ELECTRONIC ATTACHMENTS

for

BUSINESS PAPER

6.30PM, TUESDAY, 26 MAY, 2020

PAGE NO.

REPORT FOR COUNCIL DESCISION

C0520(2) Item 2 Planning Proposal - 1-5 Chester Street, Annandale

Planning Proposal

1 - 5 Chester Street, Annandale

March 2020

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Attachment 2

Executive Summary

This planning proposal explains the intent of and justification for proposed amendments to *Leichhardt Local Environmental Plan* (LLEP) 2013 as it applies to 1 - 5 Chester Street, Annandale. It follows a request from the future landowner Britely Property to redevelop the site for mixed-used (employment and student housing), increase the floor space ratio of the site to 2:1 and introduce a maximum permissible height of 17m or 5 storeys. The proposed amendments would facilitate a mixed use development with a minimum of 980sqm of non-residential floorspace associated with employment/ high technology industrial uses on the ground and first floor, and student housing on the upper floor levels to support local health and educational institutions.

The planning proposal is accompanied by an amendment to *Leichhardt Development Control Plan 2013* (LDCP) 2013 which provides detailed planning guidelines for redevelopment of the site.

This planning proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the Act) and the Department of Planning, Industry and Environment's documents '*A guide to preparing planning proposals*' and '*A guide to preparing local environmental plans*'.

Background

AE Design Partnership on behalf of Britely Property submitted the original planning proposal in February 2018 which sought to rezone the site from Light Industrial (IN2) to Medium Density Residential (R3) in line with the recommendations of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), increase the Floor Space Ratio (FSR) to 2.6:1 and introduce a new height building height control of 17m to facilitate a part 5 storey and part 6 storey residential development.

On 30 October 2018, Council resolved (Resolution C1018(2) Item 10) to not support this original planning proposal following Inner West Local Planning Panel's (IWLPP) recommendation as:

a) 'It fails the Strategic Merit Test of "A guide to preparing planning proposals" as it is inconsistent with key objectives and priorities of the Greater Sydney Region Plan 2018; Eastern City District Plan 2018; and Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) 2016. Specifically, the planning proposal is inconsistent with the following elements of PRCUTS:

i. Policy context and the Strategy's vision for the Corridor and especially for the Camperdown precinct which is for residential development including affordable, student and key workers accommodation to support biotechnology and employment uses;

ii. Implementation Tool Kit including the Implementation Plan 2016-2023, Planning and Design Guidelines, Infrastructure Schedule and Urban Amenity Improvement Plan;

iii. Reference Reports including the Precinct Transport Report, Fine Grain Study and Sustainability Implementation Plan;

iv. Exceeds the Planning and Design Guidelines recommended density by 73.3% without satisfactorily demonstrating that the proposal would achieve better built form outcomes or design excellence; and

v. Does not meet the requirements of the Parramatta Road Implementation Plan 2016 - 2023 'Out of Sequence Checklist' criteria.

b) It is inconsistent with the Ministerial Directions issued under Section 9.1 of the Environmental Planning and Assessment Act 1979 including Directions No. 1.1 - Business and Industrial Zones, 7.1 - Implementation of A Plan for Growing Sydney and 7.3 - Parramatta Road Corridor Urban Transformation Strategy;

c) It is inconsistent with the Inner West Council Community Strategic Plan 2018;

d) It is inconsistent with Leichhardt Employment and Economic Development Plan 2013 - 2023, Leichhardt Employment Lands Study 2014 and Leichhardt Industrial Precinct Planning Report 2016 and would result in loss of employment and urban services land;

e) It is premature in the light of the prospective outcomes of strategic planning studies and projects underway at State and Local Government levels;

f) It does not demonstrate that it will make an adequate contribution towards the provision of affordable housing which is inconsistent with the objectives of the Greater Sydney Region Plan 2018, Eastern City District Plan 2018 and Council's Affordable Housing Policy; and

g) Support of this planning proposal would result in a premature and adverse development precedent in the Camperdown Precinct and for other sites in the Parramatta Road Corridor Strategy area.'

On 3 May 2019, File Planning Development on behalf of Britely Property submitted an amended planning proposal to address Council's concerns. This proposal sought to retain the IN2 Light Industrial Zoning on the site and introduce boarding house as an additional use to facilitate student housing, increase the overall FSR to 2.75:1 with a minimum of 0.75:1 for non-residential uses and introduce a maximum height control of 17m for a six-storey mixed-use development.

On 23 July 2019, the IWLPP in its advice to Council recommended (IWLPP740/19 Agenda Item 2) that the amended planning proposal should not be supported as:

a) *'It fails the strategic and the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Out of Sequence Checklist tests;*

b) *It is inconsistent with the Ministerial Direction issued under Section 9.1 of the Environmental Planning and Assessment Act 1979 Direction 7.3 - Parramatta Road Corridor Urban Transformation Strategy; and*

c) *It is premature in the light of the prospective outcomes of current State and local government strategic planning studies and projects including the Inner West Local Strategic Planning Statement/ Local Environmental Plan/ Development Control Plan/Contributions Plan and PRCUTS precinct-wide traffic study.'*

Notwithstanding, the Panel agreed with Council officers' recommendation that potentially the site has strategic merit for redevelopment and supported the following principles for a further revision to the planning proposal:

- *'Rezone the site to B7 Business Park and allow boarding house as an additional permitted use;*
- *Increase the FSR of the site up to 2:1 with a minimum non-residential floor space of 980sqm (or FSR 0.75:1) dedicated to business and office premises and light industries in the technology, bio-medical, arts, production and design sectors. Refer to the alternate scheme developed by Architectus;*
- *Establish a 17m height limit which would facilitate a five-storey development on the site with minimum floor to ceiling heights for employment uses to be incorporated in the DCP;*
- *Ensure that the proposed boarding house will not have an adverse impact on the surrounding industrial uses and that the development will include the necessary design and acoustic measures to ensure that there are no significant adverse impacts on the amenity of future residents of the site;*

- *Ensure that a minimum percentage of non-residential floor space is made available as affordable space for tech start-ups, innovative creative industries, community uses and artists to align with the objectives of Camperdown Ultimo Collaboration area Place Strategy;*
- *Incorporate appropriate mechanisms to ensure that 'new gen' boarding house rents are affordable in perpetuity;*
- *Ensure that the development provides a pedestrian and cycle access through the site along Johnstons Creek to align with the objectives of the Parramatta Road Corridor Urban Amenity Improvement Plan and Camperdown Public Domain Masterplan;*
- *Ensure that the development will incorporate environmentally sustainable design principles which exceed the PRCUTS sustainability targets;*
- *Update the site - specific DCP to reflect Architectus's urban design recommendations and in particular, the re-orientation of the building form to front Chester Street and the southern boundary of the site and create open space facing Johnstons Creek;*
- *Update the proposal in response to the outcomes of the precinct-wide traffic study once completed;*
- *Update the IIDP and ensure that satisfactory arrangements are made for the provision of State and local infrastructure;*
- *Consider DCP requirements to provide infrastructure or the capacity for EV charging points, including appropriate charging outlets in each parking space*
- *Future-proof the development by incorporating for recycled water use; and*
- *Update the Out of Sequence Checklist assessment to reflect achievement of the above objectives.'*

In December 2019, the proponent submitted the revised proposal based on the above principles.

Council has amended this proposal further to align with the Panel's previous recommendations, Council's wider strategic planning policies including the Inner West Local Strategic Planning Statement (LSPS), Housing Strategy and Draft Employment and Retail Lands Strategy (EaRLS), Parramatta Road Corridor Urban Transformation Strategy and Camperdown-Ultimo Collaboration Area Place Strategy (C-U CAPS).

Site Context

Site Description

The site is a triangular shaped 1,307 sqm lot in the Leichhardt Development Control Plan designated Camperdown precinct (Figure 1). The site is located at the end of the Chester Street cul-de-sac, approximately 300m from Parramatta Road and 3.5 km from the Sydney CBD (Figure 2).

The site has a 44m frontage to Chester Street and 55m frontage to Johnstons Creek.

The site slopes down by approximately 1m from the southern boundary to the northern and eastern boundaries.

Figure 1 - Location of site (shown in blue) in the context of PRCUTS Camperdown precinct (shown in red).

Figure 2 Aerial view of the site (shown in red) looking towards the CBD.

Figure 3 - Extract from the zoning map of LLEP 2013. Subject site shown in red.

The site currently accommodates a part by one and part by two storey industrial building, which provides car repair services (Refer to Figure 4). The northern boundary of the site adjoins Johnstons Creek. There are one and two storey single residential terrace dwellings to the north and east of the site and two or three storey industrial warehouse buildings to the south and west.

Figure 4 - Existing warehouse when viewed from Chester Street.

Figure 5 - Subject site when viewed from Douglas Grant Memorial Park.

Figure 6 - Surrounding residential buildings to the north of Johnstons Creek.

Figure 7 - Kennards Storage Warehouse at 1 - 19 Booth Street opposite the subject site

Current Planning Controls

The site is in an IN2 Light Industrial zone under LLEP 2013 which states the following objectives for the zone:

- *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 site has a maximum permissible FSR of 1:1 and no height control in the LLEP 2013. The public reserve to the north of the site is zoned RE1 Public Recreation.

Figure 8 – LLEP 2013 Zoning Map (site within red boundary)

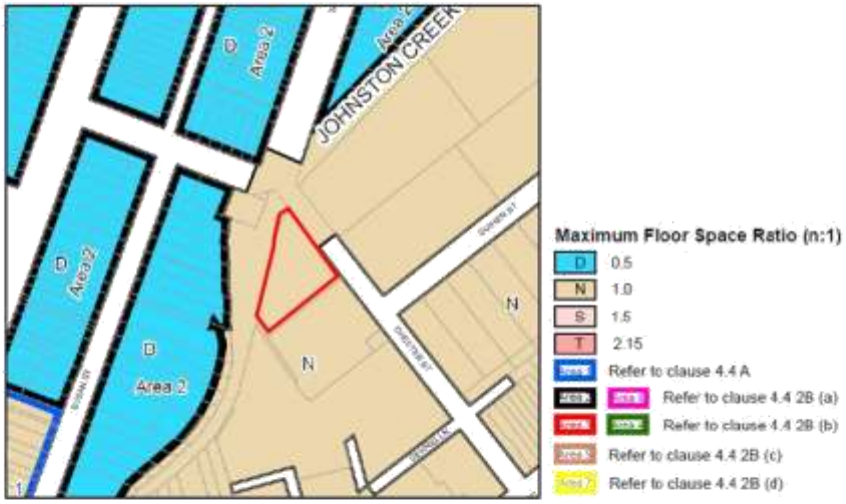

Figure 9 - LLEP 2013 FSR Map (site within red boundary)

Figure 10 - LLEP 2013 Heritage Map (site within blue boundary)

The site does not contain heritage items and is not within any conservation area but is adjacent to the Annandale Heritage Conservation Area and Chester Street (kerb and gutter) Heritage item.

The site is a Flood Planning Area and has a 100 year Flood Planning Level plus 500mm freeboard requirement, which indicates that the minimum freeboard floor level of the development including units/ dwellings should be a minimum of RL5.45.

The basement carpark needs to be protected up to the Probable Maximum Flood (PMF) level which is RL8.40. There is no minimum RL for the basement; however any part of the basement below the flood level will have to be flood proofed up to the PMF level.

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)

The site is in the Camperdown precinct of Parramatta Road Corridor Urban Transformation Strategy which is a State Government endorsed strategy for the revitalisation of Parramatta Road corridor given statutory force via a Section 9.1 Ministerial Direction in November 2016 (Figure 11).

PRCUTS is a plan to drive and inform land use planning and development decisions as well as long term infrastructure delivery programs in the Parramatta Road Corridor. The Strategy is supported by an Implementation Tool Kit and comprises the following documents:

- Parramatta Road Urban Transformation Strategy
- Implementation Tool Kit:
  - Implementation Plan 2016 - 2023
  - Planning and Design Guidelines
  - Infrastructure Schedule
  - Urban Amenity Improvement Plan

Delivery of the Strategy relies on the implementation of the principles in PRCUTS and will occur over 30 years in the following indicative timeframes:

- Short term - 2016 - 2023
- Medium term - 2023 - 2036
- Long term - 2036 - 2050

The Strategy will be implemented through:

- State Environmental Planning Policies for priority precincts (in the corridor to the west of the IWC local government area)
- planning proposals prepared by landowners or developers
- Comprehensive LEP reviews undertaken by councils

Figure 11- Structure of Parramatta Road Strategy Documents.

The key targets in the Strategy for the Camperdown area are:

- 1,400 new people by 2050
- 700 new homes by 2050
- 2,300 new jobs by 2050

Figure 12 illustrates the broad PRCUTS land use policy directions for the Precinct.

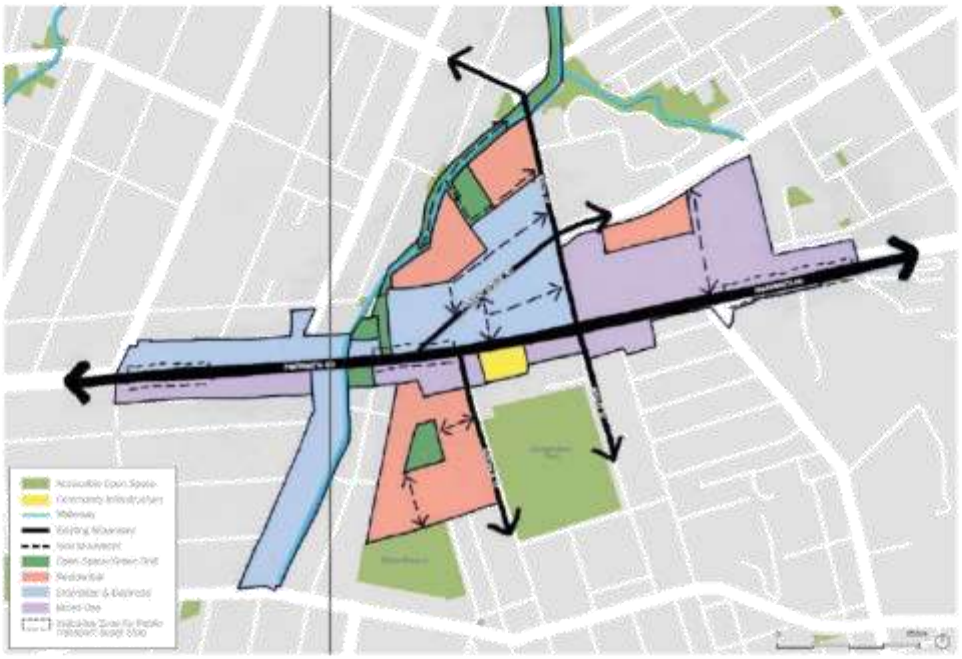

Figure 12 - Structure plan for the redevelopment of Camperdown precinct

PRCUTS sets out key actions associated with land uses; transport and movement; place-making; and open space, linkages and connections; and makes recommendations for future zoning, height and density controls to ensure a place-based approach for future development of the Corridor. Key actions related to the subject site and Camperdown precinct are considered in more detail later in this report.

