

# Integrated Infrastructure Delivery Plan (IIDP)

## 1–5 Chester St Annandale



Prepared for: Britely Property

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*(amended following  
Council and DP&E Feedback)*

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## Executive Summary

The subject proposal is land parcel 1,307 square metres in size and seeks to rezone the site from existing Light Industrial (IN2) use with four traditional industrial jobs (automotive repair workshop) to Medium Density Residential (R3) providing 41 new dwellings, enabling up to eight jobs in small office home office (SOHO) units suited for emerging industry, upgrades to existing public domain surrounding the site, including contributions to affordable housing and future infrastructure upgrades as detailed in this report.

This Integrated Infrastructure Delivery Plan seeks to provide a transparent methodology to calculate an infrastructure contribution that adequately addresses Criteria 2 of the PRUTS Implementation Plan Out of Sequence Checklist.

This Integrated Infrastructure Delivery Plan addresses Criteria 2, and part of Criteria 3 of the Implementation Plan Out of Sequence Checklist and provides appropriate supporting documentation (Criteria 3 is addressed in more detail in the 'Stakeholder Engagement Report' prepared by Urban Ethos, annexed as a separate Report to the subject Proposal).

This report seeks to determine an infrastructure contribution for the development utilising the PRUTS guidelines, stakeholder engagement, gap analysis and interrogation of the Infrastructure schedules presented Part 6 PRUTS – Infrastructure Schedule. The methodology is based upon principles of “reasonableness” and “apportionment” as used for the basis of determination of Section 94 calculations by local government.

Local social infrastructure stakeholders were contacted to provide an opportunity to advise of the impacts resulting from the planning proposal. The following stakeholders were approached, TfNSW, RMS, University of Sydney, NSW Health, Sydney Local Health District, Sydney Water, NSW Dept. of Education, Dept. of Industry and Department of Planning.

**Adopting the total infrastructure costs identified in the PRUTS Infrastructure Schedule, up to \$2,060,121 combined regional and local infrastructure contributions are proposed (equating to approximately \$50,247 per dwelling), broken up as follows:**

### State Infrastructure Contribution

**State Infrastructure Contribution = \$25,134 / dwelling, or \$1,030,475**

*Which could include:*

- |  |           |
|--|-----------|
| - VPA contribution (Precinct traffic Study)  | \$120,000 |
| - State Infrastructure Monetary Contribution | \$96,420  |

### Local Infrastructure Contribution

**State Infrastructure Contribution = \$25,113 / dwelling, or \$1,029,647**

*Which could include:*

- |  |           |
|--|-----------|
| - VPA works (Pedestrian Cycle Link Improvements) | \$220,000 |
| - VPA works (Pocket Park Improvements)           | \$150,000 |
| - Local Infrastructure Monetary Contribution     | \$571,836 |

*Note: the above Local Infrastructure Contribution is benchmarked against the current Leichhardt LEP Section 94 Plan (and calculation methodology assuming the rezoned site) and is offered in lieu of the Local Infrastructure Costs itemised in the PRUTS Infrastructure schedule. The higher of the two contributions has been proposed, ensuring sufficient funding for Local Infrastructure in the PRUTS Camperdown Precinct and consistency with the most relevant Section 94 Contribution Plan.*

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## 1. Background

The subject Planning Proposal has been developed in accordance with the Parramatta Road Corridor Urban Transformation Strategy (PRUTS), the Greater Sydney Commission District Plans (Eastern City District) and other relevant Government planning Strategies and Policies. The following information derived from the PRUTS is relevant to the subject Proposal.

The PRUTS and associated suite of documents, including the Parramatta Road Corridor Urban Transformation Implementation Plan 2016-2023 (the Implementation Plan) are supported by a Section 117 Ministerial Direction. This means the Implementation Plan has statutory force, and land use and development in the Corridor must be consistent with the PRUTS suite of documents including the PRUTS 'Out of Sequence Checklist' (p12 and p15 of the PRUTS Implementation Plan).

The subject Proposal for rezoning of 1-5 Chester St, Annandale departs from the staging and sequencing identified by the Implementation and is therefore considered against the 'Out of Sequence Checklist'. This Checklist ascribes a merit assessment process to determine whether proposals should be allowed to proceed.

The Out of Sequence Checklist ensures that changes to the land use zone or development controls do not occur without meeting the underlying Principles and Strategic Actions of the Strategy, such as the necessary transport, services and social infrastructure to service a new population. It will also ensure the established benchmarks for the quality of development and public domain outcomes desired for the Corridor are achieved.

Six key considerations have been identified as issues of greatest interest and concern to the community and government stakeholders relating to the Corridor's urban transformation. Each of these issues is supported by a threshold or benchmark that must be met in order to progress to redevelopment of land. The considerations include the underlying strategic objectives of the Strategy, the delivery of necessary infrastructure and services, feasibility and alignment with the market, public benefit and costs to government.

This Integrated Infrastructure Delivery Plan addresses Criteria 2, and part of Criteria 3 of the Implementation Plan Out of Sequence Checklist and provides appropriate supporting documentation (Criteria 3 is addressed in more detail in the 'Stakeholder Engagement Report' prepared by Urban Ethos, annexed as a separate Report to the subject Proposal). For convenience extracts from the Implementation Plan are included below:

## **Criteria 2 Integrated Infrastructure Delivery Plan**

- 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:
  - public transport
  - active transport
  - road upgrades and intersection improvements
  - open space and public domain improvements
  - community infrastructure, utilities and services.

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## **Criteria 3 Stakeholder engagement**

- 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.

*Source: Page 15 of the PRUTS Implementation Plan*

The subject proposal is land parcel 1,307 square metres in size and seeks to rezone the site from existing Light Industrial (IN2) use with four traditional industrial jobs (automotive repair workshop) to Medium Density Residential (R3) providing 41 new dwellings, enabling up to eight jobs in small office home office (SOHO) units suited for emerging industry, upgrades to existing public domain surrounding the site, including contributions to affordable housing and future infrastructure upgrades as detailed in this report.

The site falls within the Camperdown Precinct of the PRUCTS. PRUTS provides the long-term vision and framework to support co-ordinated employment and housing growth in the Parramatta Road Corridor in response to transport and infrastructure investment, economic and demographic shifts, and industrial and technological advances.

Under the 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 within the Camperdown Precinct’s Business and Enterprise Core is expected to be complete.

Urban renewal projects create for new or upgraded infrastructure and services to meet the needs of an increased residential and/or worker population. Some of this infrastructure would be at a regional scale, including open space and community facilities to be used by a wide catchment of people outside the immediate boundaries of the Camperdown Precinct. Other infrastructure would be required at a local scale to meet the needs of the adjacent population.

Attracting the funding required to deliver the necessary infrastructure to support urban renewal is often a challenge. The intent is that a number of projects across each precinct within the PRUTS contributes to fund infrastructure required and ultimately deliver urban renewal. A range of funding sources must therefore be considered in relation to the Corridor to ensure that

infrastructure and services can be provided. The PRUTS proposes a combination of State and local contributions in the Camperdown Precinct and wider corridor.

The subject Proposal contributes to the following State and Local Infrastructure such that a development outcome is in line with the funding component of Principle 7: Delivery of the PRUTS.

The following state and local infrastructure upgrades have been identified in relation to the Camperdown precinct.

State Funded Infrastructure	Council Funded Infrastructure
Transport, Buses & Trains	Cycleway
Major Roadways	Local Roads
Education	Stormwater Drainage
Community Health Facilities	Recreational Facilities
Hospitals	Cultural Facilities

*Table 1.1 State and Local Infrastructure*

This Integrated Infrastructure Delivery Plan seeks to provide a transparent methodology to calculate an infrastructure contribution that adequately addresses Criteria 2 of the PRUTS Implementation Plan Out of Sequence Checklist.

## 2. Planning Proposal

The Proposal seeks to amend the planning controls consistent with the vision of the PRUTS as outlined below:

Control	Existing	Proposed
Zone	IN2 Light Industrial	R3 Medium Density Residential
Height	N/A	17m
FSR	1:1	2.6:1

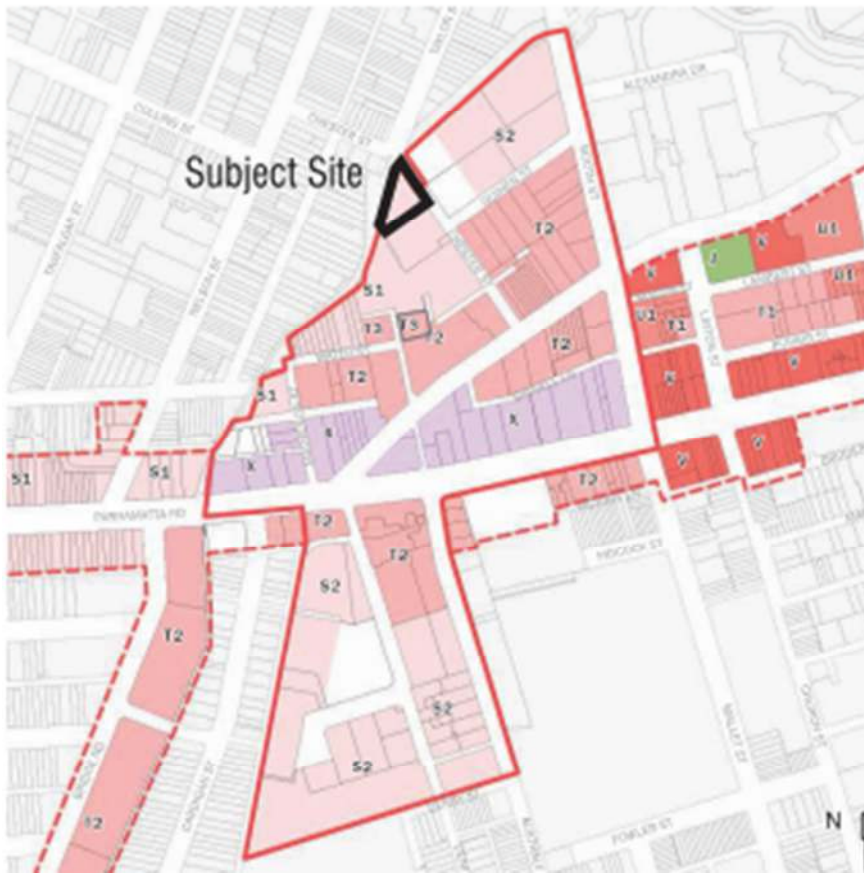
*Table 2.1 – Planning Controls*

Key benefits of the Proposal include:

- Strategically aligned with the PRUTS, and the Greater Sydney Commission East District Plan;
- Replaces four existing traditional industrial jobs (which are reducing in demand) with up to eight jobs in small office home office (SOHO) units that cater for emerging industries (which are increasing in demand);
- Provides a solid framework to deliver Design Excellence;
- A component of affordable housing which is in excess of minimum targets set by the Greater Sydney Commission and Department of Planning and Environment;

- Upgrades and beautification to the Public Domain around the site including landscaping, lighting (for safety), extension of a pedestrian and cycle thoroughfare and a public art mural; and
- Contributions to precinct and regional infrastructure upgrades.

*Figure 1. Site Locality Diagram (including extent of Camperdown Precinct)*



The proposal includes a proof of concept design, delivering 41 dwellings (9 x 1 bed, 24, 2 bed, 6 x 3 bed and 2 SOHO units) with 26 off street parking bays.

Adopting the average dwelling occupancy rate for SA1 1138854 for this part of Sydney (approx. 1.9 persons per household), the Proposal would accommodate up to 78 people.

The development allocates 137m<sup>2</sup> of Gross Floor Area (7.5% of new floor space) for affordable housing which will be enforced by a covenant on title. This social aspect provides affordable housing such that service orientated people can live in closer proximity to their employers.

This Integrated Infrastructure Delivery Plan (IIDP) supports the planning proposal which is seeking 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 landscape buffer separating the site from low density residential uses to the north;
- Within the northernmost extremity of an existing light industrial precinct, adjoining Johnstons Creek and established residential area to the north;
- 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 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).

As the Infrastructure Contributions are attributable on an equitable, amount per square metre basis, additional FSR allows additional infrastructure funding to be released earlier.

In the context of the Camperdown Precinct the following table shows the scale of the development and associated uplift.

	PRUTS Camperdown Precinct <sup>2</sup>	Subject Site Existing Controls	Subject Site Proposed Controls	Proposed vs Existing Controls	Proposed Site vs Precinct
	A.	B.	C.	C. vs B.	C. vs A.
Site Area (m2)	102,830 <sup>1</sup>	1,307	1,307	NA	NA
Additional GFA (m2)	170,000 <sup>2</sup>	NA	2,091	NA	0.01%
Employment GFA (m2)	108,000 <sup>2</sup>	1,307	NA (120m <sup>2</sup> SOHO Units)	NA (9.2% SOHO Units)	NA (0.0% SOHO Units)
Employment Jobs	2,285 <sup>2</sup>	4	8	200%	0.4%
Residential GFA (m2)	62,000 <sup>2</sup>	Nil	3,398	NA	5.5%
Residential Dwellings	700 <sup>2</sup>	Nil	41	NA	5.9%
Population (ppl)	1,390 <sup>2</sup>	Nil	78	NA	5.6%

*Table 2.1 Site Uplift Compared to PRUTS Camperdown Precinct 2050 Projections*

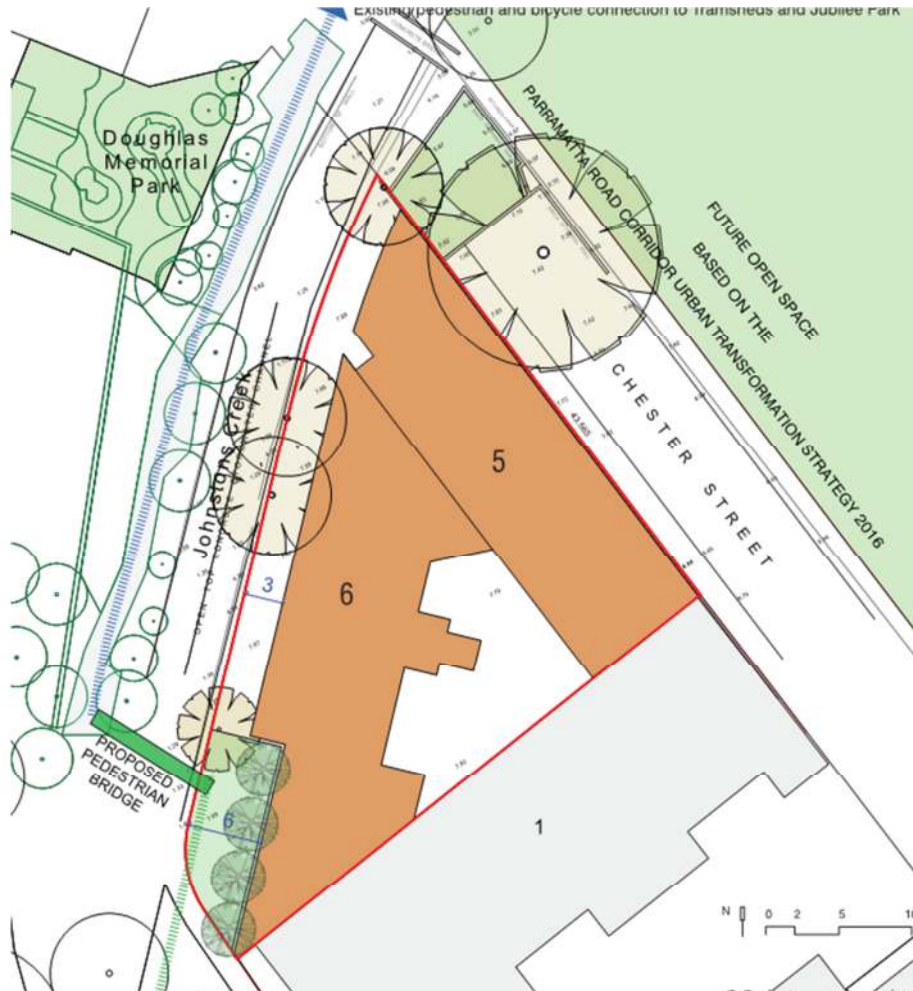
Notes:

1. Combined Precinct Site Area (excluding roads and open space)
2. Based on 2050 growth projections in Volume 6 PRUTS Implementation Tool Kit Planning and Design Guidelines November 2016 (Page 262)

The development proposes upgrade works to Johnston Creek where improved treatment of Johnstons Creek through incorporation of open space along the site's northern edge as part of an open space and pedestrian and cycle link along Johnstons Creek between Booth Street and Parramatta Road



Figure 2: Proposed Development – Proof of Concept Design Footprint





### 3 Infrastructure Contribution Calculation Methodology

Infrastructure needs to support the PRUTS vary along corridor making it necessary to break the corridor in precincts.

It would be unreasonable to assume that the development has a significant influence on infrastructure requirements beyond the Camperdown Precinct. Simply, the increase in population resulting from the development is quite small when compared to the projected population uplift of the entire corridor. Comparing the site uplift to the targeted growth in the PRUTS Camperdown Precinct, the Proposal represents only 0.2% of the total proposed increase in floor space, and 5.4%-5.9% of the proposed increase in residential floor space in the Camperdown Precinct (refer table 2.1 above).

Due to the timing of the development compared to the implementation of PRUTS any infrastructure contribution this site provides will provide benefit to other sites.

Principal 7 of the PRUTS document acknowledges the risk to development viability due to unreasonable infrastructure costs. It implies that a contribution towards future infrastructure costs is an appropriate way to address funding.

This report seeks to determine an infrastructure contribution for the development utilising the PRUTS guidelines, stakeholder engagement, gap analysis and interrogation of the Infrastructure schedules presented Part 6 PRUTS – Infrastructure Schedule. The methodology is based upon principles of “reasonableness” and “apportionment” as used for the basis of determination of Section 94 calculations by local government.

The methodology to calculate an infrastructure contribution is described below.

