: none"> Remains sympathetic to the industrial heritage character of the broader Precinct through appropriation of complimentary materials and finishes and nil street setbacks consistent with existing warehouse uses; Incorporates 41 apartments, contributing to the local captive population necessary to sustain the transition to biotechnology, education and health and research uses in the Camperdown Precinct's Business and Enterprise Core, as defined by PRCUTS Planning and Design Guidelines (2016c); and Incorporates 2 SOHO apartments, creating 8 jobs in professional services (as found to be undersupplied and hence encouraged across the Camperdown Precinct by Council economic studies and the PRCUTS Economic Analysis Report; UGNSW 2016e) in place of the 4 enabled by the existing light industrial use. 	✓
developing a lively, fine-grained mixed-use area around Bignell Lane, with a future urban plaza	The proposed development incorporates 41 apartments, contributing to the local captive population necessary to sustain a lively, fine-grained mixed use area in Bignell Lane, less than 300 metres to the south.	✓

<p>adaptively reusing heritage buildings to create a local village with entertainment and other day/night 'social' uses</p>	<p>The proposed development enabled by proposed amendments to planning controls:</p> <ul style="list-style-type: none"> • Does not include adaptive-reuse on the grounds that existing structure within the subject site: <ul style="list-style-type: none"> ○ Are not identified as having heritage value under LLEP 2013; and ○ Present blank façade to Chester Street with no visible heritage or industrial features such as saw-tooth roof, brickwork fabric or windows, etc. • Incorporates 41 apartments, contributing to the local captive population necessary to sustain a local village with entertainment and other day/night 'social' uses. 	<p>✓</p>
<p>creating green and active streets in the area that connect residents and workers to small, diverse, and highly connected local and regional open spaces</p>	<p>The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.</p>	<p>✓</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>Whilst the subject site does not form part of the Hordern Place industrial estate, it forms part of a similar estate north of Pyrmont Bridge Road. Under the Strategy, open space is envisaged to the east of the subject site, as well as along the locally heritage listed Johnstons Creek between Booth Street and Parramatta Road.</p> <p>The proposed development enabled by proposed amendments to planning controls addresses and enliven the new open space on the eastern side of Chester Street, as well as includes new open space along the site's northern edge as part of the desired open space and movement corridor.</p>	<p>✓</p>
<p>capitalising on the improved, high-capacity public transport connections along Parramatta Road to the CBD</p>	<p>The proposed development enabled by proposed amendments to planning controls represents transit-oriented development, being located:</p>	<p>✓</p>

	<ul style="list-style-type: none"> • Within 450 metres of current and future high capacity public transport services operating in Parramatta Road, linking to a full range of services within the Sydney CBD; • 1.1 kilometres north-east of the Royal Prince Alfred Hospital; and • 1.2 kilometres west of the University of Sydney. 	
locating stops to serve the existing major destinations, including The University of Sydney near Ross Street; and the Royal Prince Alfred Hospital near Missenden Road	The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.	✓
focusing on active transport to support more efficient use of existing open space, back street connections, and pedestrian links that better link the Precinct to surrounding areas and Newtown Station	The proposed development enabled by proposed amendments to planning controls encourages active transport through being located: <ul style="list-style-type: none"> • Within 450 metres of current and future high capacity public transport services operating in Parramatta Road, linking to a full range of services within the Sydney CBD; • 1.1 kilometres north-east of the Royal Prince Alfred Hospital; and • 1.2 kilometres west of the University of Sydney. 	✓
rehabilitating and greening the Johnstons 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.	As above.	✓
Constraints and challenges:	Comments:	Consistency:
recognising that industrial strata land-holdings may be a short-term barrier to development, but should not be seen as long-term constraints	The subject site does not have Strata Title.	✓

<p>providing a built form and Precinct layout that will support the health and education Precinct, which will require specific considerations such as appropriate building typologies and floor plates, service delivery requirements, and how to best connect workplaces to local amenities</p>	<p>The proposed development enabled by proposed amendments to planning controls incorporates 41 apartments, A portion of which are 1-bedroom and are therefore likely to prove attractive to:</p> <ul style="list-style-type: none"> • Doctors, nurses and administrative staff employed in the Royal Prince Alfred Hospital (1.1 kilometre south-east of the subject site); • Students or staff of the University of Sydney (1.2 kilometres east of the subject site); and • Critical workers of the Sydney CBD, regular and frequent access to which is given by existing and future high capacity services operating in Parramatta Road. 	✓
<p>transitioning new, higher-density development to existing heritage items, conservation areas and lower scale neighbourhoods</p>	<p>The subject site is located adjoining Johnstons Creek drainage channel between the Johnston Street and Glebe Point Road ridgelines, with the <i>“open space along the Johnstons Creek line provid[ing] an effective buffer between the zone between the zone IN2 Light Industrial area and the adjoining zone R1 General Residential area to the north”</i>. Additionally, the subject site is not identified as forming part of any key view corridors views identified in the view analysis conducted as part of the PRCUTS Fine Grain Study (UGNSW 2016d).</p> <p>The proposed development enabled by proposed amendments to planning controls remains sympathetic to the industrial heritage character of the broader Precinct through appropriation of complimentary materials and finishes and nil street setbacks consistent with existing warehouse uses.</p>	✓
<p>connecting future development properly to the surrounding neighbourhoods</p>	<p>As above.</p>	✓
<p>ameliorating the noise and air quality conditions on Parramatta Road and to a lesser extent Pyrmont Bridge Road to ensure adequate residential amenity</p>	<p>The subject site is substantially separated from Parramatta Road.</p>	✓

limited east-west connections and an existing impermeable street layout	The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.	✓
limited north-south connections across Parramatta Road	The subject site is substantially separated from Parramatta Road.	N/A
the narrow width of Parramatta Road	As above.	N/A
addressing traffic issues on Parramatta Road, Pyrmont Bridge Road, Mallet Street and Booth Street	Impacts on the function of Parramatta Road, Pyrmont Bridge Road, Mallet Street and Booth Street are mitigated by development enabled by proposed amendments to planning controls having: <ul style="list-style-type: none"> • Access from Chester Street; • Parking (including bicycle and shared parking) provision in accordance with 3.8 of the Corridor Guidelines set out in the Parramatta Road Corridor Urban Transformation Planning and Design Guidelines; and • High level of accessibility to employment, retail, entertainment and range of other services available in the Sydney CBD via existing and future high-capacity public transport connections along Parramatta Road. 	✓
lack of accessible open space	The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.	✓
limited community facilities	Whilst the subject site is not envisaged to provide community facilities under the strategy, development enabled by proposed amendments to planning controls will include open space along the site's northern edge as part of an open space	✓