The PRCUTS Implementation Plan 2016 - 2023 provides a methodological and sequential approach for growth and the alignment of infrastructure provision with that growth. The site is outside the PRCUTS '2016 - 2023 Release Area' which means that the redevelopment of the site should ideally be in the medium to long term between 2024 and 2054. (Refer to Figure 13 below)

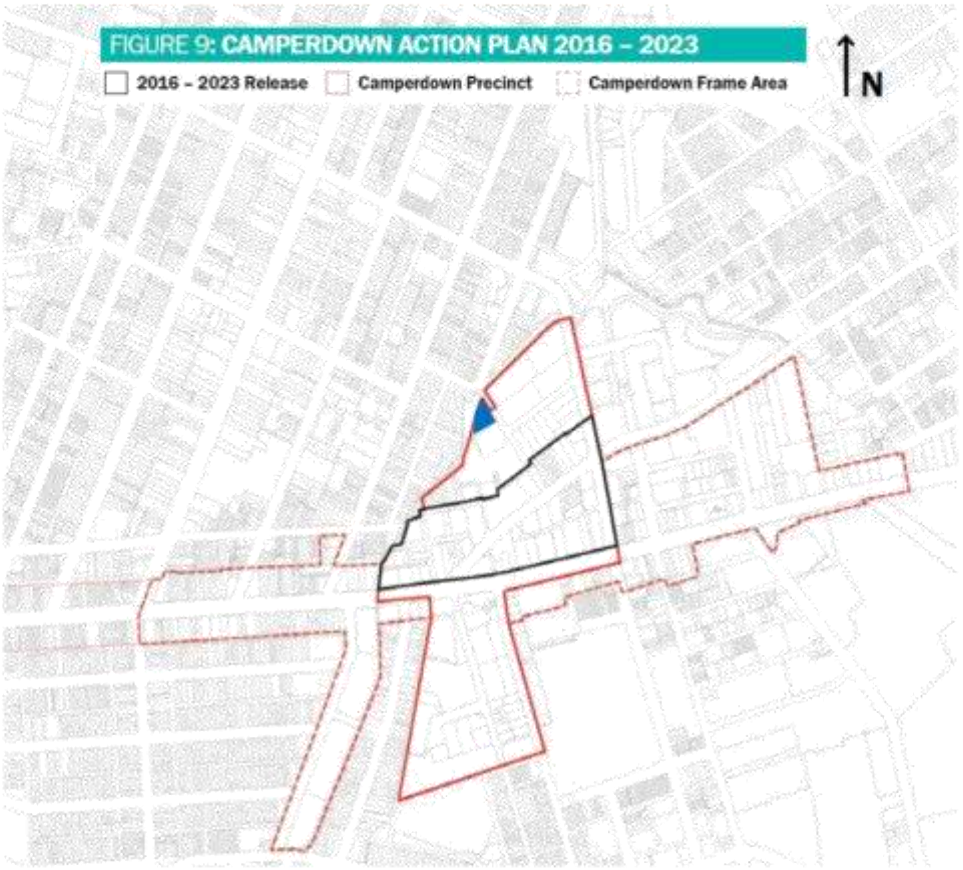

Figure 13 - Extract from the PRCUTS Implantation Plan - Camperdown Action Plan 2016 - 2023. Subject site shown in blue is outside of the 2016 - 2023 release area shown in blue.

Proposals that depart from this staging need to be assessed on their merit against the PRCUTS 'Out of Sequence Checklist' criteria to ensure that changes to the land use zones and development controls are timely and can be justified against the Principles and Strategic Actions of the Strategy.

PRCUTS recommendations and requirements have been taken into consideration in the assessment of this planning proposal.

Part 1 – Objectives or intended outcomes

This Planning Proposal is to amend the Leichhardt Local Environmental Plan (LLEP) 2013 to enable redevelopment of 1-5 Chester Street, Annandale to:

- enable the redevelopment of 1-5 Chester Street, Annandale for a combination of light industrial and business floorspace with student housing above;
- ensure that the new development responds appropriately to the surrounding built form, land uses and desired future character of the area;
- provide a north-south pedestrian and cycling path and landscaping along Johnstons Creek; and
- deliver appropriate State and local infrastructure contributions.

Part 2 – Explanation of the provisions

To achieve the intended outcomes, this Planning Proposal seeks to amend the Leichhardt Local Environmental Plan 2013 as follows:

- Rezone IN2 Light Industrial to B7 Business Park, and the proposed pedestrian and cycle path corridor 6m setback from Johnstons Creek to RE1 Public Recreation;
- Amend the Key Sites Map to identify the site;
- Amend the Floor Space Ratio Map to remove reference to the maximum permitted floor space ratio for the site;
- Include a new local provision to:
    - confirm the objective of the proposed amendments to encourage commercial, education, health and cultural sectors and associated industries in the Camperdown-Ultimo Collaboration Area;
    - allow a maximum floor space ratio of 2:1 including minimum FSR of 0.75:1 for businesses and light industries in the technology, bio-medical, arts, production and design sectors;
    - ensure that the 2:1 FSR control applied in design terms to the entire site as if the prospective RE1 zoned sections also had a permissible FSR of 2:1*;

      ***Note:** RE1 zoned land does not normally have a permissible FSR so this provision is required to prevent the 2:1 FSR control being applied to the B7 zoned section alone which would compromise the urban design intent of the planning proposal;*

    - restrict the maximum building height to 17m or 5 storeys including any lift over-runs;
    - allow boarding house for student accommodation that would comply with the requirements of *State Environmental Planning Policy Affordable Rental Housing 2009;*
    - restrict any further bonus incentives from State Environmental Planning Policies;
    - ensure that the development will not significantly increase the amount of traffic on the adjoining street network including but not limited to Chester Street, Chester Street West, Susan Street, Taylor Street and Pyrmont Bridge Road;
    - provide a pedestrian and cycle path and landscaping along Johnstons Creek;
    - provide active frontages on Chester Street and towards Johnstons Creek;
    - ensure that the development will incorporate environmentally sustainable principles with a minimum of 4-star Green Star rating;
    - prohibit strata sub-division and the permissibility of any form of residential accommodation other than a boarding house;
    - minimise adverse amenity impacts on the surrounding residential and light industrial uses; and
    - remove the application of Clause 6.12 of the LLEP 2013 to the site.

The final clause to be inserted into Part 6 Additional Local Provisions would be subject to public exhibition, drafting and agreement by Parliamentary Counsel's Office but may be written as follows:

Clause 6.21 Development of land at 1 - 5 Chester Street, Annandale

1. The objective of this clause is to encourage commercial, education, health and cultural sectors and associated industries in the Camperdown-Ultimo Collaboration Area.
2. This clause applies to land 1 - 5 Chester Street, Annandale, being Lot 11 DP499846 and identified as '7 1-5 Chester Street, Annandale' on the Key sites map.
3. Notwithstanding clause 4.4, the maximum floor space ratio for development to which this a clause applies is 2:1 but only if the consent authority is satisfied that:
    a. at least 0.75:1 of the floor space ratio will be used for business premises and light industries in the technology, bio-medical, arts, production and design sectors;
    b. 1.25:1 of the FSR for a boarding house for student accommodation that would comply with the requirements of S*tate Environmental Planning Policy Affordable Rental Housing 2009*;
    c. consent for a development that relies on any other bonus floor space provisions will not be granted.
4. Notwithstanding clause 4.3, the maximum building height for development on land to which this clause applies is 17m.
5. Despite clause 6.12, development consent must not be granted under clause (3) for development that includes residential accommodation other than a boarding house.
6. Development consent must not be granted for the subdivision of this land.
7. Development consent must not be granted under clause (3) unless the consent authority is satisfied that the development will:
    a. not result in significant adverse amenity impacts on the surrounding neighbourhood;
    b. include the necessary design and acoustic measures to ensure that business and light industries within the development, as well as any existing industrial uses on land surrounding the development, do not have a significant adverse impact on the amenity of future residents of the development;
    c. provide landscaped pedestrian and cycle path through the site along Johnstons Creek;
    d. not significantly increase the amount of traffic on the adjoining street network including but not limited to Chester Street, Chester Street West, Susan Street, Taylor Street and Pyrmont Bridge Road;
    e. incorporate environmentally sustainable design principles including a requirement that the building will achieve a 4-star Green Star Rating and provisions for recycled water use; and
    f. Provide active frontages to Chester Street and Johnstons Creek.

Part 3 – Justification

The proposed controls create an opportunity to revitalise the site in a way that responds to the surrounding built form, with a thoughtful transition to the Annandale Heritage Conservation Area/ Johnstons Creek and contributes to the creation of Camperdown-Ultimo health and education precinct.

The proposed height and floor space controls are based on a series of urban design analysis undertaken by IWC, Architectus, AE Design Partnership and DKO Architects.

Height and Built form

The proposed height controls aim to set a street wall height along Chester Street that resonates with the existing building form, create set-backs on upper levels to provide predominantly a two storey wall generally along Johnstons Creek and manage the transition to the surrounding industrial and residential properties (Refer to Figures 14-18).

Figure 14 - Lower ground floor with employment uses along the creek and Chester Street

Figure 15 - Level 1 with student housing uses

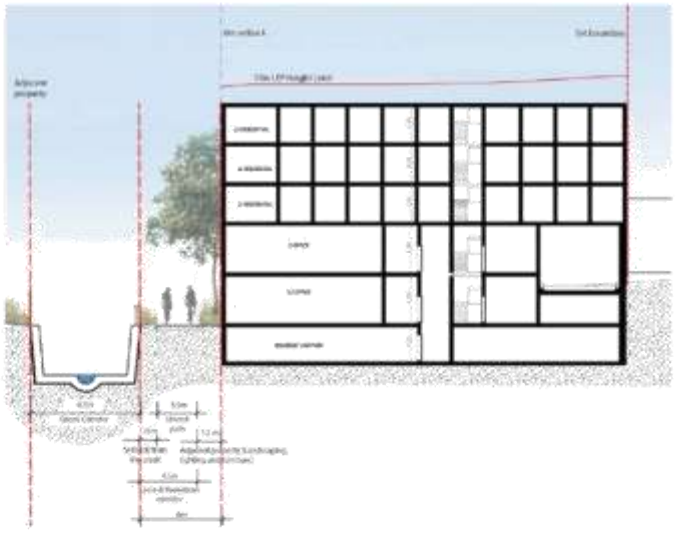

Figure 16 - North South Section through the building indicating 6m setback from the creek and 17m (5 storey) height limit

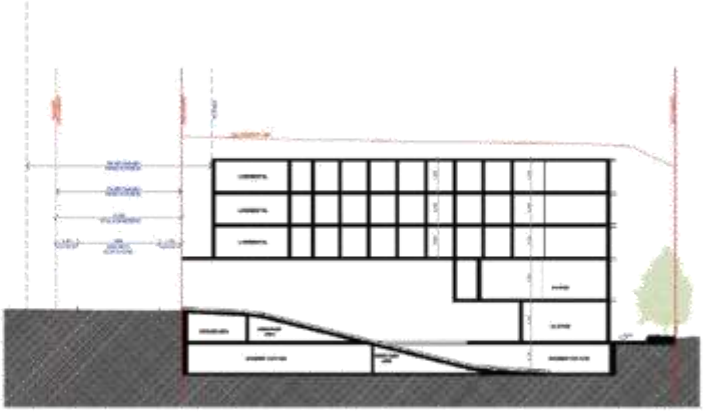

Figure 17- East West Section through building and vehicular ramp housing 0m setback to employment uses and 3m setback to upper levels from Chester Street

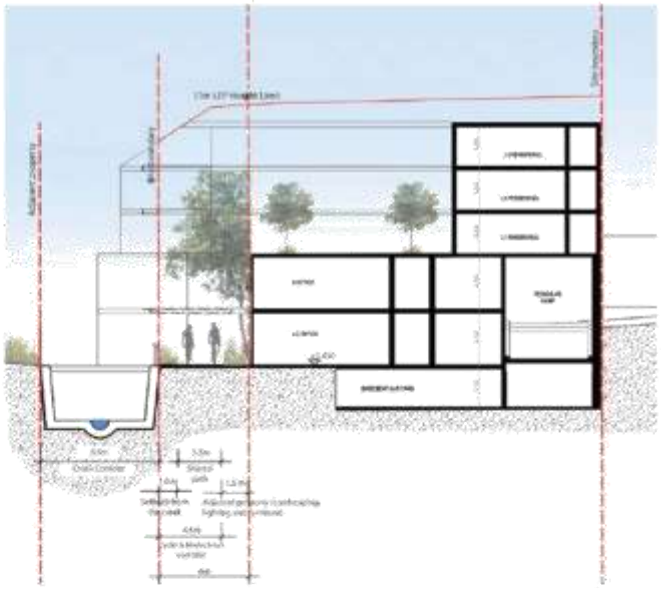

Figure 18 - North-south section through the building and communal podium

Conservation area transition

The building layout has been skilfully designed to minimise visual impacts on the Annandale Heritage Conservation area by maximising the setback along Johnstons Creek and generally maintain a two storey scale towards the Creek with a 5 storey corner to Chester Street. The proposed heights are compatible with the recently approved development D/2019/125 at the adjacent Kennards' site at 1 - 19 Booth Street, Annandale which will create a six storey extension on the warehouse's near Chester Street.

Figure 19- West Elevation to Chester Street (the existing 5 storey main building will have a new 6 storey extension) as approved D/2019/125 - 1-19 Booth Street, Annandale

Section A – Need for the planning proposal

Q1. Is the planning proposal a result of an endorsed local strategic planning statement (LSPS), strategic study or report?

The proposal is consistent with IWC's LSPS which was adopted by Council on 25 February 2020. This has been discussed further in detail under Q4 of the strategic merit assessment test.

The planning proposal also reflects the intent of various PRCUTS studies. However, the proposal is only partially consistent with the PRCUTS recommendations that the site be developed for Medium Density Residential (R3) uses with an FSR of 1.5:1 and a maximum height of 17m.

The inconsistency is justified by post-PRCUTS studies and reports prepared by the Greater Sydney Commission for the Camperdown Ultimo Collaboration Place Strategy and by Council for its Housing and Employment Land Strategies.

The proposal is underpinned by the Greater Sydney Commission's vision for the growth of the Camperdown-Ultimo Health and Education Precinct for innovation, health and education uses as outlined in the *Greater Sydney Region Plan 2018*, *Eastern City District Plan 2018* and *Camperdown-Ultimo Collaboration Area Place Strategy 2018*.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The planning proposal is considered to be the best means to fulfil a core objective of Council's draft Employment and Retail Land Strategy of retaining the site's employment floorspace and to provide student accommodation to support the education and health institutions in the Camperdown-Ultimo Collaboration Area. It would also contribute to PRCUTS vision of Camperdown as a future health and education precinct.

The detailed urban design studies and other technical investigations, discussed later in this section, ensure that the planning proposal demonstrates the best response to the site and its context.