	Activity
Step 1	<i>Stakeholder engagement</i> - Approach each state and local authority as nominated by Inner West Council to advise of the proposed development and seek feedback as to the impact(s), if any, to their infrastructure. Assess if impacts trigger new infrastructure works or upgrades to existing infrastructure.
Step 2	<i>Review of the PRUTS Infrastructure Schedule</i> – Information Tool Kit. The infrastructure schedule for the Camperdown precinct requires infrastructure costs to be added. Costing of missing items have been added and is based on comparable items provided in adjoining precincts which have been provided by neighbouring Councils.
Step 3	<i>Gap Analysis</i> - Perform a gap analysis to identify any infrastructure that may be affected by development not included in the information
Step 4	<i>Calculate contributions for state and local infrastructure</i> – for infrastructure upgrades identified on the Infrastructure Schedule.
Step 5	<i>Calculate Section 94 Contributions and costing of public works that could form part of a VPA.</i>
Step 6	Provide recommendation for value of infrastructure contribution.

*Table 3.1 – Infrastructure Contribution Calculation Methodology*

## 4 Stakeholder Engagement

In accordance with Criteria 3 of the PRUTS Out of Sequence Check List and Inner West Council's letter dated 16 August 2017 the following stakeholders have been identified and consulted with in relation to this proposal. Further detail is included in the Stakeholder Engagement Report prepared by Urban Ethos, included as a separate report to the Proposal.

The draft planning proposal was forwarded to the each stakeholder and discussed in detail With Britely Property. A summary of each authority response is presented below.

Authority	Contact	Key Outcome
<b>Department of Planning</b>	John Borg Peter Bendan	Agree in principal with the calculation of state infrastructure contributions as presented in this report. Identified the department would be seeking an infrastructure contribution in addition to local infrastructure contributions required by Inner West Council
<b>Inner West Council</b>	Harjeet Atwal Roger Rankin Katie Miles	Proposal is to respond to several key issues now encapsulated in the Planning Proposal submission. Refer Stakeholder Engagement Report for details.
<b>TfNSW &amp; RMS</b>	Mark Ozinga - Principal Manager, Land Use Planning and Development Freight, Strategy and Planning  Billy Yung – Senior Transport Planner	RMS have advised that a Precinct Traffic Study is required. RMS and TfNSW requested that the Proposal demonstrate that the existing transport network is sufficient to service the increase in density as a result of the Proposal and that the Proposal makes an adequate contribution to future Transport Infrastructure upgrades

### NSW Health

Matthew Bernard

### Health Infrastructure

Referred to Sydney Local Health District for comment <b>Sydney Local Health District</b>	Dr Teresa Anderson	No specific requirement identified due to the planning proposal
<b>NSW Dept. of Education</b>	Katie Joyner – Director Schools Planning School Infrastructure NSW	The Department of Education has no objections to the planning proposal.

### Dept. of Industry

David Mitchell – Manager Policy Coordination No specific requirements provided <b>Sydney Water</b>	RMA Infrastructure (WSC) Steve Penellum	Feasibility Assessment Request Submitted to Sydney Water. Preliminary assessment indicates increased demand due to the planning proposal can be accommodated
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University of Sydney	Tim Johnson	The University of Sydney have not responded formally but have indicated that they would impose no specific requirements as a result of the development
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A copy of the response letters received from various stakeholders are included in Appendix A and B.

The University of Sydney, Sydney Local Health District, NSW Health, Department of Education and Department of Industry have not identified any additional requirements if the planning proposal was to proceed. Adopting this response no allocation of monies, outside of the attached PRUTS Infrastructure Schedule will be made to these stakeholders in calculating an infrastructure contribution.

TfNSW and RMS have reviewed the planning proposal and supporting traffic report prepared by Varga Traffic Planning and have identified in their response (letter dated 22 Dec 2017) four issues to be addressed. Three of the issues relate to demonstrating compliance with PRUTS and do not generate any specific additional transport infrastructure works. Varga Traffic and Planning have addressed these issues.

TfNSW and RMS have requested in this letter that the proposal should “demonstrate the adequacy of existing transport infrastructure to accommodate the additional demand generated by the subject proposal”. Varga Traffic and Planning in their response have concluded that the existing transport infrastructure does have the adequate capacity to accommodate the demand generated by the proposal.

TfNSW and RMS response directs the proponent to make a contribution to regional infrastructure identified in the PRUTS Implementation Plan.

We note that an underlying goal of PRUTS is to reduce private motor vehicle dependency. From this it could be concluded that road infrastructure spending may become less as a result.

Britely Property and Northrop met with the Department of Planning on 19 December 2017 to review the proposed methodology to calculate state infrastructure contributions. The Department is in general agreement with the approach outlined in this IIDP, and has checked the updated PRUTS Infrastructure Schedule which form the basis of this IIDP. All costs were advised as being reasonable with the exception of finalising precinct transport expenses. We understand from the Department that Precinct Transport infrastructure will be concluded following a precinct transport study.

## 5 Camperdown Precinct Infrastructure Schedule

The infrastructure schedule for the Camperdown Precinct presented in the PRUTS Infrastructure Schedule Implementation Tool Kit is used as the basis of the determining total infrastructure cost for the precinct. For the purpose of this analysis the total long term infrastructure cost has been considered. The completed Infrastructure schedule is included in Appendix C.

To allocate cost to the un-costed infrastructure elements in the Camperdown Precinct these items were compared to similar elements in other precincts. A base unit rate (either per \$ / m<sup>2</sup> or \$ / item) was calculated for these items and applied to the Camperdown precinct. Typically the

schedule provided total quantities for each un-costed element. Thus by applying the unit rate to this element a cost for an infrastructure element could be calculated.

Adopting the total infrastructure costs from the schedule the following costing options can be calculated.

The items listed on the infrastructure schedule have been further assessed to identify if they are either state or local infrastructure allowing contributions payable to the Department of Planning and Inner West Council to be proposed. Local infrastructure identified on the schedule may also have contributions under Section 94 contributions. This overlap will be considered in the proposed contribution calculations.

Infrastructure Cost Summary is presented below which summarises the costs of regional, local and Section 94 contributions. The detailed calculations are presented in Appendix C and Appendix D.

Stakeholder	Calculated Cost
State Infrastructure	\$ 17,593,471.10
Local Infrastructure	\$ 17,579,332.50

## 6 Section 94 Contributions

Section 94 of the Environmental Planning and Assessment Act 1979 permits Inner West Council to levy or require provision of facilities or land where, as a consequence of development, the increased number of residents or workers will result in an increased demand for those services.

Section 94 contributions for development within the subject proposal is made up from Contributions to three different plans, being:

- Part 1 - Open Space and Recreation
- Part 2 - Community Facilities and Services
- Part 3 - Transport and Access

Section 94 contributions have been calculated for two scenarios being “existing planning controls” and “proposed planning controls” which are presented below. The purpose of this to identify the difference in Section 94 contribution Inner West Council will receive if the uplift to the site is realised.

### “Existing Planning Conditions

The following Section 94 contributions have been based on the site remaining as IN2 zoning achieving an FSR of 1:1. Detailed calculations are provided in Appendix D.

### Proposed Planning Conditions

The following Section 94 contributions have been based on the site being rezoned to RE3 achieving an FSR of 2.6:1. Detailed calculations of Section 94 contributions are presented in Appendix D.

The Section 94 contributions in this instance would overlap with items nominated with the PRUTS Infrastructure Scheduled. This overlap is addressed in Section 6 of this report.

Section 94 Contribution Plan	Existing Planning Controls (\$)	Proposed Planning Controls (\$)
Zoning	IN2 – Light Industrial	R3 – Med Density Residential
Part 1 – Open Space and Recreation	11,136.00	790,603.00
Part 2 – Community Facilities & Services	5,173.85	120,827.00
Part 3 – Transport & Access	17,128.76	30,406.31
<b>Total</b>	<b>33,979.48</b>	<b>941,836.31</b>
<i>Contribution per GFA (\$/m<sup>2</sup>)</i>	<i>26.00</i>	<i>277.17</i>

Table 6.1: Section 94 Contributions Existing Planning Conditions

Rezoning of the site to R3 attracts a much larger Section 94 contribution that would not be made available to Council if the current industrial (IN2) zoning remains. The site uplift from the planning proposal attracts a total Section 94 contribution of \$941,836.31 compared to \$33,979.48 if existing planning conditions were to remain. This equates to additional \$907,858.83 due to the change in use and an increase in FSR from 1:1 to 2.6:1.

## 7 Voluntary Planning Agreement (VPA) – Works in Kind

The cost to provide public domain works proposed may be offset against infrastructure contributions or Section 94 contributions through a voluntary planning agreement (VPA) with Inner West Council and the Department of Planning.

The proposal offers a draft VPA for the works Johnston's Creek and adjacent park as described in Section 2.

The cost of the proposed public domain works are summarised below.

Item	Description	Cost
1	Pedestrian \ Cycle Link	\$220,000 <sup>1</sup>
2.	Improvements to pocket park (lighting, landscaping & public art)	\$150,000 <sup>1</sup>
3	Camperdown Precinct Traffic Study	\$120,000 <sup>2</sup>
<b>Total</b>		<b>\$490,000</b>

Table 7.1 – Estimated Costs of VPA works

Notes;

1. Design to be endorsed by relevant authority and costs verified by Independent Quantity Surveyor
2. Cost subject to confirmation of scope and quotations from four reputable transport engineers.

## 8 Affordable Housing Contribution

The planning proposal provides 7.5% of the new floor space as affordable housing.

This is consistent with current Government policy. The Greater Sydney Commission and the Department of Planning target is between 5% to 10% of the increase in residential GFA to be allocated to affordable housing.

The affordable housing contribution in this Proposal is being offered in addition to the Regional and Local Infrastructure Contributions outlined in this IIDP.

## 9 Gap Analysis

With a view to calculating a total infrastructure cost of the Camperdown Precinct the PRUTS Implementation Plan when compared to the In comparing the state and local infrastructure identified in Section 1 (table 1,1) of this report. This comparison identified the following gaps.

### 9.1 Utility Services

The site is currently serviced by all utility services, water, sewer, gas, power. The utility authorities that would service this site are, Sydney Water, Jemena, Ausgrid Telstra and NBN.

The cost of provision of these services will be applied directly by the relevant authority, which will be agreed once the development consent has been granted. The mechanism for utility authority to recoup cost for infrastructure upgrade works is already in place and would be activated by the submission of a development application.

Nevertheless, an initial high level review of the additional demand due to the proposal's uplift and existing utility capacity, indicates spare capacity within the existing infrastructure can accommodate the additional demands of the proposal. This assessment would be subject to a review

#### Potable Water, Sewer (Sydney Water)

A feasibility assessment request has been submitted to Sydney Water via a Water Servicing Coordinator (RMAI). Sydney Water has not made their assessment available at the time of writing this report. RMAI has prepared their assessment of the infrastructure

A DN100 is located in Chester Street which the site could utilise for water supply. The DN100 has capacity to service the site. Any future upgrade works would be due to insufficient pressure or other network deficiency which would be identified in the feasibility assessment.

A DN300 sewer is available to the site for connection in the south west corner of the site. A DN300 sewer has capacity to service the additional demands if the site were to be rezoned.

#### Stormwater Water (Sydney Water)

Johnston Creek Stormwater channel is a Sydney Water Asset. Provision of site stormwater will be assessed Sydney Water in this instance as the channel is a Sydney Water Asset. As such Sydney Water will dictate the size of any on-site detention system provided within the site.

#### Gas (Jemena)



A DN250 gas trunk main is located in Chester Street which is not available for connection. The gas reticulation system normal utilised is not present in Chester Street. A gas reticulation system is present on the north side of Johnstons Creek. To service the site an extension of the existing system is required.

Gas is not an essential service that has to be connected to the site. Any future gas connection would be subject to an agreement between the developer and Jemena with costs borne by the developer.

#### Power (Ausgrid)

The development will draw approximately 220 amps during maximum demand conditions which represents about 20% of a normal sub-station capacity. The development replaces a motor vehicle repair workshop which typically has higher power demands. It is likely the proposal would lead to lower energy demand from the site.

Two (2) substations are located at the nearby Chester St / Guihen Street intersection indicating the existing power infrastructure has capacity to accommodate the future demand from the proposal.

#### Communications (Telstra or NBN)

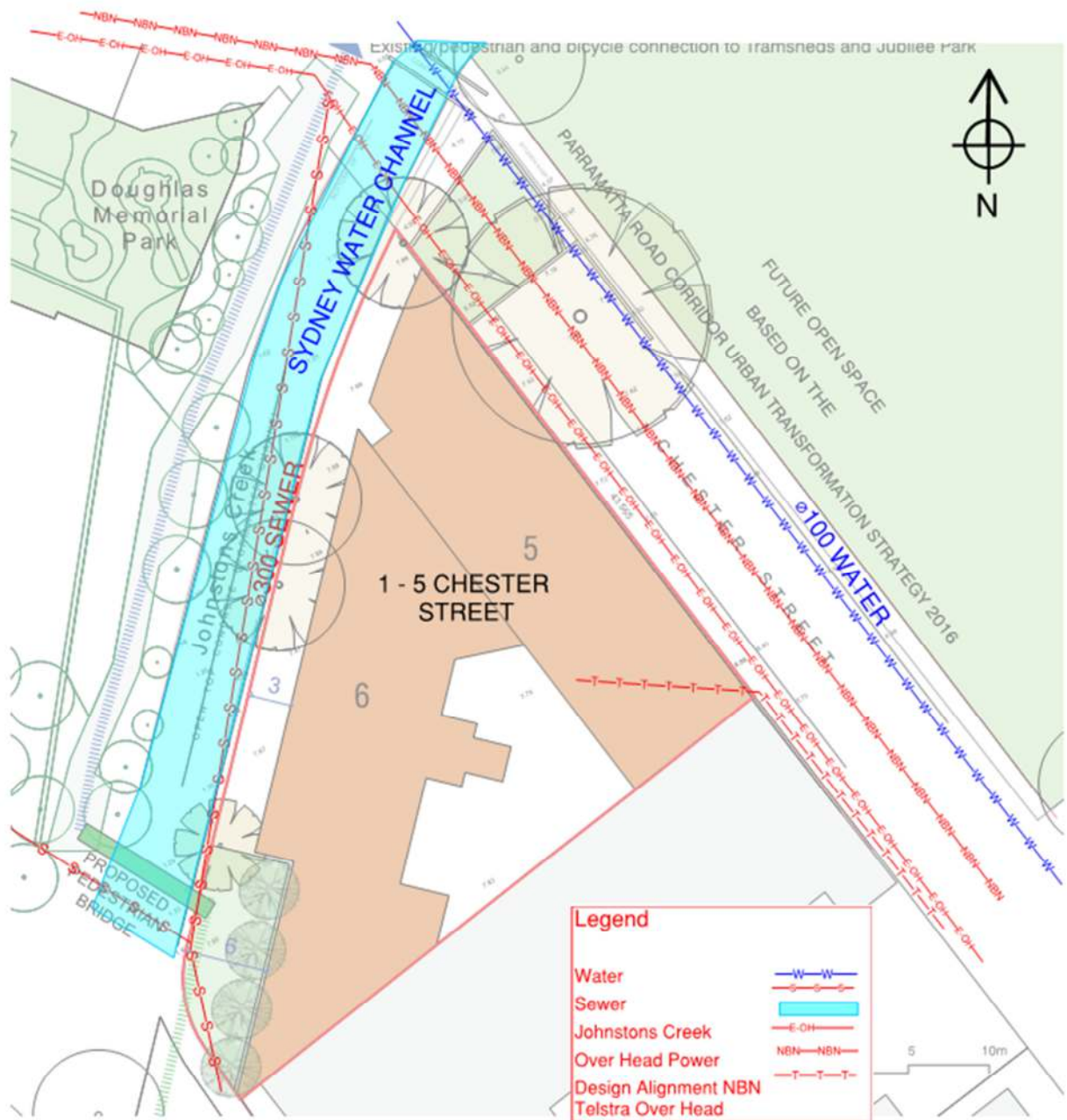
Communications services are available in the street which the development can utilise without the need for further upgrades.

NBN have advised that their service will be available in the street by September 2018.

#### Stormwater infrastructure / flood mitigation

The flooding and stormwater management planning report prepared by Sparkes & Partners supporting the planning proposal shows that localised flooding is contained within Johnstons Creek thus negating the need for any flood mitigation works. Furthermore development of the site will require provision of on-site detention system which will further reduce pressure on localised flooding.

Figure 3: Existing Utility Services Diagram



## 10 Contribution Assessment

Infrastructure contributions have been calculated by pro rata comparison of the maximum additional GFA proposed under the Proposal for the subject site, compared to the total proposed additional GFA in the Camperdown Precinct. The Proposal represents 5.5% of the total residential GFA proposed for the Camperdown precinct. This percentage was checked against population growth and number of dwelling. The planning proposal represents 5.6% of precinct populations and 5.9% of precinct dwellings.

Apportionment of infrastructure costs by GFA is reasonable as this aligns with similar proportions of population and dwellings.

Planning proposal infrastructure contributions made up of two components being state infrastructure contributions, paid to and managed by the department of planning, and local infrastructure contributions, paid to and managed by Inner West Council (the applied Section 94 Contribution).

Contributions assessment is detailed below.

### 1. Methodology 1: PRUTS Infrastructure Schedule (as populated, refer PRUTS schedule included in Appendix C)

#### State Infrastructure Contributions

<i>Total State Infrastructure Cost</i>	=	\$ 17,593,471.10
<i>Camperdown Precinct Additional Dwellings</i>	=	700
<i>Planning Proposal Additional Dwellings</i>	=	41

***State Infrastructure Cost per m<sup>2</sup> GFA = \$ 17,593,471.10 / 700 = \$ 25,134 per dwelling***

#### Local Infrastructure Contributions

<i>Total State Infrastructure Cost</i>	=	\$17,579,332.50
<i>Camperdown Precinct Additional Dwellings</i>	=	700
<i>Planning Proposal Additional Dwellings</i>	=	41

***Local Infrastructure Cost per m<sup>2</sup> GFA = \$ 17,579,332.50 / 700 = \$ 25,113 per dwelling***

## 2. Methodology 2: Local Contribution under current Leichhardt LEP Section 94 Plan (refer schedule included in Appendix D)

As a benchmark comparison, in lieu of the Local Infrastructure expenses included in the PRUTS Infrastructure Schedule, we analysed what the Section 94 contribution would be under the existing Leichhardt LEP Section 94 Contributions Plan, but assuming the rezoned site. Please refer below.

