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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 permit Residential use providing approximately 26 new residential flat dwellings or 83 boarding house rooms, and retain approximately 990m² of employment use enabling up to sixty five jobs 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 (IIDP) seeks to provide a transparent methodology to calculate an infrastructure contribution that adequately addresses Criteria 2 of the PRCUTS Implementation Plan Out of Sequence Checklist.

This IIDP 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 PRCUTS guidelines, stakeholder engagement, gap analysis and interrogation of the Infrastructure schedules presented Part 6 PRCUTS – 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 PRCUTS Infrastructure Schedule, up to \$1,133,909 combined regional and local infrastructure contributions are proposed, broken up as follows:

State Infrastructure Contribution

State Infrastructure Contribution = \$151.29 per m² GFA, or \$494,346.87

Local Infrastructure Contribution

Local Infrastructure Contribution (Section 94) = \$216.52 or \$639,562.48

Which could include the following Works in Kind:

- VPA works (Pedestrian Cycle Link Improvements) \$320,000
- VPA works (Pocket Park Improvements) \$250,000

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 PRCUTS Infrastructure schedule. The higher of the two contributions has been proposed, ensuring sufficient funding for Local Infrastructure in the PRCUTS Camperdown Precinct and consistency with the most relevant Section 94 Contribution Plan.

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1. Background

This amended IIDP supports an amended Planning Proposal for site located at 1-5 Chester St Annandale. The previous Proposal was not supported by Inner West Council, mainly around concerns around loss of employment land. This amended Proposal intends to address the concerns raised by Inner West Council by retaining employment on the site and providing an Education focussed building, consistent with the Greater Sydney Commission strategic objectives for the Camperdown-Ultimo Health and Education Precinct.

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

The PRCUTS 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 PRCUTS suite of documents including the PRCUTS 'Out of Sequence Checklist' (p12 and p15 of the PRCUTS 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 to be addressed as part of the Proposal.

This IIDP 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:

OUT OF SEQUENCE CHECKLIST

Criteria 1 Strategic objectives, land use and development

- The planning proposal can demonstrate significant delivery or contribution towards the Strategy's Corridor wide and Precinct specific vision.
- The planning proposal satisfies the Strategy's seven land use and transport planning principles and fulfills the relevant Strategic Actions for each Principle.
- The planning proposal can demonstrate significant net community, economic and environmental benefits for the Corridor and the Precinct or Frame Area within which the site is located.
- The planning proposal is consistent with the recommended land uses, heights, densities, open space, active transport and built form plans for the relevant Precinct or Frame Area.
- The planning proposal demonstrably achieves outcomes aligned to the desired future character and growth projections identified in the Strategy.
- The planning proposal demonstrates design excellence can be achieved, consistent with councils adopted design excellence strategy or the design excellence provisions provided in the Parramatta Road Corridor Planning and Design Guidelines (Planning and Design Guidelines).

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.

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.

Criteria 4 Sustainability

- The planning proposal achieves or exceeds the sustainability targets identified in the Strategy.

Criteria 5 Feasibility

- The planning proposal presents a land use and development scenario that demonstrates economic feasibility with regard to the likely costs of infrastructure and the proposed funding arrangements available for the Precinct or Frame Area.

Criteria 6 Market viability

- The planning proposal demonstrates a land use and development scenario that aligns with and responds to market conditions for the delivery of housing and employment for 2016 to 2023. Viability should not be used as a justification for poor planning or built form outcomes.

Source: Page 15 of the PRCUTS 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 permit Residential use providing approximately 26 new residential flat dwellings or 83 boarding house rooms, plus retention of approximately 980m² of employment use enabling up to sixty five jobs 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 PRUTS, which 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 PRCUTS Implementation Plan 2016-23 (2016b, Fig. 9, p. 45), the Planning Proposal is considered “Out of Sequence” on the grounds that it facilitates transition from industrial uses to residential uses prior to 2023 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 on a project by project basis. The intent is that a number of projects across each precinct within the PRCUTS 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 PRCUTS 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 PRCUTS.

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

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

Table 1.1 State and Local Infrastructure

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

2. Planning Proposal

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

Control	Existing	Proposed
Zone	IN2 Light Industrial	Retain IN2, with special conditions permitting residential use
Height	N/A	17m
FSR	1:1	Min 0.76:1 Employment Max 1.5:1 (Residential Flats) Max 2:1 (Boarding House)

Table 2.1 – Planning Controls

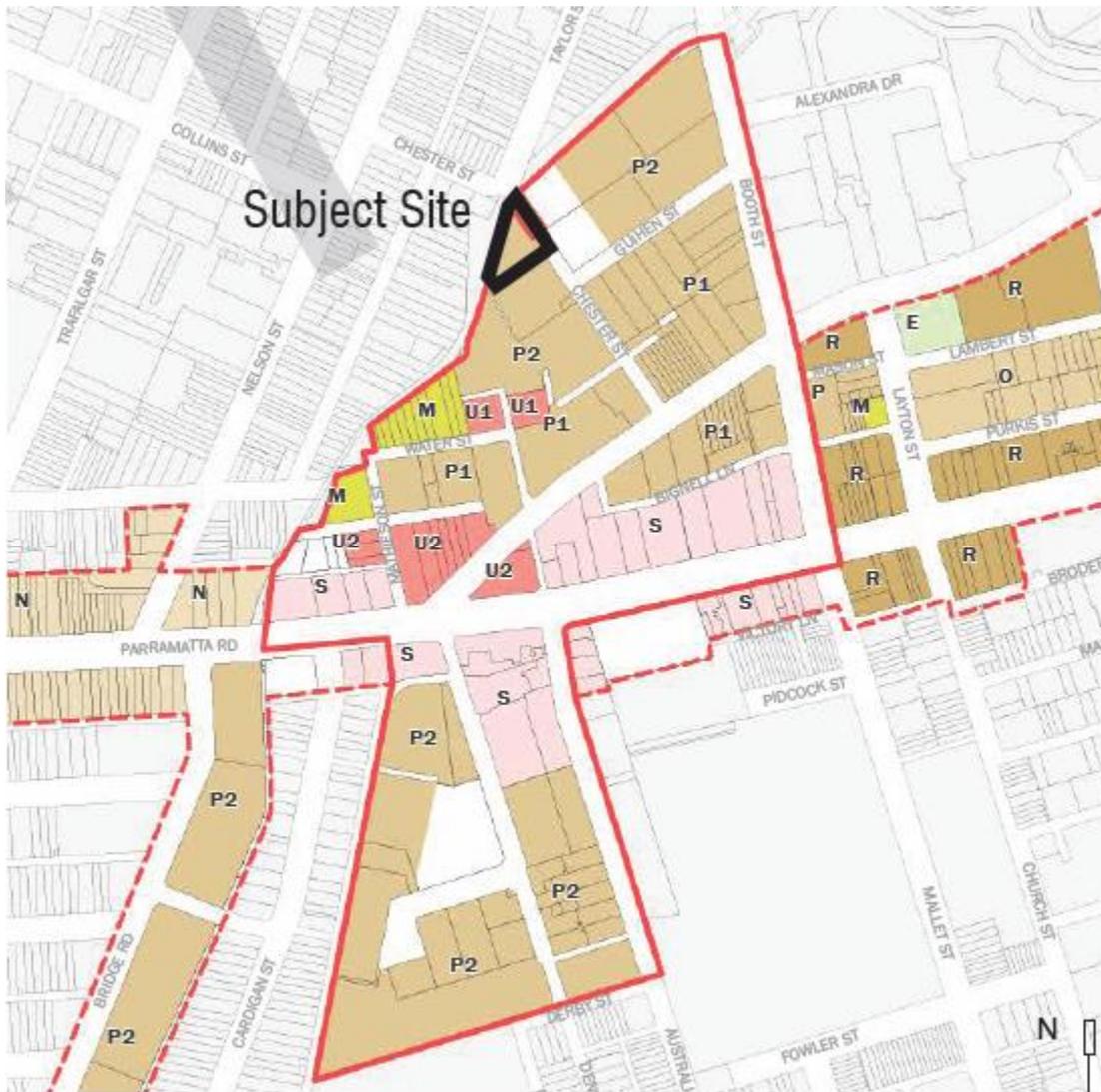
Key benefits of the Proposal include:

The Proposal:

- focusses on Boarding House use targeted at Students and Employment floor space targeted at Education use. Both significantly undersupplied near to Sydney’s CBD University’s.
- is strategically aligned with Greater Sydney Region Plan and Greater Sydney Commission East District Plan to create the Camperdown-Ultimo Health and Education super precinct;
- is strategically aligned with the PRCUTS vision for Camperdown Precinct;
- replaces four existing traditional industrial jobs (which use is reducing in demand) with up to sixty five jobs in employment floor space that caters for health, education and emerging industries (which use is increasing in demand);
- provides a solid framework to deliver Design Excellence and a 5 Star Green Star building;
- provides a component of affordable housing which is in excess of minimum targets set by the Greater Sydney Commission and Department of Planning and Environment, 5% if Residential Flats option or 100% affordable housing if Boarding House option pursued;
- 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

makes sufficient 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, retaining approximately 990m² of employment floorspace and either 26 residential flat dwellings or 83 boarding house rooms.

The Proposal allocates 5% of new residential flats floor space or 100% of boarding house floorspace for affordable housing. This social aspect provides affordable housing such that service orientated people can live in closer proximity to their employers.

This 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.

	PRCUTS Camperdown Precinct ²	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)	102,830m ² ¹	1,307m ²	1,307m ²	NA	NA
Additional GFA (m2)	170,000m ² ²	NA	Up to 2,300m ²	Up to 2,300m ²	0.01%
Employment GFA (m2)	108,000m ² ²	Up to 1,307m ² Existing 306m ²	Min 993m ²	Increase of 687m ²	0.06%
Employment Jobs	2,285 ²	4	66	1650%	2.8%
Residential GFA (m2)	62,000 ²	Nil	Up to 2,614m ²	Up to 2,614m ²	4.2%
Residential Dwellings (No.)	700 ²	Nil	26 (Residential Flats)	NA	3.7%

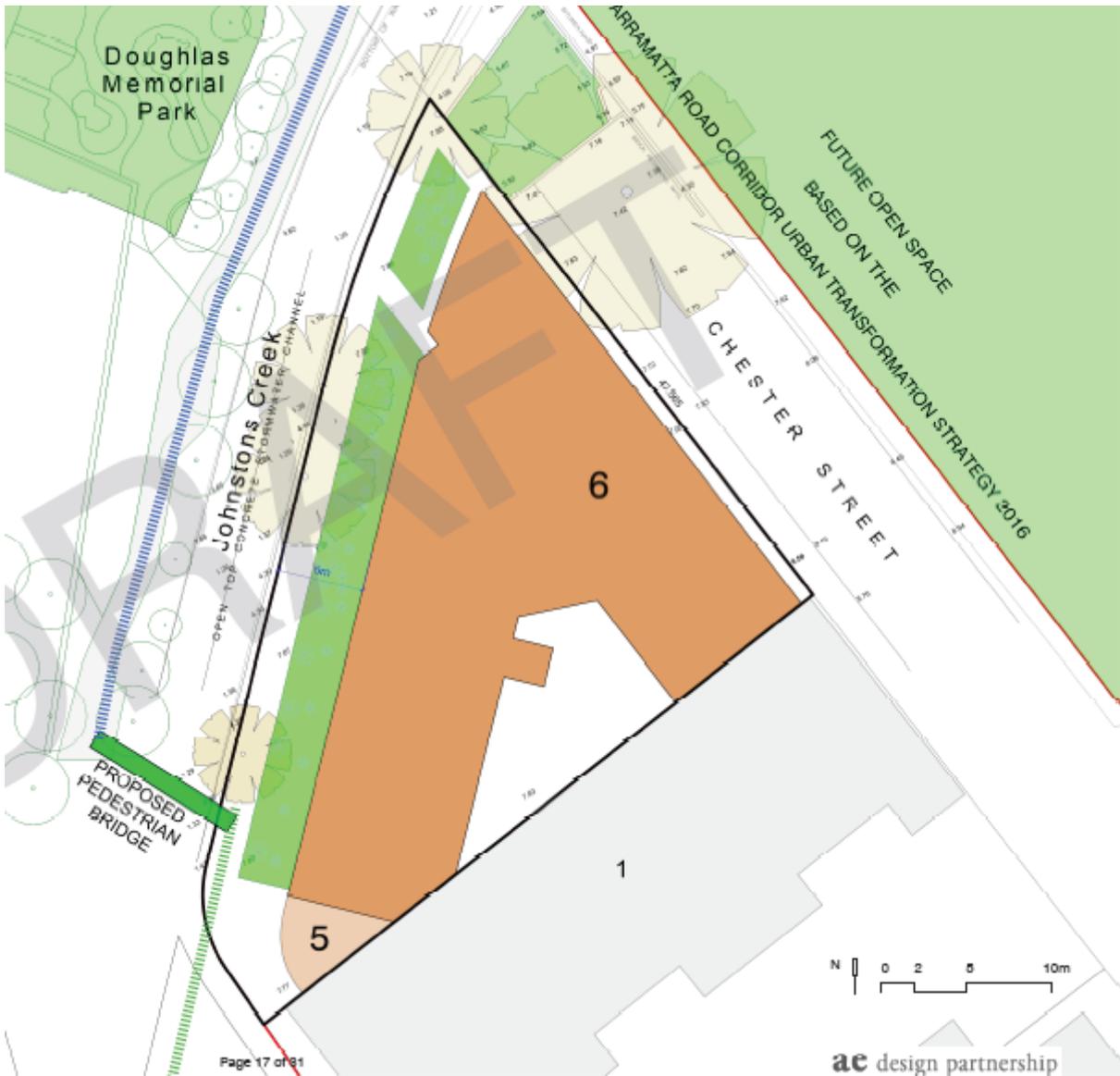
Table 2.1 Site Uplift Compared to PRCUTS Camperdown Precinct Projections

Notes:

1. Combined Precinct Site Area (excluding roads and open space)
2. Based on 2050 growth projections in Volume 6 PRCUTS 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

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 PRCUTS Camperdown Precinct, the Proposal represents only 0.1% of the total proposed increase in floor space, and 4.2% 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 PRCUTS any infrastructure contribution this site provides will provide benefit to other sites.