Section B – Relationship to strategic planning framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

The planning proposal meets the objectives of and gives effect to planning priorities in the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) 2016, Greater Sydney Region Plan (GSRP) 2018, Eastern City District Plan (ECDP) 2018 and Camperdown-Ultimo Collaboration Area Place Strategy (C-U CAPS) 2018.

1. Greater Sydney Region Plan 2018

The Greater Sydney Region Plan is the Greater Sydney Commission's (GSC) vision for a Greater Sydney of three cities, where most residents live within 30 minutes of their jobs and services. It sets a 40-year vision and establishes a 20-year plan to manage growth and

change for a Greater Sydney, informing district and local plans and the assessment of planning proposals.

The GSRP contains 10 directions and 40 objectives to guide future growth, covering infrastructure, housing, economic development and sustainability. This planning proposal is consistent with the objectives of GSRP, and gives effect to the following objectives in particular:

a) *Objective 11: Housing is more diverse and affordable*

The proposal would deliver student accommodation in a new-generation boarding house to support the growth of this future health and education precinct.

b) *Objective 12: Great places that bring people together*

The proposal would encourage active transport use, car sharing and provide electric vehicle charging stations, to be consistent with the GSRP Strategy 12.2. These provisions are in the draft-DCP associated with the planning proposal.

Parking provision will reflect the proximity of this site to frequent bus services. The proposal and its parking provision will be updated if the outcomes of the current Precinct transport study due to be completed by September 2020. This update is recommended as a pre-exhibition Gateway condition.

c) *Objective 21: Internationally competitive health, education, research and innovation precincts*

The subject site is in the GSC Camperdown-Ultimo health and education precinct, with its existing major health, education and research institutions and opportunities for agglomeration and clustering benefits. The Region Plan discusses the productivity benefits that can be generated from ecosystems of businesses and research organisations that cluster around major universities and hospitals to create this type of an "innovation precinct".

The proposed development has the potential to contribute to this innovation precinct. The proposed controls will promote the development of floor space for light industry, production, technology and creative uses. The proposed student accommodation also meets this objective's aim of providing housing for students within the precinct.

d) *Objective 23: Industrial and urban services land is planned, retained and managed*

The proposal would retain employment uses -to complement the 'retain and manage approach' outlined for the industrial and urban services land in the Eastern City District.

e) *Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths*

The proposal is consistent with this objective as it will provide a walking and cycling link along Johnstons Creek through the site and contribute to a north-south priority green link.

The full route will be delivered incrementally as the sites in the precinct redevelop and by direct Council provision of some sections.

2. Eastern City District Plan 2018

The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters along the way to achieve the 40-year vision for Greater Sydney. The District Plan has 22 planning priorities which planning authorities must give effect to in strategic planning and preparing planning proposals. This planning proposal is consistent with the District Plan and gives effect to the following planning priorities:

a) *Planning Priority E5: Providing housing supply, choice and affordability with access to jobs, services and public transport*

The planning proposal will provide student housing close to the University of Sydney (10 mins walk to Susan Wakil Building) and several other educational institutions as well as jobs, retail and services. This accommodation is specifically designed for the needs of students, with small individual bedrooms for singles, shared living facilities and common areas. This will meet the housing diversity objective.

Redeveloping the site for student accommodation also meets the housing supply objective, while maintaining consistency with other priorities such as economic development. In addition, boarding houses are not strata subdivided, so they have a degree of potential for future adaptive re-use of the building for employment uses or non-residential redevelopment of the site.

b) *Planning Priority E6: Creating and renewing great places and local centres, and respecting the District's heritage*

The planning proposal will provide a diversity land use mix, high amenity and walkability in a good location, close to public transport.

The building has been designed to recognise the dual function of streets as places for people and movement. The provision of employment uses along Chester Street and Johnstons Creek would assist in providing high-quality public domain outcomes through activation and passive surveillance.

c) *Planning Priority E8: Growing and investing in health and education precincts and the Innovation Corridor*

As discussed previously, the site is part of the Camperdown-Ultimo Collaboration Area Innovation Corridor which includes one of the largest and most comprehensive health and education precincts in Greater Sydney. The innovation precinct is rapidly and continually expanding with multiplier effect on innovation, creative industries and tech start-ups. Providing accommodation for workers and students close to health and education precincts will contribute to the productivity of the precinct.

d) *Planning Priority E12: Industrial and urban services land is planning, retained and managed*

ECDP requires that all existing industrial and urban services land should be safeguarded from competing pressures, especially residential and mixed-use zones. Specifically, these industrial lands are required for economic and employment

purposes. The management of these lands should accommodate evolving business practices and changes in needs for urban services from the surrounding community and businesses.

The ECDP mentions that its 'retain and manage approach' to protecting industrial land does not apply to the Parramatta Road Corridor from the 'retain and manage approach'. Council's more recent Employment and Retail Land Study however demonstrates that the whole local government area including the PRCUTS area has a short of industrial land that it is essential that industrial land in the Corridor is also retained and managed.

PRCUTS recommends rezoning this site to Medium Density Residential (R3) primarily for affordable housing, key workers and student housing. The proposal with its core employment focus is considered to be a better outcome than losing the entire site to purely residential uses as it:

- Retains the existing amount of floorspace for light industrial uses, thus overcoming the impediment of loss of industrial uses and urban services
- Will support the health, education and innovation sectors through the site-specific local provision; and
- Provides medium density residential uses for students in line with PRCUTS.

Whilst the prospective loss of the car repair business on this site would be irreversible, it is considered that the proposed employment uses on the site will align with Planning Priority E12. This is a good compromise and would result in better outcomes for the precinct than strictly applying the ECDP and PRCUTS directions. The boarding house provision could also potentially allow for future redevelopment of the site for non-residential uses as boarding houses cannot be strata subdivided.

b) *Planning Priority E17: Increase urban tree canopy cover and delivering Green-Grid connections*

The proposal is accompanied by a draft Voluntary Planning Agreement offer to dedicate land to Council along Johnstons Creek for pedestrian and cycling link. This link has been identified as a part of a key north-south connection form Parramatta Road to Booth Street and Bicentennial Park.

Further amendments are suggested in the urban design comments to provide an increased basement setback for deep soil planting along this route. The proposed amendments will help revitalise the Johnstons Creek corridor and increase the tree canopy cover.

c) *Planning Priority E19: Reducing carbon emissions and managing energy, water and waste efficiently*

This planning priority aligns with the NSW Government's target for net zero emissions by 2050. This planning proposal will create more efficient, low carbon buildings through a redevelopment with a minimum 4-star Green Star Rating for the student accommodation. Council's LSPS nominates Camperdown as a low-carbon high performance precinct. Whilst a holistic response is required at the precinct level

to achieve this vision, it is expected that the site-specific provisions for this site will contribute to achieving this wider vision. In addition, provisions have been suggested in the LEP amendment to ensure the development is future-proofed for recycled water use.

3. Camperdown-Ultimo Collaboration Area Place Strategy

The Camperdown Ultimo Collaboration Area Place Strategy (C-U CAPS) was released in February 2019 and identifies a vision, priorities and actions for future investment and growth in the Collaboration Area. The strategy identifies three activity nodes being Camperdown, Haymarket and Eveleigh. The site is 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 as shown in Figure 20 below.

Figure 20- Extract from Camperdown-Ultimo Place Strategy indicating the extent of the Collaboration Area

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

- the conversion of industrial and commercial building stocks to residential or mixed-use developments can limit the availability of employment land and affordable spaces for innovation, research, creative industries and artists, and collaborative projects, and
- lack of affordable housing for the community, students, key and creative workers, and limited short-medium term accommodation for academic and health visitors.

The proposal supports the strategy by retaining employment floor space on the site to support creative industries, innovation and research, whist also providing student housing. The table below provides an analysis of the proposal against C-U CAPS.

Action	Consideration
Priority 4: Provide housing supply, choice and affordability in great places for people	
Action 14: Require the provision of affordable housing in and close to the Collaboration Area, including in mixed-use developments, consistent with government targets.	The proposal will contribute towards housing choice by providing student housing in the Collaboration Area. There are concerns regarding the proponent's claim of a 100% contribution towards affordable housing through the provision of 'new gen' boarding house. Recent research by UNSW on behalf of the Southern Sydney Regional Organisation of Councils (SSROC) has found that this type of boarding house is not delivering affordable rental housing options for those who need them. The Affordable Rental Housing SEPP (ARHSEPP) permits boarding houses as a form of affordable housing but does not include any provisions to require boarding house accommodation to be affordable. Council may have the power through the ARHSEPP to approve a boarding house development that proposes to create affordable housing but has no power to enforce affordable rents. In the absence of appropriate mechanisms to ensure affordable rents for students, the proponent's offer of monetary contributions though the VPA can be applied to delivery of affordable housing by Council in other places.
Action 15: Explore initiatives to provide diverse housing, including affordable housing for key workers and students.	The proposal would provide student housing in the Collaboration Area.
Priority 8: Support the role and function of employment lands	
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.	The proposal will retain the existing employment floorspace on the site to create a suite of small workspaces, high technology and creative industries targeted at the innovation, health and education sectors.
Action 28: Advocate for and deliver a minimum percentage requirement for affordable space in developments for tech start-ups, innovation, creative industries, cultural uses, community uses and artists within and beyond the Collaboration Area.	The proposal is inconsistent with this Action as no specific provisions are being made to provide a percentage of affordable space in the development. To do it might render an otherwise beneficial development aligned with policy objective unviable.

Priority 9: Enhance the network of high quality open and public space linked by the Greater Sydney Green Grid	
Action 29: Identify, prioritise and implement projects that enhance the Liveable Green Network and Greater Sydney Green Grid, increase tree canopy cover and vegetation, encourage health and activity, and optimise access to multi-use, shared green spaces, including: • Broadway and Parramatta Road • City Road • Harris Street and the Powerhouse Precinct • the Johnston's Creek Green Grid cycling and pedestrian connection to Bicentennial Park	The proposal is consistent with this vision as it will build part of the Johnstons Creek Green Grid cycling and pedestrian connection through an arrangement works-in-kind through an arrangement and dedication of the land to Council.

4. Parramatta Road Corridor Urban Transformation Strategy

The PRCUTS was released in 2016 by UrbanGrowth NSW (now Landcom) and with a vision, land use and transport principles to accommodate 27,000 new homes and 50,000 new jobs in a range of industries along the Corridor over the next 30 years. The Strategy is given statutory force by way of a Ministerial direction under Section 9.1 of the Act. Its seven-land use and transport planning principles and relevant strategic actions are discussed below.

The site is the Camperdown Precinct, and recommended for residential uses. PRCUTS states that the area is transitioning to a vibrant high-density locality with diverse uses and buildings of different scales which will continue to evolve into an attractive, highly urbanised neighbourhood with high quality amenities. A key action for the Camperdown Precinct is to focus residential development for students, key workers, and affordable housing.

The proposal supports the objectives and key actions for the Camperdown Precinct as it would increase the supply of student housing close to high capacity public transport connections along Parramatta Road.

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

Consistency with the PRCUTS Policy Framework (Strategy Report 2016)

The Planning Proposal is consistent with the Strategy's Principles and Strategic Actions in the following way:

Strategic Action	Consideration
Principle 1: Housing choice and affordability	
Review, update or prepare a new Local Housing Strategy that implements the Parramatta Road Corridor Urban Transformation Strategy's Principles and	Council's Housing Strategy 2020 has reviewed PRCUTS. Consistency with Council's Housing Strategy is discussed in the sections below.

Strategic Actions, taking into account changed economic and demographic characteristics, new transport opportunities and population projections.	
Provide 'diverse housing' for both purchase and rental markets that satisfies the objectives and Design Criteria of the Apartment Design Guide, that may include: • lower cost market housing for rent or purchase, including new generation boarding houses with high quality shared spaces • moderately priced housing that is affordable to purchase for households earning up to $150,000 or 80-190% of the median income • rental properties with long-term tenures and optional extensions in place - housing that uses design innovations, resulting in new products such as decoupled/optional car parking, which are suited to essential service workers, young 'city makers' early in their careers looking for 'starter homes', families with children, and downsizers/seniors • **student accommodation** • aged-care housing • housing that promotes innovation in other ways across type, tenure, construction • methodology or other mechanisms to make such housing more attainable to diversity of income groups.	The proposal is consistent with this Action as it would contribute to the diversity of housing in Camperdown Precinct by providing new-gen boarding house for student accommodation. The boarding house is not subject to the provisions of Apartment Design Guide. Although provisions have been suggested for the LLEP amendment to ensure that the proposed development has a high design standard.
Establish a mix of dwelling sizes, including studios, one bedroom and three bedroom dwellings to be delivered in residential, mixed use and shop-top developments that cater to the future population profile of the Precincts and Frame Areas, having regard to any recommendations of the Local Housing Strategy, the requirements of State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development, and the Apartment Design Guide.	The proposal would increase the greater mix of dwelling types and sizes by providing student housing.
Explore incentives such as value sharing where rezoning is necessary to achieve renewal of private sites to capture a proportion of the increased land value to fund affordable, diverse and social housing projects.	The proposal is accompanied with a valuation report and letter of offer to enable value sharing.