	and movement corridor along the locally heritage listed Johnstons Creek between Booth Street and Parramatta Road.	
	All development contributions towards hard and soft infrastructure are payable at the Planning Proposal and Development Application stages, as required.	
flooding potential associated with Johnston's Creek.	See Stormwater Management Plan forming part of this application.	✓
12.4 Future Character and Identity		
Delivering the Vision:	Comments:	Consistency:
future proofing the Precinct and parts of the Frame Area for long term strategic land uses	Proposed amendments to land use controls are consistent with those desired under the Strategy.	✓
increasing the potential for student housing	The Planning Proposal enables development incorporating 137.m ² (7.5% of new GFA) and therefore "exceeds the requirements [of] the Greater Sydney Commission (between 5% and 10% of new floor space) and is considered reasonable for a small development" (Cred Consulting 2017, p. 50). Proposed affordable housing is to be retained by the proponent, with a registered covenant on title requiring that the dwellings be operated by a registered Community Housing Provider in perpetuity. This ensures the financial viability of the project and ensures the increase in supply of affordable housing consistent with government policy.	✓
reinforcing the significant elements of the eight (8) local character areas recognised in the Parramatta Road Corridor Fine Grain Study, September 2016	See Appendix D.4 .	✓
for each character area, implementing the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016	See Appendix D.4 .	✓

<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 proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.</p>	<p>✓</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>Whilst the subject site does not form part of the Hordern Place industrial estate, it forms part of a similar estate north of Pyrmont Bridge Road. Under the Strategy, open space is envisaged to the east of the subject site, as well as along the locally heritage listed Johnstons Creek between Booth Street and Parramatta Road.</p> <p>The proposed development enabled by proposed amendments to planning controls will addresses and enlivens the new open space on the eastern side of Chester Street, as well as includes new open space along the site's northern edge as part of the desired open space and movement corridor.</p>	<p>✓</p>
<p>capitalising on the improved, high-capacity public transport connections along Parramatta Road to the CBD</p>	<p>The proposed development enabled by proposed amendments to planning controls represents transit-oriented development, being located Within 450 metres of current and future high capacity public transport services operating in Parramatta Road, linking to a full range of services within the Sydney CBD.</p>	<p>✓</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, work places and neighbourhoods</p>	<p>The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.</p>	<p>✓</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>✓</p>

	providing activated streetscapes and improved public domain particularly on north-south streets to create new 'green fingers'	As above.	✓				
	enhancing links to Petersham Station by focussing on north-south connectivity across Parramatta Road and along Railway Street	As above.	✓				
	reducing parking rates across the Precinct to capitalise on the strong public transport along Parramatta Road	The proposed development enabled by proposed amendments to planning controls provide parking (including bicycle and shared parking) in accordance with 3.8 of the Corridor Guidelines set out in the PRCUTS Planning and Design Guidelines (UGNSW 2016bc).	✓				
	incorporating car parking into future development to unlock existing car parks and repurposing them for open space.	As above.	✓				
Proposed Growth Projections		Comments:	Consistency:				
		2023	2050	Development enabled by proposed amendments to planning controls will contribute 41 dwellings towards the 389 desired within the Camperdown Precinct by 2023.	✓		
	Population	720	1,390				
	Dwellings	389	700				
	Jobs	1,400	2,285				
Proposed Indicative Land Use Mix (additional)		Comments:	Consistency:				
		Residential GFA (m²)		Employment GFA (m²)		Development enabled by proposed amendments to planning controls will contribute 3,120m ² residential GFA towards the 62,000m ² desired in the Camperdown Precinct by 2050.	✓
		Short Term (2023)	Long Term (2050)	Short Term (2023)	Long Term (2050)		
	Precinct	0	62,000	105,000	108,000		
	Frame Area	0	10,500	0	28,000		

12.5 Open Space, Linkages and Connections and Public Domain		
A. Open Space Requirements	Comments:	Consistency:
a. Green and embellish the currently underutilised land along Johnston's Creek to create a significant new regional green link accommodating cycling and pedestrian links.	The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.	✓
b. Provide new public open space areas on larger sites to increase the overall quantum of local open space in the Precinct. The indicative location and configuration of these open space areas is shown on Figure 12.5 and to be determined as part of a future planning proposal(s).	As above.	✓
B. Linkage and Connection Requirements	Comments:	Consistency:
a. 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.	As above.	✓
b. Provide new and improved pedestrian links to improve permeability and provide additional north-south and east-west connections at: <ul style="list-style-type: none"> i. Albion Street and Cahill Street over Johnston's Creek ii. Gordon Street and Booth Street parallel to Pymont Bridge Road iii. Parramatta Road between Nelson Street and Australia Street iv. Pymont Bridge Road between Booth Street and Parramatta Road v. Chester Street vi. Gordon Street. 	As above.	✓

<p>c. Provide new or upgraded cycling links to provide and improve connectivity and close missing gaps in the network, including:</p> <ul style="list-style-type: none"> i. along Johnston's Creek between Mathieson Street (Parramatta Road) and Booth Street ii. connecting the Johnston's Creek link under Booth Street to the existing link through Hogan Park iii. on Kilner Lane to connect Parramatta Road, Denison Street and Cardigan Street iv. reinforcing the existing north-south link on Cardigan Street. 	<p>As above.</p>	<p>✓</p>
<p>d. Where possible, provide links that can accommodate both pedestrians and cyclists.</p>	<p>As above.</p>	<p>✓</p>
<p>C. Public Domain Requirements</p>	<p>Comments:</p>	<p>Consistency:</p>
<p>a. Refer to Corridor wide Guidelines at Section 3.</p>	<p>See Table 13.</p>	<p>✓</p>
<p>12.6 Street Function and Precinct Transport</p>		
<p>A. Street Function and Precinct Transport</p>	<p>Comments:</p>	<p>Consistency:</p>
<p>Parramatta Road will be a Vibrant Street for its full length through the Camperdown Precinct and the western Frame Area.</p> <p>Pymont Bridge Road will be a Place for People in recognition of its potential as a new Strategic Centre anchored by institutional uses as identified in Section 12.11 and within which there will be High Pedestrian Activity Zone.</p> <p>All other roads across the Precinct and Frame Area will perform a Local Street function.</p>	<p>The site is not envisaged to incorporate new streets. Nevertheless, the proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.</p>	<p>✓</p>

