

Infrastructure Delivery Plan

Planning Proposal: B5 Employment (Health Use) 122-130 Pyrmont Bridge Rd and 206 Parramatta Rd Camperdown

Prepared for: MHA PBR Pty Ltd
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Reviewer: Mathew Richards



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Executive Summary

This report acts as an Integrated Infrastructure Plan accompanying Planning Proposal for site located 122-130 Pyrmont Bridge Rd and 206 Parramatta Rd in Camperdown. The Proposal seeks to amend the planning controls to B5 Business Development, 4:1 FSR and 32m height control, intended to provide a 10,300m² health facility on the site.

The Proposal seeks to increase supply of B5 Business Development, Health use, and is consistent with Councils strategic objectives outlined in the Inner West Local Strategic Planning Statement, and the Inner West Employment Lands Study/Strategy, as well as the State Government strategic objectives outlined in the Parramatta Road Corridor Urban Transformation Strategy and the Camperdown Ultimo Collaboration Area Place Study.

The subject site is located within the 'Stage 1' component of the Camperdown Precinct included in the of the PRCUTS Implementation Plan. As such the Proposal is not required to adhere to the 'PRCUTS Out of Sequence Checklist.' However, in accordance with Inner West Council's pre-lodgement advice, this Integrated Infrastructure Delivery Plan (IIDP) is prepared to provide a transparent methodology to calculate an infrastructure contribution that provides an 'in principle' assessment against Criteria 2 of the PRCUTS Implementation Plan Out of Sequence Checklist.

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

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

Adopting the Proposal of B5 Business Development zoning, Health Use, adds to the provision of health infrastructure and services therefore increasing the supply of community infrastructure by virtue of the use itself.

As the intention of this Proposal is to provide a health facility, it is generally accepted in the industry that the entire project is a form of health infrastructure, and therefore nil additional or separate regional infrastructure contributions are attributable. NSW Department of Infrastructure and Environment only apply regional contributions to residential and industrial uses.

It is acknowledged that the Section 7.12 Local Infrastructure Contributions Plan will apply to the Proposal.

Contents

1. Background	5
2. Proposed Infrastructure Contribution	7
3 Infrastructure Contribution Calculation Methodology	8
4 Stakeholder Engagement.....	9
5 Section 7.11/7.12 Contributions.....	11
6 Gap Analysis.....	12
7 Contribution Assessment.....	13
8 Outcomes	13
Appendix A – Inner West Council pre-lodgement advice	
Appendix B – Utilities Services Report	

1. Background

This IIDP supports a Planning Proposal for site located at 122-130 Pyrmont Bridge Rd and 206 Parramatta Rd Camperdown. Draft material outlining the Proposal was reviewed and discussed with Inner West Council via a pre-lodgment process. Councils pre-lodgement advice is included in Appendix A. The Proposal intends to address the comments raised by Inner West Council by increasing employment floorspace on the site and providing a health focussed building, consistent with the Greater Sydney Commission strategic objectives for the Camperdown-Ultimo Health and Education Precinct.

The PRCUTS and associated suite of documents, including the Parramatta Road Corridor Urban Transformation Implementation Plan 2016-2023 (the Implementation Plan) are supported by Section 9.1 Ministerial Direction 7.3. This means the Implementation Plan has statutory force, and land use and development in the Corridor must be consistent with the PRCUTS suite of documents including the PRCUTS 'Out of Sequence Checklist' (p12 and p15 of the PRCUTS Implementation Plan).

The subject Proposal is consistent with the staging and sequencing identified by the Implementation and therefore does not need to be considered against the 'Out of Sequence Checklist'. However Inner West Council have requested an assessment against the IIDP section of the Checklist as a merit assessment process.

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

Council identified key considerations have been addressed as part of the Proposal.

This IIDP addresses Criteria 2, and part of Criteria 3 of the Implementation Plan Out of Sequence Checklist and provides appropriate supporting documentation. For convenience extracts from the Implementation Plan are included below:

Criteria 2	Integrated Infrastructure Delivery Plan
	• An integrated Infrastructure Delivery Plan, which identifies advanced infrastructure provision and cost recovery for the local and regional infrastructure identified in the Infrastructure Schedule, must support the planning proposal. The Integrated Infrastructure Delivery Plan must demonstrate a cost offset to council and agency costs for a set period that aligns with the anticipated timing for land development identified in the Implementation Plan 2018 – 2023. Infrastructure to be considered includes: ▪ public transport ▪ active transport ▪ road upgrades and intersection improvements ▪ open space and public domain improvements ▪ community infrastructure, utilities and services

Source: Page 15 of the PRCUTS Implementation Plan

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

Attracting the funding required to deliver the necessary infrastructure to support urban renewal is often a challenge on a project by project basis. The intent is that a number of projects across each precinct within the PRCUTS contributes to fund infrastructure required and ultimately deliver urban renewal. A range of funding sources must therefore be considered in relation to the Corridor to ensure that infrastructure and services can be provided. The PRCUTS proposes a combination of State and local contributions in the Camperdown Precinct and wider corridor.

NSW Government Review of the Infrastructure Contributions System

The NSW Government has recently conducted a holistic review of infrastructure funding in NSW to determine whether it meets the objectives of certainty and efficiency while delivering public infrastructure to support development.

The NSW Productivity Commissioner delivered his Final Report on the Review in November 2020. The report is publicly available at the NSW Productivity Commission's website and forms the foundation of reform to create certainty about the funding and delivery of infrastructure to support new and existing communities.

In March 2021, the government confirmed it had accepted all 29 recommendations in the Final Report, to:

- move towards a principles-based infrastructure contributions system based on certainty, efficiency, simplicity, transparency and consistency;
- enhance the capacity of councils to support growth;
- strike a balance between efficiency, simplicity and certainty for local infrastructure contributions;
- develop a stronger funding base for State and regional infrastructure;
- make the system more consistent, transparent and easy to navigate; and
- better align infrastructure contributions and strategic planning and delivery.

The department is currently implementing the recommendations, which include the establishment of an advisory group and future consultation of proposed regulatory amendments and associated guidance.

We understand that within the 2021-2022 period reform may be completed and the Proposal will adhere to the Infrastructure Policies at that time of Gateway approval.

2. Proposed Infrastructure Contribution

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

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

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

Table 1.1 State and Local Infrastructure

Regarding State Funded Infrastructure:

The development proposes to increase supply of Hospital / Health Facilities and therefore is not required to fund any additional infrastructure upgrades. By virtue of the proposed use, the entire project is contributing to increasing supply of community/social infrastructure in the form of Health Facilities.

