

Planning Proposal



Health Services Facility - Camperdown Biomedical and Biotechnology Hub

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

Prepared on behalf of The Trustee for MHA PBR Annandale Unit Trust

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Document control

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Project summary

Applicant	The Trustee for MHA PBR Annandale Unit Trust
Land to be developed	122 to 128 Pyrmont Bridge Road, and 206 Parramatta Road, Annandale
Legal description	Lot 3-6 and 12 DP 976387, Lot 100 DP1101482, Lot 1 DP 539271
Project description	Planning Proposal to facilitate a health services facility and associated uses

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Executive Summary

This report has been prepared in support of a Planning Proposal for 2,570sqm of land at 122 to 130 Pyrmont Bridge Road, and 206 Parramatta Road, Annandale to amend the planning controls for the site as follows:

- Rezone the site from IN2 Light Industrial to B5 Business Development
- Apply a maximum height control of 32m
- Amend the floor space ratio control from 1:1 to 4:1
- Allow retail premises on the ground floor as an additional permitted use.

The proposal seeks to facilitate a redevelopment of the site for a health services facility of up to eight storeys comprising a total floor space of 10,264sqm with:

- Medical-related uses such as a physio and hydrotherapy pool and ancillary retail uses including a café and pharmacy at the ground level
- Private hospital and associated uses on levels 1 to 7
- Medical related consulting rooms on Level 8.

The site is unique in that it is a relatively large land holding that will allow large, flexible floorplates suited to servicing world class health, education, and innovation user groups. The urban design concept has been informed by a large health user group, who (subject to the approval of the rezoning and subsequent development application) will occupy the building, thus acting as a catalyst to realise genuine activation of the precinct. The project intends to ultimately offer world class health, education, and innovation users a place to collaborate, work, innovate and service the community. It is noted that the prospective tenant for the proposal specialises in physical and medical rehabilitation, and it is therefore understood that services offered on site will be of this nature and complimentary to RPA Hospital.

The Planning Proposal for the site is consistent with the strategic objectives for the Camperdown-Ultimo Health and Education Collaboration Area as set out in the Eastern City District Plan, the Camperdown-Ultimo Place Strategy and the Inner West Employment and Retail Lands Strategy including the protection of employment generating lands to support the collaboration area, and the transition of Camperdown into a health, education and innovation precinct including a biomedical and biotechnology hub.

The proposal is within one of the four priority area for which the Minister established the Project Delivery Unit in July 2020 with the intent to fast track the delivery of the Parramatta Road Corridor Strategy: Allowing planning proposals and development applications to begin being lodged that will deliver up to 27,000 new homes and 50,000 jobs along Parramatta Road.

This proposal will implement the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) recommendations which envisages the following planning controls for the site:

- Zone: B5 Business Development Zone
- Height of buildings: 32 metres
- Floor space ratio: 4:1.

The proposal has analysed the built form recommendations of the PRCUTS for the site. This includes the PRCUTS Fine Grain Study which presents a rudimentary cross section illustrating potential setbacks for lots between Pyrmont Bridge Road and Cahill Street. This is considered a 'high level' suggestion and does not take into account the detailed site context, urban design analysis, nor functionality for the proposed

uses envisaged by the PRCUTS or the non-residential, biomedical and biotechnology hub uses envisaged for Camperdown-Ultimo.

The PRCUTS Fine Grain Study also states that: *Where design excellence and/or the architectural merit of a proposal is such that it demonstrates a significant contribution to the public / civic realm, variations to these controls may be considered.*

Whilst the recommended street setbacks have been adopted, the upper level setbacks would create a compromised floorplate which is not workable as a world-class hospital / health or education asset. Accordingly, an alternative scheme was developed to address the issue. The resulting proposal was developed in consultation with specific health and education user groups and is entirely consistent with the intent of the relevant strategies to stimulate development of this type.

Key benefits of the proposal include:

- More usable and suitable floorplate for the intended health, education and innovative employment uses
- Better daylight access provision
- Better view from the building
- More attractive building massing
- An iconic building commensurate with the design excellence aspiration for this gateway site
- Better opportunities for rooftop green spaces
- Better connection and continuation with green lung.

The proposal will deliver a gateway building on this significant site which is able to align with the strategic objectives for the Camperdown Ultimo Health and Education Precinct.

The Urban Design Concept has been prepared by BVN who have a proven track record in delivering design excellence, particularly in health and science related fields as outlined in the Urban Design Study. It is envisaged that a future DA would be considered by the Inner West Design Advisory Panel to ensure that it delivers design excellence for this gateway site.

The proposal will deliver a significant public benefit in the form of a major new health services facility in the area. An Infrastructure Delivery Plan has been prepared which has concluded that the proposal would not generate demand for additional infrastructure, except for utility services upgrades which would be required to be delivered as part of any future development of the site. With its intended health use, the project in its entirety contributes to increasing the supply of community (health and medical) infrastructure.

The proposal would be subject of local infrastructure contributions under Former Leichhardt LGA Section 7.12 Development Contributions Plan. However, DPIE have indicated that they will not seek a State Infrastructure Contribution for non- residential or non-industrial uses.

The Planning Proposal has been supported by a number of technical studies including:

- Urban Design Study
- Traffic and Transport Assessment
- Heritage Assessment
- Sustainability Report
- Acoustic Assessment
- Air quality Assessment
- Contamination Assessment
- Acid sulphate soils Management Plan

- Infrastructure Plan
- Economic Impact Assessment
- Social Impact Assessment.

1 Site description and context

1.1 Site description and current use

The subject site comprises 2,570sqm of land located at 122 to 130 Pymont Bridge Road and 206 Parramatta Road, Annandale.

The land parcels within the site are outlined below:

Table 1: Anticipated project timeline

Address	Lot description
122 to 128 Pymont Bridge Road	<ul style="list-style-type: none"> Lot 3 DP 976387 Lot 4 DP 976387 Lot 5 DP 976387 Lot 6 DP 976387 Lot 12 DP 976387
130 Pymont Bridge Road	<ul style="list-style-type: none"> Lot 100 DP1101482
206 Parramatta Road	<ul style="list-style-type: none"> Lot 1 DP 539271



Figure 1: Subject site (Source: Mecone Mosaic)

The site is located at the intersection of Parramatta Road and Pyrmont Bridge Road and has its main frontage to these roads. It also has street frontages to Cahill Street to the north and Mathieson Street to the west.

The site is currently occupied by three adjoining double storey commercial buildings which are largely built to their site boundaries, with the exception of a small at grade car park to the rear of 130 Pyrmont Bridge Road. The buildings are oriented north-south and have frontages to Pyrmont Bridge Road / Parramatta Road to the south and Cahill Street to the north. 206 Parramatta Road also has frontage to Mathieson Street to the west. To eastern most portion of the 122-128 Pyrmont Bridge Road (being Lots 5 & 6 DP 976387) is currently being used as an at grade customer car park with security fencing.

The existing commercial buildings are predominantly occupied by retail tenancies being:

- Energy Shop Australia – heating/cooling/hot water systems specialists (206 Parramatta Road)
- Olde English Tiles – home tiles and finishes sales shop and warehouse (130 Pyrmont Bridge Road)
- Furniture and lighting shop (122-128 Pyrmont Bridge Road).

The site is entirely cleared of trees and vegetation and is either covered in building or hard stand surfaces.

1.2 Existing neighbouring buildings

The site is located opposite a 7-Eleven Petrol Station to the south east across Pyrmont Bridge Road. To the south of Parramatta Road adjacent to the site are recent developments including:

- 139-143 Parramatta Road – Six storey mixed use development with ground floor retail and residential apartments above
- 185 Parramatta Road – Four and six storey residential flat building

The areas to the north and west along Cahill Street and Mathieson Street comprise a mix of single and two storey terraces, two and three storey commercial and light industrial warehouse buildings and a three storey residential live-work warehouse conversion.

To the east the existing car park adjoins a three storey retail / commercial building.

1.2.1 Local context

The site's location is well suited to a health services facility being located within close proximity to the RPA Hospital and will compliment and support the range of health services provided at RPA.

The site also has good accessibility to the wider area having:

- Good access to public transport being in close walking distance of major bus routes along Parramatta Road connecting to the RPA Hospital, Sydney CBD and the wider transport network
- Access to existing and planned pedestrian and cycle routes including along the Johnstons Creek corridor.

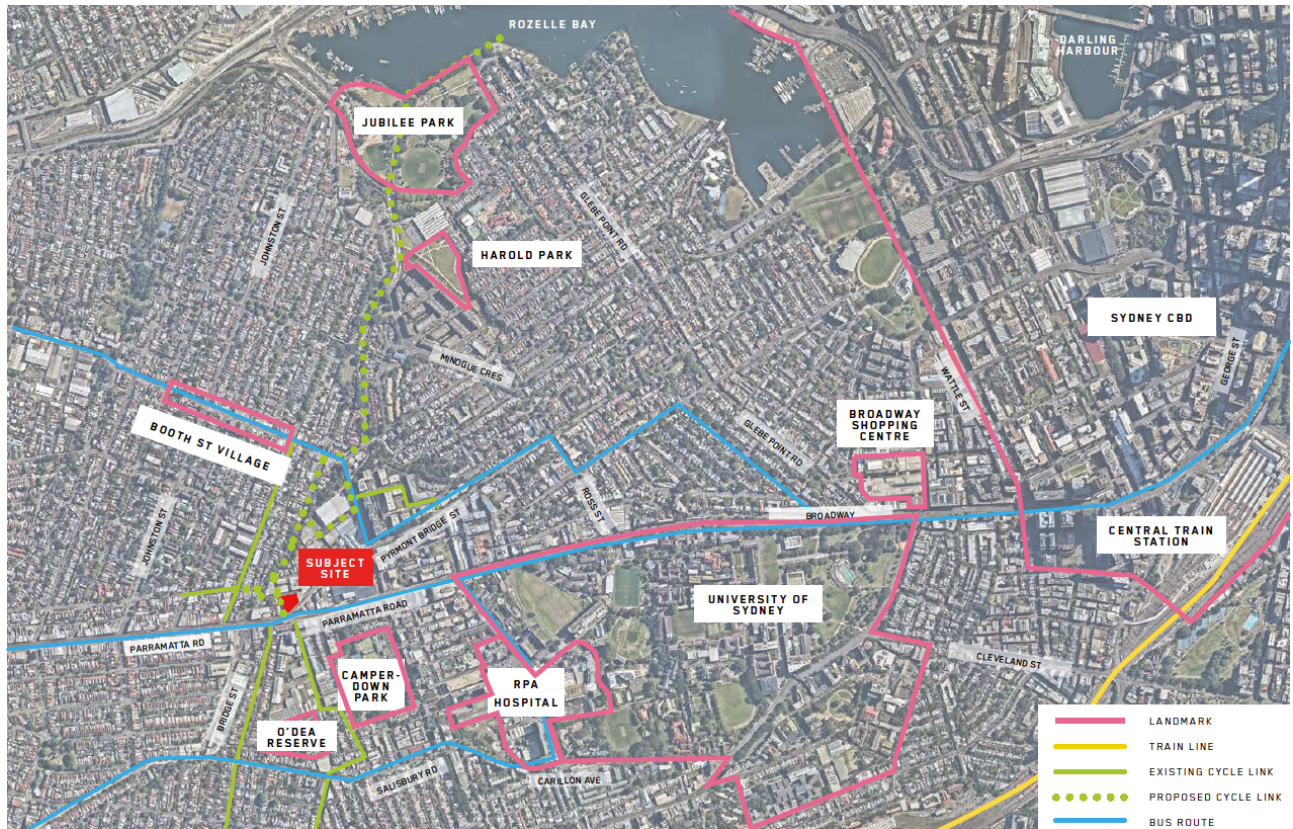


Figure 2: Surrounding context

2 Current planning controls

2.1 Leichhardt Local Environmental Plan 2013

The principal planning instrument applying to the site is the Leichhardt Local Environmental Plan 2013 (Leichhardt LEP). The entire site is zoned IN2 Light Industrial under the Leichhardt LEP. The objectives of the zone are:

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

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

The current maximum floor space ratio under the Leichhardt LEP is 1:1 across the entire site. No height of buildings control currently applies.

Under the Leichhardt LEP the following provision also apply to the IN2 zone.

6.9 Business and office premises in Zone IN2

(1) The objective of this clause is to promote certain types of business and office premises in Zone IN2 Light Industrial.

(2) This clause applies to land in Zone IN2 Light Industrial.

(3) Development consent must not be granted to development for the purpose of business premises or office premises on land to which this clause applies unless the consent authority is satisfied that the development will be used for a creative purpose such as media, advertising, fine arts and craft, design, film and television, music, publishing, performing arts, cultural heritage institutions or other related purposes.

The Leichhardt LEP also identifies the site as being an area mapped as Clause 3 and Class 5 acid sulphate soils. This is addressed in Section 7.3.8.

No heritage items or heritage conservation areas listed under the Leichhardt LEP apply to the site, however the site is located within the vicinity of a number of local heritage items and heritage conservation areas. Heritage impacts are addressed in Section 7.3.4.

2.2 Draft Inner West Local Environmental Plan 2020

Council is currently preparing the *Draft Inner West Local Environmental Plan 2020*. It is understood that the draft LEP is largely seeking to consolidate the existing LEPs for the former Leichhardt, Ashfield and Marrickville LGAs. The draft LEP does not proposed any major changes to the zoning and controls which apply to the site.

This Planning Proposal seeks to rezone the site to B5 Business Development Zone consistent with the PRCUTS. The B5 zone is not currently included in the land use table of the Leichhardt LEP. The proposed objectives and permissible uses for the zone are consistent with the proposed B5 zone in the Draft Inner West Local Environmental Plan 2020.

Should the Inner West LEP be finalised prior to the finalisation of this Planning Proposal, it would amend the Inner West LEP instead of the Leichhardt LEP.

A detailed outline of the proposed amendment to the Leichhardt LEP is provided in Section 6.

3 Strategic context

3.1 Greater Sydney Region Plan

The final Greater Sydney Region Plan, A Metropolis of Three Cities was released by the Greater Sydney Commission in March 2018. The Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities.

It establishes directions, objectives and actions to achieve the 40-year vision which are focused around infrastructure and collaboration, liveability, productivity and sustainability.