Principal 7 of the PRCUTS 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 PRCUTS guidelines, stakeholder engagement, gap analysis and interrogation of the Infrastructure schedules presented Part 6 PRCUTS – 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 PRCUTS Infrastructure Schedule – Information Tool Kit.</i> 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 PRCUTS Out of Sequence Check List and Inner West Council's previous correspondence 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
Department of Planning	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
Inner West Council	Harjeet Atwal Roger Rankin Katie Miles	Proposal is to respond to several key issues now encapsulated in the Planning Proposal submission. Council did not support previous (100% residential) proposal.
TfNSW & RMS	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	Referred to Sydney Local Health District for comment
Sydney Local Health District	Dr Teresa Anderson	No specific requirement identified due to the planning proposal
NSW Dept. of Education	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
Sydney Water	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
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

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 PRCUTS 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 PRCUTS 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 PRCUTS Implementation Plan.

Britely Property and Northrop previously met with the Department of Planning 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 PRCUTS 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.

We note that an underlying goal of PRCUTS is to reduce private motor vehicle dependency. If Boarding House option is applied, the Proposal generates nil additional cars, therefore nil impact on traffic, thereby alleviating any need to wait for precinct traffic studies to be completed.

5 Camperdown Precinct Infrastructure Schedule

The infrastructure schedule for the Camperdown Precinct presented in the PRCUTS 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 \$ / m² 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 be have contributions under Section 94 contributions. This overlap will be considered in the proposed contribution calculations.

It should be noted that the Department of Planning advised that schools would be funded by State Government and as such these budgets have been allocated in the State Infrastructure Budget.

Infrastructure Cost Summary is presented below which summarises the costs of PRCUTS State (Regional) and Local Precinct Infrastructure Costs. The detailed calculations are presented in Appendix D.

Stakeholder	Calculated Cost
State Infrastructure	\$ 25,719,653
Local Infrastructure	\$ 9,453,150

6 Section 94 Contributions

As an alternative to the PRCUTS Local Infrastructure Costs, the Section 94 contributions have been assessed on an 'existing' and 'as-if rezoned' basis.

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 providing 0.76:1 FSR of IN2 and a Residential FSR of 1.5:1 (Residential Flats). Detailed calculations of Section 94 contributions are presented in Appendix D.

The existing Inner West Leichhardt Section 94 Contributions Plan excludes Boarding House use. This has been queried but for the purpose of this IIDP Boarding Housing Contribution has been ignored (and will be confirmed following further advice from the Relevant Planning Authority).

The Section 94 contributions in this instance would overlap with items nominated with the PRCUTS 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	0.76:1 IN2 and 1.5:1 R3 (resi Flats)
Part 1 – Open Space and Recreation	11,136.00	517,994.26
Part 2 – Community Facilities & Services	5,173.85	85,157.35
Part 3 – Transport & Access	17,128.76	36,410.88
Total	33,979.48	639,562.48
<i>Contribution per GFA (\$/m²)</i>	<i>26.00</i>	<i>216.52</i>

Table 6.1: Section 94 Contributions Existing Planning Conditions

Rezoning of the site attracts a much greater Section 94 contribution that would not be made available to Council if the current controls remain (approximately 19 times greater).

This would need to be reviewed if the Boarding House (100% form of affordable housing) option was pursued.

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	\$320,000 ¹
2.	Improvements to pocket park (lighting, landscaping & public art)	\$250,000 ¹
Total		\$570,000

Table 7.1 – Estimated Costs of VPA works

Extract from Proponents Urban Design Report below highlighting Public Domain Areas that could be upgraded as Works in Kind under the VPA.



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

- 5% of the new floor space as affordable housing under the residential flats option; or
- 100% of new floor space under the Boarding House option.

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.

Boarding Houses are included as part of the Department of Planning strategy to increase supply of affordable housing. Boarding Houses are expressly included in the Affordable Housing SEPP (2009).

Boarding Houses are more generally a supported form of Affordable Housing, particularly close to CBDs:

“New generation boarding house developments (offer) rooms are typically self-contained with kitchenette and ensuite. They are ecofriendly built, come with Wi-Fi and other state of the art design and interiors. They are now also subject to formal occupancy agreements that offer tenants (and landlords) more security and certainty. Residential Tenancy Agreements can also be signed and is the preferred choice for property investors adding to a better layer of protection, larger bonds and in the case of tenancy breaches more clarity around what action can be taken. Standard agreements are usually 6-12 months in length, rather than short term (3-6 months) and are generally renewed by the occupants if both landlord and tenant are happy with the tenure”.

- *John Gilmovich, The Real Estate Conversation 23 May 2018*



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9 Gap Analysis

With a view to calculating a total infrastructure cost of the Camperdown Precinct the PRCUTS 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)