Any new streets are to be designed as Local Streets under the Street Function Hierarchy.		
B. Precinct Transport Requirements	Comments:	Consistency:
a. Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.	The objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report are addressed through Corridor-wide Guidelines address in Table 13.	✓
b. Refer to additional Corridor-wide Guidelines at Section 3.	See Table 13.	✓
12.7 Fine Grain		
Fine Grain Requirements	Comments:	Consistency:
a. 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 are shown in Figure 12.7.	See Appendix D.4 .	✓
12.8 Green Edge Setbacks, Transitions and Activity and Commercial Zones		
A. Setback and Transition Requirements	Comments:	Consistency:
a. Maintain and reinforce zero lot setback to Parramatta Road and Pyrmont Bridge Road. A zero lot setback is not required where an Indicative Zone for Rapid Transit is identified.	The subject site does not have frontage to Parramatta Road or Pyrmont Bridge Road.	N/A
b. Demonstrate consistency with the typical section for Parramatta Road illustrated in Figure 12.11.	The subject site does not have frontage to Parramatta Road or Pyrmont Bridge Road.	N/A
c. Preserve the zero lot setbacks in the northern parts of the Precinct consistent with the Parramatta Road Corridor Fine Grain Study, September 2016.	The proposed development enabled by proposed amendments to planning controls remains sympathetic to the industrial heritage character of the broader Precinct through	✓

	appropriation of nil street setbacks consistent with existing warehouse uses.	
d. 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.	✓
e. Provide setbacks consistent with Section 4 of the Guidelines in all other areas of the Precinct and Frame Area.	See Table 8.	✓
f. Provide built form transitions to heritage items and heritage conservation areas consistent with Figure 12.9.	<p>The subject site is located adjoining Johnstons Creek drainage channel between the Johnston Street and Glebe Point Road ridgelines, with the <i>“open space along the Johnstons Creek line provid[ing] an effective buffer between the zone between the zone IN2 Light Industrial area and the adjoining zone R1 General Residential area to the north”</i>. Additionally, the subject site is not identified as forming part of any key view corridors views identified in the view analysis conducted as part of the PRCUTS Fine Grain Study.</p> <p>Per the Heritage Impact Statement (Architectural Projects 2016, p. 17) forming part of this application, <i>“the proposal responds to the immediate character including the heritage listed warehouse by its:</i></p> <ul style="list-style-type: none"> • <i>Retention of the kerbing and guttering of Chester Street</i> • <i>Street alignment</i> • <i>Masonry wall character</i> • <i>Compliance with 17m height limit</i> • <i>Proposed articulation of facades</i> • <i>Proposed use of repetitive window treatment</i> • <i>The façade rhythm as a backdrop to the creek which enhance its linear peak</i> 	✓

	<ul style="list-style-type: none"> The façade rhythm as 5 metre bays which counterpoint the proportion of terrace development in the Annandale Conservation Area". 	
g. 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.	<p>The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.</p> <p>Due to being located south of the new open space, the proposed building will not impact solar access to the open space.</p>	✓
h. Provide appropriate built form transitions for all other new development consistent with the Parramatta Road Corridor Fine Grain Study, September 2016 to existing built form	See Appendix B.4 .	✓
B. Active Zone Requirements	Comments:	Consistency:
a. Active and Commercial Frontages are to be provided in the locations illustrated in Figure 12.8.	The subject site is not envisaged to provide active or commercial frontages.	✓
b. 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, child care centres and small kiosks/cafes should be explored.	The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road.	✓
c. An Active Frontage can be replaced with a Commercial Frontage adjacent to a new Through Site Links, Prioritised Pedestrian Link or new open space area if Council forms the view that an appropriate use will be provided.	As above.	✓

d.	The ground level of development along the full length of Parramatta Road must be a non-residential use.	The subject site does not have frontage to Parramatta Road.	N/A
e.	Active and Commercial Frontages must also consider the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016.	The subject site is not envisaged to provide active or commercial frontages.	N/A
f.	The ground floor level of Active and Commercial Frontages is to match the street level.	The subject site is not envisaged to provide active or commercial frontages.	N/A
g.	Provide consistent paving, street furniture, signage, planting and lighting along Active Frontages.	The subject site is not envisaged to provide active or commercial frontages.	N/A
12.9 Recommended Planning Controls			
A. Land Use		Comments:	Consistency:
		Proposed amendments to land use zoning are consistent with those which are desired under the PRCUTS Planning and Design Guidelines (UGNSW 2016c).	✓
B. Building Heights		Comments:	Consistency:
		Proposed amendments to maximum permissible height of buildings are consistent with those which are desired under the PRCUTS Planning and Design Guidelines (UGNSW 2016c).	✓
C. Densities		Comments:	Consistency:
		Proposed maximum permissible FSR exceeds that which is proposed under the PRCUTS Planning and Design Guidelines due to built form envelope testing which identified mismatch between maximum permissible height and FSR where the maximum permissible height is consistent with the PRCUTS Planning and Design Guidelines (see Urban Design Report forming part of this application).	✓

Table 13: Parramatta Road Corridor Urban Transformation – Planning and Design Guidelines – Corridor Guidelines, where referred to in Camperdown Precinct Guidelines