Regarding Local Funded Infrastructure:

Leichhardt LEP includes a Section 7.11 / 7.12 Infrastructure Contributions Plan. As part of the amalgamation of the Inner West Leichhardt, Marrickville and Ashfield LEP's, Inner West Council has a Draft Section 7.11 and Section 7.12 infrastructure contributions regime that we understand is imminent.

Our understanding is that the Section 7.12 plan would apply to the subject Proposal, therefore contributing to the local infrastructure listed above.

If Council would prefer a VPA Contribution, it is argued that this would be in place of any Section 7.12 contribution and the applicant is willing to work with Council on an appropriate VPA Contribution payable by the project.

3 Infrastructure Contribution Calculation Methodology

It would be reasonable to assume that the development makes a significant positive contribution to infrastructure requirements within the Camperdown Precinct. The supply of health services will positively contribute to community infrastructure and the increase in transient working population resulting from the development is acceptable and relatively small when compared to the projected population uplift of the entire corridor.

Due to the timing of the development compared to the implementation of PRCUTS any infrastructure contribution this site provides will provide benefit to the community within the precinct.

Principal 7 of the PRCUTS document acknowledges the risk to development viability due to unreasonable infrastructure costs. It implies that a contribution towards future infrastructure costs is an appropriate way to address funding. It is noted that the nature of the project does not create a 'super profit' and the nature of health assets is to provide the health services to the community at the lowest possible price point. Any unreasonable contributions will directly impact the viability of the project or increase the rental and end pricepoint of the service to the end consumer.

This report seeks to determine an infrastructure contribution for the development utilising the PRCUTS guidelines, stakeholder engagement, gap analysis and interrogation of the Infrastructure schedules presented Part 6 PRCUTS – Infrastructure Schedule. The methodology is based upon principles of “reasonableness” and “apportionment” as used for the basis of determination of Section 7.11/7.12 calculations by local government.

The methodology to calculate an infrastructure contribution is described below.

	Activity
Step 1	<i>Stakeholder engagement</i> - Approach each state and local authority as nominated by Inner West Council to advise of the proposed development and seek feedback as to the impact(s), if any, to their infrastructure. Assess if impacts trigger new infrastructure works or upgrades to existing infrastructure.
Step 2	<i>Review of the PRCUTS Infrastructure Schedule</i> – Information Tool Kit. The infrastructure schedule for the Camperdown precinct requires infrastructure costs to be added. Costing of missing items have been added and is based on comparable items provided in adjoining precincts which have been provided by neighbouring Councils.
Step 3	<i>Gap Analysis</i> - Perform a gap analysis to identify any infrastructure that may be affected by development not included in the information
Step 4	<i>Calculate contributions for state and local infrastructure</i> – for infrastructure upgrades identified on the Infrastructure Schedule.
Step 5	<i>Calculate Section 7.11/7.12 Contributions and costing of public works.</i>
Step 6	Provide recommendation for value of infrastructure contribution.

Table 3.1 – Infrastructure Contribution Calculation Methodology

4 Stakeholder Engagement

In accordance with Criteria 3 of the PRCUTS Out of Sequence Check List and Inner West Council's correspondence the following stakeholders have been identified and consulted with in relation to this proposal.

Appendix 11 - Infrastructure Delivery Plan

The planning proposal was forwarded to the each stakeholder and discussed with MHA. A summary of each authority response is presented below.

Authority	Contact	Key Outcome
Inner West Council	Roger Rankin Gunika Singh	The Proposal is to respond to several key issues outlined in Councils pre-lodgment advice (Appendix A).
Department of Planning	Laura Locke, Director Eastern Southern Districts Tom Loombes, Director Planning Concierge	DPIE has advised current regional infrastructure contributions only apply to residential and industrial planning proposals. Identified the department is undergoing a review of their infrastructure contributions policy. No written feedback provided
TfNSW	Mark Ozinga - Principal Manager, Land Use Planning and Development Freight, Strategy and Planning	RMS have indicated that a Precinct Traffic Study is required is being finalised as at July 2021. No written feedback provided.
NSW Health	Matthew Bernard	No response received
Sydney Local Health District	Dr Teresa Anderson	No response received
NSW Dept. of Education	Katie Joyner – Director Schools Planning School Infrastructure NSW	No response received
Dept. of Industry	David Mitchell – Manager Policy Coordination	No response received
Sydney Water	RMA Infrastructure (WSC) Steve Penellum	No response received
University of Sydney	Greg Robertson, Director Campus and Grounds	No response received

The University of Sydney, Sydney Local Health District, NSW Health, Department of Education and Department of Industry have not provided a response.

MLA Traffic Planning have prepared a detailed Transport Assessment accompanying the Proposal. MLA have identified in their response Transport issues to be addressed. The issues relate to demonstrating compliance with PRCUTS and do not generate any specific additional transport infrastructure works. MLA Traffic and Planning have addressed these issues.

MLA Traffic Planning has confirmed the proposal demonstrates the adequacy of existing transport infrastructure to accommodate the additional demand generated by the subject proposal.

MHA recently discussed the Proposal and infrastructure with the Department of Planning, Infrastructure and the Environment. The Department is in general agreement with the approach outlined in this IIDP, and has checked the updated PRCUTS Infrastructure Schedule which form the basis of this IIDP.

5 Section 7.11/7.12 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 requested to be submitted with the planning proposal and is to contribute towards meeting local infrastructure/service demands.

As mentioned, the delivery of a hospital and medical facility will make a significant positive contribution towards 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.

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.

6 Gap Analysis

With a view to calculating a total infrastructure cost of the Camperdown Precinct the PRCUTS Implementation Plan when compared to the state and local infrastructure, this comparison identified the following gaps.

7.1 Utility Services

The site is currently serviced by all utility services, water, sewer, gas, power. The utility authorities that would service this site are, Sydney Water, Jemena, Ausgrid Telstra and NBN. A copy of the Services Report is included in Appendix B.

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

Nevertheless, an initial high level review of the additional demand created by the Proposal and existing utility capacity, indicates an increase in capacity to the existing infrastructure is required as a result of the proposal. Refer Services Report in Appendix B.

7 Contribution Assessment

Adopting the Proposal of B5 Employment Zoning (Health Use) increases supply of infrastructure generated by the Proposal, therefore servicing demand.