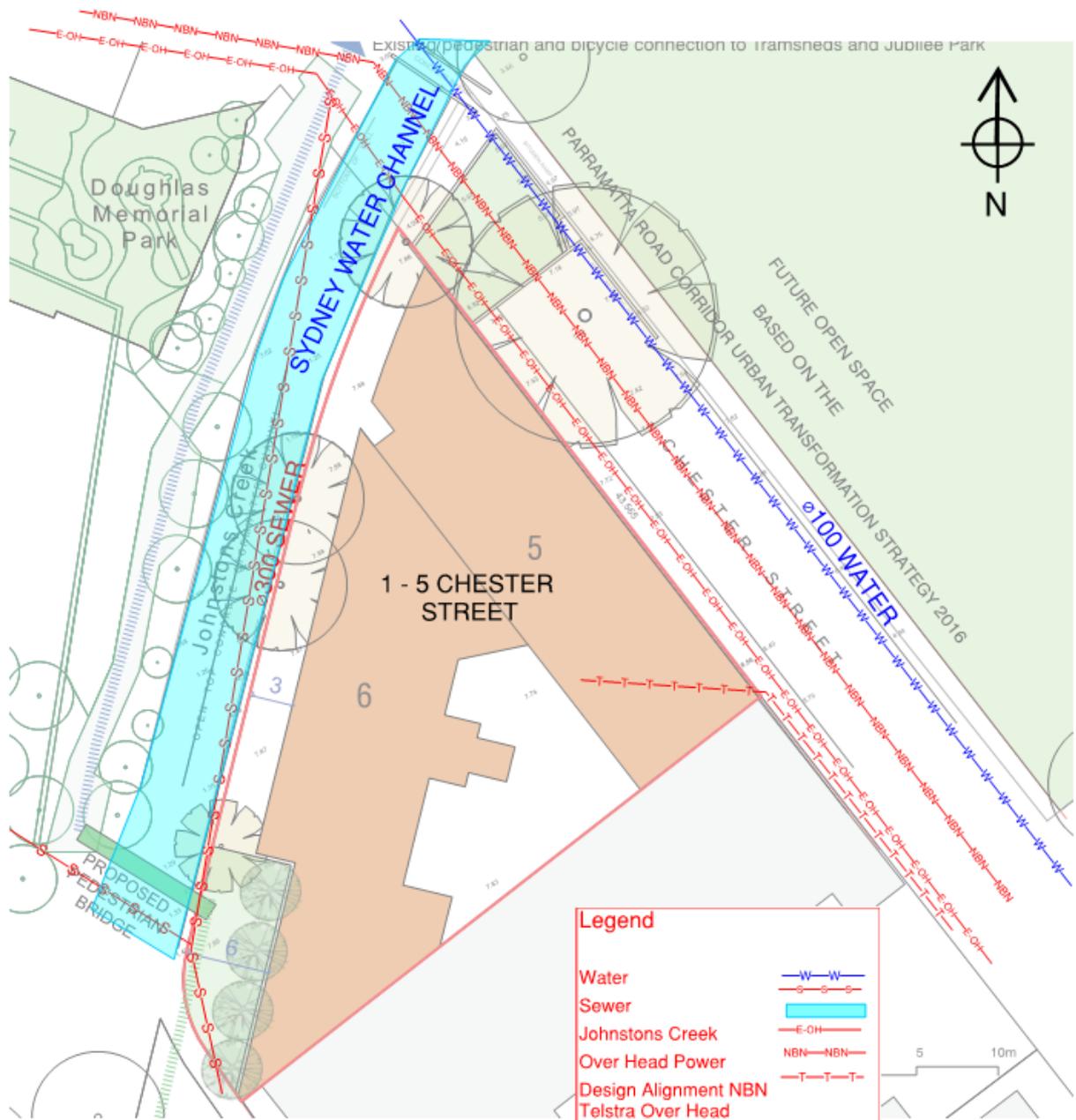
Communications services are available in the street which the development can utilise without the need for further upgrades.

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 3.7% of the total residential GFA proposed for the Camperdown precinct. This percentage was checked against population growth and number of dwelling.

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: PRCUTS Infrastructure Schedule (as populated, refer PRCUTS schedule included in Appendix C)

State Infrastructure Contributions

<i>Total State Infrastructure Cost</i>	=	\$ 25,719,653
<i>Camperdown Precinct Total Additional GFA</i>	=	170,000
<i>State Infrastructure Cost per m² GFA</i>	=	\$151.29
<i>If applied to the proposal (Resi Flat Option)</i>	=	\$464,340

Local Infrastructure Contributions

<i>Total State Infrastructure Cost</i>	=	\$9,453,150
<i>Camperdown Precinct Total Additional GFA</i>	=	170,000
<i>State Infrastructure Cost per m² GFA</i>	=	\$55.61
<i>If applied to the proposal (Resi Flat Option)</i>	=	\$109,023

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 PRCUTS 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.

As the Leichhardt Section 94 Contributions Plan excludes Boarding House use, the below would apply only to the Residential Flat Building option.

Section 94 Contribution Plan	Proposed Planning Controls (\$)
Part 1 – Open Space and Recreation	517,994.26
Part 2 – Community Facilities & Services	85,157.35
Part 3 – Transport & Access	36,410.88
Total	639,562.48
Contribution per GFA (\$/m ²)	216.52

As can be seen the Section 94 Contribution, as it would be applied to the rezoned site, is approximately six times gr eater than the Local Infrastructure Contribution allowed in the PRCUTS Infrastructure Schedule.

Applied Local Infrastructure Contribution

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

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

Voluntary Planning Agreement (VPA) – Works in Kind

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

Deductions resulting from any relevant VPA would be applied as follows

Local Infrastructure / Section 94 Works in Kind

Pedestrian Cycle Link Improvements = \$ 320,000

Pocket Park Improvements = \$ 250,000

11 Outcomes

The following is a summary of key outcomes of this IIDP:

- Analysis has confirmed that existing utility services have sufficient 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 already exist and will be applied when development consent is granted.
- Social services are 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.
- When assessing the Proposal against the Inner West Leichhardt Section 94 Contributions Plan, Inner West Council would receive approximately 18 times more contributions for the proposed planning controls compared to existing planning controls.
- Section 94 contributions under the current LEP are almost 3.2 times greater than local infrastructure costs defined in the attached PRCUTS Infrastructure Schedule.
- Infrastructure identified in the infrastructure schedule as “local infrastructure” and Section 94 overlap leading to doubling up of contributions for these items, therefore only one should apply. The Proposal is to apply the greater of the two.
- 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, if accepted by the Relevant Planning Authority, 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 PRCUTS Out of Sequence Checklist.

Appendix A - Correspondence with Council

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 if you have any queries.

Yours sincerely,



Harjeet Atwal
MANAGER PLANNING OPERATIONS

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

Introduction

The Pre-Planning Proposal seeks to:

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

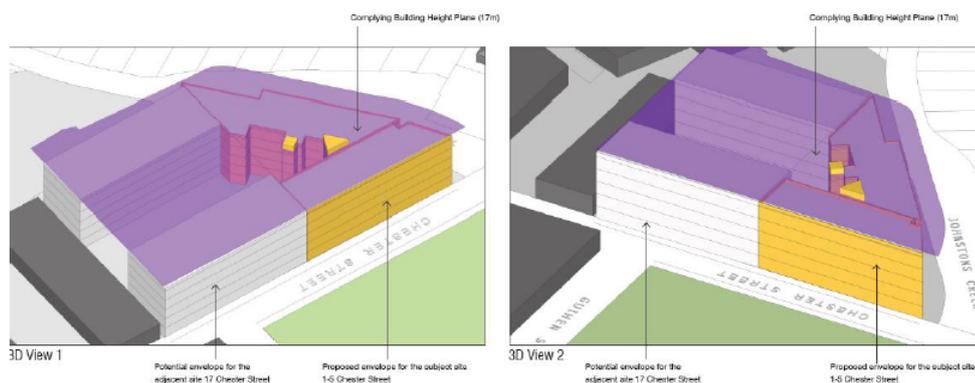
The site is zoned IN2 Light Industrial in the *Leichhardt Local Environmental Plan 2013* (LEP 2013). LEP 2013 does not state a maximum building height for the site. Built form outcomes are configured by the maximum FSR of 1:1 and other planning provisions contained in the *Leichhardt Development Control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

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

Pre- Planning Proposal Concept Plan

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

This would exceed the PRUTS recommended FSR by 60%.



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The logo for Inner West Council, featuring a blue silhouette of the council's geographic area on the left, followed by the words "INNER WEST COUNCIL" in blue and black capital letters.