3. Corridor Guidelines		
3.4 Open Space & Public Domain		
B. Public Domain Principles	Comments:	Consistency:
a. Increase canopy cover and provide for greenery within the public domain.	<p>The proposed development enabled by proposed amendments to planning controls:</p> <ul style="list-style-type: none"> Does not include adaptive-reuse on the grounds that existing structure within the subject site: <ul style="list-style-type: none"> Are not identified as having heritage value under LLEP 2013; and Present blank façade to Chester Street with no visible heritage or industrial features such as saw-tooth roof, brickwork fabric or windows, etc. Remains sympathetic to the industrial heritage character of the broader Precinct through appropriation of complimentary materials and finishes and nil street setbacks consistent with existing warehouse uses. 	✓
b. Build local character and identity through existing site qualities and natural landscape features.	<p>The proposed development enabled by proposed amendments to planning controls builds local character and identity through:</p> <ul style="list-style-type: none"> Incorporation of open space along the site's northern edge as part of an open space and movement corridor along Johnston Creek between Booth Street and Parramatta Road; Remaining sympathetic to the industrial heritage character of the broader Precinct through appropriation of complimentary materials and finishes and nil street setbacks consistent with existing warehouse uses. 	✓

		<ul style="list-style-type: none"> Incorporation of 41 residential apartments, contributing to the local captive population necessary to sustain a lively, fine-grained mixed use area. 	
c.	Ensure public domain and common or shared spaces are functional and attractive for their intended users and accessible to all.	Development enabled by proposed amendments to planning controls includes open space along the site's northern edge as part of an open space and movement corridor along Johnston Creek between Booth Street and Parramatta Road.	✓
d.	Create public domain that promotes recreation and public engagement.	As above.	✓
e.	Increase the quality and usability of the public domain through innovative built form, wider footpaths and new connections.	<p>The proposed development enabled by proposed amendments to planning controls:</p> <ul style="list-style-type: none"> Increases the quality and usability of the public domain through ground floor units with direct outlook and access from public domain including Chester Street and future open space along the site's northern edge as part of an open space and movement corridor along Johnston Creek between Booth Street and Parramatta Road; and Creates new connections through incorporation of open space along the site's northern edge as part of an open space and movement corridor along Johnston Creek between Booth Street and Parramatta Road. 	✓
f.	All new streets should implement water sensitive urban design treatments at the point source across all catchment areas.	Development enabled by proposed amendments to planning controls does not include new streets.	N/A
g.	Provide permeable ground surfaces, where appropriate, to allow rainwater to penetrate the soil.	Under existing conditions, the subject site is entirely covered by impermeable material. The proposed development enabled by proposed amendments to planning controls incorporates open space along the site's northern edge as part of an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road, with landscaped	✓

treatment to be detailed in Landscape Plan at the Development Application stage.

3.6 Traffic & Transport

Traffic & Transport Requirements	Comments:	Consistency:
a. Improve north-south connectivity across Parramatta Road for all users.	Development enabled by proposed amendments to planning controls includes open space along the site's northern edge as part of an open space and movement corridor along the locally heritage Johnston Creek between Booth Street and Parramatta Road.	✓
b. Improve street network permeability across Precincts and Frame Areas, particularly for pedestrians and cyclists.	As above.	✓
c. Improve public and active transport quality, access and connectivity to and within Precincts and Frame Areas.	Future residents of development enabled by proposed amendments to planning controls will benefit from a high level of accessibility to employment, retail, entertainment and range of other services available in the Sydney CBD via existing and future high-capacity public transport connections along Parramatta Road.	✓
d. Support an improved urban environment with areas designated for greater levels of street activity.	Development enabled by proposed amendments to planning controls contributes to the local captive population necessary to sustain a lively, fine-grained mixed use area.	✓
e. Facilitate local access needs for new development to support the needs of residents and businesses.	Development enabled by proposed amendments to planning controls incorporates adequate access arrangements.	✓
f. Encourage travel behaviour change to discourage car use and support more sustainable travel choices such as public and active transport.	Future residents of development enabled by proposed amendments to planning controls will benefit from a high level of accessibility to employment, retail, entertainment and range of other services available in the Sydney CBD via existing and future high-capacity public transport connections along Parramatta Road.	✓

<p>g. Within the Rapid Transit Indicative Zone, work with Transport for NSW to integrate bus stops and rapid transit stops into the streetscape, including:</p> <ul style="list-style-type: none"> i. ensuring the safety and amenity of transport users and pedestrian passers-by ii. ensuring safe, efficient and reliable public transport operations iii. providing convenient street crossings, canopy /awning structures, seating, public lighting, real-time travel information, bins and other required facilities. 	<p>The subject site does not form part of the Rapid Transit Indicative Zone.</p>	<p>N/A</p>
<p>h. Provide an unobstructed and safe pedestrian and cycling network that links residential, employment and retail uses to community facilities, transport nodes and open space within Precincts and Frame Areas.</p>	<p>Development enabled by proposed amendments to planning controls includes open space along the site's northern edge as part of an open space and movement corridor along Johnston Creek between Booth Street and Parramatta Road.</p>	<p>✓</p>
<p>3.7 Street Function</p>		
<p>Street Function Requirements</p>	<p>Comments:</p>	<p>Consistency:</p>
<p>a. Progressively implement the Movement and Place Street Function network in accordance with the Precinct Plans and the features identified for each street function type in the Precinct Transport Report, September 2016.</p>	<p>Development enabled by proposed amendments to planning controls will not impact the role and function of Chester Street as a Local Street.</p>	<p>✓</p>
<p>b. Encourage local traffic calming in residential streets.</p>	<p>If Council is of the mind, local traffic calming devices can be provided at Development Application stage.</p>	<p>✓</p>
<p>4. Built Form Guidelines</p>		
<p>4.3 Setbacks and Street Frontage Heights</p>		
<p>Setbacks and Street Frontage Height Requirements</p>	<p>Comments:</p>	<p>Consistency:</p>
<p>a. Provide building setbacks and street frontage heights in accordance with Table 4.1.</p>	<p>The proposed development enabled by proposed amendments to planning controls provides nil street setbacks for the full height of the building in accordance with Precinct-specific setback controls set out in 12.8 of the PRCUTS Planning and Design Guidelines (see Table 13).</p>	<p>X</p>

<p>b. Reinforce street edges that contribute to the character of a historic or heritage conservation area.</p>	<p>The proposed development enabled by proposed amendments to planning controls remains sympathetic to the industrial heritage character of the broader Precinct through appropriation of complimentary materials and finishes and nil street setbacks consistent with existing warehouse uses.</p>	<p>✓</p>
<p>c. Design setbacks that will contribute positively to the pedestrian environment at street level.</p>	<p>As above.</p>	<p>✓</p>
<p>d. Retail shop fronts should reinforce the streetscape edge and integrate with footpath activity through transparent store front activity, where possible.</p>	<p>The proposed development does not incorporate retail shopfronts.</p>	<p>N/A</p>