Principle 2: Affordable Housing	
Provide a minimum of 5% of new housing as Affordable Housing, or in-line with Government policy of the day.	The proposed student housing would be delivered under the provisions of ARHSEPP 2009, however, it may not necessarily result in a genuine affordable development as there is no provision to enforce the rents. The monetary contributions proposed in the Voluntary Planning Agreement offer letter could be potentially used to fund affordable, diverse and social housing projects.
Amend the underlying Local Environmental Plan(s) to insert Affordable Housing principles.	Not applicable.
Amend State Environmental Planning Policy No 70 – Affordable Housing (Revised Scheme) to identify that there is a need for affordable housing in all local government areas in the Corridor.	Not applicable.
Prepare model 'development consent' conditions for inclusion into future planning proposals/rezonings to enable the levying of monetary contributions that can be used to fund Affordable Housing.	Not applicable.
Investigate planning provisions and mechanisms to deliver more Affordable Housing within the Precincts. These could include density bonuses or offsets, decoupled parking, relaxation of development contributions, and mechanisms to streamline and expedite assessment and approvals processes for Affordable Housing projects.	The proposed FSR control, compared to the PRCUTS recommended FSR, has in effect facilitated a density bonus in exchange for a range of community/monetary benefits including retaining employment floorspace, providing a cycling and pedestrian link along Johnstons Creek and monetary contribution.
Principle 2: Diverse and resilient economy	
Update Local Environmental Plan(s) to permit a wider range of employment uses, consistent with the recommended land uses, heights and densities identified in the Parramatta Road Corridor Planning and Design Guidelines. This includes: • tailoring commercial and business zones to provide greater flexibility and opportunity for the establishment of new business models particularly for small to medium business enterprises • facilitating increased densities to encourage the co-location of multiple uses in one building, including industrial functions, where	Council is currently preparing its Employment and Retail Lands Strategy to inform its new LEP. The strategy identifies that there will be a severe shortfall of industrial/ employment zoned land in 2036. As a consequence, industrial land should not be rezoned/ lost to any other uses. However, it acknowledges the significance of Camperdown in relation to the surrounding health and educational institutions and supports its transition from light industrial uses to high technology industrial and office uses related to biomedical, production, technology, creative and design sectors.

appropriate.	The proposal is consistent with this Action as it requires a minimum of 980 sqm of floorspace designed to accommodate the type of employment uses outlined above for the full utilisation of the FSR.
Implement the built form controls identified in the Parramatta Road Corridor Planning and Design Guidelines to encourage new typologies that overcome these challenges and facilitate evolving and innovative employment uses.	The proposal implements the density and height recommendations of PRCUTS. PRCUTS recommends an FSR of 1.5:1 for the site. The proposal is for a FSR of 2:1. A FSR incentive of 0.5:1 is included in the proposal to facilitate evolving and innovative employment uses (min. 0.75:1 FSR) in the precinct. Its proposed height of 17m matches the PRCUTS recommendation for maximum building height.
Actively explore and promote the use of the adaptable building design to enable a range of uses over time, and likely transitions in consumer preferences, transport options and travel patterns.	Since boarding houses are not strata subdivided, their provision is less prohibitive for future adaptive re-use of the building for employment uses or non-residential redevelopment of the site. Although no such provision applies to the creative suites proposed on the lower ground floor and ground floor levels. The proposed amendment includes a provision to prohibit strata sub-division of the employment floorspace on the site in order to enable its re-use/ re-design in the future.
Develop planning controls that accommodate new models of large retail stores, in developments with multiple uses, in suitable parts of the Corridor, such as Auburn, Ashfield and Taverners Hill.	Not applicable
Investigate the possible elevation of employment clusters or hubs in the Corridor to be recognised as Specialised Centres in A Plan for Growing Sydney and District Plans. Possible centres for consideration include Auburn as an employment hub and Camperdown as a new strategic centre.	The proposal supports the Camperdown Ultimo Health and Education Precinct cluster by retaining employment uses on the site to support creative industries, innovation and research, and by providing student housing.
Promote contemporary models of retail infill development, including multi-storey supermarkets and car showrooms that can offer more appropriate development outcomes within an established urban environment.	The location of the site precludes retail infill development and will facilitate a contemporary mixed-use development with potential business/light industrial uses on lower-ground/ground floor levels with student accommodation on upper levels.
Principle 3: Accessible and Connected	
Implement the Sydney CBD to Parramatta Strategic Transport Plan.	This is to be implemented by Transport of NSW and has not yet been actioned.
Amend the State Environmental Planning	This is to be implemented by DPIE and has

Policy (Infrastructure) 2007 to identify Parramatta Road between Burwood and the Sydney CBD as a strategic corridor, inserting provisions that require planning proposals and development applications along the Corridor to be referred to Transport for NSW for comment, particularly at and around future superstop locations.	not yet been actioned. Council/DPIE are preparing a precinct-wide transport study to determine the public and active transport improvements required to support the projected growth in PRCUTS. This study should be completed by September 2020. The proposal should be updated amended post-Gateway in response to the outcomes of this study. Pre-consultation with TfNSW has been demonstrated by the proponent. Further consultation will be undertaken following the Gateway Determination.
Apply the road planning framework to guide the planning, development, management and operation of the Parramatta Road Corridor road network according to 'movement–place' principles.	The PRCUTS identifies a hierarchy of streets which recognise their movement / place function. Chester Street is identified as local street. The proposal is appropriate in the context of this designation.
Principle 4: Vibrant communities and places	
Deliver each Precinct along the Corridor as a '15 minute neighbourhood' through land use changes that implement the following principles: • improved walkability, cycling and safety to support healthier communities • improved housing choice and diversity - increased usability of, and access to, safe open spaces • improved local economic opportunities - adequate local services and infrastructure • access to public transport.	The proposal is consistent with all these principles as discussed throughout this report.
Implement planning provisions to deliver active frontages in and around appropriate locations as illustrated on the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines.	Chester Street is not identified as an area requiring active frontages. The proposal will however enhance activation through industrial and creative office uses at the ground floor which address the street and Johnstons Creek.
Strategically rezone parts of the Corridor (or where appropriate land outside the Corridor) for social infrastructure purposes in line with the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines, Implementation Plan 2016 -2023 and Infrastructure Schedule.	Not applicable
Implement development controls that incentivise the delivery of social infrastructure, such as floor space bonuses, and discounting or excluding floor space	The proposal for FSR 2:1 includes a FSR incentive of 0.75:1 to incentivise employment uses.

provided as social infrastructure.	
Explore new models to design, finance and deliver education and health community assets in partnership with local councils, government agencies and the private sector.	Not applicable
As a first preference and where appropriate, optimise or embellish existing assets through solutions such as: • increasing the size, amenity and functionality of existing facilities to expand existing capacity • renewing existing assets to provide contemporary spaces or installing additional features so facilities can become multi-purpose and cater to different groups • upgrading features within existing facilities so they can accommodate a greater capacity • developing partnerships with other community infrastructure providers, including private or other government agencies, such as the Department of Education, or Local Health Districts, to enable the shared use of facilities • **incentivising the private sector to deliver community infrastructure.**	The proposal is accompanied with a letter of offer to dedicate land to Council for a section of the pedestrian and cycling path along Johnstons Creek which would contribute towards Council's assets to support the community.
Implement development controls that encourage the adaptive reuse of heritage items in the Corridor such as additional permitted uses, heritage incentive schemes, Section 94 exemptions, and accelerated or prioritised planning processes for development that appropriately preserves, maintains and utilises these community assets.	The site does not contain any heritage items, however urban design and heritage impact assessment reports respond to the heritage context in the surrounding area.
Implement transferable development rights for significant heritage conservation and development projects, where appropriate.	Not relevant
Review and modernise the heritage listings concurrently with rezoning proposals, with a stronger focus on proactive heritage identification and preservation.	Not relevant
Drawing on the Parramatta Road Corridor Planning and Design Guidelines, identify neighbourhoods and streetscapes through future rezoning processes, where existing character and amenity should be retained and should not be subject to renewal.	The proposal complements the objectives of Planning and Design Guidelines. Former Leichhardt Council's 2016 Parramatta Road Heritage Study did not consider this part of the precinct should be retained.
Prepare and implement a design excellence strategy.	The proposal has been the subject of a rigorous design process by the proponent's

	consultants, Council officers and external independent peer review undertaken by Architectus. The proposed design is based on good urban design principles and would result in revitalisation of the site. In addition, the future development applications would be considered by the Inner West Council's Architectural Excellence Panel, to ensure any future development for the site demonstrates design excellence.
Incorporate the range of design approaches and measures identified in the Parramatta Road Corridor Design Guidelines to attenuate the effects of noise and air pollution.	An acoustic study has been prepared confirming that noise impacts can be suitably attenuated.
Use the development typology examples in the Parramatta Road Corridor Planning and Design Guidelines to inform future development controls.	The proposal complements the residential development typology examples in the Planning and Design Guidelines.
Principle 5: Green spaces and links	
Strategically rezone parts of the Corridor for open space purposes, with a view to allocating land to create a high quality interconnected network of publicly accessible open space throughout the Corridor.	The proposal will contribute public open space through land dedication and provision of part of a pedestrian and cycling link.
Provide a diverse range of connected, high quality open space and public domain area to each Precinct in accordance with the Precinct Plans that ensures: • local parks within 400m safe walking distance of at least 95% of all dwellings • additional small local parks or urban spaces within 200m of activity centres and higher density residential areas • active open space within 1km of 95% of all dwellings • linear parks and trails linked to waterways, vegetation corridors and road reserves within 1 km of 95% of all dwellings.	The site is considered to be in good location as it is adjacent to an existing local park on the other side of Johnstons Creek with active transport links to large public spaces to the north. There are other active recreation facilities at Camperdown Oval whichare 750m south of the site. The development will overlook the linear park along Johnstons Creek which will be implemented more fully over the next few years. It is also noted that the future resident students, would also use parks and open spaces provided by Universities and other tertiary institutions. As such, the proposal would not burden on the surrounding existing open space infrastructure.
Implement building setbacks as identified on the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines.	The proposed setbacks recommended in the Planning and Design Guidelines have been reviewed in the urban design reports. The P&D Guidelines for the entire precinct are

	broad-brush and high-level as these for the entire precinct. These require to be revisited on a site-by-site basis to achieve the desired design objectives. The proposed design demonstrates that it is complementary to the objectives of the P&D Guidelines and would result in better outcomes.
Principle 6: Sustainability and resilience	
Commence the amendment of State Environmental Planning Policy (Sustainability Building Index: BASIX) 2004 to increase the water and energy targets as identified within the Parramatta Road Corridor Planning and Design Guidelines.	The proposed 4-Star green Star rating would exceed the sustainability targets of PRCUTS. This could be implemented through inclusion of appropriate controls in the LEP and DCP.
Implement comprehensive built form strategies for building efficiency, renewable energy, strategic parking, public domain and sustainable infrastructure to target the long-term achievement of: • 20% reduction in greenhouse gas emissions • renewable energy installation • 30% reduction in peak electricity demand • 30% reduction in water consumption • >15% of water delivered by non-potable sources, including rainwater • or recycled water • 30% reduction in car use - 10-15% car share take-up rate.	The proposed LEP /DCP provisions in relation to 4-Star Green Star rating, recycled water use and reduced parking rates/ provision of car-sharing will help achieve these targets.
Principle 7: Delivery	
Implement the Implementation Plan 2016 - 2023.	The proposal is accompanied by the Out of Sequence Checklist to justify its 'bring forward' approach.
Establish a robust funding mechanism to apply to new rezoning/development proposals that will fund the local and regional infrastructure demands required to service the future population growth in the renewed Corridor.	The proposal is supported by an Integrated Infrastructure Delivery Plan as required by the Out of Sequence Checklist. This IIDP has been independently peer reviewed as satisfactory.
Advise and assist councils in the revision of local contributions plans to address funding of local infrastructure and services in the Corridor.	This work has been commenced by Council. However, in the absence of an Inner West local contributions plan, the proposal's infrastructure impacts and needs that could arise from it have been assessed and addressed in the Integrated Infrastructure Delivery Plan.

Consistency with relevant Camperdown Precinct Key Actions

Key Action	Consideration
Land uses	
Prioritise Camperdown Precinct for **biotechnology and employment uses** that support the growth of the nearby institutions	Consistent
Focus residential development on **students**, key workers, and affordable housing	Consistent
Transport and movement	
Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD	The proposal will be updated post-Gateway following the outcomes of DPIE/IWC precinct-wide transport study
Reinforce active transport, with low-priority given to additional private vehicle movements.	Consistent
Place-making	
Adapt, retain and celebrate the existing industrial heritage	Consistent
Create streets that connect residents and workers to small, diverse, local and regional open spaces	Consistent
Open space, linkages and connections	
Prioritise works to complete the Johnstons Creek green corridor, connecting the Precinct to the Bicentennial Parklands and the harbour foreshore walks	Consistent
Provide new cycle routes along Johnston's Creek, Mathieson Street, Chester Street and Guihen Street to improve connections with other cycleways	Consistent

PRCUTS Implementation Tool Kit

PRCUTS Implementation Toolkit has been given statutory force through the associated s9.1 Ministerial Direction and must be considered by Councils and stakeholders when making land use decisions. The toolkit includes:

1. Planning and Design Guidelines
2. Implementation Plan 2016-2023
3. Urban Amenity Improvement Plan
4. Infrastructure Schedule

Consistency with PRCUTS 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.

The PRCUTS Planning and Design Guidelines recommends the following zoning and built form controls for the site:

- Zone: R3 Medium Density Housing
- FSR: 1.5:1
- Height of buildings: 17 metres

The PRCUTS – Planning and Design Guidelines establish the following vision for the Camperdown precinct:

'Camperdown Precinct will be home to high-quality housing and workplaces right on the edge of the CBD, well connected to the surrounding city, parklands, health and education facilities and focused on a busy and active local centre.'

It also sets out a series of principles to achieve the vision. The proposal's consistency with these principles is demonstrated in below.

Considerations	Comments
Section 12.4: Future Character and Identity (Vision)	
Future proofing the Precinct and parts of the Frame Area for long term strategic land uses.	The proposal is consistent with the proposed strategic land-uses and vision for the Camperdown precinct. The proposed LEP provision to prohibit strata sub-division will help future-proof the site so that other uses could occupy the building in response to changing population needs.
Increasing the potential for student housing	Consistent
Reinforcing the significant elements of the eight (8) local character areas recognised in the Parramatta Road Corridor Fine Grain Study, September 2016	The key elements relevant to the site identified in the PRCUTS Fine Grain Study are the site's relationship to surrounding open space and local heritage items including the Chester Street kerb and gutter and the warehouse at 52-54 Pyrmont Bridge Road (corner Guihen and Chester St). The proposal responds to the objectives and guidelines of the fine grain study as discussed below.
For each character area, implementing the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016	The proposal would be consistent with the following objectives for character area 3 which apply to the site: • preserve the eclectic mix of large industrial warehouses, scattered with terrace houses and low scale apartment buildings • preserve the green pocket park at the termination of Johnstons Creek. The fine grain study also includes an objective to preserve the predominant zero lot setbacks to reflect the existing warehouse character. The attached urban design report demonstrates the achievement of these

	setbacks to maintain the industrial character and street-wall height. The proposed design also meets the relevant key guidelines, by responding to : • surrounding heritage items and heritage conservation areas • the surrounding industrial character through built form, building articulation, and appropriate use of materials, and further refined through the site specific DCP.
Providing green and active streets that connect residents and workers to small, diverse, and highly connected local and regional open spaces	Consistent
Encouraging residential redevelopment in the Hordern Place industrial estate that addresses and enlivens O'Dea Reserve, and also delivers a new open space area for the Precinct's residents and workers	Not relevant
Capitalising on the improved, high-capacity public transport connections along Parramatta Road to the CBD	As discussed before.
Addressing the constraints of the north-south street blocks and limited east-west connections by requiring new development to deliver connections to the surrounding streets, work places and neighbourhoods	Consistent
Rehabilitating and greening the Johnston's Creek corridor to connect the Precinct to the Bicentennial Parklands and the harbour foreshore walks along the line of Johnston's Creek and its tributaries	Consistent
Providing activated streetscapes and improved public domain particularly on north-south streets to create new 'green fingers'	Consistent
Enhancing links to Petersham Station by focussing on north-south connectivity across Parramatta Road and along Railway Street	Not applicable
Reducing parking rates across the Precinct to capitalise on the strong public transport along Parramatta Road	Consistent
Incorporating car parking into future development to unlock existing car parks and repurposing them for open space.	Consistent
Section 12.5: Open Space, Linkages and Connections and Public Domain	
Green and embellish the currently underutilised land along Johnston's Creek to create a significant new regional green link	Consistent