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

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Strategic Policy Context

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

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

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

Standard Instrument Order

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

Objectives of zone:

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

Permitted with consent:

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

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

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

Parramatta Road Corridor Urban Transformation Strategy

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

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

Proposed Indicative Land Use Mix (additional)

	RESIDENTIAL GFA (M ²)		EMPLOYMENT GFA (M ²)	
	SHORT 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.

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

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

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

Leichhardt Employment and Economic Development Plan 2013-2023

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

Industrial Lands Study (SGS, 2014)

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

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

The Study's following recommendations are relevant:

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

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

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

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

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

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

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

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

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

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

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

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

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

Summary

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

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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:

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- *Design Excellence in the Corridor should apply to key sites or thresholds such as:*
 - *Sites with an inherent scale impact (greater than 1,500m² **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.

	RESIDENTIAL GFA (M ²)		EMPLOYMENT GFA (M ²)	
	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 137m² (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.

Yours sincerely,

A handwritten signature in black ink, appearing to be "Harjeet Atwal".

Harjeet Atwal
PLANNING OPERATIONS MANAGER

Appendix B - Correspondence with Stakeholders
(Refer also Stakeholder Engagement Report prepared by Urban Ethos accompanying the Proposal)

14/11/2017

Alex Sicari
L2, 210 Clarence St Sydney NSW 2000
Sent by email to 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

A handwritten signature in black ink, appearing to read "Katie Joyner".

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



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

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Alex Sicari

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

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

hinfra.health.nsw.gov.au



Health
Infrastructure

Welcome

CELEBRATING 10 YEARS DELIVERING FUTURE FOCUSED OUTCOMES

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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>
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 1,300m² 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

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
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



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 | 13 22 13

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

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

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From: Alex Sicari [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



t +61 2 9896 7727
f +61 2 9636 7729
m +61 411 678 018
a L2, 210 Clarence Street, Sydney NSW 2000
w britely.com.au

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Appendix C - PRCUTS Infrastructure Schedule (Populated)

Site Area		1,307.00		
Current FSR 1:1		1,307.00		
Proposed FSR 2.50:1 (resi flat option)		2,953.82		
Proposed FSR 2.76:1 (boarding house option)		3,607.32		
Additional Floor Space GFA generated by the subject Proposal		2,300.32		
Additional Floor Space - Camperdown Precinct (refer PRUTS Planning & Design Guidelines p256)				
Residential increase (m2)		62,000.00		
Commercial increase (m2)		108,000.00		
Total Increase in GFA (m2)		170,000.00		
Infrastructure Costs - Camperdown Precinct (from schedule above)				
Infrastructure Costs - Regional (State)	\$	25,719,653.60		
Infrastructure Costs - Local	\$	9,453,150.00		
Calculation Method - Methodology 1				
		\$ / m2		Total applied to Proposal Floorspace
Regional (State) Infrastructure Contribution Amount - from above schedule	\$	151.29	\$	446,889.57
Local Infrastructure Contribution Amount - from above schedule	\$	55.61	\$	164,252.37
Total Combined Infrastructure Contribution	\$	206.90	\$	611,141.95
Calculation Method - Methodology 2				
		\$ / m2		Total applied to Proposal Additional Floorspace
Regional (State) Infrastructure Contribution Amount - from above schedule	\$	151.29	\$	446,889.57
Local Infrastructure Contribution LLEP Section 94 Plan (assuming rezoned)	\$	216.52	\$	639,562.48
Total Combined Infrastructure Contribution	\$	301.18	\$	1,086,452.05



Level 11, 345 George Street, Sydney NSW 2000

T (02) 9241 4188 E sydney@northrop.com.au

ABN 81 094 433 100

Appendix D - Section 94 Contribution Calculations

S94 Developer Contributions - Summary			
Proposal	R3 Residential Component	IN2 Commercial Component	Totals
Part 1 - Open Space and Recreation	501,358.00	16,636.26	517,994.26
Part 2 - Community Facilities & Services	76,622.00	8,535.35	85,157.35
Part 3 - Transport & Access	19,282.12	17,128.76	36,410.88
			-
Total	597,262.12	42,300.36	639,562.48
m2 Component	1,960.50	993.32	2,953.82
Cost per m2 GFA	304.65	42.58	216.52
Existing Controls	IN2 Commercial		
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		
m2 Component	1,307.00		
Cost per m2 GFA	26.00		

Proposed Residential	
S94 Developer Contributions - Leichhardt LEP 2013	
Part 1 - Open Space and Recreation	
Table B: Monetary Contribution Rates - Residential not including Land Subdivision	
Site Area	1,307
No. Units	26
FSR	Area
1:1 FSR (Existing)	1,307
1.5:1 (Resi Flats)	1,961
FSR	Dwellings
1:1 FSR (Existing)	NA
1.5:1 (Resi Flats)	75.4
Occupancy Rate	1.92
Calculated Occupancy	42.25
Monetary Contribution Based on	
Dwelling Size (>53m ² -106m ²) based on a rate of \$10,043 per person	19,283
Total based on 26 dwellings	501,358
Check Based on Occupancy	
Contribution	501,376
Difference	18.01

Part 2 - Community Facilities & Services	
Site Area	1,307
No. Units	26
FSR	Area
1:1 FSR (Existing)	1,307
1.5:1 (Resi Flats)	1,961
FSR	Dwellings
1:1 FSR (Existing)	NA
1.5:1 (Resi Flats)	75.4
Occupancy Rate	1.92
Calculated Occupancy	-
Monetary Contribution Based on	
Dwelling Size (>53m ² -106m ²) based on a rate of \$10,043 per person	2,947
Total based on 26 dwellings	76,622
Check Based on Occupancy	
Contribution	76,630
Difference	8.2

Part 3 - Transport and Access	
Site Area	1,307
No. Units	26
FSR	
Area	
1:1 FSR (Existing)	1,307
1.5:1 (Resi Flats)	1,961
FSR	
Unit Area	
FSR	NA
1:1 FSR (Existing)	1.0
LATM Works	
Average Contribution Rate (ACRr) (Glebe / Annandale) / Unit	156.73
Peak Hour Traffic Generation (PKRd)	0.45
Average Peak Hour Generation Rate (APK)	0.50
Contribution Rate (CBRd) = ACRr x PKRd / APK	141.06
Subtotal based on No. Units	3,667.56
Access to Balmain Peninsular	
Average Contribution Rate (ACRr) (Glebe / Annandale) / Unit	630.73
Peak Hour Traffic Generation (PKRd)	0.45
Average Peak Hour Generation Rate (APK)	0.50
Contribution Rate (CBRd) = ACRr x PKRd / APK	567.66
Subtotal based on No. Units	14,759.16
Light Rail Access Works	
Average Contribution Rate (ACRr) (Glebe / Annandale) / Unit	14.54
Occupancy Ration per type of Dwelling (OCRd)	2.00
Average Occupancy Ratio (AOCR)	2.17
Contribution Rate (CBRd) = ACR x OCRd / AOCR	13.40
Subtotal based on No. Units	348.40
Leichhardt Town Centre Improvements	
Nil	-
Subtotal based on No. Units	-
Bicycle Works	
Average Contribution Rate (ACRr)	21.16
Occupancy Ration per type of Dwelling (OCRd)	2.00
Average Occupancy Ratio (AOCR)	2.17
Contribution Rate (CBRd) = ACR x OCRd / AOCR	19.50
Subtotal based on No. Units	507.00
Commercial Development - Parking	
Nil	-
Monetary Contribution Based on Dwelling Size	
Total based on 26 dwellings	19,282.12