A number of the objectives of the plan are relevant to the Planning Proposal, in particular:

- Objective 1: Infrastructure supports the three cities
- Objective 6: Services and infrastructure meet communities' changing needs
- Objective 13: Environmental heritage is identified, conserved and enhanced
- Objective 14: Integrated land use and transport creates walkable 30-minute cities
- Objective 21: Internationally competitive health, education, research and innovation precincts
- Objective 23: Industrial and urban services land is planned, retained and managed
- Objective 30: Urban tree canopy cover is increased
- Objective 32: The green grid links parks and open spaces, bushland and walking and cycling paths
- Objective 33: A low carbon city contributes to net-zero emissions by 2050 and mitigates climate change
- Objective 38: Heatwaves and extreme heat are managed.

The aspirations of the Plan are further considered and expanded in the Eastern City District Plan which is discussed in Section 3.2 below.

3.2 Eastern City District Plan

The Eastern City District Plan seeks to manage growth within the Eastern City in the context of economic, social and environmental matters to contribute to the 40-year vision for Greater Sydney. It contains planning priorities and actions for implementing the Greater Sydney Region Plan, at a district level and is a bridge between regional and local planning.

The Eastern City District Plan identifies the Camperdown-Ultimo Health and Education Collaboration Area comprising the RPA Hospital, Sydney University, UTS, Notre Dame University, TAFE Ultimo and medical research institutions. The Plan highlights key existing impediments for the Collaboration Area as a lack of quality space, loss of employment floor space, limited opportunities to create new commercial floor space, the need for suitably zoned employment land, and rising property and accommodation costs for students and key workers.

The Plan highlights that the Greater Sydney Commission will facilitate stakeholder collaboration for the Camperdown-Ultimo Collaboration Area, including to plan for:

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

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

Facilitate health and education precincts that:

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

The Plan also highlights that the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), initially developed by UrbanGrowth NSW, will be a collaboration between the relevant councils implementing the Strategy, supported by the Greater Sydney Commission. It also confirms that the Parramatta Road Corridor is not subject to the industrial land strategies and actions of the District Plan, being to retain and manage industrial and urban services land. This is on the basis that an extensive planning process has been undertaken for the area which has informed future land use recommendations for the corridor.

The proposal is considered to be consistent with the Eastern City District Plan on the basis that:

- It will support the Camperdown-Ultimo Health and Education Collaboration Area by a major new health services facilities
- It will facilitate the implementation of the PRCUTS for the site.

The proposal will also support a number of key objectives in the District Plan by

- Aligning growth with existing and planned public transport infrastructure along Parramatta Road
- Providing new social infrastructure in the form of a health services facility that reflects the needs of the community
- Responding to the heritage context
- Delivering a sustainable building design through commitment to a 4 Star Green Star rating
- Increasing tree canopy cover across the site through new tree plantings
- Supporting green grid connections by providing pedestrian and cycle linkages to connect to the Johnstons Creek corridor.

3.3 Camperdown Ultimo Place Strategy

The Camperdown Ultimo Place Strategy was released in February 2019 and identifies a vision, priorities and actions to inform future investment and growth for the Camperdown-Ultimo Health and Education Collaboration Area. The strategy identifies three activity nodes being Camperdown, Haymarket and Eveleigh. The site is located adjacent to the Camperdown activity node on the periphery of the innovation ecosystem (being the extent of the Collaboration Area). The site is within an area identified as a health, education and research anchor that stretches from Camperdown to Haymarket. The Place Strategy is illustrated at Figure 3.

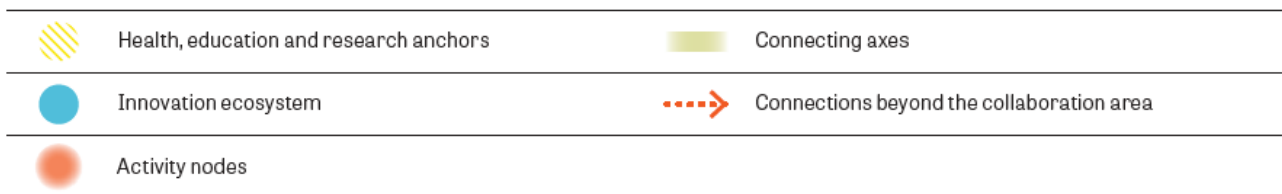


Figure 3: Camperdown Ultimo Place Strategy

The vision for the precinct highlights urban challenges for the area, including the following which are of particular relevance to this site and proposal:

- Poor pedestrian amenity on high-traffic volume roads
- The conversion of industrial and commercial building stocks to residential or mixed-use developments, limiting availability of employment land and affordable spaces for innovation, research, creative industries and artists, and collaborative projects.

The Place Strategy includes a number of actions which are directly relevant to the proposal:

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

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

3.4 Parramatta Road Corridor Urban Transformation Strategy

The PRCUTS was released in 2016 by UrbanGrowth NSW (now Landcom) and sets a vision and land use and transport principles to accommodate 27,000 new homes and 50,000 new jobs in a range of industries across the Corridor over the next 30 years. The PRCUTS is given statutory force by way of a Ministerial direction under Section 9.1 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

The Ministerial Direction has the objective to facilitate development within the Parramatta Road Corridor consistent with the PRCUTS. Planning Proposal Authorities are obliged to be consistent with the PRCUTS and the Eastern City District Plan.

The PRCUTS identifies eight precincts along the corridor which are earmarked for renewal. The site is located within the Camperdown Precinct.

For the Camperdown Precinct, the PRCUTS states that:

- The Precinct is already transitioning to a vibrant high-density locality with diverse uses and buildings of different scales. It will continue to evolve into an attractive, highly urbanised neighbourhood with high quality amenities.
- The Precinct will take on a support role to the adjacent specialised activity institutions and their associated research centres by providing employment and ancillary floor space.
- The Precinct will be focussed around the triangular shaped wedge formed by the intersection of Pyrmont Bridge Road, Mallett Street and Parramatta Road, and will form the western entry to the city. It will be marked by taller buildings catering to both residential and business markets, offering a potential home to any number of innovative and incubator businesses and research activities.

The proposal directly aligns with the PRCUTS by securing an employment use on the site which will support the nearby existing public health institutions.

PRCUTS is supported by an implementation toolkit to assist councils and other stakeholders and to guide where and when rezoning should occur, and the infrastructure required to support land use changes. The relevant aspects of the implementation toolkit is discussed in detail below.

3.4.1 Parramatta Road Corridor – Planning and Design Guidelines

The Planning and Design Guidelines have been developed to inform future controls in local environment plans and development control plans and should be considered when the Strategy is being implemented through rezoning proposals.

For the site the PRCUTS Planning and Design Guidelines identifies the following recommended zoning and built form controls:

Attachment 2 - Proponent's Planning Proposal Report

- Zone: B5 Business Development Zone
- Height of buildings: 32 metres
- Floor space ratio: 4:1

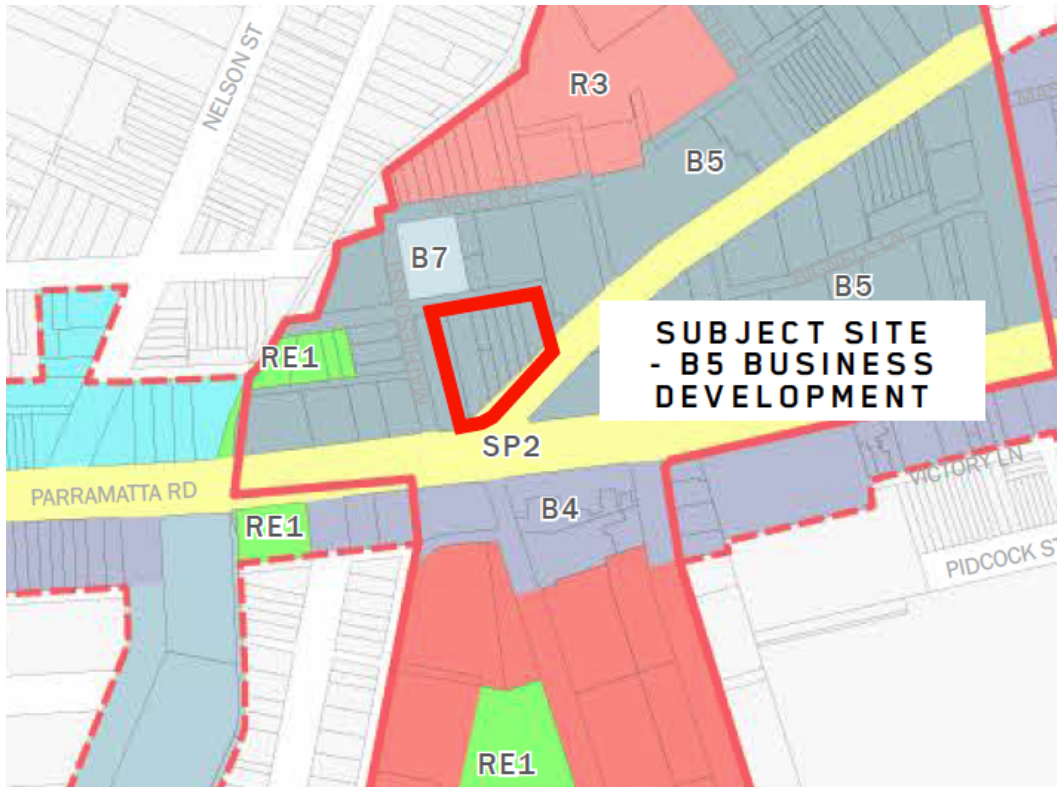


Figure 4: PRCUTS – Recommended zoning

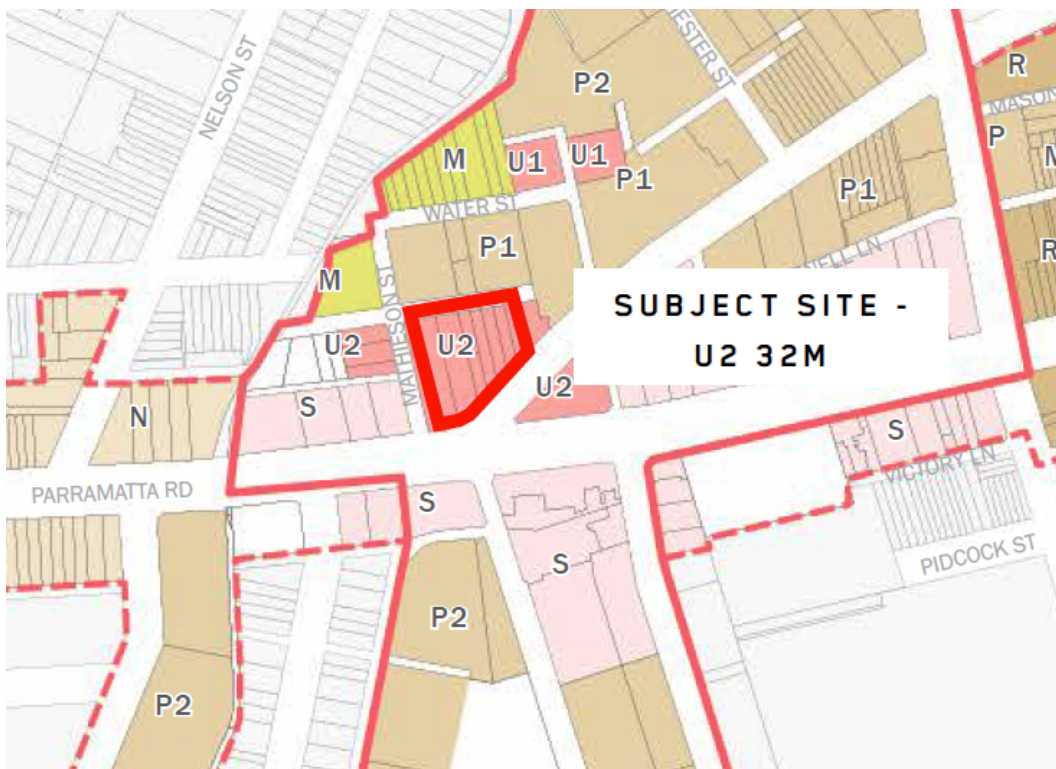


Figure 5: PRCUTS – Recommended height of buildings

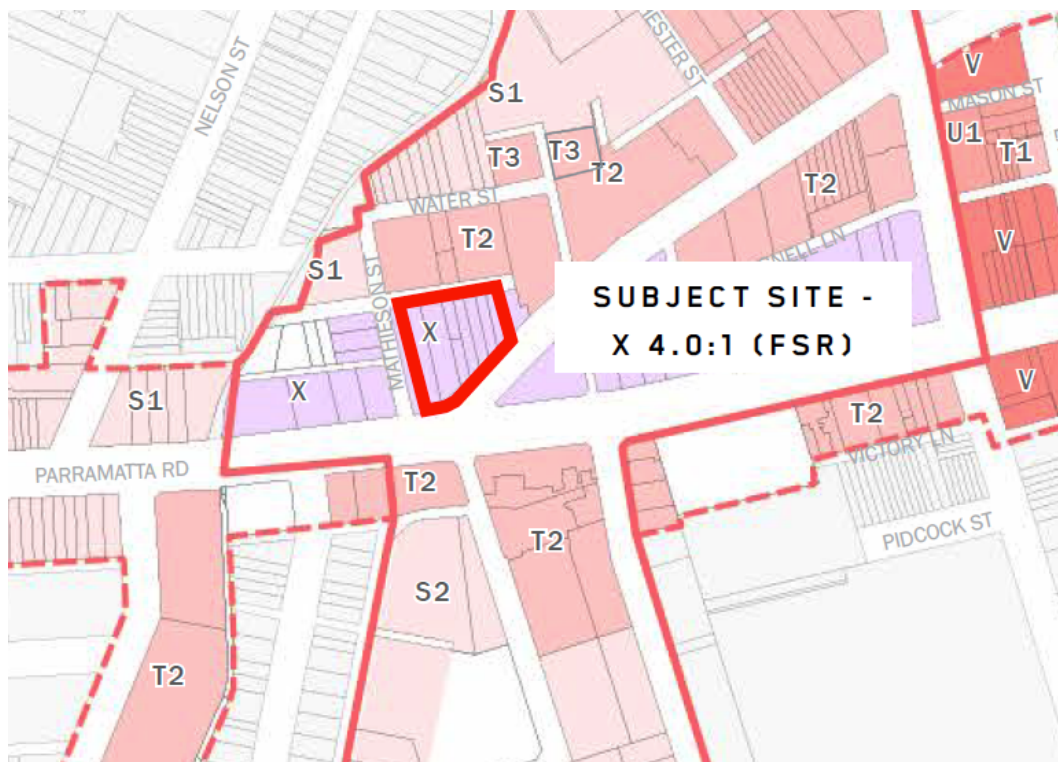


Figure 6: PRCUTS – Recommended floor space ratio

The proposal complies with the recommended controls outlined in PRCUTS.