Section 94 Contribution Plan	Proposed Planning Controls (\$)
Part 1 – Open Space and Recreation	790,603.00
Part 2 – Community Facilities & Services	120,827.00
Part 3 – Transport & Access	30,406.31
<b>Total</b>	<b>941,836.31</b>
Contribution per GFA (\$/m <sup>2</sup> )	277.17

As can be seen the Section 94 Contribution, as it would applied to the rezoned site, is lower than the Local Infrastructure Contribution allowed in the PRUTS Infrastructure Schedule.

## Applied Local Infrastructure Contribution

The Proposal is to allow the higher of the two Local Contribution methodologies, ensuring that:

1. Local Infrastructure Contribution is sufficient to pay for Local Infrastructure costs included in the attached PRUTS Infrastructure Schedule (as populated, refer Appendix C); and
2. The Local Infrastructure Contribution is consistent with the current Leichhardt LEP Section 94 Contribution Plan.

### Voluntary Planning Agreement (VPA) – Works in Kind

The following works in kind items are offered as part of VPA with both the Department of Planning and Inner West Council to be deducted from the relevant State or Local Infrastructure / Section 94 contribution.

Deductions resulting from any relevant VPA would be applied as follows

#### **State Infrastructure Contribution Works in Kind**

*Provision of Precinct Wide Traffic Study = \$ 120,000*

#### **Local Infrastructure / Section 94 Works in Kind**

*Pedestrian Cycle Link Improvements = \$ 220,000*

*Pocket Park Improvements = \$ 150,000*

## 11 Outcomes

- Analysis has confirmed that existing utility services have spare capacity to accommodate increased demand resulting from the planning proposal. Therefore the Proposal could be developed prior to upgrades in Infrastructure.
- Contributions for service authority infrastructure should not be incorporated into the IIDP as robust mechanisms to recoup infrastructure cost for utility services exist and can be applied when development consent is granted.
- Social Services not seeking specific contribution due to uplift.
- Increase due to development density will not change current demand planning for social services such as health and education for the precinct.
- Inner West Council would receive approximately 28 times more in Section 94 contributions for proposed planning conditions over existing planning conditions.
- Section 94 contributions under the current LEP are almost 2.5 times larger than local infrastructure costs defined in the infrastructure schedule.
- Infrastructure identified in the infrastructure schedule as “local infrastructure” and Section 94 overlap leading to doubling up of contributions for these items.
- Government agency consultation has culminated to the proposed infrastructure contributions included in this IIDP.

## 12 Recommendations

- Acknowledgement that upgrades in existing infrastructure are not required to support the demand created by specific development
- However the Proposal includes Contributions to
  - Local infrastructure contributions is to be either the total section 94 contribution or the local infrastructure contribution as identified above this is to avoid a doubling up of contributions on the same infrastructure items.
  - Infrastructure Contribution provides a fair, reasonable and equitable methodology to apportion infrastructure equitable way to contribute to infrastructure cost as a result of density uplift.
- The value of VPA works in kind are to be deducted from the monetary infrastructure contribution amounts.
- Adopt the infrastructure contribution as proposed in this report and as outlined in the Draft VPA Offers associated with the subject Proposal
- The Proposal proceeds to Gateway as it satisfies the Criteria included in the PRUTS Out of Sequence Checklist.

## **Appendix A - Correspondence with Council**

Contact: Gunika Singh  
Phone: 02 9392 5726

4 May 2018

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

Dear Rohan,

**RE: 1-5 Chester Street, Annandale Planning Proposal**

The Planning Proposal seeks to:

- Rezone the site from IN2 Light Industrial to R3 Medium Density Residential.
- Amend the maximum permissible building height to 17m.
- Amend the maximum FSR from 1:1 to 2.6:1

The site is zoned IN2 Light Industrial in the Leichhardt Local Environmental Plan 2013 (LLEP 2013). LLEP 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 (LDGP 2013).

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) 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.

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.

Further to Council's Planning Operations Team meeting with you, Alex and Vishal on Monday 30 April the below comments are listed on the submitted Planning Proposal. The matters raised below will need to be addressed with the submission of additional information to Council:

Urban Design

- The Urban Design Report (UDR) 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.
- 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.

- The 19.1m height along the creek is excessive on its own and lift overruns would increase this height.
- 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.
- The maximum building height should be calculated in accordance with the building height definition in the LLEP 2013 to include roof top plant and lift overruns.
- 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.
- A minimum of 7% of the site should be set aside for deep soil planting with the depth of soil to be no less than the minimum required by the Apartment Design Guide (ADG). The 6m setback to the creek could provide much of this deep soil planting area.

### Traffic and Transport

- The proposed new bridge across Johnstons Creek is not required.
- The Planning Proposal and the Draft Site Specific Development Control Plan (DCP) either need to accept the existing minimum LDCP 2013 parking rates or alternatively possibly reflect the PRCUTS Recommended Maximum Parking Rates. The PRCUTS Planning and Urban Design Guidelines for Car Parking (pages 44 – 46 of the Guidelines) provide scope for reducing off street parking in proposed developments by providing unbundled and / or decoupled parking. Unbundled parking could hypothetically reduce on-site parking spaces by 20% from 26 to 21 spaces. Decoupled parking can produce the same reduction and a combination of unbundled and decoupled parking could in theory reduce the onsite parking by 40% from 26 spaces to 16. The Kennards site and the open parking area on the lot to the south of 1 - 5 Chester Street may be opportunities for decoupled parking through negotiation with the land owners. The PRCUTS approach to unbundled and decoupled parking has not yet been considered by Inner West Councillors.
- Please note that under Recommendation D (e) of the PRCUTS Planning and Urban Design Guidelines for Car Parking decoupled parking spaces are expected to be a temporary arrangement that can be "transitioned to other uses". This could happen when for example a bus rapid transit service is provided on Parramatta Road thereby reducing the need for parking for dwellings served by decoupled parking.
- If the final Planning Proposal / draft DCP is going to opt for on-site parking spaces allocated to particular dwellings or SOHO units PRCUTS Planning and Urban Design Guidelines Recommendation C Car Share could reduce the total number of spaces required. This could be at a rate of 5 spaces per 1 car share space where an active car-sharing program is available to residents and is accessible to non-resident members of that program. This approach to parking has not yet been considered by Inner West Councillors.
- The redevelopment must retain existing on-street parking on both sides of Chester Street and may need to accommodate road widening at the closed end of the street to allow turning for the additional visitor traffic the proposed dwellings are likely to generate.
- Provision must be made for waste collection from inside the basement; Council would consider garbage trucks reversing into the site.

- Bear in mind a detailed Traffic Impact Assessment will have to be provided with any development application for the site. It would have to include a swept path assessment for ingress, egress and turning at the closed end of Chester Street.

### Flooding

- The site is located adjacent to the Johnstons Creek stormwater channel and the property is subject to flooding which can extend beyond the bounds of the channel into the existing undercroft area along the western boundary.
- Any proposed development must not increase the risk of flooding to the proposal site or other properties along the creek line and should also be designed to improve flood conveyance. The proposed development should be set back from the channel by 6 metres to improve carrying capacity within the floodway. The setback is required to achieve compliance with Controls 8(a) and (b) of LDCP 2013 for Land with a High Hazard Category.
- Whilst the proposed western boundary wall could provide the required protection to the development, it would remove flow capacity alongside the Johnstons Creek channel. This would cause an increase in flows and depths beyond the subject site which absolutely cannot be accepted. Consequently any fence on or close to the boundary would need to be an open style. There should be no solid wall protruding above the existing channel wall within the setback area, including that shown in the UDR cross sections as the upper rear wall of the basement car park.
- The floor levels of the units/dwellings can be as low as the Flood Planning Level (100 year ARI flood level plus 500mm freeboard).
- The basement carpark needs to be protected up to the Probable Maximum Flood (PMF) level.
- The location of the driveway at the highest point of the site is compatible with this requirement. The actual basement carpark can then be as low as necessary below the units/dwellings as long as it is flood proofed up to the Probable Maximum Flood (PMF) level.
- The above flooding issues need to be addressed to satisfy Section 117 Minsiter Direction – 4.3 Flood Prone Land. For further advice on flooding issues relating to the site, please contact David Paton – Council Road Access Manager on 9392 5642.

### Integrated Infrastructure Delivery Plan (IIDP)

- The IIDP is a comprehensive response to this requirement of the PRCUTS Out of Sequence Checklist. We have some reservations about the methodology; formulas applied and conclusions. That also applies to the related Voluntary Planning Agreement (VPA) offer. These reservations include retention of the ownership of affordable dwellings, VPA provisions being net of standard Section 7.11 developer contributions, possible under-pricing of facilities and the suggestion that there is spare infrastructure in the area that this small rezoning can utilise without having to contribute to the future cost of improving or extending infrastructure.
- Most of our reservations in this respect are more directly the concern of Council's Strategic Investments Manager, who negotiates the terms of VPAs, the relevant State government agencies and the Department of Planning and Environment. You should be aware however that Councillors will focus on these matters and we are likely to ask for a Gateway condition that requires such issues to be resolved in more detailed and concrete terms prior to any public exhibition should this Planning Proposal be referred to the Gateway process in due course.

### Economic Impact Assessment (EIA)

- In April 2016 the former Leichhardt Council approved an Industrial Precinct Planning (IPP) strategy for public exhibition. This is the closest Inner West Council (IWC) currently has to a policy for decision making in the planning of the Camperdown industrial precinct. PRCUTS provides a series of recommendations for the future of the precinct. Council will have to review

PRCUTS to implement its policy directions through the new Inner West Local Environmental and Development Control Plans (LEP and DCP). The Industrial Precinct Planning strategy will help inform how these Plans reflect PRCUTS. Work on the LEP and DCP has started.

- Consequently, Planning Proposals for rezoning industrial land in the Camperdown precinct in advance of the new IWC LEP and DCP and particularly those in the second phase of PRCUTS need to be justified against the two IPP options for Camperdown (Strategies 3a and 3b) as well as considering them against the PRCUTS and its Out of Sequence Checklist.
- The floorspace analysis on page 25 of the EIA includes the City part of the precinct. It needs to exclude the City part so that the analysis can be more easily related to IWC industrial land studies and strategies.
- In terms of presenting a partial justification for the proposed rezoning from IN2 to R3, the EIA has a comparative analysis of employment floorspace that could be achieved within the existing LLEP controls versus what could be achieved within the recommended PRCUTS controls. This analysis keeps the IN2 zoned land FSR at 1:1 instead of increasing it to 1.5:1 as it does for the PRCUTS proposed new business zones. This means that the EIA Table 4.4 artificially reduces the amount of employment floorspace that could be generated under existing controls keeping it at 109,356 sqm rather than the approximately 160,043 sqm that could in theory be achieved in the IN2 zone with a 1.5:1 FSR.
- Section 4.3 of the EIA assesses comparative economic impacts of not implementing PRCUTS and implementing PRCUTS in both the 2017 – 2023 and 2017 – 2050 scenarios, but this assessment is for the whole precinct including the part in the City. It needs to provide analysis for the IWC part of the precinct.
- Page 35 of the EIA and Appendix B provide a snap shot of available properties within 4km of the site that the current business might re-locate to. Only 10 vacant properties are listed and these would hypothetically have to accommodate other similar businesses, either start-ups or those displaced from re-zonings and development consents in the area, that might also need to re-locate. In addition the Planning Proposal site is 1307 sqm and the largest available site is 950 sqm. Most of the 10 sites are much smaller. This survey requires a more thorough examination of other industrial precincts in the IWC and adjacent areas of the Eastern City District Plan area where there might be suitable floorspace for the type of urban services business that currently occupies the Planning Proposal site to provide a more practical assessment of potential relocation prospects.

### Social impact Assessment

- The Social Impact Assessment (SIA) page 5-6 summary needs to be more realistic. 78 residents would increase demand on community and physical infrastructure, so even though the increase is small this proposed development should contribute to the costs of increasing / improving infrastructure on a pro rata basis. Consequently, some of the population and social infrastructure impacts described in the SIA summary as positive or neutral would in reality have small, significant negative impacts and require some mitigation. Likewise although relatively limited the impacts on public open space from an increased population would be negative not positive and also require mitigation.
- Table 12 of the SIA provides additional details on a wide range of potential social impacts, but again it underplays these as positive or neutral and to an extent side steps the issue that all developments that will increase population in PRCUTS area will need to make a pro rata contribution to the provision of all the new and improved infrastructure required to accommodate the final PRCUTS increased population even if small early re-zonings only have minor impacts.
- Page 36 of the SIA relies on public open space being provided opposite the Planning Proposal site to the rear of the Kennards storage centre, but that open space proposal cannot be relied on as there is no clear way of Council delivering this facility in the near future and as storage

operations are more profitable than residential development, it is unlikely to arise through this route.

You are required to provide additional information to Council addressing the above matters. Please provide an estimated time for the submission of the information within 14 days of the date of this letter

Please contact Gunika Singh on 9392 5726 or at [gunika.singh@innerwest.nsw.gov.au](mailto:gunika.singh@innerwest.nsw.gov.au) if you have any queries.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'HJ' or similar, enclosed in a light grey rectangular box.

Harjeet Atwal

**PLANNING OPERATIONS MANAGER**

**Alex Sicari**

---

**From:** Miles, Katie <Katie.Miles@innerwest.nsw.gov.au>  
**Sent:** Monday, 1 May 2017 12:28 PM  
**To:** Alex Sicari  
**Cc:** Rankin, Roger  
**Subject:** RE: 1-5 Chester St Annandale

Hi Alex,

Just took a quick look at the study, from the outset the proposed rezoning to residential is aligned with the Parramatta Road Strategy and could be supported in-principle. The former Leichhardt Council commissioned a heritage review of the properties within the Camperdown Precinct as part of the *Parramatta Road/Norton Street Heritage Study* and found that 1-5 Chester Street was a potential redevelopment site - 'subject to the proposed development respecting the character of the area'. The report can be found on the Leichhardt Council March 2016 agenda at <http://www.leichhardt.nsw.gov.au/About-Council/Meetings/Policy-/2016/2016-Policy-March-/08-March-2016-Policy-Meeting>.

I would be open to considering a higher FSR if the proposal was of a high quality, achieved the objectives of the PRUTS (eg: pedestrian/cycle links), and was sympathetic to heritage considerations.

Further on that last point, Council is progressing an LEP amendment to extend the Annandale Conservation zone to the border of Johnston Creek (see below map). From memory there isn't much of a gap over the creek to Chester Street and it would be favourable if the proposal could be designed sympathetically to the proposed adjacent conservation area.

I will go for a site visit later in the week and back to you with further comments; however, please note that a future planning proposal would need to progress through the 'Out-of-Sequence-Checklist' process (outlined on pages 12-15 of the Implementation Plan <http://www.urbangrowth.nsw.gov.au/assets/Projects/Parramatta-Road/Publications-161124/PROAD-0008-Implementation-Plan-2016-2023.pdf>).

Thanks for contacting us at this early stage, it is appreciated. I will get back to you soon.



# 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](mailto:katie.miles@innerwest.nsw.gov.au) if you have any queries.

Yours sincerely,



Harjeet Atwal  
**MANAGER PLANNING OPERATIONS**

**Customer Service Centres**

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# INNER WEST COUNCIL

## 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

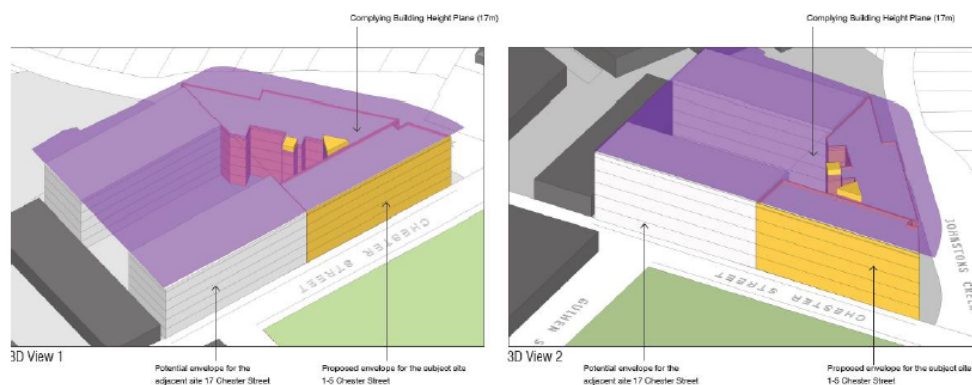
The site is zoned IN2 Light Industrial in the *Leichhardt Local Environmental Plan 2013* (LEP 2013). LEP 2013 does not state a maximum building height for the site. Built form outcomes are configured by the maximum FSR of 1:1 and other planning provisions contained in the Leichhardt Development Control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

#### Customer Service Centres

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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 <sup>2</sup> )		EMPLOYMENT GFA (M <sup>2</sup> )	
	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

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.

#### **Customer Service Centres**

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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.

### **Customer Service Centres**

**Petersham** | P (02) 9335 2222 | E [council@marrickville.nsw.gov.au](mailto:council@marrickville.nsw.gov.au) | 2-14 Fisher Street, Petersham NSW 2049

**Leichhardt** | P (02) 9367 9222 | E [leichhardt@lmc.nsw.gov.au](mailto:leichhardt@lmc.nsw.gov.au) | 7-15 Wetherill Street Leichhardt NSW 2040

**Ashfield** | P (02) 9716 1800 | E [info@ashfield.nsw.gov.au](mailto:info@ashfield.nsw.gov.au) | 260 Liverpool Road Ashfield NSW 2131



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:

#### Customer Service Centres

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**Leichhardt** | P (02) 9367 9222 | E [leichhardt@lmc.nsw.gov.au](mailto:leichhardt@lmc.nsw.gov.au) | 7-15 Wetherill Street Leichhardt NSW 2040

**Ashfield** | P (02) 9716 1800 | E [info@ashfield.nsw.gov.au](mailto:info@ashfield.nsw.gov.au) | 260 Liverpool Road Ashfield NSW 2131



# INNER WEST COUNCIL

- 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.