S94 Developer Contributions - Proposed Commercial				
Part 1 - Open Space and Recreation				
Site Area	993.32			
Monetary Rate per Employee (\$)	651.00			
Land Dedication Rate per Employee	1.33			
Table : Contribution rates - Employment Generating Development				
	Floor Area per Employee m2)	No. of Employees	Contribution	Land Dedication
HighTech Industrial Business Used for:				
Wholesale / Retail	47.70	20.82	13,556.63	27.70
Average High Tech Industrial	38.87	25.55	16,636.26	33.99
Average Modern Industrial	76.40	13.00	8,464.02	17.29
Average Modern Multi Unit	75.80	13.10	8,531.02	17.43

Part 2 - Community Facilities & Services			
Site Area	993.32		
Monetary Rate per Employee (\$)	334.00		
Table : Contribution rates - Employment Generating Development	Floor Area per Employee m2)	No. of Employees	Contribution
HighTech Industrial Business Used for:			
Wholesale / Retail	47.70	20.82	6,955.32
Average High Tech Industrial	38.87	25.55	8,535.35
Average Modern Industrial	76.40	13.00	4,342.52
Average Modern Multi Unit	75.80	13.10	4,376.90

Part 3 - Transport & Access	
Site Area	1,307.00
LATM Works	
Average Contribution rate (ACRc) (Glebe / Annandale)	460.85
Daily Traffic Generation Rate (DTRc)	10.00
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
Bicycle Works	
Nil	
Commercial Development - parking	
Nil	
Total	17,128.76

S94 Developer Contributions - existing controls				
Part 1 - Open Space and Recreation				
Site Area	1,307.00			
Monetary Rate per Employee (\$)	651.00			
Land Dedication Rate per Employee	1.33			
Table : Contribution rates - Employment Generating Development	Floor Area per Employee (m2)	No. of Employees	Contribution	Land Dedication
HighTech Industrial Business Used for:				
Wholesale / Retail	47.70	27.40	17,837.67	36.44
Average High Tech Industrial	38.87	33.62	21,889.81	44.72
Average Modern Industrial	76.40	17.11	11,136.87	22.75
Average Modern Multi Unit	75.80	17.24	11,225.03	22.93

Part 2 - Community Facilities & Services			
Site Area	1,307.00		
Monetary Rate per Employee (\$)	334.00		
Table : Contribution rates - Employment Generating Development	Floor Area per Employee m2)	No. of Employees	Contribution
HighTech Industrial Business Used for:			
Wholesale / Retail	47.70	27.40	9,151.74
Average High Tech Industrial	38.87	33.62	11,230.72
Average Modern Industrial	76.40	17.11	5,713.85
Average Modern Multi Unit	75.80	17.24	5,759.08

Part 3 - Transport & Access	
Site Area	1,307.00
LATM Works	
Average Contribution rate (ACRc) (Glebe / Annandale)	460.85
Daily Traffic Generation Rate (DTRc)	10.00
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
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					
Nett Change:	-7.0 vph	-7.4 vph	-1.8 vph	-3.5 vph	+3.8 vph	+7.6 vph

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.

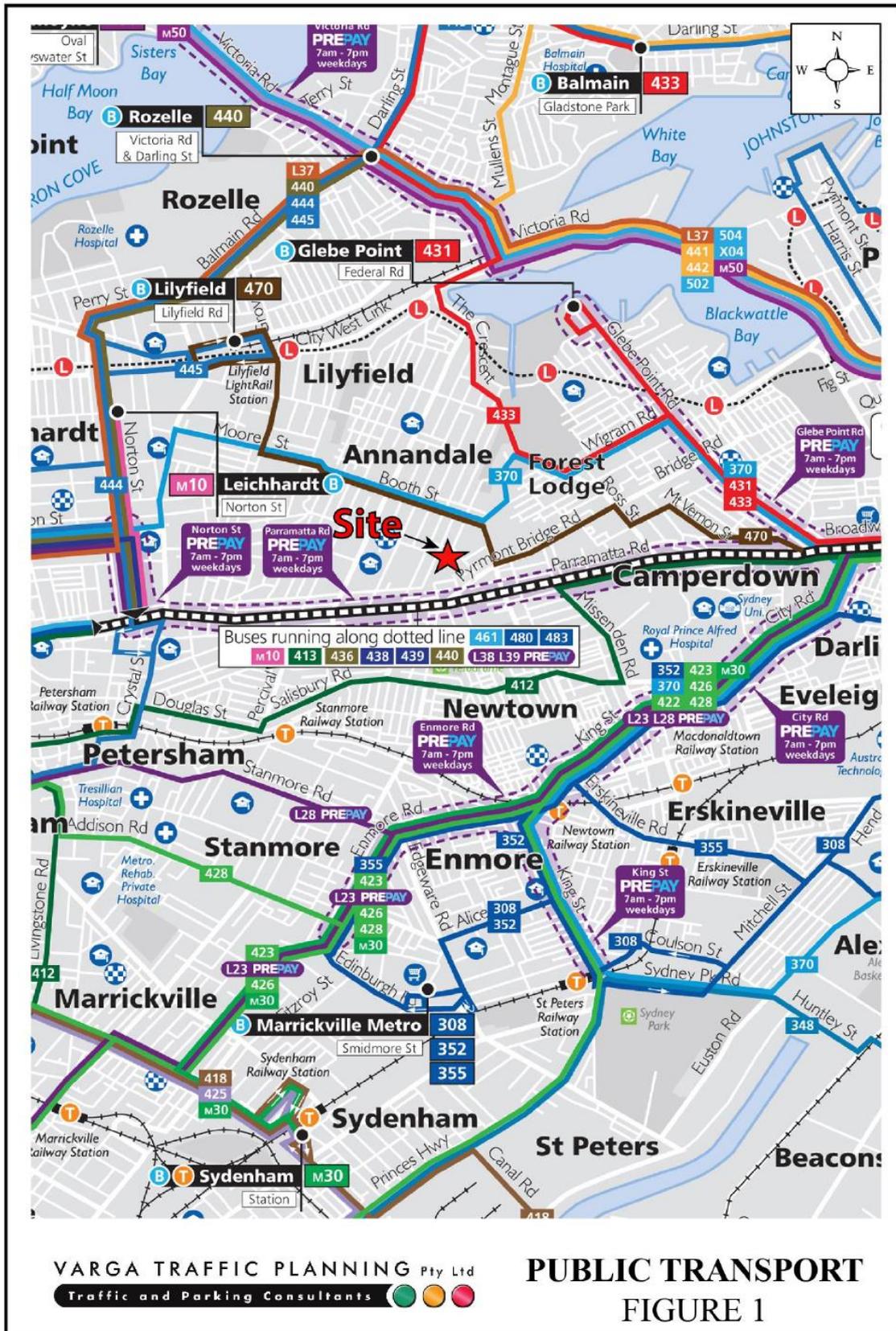
There are currently eleven bus services which operate along Parramatta Road plus the 470 bus service which operates along Booth Street; all of which are located within approximately 400m walking distance from the site.