The Planning and Design Guidelines also recommends the following in relation to the site:

- Establishment of a cycle link along Mathieson Street to connect Parramatta Road to Johnstons Creek (see Figure 7)
- A proposed new 'green lung' along Mathieson Street adjacent to the site to extend leafy character from surrounding areas (see Figure 7)
- Identification of an indicative zone for a Transport Superstop adjacent to Parramatta Road site frontage (see Figure 7)
- Active frontages along Parramatta Road.

The proposal has made allowance for the cycle link and 'green lung' along Mathieson street through proposed street widening which will accommodate the cycle link and new street trees as well as podium level landscaping fronting Mathieson Street.

Active frontages will also be provided along Parramatta Road through the location of ground floor retail uses.

It is not expected that the transport super stop location which encompasses the intersection of Parramatta Road with Pyrmont Bridge Road will impact on the future development of the site. The Traffic Impact Assessment notes that it is unlikely that any proposed superstop would be located in the middle of a signalised intersection, especially at a key strategic intersection like that at Pyrmont Bridge Road intersection with Parramatta Road and that typically bus stops are located downstream of a signalised intersection so to reduce the potential for buses to be stopped and delayed at traffic signals. Accordingly, it is not envisaged that additional street setbacks would be required in this location.

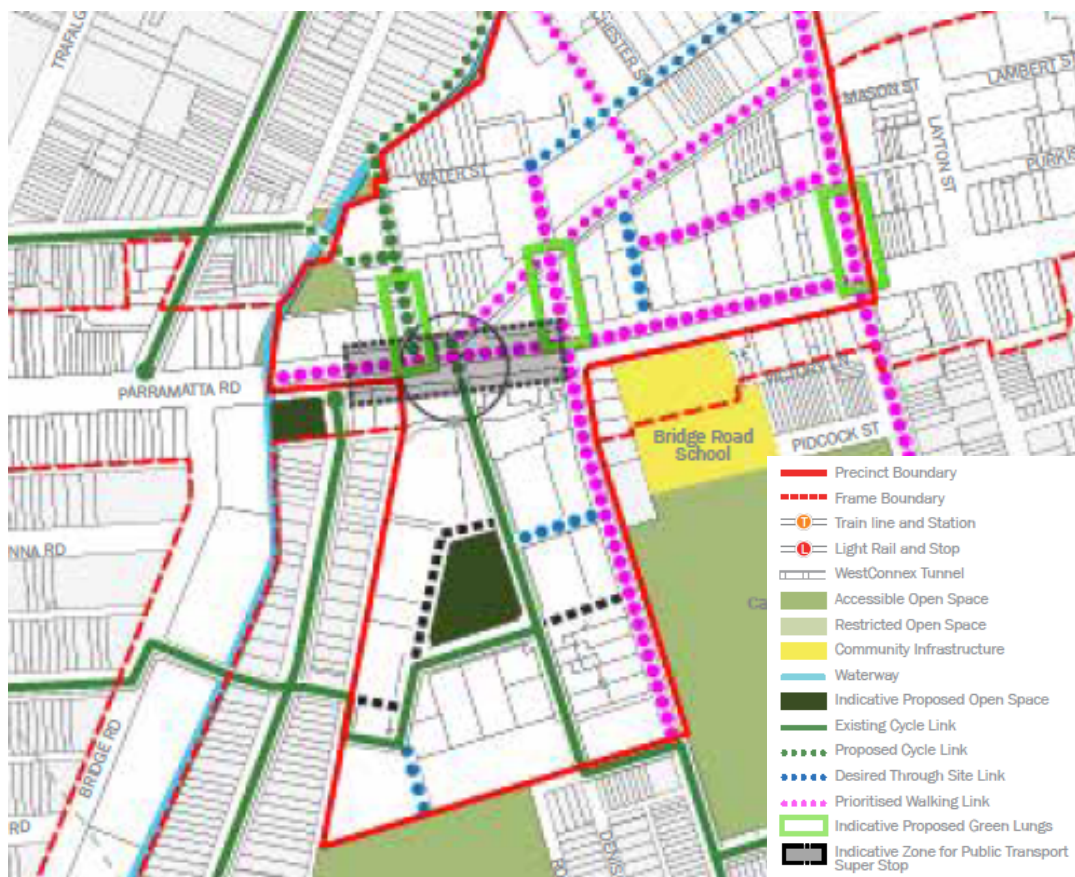


Figure 7: PRCUTS – Recommended open space and active transport

3.4.2 Parramatta Road Corridor – Fine Grain Study

The Fine Grain Study was prepared to inform the PRCUTS as well as future LEP and DCP amendments.

It establishes character across the Camperdown Precinct, with the site located partially within Character Area 2 and Character area 6 which are described below.

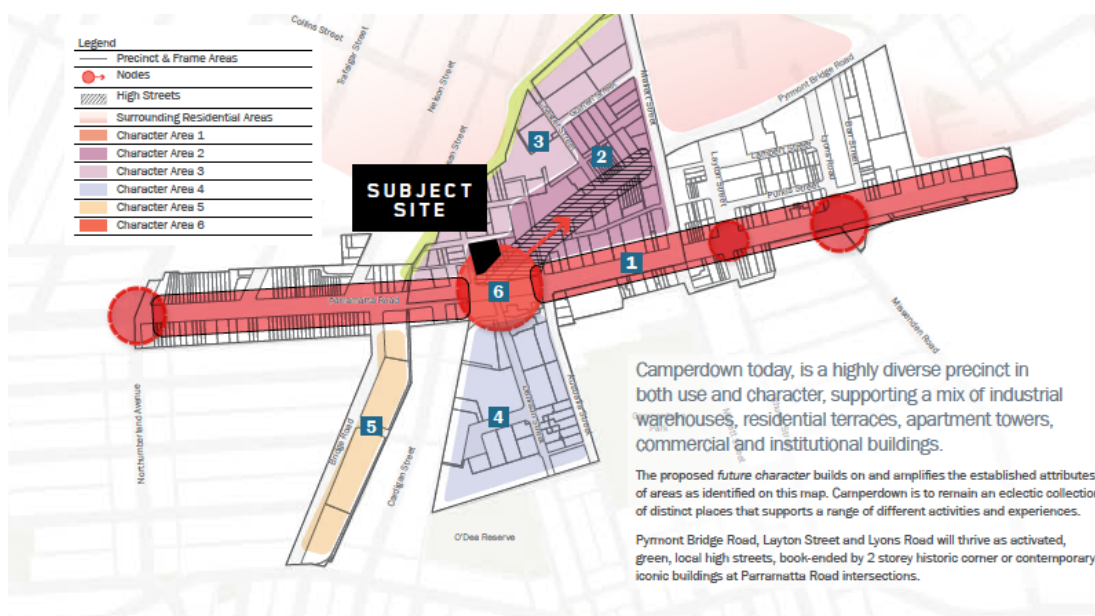


Figure 8: PRCUTS Fine Grain Study – Character Areas

Character Area 2: Objectives

- Preserve the character of 1 – 2 storey brick industrial warehouse and factory buildings, supported by a network of service laneways
- Transform Pyrmont Bridge Road into a people friendly, activated high street, supported by taller, new development
- Define the primary gateway to Camperdown at the junction of Pyrmont Bridge Road and Parramatta Road through development which responds to warehouse character
- Preserve and enhance the warehouse character through innovative façade treatment.

Character Area 6: Objectives

- Amplify the prominence of the intersection of Parramatta Road and Pyrmont Bridge Road as a gateway through scale, building articulation and landscape.

The Fine Grain Study also includes an inaccurate, rudimentary, and high level two dimensional cross section which sets out indicative built form for the precinct including for the block between Pyrmont Bridge Road and Cahill Street. It is noted that the section is taken directly to the east of the site.

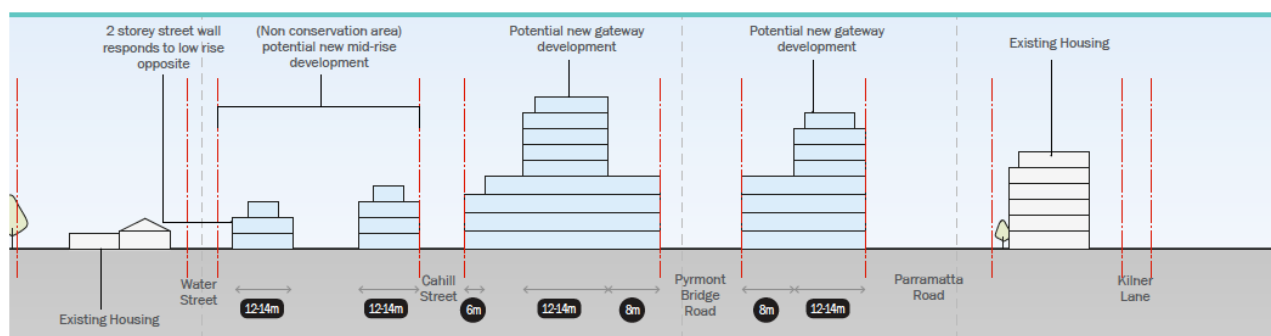


Figure 9: PRCUTS Fine Grain Study – Indicative Cross Section

The implications of the indicative cross section have been considered in the Urban Design Study as shown in Figure 10.

Built form testing was carried out to consider the implications of the indicative building envelope in the fine grain study. The result is a building with 4 storey podium and large setback for levels 5-8 (Figure 10).

The upper level setback would create a compromised and difficult building envelope inhibiting the ability to create a visually striking, iconic proposal on this key site to deliver design excellence. The upper level setbacks are not considered suitable or necessary for an area which is envisaged to be redeveloped entirely for non-residential uses. The smaller upper level floor plates are also not workable as a world-class hospital / health or education asset. Accordingly, an alternative scheme was developed to address the issue. The resulting proposal was developed in consultation with specific health and education user groups. Key benefits of the proposal include:

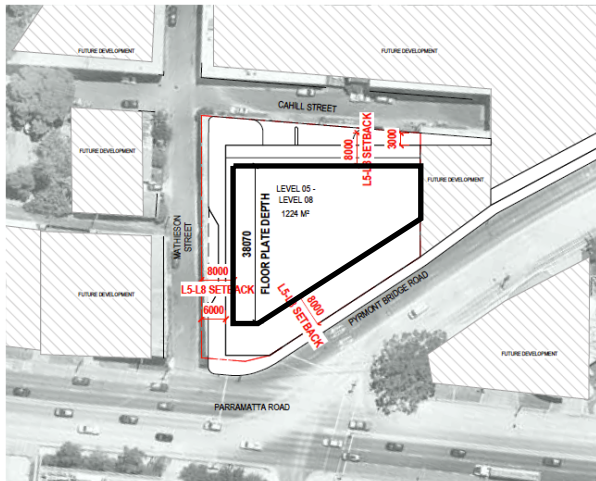
- More usable and suitable floorplate for the intended health, education and innovative employment uses
- Better daylight access provision
- Better view from the building
- More attractive building massing
- An iconic building commensurate with the design excellence aspiration for this gateway site
- Better opportunities for rooftop green spaces

Attachment 2 - Proponent's Planning Proposal Report

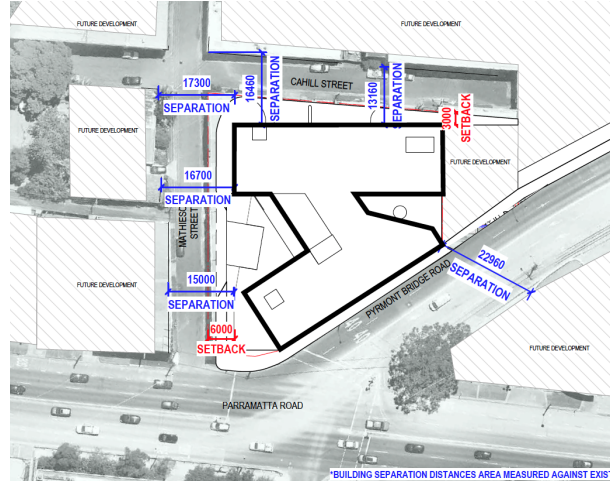
- Better connection and continuation with green lung.

The proposal will deliver a gateway building on this significant site which is able to align with the strategic objectives for the Camperdown Ultimo Health and Education Precinct.

Detailed urban design assessment has been undertaken, confirming no adverse impacts with regard to amenity impacts on adjoining buildings including separation distances, privacy and solar impact.



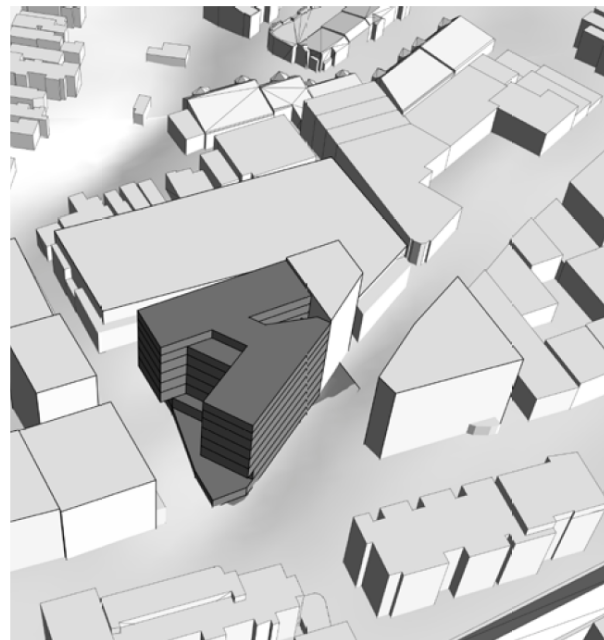
FINE GRAIN STUDY SETBACK IMPLICATION



PROPOSED BUILDING FORM



FINE GRAIN STUDY SETBACK IMPLICATION - PERSPECTIVE



PROPOSED BUILDING FORM - PERSPECTIVE

Figure 10: Building form and setback analysis

3.4.3 Parramatta Road Corridor – Implementation Plan 2016-2023

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

It is also acknowledged the PRCUTS Implementation Plan requires that rezoning does not proceed until a Precinct-wide traffic study has been prepared. It is understood that the precinct wide traffic study for Camperdown is nearing completion. Council has requested that the proposal be informed by the outcomes

of the precinct-wide traffic and transport study including any draft recommendations by way of consultation throughout the Planning Proposal process. The applicant will continue to work with Council to address this matter.