As the intention is to Health Use, it is generally accepted in the industry that nil additional infrastructure contributions is acceptable – reducing overall cost of the development and reducing rents charged to end users. The

The

8 Outcomes

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

- Analysis has confirmed that existing utility services have sufficient capacity to accommodate increased demand resulting from the planning proposal (albeit with upgrades implemented by the development). Therefore the Proposal could be developed prior to any precinct-wide upgrades in infrastructure.
- Increase due to development density will increase supply therefore servicing demand planning for social services such as health and education for the precinct.
- Section 7.11 / 7.12 contributions under the current LEP are taken into consideration with regard to this IIDP.
- Government agency consultation has culminated to the proposed infrastructure contributions included in this IIDP.

Appendix A – Inner West Council pre-lodgement advice



MINUTES

Subject	Pre-Planning Proposal Meeting – 122-130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale
Date	29/04/2021
Time	10 am – 11am
Attendees	Alex Sicari (AS - proponent), Michael Lochtenberg (ML - proponent's team), Michael File (MF – proponent's team), Anna Johnston (AJ - proponent's team), Gunika Singh (GS – Inner West Council), Roger Rankin (RR – Inner West Council), Estelle Rehayem (ER – Inner West Council meeting)
Purpose	Discuss the pre-planning proposal application and next steps

NO	ITEM	ACTION
	Introductions	
1.	GS will be the assessment officer and ER will be assisting with the assessment.	
	Aspects of the Pre-Planning Proposal	
2.	- AS - The proposal is similar to what was presented to Council earlier in the year in a meeting with DexuS. Consistent with PRCUTS and will create approximately 170 jobs. - Expedited assessment is sought to secure the tenant that the proponent is currently in discussions with. 18-months timeframe including DA approval and thereby construction of the development by 2024. - AS in discussion with the Planning Delivery Unit and Regional Team in DPIE regarding the future SSD. DPIE have indicated that the assessment of SSD can be expedited given the nature of the development. - Consideration was given to Planning Acceleration (fast-tracked assessments) pathway but given the proposal is for less than 500 jobs, the proposal didn't meet the criteria. It was deemed suitable to proceed via Planning Proposal pathway through lodgement with Council.	
	Update on Council's assessment process	
3.	- Council is currently undertaking the assessment process. Internal referrals have been issued to economic development, traffic and environmental health. - At this stage, no verbal feedback can be provided regarding the merits of the proposal or additional information that may be required at the planning proposal stage as internal assessment process hasn't been completed. - Internal feedback due to Strategic Planning in 2nd week of May following which consolidated Pre-Planning Response will be prepared. Council officers will endeavour to issue this response letter by mid to late May.	Council to issue Pre-Planning Proposal response letter

NO	ITEM	ACTION
	- Council is currently preparing a Planning Proposal to implement PRCUTS in Leichhardt, Taverners Hill and Kings Bay precincts. Camperdown is on hold as the Land Use study completed last year requires a masterplan to be prepared to inform future built form planning controls. Camperdown masterplan is likely to be commissioned for preparation in July. It is likely that the preparation of Masterplan and assessment of potential planning proposal would be undertaken concurrently.	
4.	Proposed uses/ zone - Council is principally supportive of employment uses related to health and education uses in the Camperdown precinct and generally opposed to any non-related commercial uses or residential uses. This position is consistent with the Greater Sydney Commission's and Camperdown Alliance's aspirations for the precinct as well as Inner West Local Strategic Planning Statement. - Implications of DPIE's review of employment zones on this planning proposal are unclear at this stage but will have to be considered as the review evolves, especially if B5 zone is to be removed from the Standard LEP instrument. - GSC/DPIE are potentially considering a Masterplan employment zone for the Camperdown precinct.	
5.	Additional information required to be submitted at Planning Proposal stage - Detailed advice cannot be confirmed as Council has not completed its internal assessment process. - Proponent to use the level of information submitted with Chester Street Planning Proposal as a precedent. - Council is likely to request detailed transport study, site-specific DCP, economic impact assessment report etc. - Detailed urban design report demonstrating context analysis and future redevelopment of surrounding sites will also be required. - Urban Design referral to Architectural Excellence Panel (AEP) may be required at the Planning Proposal stage. AS/MF requested that early engagement with AEP would be beneficial to compress the overall project timeline. Notwithstanding AEP referral at PPP stage will delay the PPP advice.	AS to provide draft revised urban design report. GS/RR to confirm whether AEP referral is required for this PPP/PP.
6.	Next steps - Council to issue pre-planning proposal assessment advice. - Proponent to continue preparing technical information to lodge the Planning Proposal. - Future Pre-Planning Proposal meeting may be requested by the proponent to discuss the PPP assessment advice if required.	

27 May 2021

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

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

Dear Mr. Sicari

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

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

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

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

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

Appendix 11 - Infrastructure Delivery Plan

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

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

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

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

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

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

Appendix 11 - Infrastructure Delivery Plan

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

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

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

Yours sincerely,



Daniel East

Strategic Planning Manager

Attachment 1- Pre-Planning Proposal Assessment

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

A. Concerns with Pre-Planning Proposal

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

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

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

The proposed 8-storey development would comprise of:

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

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

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

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

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

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

	transport solution from Burwood to Sydney CBD have not yet been implemented by Transport for New South Wales (TfNSW). No consultation with TfNSW has been undertaken to meet this criteria. PRCUTS Planning and Design Guidelines (P&DG) also indicate a Public Transport "superstop" zone on part of your site between Parramatta Road and Pyrmont Bridge Road. This means that front building setbacks to the building line may be required to accommodate this future super-stop. You are advised to consult with TfNSW and Council in relation to provision of any future superstop. This is likely to help meet the infrastructure requirements of PRCUTS. This would have to be complemented with a high-quality placemaking design to enhance the site prior to operation of the superstop.
Active Transport	PRCUTS P&DG identify two key new walking and cycling links immediately adjacent to your site: • Proposed E-W pedestrian and cycling link along Pyrmont Bridge Road • Proposed N-S cycling link along Mathieson Street Delivery of these links may require adequate setbacks from building line of your proposed development as well as appropriate treatments (including materials, levels, landscaping etc.) at interface with future links. You are required to consider the provision of active transport links in your urban design scheme. Additionally, these need to be factored in your response to PRCUTS Infrastructure requirements.
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 P&DG. Additionally, monetary contributions may be required towards medium to long term open space and recreation infrastructure in the precinct.
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.
Education facilities	Not Relevant
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.
Road improvements and upgrades	Prior to any rezoning commencing, PRCUTS requires completion of a precinct-wide transport study and supporting modelling which considers the

	recommended land-uses and densities, post WestConnex completion conditions, and identifies the necessary road improvements and upgrades required as part of any proposed renewal in the Precinct. This study is currently being prepared by Council in collaboration with Department of Planning, Industry and Environment (DPIE) and is due to be completed by July 2021. Since the proposal requires considerable amendments and further work to be completed including preparation of supporting studies, it can be assumed that development of the planning proposal and precinct wide traffic and transport study can proceed concurrently. The outcomes of the transport study, when completed, will inform the planning proposal helping it address these appropriately. 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. This partnership approach will enhance the prospects of Council supporting the final approach.
Funding Framework or Satisfactory Agreements	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.