accommodating cycling and pedestrian links.	
Provide new public open space areas on larger sites to increase the overall quantum of local open space in the Precinct.	Not applicable
Break up long blocks and design new lanes and high quality pedestrian prioritised links that will form a fine grained network of connected urban spaces	Not applicable
Provide new and improved pedestrian links to improve permeability and provide additional north-south and east-west connections at Chester Street	This is being considered by Council through the Parramatta Road Urban Amenity Improvement Plan.
Provide new or upgraded cycling links to provide and improve connectivity and close missing gaps in the network, including along Johnston's Creek between Mathieson Street (Parramatta Road) and Booth Street	Consistent
Where possible, provide links that can accommodate both pedestrians and cyclists.	Consistent
Public Domain Requirement s as per the Corridor wide Guidelines	Consistent
Section 12.6: Street Function and Precinct Transport	
Any new streets are to be designed as Local Streets under the Street Function Hierarchy.	Consistent
Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.	This has been discussed in the below tables.
Corridor wide Guidelines	Consistent
Section 12.7: Fine Grain	
Demonstrate consistency with the objectives and key guidelines for the relevant character area as set out in the Parramatta Road Corridor Fine Grain Study, September 2016. Character areas.	Consistent as discussed above
Section 12.8 Green Edge Setbacks, Transitions and Activity and Commercial Zones	
Maintain and reinforce zero lot setbacks to Parramatta Road and Pyrmont Bridge Road. A zero lot setback is not required where an Indicative Zone for Rapid Transit is identified.	Not applicable
Demonstrate consistency with the typical section for Parramatta Road illustrated in Figure 12.11.	Not applicable
Preserve the zero lot setbacks in the northern parts of the Precinct consistent with the Parramatta Road Corridor Fine Grain Study, September 2016.	Consistent
Upper level setbacks could be provided in the northern part of the Precinct and south of Parramatta Road in the Hordern Place	Consistent

industrial estate so long as the predominant scale and street wall is preserved at the ground and first floors	
Provide setbacks consistent with Section 4 of the Guidelines in all other areas of the Precinct and Frame Area.	Consistent
Provide built form transitions to heritage items and heritage conservation areas consistent with Figure 12.9.	Consistent
Provide a built form transition consistent with Figure 12.10 to any new open space to ensure that at least 50% of the open space will receive a minimum of 3 hour direct solar access between 11am and 3pm on 21 June.	Not applicable
Provide appropriate built form transitions for all other new development consistent with consistent with the Parramatta Road Corridor Fine Grain Study, September 2016 to existing built form	Consistent
Active and Commercial Frontages are to be provided in the locations illustrated in Figure 12.8.	Not applicable.
New Through Site Links and Prioritised Pedestrian Links should be lined with Active Frontages. Adjacent to proposed open space areas, Active Frontages should reflect the function and purpose of the proposed open space. Sympathetic uses such as community facilities, child care centres and small kiosks/cafes should be explored.	Consistent
An Active Frontage can be replaced with a Commercial Frontage adjacent to a new Through Site Links, Prioritised Pedestrian Link or new open space area if Council forms the view that an appropriate use will be provided.	Consistent
The ground level of development along the full length of Parramatta Road must be a non-residential use.	Not applicable
Active and Commercial Frontages must also consider the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016.	Consistent
The ground floor level of Active and Commercial Frontages is to match the street level.	Consistent
Provide consistent paving, street furniture, signage, planting and lighting along Active Frontages.	Consistent
Section 12.9: Recommended Planning Controls	

Land use: Recommended land use for the site is R3 Medium Density Residential.	The proposed land use zoning is B7 Business Park with student housing as additional permitted use. The proposed student housing meets the wider land use objectives of the precinct.
Building Height: 17m or 4 storeys	Due to the topography of the site, the proposed 17m height control can accommodate up to 5 storeys (including a lower ground level). This is acceptable as the urban design report demonstrates through the visual impact assessment and view corridor lines that the proposal would not have adverse amenity impacts on the surrounding neighbourhood.
Density: Recommended maximum FSR for the site is 1.5:1	The supporting urban design scheme demonstrates that the site has potential to accommodate additional density without resulting in adverse amenity impacts. The additional density is considered necessary to incentivise the retention of employment uses on the site and support the visions of the Camperdown-Ultimo Collaboration Area Place Strategy and PRCUTS for the precinct.

Consistency with Implementation Plan 2016 - 2023

The Implementation Plan establishes a sequencing strategy identifying areas of the Parramatta Road corridor to be redeveloped to prior to or after 2023. The site is the area for post 2023 development.

The Implementation Plan supports delivery of a maximum 105,000sqm of employment GFA within the areas identified for release by 2023, predominantly within a business development zone comprising light industrial, enterprise and business, commercial and community uses.

The Implementation Plan does not propose any residential floor space within the 2016-2023 timeframe. However, it is noted that page 256 of the PRCUTS Planning and Design Guideline forecasts 389 new dwellings by 2023 and 700 new dwellings by 2050. This appears to be an inconsistency within the PRCUTS Implementation Toolkit.

The Implementation Plan states that Proposals that depart from the identified staging and sequencing will need to be considered against its Out of Sequence Checklist. The Checklist is a merit assessment process of proposals that are not aligned with the Implementation Plan 2016 – 2023 stage should be allowed to proceed.

The requirements of the Out of Sequence Checklist have been addressed in detail in Appendix-A.

Rezoning of the site prior to 2023 is also considered appropriate on the basis that:

- the nature of the development means that it would not have significant infrastructure impacts;
- it has the potential to make a substantial contribution towards achieving the vision of PRCUTS, GSRP, ECDP and C-U CAPS for the precinct;
- the proposal has dealt with the challenge of loss of employment-zoned land by retaining the existing employment floor space and expanding employment opportunities for health and education uses to support the vision of Camperdown-Ultimo Collaboration Area;
- the proposed land dedication and active transport path that form part of the proposal will assist Council in the incremental delivery of a strategic green link (part of the Green-grid) as identified in Council's Integrated Transport plan, Camperdown Public domain masterplan and Parramatta Road UAIP; and
- the proposal has gone through a rigorous iterative design process with Inner West Council and the Inner West Local Planning Panel since 2017 to reach the stage where it now complies with the criteria of the Out of Sequence Checklist.

The PRCUTS Implementation Plan requires that rezoning does not proceed until a Precinct-wide traffic study has been prepared. This study should be completed by September 2020. The proposal demonstrates that it would not result in any increased traffic generation compared to the existing controls which apply to the site.

The proposal therefore has sufficient merit to proceed to Gateway with a recommendation that a Gateway condition be imposed to update the proposal based on the outcomes of Precinct-wide traffic and transport study prior to public exhibition.

Consistency with 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 benefit 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.

The identified works in the first point above are directly relevant works to this proposal as the site adjoins Johnstons Creek. The projectalso includes a:

- *Concrete shared path between Badu Park and Chester Street playground*
- *Lightweight cantilevered walkway over the existing channel between Chester Street playground and Mathieson Street.*

The proposed conceptual diagram as shown in the above figure envisages a landscaped edge along both sides of the stormwater channel. The proposed setback of 6m from the Johnstons Creek stormwater channel and works-in-kind will help Council deliver this vision.

The proposed setback of 3.5m I the proponent's latest design to the basement is insufficient to provide deep-soil landscape planting along the proposed through site-link as envisaged in the UAIP and Council's Camperdown Public domain masterplan. This has been discussed in detail in the urban design comments and an increased setback of 5m to the basement is now proposed to provide adequate landscaping along the pedestrian and cycling route. This will be a good contribution to the implementation of UAIP.

Consistency with Infrastructure Schedule

A prioritised and costed list of future infrastructure including open space, transport, traffic community, health and education facilities is required to support the long-term growth in the Corridor. PRCUTS Infrastructure schedule outlines the infrastructure required to support Camperdown precinct.

The proposal is supported by an Integrated Infrastructure Delivery Plan which considers the infrastructure requirements for meeting Criteria 2 of the Out of Sequence Checklist. This discussion can be found in Appendix - A.

Consistency with PRCUTS Reference Reports

- **Precinct Transport Report -** The proposal will be updated post-Gateway to ensure its consistency with the outcomes of DPIE/IWC precinct-wide traffic and transport study. This is unlikely to require any material change as the proposal has minimal infrastructure impacts.

- **Fine Grain Study** – The relevant principles have been discussed in the Planning and Design Guidelines section.
- **Social Infrastructure Analysis Report -** The additional social infrastructure required for the Camperdown Precinct as identified in the Social Infrastructure Analysis Report forms part of the PRCUTS Infrastructure Schedule. This report does not directly affect the subject site.
- **Sustainability Implementation Plan -** The proposal includes sustainability provisions which would exceed PRCUTS requirements.
- **Economic Analysis Report -** This report does not directly affect the subject site. This report forms basis of the land uses and development controls recommended in PRCUTS. Generally, the report emphasises making Camperdown a specialist precinct for health and education related uses because of its proximity to major institutional assets including RPA and USYD. The proposal is consistent with this vision.

Strategic Merit Test Assessment Criteria

Criteria	Assessment
Does the proposal have strategic merit? Is it:	
Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment.	As outlined above, the Planning Proposal is consistent with the visions of GSRP 2018 and ECDP 2018. The proposal is not entirely consistent with planning priority regarding industrial land management as it recognises that PRCUTS may be implemented with its recommended rezonings to be pursued despite the potential loss of industrial land in the corridor. PRCUTS recommends an R3 residential zoning (as shown on the PRCUTS zoning map) for the site and a maximum FSR of 1.5:1. The proposal also departs from the staging identified under the PRCUTS Implementation Plan 2016 – 2023. These inconsistencies have been justified in the above section. Notwithstanding it is considered that the planning proposal would result in better outcomes than it would if it strictly complied with ECDP and PRCUTS.
Consistent with relevant local council strategy that has been endorsed by the Department	IWC LSPS and Housing Strategy were adopted in February 2020 but are yet to be endorsed by GSC/DPIE. Nevertheless, the proposal is consistent with these strategies and Council's Draft Employment and Retail Lands Strategy as discussed elsewhere in this report.
Responding to a change in circumstances, such as the investment in new infrastructure	This Planning Proposal is underpinned by PRCUTS, GSRP, ECDP and CU-CAPS

or changing demographic trends that have not been recognised by existing planning controls	which identify the need to support and accommodate the growth of related health and education uses in this area. The proposal is inconsistent with the delivery sequencing identified in PRCUTS as the site is 'Out of Sequence'. The proposal is accompanied by an Out of Sequence checklist to demonstrate that it can be delivered in advance of the expected timeline. This has been discussed in detail in the previous section that demonstrates consistency with PRCUTS. It is acknowledged that PRCUTS is based on future infrastructure investments in the corridor and these infrastructure investments have not yet been committed by the State Government. However, the supporting documentation and external independent peer review undertaken by Council (as discussed throughout this proposal) establish that this type of development would result in negligible impact on the infrastructure due to the nature of its uses.
Does the proposal have site-specific merit, having regard to the following:	
The natural environment (including known significant values, resources or hazards)	The site is affected by a significant flood risk along the Johnstons Creek boundary. Supporting flood studies have been provided to establish the flood planning level. The proposed design addresses flooding and will also enhance the environmental value of Johnstons Creek.
The existing uses, approved uses, and likely future uses of land in the vicinity of the proposal	As discussed elsewhere in the report, the proposed land uses have merit based on the current strategic policy framework at local and State government level. The building envelope controls as proposed in the supporting draft LDCP would ensure that the proposed built form has minimal adverse impacts on the adjoining properties.
The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.	It is not anticipated that the proposed density increase will create substantial additional demand for infrastructure and services at the site. An Integrated Infrastructure Delivery Plan has been prepared to support the planning proposal as required by the PRCUTS Out of Sequence Checklist. The proposal is accompanied by a Voluntary Planning Agreement offer letter to provide active transport infrastructure and monetary

	contributions. Any other infrastructure and utility services requirements will be met at cost by the developer at the Development Application stage.

Q4. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

- **Inner West Local Strategic Planning Statement**

IWC Local Strategic Planning Statement (LSPS) guides land use planning and development in the area to 2036 and provides the link between the Eastern City District Plan and priorities of Council's Community Strategic Plan. The LSPS was adopted by Council on 25 February 2020 and has been submitted to the GSC for consideration and endorsement. The planning proposal is consistent with the objectives and actions in the LSPS as discussed below:

Planning Priority	Consistency
Planning Priority 2 - Inner West is a zero emissions community Action 2.3 Update planning controls to improve the overall environmental performance of new buildings and precincts. This will include: • Working with relevant stakeholders to develop planning controls to establish low-carbon, high performance precincts in the following locations: • Camperdown-Ultimo Collaboration area • Parramatta Road Corridor	**Consistent** The planning proposal is committed to an innovative model of achieving a 4-star Green Building Council rating which exceeds the energy and water targets in PRCUTS.
Planning Priority 3 - A diverse and increasing urban forest that connects habitats of flora and fauna Action 3.1 Maintain and increase the tree canopy and urban forest of Inner West and enhance biodiversity corridors	**Consistent** The planning proposal provides opportunities to enhance the interface to and connectivity along Johnstons Creek through the provision of a 6m setback. The proposed site-specific DCP includes design measures for a minimum deep-soil area to incorporate tree planting and landscaping along the Johnstons Creek corridor.
Planning Priority 6 - Plan for high quality, accessible and sustainable housing growth in appropriate locations integrated with infrastructure provision and with respect for place, local character and heritage	**Consistent** The proposed site-specific DCP includes design measures to ensure that the proposal would provide appropriate

significance Action 6.1 Implement the Local Housing Strategy including protecting the heritage and character values of the Inner West	transitions to the adjoining heritage items and Annandale Heritage Conservation Area.
Planning Priority 7 - Provide for a rich diversity of functional, safe and enjoyable urban spaces connected with and enhanced by their surroundings Action 7.1 Develop DCP controls that provide for a rich diversity of functional, safe and connected urban spaces	**Consistent** The proposal would contribute towards the delivery of safe and connected place through the construction and dedication of a through-site link for pedestrians and cycling along Johnstons Creek corridor.
Planning Priority 8 - Provide improved and accessible sustainable transport Infrastructure Action 8.1 Implement the Integrated Transport Strategy	**Consistent** The proposal includes reduced car parking rates consistent with PRCUTS and sufficient bike parking to encourage use of active and public transport. The prospered site-specific DCP includes controls to require the development to provide EV charging points to support future electric vehicle use.
Planning Priority 9 - A thriving local economy Action 9.1 Implement the Employment and Retail Lands Strategy. This will include: • Maintaining employment and productivity opportunities at Taverners Hill, Kings Bay and Camperdown	**Consistent** The planning proposal includes a minimum of 980 sqm of non-residential floorspace for business, office and light industrial premises for the technology, bio-medical, arts, production and design sectors. The proposal maintains employment opportunities on the site that would support the transition of Camperdown Precinct to a health and education precinct. Further assessment of the proposal against the Employment and Retail Lands Strategy is provided in the section below.
Planning Priority 13 - Develop diverse and strong stakeholder relationships to deliver positive planning outcomes Actions: <u>Camperdown-Ultimo Collaboration Area</u> c) Ensure place-based planning guides the development of the Camperdown-Ultimo Collaboration area by undertaking the necessary studies to inform a master plan supporting	**Consistent** The proposal is consistent with the visions for Camperdown Precinct in PRCUTS and the Camperdown-Ultimo Place Strategy, both of which support the transition of Camperdown to a world class health and education precinct. The proposal achieves this vision because it:

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. d) Prepare Inner West LEP and DCP provisions to enable affordable spaces for medical innovation and research, as well as health services and other supporting uses, and safeguard these activities from unrelated commercial uses <u>Parramatta Road Corridor</u> e) Finalise the 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	• Increases student accommodation; • Maintains employment floor space that is complementary to the future Camperdown health and education precinct; • Provides part of a pedestrian and cycling path along Johnstons Creek' • Increases and the greening of the Johnstons Creek corridor; • Reduces car parking rates to encourage active transport; and • Delivers a 4-star Green Building Council rated development. The proposed site-specific DCP includes design measures to help deliver residential uses above a large floorplate podium with a minimum of 4m floor to floor height in the employment floorspace to create an appropriate building typology for light industrial uses. Council's Draft Employment and Retail Land Strategy (EaRLs) has recommended that innovative models for delivering affordable employment spaces to be explored. , This work has not commenced but given the long history of this proposal, it is considered unreasonable to wait for Council to develop an 'Affordable Employment Space' policy prior to deciding its position on this particular site Nevertheless, the proposal creates new employment floor space that would support businesses and industries that correspond with the needs of the future health and education precinct.