### Customer Service Centres

**Petersham** | P (02) 9335 2222 | E [council@marrickville.nsw.gov.au](mailto:council@marrickville.nsw.gov.au) | 2-14 Fisher Street, Petersham NSW 2049

**Leichhardt** | P (02) 9367 9222 | E [leichhardt@lmc.nsw.gov.au](mailto:leichhardt@lmc.nsw.gov.au) | 7-15 Wetherill Street Leichhardt NSW 2040

**Ashfield** | P (02) 9716 1800 | E [info@ashfield.nsw.gov.au](mailto:info@ashfield.nsw.gov.au) | 260 Liverpool Road Ashfield NSW 2131





# INNER WEST COUNCIL

Contact: Katie Miles  
Phone: 9367 9114

26 October 2017

Rohan Dickson  
3/780 Darling Street  
Rozelle NSW 2039

Dear Rohan and Alex,

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

Thank you for submitting the draft documents associated with the future rezoning Planning Proposal for 1-5 Chester Street, Annandale.

Council has undertaken a preliminary review and has identified 7 issues that require further work to supplement the Planning Proposal you have provided. Each issue is accompanied by recommendations that are intended to enable a timely assessment of the Planning Proposal once it is formally lodged with Council.

This letter complements the information sent in Council's email on 26 September 2017, and following the NSW Department of Planning and Environment's advice that a full Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Out-of-Sequence Checklist should be included with the Planning Proposal. The sections below should help your assessment of and responses to Criteria 1-6 of the Out-of-Sequence Checklist.

**Urban Design Analysis & Site-Specific Development Control Plan**

An Urban Design Analysis should explore redevelopment options and justify why the proposed built form is the best outcome for 1-5 Chester Street, Annandale. It is inappropriate to simply state that the a maximum FSR of 2.6:1 is justified because that is the maximum FSR that can be achieved under the maximum building height of 17m recommended by the PRCUTS. The justification for the departure from the PRCUTS recommended FSR of 1.5:1 must demonstrate a better built form outcome than that envisioned by PRCUTS such as a smaller building footprint that encourages site amalgamation to achieve the recommended development standards.

The Urban Design Analysis should include a site-specific Development Control Plan as discussed at the Pre-Planning Proposal Meeting on 11 August 2017. Site Specific Development Controls are common practice in rezoning land from an industrial to a residential zone and an implicit requirement of the PRCUTS Strategy (page 65) design excellence provisions:

**Customer Service Centres**

**Ashfield** | P (02) 9716 1800 | E [info@ashfield.nsw.gov.au](mailto:info@ashfield.nsw.gov.au) | 260 Liverpool Road, Ashfield NSW 2131

**Leichhardt** | P (02) 9367 9222 | E [leichhardt@lmc.nsw.gov.au](mailto:leichhardt@lmc.nsw.gov.au) | 7-15 Wetherill Street, Leichhardt NSW 2040

**Petersham** | P (02) 9335 2222 | E [council@marrickville.nsw.gov.au](mailto:council@marrickville.nsw.gov.au) | 2-14 Fisher Street, Petersham NSW 2049

- *Design Excellence in the Corridor should apply to key sites or thresholds such as:*
  - *Sites with an inherent scale impact (greater than 1,500m<sup>2</sup> or proposals that exceed four storeys in height).*

Demonstrating design excellence also forms part of the standards set out in Criteria 1 of the Out-of-Sequence-Checklist:

*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.*

It is noted that the PRCUTS outlines sustainability standards to be incorporated in built form outcomes as Principle 6 (pages 70-71 of the Strategy). The Out-of-Sequence-Checklist requires the incorporation of sustainability targets in Planning Proposals under Criterion 4. The Planning Proposal should demonstrate that it will achieve this.

To address these issues you may wish to consider entering an agreement with Council to finance an independent urban design review of the site (as is recommended on page 65 of the Strategy). If you wish to pursue this possibility Council would recommend that this take place prior to the Planning Proposal being formally lodged to demonstrate that the following objectives have been addressed:

- Design Excellence
- Sustainability Targets
- Best-Practice Urban Design.

The independent review would provide part of the justification for the Planning Proposal under Criteria 1 and 4 of the Out-of-Sequence Checklist. Should the independent review occur prior to the lodgement of the Planning Proposal it will help reduce assessment/reporting timeframes.

If you prefer to submit your own material addressing these matters it will be subject to independent peer review and the urban design scheme, development controls and sustainability outcomes should be presented up front.

### **Feasibility Considerations**

The PRCUTS Out-of-Sequence-Checklist Criteria 5 & 6 require consideration of economic feasibility and market viability. The initial Planning Proposal has some information on these matters; however, the Integrated Infrastructure Delivery Plan (IIDP) being prepared will provide additional material to inform full responses to Criteria 5 & 6. An independent consultant will peer review this information once the Planning Proposal is formally lodged.

As described in the email sent on 26 September 2017, you may wish to consider providing Council with your development feasibility study in confidence and providing infrastructure costs contributions over and above standard s94 contributions based on 50% of the value uplift that would arise from the rezoning. You could then negotiate any public domain benefits as works-in-kind contributions that could come



of the 50% value uplift. This approach may be able to demonstrate the "cost offset to council and agency costs" referred to in Criteria 2 & 5.

### Economic Considerations

Additional economic analysis is required because the PRCUTS supporting reports are very broad brush and your proposal is out of sequence so you need an approach that is site specific and justifies its prematurity if developed prior to 2023.

Proposed Indicative Land Use Mix (additional)				
	RESIDENTIAL GFA (M <sup>2</sup> )		EMPLOYMENT GFA (M <sup>2</sup> )	
	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

It is expected that the loss of industrial lands will be a major concern for the Inner West Councillors, especially in the context of the former Leichhardt Council's Industrial Precinct Planning Study. The protection of industrial lands is also supported by the Section 117 Directions - 1.1 Business and Industrial zones, Draft Greater Sydney Region Plan 2017 released on 23 October 2017 by the Greater Sydney Commission (page 112), and the Draft Central District Plan as Productivity Priority 5 - that 'a precautionary approach be taken to the rezoning of industrial lands'. The economic justification for the departure of these objectives needs to be well founded.

The inclusion of an increased number of SOHO apartments may ameliorate this concern to some extent as it could create flexible space for employment/residential uses. The PRCUTS also encourages student housing and health related accommodation as a type of residential use (page 256 in the Planning and Design Guidelines). Consultation with Sydney Health and/or Sydney University could provide additional guidance in this respect. Exploration and consultation of these issues will likely aid you in addressing Out-of-Sequence Criteria 1, 5 & 6.

### Integrated Infrastructure Delivery Plan (IIDP)

It is understood that the NSW Department of Planning and Environment has confirmed that an Integrated Infrastructure Delivery Plan should accompany the Planning Proposal. The main PRCUTS document describes in Section 3 the 7 principles that are to be incorporated (pages 33-73). Council believes the Integrated Infrastructure Delivery Plan will also need to consider the gaps in the analysis of the PRUTS Infrastructure Schedule (as outlined on page 5 of the Infrastructure Schedule).

As stated in the email sent in August 2017, the Integrated Infrastructure Delivery Plan should address traffic, public/active transport infrastructure, and other forms of public infrastructure. Initiatives that reduce traffic generation and carparking should be examined and may aid your analysis of how the proposed development will relate to road upgrade and intersection improvements. As previously mentioned in the feasibility section, if you were to consider providing Council with your development feasibility study (in confidence), and to provide the infrastructure cost contributions

over and above standard s94 contributions based on 50% of the uplift that would arise from the rezoning this is likely to aid you in addressing Criterion 2.

### **Stakeholder Engagement Plans (SEP)**

The PRCUTS lists the following public agencies that should be consulted in the preparation of Planning Proposals in the Camperdown Precinct:

- Transport for NSW/Roads and Maritime Services;
- University of Sydney;
- Sydney Local Health District & Minister of Health (see page 43 of PRUTS Implementation Plan 2016-2023);
- Sydney Water; and
- Department of Industry (see Action P1: Draft Central District Plan, page 44);

Documentation of the outcomes of consultation with these agencies should be included in the Planning Proposal. Several of these agencies along with NSW Department of Education also need to be consulted in the preparation of the IIDP in any case.

In relation to Principle 2 of the Parramatta Road Strategy, the Draft Central District Plan states under Productivity Actions P1 and P2 that the Greater Sydney Commission, NSW Health, Department of Industry are to plan the growth of Camperdown as a health and education super precinct (page 4 and 50-52). Their comments should be described as outcomes of the SEP. Council would appreciate the opportunity to comment on project brief for the SEP and invitations prior to being sent and likewise be invited to participate in meetings with these agencies.

It is noted that other private stakeholders such as adjacent businesses, residents, and local community would be consulted as part of the Gateway Process under Part 3 of the *Environmental Planning and Assessment Act 1979*. As noted in the previous email sent on 26 September 2017, to address Criteria 3 of the Out-of-Sequence Checklist a preferred approach for stakeholder engagement would be for you to undertake this in collaboration with Council. You may wish to consider the possibility that Council facilitate this local collaborative stakeholder engagement as part of its Preliminary Assessment. If you were to pursue this option you would need to confirm that you will not submit a Rezoning Review request within the standard 90 day period from formal submission of the Planning Proposal until Council and you have had time to undertake this engagement.

### **Affordable Housing**

The Inner West Affordable Housing Policy requires 15% of total new GFA to be dedicated to affordable housing. It is noted that the proposal includes a dedication of 137m<sup>2</sup> (7.5% of new GFA) to affordable housing in perpetuity through covenant on title that requires the dwelling to be operated by a Registered Community Housing Provider. The difference between Council's policy and the proposed affordable housing dedication should be explained and justified.

For example, as mentioned in the feasibility section, if a Development Feasibility Study were provided in confidence with the Planning Proposal and provides infrastructure costs contributions over and above standard s94 contributions based



on 50% of the value uplift that would arise from the rezoning, you could negotiate any public benefits, such as works-in-kind and/or affordable housing, which could come of the 50% value uplift.

### **Voluntary Planning Agreement**

Council's Property and Commercial Development team would like to discuss the Voluntary Planning Agreement offer with you. Council is still assessing the merits of the second footbridge as identified within the PRUTS Planning and Design Guidelines and it may be that other projects in the area will be more desirable. It is likely that this will be best addressed once Council has determined whether it will support or reject the Planning Proposal. Nevertheless, an open VPA offer should accompany the Planning Proposal to ensure negotiations can commence.

### **Summary**

This letter provides advice on how a range of issues should be addressed more fully prior the formal lodgement of the Planning Proposal for 1-5 Chester St, Annandale.

If you'd like to organise a meeting to discuss these matters, or if you have any queries please contact Katie Miles on 9367 9114 or at [katie.miles@innerwest.nsw.gov.au](mailto:katie.miles@innerwest.nsw.gov.au).

Yours sincerely,

A handwritten signature in black ink, appearing to be "HJ" or similar initials.

Harjeet Atwal  
**PLANNING OPERATIONS MANAGER**

## **Appendix B - Correspondence with Stakeholders**

***(Refer also Stakeholder Engagement Report prepared by Urban Ethos accompanying the Proposal)***

## Alex Sicari

---

**From:** Peter Kim <Peter.Kim@planning.nsw.gov.au>  
**Sent:** Monday, 21 May 2018 9:51 AM  
**To:** Alex Sicari  
**Cc:** Brendan Metcalfe; John Borg; roger.rankin@innerwest.nsw.gov.au  
**Subject:** RE: 1-5 Chester St PP - IIDP (FINAL).pdf

Hi Alex,

I can confirm that the Department is in receipt of the proposed Integrated Infrastructure Delivery Plan (IIDP) and evidence of consultation with State agencies.

The Department has liaised with Inner West Council and determined that the methodology of applying a per square metre rate on additional gross floor area beyond that which is permissible under current controls is not consistent with the methodology to be adopted by the Department or Council. Contributions will be calculated on a per dwelling basis over existing development. The IIDP will need to be updated accordingly.

As required by the PRCUT Implementation Plan, and as reinforced by RMS' response letter, it will also be necessary for a precinct wide traffic study be completed to inform the road upgrades and intersection improvements for the precinct. These requirements will need to be incorporated into the IIDP. In the interim, the Department has contacted Education and TfNSW to confirm the adequacy of the proposed rates and attributable costs in the PRCUT Infrastructure Schedule for these agencies.

Upon confirmation of the above, the Department can review the cost recovery proposed in the IIDP for relevant State items and assess a letter of offer to enter into a State planning agreement.

The Department acknowledges the consultation completed to date and will work with the proponent to further progress the matter.

### Peter Kim

Specialist Planning Officer, Infrastructure Contributions and Agreements  
Department of Planning & Environment  
Level 22, 320 Pitt Street, Sydney, 2000  
GPO Box 39 SYDNEY NSW 2001  
T 02 9274 6460 E [Peter.Kim@planning.nsw.gov.au](mailto:Peter.Kim@planning.nsw.gov.au)

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**From:** Alex Sicari [mailto:Asicari@britely.com.au]  
**Sent:** Wednesday, 16 May 2018 12:13 PM  
**To:** Peter Kim <Peter.Kim@planning.nsw.gov.au>; John Borg <John.Borg@planning.nsw.gov.au>  
**Cc:** Brendan Metcalfe <Brendan.Metcalfe@planning.nsw.gov.au>  
**Subject:** 1-5 Chester St PP - IIDP (FINAL).pdf

Hi Peter

As discussed last week, please see attached Integrated Infrastructure Delivery Plan that accompanies our Planning Proposal for 1-5 Chester St Annandale. Appendix C clarifies how we have arrived at the contribution amount.





**Education**

14/11/2017

Alex Sicari  
L2, 210 Clarence St Sydney NSW 2000  
Sent by email to [asicari@britely.com.au](mailto:asicari@britely.com.au)

DOC17/1166246

Dear Alex

Thanks for sending us through your proposal for 1-5 Chester St, Annandale. We note that there are 41 dwellings proposed as part of redevelopment. The property is located in the catchment of Forest Lodge Public School.

The Department of Education has no objections regarding this development proposal.

Please feel free to contact us for further information.  
Thanks

Yours sincerely



Katie Joyner  
Director, Schools Planning | School Infrastructure NSW | Planning and Strategy  
November 2017



**NSW Department of Education**

35 Bridge Street Sydney NSW 2000 GPO Box 33 Sydney NSW 2001 T 02 9561 8000 F 02 9561 8438  
[www.det.nsw.edu.au](http://www.det.nsw.edu.au)

**Alex Sicari**

---

**From:** David Mitchell <david.a.mitchell@industry.nsw.gov.au>  
**Sent:** Monday, 27 November 2017 12:26 PM  
**To:** Alex Sicari  
**Subject:** Planning (Rezoning) Proposal 1-5 Chester St Annand

Alex

Thank you for contacting the NSW Department of Industry.

The Department does not usually comment on proposals for specific sites.

Please continue to liaise with the local council and the Department of Planning and Environment regarding these matters.

Best regards

David Mitchell  
Manager Policy Coordination

David Mitchell | Manager Policy Coordination – Office of the Secretary | NSW Department of Industry

Level 49 | MLC Centre | 19 Martin Place | Sydney NSW 2000

GPO Box 5477 | Sydney | NSW 2001 T: 02 9338 6957 | E: [david.a.mitchell@industry.nsw.gov.au](mailto:david.a.mitchell@industry.nsw.gov.au)

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## Alex Sicari

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**From:** HI-Info <HI-Info@health.nsw.gov.au>  
**Sent:** Thursday, 2 November 2017 4:49 PM  
**To:** Alex Sicari  
**Subject:** RE: Planning Proposal - 1-5 Chester St Annandale

Hi Alex,

Thank you for getting in contact with Health Infrastructure.

Unfortunately the request you sent through to us does not fall under one of our projects and therefore we are unable to provide guidance on the matter. We would suggest you get into contact with the Ministry of Health on 02 9391 9000 - they will be the best point of contact to guide you in the right direction.

Kind regards,

**Matthew Bernard**

Coordinator, Communications and Engagement | **Health Infrastructure**

[matthew.bernard@health.nsw.gov.au](mailto:matthew.bernard@health.nsw.gov.au)

Level 14, 77 Pacific Highway, North Sydney NSW 2060 | PO Box 1060, North Sydney NSW 2059

[hinfra.health.nsw.gov.au](http://hinfra.health.nsw.gov.au)



**Health  
Infrastructure**

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**From:** Alex Sicari [<mailto:Asicari@britely.com.au>]  
**Sent:** Monday, 30 October 2017 2:00 PM  
**To:** HI-Info <[HI-Info@health.nsw.gov.au](mailto:HI-Info@health.nsw.gov.au)>  
**Subject:** Planning Proposal - 1-5 Chester St Annandale

To whom this may concern (Health Infrastructure or equivalent)

We called the switch and were referred to this email address.

We have been in discussions with Dept of Planning and Inner West Council regarding a Planning Proposal we have lodged for a relatively small project (to rezone a 1,300m<sup>2</sup> industrial shed to allow approx 41 residential dwellings) located at 1-5 Chester St Annandale – summary attached fyi ([A full copy of our Initial PP Submission can be downloaded by clicking here](#)).

SM17/271  
SD17/14795

Mr Alex Sicaria  
Email: [asicari@britely.com.au](mailto:asicari@britely.com.au)

Dear Mr Sicari

**Re: 1-5 Chester St, Annandale**


I write in response to your request for support for the re-zoning of the site 1-5 Chester Street, Annandale.