Appendix D.4 – Parramatta Road Corridor Urban Transformation – Fine Grain Study

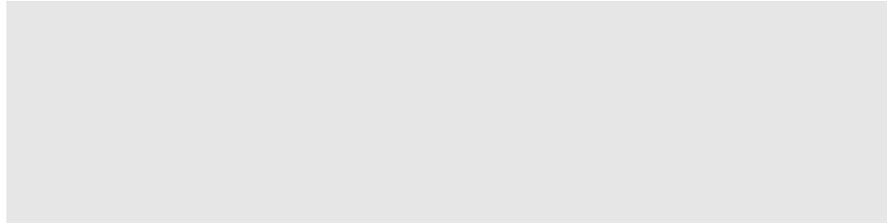
Table 14: Parramatta Road Corridor Urban Transformation – Fine Grain Study – Camperdown Precinct and Frame Areas

4. Camperdown Precinct and Frame Areas			
4.4 Proposed Local Character (Character Areas)			
Character Area 3 Objectives:		Comments:	Consistency:
1.	Preserve the eclectic mix of large industrial warehouses, scattered with terrace houses and low scale apartment buildings.	Whilst the existing building within the subject site does not have heritage value, development enabled by proposed amendments to planning controls is made sympathetic to the industrial character of the locality through the appropriation of nil street setbacks and complementary materials and details.	✓
2.	Preserve the predominant zero lot setbacks to reflect the existing warehouse character.	As above.	✓
3.	Preserve the green pocket parks at the termination of Johnstons Creek Stormwater Channel No 55.	Development enabled by proposed amendments to planning controls includes open space along the site's northern edge as part of an open space and movement corridor along Johnston Creek between Booth Street and Parramatta Road.	✓
4.5 Development Guidelines			
Heritage		Comments:	Consistency:
1.	New development to respond to existing heritage items.	<p>The subject site is located adjoining Johnstons Creek drainage channel between the Johnston Street and Glebe Point Road ridgelines, with the <i>"open space along the Johnstons Creek line provid[ing] an effective buffer between the zone between the zone IN2 Light Industrial area and the adjoining zone R1 General Residential area to the north"</i>. Additionally, the subject site is not identified as forming part of any key view corridors views identified in the view analysis conducted as part of the PRCUTS Fine Grain Study.</p> <p>Per the Heritage Impact Statement (Architectural Projects 2016, p. 17) forming part of this application, <i>"the proposal</i></p>	✓

	<p><i>responds to the immediate character including the heritage listed warehouse by its:</i></p> <ul style="list-style-type: none"> • <i>Retention of the kerbing and guttering of Chester Street</i> • <i>Street alignment</i> • <i>Masonry wall character</i> • <i>Compliance with 17m height limit</i> • <i>Proposed articulation of facades</i> • <i>Proposed use of repetitive window treatment</i> • <i>The façade rhythm as a backdrop to the creek which enhance its linear peak</i> • <i>The façade rhythm as 5 metre bays which counterpoint the proportion of terrace development in the Annandale Conservation Area”.</i>
Heritage Conservation Areas	Comments: Consistency:
<p>2. New development to respond to adjacent conservation areas to the east whilst retaining the industrial character of the Precinct</p>	<p>As above. ✓</p>
Contributory Items	Comments: Consistency:
<p>3. Buildings with adaptive re-use opportunities to developed in a way that retains their significant features including elements of saw-tooth roofs, brickwork fabric, windows and doors</p>	<p>The proposed development enabled by proposed amendments to planning controls does not include adaptive-reuse on the grounds that existing structure within the subject site:</p> <ul style="list-style-type: none"> • Are not identified as having heritage value under LLEP 2013; and • Present blank façade to Chester Street with no visible heritage or industrial features such as saw-tooth roof, brickwork fabric or windows, etc. <p>N/A</p>
Lot Consolidation	Comments: Consistency:

4. New developments to evidence the original subdivision pattern of the urban industrial character	The proposed development enabled by proposed amendments to planning controls does not impact the existing subdivision pattern.	✓
Siting and Setbacks	Comments:	Consistency:
5. Ground level setbacks to respond to the established street alignments of the Precinct	The proposed development enabled by proposed amendments to planning controls remains sympathetic to the industrial heritage character of the broader Precinct through appropriation of complimentary materials and finishes and nil street setbacks consistent with existing warehouse uses.	✓
6. New development above street wall height of buildings with opportunities for re-use to be setback to ensure that they do not dominate significant heritage features	As above.	✓
Scale	Comments:	Consistency:
7. Proposed building envelopes to respond to the established scale of heritage items and contributory buildings, in particular existing development located along Denison Street	<p>The proposed development enabled by proposed amendments to planning controls:</p> <ul style="list-style-type: none"> • Has height 5-6 storeys, in accordance with the maximum permissible height under 12.9 of the PRCUTS Camperdown Precinct Guidelines (UGNSW 2016c); and • Remains sympathetic to the industrial heritage character of the broader Precinct through appropriation of complimentary materials and finishes and nil street setbacks consistent with existing warehouse uses. 	✓
8. Maximum building lengths to reflect the existing subdivision pattern	The proposed development enabled by proposed amendments to planning controls does not impact the existing subdivision pattern.	✓
Transition	Comments:	Consistency:
9. Transition in height from the centre of the Precinct to the surrounding conservation area to the east	The proposed development enabled by proposed amendments to planning controls has height 5-6 storeys, in accordance with the maximum permissible height under 12.9	✓