- **Inner West Housing Strategy**

Council's Housing Strategy was adopted in February 2020. It is a high-level strategy providing direction for the provision of housing for the area's growing communities and an evidence-base to inform Inner West LEP and DCP. Consistency against the relevant strategy actions is discussed below:

Planning Priority	Consistency
Key relevant actions	**Consistent**

• Continue to liaise with relevant stakeholders for the Camperdown Precinct and rezone accordingly to protect commercial functions and economic agglomeration opportunities • Include the key dependency of improved mass transit on Parramatta Road (committed under Future Transport 2056 in the 0-10 year timeframe) • Include in the implementation plan to prepare a place-based investigation to optimise the outcomes for the Camperdown Precinct • Using the Eastern City District Plan Collaboration Plan framework, prepare supplementary studies including traffic and transport and a social infrastructure assessment • Develop a local contributions framework.	The Local Housing Strategy identifies Camperdown precinct as one of the largest and most comprehensive health and education precincts in Greater Sydney. It is understood that land in the northern part of the precinct is likely to accommodate biotech and similar industries to encourage collaboration and economic agglomeration. From a housing perspective, there is a need to deliver housing options to attract the main users of the precinct, such as students, health workers and scientists to the wider area. The proposal delivers student accommodation and employment uses in proximity to the future mass improved transit infrastructure along Parramatta Road, and provide opportunities to improve connectivity along Johnstons Creek. This supports the transition of Camperdown Precinct into a health and education precinct.

- **Inner West Draft Employment and Retail Lands Strategy**

IWC's Draft Inner West Employment and Retail Lands Strategy (EaRLS) provides an evidence based approach to managing employment lands and commercial centres in the LGA. The strategy was exhibited between 23 September 2019 and 27 October 2019. Consistency with the objectives and actions of EaRLS is discussed below:

Table 1: Assessment of proposal against Council's draft EaRLS	
Strategy and Actions	**Council Officer Comments**
Strategy 1.2: *Build on the existing and evolving roles and functions of employment precincts to strengthen the local economy*	**Consistent** The proposed B7 Business Park zone continues to permit employment uses, including office and light industrial uses in the arts, technology, production and design sector, which responds to the evolving function of this existing industrial precinct. The proposed student accommodation would provide potential housing opportunities for the key users of the Camperdown Precinct associated with university and health organisations.

Strategy 1.5: *Support and encourage the establishment of new enterprises in the Inner West:* ***Action 1.5.4:*** *Support the growth of targeted industry sectors as outlined in the Eastern City District Plan, including: urban services, specialised food manufacturing ,logistics and other uses associated with the airport and Port Botany, the cultural and arts sector, night-time economies in appropriate centres, council depot/s and the establishment of an organic recycling centre, biotechnology and innovation industries in Camperdown.*	**Consistent** Although the proposal rezones existing industrial and urban services land, the proposed B7 zoning will facilitate evolving employment uses and student accommodation which will support biotechnology and innovation industries in Camperdown.
Strategy 3.1: *Retain a diversity of industrial land, urban services land and employment generating uses*	**Consistent** EaRLS demonstrates that there is a projected shortfall of employment floorspace in the Inner West. The proposal provides a minimum 980sqm of employment floor space for creative, technology, art, biomedical and production uses which are complementary to the vision of Camperdown as an innovation precinct. The proposal retains the same amount of employment floorspace as currently exists on the site but the new floorspace will be able to accommodate a greater diversity of uses.
Strategy 5.2: Manage land use conflicts between employment land and residential uses ***Action 5.2.1:*** *Uses that are sensitive to impacts generated from noise, odour, dust, vibration, heavy vehicle traffic and/or 24 hours operation should not be permissible in industrial zones.* ***Action 5.2.3:*** *Investigate incorporating an additional local provision that would require new development to demonstrate compatibility with nearby industrial uses (see agent of change principle - Action 1.4.6).*	The proposed site specific DCP introduces controls that provide adequate separation between the proposed residential and non-resident uses to prevent future compatibility conflicts within the site or with neighbouring industrial sites.

Camperdown Precinct Public Domain Masterplan

On 8 October 2019 Council adopted this Masterplan to start the implementation of the Parramatta Road Urban Amenity Improvement Plan for Camperdown. The Master Plan

seeks the creation of a shared path for pedestrians and cyclists, linking Badu Park and Booth Street to the north, with Parramatta Road to the south along the Johnstons Creek. The shared path is to be designed to maximise amenity and accessibility and will be planted with indigenous understorey species to maximise the ecology value of the corridor.

The site is in the Camperdown Precinct and Zone 1 for the proposed staging of works (See Figure 20).

The path will be located in a linear reserve on the east bank of Johnstons Creek, provided as a setback to future developments or acquired by Council. The final alignment of this section of the route is yet to be determined and will be addressed in detail planning studies for the wider area.

Key elements include:

- A shared path for improved pedestrian and cyclist amenity
- Integration with Chester Street footbridge
- Utilisation of pedestrian access as part of the future development at 1-13 Parramatta Road
- Integration of a setback to the future building line on the east bank of the Creek to facilitate continuous connection
- Future detailed design to resolve issues of visibility, access and flooding

Figure 21 - Extract from the Camperdown Public Domain masterplan indicating the proposed Johnstons creek pedestrian and cycling link

The proposed path in this planning proposal to be delivered as a Works-in-Kind contribution is consistent with the Master Plan.

The planning proposal amends to make the path closer to the creek and be more consistent with this Masterplan. The amended plan and section are provided below:

Figure 22: Proposed site plan showing the location of the through site link

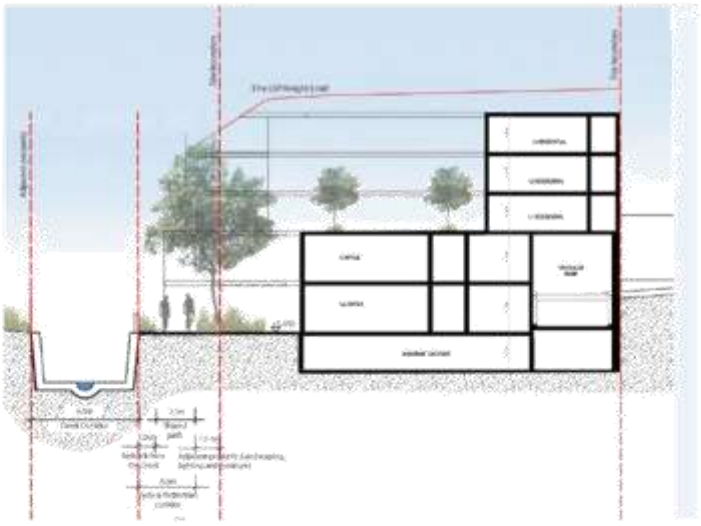

Figure 23: Proposed section plan showing the location of the through site link

It is recommended that the Gateway Determination has a condition that the urban design report be amended prior to public-exhibition to incorporate the above plan and section in detail.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The planning proposal is consistent with all relevant SEPPs and Regional Environmental Plans. Comments on relevant SEPPs are provided in the table below.

Consistency with State Environmental Planning Policies

State Environmental Planning Policy (SEPP)	Consistency/Comment
State Environmental Planning Policy No 55 – Remediation of Land	Consistent The proponent has provided a Remediation Action Plan prepared by EI Australia dated July 2017 which concludes that the site can be made suitable for the proposed use including residential. Should the proposal proceed to the Development Application stage, it is recommended that a detailed contamination report, site management plan, hazardous building survey be provided prior to any demolition or redevelopment. The Planning Proposal does not contain any provisions that contravene the application of this SEPP.
State Environmental Planning Policy No 64 – Advertising and Signage	Consistent The Planning Proposal does not contain any provisions that contravene the application of this SEPP.
State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development	Not applicable SEPP 65 seeks to promote good design of apartments through the establishment of the Apartment Design Guide. SEPP 65 does not apply to boarding houses.
State Environmental Planning Policy No 70 – Affordable Housing (Revised Schemes)	The Planning Proposal does not contain any provisions that contravene the application of this SEPP. The proposal is for boarding house under the Affordable Rental Housing SEPP 2009 and is accompanied with letter of offer to make monetary contributions which can be used by Council for affordable housing.
State Environmental Planning Policy (Affordable Rental Housing) 2009	Consistent The Affordable Rental Housing SEPP aims to increase the supply and diversity of affordable rental and social housing in the state.

	For boarding houses, it provides an FSR bonus of 0.5:1 where the existing maximum FSR is 2.5:1 or less. The provisions in the SEPP for boarding houses do not apply to the proposed B7 zone. The proposed FSR control accommodates the de-facto potential for a bonus under the SEPP. The Affordable Rental Housing SEPP (ARHSEPP) permits boarding houses as a form of affordable housing but does not include any provisions to require boarding house accommodation to be affordable. Council may have the power through the ARHSEPP to approve a boarding house development that proposes to create affordable housing but has no power to enforce affordable rents. In the absence of appropriate mechanisms to ensure affordable rents for students, the proponent's offered monetary contributions though the VPA can be applied to delivery of affordable housing by Council in other places.
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	SEPP BASIX requires all future dwellings to achieve mandated levels of energy and water efficiency, as well as thermal comfort. BASIX Certificates are included as part of future development applications to demonstrate compliance with SEPP BASIX requirements. The Planning Proposal does not contain provisions that contradict or hinder the application of this SEPP.
SEPP (Exempt and Complying Development Codes) 2008	The Planning Proposal does not contain provisions that contradict or hinder the application of this SEPP.
SEPP (Infrastructure) 2007	The Planning Proposal does not contain provisions that contradict or hinder the application of this SEPP. Should the Planning Proposal proceed, any future development must comply with the requirements of this SEPP.
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	The Planning Proposal does not contain provisions that contradict or hinder the

	application of this SEPP.

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

Consistency with Ministerial Directions is discussed in the table below:

Consistency with Ministerial Directions

Direction	Consistency/Comment
1. Employment and Resources	
1.1 Business and Industrial Zones **Objectives:** The objectives of this direction are to: a) Encourage employment growth in suitable locations; b) Protect employment land in business and industrial zones; and c) Support the viability of identified centres. Clause (4) of Direction 1.1 includes what a relevant planning authority must do if this direction applies. **What a relevant planning authority must do if this direction applies?** (4) A planning proposal must: a) Give effect to the objectives of this Direction; b) Retain the areas and locations of existing businesses and industrial zones; c) Not reduce the total potential floor space area for industrial uses in industrial zones; and d) Ensure that proposed new employment areas are in accordance with a strategy that is approved by the Secretary of the Department of Planning and Environment. Clause (5) of Direction 1.1 outlines when a planning proposal may be inconsistent with the terms of this directions as follows: **Consistency** (5) A planning proposal may be inconsistent with the terms of this direction only if the	The proposal is consistent with the objectives of this Direction as it intends to retain the existing employment floorspace on the site whilst permitting student accommodation. Rezoning this IN2 Light Industrial zoned site to B7 will change but not reduce the supply employment servicing land in the LGA and sub-region. The B7 Business Park has a site-specific provision for a minimum of 980 sqm of employment floorspace for light industries/ high technology industries and business uses associated with technology, bio-medical, arts, production and design sectors. The proposal is technically inconsistent with 4(b) as it would reduce the potential industrial floor space. This is considered acceptable in the light of inconsistencies between this Direction and Ministerial Direction 7.3 in relation to implementation of Parramatta Road Corridor Urban Transformation Strategy which recommends rezoning of the site for purely residential uses. As such, the proposal achieves a pragmatic solution to the inconsistencies between the two contradictory Directions by retaining its employment focus and allowing residential accommodation for students. This proposal is supported by suite of studies including Economic Impact Assessment, Social Impact assessment, Urban Design report and Integrated

relevant planning authority can satisfy the Secretary of the Department of Planning and Environment (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are: a) justified by a strategy which: i. gives consideration to the objective of this direction, and ii. identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), and iii. is approved by the Secretary of the Department of Planning and Environment, or b) justified by a study (prepared in support of the planning proposal) which gives consideration to the objective of this direction, or c) in accordance with the relevant Regional Strategy, Regional Plan or Sub - Regional Strategy prepared by the Department of Planning and Environment which considers the objective of this direction, or d) of minor significance	Infrastructure Delivery Plan which demonstrate that the proposed uses have merit. The proposal is, therefore, consistent with 5(b) and has sufficient strategic merit to proceed to Gateway.
1.2 Rural Zones	N/A
1.3 Mining, Petroleum Production and Extractive Industries	N/A
1.4 Oyster Aquaculture	N/A
1.5 Rural Lands	N/A
2. Environment and Heritage	
2.1 Environmental Protection Zones	N/A
2.2 Coastal Protection	N/A
2.3 Heritage Conservation	Consistent This direction requires a planning proposal to contain provisions which facilitate the protection of heritage items. No heritage items are located within the site and the PRCUTS fine grain study does not identify any potential heritage items within the site. The planning proposal sets height controls to respect heritage items and the transition to the adjoining conservation area. A heritage study dated September 2017 submitted with the proposal concludes that

	the proposal is appropriate in the context of the surrounding heritage values. The proposed design scheme has been further revised to improve the transition to the adjoining Heritage Conservation area and Chester Street. View corridor lines have also been provided in the urban design report to assess the potential visual impact on the adjoining Annandale Heritage Conservation area. As such, the proposal is consistent with the objectives of this Direction.
2.4 Recreational Vehicle Area	N/A
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	N/A
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	Consistent The direction requires that a planning proposal relating to residential land must include provisions to: • broaden the choice of building types and locations available in the housing market, and • make more efficient use of existing infrastructure and services, and • reduce the consumption of land for housing and associated urban development on the urban fringe, and • be of good design. The proposal will increase the choice of housing types in this area by providing student housing close to health and educational institutions. There are concerns that the proposal would not result in genuine affordable housing outcomes as the boarding house use, even though delivered under the ARH2009 has no mechanism to enforce affordable rents for residents. The proposal has been subject to a rigorous urban design process by proponent's designers, Council officers and external independent urban design peer review. If the proposal is supported, it

	would go through further design review at the DA stage.
3.2 Caravan Parks and Manufactured Home Estates	N/A
3.3 Home Occupations	The Proposal does not contravene this direction.
3.4 Integrating Land Use and Transport	Consistent The direction requires the consideration of the principles of Integrating Land Use and Transport as outlined in key polies and guidelines. The proposal would meet these principles because its future residents/employees would be in an area with good pedestrian and cycle connectivity close to a range of public transport services and key roads.
3.5 Development Near Licensed Aerodromes	The site is partially within the 20 - 25 ANEF contour. The Planning Proposal does not contravene this direction.
3.6 Shooting Ranges	N/A
3.7 Reduction in non-hosted short-term rental accommodation period	N/A
4. Hazard and Risk	
4.1 Acid Sulfate Soil	Consistent The direction requires preparation of 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. LLEP 2013 identifies the site as having a probability of containing class 3 Acid Sulfate soils. The planning proposal is supported by a Phase 1 Remediation Action Plan which concludes that the site can be made suitable for residential purposes. Accordingly, an acid sulphate soil study will be required to support the planning proposal following a Gateway decision. Should the Planning Proposal be supported, it is recommended that a Gateway condition be imposed that requires the proposal to demonstrate consistency with this Direction.