I respectfully wish to point out that it is not the role of the Sydney Local Health District to comment on specific site re-zoning proposals. This is the mandate of local council, the Department of Planning and the Greater Sydney Commission.

You may be aware, that the Parramatta Road Urban Transformation Plan, suggested that a biotechnology hub be supported on employment lands on Parramatta Road.

Dr Pamela Garrett, Director Planning, Sydney Local Health District would be pleased to discuss the biotechnology hub with you and can be contacted on 9515 9517.

Yours sincerely



Dr Teresa Anderson  
**Chief Executive**

Date 20.11.17

PO Box M30  
Missenden Road, NSW, 2050  
Email [slhd-esu@health.nsw.gov.au](mailto:slhd-esu@health.nsw.gov.au)  
[www.slhd.nsw.gov.au](http://www.slhd.nsw.gov.au)

Sydney Local Health District  
ABN 17 520 269 052  
Level 11 North, King George V Building  
83 Missenden Rd  
CAMPERDOWN, NSW, 2050  
Tel 612 9515 9600 Fax 612 9515 9610



Transport  
Roads & Maritime  
Services

31 October 2017

Roads and Maritime Reference: SYD17/01476/01 (A19707705)

Alex Sicari  
Director – Britely  
Level-2, 210 Clarence Street  
SYDNEY, NSW 2000

Dear Mr Sicari,

**PRE-LODGE MENT PLANNING PROPOSAL TO REZONE AND CHANGES TO THE FSR FOR 1-5  
CHESTER STREET, ANNANDALE**

I refer to your e-mail dated 23 October 2017 regarding the above Pre-Lodgement Planning Proposal which was forwarded to Roads and Maritime Services (Roads and Maritime) for comment.

The proposal seeks the following amendments to the subject site:

- Rezone the land from IN2 Light Industrial to R3 Medium Density Residential,
- Increase the maximum Floor Space Ratio (FSR) on the site from 1:1 to 2.6:1.

Based on the above rezoning the site could be potential to achieve approximately 43 units over a basement car parking.

Roads and Maritime have reviewed the submitted material and raise some concerns to the abovementioned amendments to the Planning Proposal in its current form. It is requested that the following issues listed below are satisfactorily addressed prior to the draft planning instrument being made for the Planning Proposal:

1. The Parramatta Road Corridor Urban Transformation Strategy (the strategy) has been given statutory weight through a Section 117 Direction. This direction requires the strategy, the Implementation Tool Kit, and the Parramatta Road Urban Transformation – Implementation Plan 2016 – 2023 to be considered when planning proposals are being prepared, assessed and determined within the corridor.
2. The Parramatta Road Corridor Urban Transformation – Implementation Plan 2016 – 2023 states the following requirements for the Annandale Precinct (Road improvements and upgrades):

*“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”.*

Roads and Maritime Services

27-31 Argyle Street, Parramatta NSW 2150 |  
PO Box 973 Parramatta NSW 2150 |

[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au) | 13 22 13



Transport  
for NSW

Mr Alex Sicari  
Director  
Britely Property  
L2, 210 Clarence Street  
SYDNEY NSW 2000

Dear Mr Sicari

### **Planning Proposal for 1-5 Chester Street, Annandale**

Thank you for your email dated 17 October 2017 inviting Transport for NSW (TfNSW) to provide pre-Gateway comment on the subject Planning Proposal (PP), which has been lodged with Inner West Council. Roads and Maritime Services has provided their response on 31 October 2017 and received further information from your office on 21 November 2017.

TfNSW and Roads and Maritime have reviewed the documents associated with the PP and provide the following comments for consideration:

#### **Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)**

The subject Planning Proposal is within the Parramatta Road Corridor and is therefore subject to the policy objectives and directions outlined in the PRCUTS. Your attention is drawn to the relevant Section 117 local planning directions published on the Department of Planning & Environment website.

The subject site is located within the Camperdown Precinct of PRCUTS and ideally the PP should be prepared following the preparation of a traffic study for that precinct, which is required under the Implementation Plan for PRCUTS. Road and other infrastructure upgrades are preliminarily identified in the Infrastructure Schedule for PRCUTS and the precinct-wide traffic study would establish further details in relation to those upgrades.

I note that your PP has addressed the “out of sequence” criteria, but this is a matter primarily for Council’s consideration. Council’s letter (dated 18 August 2017) has expressed the intention to resolve an approach to how the PRCUTS requirement for completion of the aforesaid traffic study prior to any rezoning will be addressed. TfNSW is of the view that the proponent should demonstrate compliance with the Section 117 Direction regarding:

- Consistency between the planning controls proposed in the subject proposal and the recommendations of the PRCUTS in accordance with the “out-of-sequence” checklist criteria;
- Adequacy of existing transport infrastructure to accommodate the additional demand generated by the subject proposal; and

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Transport for NSW (TfNSW)  
241 O’Riordan Street, Mascot NSW 2020  
T 02 8202 2200 | W [transport.nsw.gov.au](http://transport.nsw.gov.au) | ABN 18 804 239 602



**Alex Sicari**

---

**From:** Peter Kim <Peter.Kim@planning.nsw.gov.au>  
**Sent:** Thursday, 25 January 2018 5:09 PM  
**To:** Alex Sicari  
**Cc:** John Borg; Lee Jegou; Brendan Metcalfe  
**Subject:** RE: Chester Street - Report

Hi Alex,

Please be advised that RMS has not changed their position and is not supportive of the proposal until such time as a precinct wide traffic study is done which should inform the IIDP.

I can advise that a study is proceeding and this is estimated to be completed in circa 3 months.

In the interim, upon receipt of a Letter of Offer, we can begin drafting the VPA on the understanding that the contribution rate is yet to be finalised and is subject to change.

**Peter Kim**

Specialist Planning Officer, Developer Contributions  
Department of Planning & Environment  
Level 22, 320 Pitt Street, Sydney, 2000  
GPO Box 39 SYDNEY NSW 2001  
T 02 9274 6460 E [Peter.Kim@planning.nsw.gov.au](mailto:Peter.Kim@planning.nsw.gov.au)

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---

**From:** Alex Sicari [mailto:[Asicari@britely.com.au](mailto:Asicari@britely.com.au)]  
**Sent:** Tuesday, 23 January 2018 3:00 PM  
**To:** Peter Kim <Peter.Kim@planning.nsw.gov.au>; Brendan Metcalfe <Brendan.Metcalfe@planning.nsw.gov.au>  
**Cc:** John Borg <John.Borg@planning.nsw.gov.au>; Lee Jegou <Lee.Jegou@planning.nsw.gov.au>  
**Subject:** RE: Chester Street - Report

Will do thanks

**Alex Sicari**

Director



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a L2, 210 Clarence Street, Sydney NSW 2000  
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## **Appendix C – PRUTS Infrastructure Schedule (Populated)**

	Previously incomplete
	Previously provided by DPE
	Actual calculated amount
	To be confirmed by DPE

CAMPERDOWN PRECINCT														Total Amount	Local	Regional		
ACTIVE TRANSPORT NETWORK																		
1	SHORT (2016 - 2021)	Prioritised Cyling Link* costing applied to both sides of road - single lane, on road cycleway, including surface treatment and signage- without kerb separation	Albion Street to Cahill Street	Inner West Council	Local	Developer Contributions Plan	60	m	\$	255.00	\$	30,600.00	IPART ITEM 1.18	\$	30,600.00			
														\$	30,600.00	\$	-	
2		Prioritised Walking Link* costing applied to both sides of road	Parramatta Road between Johnstons Creek and Booth Street/Mallett Street	Inner West Council	Local	Opportunity through development	415	m	\$	225.00	\$	93,375.00	IPART ITEM 1.11 + ITEM 3.19	\$	186,750.00	\$	186,750.00	
3			Pymont Bridge Road between Parramatta Road and Booth Street	Inner West Council	Local	Developer Contributions Plan	325	m	\$	225.00	\$	146,250.00	IPART ITEM 1.18	\$	146,250.00	\$	146,250.00	
4			Bignell Lane (East of Mallett St)	Inner West Council	Local	Developer Contributions Plan	90	m	\$	225.00	\$	20,250.00	IPART ITEM 1.11 + ITEM 3.19	\$	40,500.00	\$	40,500.00	
5			Gordon Street between Parramatta Road and Water Street	Inner West Council	Local	Developer Contributions Plan	90	m	\$	225.00	\$	20,250.00	IPART ITEM 1.11 + ITEM 3.19	\$	40,500.00	\$	40,500.00	
6		Desired Through Site Link	Parramatta Road to Pymont Bridge Road	Inner West Council	Local	Opportunity through development	50	m	\$	225.00	\$	22,500.00	Rate Applied as per above	\$	22,500.00	\$	22,500.00	
														\$	-	\$	-	
7	MEDIUM TO LONG TERM (2024 - 2054)	Prioritised Cyling Link* costing applied to both sides of road - single lane, on road cycleway, including surface treatment and signage- without kerb separation	Guihen Street between Johnston's Creek and Booth Street	Inner West Council	Local	Developer Contributions Plan	225	m	\$	255.00	\$	114,750.00	IPART ITEM 1.18	\$	114,750.00			
														\$	114,750.00	\$	-	
8		Prioritised Walking Link* costing applied to both sides of road	Johnstons Creek to Pymont Bridge Road	Inner West Council	Local	Developer Contributions Plan	90	m	\$	225.00	\$	20,250.00	IPART ITEM 1.11 + ITEM 3.19	\$	40,500.00	\$	40,500.00	
9			Australia Street from Parramatta Road to Derby Street	Inner West Council	Local	Developer Contributions Plan	280	m	\$	225.00	\$	225.00		225.00	\$	126,000.00	\$	126,000.00
10			Booth Street and Mallett Street between Guihen Street and Fowler Street	Inner West Council	Local	Opportunity through development	650	m	\$	225.00	\$	146,250.00	IPART ITEM 1.11 + ITEM 3.19	\$	292,500.00	\$	292,500.00	
11		Desired Through Site Link	Denison Street to Australia Street	Inner West Council	Local	Developer Contributions Plan	70	m	\$	225.00	\$	15,750.00	Rate Applied as per above	\$	15,750.00	\$	15,750.00	
12			Hordern Place to O'Dea Reserve	Inner West Council	Local	Developer Contributions Plan	70	m	\$	225.00	\$	15,750.00	Rate Applied as per above	\$	15,750.00	\$	15,750.00	
13			Water Street to Booth Street along Gehrig Lane	Inner West Council	Local	Developer Contributions Plan	220	m	\$	225.00	\$	49,500.00	Rate Applied as per above	\$	49,500.00	\$	49,500.00	
														\$	-	\$	-	
COMMUNITY INFRASTRUCTURE/FACILITIES														\$	-	\$	-	
14	MEDIUM TO LONG TERM (2024 - 2054)	Meeting Space		Inner West Council	Local	Developer Contributions Plan	1	Item	\$	1,000,000.00	\$	1,000,000.00	400m2 single story community building	\$	1,000,000.00			
														\$	1,000,000.00	\$	-	
15		Cultural Space	Embellishment of facilities within existing community centres	Inner West Council	Local	Developer Contributions Plan	1	Item	\$	1,000,000.00	\$	1,000,000.00	5 facilities to be refurbished	\$	1,000,000.00	\$	1,000,000.00	
16		Childcare	Support the provision of 49 places	Private / Not for profit sector	Local		1	Item	\$	2,000,000.00	\$	2,000,000.00	\$40,000 per place (Capital + operational cost)	\$	2,000,000.00	\$	2,000,000.00	
17		Outside of school hours (OOSH)	Support the provision of: 22 Before School Care Places 7 After School Care Places 16 Vacation Care Places	Private / Not for profit sector	Local		1	Item	\$	2,000,000.00	\$	2,000,000.00	\$44,000 per place (Capital + operational cost)	\$	2,000,000.00			
														\$	2,000,000.00	\$	-	
														\$	-	\$	-	
ROAD/INTERSECTION UPGRADE														\$	-	\$	-	
18	SHORT (2016 - 2023)	Road	The Pymont Bridge Road/Parramatta Road intersection has been identified for an upgrade to improve pedestrian crossing opportunities by providing a pedestrian crossing on the western approach. The intersection is also a focus for facilitating better north-south movements across Parramatta Road for all road users, as well as improving access into the Precinct. The opportunity exists to investigate reprioritisation of the signals to allow additional green time post implementation of WestConnex Stage 3 (M4-M5 Link).	RMS	Regional		1	Item	\$	500,000.00	\$	500,000.00	Based on typical high volume intersection	\$	500,000.00			
														\$	-	\$	500,000.00	
														\$	-	\$	-	
OPEN SPACE AND RECREATION														\$	-	\$	-	
19	MEDIUM TO LONG TERM (2024 - 2054)	Upgrade and embellishment - Passive Open Space	Johnsons Creek Corridor upgrade	Inner West Council	Local	Developer Contributions Plan	1100	m2	\$	220.00	\$	242,000.00	Industry Advice	\$	242,000.00			
														\$	242,000.00	\$	-	
20		Sportsground	Embellishment of existing or development with the University of Sydney to facilitate community use of facilities	Inner West Council	Local	Developer Contributions Plan	2500	m2	\$	220.00	\$	550,000.00	Rate Applied from Taverners Hill Precinct	\$	550,000.00			
														\$	550,000.00	\$	-	
21		New Passive Open Space	On land bound by Cahill Street, Cahill Lane and Johnstons Creek	Inner West Council	Local	Opportunity through development	1000	m2	\$	220.00	\$	220,000.00	Rate Applied from Taverners Hill Precinct	\$	220,000.00	\$	220,000.00	
22			On land bound by Chester Street and Johnstons Creek	Inner West Council	Local	Opportunity through development	2500	m2	\$	220.00	\$	550,000.00	Rate Applied from Taverners Hill Precinct	\$	550,000.00	\$	550,000.00	
23			On land bound by Parramatta Road and Cardigan Street	Inner West Council	Local	Opportunity through development	1500	m2	\$	220.00	\$	330,000.00	Rate Applied from Taverners Hill Precinct	\$	330,000.00	\$	330,000.00	
24			O'Dea Reserve expansion	Inner West Council	Local	Opportunity through development	1000	m2	\$	220.00	\$	220,000.00	Rate Applied from Taverners Hill Precinct	\$	220,000.00	\$	220,000.00	
														\$	-	\$	-	
PUBLIC TRANSPORT NETWORK														\$	-	\$	-	
25	MEDIUM TO LONG TERM (2024 - 2054)	Rail & Light Rail	Investigate improved frequencies at Lewisham rail station and Taverners Hill Light Rail stop to support growth in the Precinct.	TfNSW	Regional		1	Item	\$	592,200.00				\$	592200		592,200.00	
														\$	-	\$	-	
														\$	-	\$	-	
CAMPERDOWN PRECINCT - URBAN AMENITY IMPROVEMENTS PROGRAM (UAIP)														\$	-	\$	-	
														\$	-	\$	-	
26	SHORT (2016 - 2023)	Proposed cycling link	Public domain improvements and cycle connection to Pymont Bridge Road between Parramatta Road and Mallett Street	Inner West Council	Local	UAIP	270	m	\$	255.00	\$	68,850.00	Approximate measurement , applied rates above	\$	68,850.00			
27		Proposed cycling link	New north-south pedestrian and cycle connection along Johnstons Creek from Booth Street to Parramatta Road	Inner West Council	Local	UAIP	590	m	\$	255.00	\$	150,450.00	Approximate measurement applied rates above	\$	150,450.00			
														\$	150,450.00	\$	-	
														\$	-	\$	-	
CAMPERDOWN PRECINCT - SPECIAL INFRASTRUCTURE CONTRIBUTIONS (SIC)														\$	-	\$	-	
														\$	-	\$	-	
28	SHORT (2016 - 2023)	Bus	Enhanced bus priority measures. 50% of total attributable cost to be paid by development.	TfNSW	Regional	Satisfactory arrangements (monetary contribution, Works in Kind)	283235	m2	\$	58.26	\$	16,501,271.10	Based on TfNSW figures	\$	16,501,271.10			
														\$	-	\$	16,501,271.10	
29		Community Health Facility	Expand existing facility.	Sydney Local Health District	Regional	Capital works program for NSW							Hospital beds and services - additional at Prince Alfred Hospital as per the established Based on SLHD Info flow patterns. The SLHD have undertaken detailed planning for these hospital redevelopments. The component of these developments which relates to the Parramatta Road Urban Transformation Project should be discussed with the Ministry of Health.	0	\$	-	\$	
														\$	-	\$	-	
30	MEDIUM TO LONG TERM (2024 - 2054)	Hospital	Hospital beds and services at Royal Prince Alfred Hospital	Sydney Local Health District	Regional	On the capital works program for NSW							Hospital beds and services - additional at Prince Alfred Hospital as per the established Based on SLHD Info flow patterns. The SLHD have undertaken detailed planning for these hospital redevelopments. The component of these developments which relates to the Parramatta Road Urban Transformation Project should be discussed with the Ministry of Health.	0	\$	-	\$	
														\$	-	\$	-	
31		Primary Schools	New School / classroomm provision. 50% of total attributable cost to be paid by development.	DEC	Local	Satisfactory arrangements (monetary contribution, Works in Kind)	705	per dwelling	\$	7,151.00	\$	5,041,455.00	Based on DEC Figures	\$	5,041,455.00			
														\$	5,041,455.00	\$	-	
32		Secondary Schools		DEC	Local	Satisfactory arrangements (monetary contribution, Works in Kind)	705	per dwelling	\$	4,375.50	\$	3,084,727.50	Based on DEC Figures	\$	3,084,727.50			
														\$	3,084,727.50	\$	-	
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Infrastructure Schedule

Camperdown Precinct

Finalised Nov 2016 PRUTS, Missing Items Populated By Northrop for 1-5 Chester St Planning Proposal  
Jan-18