3.4.4 Parramatta Road Corridor – Infrastructure Schedule

The Infrastructure Schedule identifies the transport, open space, community, education and health facilities required to support the proposed growth across the Corridor. It identifies specific infrastructure for the Camperdown Precinct both in the short term (2016-2023) and the medium to long term (2024-2054).

An Infrastructure Delivery Plan has been developed to support the proposal which has included a consideration of the Infrastructure Schedule. The Infrastructure Delivery Plan and proposed contributions are discussed further in Section 7.3.12.

3.4.5 Parramatta Road Corridor – Urban Amenity Improvement Program

The Urban Amenity Improvement Program (UAIP) is a \$198 million initiative to stimulate the transformation of the Parramatta Road Corridor. For the Camperdown Precinct the UAIP will fund the following infrastructure upgrades which will include sections alongside the site.

- New north-south pedestrian and cycle connection along Johnstons Creek from Booth Street to Parramatta Road
- Public domain improvements and cycle connection to Pyrmont Bridge Road between Parramatta Road and Mallet Street.

These public domain improvements have been considered in the proposal, including through proposed green lung, pedestrian and cycle pathways along Mathieson Street.

3.5 Inner West Local Strategic Planning Statement

The Inner West Local Strategic Planning Statement 2020 has been developed to guide land use planning and development in the Inner West LGA to 2036.

Of key relevance to the Planning Proposal, the LSPS includes Planning Priority 13 to *develop diverse and strong stakeholder relationships through collaboration with government, community and business to deliver positive planning outcomes and realise the benefits of growth*. This Planning Priority includes actions relating to the Camperdown-Ultimo Collaboration Area and the Parramatta Road Corridor including:

- Action 13.2: Ensure place based planning guides the zoning and development of the Camperdown-Ultimo Collaboration Area by undertaking the necessary studies and preparing a master plan supporting employment uses as the major focus, enabling the entire precinct to be a Low Carbon-High Performance precinct and establishing a biotechnology hub in Camperdown. This should include provision of public mass transit on dedicated lanes on Parramatta Road.
- 13.6 Implement the finalised housing, employment and transport strategies, and the Parramatta Road Corridor Transport Study, and prepare urban design / place based / open space studies to inform planning proposals to implement the Parramatta Road Corridor Urban Transformation Strategy: Implementation Plan 2016-2023 and Urban Amenity Improvement Plan, subject to the provision of public mass transit being provided on dedicated lanes on Parramatta Road

It is understood that Council is currently preparing a master plan for Camperdown to inform a planning proposal for the area. However, given the Planning Proposal being put forward for the site is consistent with the strategic direction to establish a biotechnology hub in Camperdown, is consistent with the recommendations of PRCUTS, and consistent with Councils LSPS, and Employment Land Study, it is appropriate that the proposal proceed ahead of the master plan.

The proposal will also support the objective to establish Low Carbon-High Performance precinct through sustainability commitments in the form of a 4 Star Green Star rating.

3.6 Inner West Employment and Retail Lands Strategy

The Inner West Employment and Retail Lands Strategy 2020 outlines a strategic approach to maximise productivity, facilitate jobs growth and contribute to the long term prosperity of the Inner West LGA.

It includes two strategies of key relevance to the site.

- Strategy 2.2: Protect employment lands from being eroded by conflicting and incompatible uses
- Strategy 3.3: Support the transition of Camperdown into a health, education and innovation precinct including a biomedical and biotechnology hub.

The proposal directly aligns with the Employment and Retail Lands Strategy by securing the retention of employment land and through the proposed delivery of a major health services facility to support the Camperdown-Ultimo Collaboration Area.

Table 2: Consideration of Inner West Employment and Retail Lands Strategy

Action	Consideration
Strategy 2.2: Protect employment lands from being eroded by conflicting and incompatible uses	
Action 2.2.1: Prohibit residential development in industrial, B5 Business Development and B6 Enterprise Corridor zones	The proposal seeks to prohibit residential development through application of the B5 zone.
Action 2.2.2: Prohibit tourist and visitor accommodation in industrial and B5 Business Development zone.	The B5 zone is proposed to be applied consistent with the PRCUTS. Whilst this zone allows serviced apartments, this use is considered to be complimentary to health, education and biotechnology uses. Should council amend the B5 zone to prohibit these uses, this amendment would apply to the site.
Strategy 3.3: Support the transition of Camperdown into a health, education and innovation precinct including a biomedical and biotechnology hub.	
Action 3.3.1: Develop a structure plan for Camperdown Precinct to implement the productivity priorities of the Camperdown Ultimo Collaboration Area Place Strategy.	The proposal aligns with the priorities of the Camperdown Ultimo Place Strategy as outlined in Section 3.3.
Action 3.3.2: Continue working with the NSW Government and GSC to develop the area as a 'Health and Education Precinct'.	The proposal will contribute to the areas development as a health and education precinct.
Action 3.3.3: Work with the Camperdown Ultimo Collaboration Area Alliance to ensure productivity and industry cluster growth outcomes are prioritised in the Camperdown Precinct.	The proposal will contribute to the productivity and industry cluster growth in the precinct through delivery of a health facility to compliment the established health institutions.
Action 3.3.4: Work with NSW government and the Camperdown Ultimo Collaboration Area Alliance to redevelop the WestConnex construction site at Camperdown as a biotechnology hub.	Not applicable.

Action	Consideration
Action 3.3.5: Implement prospective outcomes of the 2020 Camperdown Innovation Precinct Land Use and Strategic Employment Study and the associated Camperdown Structure Plan.	The relevant actions of the draft Camperdown Land Use and Employment Strategy are addressed in Section 3.7. The Structure Plan is yet to be completed.
Action 3.3.6: Develop planning controls and policies to support the establishment of affordable spaces for medical innovation and research, health services and other ancillary uses in the Camperdown precinct.	The proposal will support affordability of health facilities floor space in the precinct through significantly increasing supply.
Action 3.3.7: Develop a pilot project that introduces a minimum percentage requirement for affordable space in new developments through LEP/DCP provisions for tech start-ups, innovation, creative industries, cultural uses, community uses and artists.	This would need to be progressed by Inner West Council.

3.7 Draft Camperdown Land Use and Employment Strategy

Council is currently preparing a draft Camperdown Land Use and Employment Strategy. Whilst the document has not been released publicly or endorsed by Council it is understood that it includes actions relevant to the proposal which would be implemented through the Council's proposed Camperdown Master Plan.

The relevant actions are considered and addressed in Table 3 below.

Table 3: Consideration of Draft Camperdown Land Use and Employment Strategy

Action	Consideration
Action 4.0: Employment floorspace Sufficient employment floorspace is developed within Camperdown to meet forecast job growth in the long term. This may include traditional industrial, commercial and retail floorspace as well as bespoke research and laboratory space	
Action 4.1 - Protect employment lands from rezoning	The proposal will secure the long-term protection of the site as an employment generating use.
Action 4.2 - Review planning controls for employment uses	It is understood that this is being progressed by Council. The proposal seeks to align with the PRCUTS proposed zone, being B5 Business Development.
Action 4.3 - Develop an inclusionary policy for employment floorspace.	This is a matter for Council. Any policy would be considered in progressing this Planning Proposal.
Action 6.0: Diverse built form and uses A vibrant precinct characterised by diverse built form options (both commercial and residential), high quality design outcomes and human scale ground level experiences, that creates both a day and evening economy	
Action 6.1 - Develop built form and land use vision including principles.	The Planning Proposal establishes a land use and built form vision for the site having regard to the surrounding existing and future built form context.
Action 6.2 - Consider design excellence for key sites	The Urban Design Concept for has been prepared by BVN who have a proven track record in delivering design

Action	Consideration
	<p>excellence, particularly in health and science related fields. This is outlined in the Urban Design Study.</p> <p>It is envisaged that a future DA would be considered by the Inner West Design Advisory Panel to ensure that it delivers design excellence for this gateway site.</p>
Action 6.3 - Support night-time economy uses	The proposal is not expected to make a substantial contribution to the night-time economy. However, the proposed uses are consistent with the strategic direction of establishing a biotechnology hub in this location and would in general increase activation of this area.
Action 7.0: Sustainability Performance Camperdown is a net zero precinct by 2036, with a leading role in the development of a Circular Economy	
Action 7.1 – Implement LSPS actions to improve sustainability performance	The proposal includes commitments to the delivery of a sustainable building design through a 4 star Green Star rating.
Action 7.2 – Apply reduced car parking requirements for private developments	A detailed consideration of car parking rates is outlined in Section 7.3.3. The proposal seeks to deliver car parking at the lower end of the range of draft car parking rates released by TfNSW for this type of use within close proximity to transit.
Action 8.0: Local connectivity Improved local connectivity both within the precinct and to nodes within the broader Collaboration Area. Pedestrians and cyclists are prioritised over private vehicles.	
Action 8.1 – Identify street hierarchy through Movement and Place framework	The proposal responds to its surrounding context and the movement and place framework outlined in the PRCUTS.
Action 8.2 – Identify initiatives to support identified street hierarchy	The proposal supports the identified street hierarchy through establishment of appropriate setbacks and street widening to accommodate planned cycle links.
Action 8.3 – Implement initiatives to support identified street hierarchy	The initiatives outlined above would be implemented as a result of the Planning Proposal.
Action 9.0: Services and facilities Services and infrastructure that reflect the role of Camperdown as an innovation precinct including spaces for informal and formal collaboration.	
Action 9.1 - Identify appropriate locations for collaborative spaces	The project intends to ultimately offer world class health, education, and innovation users a place to collaborate, work, innovate and service the community.

4 The proposal

The site is unique in that it is a relatively large land holding that will allow large, flexible floorplates suited to servicing world class health, education, and innovation user groups. The Urban Design Concept has been informed by a large health user group, who (subject to the approval of the rezoning and subsequent development application) will occupy the building, thus acting as a catalyst to realise genuine activation of the precinct. The project intends to ultimately offer world class health, education, and innovation users a place to collaborate, work, innovate and service the community. It is noted that the prospective tenant for the proposal specialises in physical and medical rehabilitation and it is understood that services offered on site will be of this nature and will be complementary to the RPA Hospital.

4.1 Urban Design Concept

An Urban Design Concept has been prepared to inform the Planning Proposal. The Urban Design Concept envisages the site being redeveloped for up to eight storeys comprising floor space of 10,264sqm with:

- Medical uses such as a physiotherapist and hydrotherapy pool and ancillary retail uses including a café and pharmacy at the ground level
- Private hospital uses on levels 1 to 7
- Medical related consulting rooms on Level 8.

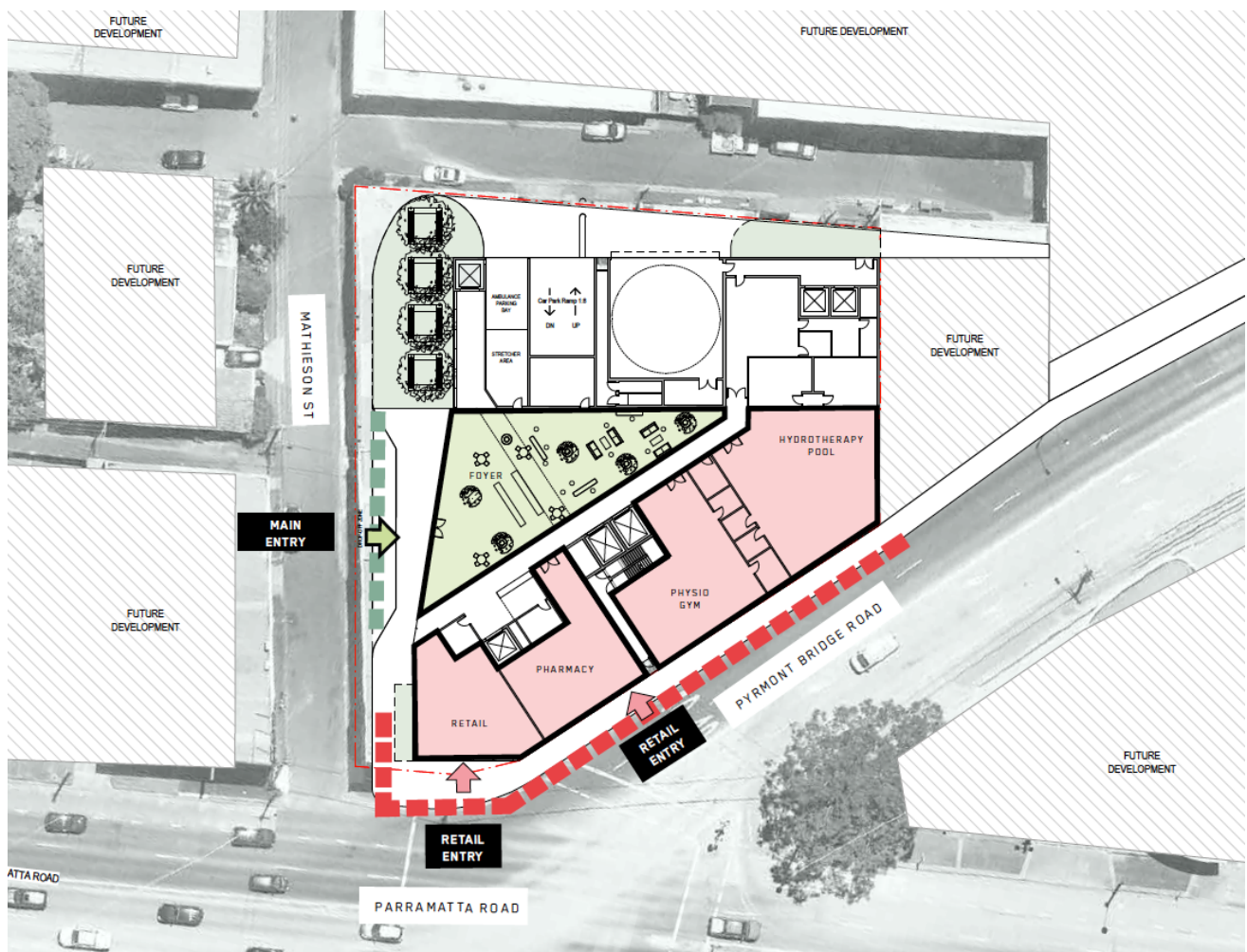


Figure 11: Urban Design Concept – Ground floor layout

The Urban Design Concept provides for:

- A zero setback to Pyrmont Bridge Road with active retail uses oriented to this frontage
- A six metre setback to the existing Mathieson Street frontage
- A varied setback to the existing Cahill Street frontage with a minimum of 3m increasing to over 6m to the west
- Highly articulated built form and massing to maximise human scale, increase daylight access and maximise outlook
- Potential for rooftop green spaces above the podium fronting Mathieson Street and at the corner of Parramatta Road
- Street tree planting along Mathieson Street and Cahill Street and planter boxes at the corner of the two laneways to contribute to the 'green lung' and increase canopy cover on the site
- Potential for a bike path within the widened Mathieson Street road reserve to connect to Johnston Creek and the wider cycle and open space network.