4.2 Mine Subsidence and Unstable Land	N/A
4.3 Flood Prone Land	Consistent The direction applies when a planning proposal alters a zone or include a provision that affects flood prone land. The site is in a flood prone area next to Johnstons Creek and has significant flooding issues. Any proposed development must not increase the risk of flooding on the site or to other properties along the Creek line. It should also be designed to improve flood conveyance. A flood study has been prepared which demonstrates that this flood hazard can be managed through the adoption of appropriate flood mitigation measures as follows: The proposed design is set back from the channel by 6 metres to retain the overbank flood flow capacity. All floor levels for the new development must be at or above the Flood Planning Level (100 year ARI flood level plus 500mm freeboard) or RL 5.45. The proposed basement carpark must be designed to ensure all entries/accesses are located above the Probable Maximum Flood level. A detailed Stormwater assessment is to be provided at the development application stage to ensure that the proposed design meets the requirements of the DCP relating to stormwater design and environmental initiatives.
4.4 Planning for Bushfire Protection	N/A
5. Regional Planning	
5.1 Implementation of Regional Strategies	N/A
5.2 Sydney Drinking Water Catchments	N/A
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	N/A
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	N/A
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) (Revoked 18 June 2010)	N/A
5.6 Sydney to Canberra Corridor (Revoked 10 July 2008. See amended Direction 5.1)	N/A

5.7 Central Coast (Revoked 10 July 2008. See amended Direction 5.1)	N/A
5.8 Second Sydney Airport: Badgerys Creek (Revoked 20 August 2018)	N/A
5.9 North West Rail Link Corridor Strategy	N/A
5.10 Implementation of Regional Plans	
5.11 Development of Aboriginal Land Council land	N/A
6. Local Plan Making	
6.1 Approval and Referral Requirements	N/A
6.2 Reserving Land for Public Purposes	N/A
6.3 Site Specific Provisions	Consistent The objective of Ministerial Direction 6.3 "is to discourage unnecessarily restrictive site-specific planning controls". The planning proposal includes site-specific provision to facilitate a development that is consistent with the following objectives of the B7 Business Park zone: • *To provide a range of office and light industrial uses.* • *To encourage employment opportunities.* • *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.* • *To provide for limited residential development in conjunction with permissible active ground floor uses.* • *To provide for certain business and office premises and light industries in the arts, technology, production and design sectors.*
7. Metropolitan Planning	
7.1 Implementation of the Metropolitan Plan	This direction requires planning proposals to be consistent with A Plan for Growing Sydney. A Plan for Growing Sydney has been superseded by the Greater Sydney Region Plan in March 2018. The proposal is consistent with The Region Plan as outlined in Section B.
7.2 Implementation of Greater Macarthur Land Release Investigation	N/A
7.3 Parramatta Road Corridor Urban Transformation Strategy **Objectives**	Compliance with PRCUTS has been discussed in the previous section on this Strategy.

(1) The objectives of this Direction are to: a) facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy (November 2016) and the Parramatta Road Corridor Implementation Tool Kit, b) provide a diversity of jobs and housing to meet the needs of a broad cross - section of the community, and c) guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure. Clause (4) of Direction includes what a relevant planning authority must do if this direction applies. **What a relevant planning authority must do if this Direction applies** (4) A planning proposal that applies to land within the Parramatta Road Corridor must: a) give effect to the objectives of this Direction, b) be consistent with the Strategic Actions within the Parramatta Road Corridor Urban Transformation Strategy (November 2016), c) be consistent with the Parramatta Road Corridor Planning and Design Guidelines (November 2016) and particularly the requirements set out in Section 3 Corridor-wide Guidelines and the relevant Precinct Guidelines, d) be consistent with the staging and other identified thresholds for land use change identified in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016), e) contain a requirement that development is not permitted until land is adequately serviced (or arrangements satisfactory to the relevant planning authority, or other appropriate authority, have been made to service it) consistent with the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016) f) be consistent with the relevant District Plan.	Superficially, the proposal is inconsistent with the PRCUTS recommended zoning control, maximum floor space ratio and the Implementation Plan's staging sequence. The proposal is however consistent with the objectives of this Direction (Clause 4a of the Direction) as it would: • facilitate development within the Camperdown precinct in the Parramatta Road Corridor and achieve better outcomes than envisaged in the Strategy • provide a diversity of jobs and housing to meet the needs of changing demographics. Provision for employment uses and student housing is a better outcome than rezoning the site to purely residential uses. • contribute towards the provision of active transport infrastructure along Johnstons Creek • set a precedent for beginning the transformation in the Corridor as it would be the first planning proposal to proceed since the Strategy was endorsed in 2016. The proposal comes in advance of delivery of necessary State infrastructure in the corridor to improve public transport. The proposal will however make a local active infrastructure contribution along Johnstons Creek which will be a substantial environmental benefit. The proposal is consistent with the Strategic Actions in PRCUTS required by 4(b) as it would prioritise the Camperdown Precinct for biotechnology and employment uses that support the growth of the nearby institutions and provide student accommodation. The proposal is inconsistent with 4(c) as it exceeds the maximum floor space ratio recommended in PRCUTS. This inconsistency has been justified using the urban design report prepared by the urban design consultants and independent urban design peer review commissioned by

Clause (5) of Direction outlines when a planning proposal may be inconsistent with the terms of this directions as follows: **Consistency** (5) A planning proposal may be inconsistent with the terms of this Direction only if the relevant planning authority can satisfy the Secretary of the Department of Planning & Environment (or an officer of the Department nominated by the Secretary) that the planning proposal is: a) consistent with the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016), or b) justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November 2016) having regard to the vision and objectives, or c) of minor significance.	Council. The proposal is inconsistent with the thresholds for land use change identified in the Parramatta Road Corridor Implementation Plan 2016 – 2023 under 4(d). An Out of Sequence checklist (as required by 5(a)) accompanies the proposal to demonstrate that the proposal has sufficient merit to proceed to Gateway and come forward as an out of sequence development The site is adequately serviced in the current context as required by 4(e). Notwithstanding this, it is recommended that the proposal be updated Post-Gateway after the completion of DPIE/Council Precinct Transport study in September 2020. The proposal is consistent with the District Plan as required by 4(f) as discussed previously. It is acknowledged that components of the proposal are inconsistent with some recommendations of PRCUTS, but overall achieves a better outcome that still achieves PRCUTS objectives for the precinct. The proposal is accompanied with urban design reports, Out of sequence checklist, traffic report, Integrated Infrastructure Delivery Plan to justify these inconsistencies and establish that the proposal has merit to proceed to Gateway.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	N/A

7.9 Implementation of Bayside West Precincts 2036 Plan	N/A
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	N/A

Section C – Environmental, social and economic impact

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 site has no vegetation and is used for industrial purposes, so is unlikely to affect critical habitat or threatened species.

There are several trees and other vegetation on the boundary of the subject property with Johnstons Creek which contribute to the green corridor. The proponent's concept design provides a 6m setback for landscaping at ground level on the creek boundary.

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

The planning proposal has been developed to ensure urban design, massing, heritage and overshadowing issues are both addressed, and any adverse effects mitigated. This follows a rigorous urban design process involving the proponent's urban designers - DKO Architecture, Council officers and Architectus, who were Council's commissioned independent urban designers. The supporting urban design report and peer review are attached to this planning proposal.

The potential environmental effects of this proposal are discussed below:

Visual and privacy impact

As discussed in the urban design section, the proposed development with an FSR 2:1 and a building height of 5 storeys is a good design response to the surrounding area. The proposed L-shaped building layout, would present as a predominantly 2 storey street wall frontage to Johnstons Creek corridor, with those sections of the building up to 5 storeys set further away from the Creek within the 17m height limit recommended in PRCUTS.

The proposed building separation of 33 - 45 m (including 6m site setback from Johnstons creek boundary) to the residential dwellings to the north is appropriate and exceeds the minimum separation distances required by the Apartment Design Guide (ADG). Overall, the scheme has been sensitively designed to minimise visual impact on the dwellings to the north of the site.

The proponent has proposed a podium communal open space overlooking Johnstons Creek and Douglas Grant Memorial Park. This proposed space is appropriately separated from the residential dwellings to the north although there may be some minor overlooking impacts, on the private open space of these dwellings. These can be managed through appropriate fence/ material finishes at the DA stage.

A zero-metre setback has been proposed for the southern boundary of the site adjoining 17 Chester Street. It is assumed that no windows/opening would be provided on this boundary wall to ensure the redevelopment potential of the adjoining site is retained.

The proposed zero metre setback to the ground and first floor and 3m setback to the upper storeys along Chester Street is sufficient and would not result in adverse visual privacy impacts on the proposed rear extension of Kennards Storage.

Overshadowing

There are no significant overshadowing impacts from the proposed redevelopment. The urban design peer reviewers, Architectus, undertook a preliminary overshadowing analysis of the proposed building layout to its neighbour on the south at 17 Chester Street, Annandale. The indicative design for the potential redevelopment of the neighbouring site shows that both the sites would be able to redevelop and achieve ADG requirements if necessary.

It is recommended that DKO Architecture's design report be amended Post-Gateway and pre-exhibition to provide a detailed solar and shadowing analysis.

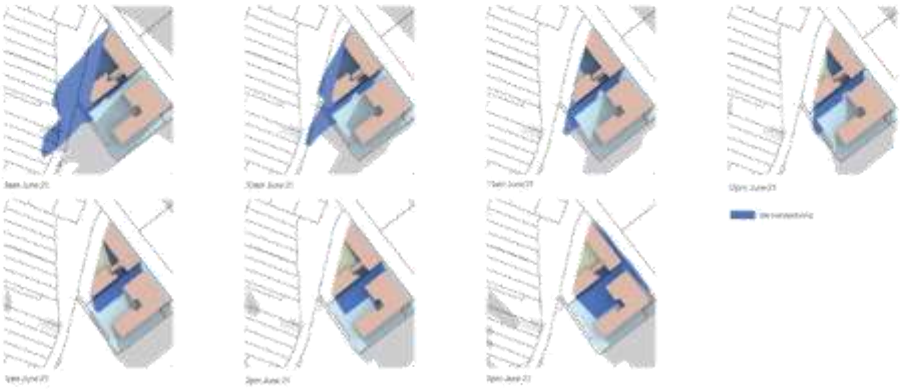

Figure 24: Solar and shadowing analysis – DKO Architecture

Acoustic impacts

An acoustic assessment has been carried out by West and Associates (September 2017). It considers the potential noise impacts associated with nearby traffic, surrounding existing commercial use, potential industrial uses and aircrafts.

The assessment determines that with the existing usage of the surrounding area the monitored district noise levels requirements are well within typical acceptable residential development levels. The assessment concludes that any potential adverse noise impacts can be mitigated through suitable construction and window attenuation measures at Development Application stage.

The site-specific DCP contains also measures to mitigate any acoustic transmission by insulating residential use from employment uses on site and from neighbouring industrial sites.

Flooding and Stormwater Management

The site is identified as a flood control lot on the Flood Control map in Leichhardt DCP 2013.

A Flooding and Stormwater Management Report has been prepared for the planning proposal by Sparks and Partners Consulting Engineers (July 2017). The report identified the

site is subject to a Flood Planning Level of RL5.450 AHD (100-year ARI flood level plus 500mm freeboard) and a Probable Maximum Flood Level of RL8.400 AHD.

The Leichhardt DCP outlines the relevant controls with respect to flood control lots and flood prone land. The assessment of the site's capacity to achieve these controls is summarised below.

Leichhardt DCP control (multi-unit residential)	Consideration
All floor levels to be at or above the Flood Planning Level (FPL)	The FPL for the site based on the Draft Leichhardt Flood Study (November 2014 prepared by Cardno) is RL5.450 AHD (100yr flood level plus 500mm freeboard). The current site levels indicate the site has an average level of RL7.800 AHD. Therefore, any future development application would have to achieve this requirement, within its final design.
Basement (below natural ground level) car parking must have all access and potential water entry points above the Probable Maximum Flood Level or Flood Planning Level whichever is the higher, and a clearly signposted flood free pedestrian evacuation route from the basement area separate to the vehicular access ramps.	The Probable Maximum Flood Level for the site based on the Draft Leichhardt Flood Study (November 2014 prepared by Cardno) is RL8.400 AHD. Current site levels indicate that this can be achieved with the south-eastern corner of the site being at RL8.500 AHD. Therefore, any future development application will be able to achieve this requirement, subject to development of a final design.

The Flooding and Stormwater Management Report highlighted that proposed amendments to the Leichhardt LEP would not change the applicable controls within the Leichhardt DCP relating to stormwater quantity and stormwater quality. It notes that:

- on site detention will need to be provided to meet both Council and Sydney Water requirements, and
- stormwater filtration/treatment measures would be required to meet the relevant Council water quality criteria and may include a filtration basket or similar device to complete the treatment train system.

The site-specific draft LDCP includes controls to require that car entry to the site be above the flood planning level. In addition, the proposed 6m setback to Johnstons Creek channel will create sufficient overbank flood flow capacity.

A detailed stormwater assessment would be provided at the development application stage to ensure that the proposed design meets DCP requirements for stormwater design and environmental initiatives.

Heritage Impact Statement

An updated Heritage Impact Statement has been prepared by Architectural Projects (September 2017) to support the planning proposal.