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

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

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

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

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

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

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

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

Strategy 2.2: Protect employment lands from being eroded by conflicting and incompatible uses
• Action 2.2.1: Prohibit residential development in industrial, B5 Business Development and B6 Enterprise Corridor zones;
• Action 2.2.2: Prohibit tourist and visitor accommodation in industrial and B5 - Business Development zone.

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

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

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

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

3. Prematurity in relation to holistic planning of the precinct

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

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

Strategy 3.3: Support the transition of Camperdown into a health, education and innovation precinct including a biomedical and biotechnology hub
Action 3.3.1: Develop a structure plan for Camperdown Precinct to implement the productivity priorities of the Camperdown Ultimo Collaboration Area Place Strategy. (refer to Section 9.3.4 of Study).
Action 3.3.2: Continue working with the NSW Government and GSC to develop the area 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.
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.
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.
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.
Action 3.3.7: Develop a pilot project that introduces a minimum percentage requirement for affordable space in new developments through LEP/DCP provisions for tech start-ups, innovation, creative industries, cultural uses, community uses and artists.

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

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

Action 4.0: Employment floorspace
Sufficient employment floorspace is developed within Camperdown to meet forecast job growth in the long term. This may include traditional industrial, commercial and retail floorspace as well as bespoke research and laboratory space
Action 4.1 - Protect employment lands from rezoning
Action 4.2 - Review planning controls for employment uses
Action 4.3 - Develop an inclusionary policy for employment floorspace
Action 6.0: Diverse built form and uses
A vibrant precinct characterised by diverse built form options (both commercial and residential), high quality design outcomes and human scale ground level experiences, that creates both a day and evening economy
Action 6.1 - Develop built form and land use vision including principles.
Action 6.2 - Consider design excellence for key sites
Action 6.3 - Support night-time economy uses
Action 7.0: Sustainability Performance

Camperdown is a net zero precinct by 2036, with a leading role in the development of a Circular Economy
- Action 7.1 – Implement LSPS actions to improve sustainability performance - Action 7.2 – Apply reduced car parking requirements for private developments
Action 8.0: Local connectivity Improved local connectivity both within the precinct and to nodes within the broader Collaboration Area. Pedestrians and cyclists are prioritised over private vehicles.
- Action 8.1 – Identify street hierarchy through Movement and Place framework - Action 8.2 – Identify initiatives to support identified street hierarchy - Action 8.3 – Implement initiatives to support identified street hierarchy
Action 9.0: Services and facilities Services and infrastructure that reflect the role of Camperdown as an innovation precinct including spaces for informal and formal collaboration.
Action 9.1 - Identify appropriate locations for collaborative spaces

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

4. Inappropriate built form response

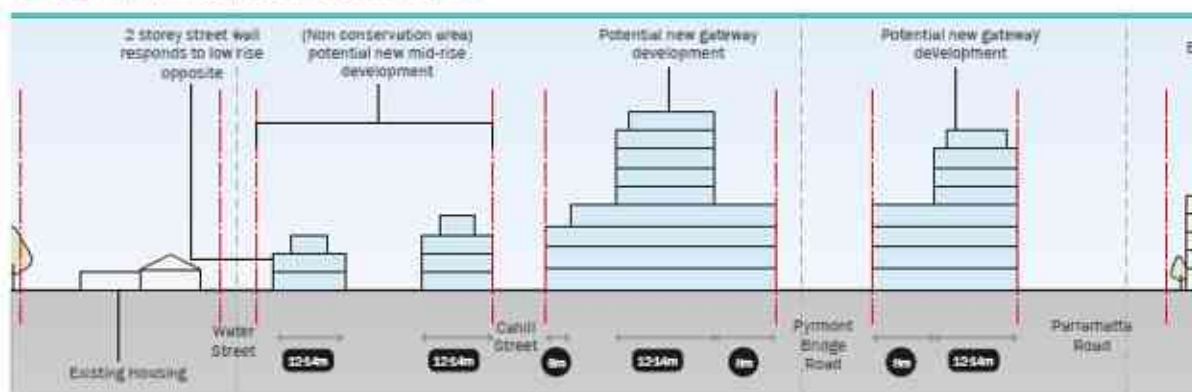
The proposed design does not adequately demonstrate that the proposed FSR and height/ building envelope are suitable in the site's context and surroundings. It also does not provide adequate setbacks to the surrounding existing/ potential future development. The proposed street wall heights and setbacks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

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

Camperdown Precinct Section

Water Street to O'Dea Reserve - Indicative

Figure 53. Camperdown Precinct Section - Section A-A - part 1.



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

Appendix 11 - Infrastructure Delivery Plan

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

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

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

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

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

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

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

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

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

5. Traffic and Transport

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

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

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

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

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

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

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

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

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

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

B. Other matters/ Additional Information required

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

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

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

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

Should the Detailed Site Investigation Report not find any site contamination to both land and groundwater, the conclusion of the report must clearly state that ‘the land is suitable for its intended land use’ posing no immediate or long term risk to public health or the environment and is fit for occupation by persons, together with clear jurisdiction for the statement.