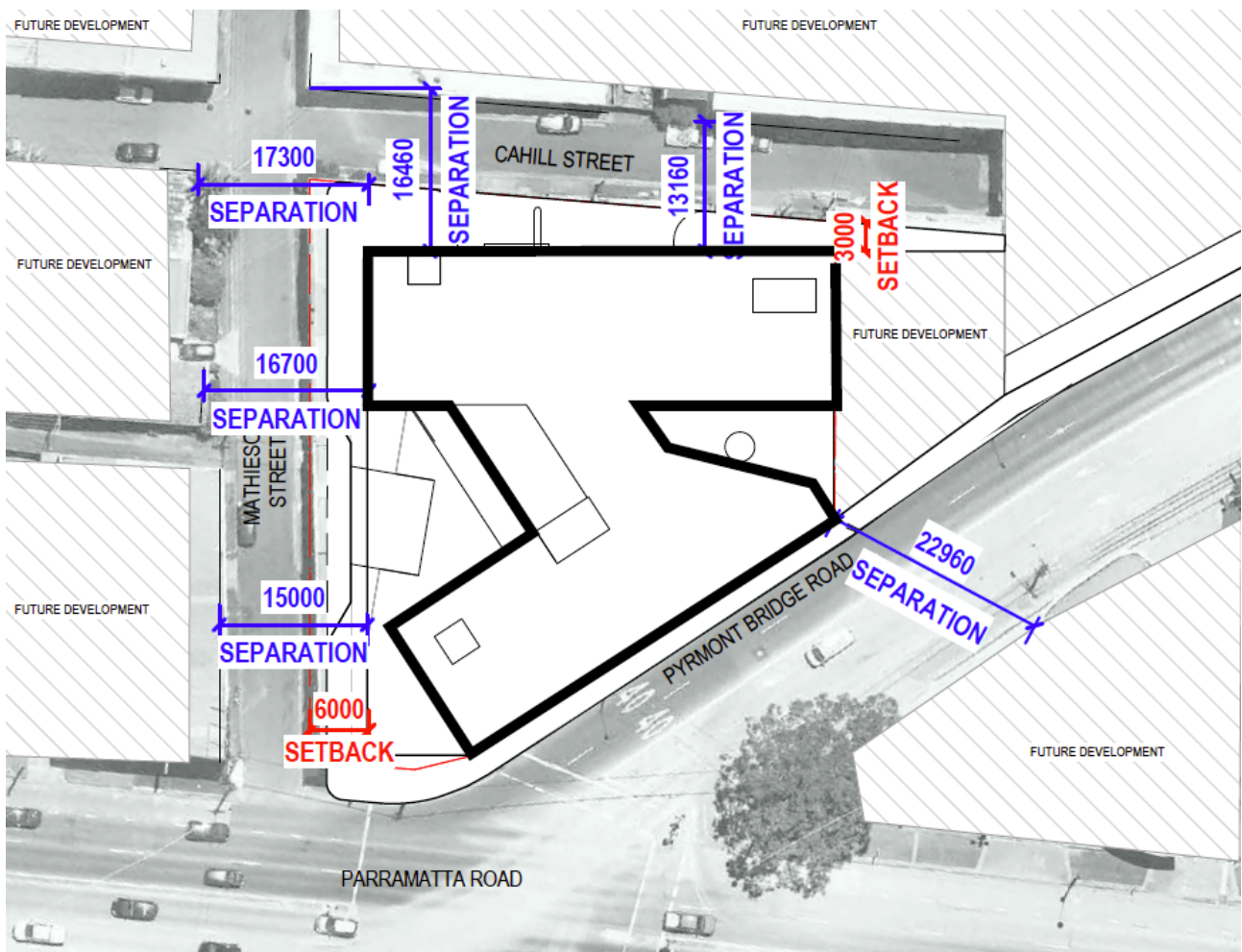


Figure 12: Urban Design Concept – Building setbacks and separation distances

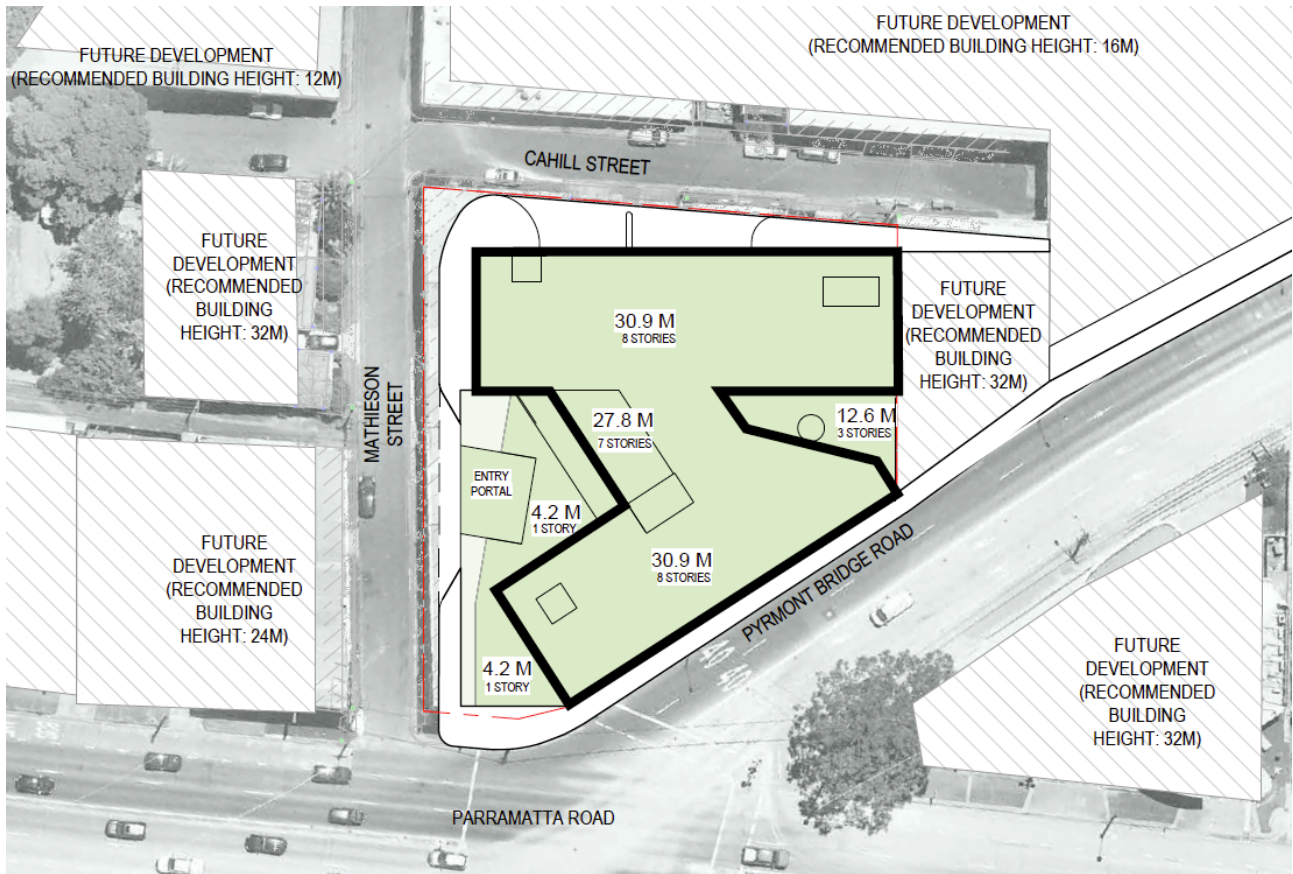


Figure 13: Urban Design Concept – Maximum building heights

The key aspects of the access parking arrangements outlined in the Urban Design Concept include:

- A 2-level basement car park with 100 parking bays with access from Cahill Street via a two way ramp.
- A drop off area with three indented car parking spaces is also proposed on Mathieson Street. The drop off area is proposed to be located on land within the subject site.
- An on-site loading bay accessed directly from Cahill Street to accommodate all servicing requirements with capacity for a 8.8m long medium rigid vehicle with a truck turntable to allow vehicles to enter and exist in a forward direction.
- An ambulance bay with access directly off Cahill Street.
- Provision for a cycleway along Mathieson Street.

Road widening of both Mathieson Street and Cahill Road is also proposed using land from the subject site to allow for independent two-way traffic flows as follows:

- Mathieson Street: increased from 6.1m to 9.4m.
- Cahill Street: increased from 5.7m to 7.6.

In both cases, the existing kerbside parking lane is also proposed to be retained.

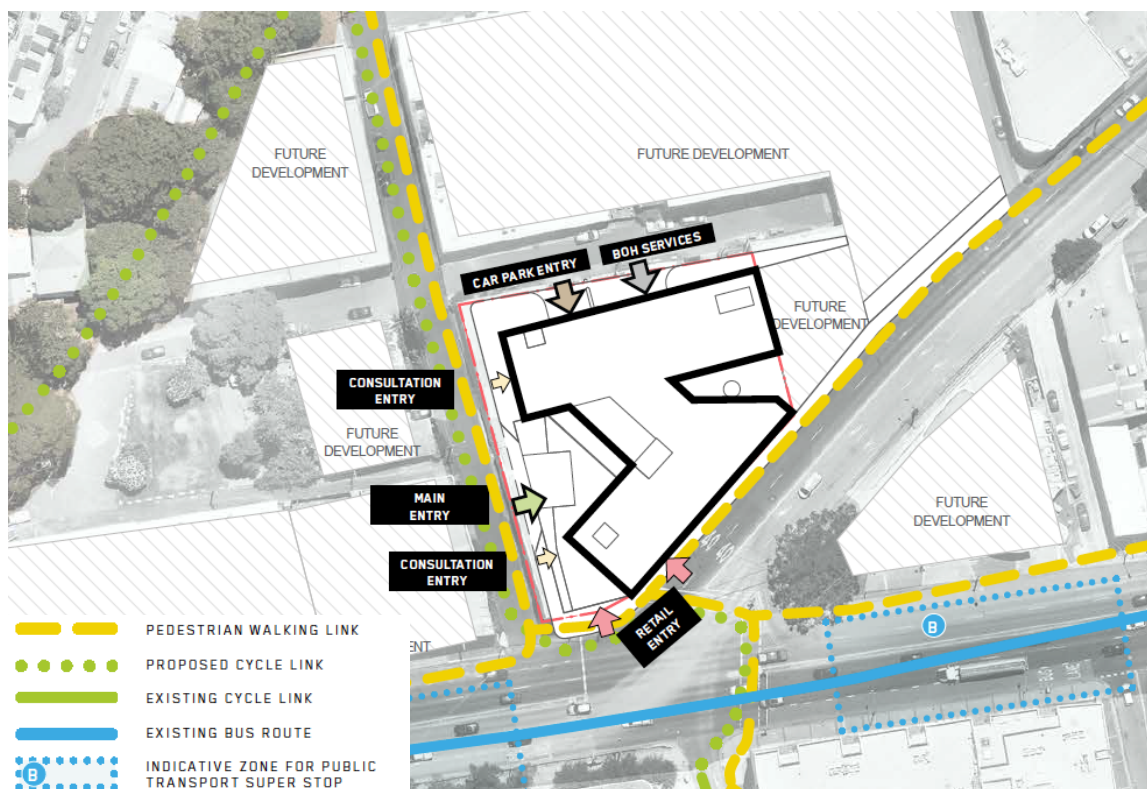


Figure 14: Access and circulation plan



Figure 15: View of building entry from Mathieson Street



Figure 16: View of building from Parramatta Road

4.2 Design excellence

The Urban Design Concept for has been prepared by BVN who have a proven track record in delivering design excellence, particularly in health and science related fields as outlined in the Urban Design Study.

It is envisaged that a future DA would be considered by the Inner West Design Advisory Panel to ensure that it delivers design excellence for this gateway site.

4.3 Amendments to the Leichhardt Local Environmental Plan

To facilitate renewal of the site the Planning Proposal seeks to amend the Leichhardt LEP as follows:

- Rezone the site from IN2 Light Industrial to B5 Business Development
- Apply a maximum height control of 32m
- Amend the floor space ratio control from 1:1 to 4:1
- Allow retail premises at the ground level

This is discussed in further detail in Section 6.

4.4 Site Specific Development control plan

A draft site specific DCP (Appendix B) has been prepared to outline detailed built form controls which would guide future development on the site, and includes controls relating to the following:

- Land use
- Building layout height and form
- Building design and design excellence
- Amenity and land use conflicts

- Access and parking arrangements
- Built form and landscaping
- Sustainability.

4.5 Local infrastructure contributions

Local Infrastructure Contributions Plan currently apply to the former Leichardt LGA under Clause 7.11 and 7.12 of the EP&A Act.

This Leichardt Developer Contributions Plans under Clause 7.11 levy local infrastructure contributions for residential and employment generating development. It outlines rates for various types of employment generating uses, which does not include health services uses. Accordingly, it is understood that these plans would not apply to the proposed use.

The Former Leichardt LGA Section 7.12 Development Contributions Plan sets out that it applies to any development within the former Leichardt LEP which is not required to pay contributions under the Leichardt Section 7.11 Plans. Accordingly, it is envisaged that the proposed use would be required to pay contributions under the 7.12 Plan.