CALCULATIONS SUMMARY

Site Area	1,307
Current FSR 1:1	1,307
Proposed FSR 2.6:1	3,398
Additional Floor Space GFA generated by the subject Proposal	2,091
Number of Dwellings Subject Proposal	41
<b>Additional Floor Space - Camperdown Precinct (refer PRUTS Planning &amp; Design Guidelines p256)</b>	
Residential increase (m2)	62,000
Commercial increase (m2)	108,000
Total Increase in GFA (m2)	170,000
Additional Dwellings in Precinct	700
<b>Infrastructure Costs - Camperdown Precinct (from schedule above)</b>	
Infrastructure Costs - Regional (State)	17,593,471
Infrastructure Costs - Local	17,579,333

<b>Calculation Method - Methodology 1: Rate \$/m2 Additional GFA</b>	<b>\$ / m2 Additional GFA</b>	<b>\$ / Dwelling</b>	<b>Proposal Contribution</b>
Regional (State) Infrastructure Contribution Amount - from above schedule	103	5,279	216,420
Local Infrastructure Contribution Amount - from above schedule	103	5,274	216,246
<b>Total Combined Infrastructure Contribution</b>	<b>207</b>	<b>10,553</b>	<b>432,667</b>

<b>Calculation Method - Methodology 2: Regional Rate \$/m2 Additional GFA + Local Curren</b>	<b>\$ / m2 Additional GFA</b>	<b>\$ / Dwelling</b>	<b>Proposal Contribution</b>
Regional (State) Infrastructure Contribution Amount - from above schedule	103	5,279	216,420
Local Infrastructure Contribution LLEP Section 94 Plan (assuming rezoned)	450	22,972	941,836
<b>Total Combined Infrastructure Contribution</b>	<b>554</b>	<b>28,250</b>	<b>1,158,257</b>

<b>Calculation Method - Methodology 3: \$ per Dwelling (Basis of VPA Offers)</b>	<b>\$ / m2 Additional GFA</b>	<b>\$ / Dwelling</b>	<b>Proposal Contribution</b>
Regional (State) Infrastructure Contribution Amount - from above schedule	493	25,134	1,030,475
Local Infrastructure Contribution Amount - from above schedule	492	25,113	1,029,647
<b>Total Combined Infrastructure Contribution</b>	<b>985</b>	<b>50,247</b>	<b>2,060,121</b>



Level 11, 345 George Street, Sydney NSW 2000

**T (02) 9241 4188** E [sydney@northrop.com.au](mailto:sydney@northrop.com.au)

ABN 81 094 433 100

## Appendix D - Section 94 Contribution Calculations

## S94 Developer Contributions

### Multi-unit Residential

Part 1 - Open Space and Recreation	\$ 790,603.00
Part 2 - Community Facilities & Services	\$ 120,827.00
Part 3 - Transport & Access	\$ 30,406.31
Total	\$ 941,836.31
Cost per Unit	\$ 22,971.62

### Modern Industrial Building (Avg)

Part 1 - Open Space and Recreation	\$ 11,136.87
Part 2 - Community Facilities & Services	\$ 5,713.85
Part 3 - Transport & Access	\$ 17,128.76
Total	\$ 33,979.48
Cost per m2	\$ 26.00
Cost per 100m2	\$ 2,599.81

## S94 Developer Contributions

### Part 1 - Open Space and Recreation

Site Area (m2)	1307.00
No. of Units	41

FSR	Area (m2)
1:1	1307.00
2.6:1	3398.20

FSR	Unit Area (m2)
1:1	31.88
2.6:1	82.88

Occupancy Rate	1.92
Calculated Occupancy	78.72

Monetary Contribution based on Dwelling Size (>53m2-106m2) based on a rate of \$10,043 per person)	\$ 19,283.00
Total based on 41 units	\$ 790,603.00

Check based on Calculated Occupancy	\$ 790,584.96
Difference	\$ 18.04

From Table B: Monetary Contribution Rates - For Residential  
Development not involving Land Subdivision



## S94 Developer Contributions

### Part 2 - Community Facilities & Services

Site Area (m2)	1307.00
No. of Units	41

FSR	Area (m2)
1:1	1307.00
2.6:1	3398.20

FSR	Unit Area (m2)
1:1	31.88
2.6:1	82.88

Occupancy Rate	1.92
Calculated Occupancy	78.72

Monetary Contribution based on Dwelling Size (>53m2-106m2) based on a rate of \$10,043 per person)	\$ 2,947.00
Total based on 41 units	\$ 120,827.00

Check based on Calculated Occupancy	\$ 120,835.20
Difference	-\$ 8.20

From Table B: Monetary Contribution Rates - For Residential  
Development not involving Land Subdivision

## S94 Developer Contributions

### Part 3 - Transport & Access

Site Area (m2)	1307.00
No. of Units	41

FSR	Area (m2)
1:1	1307.00
2.6:1	3398.20

FSR	Unit Area (m2)
1:1	31.88
2.6:1	82.88

LATM Works	
Average Contribution Rate (ACRr) (Glebe / Annandale) / Unit	\$ 156.73
Peak Hour Traffic Generation (PKRd)	0.45
Average Peak Hour Generation Rate (APK)	0.5
Contribution Rate (CBRd) = ACRr x PKRd / APK	\$ 141.06
Subtotal based on 41 Units	\$ 5,783.34

Access to Balmain Peninsula	
Average Contribution Rate for Residential Development (per unit) (ACR)	\$ 630.73
Peak Hour Traffic Generation (PKRd)	0.45
Average Peak Hour Generation Rate (APK)	0.5
Contribution Rate (CBRd) = ACR x PKRd / APK	\$ 567.66
Subtotal based on 41 Units	\$ 23,273.94

Light Rail Access Works	
Average Contribution Rate for Residential Development (per unit) (ACR)	\$ 14.54
Occupancy Ratio per type of dwelling (OCRd)	2
Average Occupancy Ratio (AOCR)	2.17
Contribution Rate (CBRd) = ACR x OCRd / AOCR	\$ 13.40
Subtotal based on 41 Units	\$ 549.44

Leichhardt Town Centre Improvements	
Nil	\$ -
Subtotal based on 41 Units	\$ -

Bicycle Works	
Average Contribution Rate for Residential Development (per unit) (ACR)	\$ 21.16
Occupancy Ratio per type of dwelling (OCRd)	2
Average Occupancy Ratio (AOCR)	2.17
Contribution Rate (CBRd) = ACR x OCRd / AOCR	\$ 19.50
Subtotal based on 41 Units	\$ 799.59

Commercial Development - Parking	
Nil	\$ -
Subtotal based on 41 Units	\$ -

Total based on 41 Units	\$ 30,406.31
-------------------------	--------------

## S94 Developer Contributions

### Part 1 - Open Space and Recreation

Site Area (m2)	1307.00
Monetary Rate per Employee	\$ 651.00
Land Dedication Rate per Employee	1.33

Table C: Contribution Rates - Employment Generating Development	Floor Area for one employee (m2)	No. of Employees	Contribution
High-Tech Industrial Business used for:			
Wholesale / Retail	47.70	27.40	\$ 17,837.67
Average High-Tech Industrial	38.87	33.63	\$ 21,891.69
Average Modern Industrial	76.40	17.11	\$ 11,136.87
Average Modern Multi-Unit	75.80	17.24	\$ 11,225.03

Land Dedication (m2)
36.44
44.72
22.75
22.93



## S94 Developer Contributions

### Part 2 - Community Facilities & Services

Site Area (m2)	1307.00
Monetary Rate per Employee	\$ 334.00

Table C: Contribution Rates - Employment Generating Development	Floor Area for one employee (m2)	No. of Employees	Contribution
High-Tech Industrial Business used for:			
Wholesale / Retail	47.70	27.40	\$ 9,151.74
Average High-Tech Industrial	38.87	33.63	\$ 11,231.68
Average Modern Industrial	76.40	17.11	\$ 5,713.85
Average Modern Multi-Unit	75.80	17.24	\$ 5,759.08

## S94 Developer Contributions

### Part 3 - Transport & Access

Site Area (m2)	1307.00
LATM Works	
Average Contributuion Rate (ACRc) (Glebe / Annandale)	\$ 460.85
Daily Traffic Generation Rate (DTRc)	10
Contribution Rate (CBRc) = ACRc x DTRc / 10	\$ 460.85
Access to Balmain Peninsula	
Average Contribution Rate for Commercial Development (ACR)	\$ 16,487.15
Light Rail Access Works	
Average Contribution Rate for Commercial Development (ACR)	\$ 180.76
Leichhardt Town Centre Improvements	
Nil	\$ -
Bicycle Works	
Nil	\$ -
Commercial Development - Parking	
Nil	\$ -
Total	\$ 17,128.76

## **Appendix E - Traffic Advice**

***Refer also Transport Assessment prepared by Varga Consulting  
included as part of the subject Proposal***

**VARGA TRAFFIC PLANNING Pty Ltd**  
**Transport, Traffic and Parking Consultants**

ACN 071 762 537 ABN 88 071 762 537

27 November 2017  
 Ref 17381

Mr Alex Sicari  
 Director  
 Level 2, 210 Clarence Street  
 SYDNEY NSW 2000

Dear Alex,

**PLANNING PROPOSAL FOR 1-5 CHESTER STREET, ANNANDALE**

I refer to the recent letter from *Transport for NSW* requesting additional information in respect of the abovementioned planning proposal.

The updated traffic generation rates published by Roads and Maritime in its *Technical Direction TDT 2013/04A (August 2013)* provides minimum, average and maximum traffic generation rates which reflect a site's accessibility to public transport. For example, the lowest traffic generation rates were recorded near train stations, whilst the highest rates were recorded by sites which were more difficult to access by either bus or train.

The minimum, average and maximum traffic generation rates are summarised in the table below, with the volume of traffic which could be generated by the planning proposal shown on the right-hand side of the table for each of the traffic generation rates.

**TABLE 1 – COMPARISON OF TDT 2013/04A TRAFFIC GENERATION RATES**

	TDT 2013/04A		Planning Proposal	
	Traffic Generation Rates		Projected Traffic Generation Potential	
	AM	PM	AM	PM
Minimum:	0.07 vph	0.06 vph	3.0 vph	2.6 vph
Average:	0.19 vph	0.15 vph	8.2 vph	6.5 vph
Maximum:	0.32 vph	0.41 vph	13.8 vph	17.6 vph

It is noted also that the existing uses of the site have a traffic generation potential of approximately 10 vph during peak periods.

Thus, the *nett change* in the traffic generation potential of the site as a consequence of the planning proposal can be summarised in the table below.

**TABLE 2 – NETT CHANGE IN TRAFFIC GENERATION POTENTIAL OF THE SITE AS A CONSEQUENCE OF THE PLANNING PROPOSAL**

	Minimum Rates		Average Rates		Maximum Rates	
	AM	PM	AM	PM	AM	PM
Projected Future Traffic Generation Potential:	3.0 vph	2.6 vph	8.2 vph	6.5 vph	13.8 vph	17.6 vph
Existing Traffic Generation Potential:	-10.0 vph	-10.0 vph	-10.0 vph	-10.0 vph	-10.0 vph	-10.0 vph
<b>Nett Change:</b>	<b>-7.0 vph</b>	<b>-7.4 vph</b>	<b>-1.8 vph</b>	<b>-3.5 vph</b>	<b>+3.8 vph</b>	<b>+7.6 vph</b>

Suite 6, 20 Young Street, Neutral Bay NSW 2089 - PO Box 1868, Neutral Bay NSW 2089 Ph: 9904 3224

The analysis shown in Table 2 above shows that if the average traffic generation rates are used the planning proposal would result in a *slight decrease* in traffic generation potential of the site, whereas if the maximum traffic generation rates are used the planning proposal would result in a *slight increase* in the traffic generation potential of the site.

Irrespective of which traffic generation rate is used, it can be seen that the *nett change* in the traffic generation potential of the site as a consequence of the planning proposal is *statistically insignificant*, and will clearly not have any unacceptable traffic implications in terms of road network capacity.

### Existing Public Transport Services

The existing public transport services available to the site are illustrated on Figure 1.

There are currently eleven bus services which operate along Parramatta Road plus the 470 bus service which operates along Booth Street; all of which are located within approximately 400m walking distance from the site.

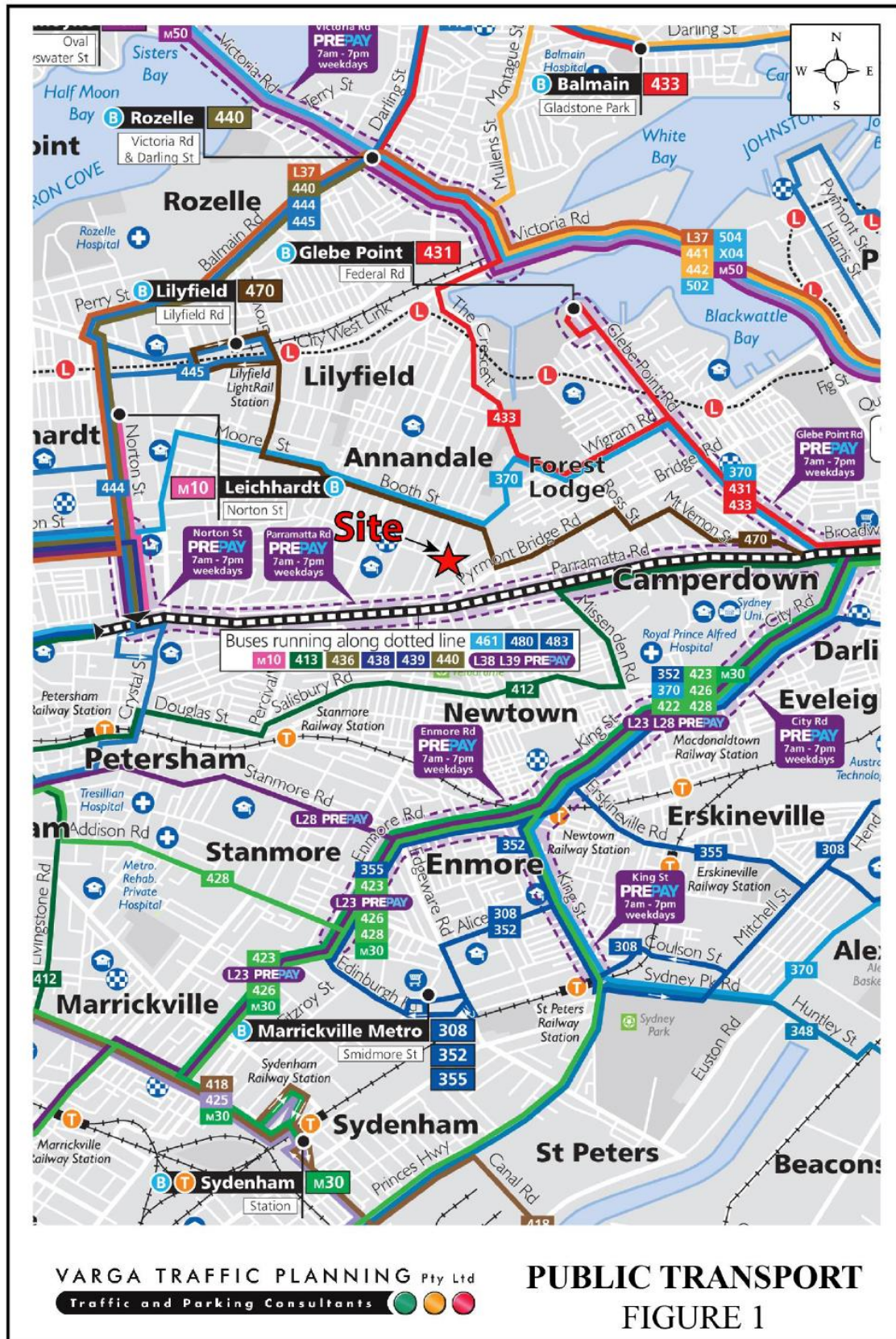
Notably, route M10 is part of the Sydney's *Metrobus* network that provides high-frequency, high-capacity links between key employment and growth centres across Sydney. The M10 links between Lilyfield, Leichhardt, Annandale, Pymont, Glebe, Haymarket and the Sydney CBD, operating at 10 minute intervals during commuter peak periods, 15 minute intervals during the day and 20 minute intervals at other times.

In summary there are more than 1,100 bus services operating in close proximity to the site on weekdays, decreasing to approximately 740 bus services per day on Saturdays and approximately 540 services on Sunday and public holidays, as set out below:

Bus Routes and Frequencies							
Route No.	Route	Weekdays		Saturday		Sunday	
		IN	OUT	IN	OUT	IN	OUT
413	Campsie to City via Canterbury	40	39	29	29	9	9
436	Five Dock & Rozelle to City via Leichhardt	43	40	35	35	24	25
438	Five Dock & Rozelle to City via Leichhardt	77	75	63	63	52	51
439	Five Dock & Rozelle to City via Leichhardt	23	22	22	24	16	16
440	Bronte to Rozelle	98	81	52	50	45	44
461	City Domain to Burwood	67	63	35	36	29	29
470	Lilyfield to City	87	100	58	59	40	40
480	Strathfield to Central	30	24	12	14	-	-
483	Strathfield to Central	34	31	25	27	18	21
L38	Five Dock & Rozelle to City via Leichhardt	16	15	-	-	-	-
L39	Five Dock & Rozelle to City via Leichhardt	5	8	-	-	-	-
M10	Pioneer Memorial Park to Maroubra Junction via City	65	64	38	38	37	37
<b>TOTAL</b>		<b>585</b>	<b>562</b>	<b>369</b>	<b>375</b>	<b>270</b>	<b>272</b>

The abovementioned bus services also connect with train services at numerous railway stations including Campsie, Burwood, Strathfield, Ashfield, Wynyard, Town Hall, Central, Martin Place and Bondi Junction Railway Stations.





In addition to the bus services, Jubilee Park Light Rail station is located approximately 1,300m walking distance north of the site with a shared Off-Road Pedestrian and Bicycle path running along Johnstons Creek which can be easily accessed directly from the northern end of Taylor Street.

On the above basis it is clear that the site is readily accessible by existing public transport services, especially buses, and is therefore ideally located to accommodate the needs of future residents.