Should the Detailed Site Investigation Report identify that the land is contaminated and the land requires remedial works to meet the relevant Health Based Investigation Level, a Remediation Action Plan (RAP) will be required to be submitted to and approved by Council prior to commencing remediation works. The RAP is to be prepared in accordance with the relevant Guidelines or approved by NSW Environmental Protection Authority, including the Guidelines for Consultants Reporting on Contaminated Sites. This RAP is to include procedures for the following:

- Excavation of Hydrocarbon-contaminated soil;
 - Site management planning;
 - Validation sampling and analysis;
 - Prevention of cross contamination and migration or release contaminants;
 - Groundwater remediation, dewatering, drainage, monitoring and validation; and
 - Unexpected finds.
- f. Acid Sulfate Soil study:** The site is identified as having a probability of containing acid sulfate soils. Accordingly, an Acid Sulfate Soil Study must accompany a planning proposal for the site.
- g. Economic Feasibility Study:** A feasibility study is required to understand the additional value that can be generated through the proposed rezoning.
- h. Acoustic Report:** A report prepared by a suitably qualified and experienced acoustic consultant shall be submitted for the proposed development which demonstrates that noise emissions comply with the relevant provisions of the Protection of the Environment Operations Act 1997, Liquor & Gaming NSW, NSW Environment Protection Authority’s Noise Policy for Industry and Noise Control Manual.

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

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

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

Appendix B – Utilities Services Report

Inner West Health Hub – Camperdown / Annandale

Utilities Services Assessment Report

Prepared for: MHA PBR Pty Ltd

Attention: Alex Sicari

Date: 3 February 2021

Prepared by: Antonio Lo Monte, Rowan Barwood

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Revision

Revision	Date	Comment	Prepared By	Approved By
A	03.02.2021	Final Issue	ALM / RBAR	ALM

Contents

1.	Introduction	1
2.	Site Information	2
3.	Infrastructure Cost Estimates	3
4.	Electrical Services	5
4.1	Review of Brief	5
4.2	Existing Service Provisions	7
5.	Hydraulic Services	11
5.1	Review of Brief	11
5.2	Sewer Services Review	12
5.3	Water Services Review	14
5.4	Gas Services Review	16
6.	Conclusion	16

1. Introduction

The purpose of this report is to provide MHA PBR Pty Ltd with information on the current provision and condition of the existing public utilities and likely authority requirements to support the new Health Hub as well as major services connections and spatial.

This report is based on the following sources of information:

- Dial Before You Dig information
- Publicly available information
- Site Inspection
- Team Meetings
- Authority water main enquiries

A brief overview of the Base building brief commenting on the allowances as nominated for the electrical and Hydraulic services.

Based on this desktop review, it can be concluded that with the infrastructure upgrades suggested within this report, the proposed development will be suitable for the subject site.



2. Site Information

The proposed development is located at the corner of Parramatta Road and Pyrmont Bridge Road, Camperdown. MHA will develop and construct a new health care building located in close proximity to Royal Prince Alfred Hospital.

The proposed facility has a GFA of 10,400m²



3. Infrastructure Cost Estimates

Approximate cost estimate:

Water connection – Mathieson street Domestic	\$20,000
Water connection – Pymont Bridge Road Fire	\$80,000
Gas Connection	\$20,000
Sewer Connection Option 1	\$20,000
Sewer Connection Option 2	\$100,000
2 X Mini Chamber Substations	\$600,000
New Carrier Lead-ins	\$40,000
Underground low voltage overhead cables (Dependent on DA conditions)	\$100,000
Total	\$980,000.00

- Note that the connections in the Pymont Bridge road are heavily weighted to anticipated road work costs



4.3 Hydraulic Services

4.3.1 General Approval

The services included in the hydraulic scope of work include the following:

- Cold water services
- Heated water services
- Non-drinking water services
- Sanitary plumbing systems
- Sanitary drainage systems
- Roof drainage systems (internal to the building)

191217_IWHH_Base Building Brief_Rev 1.7 Final Draft Page | 47

IWHH | Base Building Brief | Rev 1.7

Surface and subsurface drainage systems (internal to the building)

On-site liquid trade waste systems

Natural gas services

Speciality water systems, sanitary plumbing systems, sanitary drainage systems and on-site treatment systems for healthcare facilities

Sanitary Fixtures and Tap ware (to be specified by the architect); and

Mechanical water & drainage requirements.

Hydraulic services piping systems shall not be reticulated through "sensitive" tenanted areas or utility electrical substations and main communication unless permitted by the authority and or within a designated 'zones' approved and coordinated with the client / authority.



4. Electrical Services

4.1 Review of Brief

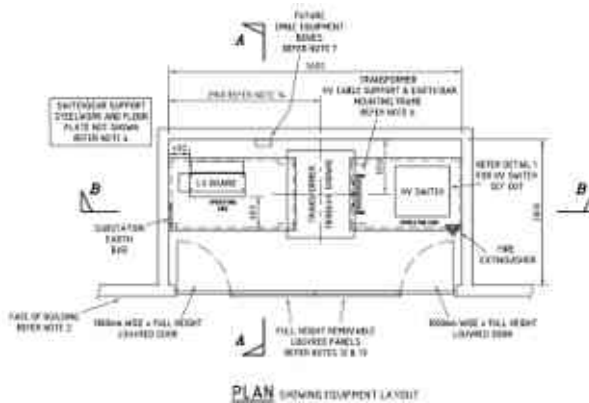
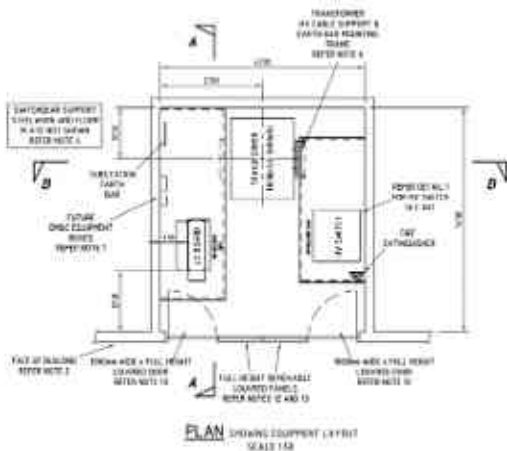
Section 4.1 is a review of the electrical services described in the Inner West Health Hub Base Build brief

4.1.1 Substations

Brief Section 4.2.2.1 (P42) : refers to a 3 x 1500kVA chamber substation being required

Comment : Based on a building GFA of 10,400m², the calculated max demand would be in the order of 1,04MVA (based on 100VA/m²). As the health services are not clearly defined, we would recommend that 2 off mini-chamber substations (1MVA transformer per substation) be allowed or. Additional option is to provide 2 x kiosk type substations (1000kVA each).