The 7.12 Plan establishes a contributions rate of 1% for all development over \$200,000. This would be payable prior to construction.

Council has also sought 50% of any uplift in value facilitated by amendment of the planning controls for the site, to be secured through a Voluntary Planning Agreement (VPA). A VPA offer is to be submitted with the planning proposal and is to contribute towards meeting local infrastructure/service demands. It is noted that the entire health facility is in itself a contribution to community infrastructure.

An Infrastructure Delivery Plan has been prepared (Appendix C) which has reviewed the infrastructure demands arising from the development. It notes that the delivery of the hospital and medical facility would have a significant positive influence on infrastructure requirements within the Camperdown Precinct and that the increase in transient working population resulting from the development is quite small when compared to the projected population uplift of the entire corridor. It did not identify the need for any further local infrastructure to support the proposal.

Further, a value capture approach is inconsistent with policy position outlined in the draft Planning Agreement Practice Note which was exhibited by the Department of Planning, Industry and Environment in April 2020 which states that:

Planning agreements should not be used explicitly for value capture in connection with the making of planning decisions. For example, they should not be used to capture land value uplift resulting from rezoning or variations to planning controls. Such agreements often express value capture as a monetary contribution per square metre of increased floor area or as a percentage of the increased value of the land. Usually the planning agreement would only commence operation as a result of the rezoning proposal or increased development potential being applied.

On the basis of the above it is proposed that local infrastructure contributions are paid in accordance with the Former Leichardt LGA Section 7.12 Development Contributions Plan.

4.6 State infrastructure contributions

The PRCUTS envisaged the preparation of a Special Infrastructure Contribution Plan to levy State Infrastructure Contributions, however this is yet to be prepared.

Given that the proposal will deliver health services uses which will provide a wider community benefit it is envisaged that State Infrastructure Contributions will not be payable. At this stage, DPIE have indicated that they will not be seeking a State Infrastructure Contributions for non- residential or non-industrial uses. This will be further addressed in consultation with the Department through the assessment process.

It is also noted that the NSW Government has adopted the recommendations of the NSW Productivity Commission's Review of Infrastructure Contributions in NSW which proposes a standard rate for State Infrastructure Contributions. Once introduced these rates would apply to the site, subject to any exceptions for health and medical uses.

5 Objective or intended outcomes

The objectives and intended outcomes of this proposal are:

- To amend the planning controls which apply to the site to align with the recommendations of PRCUTS
- To establish site specific development controls to guide future development on the site
- To develop the site for a health services facility to support the strategic objectives for the Camperdown Ultimo Collaboration Area to establish a Camperdown Biomedical and Biotechnology Hub and to enhance medical innovation, research and health services to support the RPA Hospital
- To provide for ancillary café and retail uses at the ground floor to enhance street activation and passive surveillance
- To deliver design excellence for this important gateway site
- To enhance the streetscape and increase canopy cover and green cover through provision of new street trees along Mathieson Street and rooftop green cover at podium level
- To deliver infrastructure contributions appropriate to the proposed use.

6 Explanation of provisions

The proposal seeks to amend the Leichhardt LEP to be implement the recommendations of the PRCUTS by:

- Including the B5 Business Development zone in the LEP consistent with the Draft Inner West Local Environmental Plan 2020 (as outlined in Table 4 below)
- Rezoning the site from IN2 Light Industrial to B5 Business Development by amending the Land Use Zoning Map
- Applying a maximum height control of 32m by amending the Height of Buildings Map
- Amending the floor space ratio control from 1:1 to 4:1 by amending the Floor Space Ratio Map
- Amending Schedule 1 Additional Permitted Uses to include retail premises as an additional permitted uses at ground level within the site. The Additional Permitted Uses Map would also be amended to identify the subject site.

Table 4: Proposed B5 Business Development Zone

Item	Provisions
Zone objectives	<ul style="list-style-type: none"> • To enable a mix of business and warehouse uses, and specialised retail premises that require a large floor area, in locations that are close to, and that support the viability of, centres. • To encourage innovative businesses and light industries to respond to changing markets. • To maintain the productivity and operation of nearby industrial areas, by promoting a pattern of land uses in the zone that provides a buffer between the industrial activities and uses such as residential, that are sensitive to amenity impacts. • To enhance the visual appearance of the area by ensuring new development achieves high architectural, urban design and landscape standards.
Permitted without consent	Home occupations
Permitted with consent	Centre-based child care facilities; Commercial premises; Garden centres; Food and drink premises; Hardware and building supplies; Hotel or motel accommodation; Industrial training facility; Landscaping material supplies; Light industries; Markets; Oyster aquaculture; Passenger transport facilities; Respite day care centres; Roads; Serviced apartments; Specialised retail premises; Tank- based aquaculture; Warehouse or distribution centres; Any other development not specified in item 2 or 4
Prohibited	Agriculture; Air transport facilities; Airstrips; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Hotel or motel accommodation; Industries; Jetties; Marinas; Moorings; Mooring pens; Open cut mining; Pond-based aquaculture; Port facilities; Recreation facilities (major); Residential accommodation; Retail premises; Rural industries; Sewerage systems; Sex services premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshop; Vehicle repair station; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities.

Attachment 2 - Proponent's Planning Proposal Report

In pre-lodgement consultation, Inner West Council has indicated their preference to lodge this proposal as B7 Business Park zoning. We note that this would be inconsistent with the PRCUTS (that prescribes B5 use for this site). To avoid potential delays, it is proposed to maintain consistency with the B5 Business Development use prescribed in the PRCUTS. We note that the B5 and B7 zones included in the Draft Inner West Council LEP 2020 permit and prohibit similar uses, and both would permit health/medical use.

If Council are not supportive of Serviced Apartments use in this precinct and for this Proposal, then it is suggested that Council include this prohibition as a proposed control when the Proposal is recommended to proceed at Gateway.

7 Justification

This section sets out the justification for the Planning Proposal and addresses key questions to consider when demonstrating the justification as outlined in *A Guide to Preparing Planning Proposals* (Department of Planning, Industry and Environment 2016).

7.1 Need for the planning proposal

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

Yes.

The planning proposal seeks to support the implementation of the PRCUTS which envisages the site being rezoned to B5 Business Development with an FSR of 4:1 and a maximum height of 32m. This is discussed in further detail in Section 3.4.

The proposed use being a health services facility is directly consistent with the State and local government strategic direction outlined for the Camperdown-Ultimo Health and Education Precinct as outlined in the Greater Sydney Region Plan, Eastern City District Plan, Camperdown Ultimo Place Strategy, Inner West Local Strategic Planning Statement and Inner West Employment and Retail Lands Strategy. The consistency with the strategic context is discussed in further detail in Section 3.

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

Yes, the Planning Proposal is the best means of achieving the objectives and intended outcomes.

The issues covered by this Planning Proposal relate to statutory issues under Part 3 of the *Environmental Planning and Assessment Act 1979*. The Planning Proposal is the only mechanism that can achieve the objectives and intended outcomes related to the Site.

7.2 Relationship to Strategic Planning Framework

Q3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The Planning Proposal is consistent with the Greater Sydney Region Plan and the Eastern City District Plan as outlined in Section 3.1 and 3.2 respectively.

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

The Planning Proposal is consistent with the Inner West Local Strategic Planning Statement and Inner West Employment and Retail Lands Strategy as outlined in Sections 3.5 and 3.6.

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

An analysis of the consistency of the proposed amendments with relevant State Environmental Planning Policies (SEPPs) is listed in **Table 5**.

Table 5: Analysis against State Planning Policies

Policy	Assessment
SEPP 55 – Remediation of Land	<p>SEPP 55 introduces planning controls for the remediation of contaminated land. The provisions of SEPP 55 relating to Planning Proposal have been repealed and now form part of the Ministerial Directions. This is discussed in Table 6 below.</p> <p>The provisions of SEPP 55 relating to development applications will apply at the development stage.</p>
Infrastructure SEPP	<p>The Infrastructure SEPP sets out thresholds for Traffic Generating Development which requires referral to Transport for NSW. This includes hospitals of 100 or more beds if the site has access to classified road or to a road that connects to classified road (if access within 90m of connection, measured along alignment of connecting road). Accordingly, the development would need to be referred to Transport for NSW at the development application stage.</p> <p>The Infrastructure SEPP establishes noise criteria that apply to hospitals within the vicinity of a busy road (daily traffic volume of > 20,000 vehicles). It also requires consideration of the Development Near Rail Corridors and Busy Roads Interim Guideline. This is considered and addressed in Section 7.3.6.</p>
State and Regional Development SEPP	<p>The State and Regional Development SEPP identifies development that is of State or regional significance and outlines the approval process for such development.</p> <p>The SEPP sets out that the following development that has a capital investment value of more than \$30 million is State Significant Development:</p> <ul style="list-style-type: none"> • Hospitals • Medical centres • Health, medical or related research facilities <p>Accordingly future development of the site would be considered as State Significant Development if it meets the CIV threshold and would be assessed by the Department of Planning, Industry and Environment.</p>
SEPP 65 – Design Quality of Residential Apartment Buildings	<p>SEPP 65 seeks to promote good design of apartments through the establishment of the Apartment Design Guide.</p> <p>SEPP 65 does not apply to the proposed use, however the provisions of the Apartment Design Guide have been applied to consideration of impacts on surrounding residential flat buildings.</p>

Q6. Is the Planning Proposal consistent with the applicable Ministerial Directions?

The proposal is consistent with all relevant Ministerial Directions under Section 9.1 of the *Environmental Planning and Assessment Act 1979* (previously Section 117).

An assessment of the proposal against the applicable Section 9.1 directions is supplied in Table 6.

Table 6: Analysis against Ministerial Directions

Ministerial Direction	Assessment
1. Employment and resources	
1.1 Business and industrial zones	<p>The direction requires a planning proposal to retain the areas and locations of business or industrial zones.</p> <p>The direction also outlines that a planning proposal may be inconsistent with the direction where it is in accordance with a relevant Regional Strategy or Sub-regional Strategy.</p> <p>The site is currently zoned IN2 Light Industrial. The proposal to rezone the site to B5 Business Development seeks to retain the site within employment generating zone. Further site proposal seeks to facilitate the implementation of the PRCUTS and is consistent with the Eastern City District Plan.</p>
2. Environment and Heritage	
2.6 Remediation of contaminated land	<p>The direction applies to a Planning Proposal which seeks to rezone potentially contaminated land. The direction states that the planning authority must consider whether the land is contaminated, and if so that the land is suitable in its contaminated state for the permitted uses in the zone, or that the land requires remediation before the land is developed for that purpose.</p> <p>It requires the planning proposal authority to obtain and have regard to a report specifying the findings of a preliminary investigation of the land carried out in accordance with the contaminated land planning guidelines.</p> <p>EI Australia have prepared a contamination study that concludes that the site can be made suitable for the proposed development. This is discussed in further detail in Section 7.3.7.</p>
3. Housing, infrastructure and urban development	
3.4 Integrating land use and transport	<p>The direction requires the Planning Proposal Authority to ensure that the Planning Proposal includes provisions consistent with the principles of Integrating Land Use and Transport as outlined in key policies and guidelines.</p> <p>The proposal meets these principles by locating a health services facility in a highly accessible location close to public transport services, and collocated with other health facilities.</p>
4. Hazards and risks	
4.1 Acid Sulfate soils	<p>The direction requires the RPA to prepare an acid sulfate soils study where it proposes an intensification of land uses on land identified as having a probability of containing acid sulfate soils.</p> <p>An Acid Sulfate Soils Management Plan has been prepared which outlines a series of acid sulfate soils management measures which would need to be carried out at the construction stage (see Section 7.3.8).</p>
4.1 Flood Prone Land	<p>The direction applies when a Planning Proposal alters a zone or a provision that affects flood prone land.</p>

Ministerial Direction	Assessment
	<p>The direction requires the RPA to ensure that the Planning Proposal gives effect to the NSW Flood Prone Land Policy and principles of the Floodplain Development Manual 2005.</p> <p>The site is not considered to be impacted by flood hazard.</p>
7. Metropolitan Planning	
7.1 Implementing the Plan for Growing Sydney.	<p>This direction requires the RPA to ensure that a Planning Proposal is consistent with A Plan for Growing Sydney. A Plan for Growing Sydney was superseded by the Greater Sydney Region Plan in March 2018.</p> <p>The proposal is consistent with the Greater Sydney Region Plan outlined in Section 3.1.</p>
7.5. Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	<p>This direction requires planning proposals to be consistent with the PRCUTS and Implementation Toolkit and the relevant district plan. The proposal is consistent with the PRCUTS and relevant components of the Implementation Toolkit as outlined in Section 3.4 and Eastern City District Plan as outlined at Section 3.2.</p>

7.3 Environmental, social and economic impacts

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

The proposal is contained within a site long used for industrial and commercial uses which is entirely cleared of vegetation. No critical habitat or threatened species will be affected as a result of this proposal.

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

7.3.1 Overshadowing

The Urban Design Study has considered the potential overshadowing impacts on surrounding residential uses. There are a number of existing residential uses adjacent to the site including terraces houses to the north and east and a live-work development to the north. However it is noted that the terrace house uses are within an area which is envisaged to transition to a B5 Business Development zone and may be redeveloped in the short to medium term.

There are also existing recent mixed use / residential apartment developments adjacent to the site to the south of Parramatta Road.

The proposal is not expected to have any significant overshadowing impact on the residential uses to the north of Parramatta Road as shown in Figure 17.

The proposal would result in some additional shadowing of the facades of the mixed use residential flat buildings to the south of Parramatta Road, however this is considered to maintain an acceptable level of amenity and is further modelled in the Urban Design Study.



Figure 17: Shadow diagrams

7.3.2 Visual impact and privacy

The proposal has been developed with consideration of the existing and future context surrounding the site and appropriate setbacks have been established to provide for adequate separation distances, particularly from existing residential uses.

It is noted that the existing residential uses adjacent to the site across Mathieson Street and Cahill Street include terraces houses which have their back gardens oriented away from the site and a live-work building with internal courtyards which do not directly face the site. The proposed separation distances and the existing built form orientation will minimise visual and overlooking impacts as a result of the proposal. Further it is highlighted that the terrace house uses are within an area which is envisaged to transition to a B5 Business Development zone and may be redeveloped in the short to medium term.

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

The highly modulated and articulated built form will minimise the apparent building bulk and scale and the delivery of a design excellence building will ensure that the development has a positive visual and streetscape impact.