		of the PRCUTS Camperdown Precinct Guidelines (UGNSW 2016c).	
10.	Maintain transition of height from Parramatta Road to the North and O'Dea Reserve to the south	As above.	✓
Character		Comments:	Consistency:
11.	Adaptively re-use existing industrial buildings in order to retain the existing character	<p>The proposed development enabled by proposed amendments to planning controls does not include adaptive-reuse on the grounds that existing structure within the subject site:</p> <ul style="list-style-type: none"> • Are not identified as having heritage value under LLEP 2013; and • Present blank façade to Chester Street with no visible heritage or industrial features such as saw-tooth roof, brickwork fabric or windows, etc. 	N/A
12.	New development to respond to the prevalent industrial character informed by roofscape and masonry elements	As above.	✓
13.	Buildings articulation to respond the existing rhythm of the existing sub division pattern, heritage elements and development being adaptively re-used	As above.	✓
Amenity		Comments:	Consistency:
14.	The visual amenity of proposed buildings need to preserve the existing street scape character defined by heritage items and contributory buildings.	<p>Per the Heritage Impact Statement (Architectural Projects 2016, p. 17) forming part of this application, <i>“the proposal responds to the immediate character including the heritage listed warehouse by its:</i></p> <ul style="list-style-type: none"> • <i>Retention of the kerbing and guttering of Chester Street</i> • <i>Street alignment</i> • <i>Masonry wall character</i> • <i>Compliance with 17m height limit</i> • <i>Proposed articulation of facades</i> 	✓



- *Proposed use of repetitive window treatment*
- *The façade rhythm as a backdrop to the creek which enhance its linear peak*
- *The façade rhythm as 5 metre bays which counterpoint the proportion of terrace development in the Annandale Conservation Area”.*

Landscape	Comments:	Consistency:
15. New development to respond to the existing urban industrial landscape character	As above.	✓
16. Retain the scale of the existing saw tooth building to preserve the existing landscape setting of O'Dea Reserve	As above.	N/A

28 May 2018

The General Manager
Inner West Council
7-15 Wetherill Street,
LEICHHARDT NSW 2040

Ms Harjeet Atwal
Planning Operations Manager

By email

**1-5 CHESTER STREET ANNANDALE
RESPONSE TO INNER WEST COUNCIL'S ASSESSMENT OF PLANNING PROPOSAL**

Dear Harjeet,

We offer the below response following our meeting at the Inner West Council on 30 April 2018 and following Council's Assessment of the Planning Proposal in the Letter dated 4 May 2018.

We take this opportunity to reiterate as comprehensively included in our Planning Proposal submitted to Council on 2 February 2018:

- The Proposal has strategic merit arising from the consistency with the Strategic Merit Test established in Planning Circular 16-004 (DP&E 2016);
- The Proposal is consistent with the objectives and vision of the Parramatta Road Corridor Urban Transformation Strategy (PRUTS), including the Section 117 Ministerial Direction 7.3 that relates to the PRUTS;
- The Proposal satisfies the PRUTS Implementation Plan Out of Sequence Checklist; and
- The Proposal provides for a better planning outcome, in that:
 - It generates significantly greater contributions compared to the current controls (i.e. an increase factor of 60 times). These will be applied to regional and local infrastructure upgrades, including contributing to upgrade the nearby pocket park / public domain and the provision of public art;
 - The Proposal includes 7.5% contribution to affordable housing, which is in excess of the minimum target set by the Greater Sydney Commission and the Department of Planning & Environment, boosting affordable housing supply; and
 - By adopting the PRUTS Car Parking rates, it proposes 43% less car parking bays compared to the LEP maximum that would be applied to the proposed land use and density, leading to less traffic than what is currently generated by the existing controls on the site, leading to less reliance on roads and traffic infrastructure, and greater use of Public Transport.

Together with the information provided below and attached, we respectfully request that Council present this Proposal at the upcoming IHAP meeting scheduled for the 12 June 2018.

BULK & SCALE

Council's Comment:

In broad terms the proposed land use rezoning from industrial to residential is likely to have strategic merit in terms of the PRCUTS, but the proposed bulk and scale of the development at this stage have not yet demonstrated sufficient merit to justify any departure from the provisions of the relevant PRCUTS Recommendations or those of LLEP 2013. This overview would of course be subject to consideration by the Inner West Planning Panel and by the Council when the Planning Proposal is presented to these bodies.

Response:

The bulk and scale of the proposal responds to the topography along Johnston's Creek and the adjacent low density residential area.

1. Setback from Johnston's Creek:

- a. We have provided a 5m setback from Johnston's Creek in response to Council's assessment. Increasing setback from 3m to 5m. Together with the existing 18-25m setback created by the Creek – this 5m enhanced setback is clearly sufficient to improve the built form transition to the low density residential area located across the Creek.
- b. Our amended scheme removes the lift overruns and proposes a mansard roof light weight structure with an additional 1m setback for the top level further addressing the Creek.
- c. The proposed envelope is entirely within the 17m height plane ascribed under the PRUCS 2016.
- d. This increase in setback from the creek and a carefully designed façade / mansard roof will reduce visual bulk of the proposal when perceived from the adjacent low density area across the Creek.
- e. The PRCUTS 2016 is silent in terms of setbacks and transition requirements from the Creek, however the Proposal now appropriately addresses the interface between the site, the Creek and the low Density Residential and Heritage Conservation Area to the north.
- f. The updated set of architectural drawings are attached to this Letter – Drawings A01 to A05. Sections included on Drawing U01 show that an increased setback of 5m from Creek creates a desirable transition to the adjacent low density area.
- g. The proposal exceeds the SEPP 65 ADG zone transition setback requirement by greater than 6.5m. The proposal results in greater than 18.5m separation distance between the lot boundaries of No. 55 Susan Street and the subject site. Note that a much lesser setback of 12m (9m+3m) would still comply with the SEPP 65 Apartment Design Guide Part 3F.5.