### **Local Bicycle Routes**

The existing bicycle routes located in the vicinity of the site are illustrated on Figure 2a and 2b. The bicycle routes are readily accessible from the subject site and provide a number of on-road bicycle routes linking the local area with the following destinations:

- Annandale Public School via Chester Street, Nelson Street and Albion Street
- TAFE Petersham via Nelson Street, Albion street, Catherine Street and Parramatta Road
- Sancta Sophia College via Pymont Bridge Road and Missenden Road
- Royal Prince Alfred Hospital via Pymont Bridge Road and Missenden Road
- Camperdown Park via Pymont Bridge Road and Australia Street
- University of Sydney via Guihen Street, Alexandria Drive, Pymont Bridge Road and Ross Street
- Glebe via Pymont Bridge Road
- Annandale via Chester Street and Nelson Street

In addition to the existing routes above the *NSW Government* is working with the Australian Government, Councils and the community to plan, prioritise and deliver better connected cycling infrastructure. A number of regional bicycle routes are proposed in the vicinity of the site as illustrated on Figure 2c (*Sydney CBD Regional Bike Network Map*).

Sydney's major employment centres attract many people travelling short distance to reach their destination. Investing in connected bike routes that are within 5km of major centres and public transport interchanges will help to increase bike riding for short trips such as the proposed site. In the longer term, a connected network of cycleways will be built to provide access to centres from a 10 kilometre catchment area which extends past the site and through to Leichhardt employment areas.

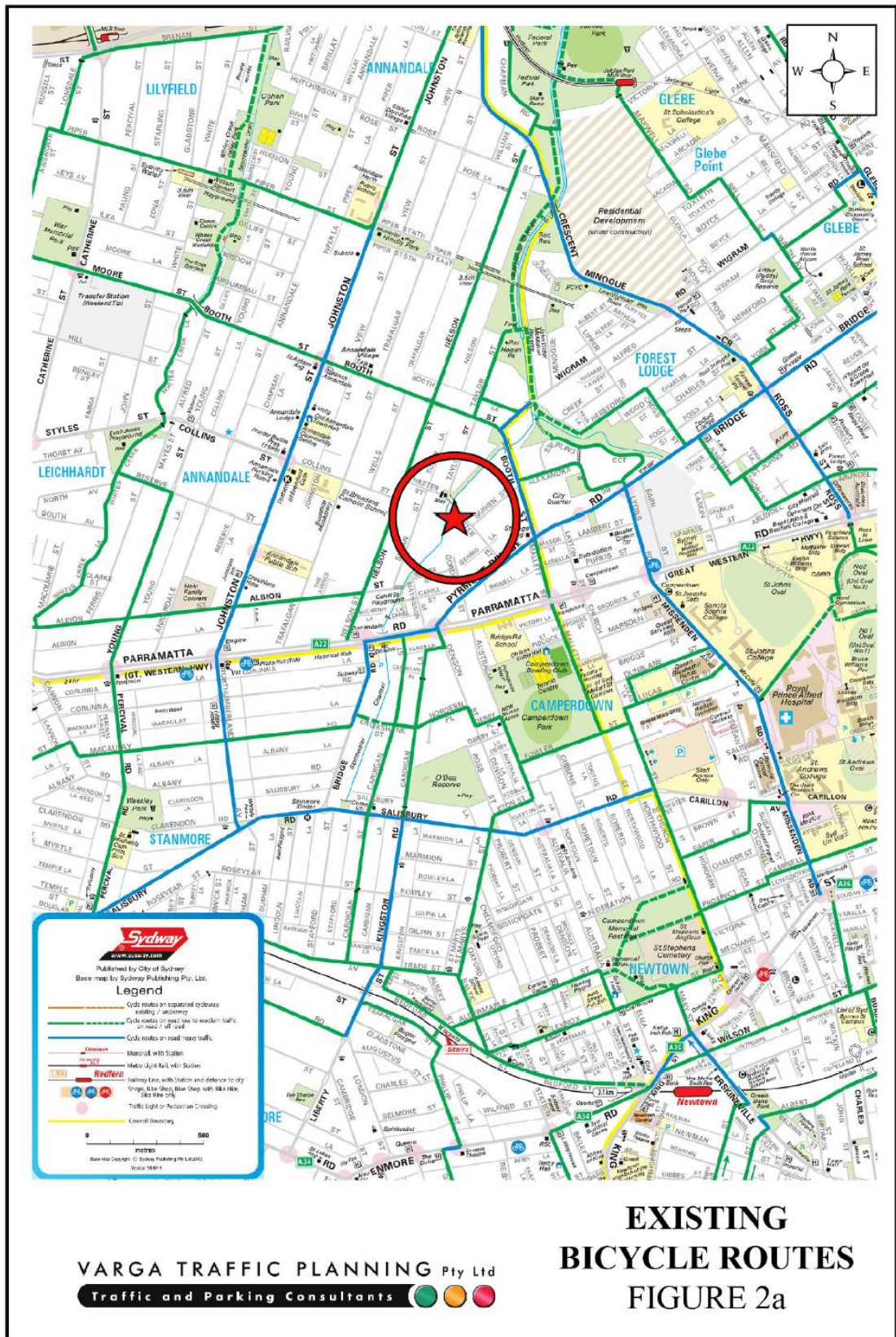
These proposed regional bicycle routes are intended to facilitate the needs of the people on bikes by connecting them to major destinations on cycleways that are separate from motor vehicles and pedestrians, thereby facilitating a quick and direct mode of transport for commuters travelling short trips (i.e. travelling to work, study, shop or socialise).

The regional bicycle routes proposed in the vicinity of the site include Leichhardt to City South / Broadway and also University of Sydney to University of NSW.

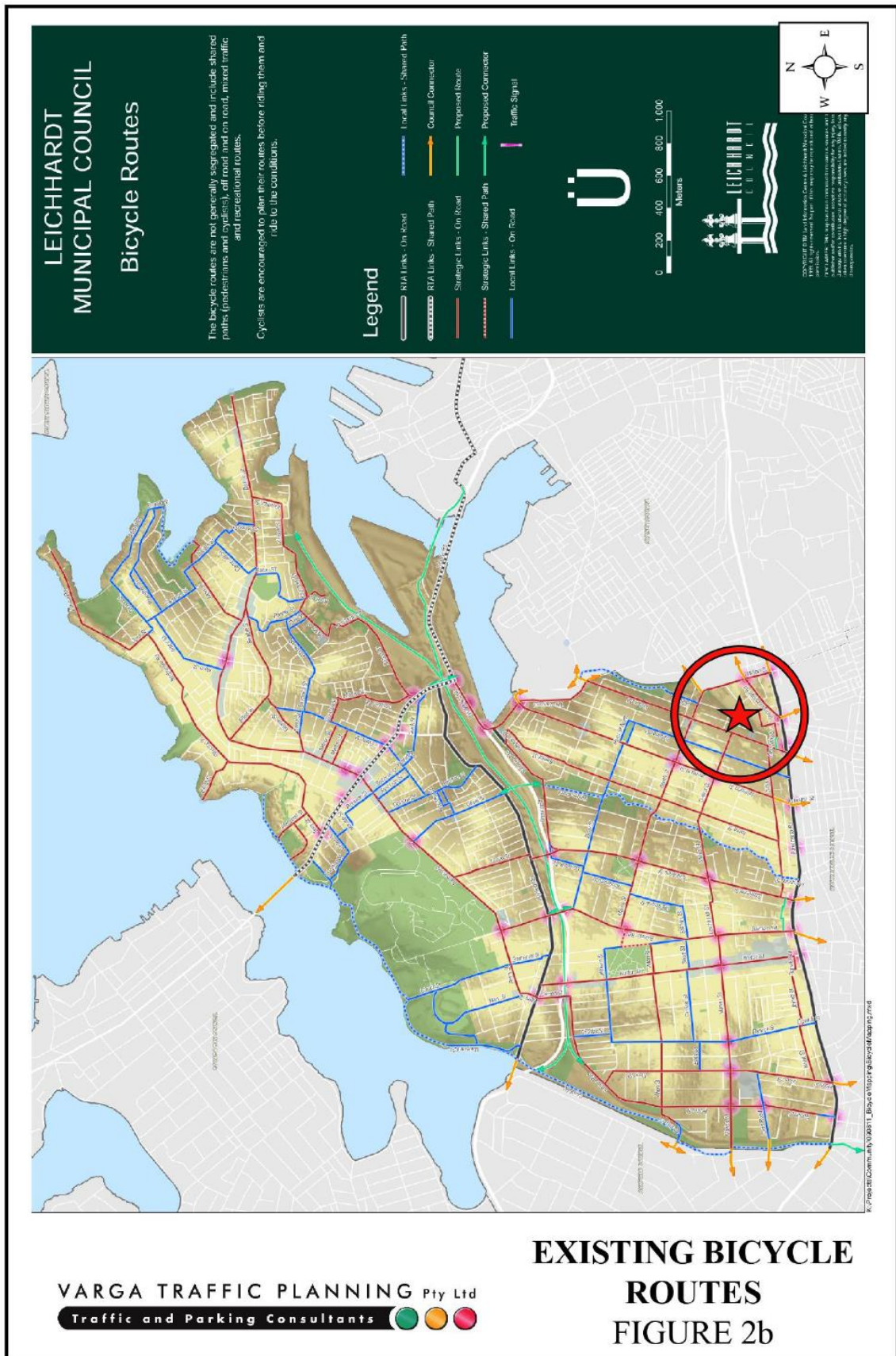
It is also noted that Sydney City Council has plans to provide more bicycle parking areas across the City to provide secure bicycle parking near locations such as:

- railway stations and major bus stops servicing across regional routes
- recreational, cultural and community facilities
- major and local shopping districts and centres
- tertiary education facilities
- dining and entertainment facilities
- around places of worship.













### **Parramatta Road Corridor Urban Transformation Strategy**

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) has identified a number of active transport linkages in the vicinity of the site.

A number of improvements are proposed to the active transport linkages, consistent with those improvements already identified by the State Government, City of Sydney and Leichhardt Council's. The improvement strategy identified by PRCUTS is illustrated on Figure 3 below and include the following:

- C4 Pyrmont Bridge Road public domain improvements including new street trees, paving and bike parking
- C5 Australia Street improvements to pedestrian amenity to connect with Newtown Station
- C6 improve Chester Street and Taylor Street connection to Johnston Creek
- C7 improve north-south regional cycle connections across Parramatta Road and
- C8 pedestrian access improvements to Booth Street between Wigram Road and Pyrmont Bridge Road.

The PRCUTS also proposes to provide improved bus priority measures wherever possible along Parramatta Road to further enhance the efficiency of the extensive high frequency bus routes provided in that important corridor.

The subject site is located in close proximity to many of the active transport linkages which have been identified by PRCUTS. In particular, it is noted that:

- the subject site is located directly adjacent to the active transport linkages proposed along Johnstons Creek and the improved linkages proposed between Chester Street and Taylor Street. These improvements would facilitate reduced private car dependency of future residents of the site by providing improved access to alternate and active forms of transport such as walking and cycling, as well as improved access to bus services along Parramatta Road
- improvements to pedestrian amenity along Australia Street would encourage active and alternate forms of transport by enhancing the opportunities for future residents to walk the 1.4 km distance to Newtown Railway Station, and
- improved north-south regional cycle connections across Parramatta Road would also reduce private car dependency of future residents by providing improved opportunities for intra-regional cycling.

In summary, the proposal is consistent with the aims and objectives of the State Government to reduce private car dependency and to encourage an increase in the use of active and alternate forms of transport such as walking, cycling and public transport.

Please do not hesitate to contact me on telephone 9904 3224 should you have any enquiries.

Yours sincerely

A handwritten signature in black ink, appearing to read "Robert Varga", written in a cursive style.

Robert Varga  
Director/Varga Traffic Planning Pty Ltd



## Camperdown | Transport Improvements

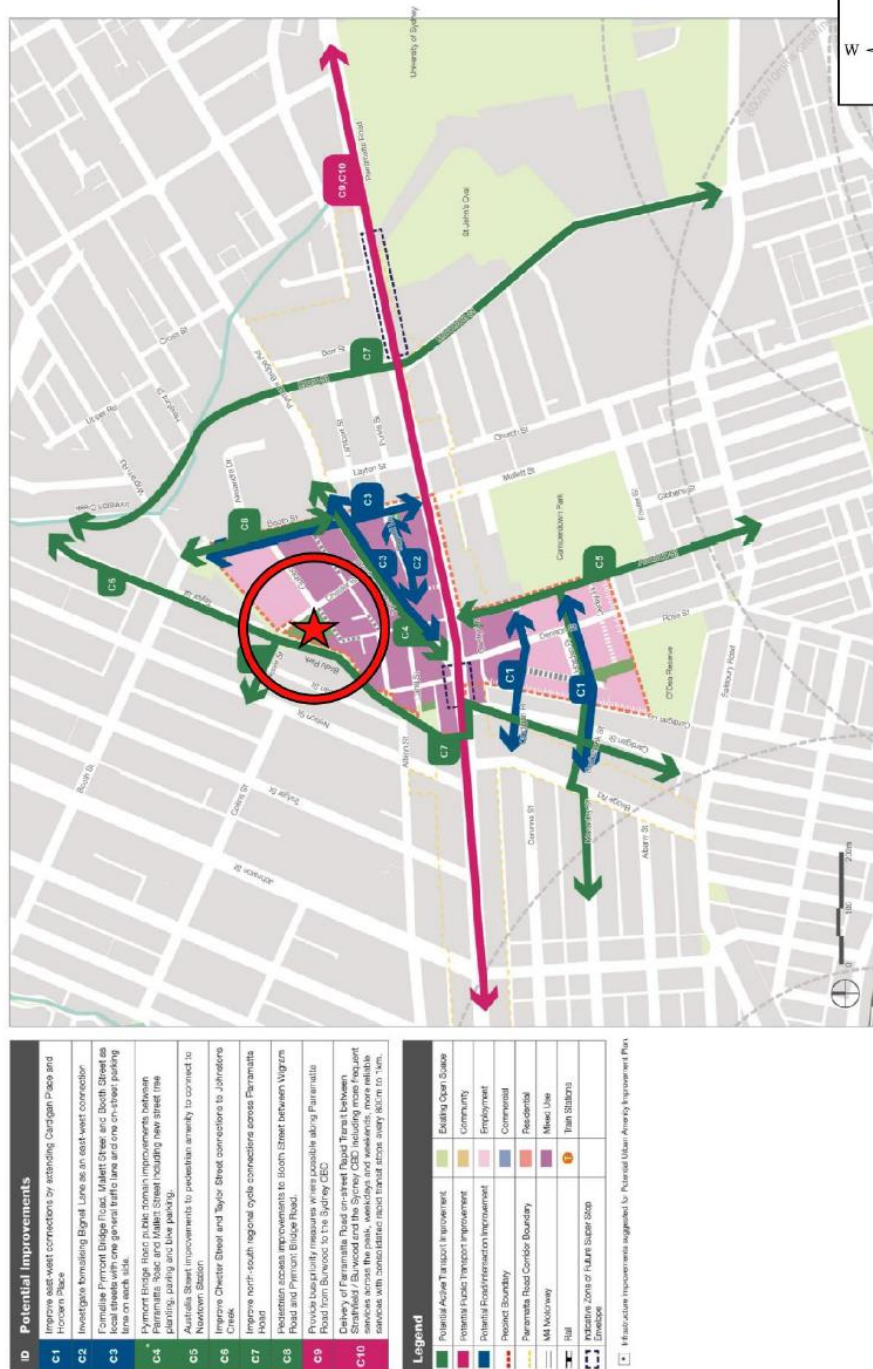


Figure B5 Camperdown Predict transport improvements (Source: AECOM, 2015 and BaseMap - Cox, Oulins, GMH, 2015)

## IMPROVEMENT STRATEGY FIGURE 3

25 May 2018

Our Ref: 172797

Inner West Council  
7-5 Wetherill St  
Leichhardt, NSW, 2040

Attention: Harjeet Atwal

Dear Harjeet,

**RE: Planning Proposal 1 -5 Chester Street Annandale**  
**Integrated Infrastructure Delivery Plan (IIDP)**

We refer to Inner West Council's letter dated 4 May 2018 responding to Planning Proposal for the above mentioned site. In particular we offer the following comments and have amended the Integrated Infrastructure Delivery Plan (IIDP) in response to the issues raised by Council and the Department of Planning & Environment.

We are pleased to clarify the following facts that should address councils concerns on these matters as outlined below.

**1. Affordable Housing Contribution – In addition to the Infrastructure Contribution**

Please refer to Section 8 (page 18) of the IIDP. We can confirm that the proposed Affordable Housing Contribution is being offered is in addition to the Regional and Local Infrastructure Contributions outlined in the IIDP.

The 7.5% contribution amount being offered is in excess of the minimum 5% target set out in the Greater Sydney Commission District Plans and the PRUTS.

In order for the affordable housing provision to be the higher percentage and for local and regional infrastructure to be adequately funded, the form of the Affordable Housing Contribution is proposed to be in completed dwellings to be retained by the proponent, but with a requirement via caveat on title in favour of Council) for a certified affordable/community housing provider to manage the dwellings in perpetuity.

Proposed in this way, the Proposal provides a financial viable solution that ensures that the strategic objectives with regard to Affordable Housing, Regional and Local Infrastructure provisions are achieved.

If the Council's preference is for the Affordable Housing Contribution to be made in some other way, the VPA offer(s) would need to be reviewed and affordable housing may then need to be offset against the VPA contribution amount(s).

## **2. VPA Provisions and Section 7.11, Section 94 Contributions**

We note that the existing Leichhardt Section 94 Plan assumes that the subject site and PRUTS Camperdown Precinct under its current planning controls. As outlined in the IIDP under the current controls the Section 94 contribution would be \$33,979.

The PRUTS Infrastructure Schedule (page 3) states that local councils will need to amend their development contributions plans to account for the proposed population growth and local infrastructure using this Schedule as a guide.