7.3.3 Traffic and transport

A Transport Assessment Report has been prepared by MLA Transport Planning (Appendix D) which includes an assessment of the traffic impacts associated with the proposal. This included traffic modelling of the

impacts on the intersections at Parramatta Road / Mathieson Street and Parramatta Road / Pyrmont Bridge Road.

Based on the proposed uses the proposed development is expected to generate 144 vehicle trips per hour during the busiest period.

The analysis found the intersections would continue to operate at a satisfactory level of service for the 2031 scenario when including the development. In 2031 the modelling indicated that the level of service (LoS) would be maintained at a LoS A. This is with the exception of the Parramatta Road / Pyrmont Bridge Road intersection where it would decrease from LoS B to LoS C in the evening peak, noting that this would require some minor re-allocation of the signal timing at this intersection. It is noted that the changing of the performance of the Pyrmont Bridge Road in the evening peak period is solely due to the future growth of the background traffic and would not be further impacted by the proposal.

The modelling concluded that the additional development traffic is not expected to create any material changes to the operation of the nearby intersections.

The Traffic Assessment Report also estimated car parking requirements in accordance with the Leichardt DCP, PRCUTS, TfNSW's Guide to Traffic Generating Developments 2002 and TfNSW's Draft Guide to Transport Impact Assessments March 2018, as shown in Table 7. This is based on the proposed private hospital with 170 staff and 120 beds.

Table 7: Car parking requirements

Issue	Minimum car parking requirement	Maximum car parking requirement
Leichhardt DCP – health consulting rooms: <ul style="list-style-type: none"> minimum parking requirement – 2 spaces per 3 consulting rooms, and maximum parking requirement – 2 parking spaces for every consulting room. 	32	96
PRCUTS – commercial uses <ul style="list-style-type: none"> Maximum one space per 150m² GFA 	NA	68
TfNSW 2002 Guideline – private hospitals: peak parking accumulation (PPA) can be estimated as follows: <ul style="list-style-type: none"> PPA = $-19.56 + 0.85B + 0.27ASDS$ where the number of beds (B) and the average staff per weekday shift (ASDS) are known, or PPA = $-26.52 + 1.18B$ where only the number of beds is known. 	115/128	NA
TfNSW 2018 Draft Guideline – private hospitals in urban areas in close proximity to transit: <ul style="list-style-type: none"> 0.7 to 1.2 car parking spaces per staff, or 3.0 to 5.0 car parking spaces per bed. 	119/360	204/850

At this stage, the concept plans that have been developed indicate that the proposed development with 2-level basement car park can accommodate parking for up to 100 vehicles. This is appropriate within the context of the car parking requirements.

As noted previously, the concept design contained in this planning proposal has been informed by a large health user group, which are generally supportive of the concept design including the proposed car parking provision.

The proposal would also comply with the accessible car parking rates outlined in the Leichhardt DCP as follows by providing two accessible spaces:

- non-outpatient area – 1 space per 100 car parking spaces
- non-patient area – 1 space per 50 car parking spaces.

Bicycle parking and motorcycle parking would also be provided in accordance with the requirements of the Leichhardt DCP.

7.3.4 Heritage

The subject site is not listed as a heritage item or within a heritage conservation area. However, a Heritage Impact Assessment has been prepared (Appendix E) which identifies the site as being within the vicinity of a number of heritage items and heritage conservation areas including:

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

These heritage items and conservation areas are shown at Figure 18.

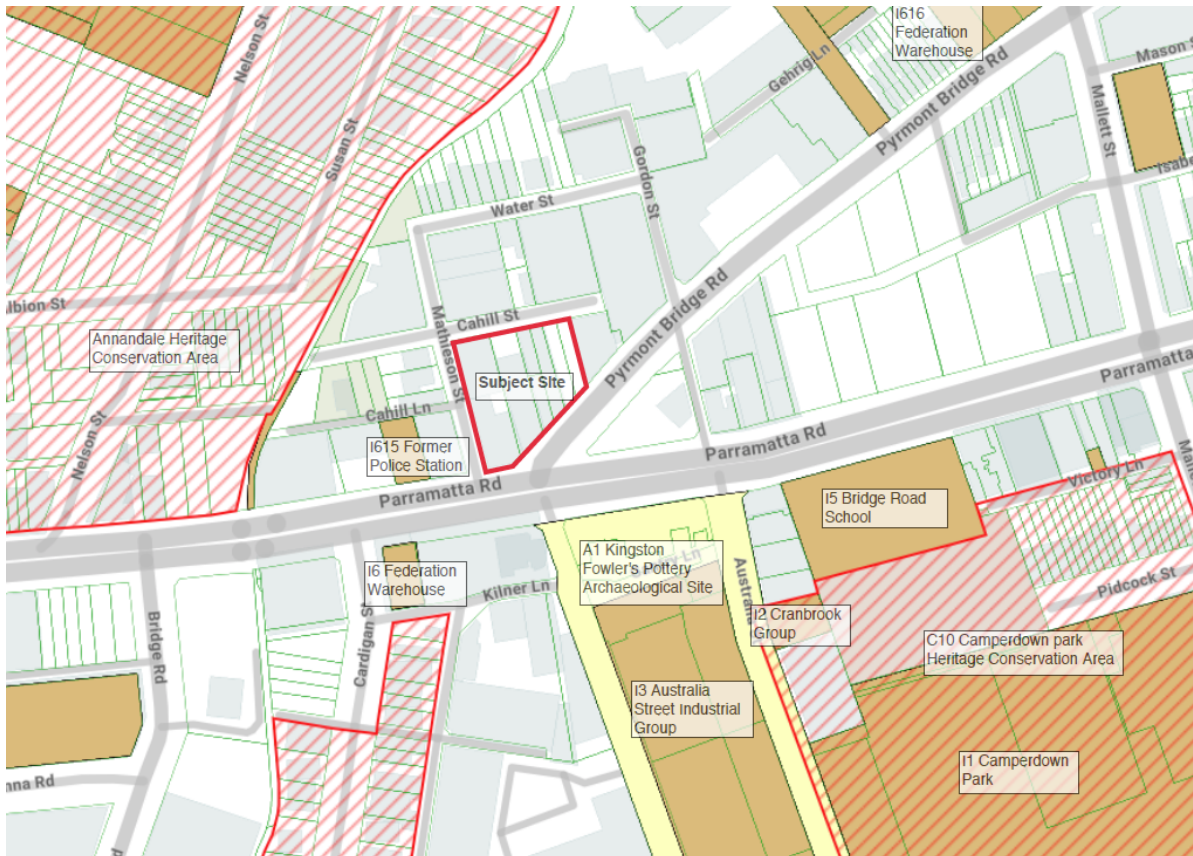


Figure 18: Heritage significance (Source: Mecone Mosaic)

The Heritage Assessment notes that all of the items are located some distance from the site and are either screened by buildings or other features of the landscape. Accordingly it concludes that there is no visual connection with these items and therefore no direct heritage impacts.

7.3.5 Ecologically sustainable development

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

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

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

To meet these objectives the project includes a commitment to deliver a building which achieves a 4 star Green Star buildings rating. The project will also seek to achieve Net Zero Certification from the Green Building Council of Australia, once the Net Zero program for each organisation has been released.

7.3.6 Acoustic impacts

An Acoustic Report has been prepared to consider the need for acoustic attenuation of the proposal and the potential acoustic impacts on the surrounding area.

The key noise sources in the vicinity are noted as being traffic noise from Parramatta Road and Pyrmont Bridge Road and aircraft noise noting the site is within the 20-25 ANEF contour.

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

The Acoustic Report also noted that as building plant has not been identified at the Planning Proposal Stage, compliance with relevant noise criteria would need to be demonstrated at the DA stage.

7.3.7 Contamination

EI Australia (Appendix I) has provided advice on the potential contamination based on previous due diligence advice provided by JK Environments (Appendix J) which included historical review, site walkover and soil sampling.

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

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

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

The contamination investigations carried out to date confirm that the site can be made suitable for the proposed use. A remediation action plan would be prepared at DA stage to address the requirements of SEPP 55.

7.3.8 Acid sulphate soils

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

An Acid Sulphate Soils Management Plan has been prepared (Appendix K) which highlights that based on borehole logs the potential for encountering acid sulphate soils on the site is considered extremely low. However it recommended that following demolition further investigations be carried out to determine whether Acid Sulphate Soils are present. The Management Plan outlines measures to be applied at the construction stage to manage disposal of potential acid sulphate soils, management of potential acid sulphate soils in situ and management and disposal of groundwater.

The Acid Sulphate Soils Management Plan would be implemented during the construction phase.

7.3.9 Utility services

A Utility Services Assessment Report has been prepared by Stantec (Appendix L) which outlines infrastructure upgrades to support the proposed development. The report indicates that the proposal can be serviced by surrounding utility infrastructure without the need for major upgrades.

Q9. Has the Planning Proposal adequately addressed any social or economic effects?

7.3.10 Economic impact

An Economic Impact Assessment has been prepared (Appendix M) which has considered the potential economic benefits of the proposal against the do nothing 'base case'. The assessment concluded the proposal would deliver the following economic benefits:

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

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

7.3.11 Social impact

A Social Impact Assessment has been prepared (Appendix N) which outlines potential social impacts as a result of the proposal. The Social Impact Assessment has concluded that the proposed planning control changes, to facilitate a specialist private hospital, would deliver long term benefits to the socio-economic environment. It recommended a number of mitigation strategies to effectively manage any potential impacts and maximise the potential benefits to the local and wider community:

- Preparation and implementation of a construction management plan to effectively mitigate potential amenity, health and wellbeing impacts arising from construction.
- Preparation of a noise management plan to devise design mitigation strategies to minimise impacts to surrounding residents and businesses during operation.
- Preparation of light spill maps and appropriate design mitigations to mitigate light pollution impacts to surrounding residents, particularly at night.
- Preparation of a traffic and transport impact assessment and management plan to ensure that road, public transport and pedestrian network function is not adversely affected by the proposal, particularly with reference to the performance of the intersection of Pyrmont Bridge Road and Parramatta Road, which is a major east-west thoroughfare.
- Preparation of a Green Travel Plan to further minimise congestion impacts through encouraging modal shift amongst employees and visitors to the site to active or public transport
- Implementation of a community engagement strategy to ensure that surrounding businesses and residents are afforded input into the proposal from an early stage.

These matters have been addressed as follows:

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

- Preparation of a noise impact assessment to consider potential noise impacts as a result of the proposal.

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

Q10. Is there adequate social infrastructure for the Planning Proposal

7.3.12 Social infrastructure

The proposal will deliver new social infrastructure in the area through the provision of a major new health services facility.

An Infrastructure Delivery Plan has been prepared by Northrop (Appendix C) to consider the need for any additional infrastructure to support the proposal. It highlights the following in terms of infrastructure demand:

It would be reasonable to assume that the development has a significant positive influence on infrastructure requirements within the Camperdown Precinct. Whilst the supply of health services will positively contribute to community infrastructure, the increase in transient working population resulting from the development is quite small when compared to the projected population uplift of the entire corridor.

Consultation was also carried out with State Government agencies to inform the Infrastructure Delivery Plan who have indicated that they have no infrastructure requirements as a result of the proposal. DPIE have indicated that they will not be seeking a State Infrastructure Contributions for non-residential or non-industrial uses. This will be further addressed in consultation with the Department through the assessment process.

The Infrastructure Delivery Plan concluded that the proposal would not generate demand for additional infrastructure, with the exception of utility services upgrades which would be required to be delivered as part of any future development of the site.

The proposal would be subject of local infrastructure contributions under Former Leichhardt LGA Section 7.12 Development Contributions Plan.

8 Consultation

8.1 Inner West Council

A pre-Planning Proposal meeting was held with Inner West Council on 29 April 2021. This was followed by written advice from Council dated 27 May 2021.

The letter advised that in principle it is supportive of employment uses related to health and education sectors in the Camperdown precinct, whilst strongly opposed to any commercial uses, residential or mixed-use developments which are not related directly to the health and education sectors. A number of issues were outlined to be addressed in the Planning Proposal. These are considered and addressed in Table 8.

Table 8: Consideration of Council pre-Planning Proposal advice

Issue	Consideration
1. INCONSISTENCY WITH PRCUTS	
The proposed density exceeds the maximum PRCUTS recommended FSR of 4:1.	The proposal has been revised to be consistent with the recommended FSR of 4:1.
Whilst the proposed 32m limit is consistent with PRCUTS recommendations, the architectural urban design report does not provide adequate section diagrams to demonstrate that the 8 storey development can be sufficiently accommodated within the proposed height limit, including provision of lift over-runs and topography allowances.	Cross-sections have been included in the urban design study to demonstrate compliance with the recommended height limit of 32m including for lift over-runs and accounting for site topography.
Consistency with PRCUTS Action Plan	
Timing of release: Consistent. The site is within the 2016-2023 Implementation Area.	Noted.
Strategic Land Use Whilst the proposal is consistent with the PRCUTS recommended zoning, it intends to include serviced apartments which is considered to be a non-related commercial/ tourist use. Alternative means to rezone the site to achieve the desired health uses are discussed below.	Serviced apartments have been removed from the proposal and replaced with consulting suites.
Public Transport: The strategic initiatives of Sydney CBD to Parramatta Strategic Transport Plan and proposed rapid bus transport solution from Burwood to Sydney CBD have not yet been implemented by Transport for New South Wales (TfNSW). Consultation is required with TfNSW. The proposed location of a 'superstop' zone means that front building setbacks to the building line may be required to accommodate this future super-stop. You are advised to consult with TfNSW and Council in relation to provision of any future superstop.	The Traffic Impact Assessment notes that it is unlikely that any proposed superstop would be located in the middle of a signalised intersection, especially at a key strategic intersection like that at Pyrmont Bridge Road intersection with Parramatta Road and that typically bus stops are located downstream of a signalised intersection so to reduce the potential for buses to be stopped and delayed at traffic signals. Accordingly additional setbacks in this location are not considered necessary.