2. Consistency with the Height and Desired Future Character identified within the PRCUTS 2016: The proposed bulk and scale is consistent with the following identified within the PRCUTS 2016:

- a. Character Area 3 Objective identified within the PRCUTS 2016 Fine Grain Study (Page 63) *"preserve the predominant zero lot setback to reflect the existing warehouse character"*;
- b. Setback and Transition requirements identified within the PRCUTS 2016 Planning and Design Guidelines (Page 264) *"Preserve the zero lot setbacks in the northern parts of precinct"*
- c. Building height transition identified under the PRCUTS 2016 – Planning & Design Guidelines (Page 271) shows buildings stepping down from a 32m height in the centre to a 17m height around the edge, where subject site is located.
- d. The prevalent character identified within the PRCUTS 2016 – Planning & Design Guidelines (Page 252): *"the existing built form is strongly influenced by industrial history, light industrial warehouses, building heights primarily ranging from 1-5 storeys with no above ground setbacks."*

3. Visual Analysis: The Visual assessment attached to this letter validates the proposed interface to Johnston's Creek, Douglas Grant Memorial Park and the adjacent low density residential area:

- a) The Bird's Eye View that shows the proposed building envelope, future envelopes on the adjoining sites, the Creek and the adjacent low density residential area in Drawing U02.
 - The bulk and scale of the proposal is consistent with the existing context and future envelopes, as described above.
 - The existing trees located along the Creek and Park will assist with screening to reduce any potential privacy issues between the proposed apartment building and dwelling houses. This could be further enhanced by planting new trees in the reserve in this area. The cost of this landscaping could be funded by the Proposals local infrastructure contribution.
- b) The view analysis included in Attachment U03 shows the proposal from the adjacent low density area across the Creek. The vantage point is located on Chester Street near the intersection of Susan Street and Susan Lane. Note that the top 2-3 levels of the proposal are visible (as shown in 'orange'). The future envelopes on the adjoining sites are also visible in the background (shown in 'yellow'), as the slope of land rises towards Parramatta Road.

- c) Drawing U04 confirms that at no instance the proposed envelope exceeds the 17m building height plane of the PRCUTS 2016.

DEVELOPMENT POTENTIAL OF ADJOINING SITES

Council's Comment:

The Urban Design Report submitted with the Planning Proposal needs to provide a more thorough analysis of the site and its context, with for example solar access / shadow diagrams and an explanation of how the final design might influence the development potential of adjoining sites. A more detailed analysis of the site in the UDR is also particularly necessary as the comments below are likely to result in a significantly different design.

Response:

We have tested the development potential of the adjoining sites including No. 17-19 Chester Street and No. 21-29 Chester Street, in combination with the proposed building envelopes for the subject site. Refer Drawing U05. Our building envelope testing ensures development on the adjoining sites is not prejudiced as the potential development:

1. Adjoining sites achieve in excess of 2 hours of direct solar access to the habitable areas and private open spaces of future apartments. See Drawing U06 Mid-Winter Shadow Diagrams and Drawing U07 Sun Eye View Diagrams to confirm;
2. Building envelope testing demonstrates compliance with the SEPP 65 Apartment Design Guide building separation distances and maximum building depth controls;
3. A floor space ratio of 2.10:1 is achieved on No. 17-19 Chester Street and 1.70:1 is achieved on No. 21-29 Chester Street within a 17m building height. The floor space ratio achieved on these sites is much higher than the 1.5:1 proposed under the PRCUTS 2016. This confirms mismatch between the height and floor space ratio controls. A similar mismatch for the subject site has been identified in Part 6 Building Envelope Testing of our Urban Design Report dated September 2017.

ALTERNATIVE DESIGN OPTION FOR SUBJECT SITE

We have tested an alternative design option (refer drawings U08, U09 and U 01), for the subject site demonstrate how this alternative scheme impacts the development potential of the adjoining sites.

- a) The analysis of the Mid-Winter Shadow Diagrams and Sun Eye View Diagrams (refer Drawings U09 and U10) confirms that the alternative design option restricts solar access to the habitable areas and private open spaces of the future envelopes of the adjoining site No. 17-19 Chester Street, which will not comply with SEPP 65 Apartment Design Guide Objective 3B-2.
- b) Raises potential visual privacy issues between the corridor and habitable areas of the scheme and will result in a blank wall façade along the entire 53m wall abutting No. 17-19 Chester Street.

This alternative design option is not preferred because of the abovementioned reasons. We consider that our proposal achieves the best planning outcome for the subject and adjoining sites.

PROPOSED FLOOR SPACE RATIO & HEIGHT

Council's Comment:

The UDR places too much emphasis on PRCUTS references to retaining an industrial character in the precinct. The PRCUTS FSR of 1.5:1 and Height of 17m recommendations in combination and the Strategy's aim of creating a medium density residential development at this location need to be the core approach to the urban design for the site.

Response:

1. The Urban Design Report uses the Land Use, Height and Desired Future Character of the Area already established by the PRCUTS 2016 and the PRCUTS Fine Grain Study – Character Area 3.
2. Part 6.0 Building Envelope Testing of the Urban Design Report (ae design September 2017) explains how the proposal is consistent with the height and desired future character of the area, whilst exceeding the maximum floor space ratio control of 1.5 : 1 under the PRCUTS 2016.
3. We find that a floor space ratio of 2.6:1 or higher is achieved within a building height of 17m.
4. The Urban Design Report includes an option prepared using a fixed control of 1.5:1. The maximum permissible floor space is achieved within a building height of 3 storeys. However, a 3 storey proposal

will not be consistent with the desired future character of the area, nor does it reflect a medium density residential development on a site located at a distance less than 3km from the Sydney CBD.

EXCESSIVE HEIGHT ON CREEK

Council's Comment:

THE 19.1m height along the creek is excessive on its own and lift overruns would increase this height. The maximum building height should be calculated in accordance with the LLEP 2013 to include roof top plant and lift overruns.

Response:

Drawing A05 – Section AA and Drawing U04 confirm that the amended proposal is now located entirely within the 17m building height plane of the PRCUTS 2016. The height of the proposal is 15.75m along the Creek, measured from the existing natural ground level.

SETBACK FROM CREEK

Council's Comment:

The building should be setback by a minimum of 6m from the site boundary with the creek and the upper storeys should have additional setbacks to improve the built form transition to the creek, the park on the other side of the creek and the prospective extended Annandale Heritage Conservation Area with its low density residential character.

Response:

Refer BULK & SCALE above for Response.

VISUAL & ACOUSTIC PRIVACY

Council's Comment:

Ground floor units on Chester Street may not have adequate visual and acoustic privacy. The supporting acoustic report does not address the proposed re-location of the Douglas Grant Memorial Park mini basket-ball court to the pocket park beside the Planning Proposal site.

Do not rely on the proposed public open space to the rear of Kennards being the definite, future land use facing the north-western elevation of the proposed redevelopment of 1-5 Chester Street as the storage warehouse use is likely to continue in the long term.