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
TOTAL		585	562	369	375	270	272

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 Pyrmont Bridge Road and Missenden Road
- Royal Prince Alfred Hospital via Pyrmont Bridge Road and Missenden Road
- Camperdown Park via Pyrmont Bridge Road and Australia Street
- University of Sydney via Guihen Street, Alexandria Drive, Pyrmont Bridge Road and Ross Street
- Glebe via Pyrmont 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*).

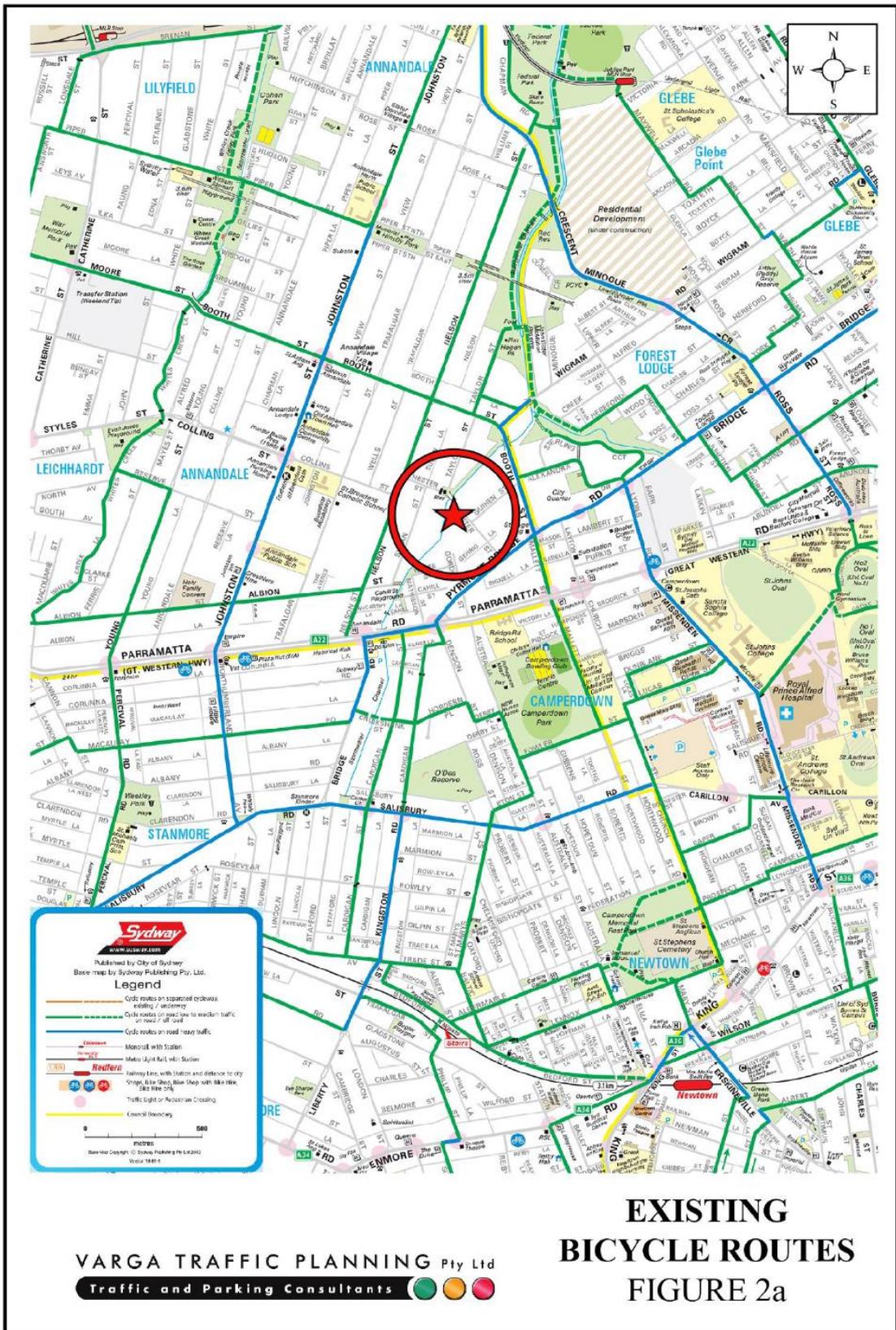
Sydney's major employment centres attract many people travelling short distance to reach their destination. Investing in connected bike routes that are within 5km of major centres and public transport interchanges will help to increase bike riding for short trips such as the proposed site. In the longer 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.