Attachment 2 - Proponent's Planning Proposal Report

Issue	Consideration
	Further consultation will be carried out with TfNSW through the Planning Proposal process regarding this matter.
<p>Active Transport PRCUTS P&DG identify two key new walking and cycling links immediately adjacent to your site:</p> <ul style="list-style-type: none"> Proposed E-W pedestrian and cycling link along Pyrmont Bridge Road Proposed N-S cycling link along Mathieson Street. <p>Delivery of these links may require adequate setbacks from building line of your proposed development as well as appropriate treatments (including materials, levels, landscaping etc.) at interface with future links.</p>	The concept design outlined in the Urban Design makes allowance for these linkages including through street widening and building setbacks on Mathieson Street.
<p>Open space and recreation Not directly related to your site; however, requires consideration of the proposed 'Green lungs' along Mathieson Street in your concept plan as indicated in the PRCUTS Planning and Design Guideline.</p> <p>Additionally, monetary contributions may be required towards medium to long term open space and recreation infrastructure in the precinct.</p>	The proposal has responded to the proposed 'green lungs' on Mathieson Street through street widening and building setbacks which will accommodate new tree planting and landscaping. Landscaping at the podium level will also contribute to the 'green lung' concept.
<p>Community facilities Adequate monetary contributions towards medium to long term community infrastructure/ facilities in Camperdown precinct may be required as a consequence of the increased number of employees from the proposed development.</p>	This is addressed in the Infrastructure Delivery Plan, which indicates that the proposal will not generate any significant demand for additional community facilities, and will make a substantial contribution through providing a major new health facility in the area.
<p>Education facilities Not relevant</p>	Noted.
<p>Health facilities Consultation with NSW Health should be undertaken during the preparation of the planning proposal and satisfactory arrangements entered into for health infrastructure contributions.</p>	The applicant has contacted NSW Health in this regard but has yet to receive a response. NSW health would be consulted during the public exhibition of the proposal.
<p>Road improvements and upgrades It is requested that you consult with Council at every step of the preparation of this Planning Proposal so that the proposal can be informed by the outcomes of the precinct-wide traffic and transport study including any draft recommendations.</p>	Noted. This will be ensured throughout the Planning Proposal assessment process.
<p>Funding framework and satisfactory arrangements As noted previously, the proposal should make appropriate funding contributions towards new and upgraded roads, community facilities and open space through Section 7.11/7.12 contributions, State Infrastructure Contributions levy and/or works in kind.</p>	This is addressed in the Infrastructure Delivery Plan and in Sections 4.5 and 4.6. Local contributions will be payable under Section 7.12.

Issue	Consideration
<p>PRCUTS Out of Sequence Checklist</p> <p>Whilst an 'Out of sequence' checklist is not technically applicable, the checklist provides a useful set of criteria to consider for rezonings. It is suggested that the proposal should strive to meet the following criteria of the checklist, especially if a variation is to be sought from the PRCUTS recommended FSR and height controls:</p> <ul style="list-style-type: none"> • Strategic objectives, land use and development • Integrated Infrastructure Delivery Plan • Sustainability • Feasibility • Market viability 	<p>These matters are addressed as follows:</p> <ul style="list-style-type: none"> • Strategic objectives, land use and development (Section 3.4) • Infrastructure Delivery Plan (Appendix C) • Sustainability (Appendix F) <p>The proposal has been developed to ensure feasibility and market viability through internal feasibility analysis and by input from a large health user group, who (subject to the approval of the rezoning and subsequent development application) will occupy the building.</p>
<h3>2. POTENTIAL LOSS OF INDUSTRIAL LAND TO NON-RELATED COMMERCIAL OR RESIDENTIAL USES</h3>	
<p>The rezoning of the site to B5 zone could potentially result in unintentional consequences such as introduction of non-related commercial uses including hotel or motel accommodation and serviced apartments (unrelated to the health and education sectors). This would conflict with Council's and the GSC's vision to safeguard business and industrial zoned land from non-related commercial and residential uses in the Camperdown precinct.</p>	<p>The proposal seeks to rezone the site to B5 Business Development to ensure consistency with the recommendations of PRCUTS. Whilst this will introduce permissibility of serviced apartments, this use is not considered to be inconsistent with a health and education precinct and would directly complement these uses by providing short stay accommodation for visitors to the facilities within the precinct. Notwithstanding serviced apartments have been removed from the proposal.</p> <p>The proposed rezoning approach is outlined at Section 6.</p>
<p>Your proposal also relies on the permissibility of 'tourist and visitor accommodation' to provide serviced apartments (approx.1,028.30m²) in the proposed development. Serviced apartments are considered to be non-complementary to the notion of Camperdown health and education precinct and are unlikely to be supported by Council.</p>	<p>Serviced apartments have been removed from the proposal and replaced with consulting rooms.</p>
<p>Site-specific zoning approaches could include:</p> <ul style="list-style-type: none"> • Rezoning the land to B7 Development with site-specific clause to permit ancillary uses such as retail/ office services on ground floor (note: health service facilities are permitted under B7 in LLEP 2013) or • Retaining the existing IN2 Light Industrial Zoning with site-specific clause to permit health medial facilities and ancillary uses such as retail/office uses. 	<p>The proposed rezoning approach is outlined at Section 6 of this report, and has been developed to ensure consistency with PRCUTS.</p>
<p>In addition, the Department of Planning Industry and Environment is currently exhibiting a proposal to replace the existing Business (B) and Industrial (IN) zones with five new employment zones and three supporting zones under the Standard Instrument. The implications of this reform on Camperdown precinct are currently unclear and consideration should be given to this in your planning proposal.</p>	<p>The proposed employment zones are currently on exhibition. The new zones are expected to be introduced by September 2021 and will coexist with the existing zones for around a year. They will replace the existing business and industrial zones in LEPs in two tranches which is expected to finish by mid-2022.</p> <p>The zone closest to the B5 Business Development zone is considered to be:</p>

Issue	Consideration
	<p><i>E3 Productivity Support — to provide a range of facilities and services, light industries, warehouses and offices (similar to the existing B5 Business Development, B6 Enterprise Corridor and B7 zones)</i></p> <p>Given that the zones are not yet in place it is considered that no further action is needed at this time.</p> <p>If the new zones are put in place prior to the finalisation of the Planning Proposal the appropriate zone would be used in place of the B5 zone.</p>
3. PREMATURITY IN RELATION TO HOLISTIC PLANNING OF THE PRECINCT	
<p>Council is currently preparing a structure plan for the Camperdown Precinct. Consideration will only be given to progressing a proposal ahead of this work if it meets all relevant strategies and actions of the Employment and Retail Lands Strategy, Camperdown Land-use and Employment Study and the issues outlined in Council's letter.</p>	<p>This is addressed in Section 3.6 and 3.7, and by this table.</p>
<p>Efforts are required to support the establishment of affordable spaces for medical innovation and research/ start-ups in the Camperdown precinct.</p>	<p>The proposal will support affordability of health facilities floor space in the precinct through significantly increasing supply.</p>
4. INNAPROPRIATE BUILT FORM RESPONSE	
<p>Proposed design does not adequately demonstrate that the proposed FSR and height/ building envelope are suitable in the site's context and surroundings.</p>	<p>This is addressed in the Urban Design Study and in Section 4.1. The proposal has responded to the site's existing and future context and the recommendations of PRCUTS.</p>
<p>It also does not provide adequate setbacks to the surrounding existing/ potential future development.</p> <p>The proposed street wall heights and setbacks to Mathieson Street, Cahill Street and Pyrmont Bridge Road are incompatible with the existing and future desired character of the study.</p> <p>The following setbacks and street wall heights would be required to manage sensitive interfaces with the existing/new adjacent developments:</p> <ul style="list-style-type: none"> 3 storey street wall to Cahill Street with: <ul style="list-style-type: none"> 4th storey setback by at least 6m from the boundary 5th storey and above set back by additional 8m 4 storey street wall to Pyrmont Bridge Road with at least 8m setback to 5th and above stories. 	<p>A detailed analysis of the recommended setbacks has been provided in the Urban Design Study and is outlined in Section 4.1.</p>
<p>In addition, the proposed development should be designed in consideration of the following development guidelines) of the PRCUTS P&DG and Fine Grain Study:</p>	<p>The proposal has addressed the fine grain study as follows:</p> <ul style="list-style-type: none"> Consideration of the heritage context through a Heritage Assessment (Appendix E)

Attachment 2 - Proponent's Planning Proposal Report

Issue	Consideration
<ul style="list-style-type: none"> • New development must respond to existing heritage items and adjacent conservation areas whilst retaining the industrial character of the precinct. • Buildings with adaptive re-use opportunities to be developed in a way that retains their significant features, especially on industrial land. • The visual amenity of proposed buildings needs to preserve the existing streetscape character defined by heritage items and contributory buildings. • Development and street frontages to lanes do not exceed 9m. • A building height plane is introduced at 90 degrees to the site boundary, measured from RL1.5m (eye level) at the footpath opposite the site, with a 45-degree projected angle. 	<ul style="list-style-type: none"> • A detailed analysis of the building setbacks and street wall heights in the Urban Design Study and in Section 4.1. <p>In terms of the building height plane, it is understood that this applies to low density areas at the edge of precinct boundaries, rather than low density development which is envisaged for renewal.</p>
<p>You should submit an urban design study with a thorough analysis of the site and its context and an appropriate design scheme in response to the surrounding context. The urban design study must provide a rationale for the proposed height, floor space ratio, building massing and modulation for the site and consider a response to:</p> <ul style="list-style-type: none"> • Impacts on the surrounding development including but not limited to visual, overshadowing, future development potential etc. • PRCUTS Planning and Design Guidelines including Corridor Guidelines, Built form guidelines and Camperdown Precinct Guidelines. • PRCUTS Fine Grain Study including development guidelines for Camperdown Precinct. • Government Architect's New South Wales Design Policies including 'Greener Places' and 'Better Placed' which provides the seven design objectives for NSW (Better fit, Better performance, Better for community, Better for people, Better working, Better Value and Better look and feel). • Draft Design and Place State Environment Planning Policy including the Urban Design Guide. • Best practice urban design principles. 	<p>This is addressed in the Urban Design Study at Appendix A.</p>
<h3>5. TRAFFIC AND TRANSPORT STUDY REQUIREMENTS</h3>	
<p>A detailed traffic and parking assessment is required, including to address the requirements outlined by Council.</p>	<p>The Traffic and Transport Assessment is provided at Appendix D and includes specific responses to Council's issues.</p>
<p>Clarify contradictory information from the pre-planning proposal:</p> <ul style="list-style-type: none"> • Either a drop off/pick up area or on-street parking on Mathieson Street • The access to car park and loading dock is different in both plans • Design plans appear to have a pedestrian access between the car park entrance and the loading bay. 	<p>These matters are clarified in the revised Urban Design Study.</p>

Issue	Consideration
6. LACK OF INFRASTRUCTURE COMMITMENT TO STATE AND LOCAL INFRASTRUCTURE	
<p>An infrastructure assessment report is required to analyse the impact of the proposed development on existing community, open space and traffic infrastructure as the proposed development would result in additional number of residents/employees which could potentially burden the existing levels of infrastructure.</p> <p>The infrastructure report should establish how the development would contribute towards PRCUTS Infrastructure Schedule.</p>	<p>An Infrastructure Delivery Plan is provided at Appendix C.</p>
<p>Council seeks 50% of any uplift in value facilitated by amendment of the planning controls for the site, to be secured through a Voluntary Planning Agreement (VPA). A VPA offer is to be submitted with the planning proposal and is to contribute towards meeting local infrastructure/service demands.</p>	<p>This is addressed in Section 4.5.</p>
<p>Similarly, PRCUTS indicates that a SIC levy may be applicable to the precincts in the Corridor.</p>	<p>This is addressed in Section 4.6.</p>
7. ADDITIONAL INFORMATION REQUIREMENTS	
<ul style="list-style-type: none"> • Site specific DCP • Economic Impact Assessment • Heritage Impact Assessment • Environmental Sustainability Report • Contamination • Acid Sulphate Soils study • Economic feasibility study • Acoustic report • Air quality assessment. 	<p>The additional information has been provided as Appendices to this report.</p>

8.2 State and Commonwealth Government agency consultation

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

A number of State Government authorities were consulted as part of the preparation of the Infrastructure Delivery Plan (Appendix C). The agencies indicated the proposal would not generate any demand for additional State infrastructure and DPIE have indicated that they will not be seeking a State Infrastructure Contribution for non-residential or non-industrial uses.

Further consultation would be carried out with relevant State and Commonwealth public authorities following a Gateway decision. Further, consultation would also be carried out with the community at this stage, through public exhibition of the Planning Proposal.

9 Project timeline

An indicative project timeframe is set out in Table 9 below.

Table 9: Anticipated project timeline

Task	Timing
Lodgement of Planning Proposal	June 2020
Council submits Planning Proposal to DPE for review	September 2020
Receive Gateway determination	November 2020
Completion of public exhibition and public authority consultation	January 2021
Completion of review of submissions received during public exhibition and public authority consultation	February 2021
Finalisation by Council	March 2021
Drafting of instrument and finalisation of mapping	April 2021
Amendment to Sydney LEP notified	April 2021

10 Conclusion

The Planning Proposal intends to deliver a major new health services facility which will offer world class health, education, and innovation users a place to collaborate, work, innovate and service the community. The urban design concept has been informed by a large health user group, who (subject to the approval of the rezoning and subsequent development application) will occupy the building, thus acting as a catalyst to realise genuine activation of the precinct.

The Planning Proposal is consistent with the strategic objectives for the Camperdown-Ultimo Health and Education Collaboration Area as set out in the Eastern City District Plan, the Camperdown-Ultimo Place Strategy and the Inner West Employment and Retail Lands Strategy including the protection of employment generating lands to support the collaboration area, and the transition of Camperdown into a health, education and innovation precinct including a biomedical and biotechnology hub.

The proposal will also implement the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) recommendations which envisages the following planning controls for the site:

- Zone: B5 Business Development Zone
- Height of buildings: 32 metres
- Floor space ratio: 4:1.

The proposal will deliver a significant public benefit in the form of a major new health services facility in the area, without creating additional demand for public infrastructure or generating any significant environmental, social or economic impacts.

Appendix A Urban Design Study

Appendix B Draft Site Specific DCP

Appendix C Infrastructure Delivery Plan

Appendix D Traffic and Transport Assessment

Appendix E Heritage Assessment

Appendix F Sustainability Report

Appendix G Acoustic Report

Appendix H Air Quality Report

Appendix I Contamination Assessment

Appendix J Environmental Due Diligence Advice

Appendix K Acid Sulphate Soils Management Plan

Appendix L Utility Infrastructure Report

Appendix M Economic Impact Assessment

Appendix N Social Impact Assessment