Response:

We understand that the Kennards site may be used as a warehouse in long term. A setback / widening of approximately 1m on the Kennards site will extend circulation from the new pedestrian bridge across Johnstons Creek, and will ensure that a minimum 12m building separation distance is established. This separation between windows and balconies of the proposal and the future warehouse building will ensure that visual privacy is achieved. The ground floor units will be designed to provide to provide visual and acoustic privacy from the street. Privacy screens, angled windows, performance façade/glass and other visual/acoustic barriers are typical; solutions in similar 'inner city' circumstances. We aim to provide further details of visual/acoustic privacy of the Ground Floor Units at the Gateway Determination Stage.

DEEP SOIL

Council's Comment:

A minimum 7% of the site should be set aside for deep soil planting with the depth of soil to be no less than minimum required by the ADG. The 6m setback to the creek could provide much of this deep soil planting area.

Response:

The amended scheme provides a deep soil area for 18% of the total site area along the Creek (including 11.5% at Basement Level and 7.5% at Lower Ground Level), which exceeds Council's request. The deep soil at Lower Ground has a depth of 1.2m which will ensure compliance with 4P Planting on Structures of the Apartment Design Guide. (Details included on Drawing A02 Lower Ground Plan).

TRAFFIC AND TRANSPORT

Attachment T1 includes Varga Traffic Planning's response to the issues identified within Council's assessment including comments on:

- The proposed pedestrian bridge;
- Car parking rates based on the DCP and PRCUTS 2016; and
- Waste collection.

We make reference to the Traffic and Transport Report lodged with the subject Proposal (Varga, dated 18 September 2017). We can confirm that the subject Proposal does not result in any material increase in the traffic generation potential of the site when compared to a development permissible under the current controls. The projected traffic generation potential will not have any unacceptable traffic implications in terms of road network capacity. This is clearly demonstrated in the analysis included in the report.

As such, due to the above relatively unique circumstance where a rezoning generates negligible increase in traffic demand, it is appropriate for the subject Proposal to proceed prior to completion of the Precinct Traffic Study and any physical traffic infrastructure upgrades.

The final allocation of car parking spaces, shared spaces, bundled or otherwise, and details around circulation and waste collection are to be determined at the Development Application stage.

FLOODING

The proposal is amended to include a 5m setback from the boundary adjacent to Johnston's Creek, alleviating any adverse impact on flood flow. The floor levels of apartments are provided above the 1 in 100 year ARI flood level plus a 500mm freeboard. The entrance to the car park is located above the Probable Maximum Flood Level. The updated concept design demonstrates flooding issues can be resolved and a detailed flood study would typically be provided at DA stage. Further response is included in Attachment F1 response provided by Sparks & Partners Consulting Engineers, the civil engineers for the proposal.

INTEGRATED INFRASTRUCTURE DELIVERY PLAN

Attachment I1 includes a Letter and updated Integrated Infrastructure Delivery Plan (IIDP) from Northrop Consulting Engineers which includes response to the below issues identified in Council's assessment:

- Affordable Housing Contribution is provided in addition to the infrastructure contribution;
- VPA Provisions and Section 94, Section 7.11 Contributions;
- Works in Kind vs Monetary Contribution;
- Pricing of Facilities;
- Stakeholder Engagement; and
- Contributions to Current and Future Infrastructure.

The IIDP includes costs for all items in the PRUTS Infrastructure Schedule for the Camperdown Precinct, including Traffic upgrades (based on available information). The infrastructure costs included in the Schedule are fair and reasonable.

Due to reasons outlined in 'Traffic and Transport' above, the Proponent requests that the subject Proposal be assessed prior to completion of the Precinct Wide Traffic Study and final details in the IIDP and VPAs are resolved at the Gateway Determination Stage.

VOLUNTARY PLANNING AGREEMENTS

We understand that the Department and Council may prefer a 'per dwelling' rate in lieu of a 'per square metre' rate applied to the infrastructure contributions. The Proponent has amended the draft VPA offers accordingly. These are included in Annexure V1. It is worth reviewing these revised offers in conjunction with the revised IIDP PRUTS Infrastructure Schedule included in Attachment I1 (Northrop, IIDP Additional Information Letter).

ECONOMIC IMPACT ASSESSMENT

A response to Councils comments on the Economic Impact Assessment is provided by AEC Group is included in [Attachment I1](#).

SOCIAL IMPACT ASSESSMENT

A response to Councils comments on the Social Impact Assessment is included in [Attachment S1](#).

Please contact us on (02) 9818 5898 if you have further questions.

Sincerely,

ae design partnership pty ltd

A handwritten signature in black ink, appearing to be 'Rohan Dickson', with a long horizontal flourish extending to the right.

Rohan Dickson

Director

LIST OF COUNCIL REQUESTED ADDITIONAL INFORMATION ATTACHED:

ARCHITECTURAL DRAWINGS	
A01	2D Envelope Plan
A02	Basement & Lower Ground
A03	Level 1/Ground & Level 2
A04	Level 3 to 5 & Roof
A05	Section AA
URBAN ANALYSIS - VISUAL ASSESSMENT	
U01	Context Sections
U02	Bird's Eye View showing Proposed Envelope & Future Envelopes of Adjoining Sites
U03	Street View showing Proposed Envelope from the low density residential area across the Creek
U04	3D View showing Proposed Envelope with the 17m Building Height Plane from PRCUTS 2016
URBAN ANALYSIS - DEVELOPMENT POTENTIAL OF ADJOINING SITES	
U05	Development Potential of Adjoining Sites
U06	Mid-Winter Shadows
U07	Sun Eye Views at Mid-Winter
U08	Alternative Design Option for Subject Site
U09	Alternative Design Option – Mid-Winter Shadows
U10	Alternative Design option – Sun Eye Views at Mid-Winter
T1	TRAFFIC & TRANSPORT – Additional Information
F1	FLOODING – Additional Information
I1	INTEGRATED INFRASTRUCTURE DELIVERY PLAN – Additional Information
E1	ECONOMIC IMPACT ASSESSMENT – Additional Information
S1	SOCIAL IMPACT ASSESSMENT – Additional Information
V1	DRAFT VPA OFFERS