1. Kiosk type substation
Easement of 5,300mm x 6,000mm (both substations, side by side)
Fire segregation to building openings (3,000mm) and mechanical ventilation openings (6,000mm)
2. Mini-chamber type substation [2 off required] (needs to be located on ground level).
Option 1 : 4,200mm (street front) x 4,600mm (depth) x 3,200mm (clear height)
Option 2 : 5,600mm (street front) x 2,800mm (depth) x 3,200mm (clear height)



4.1.2 Standby Generator

Brief Section 4.2.3.2 (P43) : refers to a 1MVA generator being required

Comment: Based on the expected load, conventional health guidelines (HI ESG) and PCA2018 guidelines (Grade A building), a generator in the order of 500 - 650kVA would be required.

4.1.3 UPS requirements

Brief Section 4.2.2.5 (P43) : refers to a UPS with 4 hour autonomy to be allowed for Base build, communication and security systems



Comment : 4 hours autonomy appears excessive considering these services would be backed up by the generator. As a guide, Health Infrastructure requires UPS backed up equipment and communications to have 15minute battery autonomy (noted that surgical lighting is required to have 90min UPS backup, but typically supplied from standalone UPS system)

4.1.4 Carrier Lead-in Conduits

Brief Section 4.2.6.1 (P47) : refers that an allowance of a minimum of 6 off conduits to be allowed for.

Comment : 6 off 100mm lead-in conduits appears excessive for a 10,400m² building. We would envisage that diverse pathways for 2 carriers would be sufficient.

4.1.5 DAS

Brief Section 4.2.6.1 (P47) : refers to provision of a DAS system for 3 carriers

Comment : No reference to DAS system to be provided (eg SISO, MIMO, etc). MCF2020 is expected to be available in the near future and this will include for the design of 5G DAS networks (currently excluded from MCF2018 standard)

4.1.6 Lighting

Brief Section 4.2.5.1 (P46) : refers that lighting is to be below 7W/m²

Comment : Energy efficiency prescribed in BCA is 4.5W/m². If Greenstar credits to be targeted the, W/m² figure would be lower still.



4.2 Existing Service Provisions

4.2.1 Existing Supply Authority Network

The Supply Authority for the area is Ausgrid.

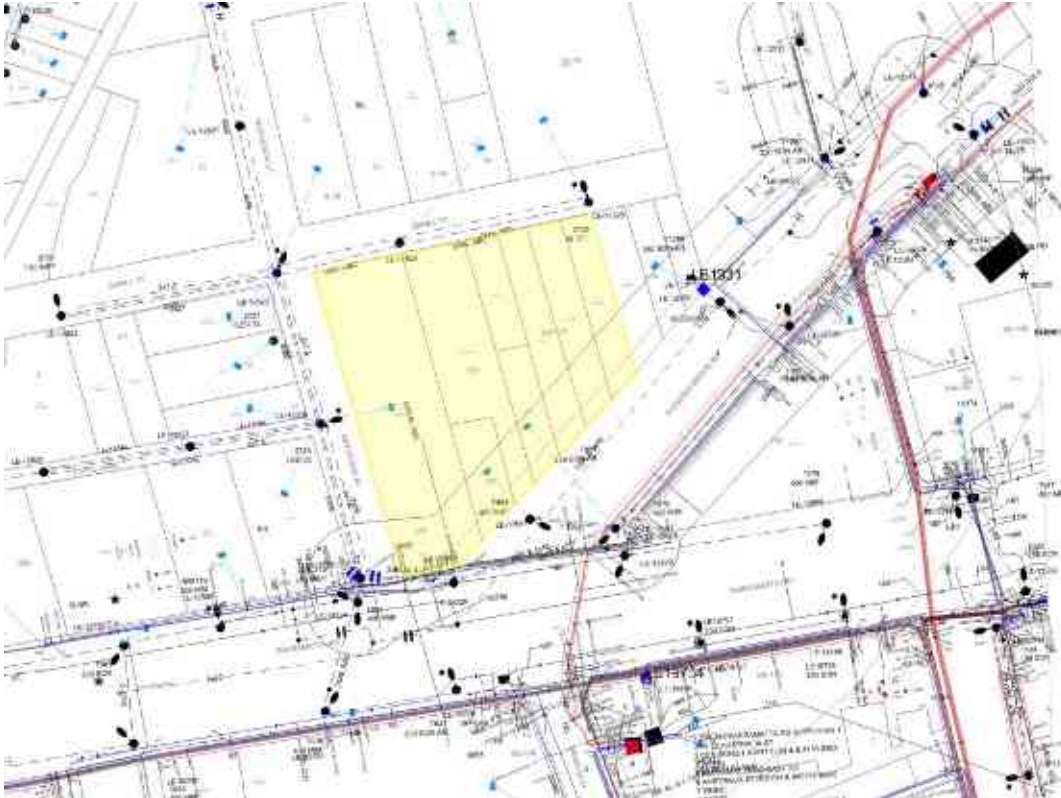


Figure 1 : Ausgrid assets in vicinity of the Site

It is noted that there are no substations on the site. The site is currently supplied from the Ausgrid LV street network which is shared with other customers. The existing HV network closest to the site is along the Parramatta Road and Pymont Bridge street frontages.

It is noted that there is an overhead LV network on Cahill Street which Council may want underground. In addition, there is a small section of overhead LV network on the corner of Parramatta Road and Pymont Bridge Road



Figure 2 LV overhead asset – Cahill Street





Figure 3 LV overhead asset – Corner Parramatta and Pymont Bridge Roads

4.2.2 Telecommunications

4.2.2.1 General

Existing Carrier infrastructure is depicted in drawings below. The site is well serviced by existing Carrier networks, including NBN.

From the available information, No Carrier diversions are required.