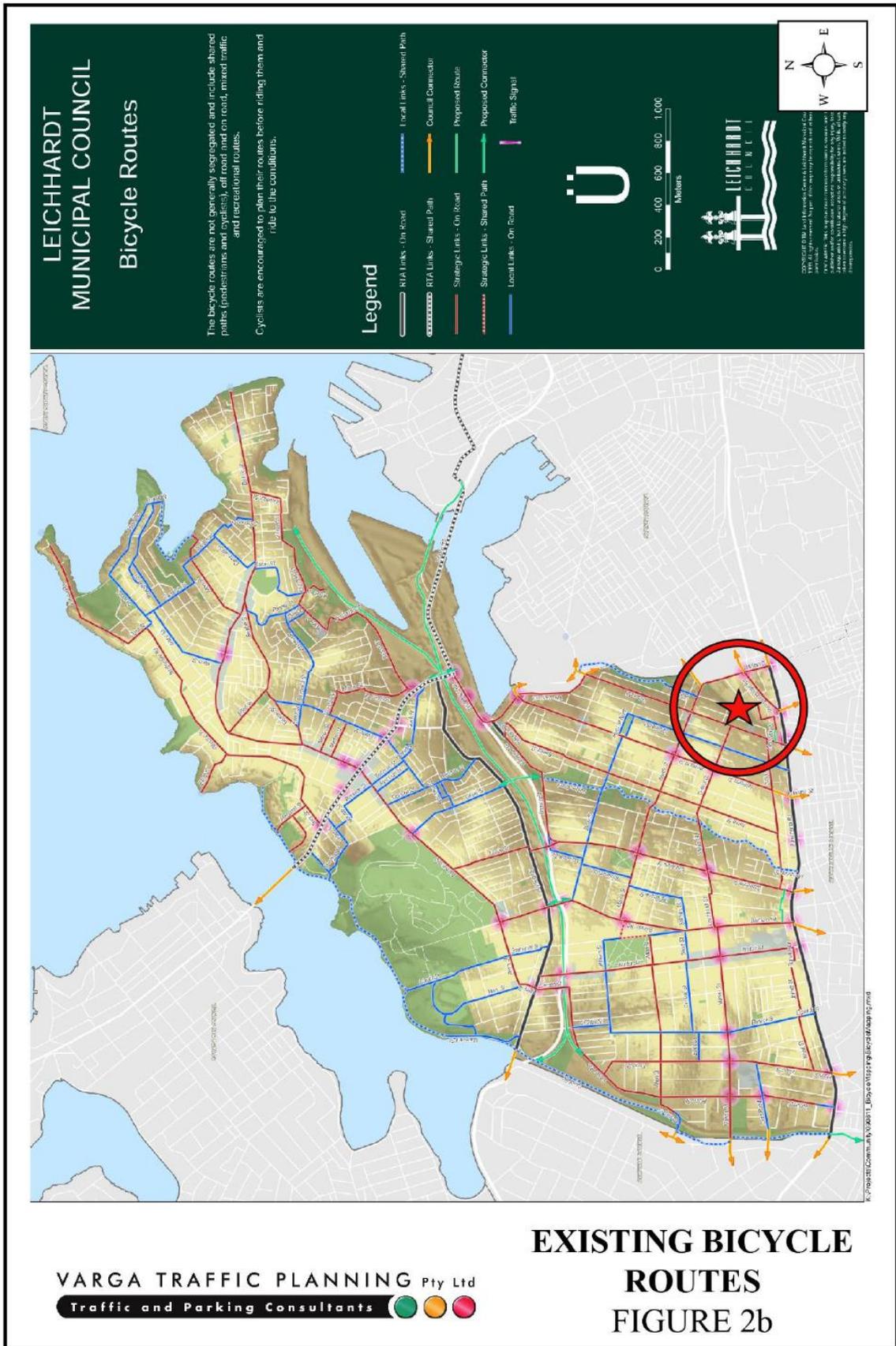
These proposed regional bicycle routes are intended to facilitate the needs of the people on bikes by connecting them to major destinations on cycleways that are separate from motor vehicles and pedestrians, thereby facilitating a quick and direct mode of transport for commuters travelling short trips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



Robert Varga
Director/Varga Traffic Planning Pty Ltd

Camperdown | Transport Improvements

ID	Potential Improvements
C1	Improve east-west connections by extending Curdigh Place and Hudson Stn
C2	Investigate formalising Bignall Lane as an east-west connector
C3	Formalise Pittmore Bridge Road, Mallett Street and Booth Street as local streets with one general traffic lane and one on-street parking lane on each side
C4	Provide bicycle racks, bike repair improvements, pedestrian planting, parking and bike parking
C5	Provide bicycle racks, bike repair improvements, pedestrian planting, parking and bike parking
C6	Improve Chester Street and Taylor Street connections to Johnkerry Creek
C7	Improve north-south regional cycle connections across Paramatta Road
C8	Improve access improvements to Bloom Street between Vigram Road and Pittmore Bridge Road
C9	Provide bus priority measures where possible along Paramatta Road from Burnwood to the Sydney CBD
C10	Delivery of Paramatta Road on-street Rapid Transit between Stanfield / Burnwood and the Sydney CBD including more frequent services across the peak, weekdays and weekends, more reliable service with shorter headway intervals every 10-15 mins

Legend	
	Potential Active Transport Improvement
	Existing Open Space
	Potential Public Transport Improvement
	Community
	Potential Road/Intersection Improvement
	Employment
	Commercial
	Proposed Boundary
	Paramatta Road Corridor Boundary
	Mixed Use
	RAIL
	Proposed Zone of Future Rapid Stop
	Overlook

Infrastructure improvements suggested by Potential Urban Arterial Improvement Plan

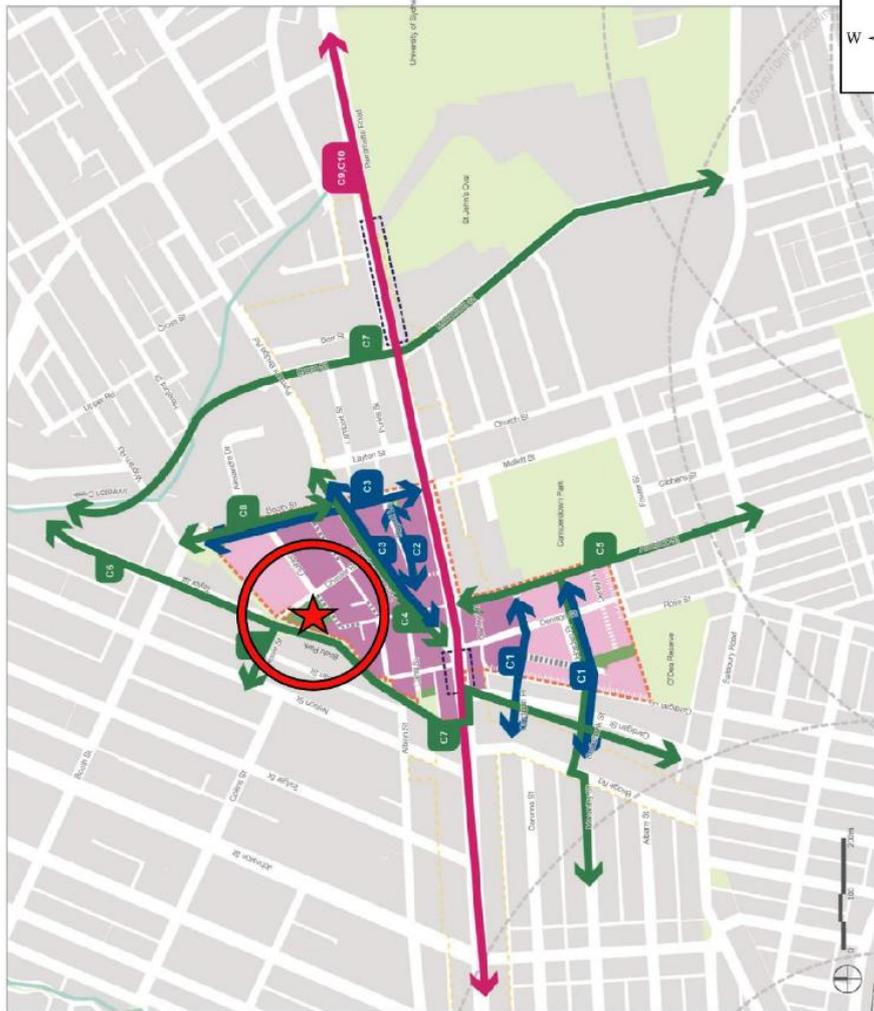


Figure B5 Camperdown Predicted transport improvements (Source: AECOM, 2015 and Basemap - Cox, Collias, GM, 2015)

IMPROVEMENT STRATEGY FIGURE 3