To address the out of sequence nature of the subject Proposal, the VPA offers for local and regional infrastructure are based on the PRUTS Infrastructure Schedule, completed by Northrop with missing items populated as outlined in the amended IIDP. This is being provided in the absence of a revised local Council Contributions Plan, and therefore needs to be provided in lieu of a Section 94 Contribution.

The subject Proposal is generate for a project of this size and creates a total of \$2,060,121 of contributions to upgrade local and regional infrastructure. This is in addition to the Affordable Housing Contribution and is more than 60 times that compared of the existing controls / Section 94 plan.

## **3. VPA: Works in Kind vs Monetary Contribution**

Works in kind are only suggested as an option for authority consideration. If there is a preference for the form of the contribution, the Proponent requests that this be included in the authority's response to the Proponents VPA offers.

## **4. VPA: Rate of Infrastructure Contributions**

The previous IIDP and VPA offers pro-rata the infrastructure cost on a 'per square metre' rate of additional floor space. We have since received feedback from the Department of Planning (email attached) and Council (verbally) that a 'per dwelling' rate would be preferred.

The Proponent has amended the draft VPA offers accordingly and the offers are now based on a per dwelling rate for both local and state VPA's.

## **5. Pricing of Facilities**

Pricing of facilities have been benchmarked to the costings provided for comparable precincts within the PRUTS Infrastructure Schedule then applied to the Camperdown Precinct or as costs estimated by Northrop engineers. We note that the infrastructure schedule adopted in the IIDP has populated all line items, therefore all infrastructure items are costed and allowed for.

Northrop have used appropriate skill and expertise to prepare the costings with the information available at the time of preparing the IIDP. This is a common way to define the value of contributions for comparable planning proposals when the final design and costings of Infrastructure are not fully defined.

The revised infrastructure contribution amounts are considered reasonable and are included below:

- Regional Infrastructure Contribution \$25,134 per dwelling;
- Local Infrastructure Contribution \$25,113 per dwelling

## 6. Stakeholder Engagement

Britely Property engaged with key stakeholders as necessitated by Criteria 3 of the Out Sequence checklist and as directed by Council in their letter dated 16 August 2017.

The following stakeholders were consulted in preparation of the IIDP.

The Department of Planning  
 Inner West Council  
 Transport for NSW (TfNSW) and Roads and Maritime Services (RMS)  
 NSW Health  
 Sydney Local Health District  
 NSW Department of Education  
 Department of Industry  
 Sydney Water  
 University of Sydney

Section 4 of the IIDP summarises agency responses in regard to additional infrastructure needed as a result of the additional demand generated by the Proposal. Actual copies of stakeholder responses are provided in Appendix A and B of the IIDP.

The Stakeholder Engagement Report included as part of the Proposal also documents the above stakeholder engagement process.

Generally, the agencies identified no additional infrastructure upgrades required to service the demand generated by the Proposal, however correspondence received from the Department of Planning, TfNSW and RMS note that a Camperdown Precinct Traffic Study will be required prior to finalising the IIDP and infrastructure contributions. We understand from the Department and Council that this Study is underway.

In the absence of the completed Precinct Traffic study, Northrop Engineers have included costings for the Transport-related line items in the IIDP populated Camperdown Precinct Infrastructure Budget. These amount to almost \$19 million and are as follows for clarity:

Item (refer attached PRUTS Infra Schedule)	Cost
1-13. Active Transport, short and long term	\$1,121,850
18. Road / Intersection Upgrade,	\$500,000
25. Public Transport, Rail and or Light Rail Investigation	\$592,200
26-27. Urban Amenity Improvements, Cycle Links	\$219,300
28. Bus Upgrade	\$16,504,271



<b>Total Transport Upgrade Items</b>	<b>\$18,937,621</b>

As the above is included in our IIDP and VPA offers, we are of the opinion that the subject Proposal is making a reasonable contribution to Traffic Infrastructure.

We also note that together with the work undertaken by Northrop, the Traffic and Transport Report accompanying the Proposal, confirms that the Proposal does not generate any additional demand when compared with the current controls on the subject site and the existing transport infrastructure is sufficient to meet demand generated by the Proposal.

This further justifies the Proposals assessment prior to completion of the Precinct Traffic Study.

#### **7. Contributions to Current and Future Infrastructure**

The IIDP outlines how the planning proposal and proponent will commit to contributing to future local and regional infrastructure upgrades via the IIDP and local and/ or regional VPAs. The IIDP clearly states that the Proposal will make contributions to current and future infrastructure upgrade requirements.

Due to the relatively small size of the project, this infrastructure is not required to be physically constructed to service the additional demand generated by the Proposal (therefore justifying its 'out of sequence' nature).

We trust you find the above satisfactory. Feel free to contact the undersigned to discuss any aspect.

Yours faithfully,

Stephen Fryer  
Principal, Civil Engineer

**Camperdown Precinct**  
Finalised Nov 2016 PRUTS, Missing Items Populated By Northrop for 1-5 Chester St Planning Proposal  
Jan-18

	Previously incomplete
	Previously provided by DPE
	Actual calculated amount
	To be confirmed by DPE

Item	CAMPERDOWN PRECINCT													Total Amount		Local	Regional		
ACTIVE TRANSPORT NETWORK																			
1	SHORT (2016 - 2021)	Prioritised Cycling Link* costing applied to both sides of road - single lane, on road cycleway, including surface treatment and signage- without kerb separation	Albion Street to Cahill Street	Inner West Council	Local	Developer Contributions Plan	60	m	\$	255.00	\$	30,600.00	IPART ITEM 1.18	\$	30,600.00	\$	-		
2		Prioritised Walking Link* costing applied to both sides of road	Parramatta Road between Johnstons Creek and Booth Street/Mallet Street	Inner West Council	Local	Opportunity through development	415	m	\$	225.00	\$	93,375.00	IPART ITEM 1.11 + ITEM 3.19	\$	186,750.00	\$	186,750.00		
3		Pymont Bridge Road between Parramatta Road and Booth Street	Pymont Bridge Road between Parramatta Road and Booth Street	Inner West Council	Local	Developer Contributions Plan	325	m	\$	225.00	\$	146,250.00	IPART ITEM 1.18	\$	146,250.00	\$	146,250.00		
4		Bignell Lane (East of Mallet St)	Bignell Lane (East of Mallet St)	Inner West Council	Local	Developer Contributions Plan	90	m	\$	225.00	\$	20,250.00	IPART ITEM 1.11 + ITEM 3.19	\$	40,500.00	\$	40,500.00		
5		Desired Through Site Link	Gordon Street between Parramatta Road and Water Street	Inner West Council	Local	Developer Contributions Plan	90	m	\$	225.00	\$	20,250.00	IPART ITEM 1.11 + ITEM 3.19	\$	40,500.00	\$	40,500.00		
6			Parramatta Road to Pymont Bridge Road	Inner West Council	Local	Opportunity through development	50	m	\$	225.00	\$	22,500.00	Rate Applied as per above	\$	22,500.00	\$	22,500.00		
7	MEDIUM TO LONG TERM (2024 - 2054)	Prioritised Cycling Link* costing applied to both sides of road - single lane, on road cycleway, including surface treatment and signage- without kerb separation	Guihen Street between Johnston's Creek and Booth Street	Inner West Council	Local	Developer Contributions Plan	225	m	\$	255.00	\$	114,750.00	IPART ITEM 1.18	\$	114,750.00	\$	-		
8		Prioritised Walking Link* costing applied to both sides of road	Johnstons Creek to Pymont Bridge Road	Inner West Council	Local	Developer Contributions Plan	90	m	\$	225.00	\$	20,250.00	IPART ITEM 1.11 + ITEM 3.19	\$	40,500.00	\$	114,750.00		
9			Australia Street from Parramatta Road to Derby Street	Inner West Council	Local	Developer Contributions Plan	280	m	\$	225.00	\$	225.00	\$	126,000.00	\$	126,000.00	\$	-	
10			Booth Street and Mallett Street between Guihen Street and Fowler Street	Inner West Council	Local	Opportunity through development	650	m	\$	225.00	\$	146,250.00	IPART ITEM 1.11 + ITEM 3.19	\$	292,500.00	\$	292,500.00		
11		Desired Through Site Link	Denison Street to Australia Street	Inner West Council	Local	Developer Contributions Plan	70	m	\$	225.00	\$	15,750.00	Rate Applied as per above	\$	15,750.00	\$	15,750.00		
12			Hornden Place to O'Dea Reserve	Inner West Council	Local	Developer Contributions Plan	70	m	\$	225.00	\$	15,750.00	Rate Applied as per above	\$	15,750.00	\$	15,750.00		
13			Water Street to Booth Street along Gehrig Lane	Inner West Council	Local	Developer Contributions Plan	220	m	\$	225.00	\$	49,500.00	Rate Applied as per above	\$	49,500.00	\$	49,500.00		
COMMUNITY INFRASTRUCTURE/FACILITIES														\$	-	\$	-	\$	-
14	MEDIUM TO LONG TERM (2024 - 2054)	Meeting Space		Inner West Council	Local	Developer Contributions Plan	1	Item	\$	1,000,000.00	\$	1,000,000.00	400m2 single story community building	\$	1,000,000.00	\$	-		
15		Cultural Space	Embellishment of facilities within existing community centres	Inner West Council	Local	Developer Contributions Plan	1	Item	\$	1,000,000.00	\$	1,000,000.00	5 facilities to be refurbished	\$	1,000,000.00	\$	1,000,000.00		
16		Childcare	Support the provision of 49 places	Private / Not for profit sector	Local		1	Item	\$	2,000,000.00	\$	2,000,000.00	\$40,000 per place (Capital + operational cost)	\$	2,000,000.00	\$	2,000,000.00		
17		Outside of school hours (OOSH)	Support the provision of: 7 Before School Care Places 22 After School Care Places 16 Vacation Care Places	Private / Not for profit sector	Local		1	Item	\$	2,000,000.00	\$	2,000,000.00	\$44,000 per place (Capital + operational cost)	\$	2,000,000.00	\$	-		
ROAD/INTERSECTION UPGRADE														\$	-	\$	-	\$	-
18	SHORT (2016 - 2023)	Road	The Pymont Bridge Road/Parramatta Road intersection has been identified for an upgrade to improve pedestrian crossing opportunities by providing a pedestrian crossing on the western approach. The intersection is also a focus for facilitating better north-south movements across Parramatta Road for all road users, as well as improving access into the Precinct. The opportunity exists to investigate reprioritisation of the signals to allow additional green time post implementation of WestConnex Stage 3 (M4-M5 Link).	RMS	Regional		1	Item	\$	500,000.00	\$	500,000.00	Based on typical high volume intersection	\$	500,000.00	\$	-		
														\$	-	\$	-	\$	500,000.00
OPEN SPACE AND RECREATION														\$	-	\$	-	\$	-
19	MEDIUM TO LONG TERM (2024 - 2054)	Upgrade and embellishment - Passive Open Space	Johnsons Creek Corridor upgrade	Inner West Council	Local	Developer Contributions Plan	1100	m2	\$	220.00	\$	242,000.00	Industry Advice	\$	242,000.00	\$	-		
20		Sportsground	Embellishment of existing or development with the University of Sydney to facilitate community use of facilities	Inner West Council	Local	Developer Contributions Plan	2500	m2	\$	220.00	\$	550,000.00	Rate Applied from Taverners Hill Precinct	\$	550,000.00	\$	242,000.00		
21		New Passive Open Space	On land bound by Cahill Street, Cahill Lane and Johnstons Creek	Inner West Council	Local	Opportunity through development	1000	m2	\$	220.00	\$	220,000.00	Rate Applied from Taverners Hill Precinct	\$	220,000.00	\$	550,000.00		
22			On land bound by Chester Street and Johnstons Creek	Inner West Council	Local	Opportunity through development	2500	m2	\$	220.00	\$	550,000.00	Rate Applied from Taverners Hill Precinct	\$	550,000.00	\$	220,000.00		
23			On land bound by Parramatta Road and Cardigan Street	Inner West Council	Local	Opportunity through development	1500	m2	\$	220.00	\$	330,000.00	Rate Applied from Taverners Hill Precinct	\$	330,000.00	\$	550,000.00		
24			O'Dea Reserve expansion	Inner West Council	Local	Opportunity through development	1000	m2	\$	220.00	\$	220,000.00	Rate Applied from Taverners Hill Precinct	\$	220,000.00	\$	330,000.00		
PUBLIC TRANSPORT NETWORK														\$	-	\$	-	\$	-
25	MEDIUM TO LONG TERM (2024 - 2054)	Rail & Light Rail	Investigate improved frequencies at Lewisham rail station and Taverners Hill Light Rail stop to support growth in the Precinct.	TfNSW	Regional		1	Item	\$	592,200.00		592200		\$	-	\$	592,200.00		
														\$	-	\$	-	\$	-
CAMPERDOWN PRECINCT - URBAN AMENITY IMPROVEMENTS PROGRAM (UAIP)														\$	-	\$	-	\$	-
26	SHORT (2016 - 2023)	Proposed cycling link	Public domain improvements and cycle connection to Pymonts Bridge Road between Parramatta Road and Mallett Street	Inner West Council	Local	UAIP	270	m	\$	255.00	\$	68,850.00	Approximate measurement , applied rates above	\$	68,850.00	\$	-		
27		Proposed cycling link	New north-south pedestrian and cycle connection along Johnstons Creek from Booth Street to Parramatta Road	Inner West Council	Local	UAIP	590	m	\$	255.00	\$	150,450.00	Approximate measurement applied rates above	\$	150,450.00	\$	68,850.00		
														\$	-	\$	-	\$	-
CAMPERDOWN PRECINCT - SPECIAL INFRASTRUCTURE CONTRIBUTIONS (SIC)														\$	-	\$	-	\$	-
28	SHORT (2016 - 2023)	Bus	Enhanced bus priority measures. 50% of total attributable cost to be paid by development.	TfNSW	Regional	Satisfactory arrangements (monetary contribution, Works in Kind)	283235	m2	\$	58.26	\$	16,501,271.10	Based on TfNSW figures	\$	16,501,271.10	\$	-		
29		Community Health Facility	Expand existing facility.	Sydney Local Health District	Regional	Capital works program for NSW	Hospital beds and services - additional at Prince Alfred Hospital as per the established Based on SLHD Info flow patterns. The SLHD have undertaken detailed planning for these hospital redevelopments. The component of these developments which relates to the Parramatta Road Urban Transformation Project should be discussed with the Ministry of Health.							0	\$	-	\$	16,501,271.10	
30	MEDIUM TO LONG TERM (2024 - 2054)	Hospital	Hospital beds and services at Royal Prince Alfred Hospital	Sydney Local Health District	Regional	On the capital works program for NSW	Hospital beds and services - additional at Prince Alfred Hospital as per the established Based on SLHD Info flow patterns. The SLHD have undertaken detailed planning for these hospital redevelopments. The component of these developments which relates to the Parramatta Road Urban Transformation Project should be discussed with the Ministry of Health.							0	\$	-	\$	-	
31		Primary Schools	New School / classromm provision. 50% of total attributable cost to be paid by development.	DEC	Local	Satisfactory arrangements (monetary contribution, Works in Kind)	705	per dwelling	\$	7,151.00	\$	5,041,455.00	Based on DEC Figures	\$	5,041,455.00	\$	-		
32		Secondary Schools		DEC	Local	Satisfactory arrangements (monetary contribution, Works in Kind)	705	per dwelling	\$	4,375.50	\$	3,084,727.50	Based on DEC Figures	\$	3,084,727.50	\$	5,041,455.00		
														\$	-	\$	-	\$	-
														\$	-	\$	-	\$	-
									Total					\$	35,172,803.60	\$	17,579,332.50	\$	17,593,471.10



Infrastructure Schedule

Camperdown Precinct

Finalised Nov 2016 PRUTS, Missing Items Populated By Northrop for 1-5 Chester St Planning Proposal  
Jan-18

CALCULATIONS SUMMARY

Site Area	1,307
Current FSR 1:1	1,307
Proposed FSR 2.6:1	3,398
Additional Floor Space GFA generated by the subject Proposal	2,091
Number of Dwellings Subject Proposal	41
<b>Additional Floor Space - Camperdown Precinct (refer PRUTS Planning &amp; Design Guidelines p256)</b>	
Residential increase (m2)	62,000
Commercial increase (m2)	108,000
Total Increase in GFA (m2)	170,000
Additional Dwellings in Precinct	700
<b>Infrastructure Costs - Camperdown Precinct (from schedule above)</b>	
Infrastructure Costs - Regional (State)	17,593,471
Infrastructure Costs - Local	17,579,333

<b>Calculation Method - Methodology 1: Rate \$/m2 Additional GFA</b>	<b>\$ / m2 Additional GFA</b>	<b>\$ / Dwelling</b>	<b>Proposal Contribution</b>
Regional (State) Infrastructure Contribution Amount - from above schedule	103	5,279	216,420
Local Infrastructure Contribution Amount - from above schedule	103	5,274	216,246
<b>Total Combined Infrastructure Contribution</b>	<b>207</b>	<b>10,553</b>	<b>432,667</b>

<b>Calculation Method - Methodology 2: Regional Rate \$/m2 Additional GFA + Local Curren</b>	<b>\$ / m2 Additional GFA</b>	<b>\$ / Dwelling</b>	<b>Proposal Contribution</b>
Regional (State) Infrastructure Contribution Amount - from above schedule	103	5,279	216,420
Local Infrastructure Contribution LLEP Section 94 Plan (assuming rezoned)	450	22,972	941,836
<b>Total Combined Infrastructure Contribution</b>	<b>554</b>	<b>28,250</b>	<b>1,158,257</b>

<b>Calculation Method - Methodology 3: \$ per Dwelling (Basis of VPA Offers)</b>	<b>\$ / m2 Additional GFA</b>	<b>\$ / Dwelling</b>	<b>Proposal Contribution</b>
Regional (State) Infrastructure Contribution Amount - from above schedule	493	25,134	1,030,475
Local Infrastructure Contribution Amount - from above schedule	492	25,113	1,029,647
<b>Total Combined Infrastructure Contribution</b>	<b>985</b>	<b>50,247</b>	<b>2,060,121</b>