4.2.2.2 Carrier Mobile Base Stations

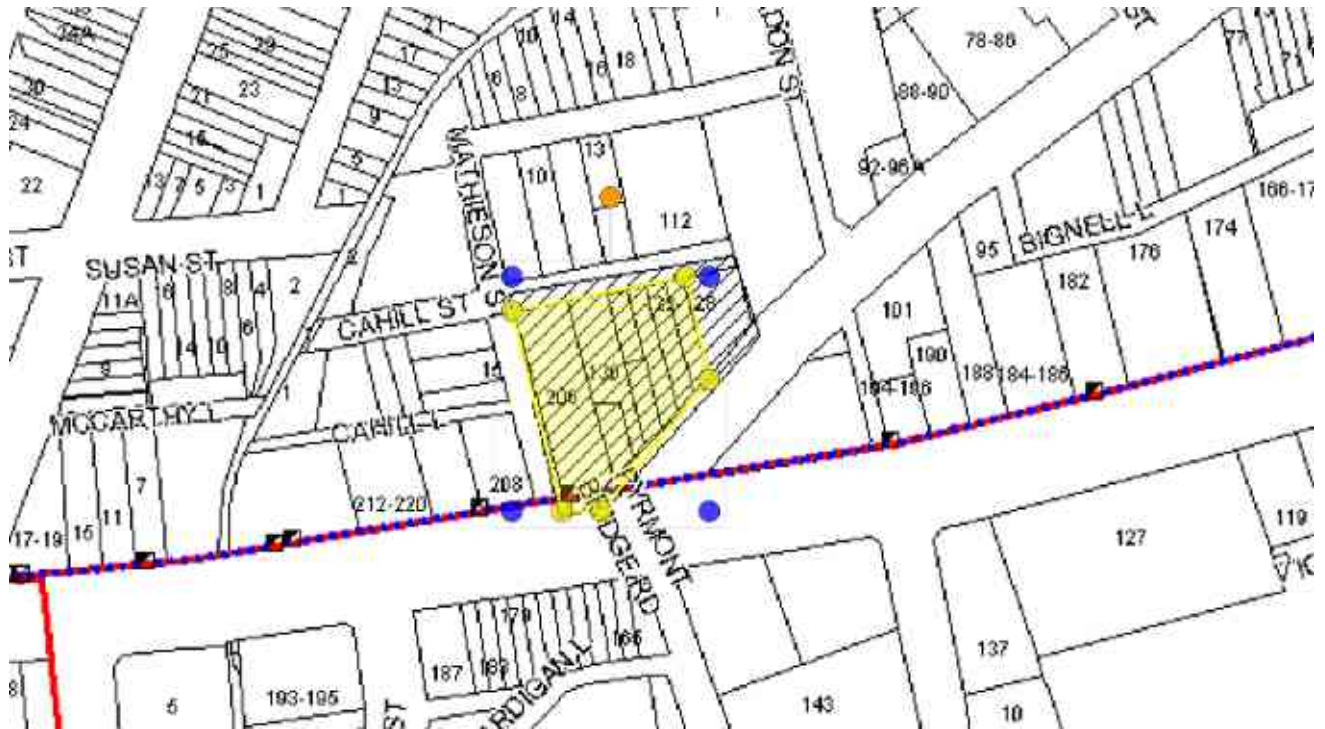
It is noted that there are no carrier mobile base stations located on the site.



Figure 4 Mobile Carrier Base Stations



OPTUS



AARNET



5. Hydraulic Services

The following section provides infrastructure guidance for the following hydraulic services:

- Review of brief
- Sewer
- Water Supply
- Gas Supply

5.1 Review of Brief

Section 5.1 is a review of the Hydraulic services described in the Inner West Health Hub Base Build brief

5.1.1 Surface Drainage

Brief Section 4.3.7 (P50) : refers to surface drainage discharging to subsoil pump out.

Comment : Only basement drainage and restricted to areas not exposed to external rain should be draining to the subsoil pump out pits.

Brief Section 4.3.8 (P51) : refers to 2 hrs on site water storage in event of water main failure.

Comment : Generally on health applications only disaster recovery hospitals are provided with Back up water supplies and these are restricted to emergency operating theatre supplies. The additional water storage also includes cooling tower capacity, this could be dealt with an separate tank for cooling tower water supply which would also assist on Peak temp days above the Australian Standard design levels which are common. Client discussions should be undertaken to determine the desire/ need for potable onsite water storage.



5.2 Sewer Services Review

The existing site is abounded by sewer main's in Cahill street, Mathieson Lane & Pyrmont Bridge Road. The 225mm main in Cahill street (option 1) at the rear of the development is the ideal location to connect the sewer as it allows for the road works to be in a rear lane and not in a main road. Pending final capacity checks and authority approvals if this is not approved by Sydney Water then a connection to the sewer main in Pyrmont bridge road (option 2) would be required.



Appendix 11 - Infrastructure Delivery Plan

The expected daily discharge calculated based on the expected daily water use figures nominate usage – discharge is 80% of the usage.



Based on a generalised commercial building foot print of 10,400 GFA the expected daily load is expected to be 20,633l/day either main in option 1 or 2 are capable of taking this capacity with no anticipated upgrades required.



5.3 Water Services Review

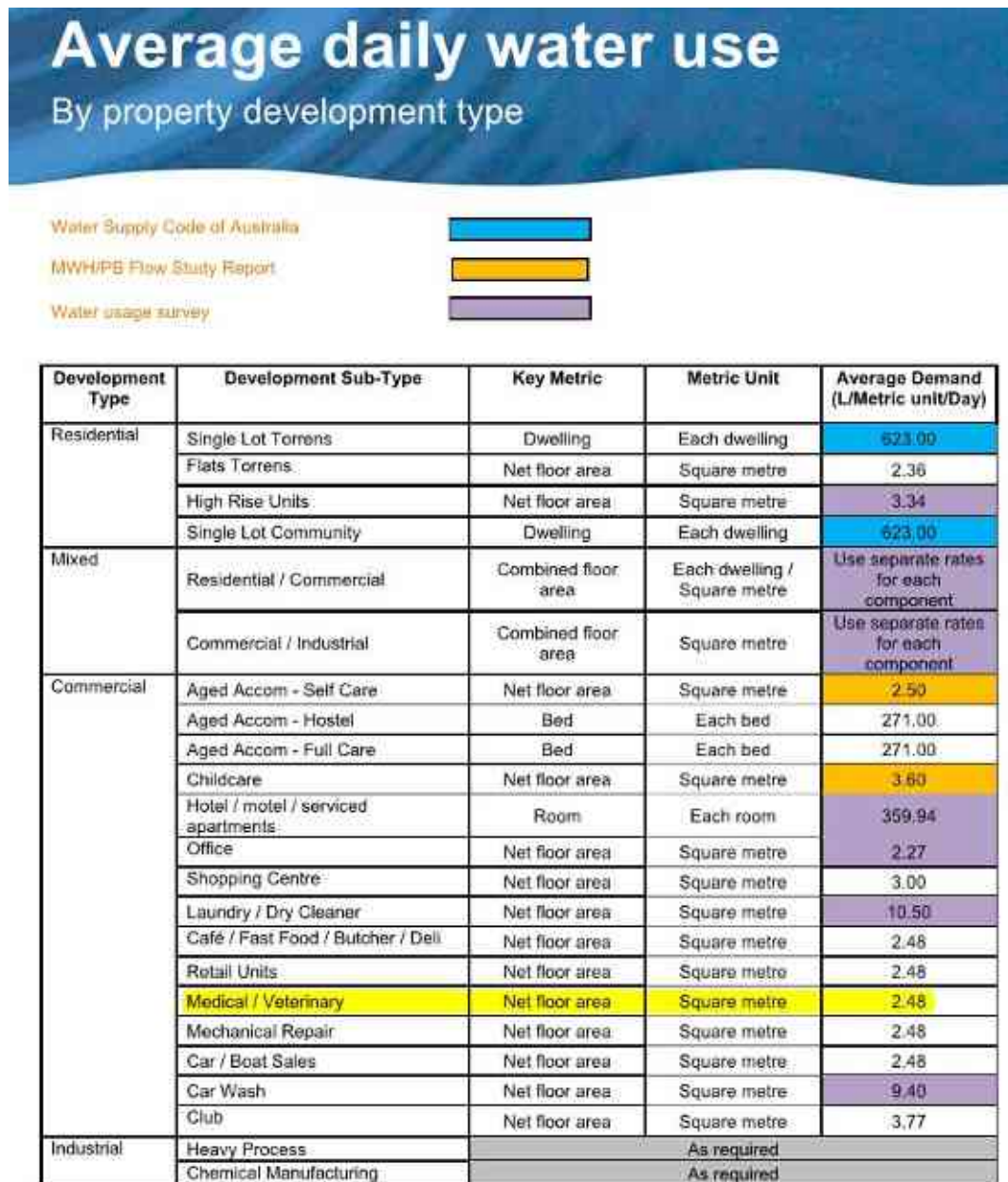
The site has water mains in Cahill Street, Mathieson St and on the Pymont Bridge Road frontage. The water mains in Cahill and Mathieson Street are 100mm diameter and the water main in Pymont Bridge Road is 300mm.

A single or separate water supply can be provided for the site. The fire services supply will need to be connected to the 300mm main in Pymont Bridge Road as the mains in Cahill and Mathieson Street are insufficient in size for fire hydrant and sprinkler services.



Appendix 11 - Infrastructure Delivery Plan

The expected daily demand calculated based in accordance ,
daily water use figures nominate usage

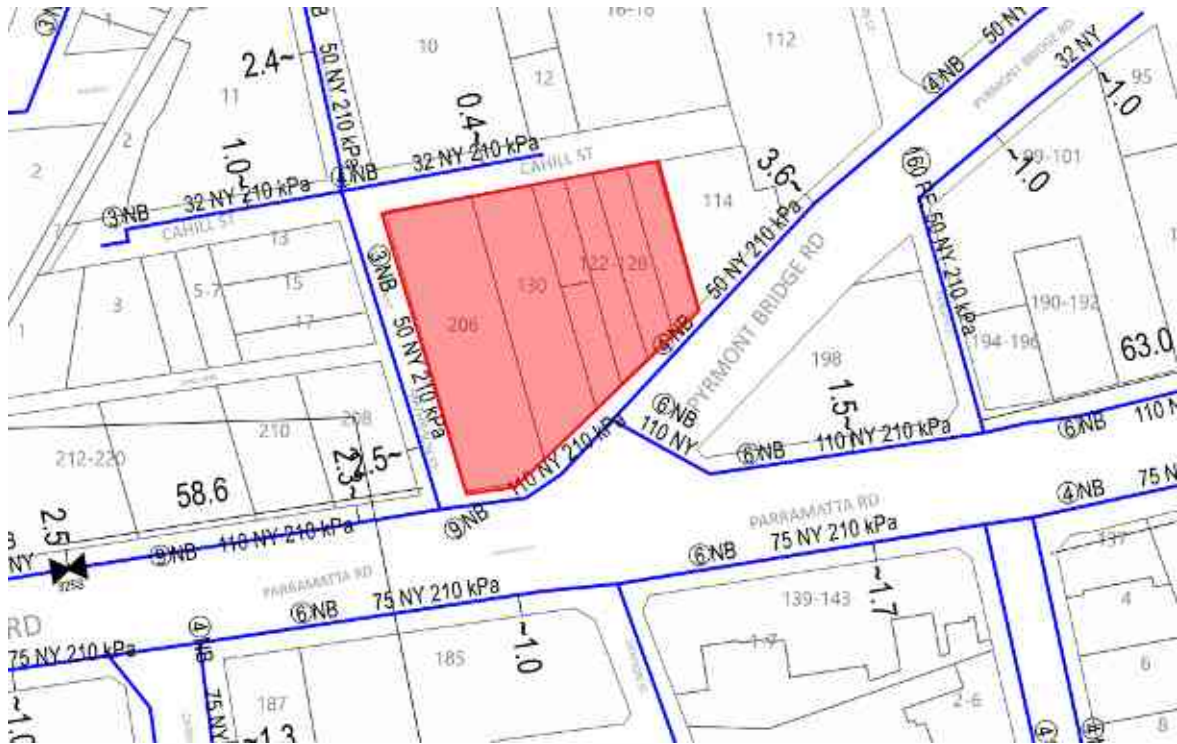


Based on a generalised commercial building foot print of 10,400 GFA the expected daily load is expected to be 25,792l/day

5.4 Gas Services Review

The proposed site Gas loads are anticipated to be medium, final loads need to be determined based on the mechanical and building loads, hot water, and food preparation in the tea rooms / kitchenette and for the single commercial kitchen in the building.

Based on our experience we would anticipate the potential gas load to be circa 15,000MJ/hr. This is considered to be a medium load and could be serviced by the 50mm 210kPa main in Mathieson Street.



6. Conclusion

The purpose of this report is to provide MHA PBR Pty Ltd with information on the current provision and condition of the existing public utilities and likely authority requirements to support the new Health Hub as well as major services connections and spatial.

This report is based on the following sources of information:

- Dial Before You Dig information
- Publicly available information
- Site Inspection
- Team Meetings
- Authority water main enquiries

A brief overview of the Base building brief commenting on the allowances as nominated for the electrical and Hydraulic services.

Based on this desktop review, it can be concluded that with the infrastructure upgrades suggested within this report, the proposed development will be suitable for the subject site.



Design with
community in mind