The Statement identifies that the site itself is not subject to a heritage listing or heritage conservation area (see Figure 25), but is in the vicinity of the following:

- sandstone kerb and guttering, Chester Street, listed as a local heritage item
- warehouse including interiors at 52-54 Pyrmont Bridge Road (corner Guihen and Chester St), listed as a local heritage item
- Johnstons Creek stormwater channel which is in part listed as a local heritage item, although not adjacent to the site, and
- Annandale Heritage Conservation Area

Figure 25: Map of surrounding heritage items and heritage conservation area

The PRCUTS – Fine Grain Study establishes the following objectives relevant to heritage conservation:

- ensure that development in the vicinity of heritage items is designed and sited to protect the heritage significance of the item
- new development of sites in the vicinity of a heritage item are to be designed to respect and complement the heritage item in terms of the building envelope, proportions, materials, colours and finishes, and building and street alignment
- development in the vicinity of a heritage item is to minimise the impact on the setting of the item, and
- preserve the eclectic mix of large industrial warehouses, scattered with terrace houses and low scale apartment buildings.

The Heritage Impact Statement concludes that the planning proposal is an appropriate response to the character of the immediate industrial area and the heritage significance of Johnstons Creek and the Annandale Conservation Area.

In particular, it noted that the proposal responds to the surrounding heritage context by:

- retention of the kerbing and guttering of Chester Street

- street alignment consistent with existing industrial buildings
- masonry wall character
- compliance with the 17m height limit as recommended in PRCUTS
- proposed articulation of facades and use of repetitive window treatment
- setbacks to the upper storeys along Chester Street, and
- a 6m setback to Johnstons Creek boundary

This Heritage Impact statement was prepared for the original planning proposal design and has been improved to reflect Architectus's recommendations. If the proposal proceeds to Gateway, it is recommended that the Heritage Impact Statement be updated.

The final design scheme provides a better transition to the Annandale Heritage Conservation Area as it alters the building layout to reduce the bulk and scale along Johnstons Creek.

These aspects of the proposal are also reflected in the built form objectives and controls in the draft site specific DCP to ensure their implementation at the detailed design stage.

Contamination

A Remedial Action Plan has been prepared by Corvas Pty Ltd (July 2017) to guide remediation works to make the site suitable for the proposed residential land use. The Plan followed on from a Preliminary Site Investigation (Aargus 2017) which identified a number of areas of potential environmental concern at the site, including the presence of an underground storage tank, potential hydrocarbon impact on groundwater, and asbestos in soils.

The Remedial Action Plan outlines a methodology for remediation of the site to make it suitable for the proposed uses including the following remediation options:

- decommissioning and removal of the underground storage tank
- remedial excavation of hydrocarbon contaminated soils and asbestos impacted soils
- waste classification and off-site disposal of spoils from remedial excavation and from bulk excavations, and
- use of on-site bioremediation, in-situ treatment, cap and containment and / or monitored natural attenuation as contingency measures for residual contamination, if required.

Should the proposal proceed to the Development Application stage, it is recommended that detailed contamination report, site management plan, hazardous building survey be provided prior to any demolition or redevelopment.

Traffic and car parking

Traffic and Parking Assessment has been prepared by Varga Traffic Planning to inform the planning proposal.

The traffic study estimates that the proposal would generate 12 vehicle trips per hour during the commuter peak periods. The study also estimates that the existing controls for the site could allow a development of 1,000sqm of industrial / creative office floor space which would generate 13 vehicle trips hour during the AM and PM commuter peak periods. Accordingly, the proposal would result in a slight net reduction of one vehicle trip per hour in the traffic generating potential of the site. On this basis, the proposal would not result in any impact on the road network capacity, and no road infrastructure upgrades would be required.

Notwithstanding these findings, a SIDRA modelling analysis was used to determine the traffic impacts of the proposal which assumed that all project traffic flows from the development would be additional to existing flows. This is based on the existing situation and does not take into account the projected cumulative level of growth in PRCUTS to determine future flows. This is to be updated following the completion of DPIE/Council precinct-wide traffic and transport study by September 2020.

Varga Traffic Planning's traffic modelling found that the level of service of the surrounding intersections at Pyrmont Bridge Road / Chester Street and Booth Street / Guihen Street would not be reduced as result of the proposal and would continue to operate at a level of service A. The proposal would result an increase in average vehicle delays of less than 1 second per vehicle at the Pyrmont Bridge Road/ Chester Street intersection, and a zero increase in average vehicle delay at Booth Street/ Guihen Street. The traffic study concludes that the proposal would not have any unacceptable traffic implications on the local road network.

The traffic study considered the car parking requirements of a number the LDCP, PRCUTS and the ARHSEPP. These rates are identified in the table below.

Regulation	Land use	Car parking rates	
Leichhardt DCP	Studio	Minimum 0 per dwelling	Maximum 0.5 per dwelling
	Visitors	Minimum 1 space per 11 dwellings	Maximum 0.125 spaces per dwelling
	Industry	Minimum 1 space per 250sqm	Maximum 1 space per 150sqm
	Warehouse	Minimum 1 space per 300sqm	Maximum 1 space per 250sqm
	Office	Minimum 1 space per 100sqm	Maximum 1 space per 80sqm
	Boarding house	1 space per resident employee and 0.5 space per boarding room	
PRCUTS	Studio	Nil per dwelling maximum	
	Visitors	Nil	
	Commercial/Industrial	Maximum 1 per 150sqm	
ARH SEPP	Boarding house room	0.5 per boarding room	
		Not more than 1 per person employed in connection of the development who is a resident on the site	

The traffic study also includes an analysis of existing student accommodation developments close to tertiary education establishments, which identified nine developments with a zero car parking rate. Advice was also sought from student housing provider UniLodge which confirmed that it would not anticipate any demand for car and motorbike parking with the proposal given its proximity to universities and public transport. UniLodge also highlighted a number of student housing development across its portfolio which do not provide car parking for students. This advice is included in an annexure to the traffic study.

Based on the above the traffic study Council officers have recommended that a zero car parking rate be adopted for the student housing, and that a maximum of 1 space per 150

sqm be adopted for the non-residential uses consistent with PRCUTS. 1 car parking space has been proposed for the student housing caretaker. Additional car-sharing spots are recommended in the DCP to support car share and reduce reliance on private car usage.

It is also recommended that PRCUTS bike parking and end of trip facilities rates be stipulated for students and employees in the draft site-specific LDCP to promote active transport. The draft site-specific LDCP also stipulates the provision of electric vehicle charging for the employee car parking to support Council's and PRCUTS sustainability initiatives

Council's transport officers have confirmed that the proposed development by virtue of its use (student housing) does not warrant any significant traffic concerns. 0 car parking spaces for student housing are proposed which will encourage the use of active and public transport.

PRCUTS requires that prior to any rezoning commencing, a precinct-wide traffic and transport study be completed. This should be completed by September 2020. It's not anticipated that the proposal itself would result in unacceptable traffic impacts by virtue of its use and size, however, there are concerns regarding cumulative impacts along the corridor if more extensive redevelopment were to proceed on an ad-hoc basis without completion of transport study and necessary infrastructure being provided to support the growth.

The planning proposal process and traffic study can proceed concurrently giving the expected completion date for the transport study. It is requested that a Gateway condition be imposed to update the planning proposal based on the outputs of the Precinct Transport report to ensure alignment with the implementation of PRCUTS.

Overall, the planning proposal aims to minimise private car dependency and encourages use of active and public transport.

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

This planning proposal is likely to have positive economic effects by encouraging the revitalisation of the site and supporting key industry sectors including education, health and cultural uses.

Social Impact Assessment

Cred Consulting have prepared a revised Social Impact and Affordable Housing Assessment (April 2019) which considered the implications of the proposal to redevelop the site for approximately 83 boarding house rooms and 1,000 sqm of creative office / industrial development. The proposal has been amended since April 2019 to reduced density and the number of boarding house rooms.

The assessment highlighted that the boarding house component would accommodate university students and would be managed by a specialist student housing operator, governed by a management plan.

The assessment highlighted that the site is close to Sydney University with 21 other community facilities and services (within 800 metres). The proposal will not generate the need for new community facilities or services, or additional open space. However, as it is part of the PRCUTS area it will contribute to the cumulative future demand for additional

social infrastructure and open space. The proposal will also generate demand for new open space and will require improved connectivity from the site to existing local parks and green spaces along the Johnstons Creek.

The assessment concluded that these impacts can be managed through the provision of contributions toward social infrastructure provision as outlined in the Integrated Infrastructure Delivery Plan for Kennard's site.

The assessment also identified a number of positive social impacts associated with the proposal including:

- provision of the entire residential component as a form of affordable housing,
- replacement of the four existing jobs on site and the potential for 65-98 jobs in creative industries, health and education, and
- improved passive surveillance and safety through increased street activation and an improved interface with Johnstons Creek.

The Assessment highlighted that, in addition to these positive social impacts, the following key public benefits would be achieved:

- beautification of the public domain, in particular, at the interface with Johnstons Creek
- improved lighting around the site for enhanced safety at night
- local and regional infrastructure contributions toward social infrastructure upgrades including open space as per the Leichhardt local infrastructure contributions plan.

There are concerns regarding Cred's claims that the proposal contributes towards 100% affordable housing as discussed previously. Notwithstanding the proposed student housing is considered to have a positive social impact by supporting the surrounding health and educational institutions. The monetary contributions proposed as part of the Voluntary Planning Agreement offer letter can be used by Council for the provision of affordable housing elsewhere.

Economic Impact Assessment

A revised Economic Impact Assessment of the proposal was prepared by AEC (April 2019). The assessment considered the economic impact of a base case being the retention of the existing Leichhardt LEP controls within the Camperdown Precinct against implementation of the planning controls recommended by PRCUTS for the whole Precinct.

The implementation case is projected to result in an additional contribution to the Inner West LGA economy of $51.4 million in gross regional product (GRP) and 360 full time equivalent jobs (FTE) in 2023 compared to what is expected under the base case. This represents the projected net increase in economic activity achieved by amending the planning controls for the precinct by 2023.

Projections to 2050 indicate amendment of the planning controls as per the implementation case could result in a net increase of $405.8 million in GRP and 2,875 FTE jobs by 2050 compared to the base case.

The modelling conducted indicates the implementation of the PRCUTS will result in a significant contribution through the ongoing activities of employment and businesses in the

Camperdown Precinct. The study also highlighted that the proposed non-residential uses on the site will respond to market demand for more intensive employment uses.

Council has identified that the PRCUTS employment projections are substantially overestimated. There are doubts that the proposed PRCUTS employment growth could be achieved. These projections are currently being reviewed by Council through the Employment and Retail Lands Strategy and Camperdown Innovative Precinct Land USE and Strategic Employment Study.

Notwithstanding this, the proposal would make a positive contribution towards achieving the vision of the Camperdown-Ultimo Collaboration Area by supporting key industry sectors including biotechnology, education, health and cultural uses. The site's proximity to Sydney CBD and Camperdown-Ultimo education and health facilities makes it an important location for employment growth supported by appropriate forms of residential development.

On balance, the economic impact of the proposal should be a net positive.

Q10. Is there adequate public infrastructure for the planning proposal?

NSW Government's PRCUTS and Future Transport 2056 outline initiatives for high frequency public transport investment in the form of rapid bus transit along Parramatta Road from Burwood to the Sydney CBD. The proposal is close to the future indicative superstop as indicated in PRCUTS Planning and Design Guidelines.

The existing public infrastructure servicing the site is adequate. Student housing is expected to have a significantly lower demand for open space and community facilities compared with a mainstream residential option as it provides on-site communal facilities for recreation, dining and study. Students also tend to access the extensive open space, recreation and facilities provided on campus.

The proposal will provide part of a strategic walking and cycling path as a significant contribution towards open space and recreation for wider community.

Negotiations with the proponent regarding satisfactory infrastructure contributions will be completed to respond to any satisfactory arrangement condition in a Gateway Determination.

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

The proponent consulted the following key State Government agencies prior to the preparation of this planning proposal:

- NSW Department of Planning, Industry and Environment (DPIE);
- Transport for NSW (TfNSW) / Roads and Maritime Services (RMS);
- Sydney Local Health District;
- NSW Department of Industry;
- NSW Department of Education;
  Sydney Water.

Sydney Local Health District, TfNSW, Department of Primary Industries, Department of Education did not raise any specific concerns.

The resultant correspondence from public authorities is attached with the stakeholder consultation report prepared by File Planning and Ethos Urban. The public authority consultation was primarily undertaken for the original planning proposal which involved residential development. The proponent has updated his stakeholder engagement report to provide feedback from the community. The current design scheme/proposed land uses have not yet been commented upon by the above-listed public authorities.

Sydney Local Health District, TfNSW, Department of Primary Industries, Department of Education have not raised any specific concerns.

DPIE/RMS objected to the original proposal on the basis that a precinct-wide traffic study had not been completed. The minimal infrastructure impacts that would arise from this proposal means it should proceed to Gateway with the premise that a condition be imposed in a Gateway Determination that the proposal be updated prior to any public exhibition.

The Gateway Determination will advise which public authorities should be consulted as part of the planning proposal exhibition process. Any issues raised will be incorporated into this planning proposal following consultation in the public exhibition period.

Part 4 – Mapping

Mapping of the proposed changes to the LLEP 2013 will be prepared to support the exhibition of the proposal following a Gateway decision.

Part 5 – Community consultation

Pre-consultation has been undertaken by the proponent as required by the PRCUTS Out of Sequence checklist. This has been discussed in the Council report, Out of Sequence checklist assessment and the submissions report prepared by Council officers.

If the proposal is supported, formal stakeholder and community consultation will be undertaken by Council in accordance with the legislative requirements and any additional conditions as imposed in a Gateway Determination.

Part 6 – Project timeline

In accordance with the requirements set out in 'A guide to preparing planning proposals', the table below outlines the anticipated project timeline of the planning proposal progress through the LEP plan making process.

Planning Proposal Stage	Date
Inner West Local Planning Panel considers the Planning Proposal	March 2020
Inner West Council considers the Planning Proposal	April 2020
Inner West Council submits the Planning Proposal to Department of Planning, Industry and Environment subject to any amendments required by Council Resolution.	May 2020
DPIE assesses the Planning Proposal and issues Gateway Determination	May – September 2020
Public exhibition of the Planning proposal	October 2020
Consideration of submissions and preparation of updates to Planning Proposal.	October – December 2020
Report to Council on post-exhibition outcomes and seek resolution to submit Planning Proposal to DPIE for finalisation.	February 2021
Final review by DPIE, Parliamentary Counsel drafts LEP, and notification of the LEP by DPIE.	February – April 2021

SITE-SPECIFIC DEVELOPMENT CONTROL PLAN

Amendment to Leichhardt Development Control Plan 2013

1-5 CHESTER STREET, ANNANDALE

SECTION 11 – 1-5 Chester Street, Annandale

Relationship to other plans

The following site-specific controls apply to 1-5 Chester Street, Annandale.

Unless otherwise stated all development should be designed and constructed in accordance with the controls in this section and the provisions of this plan.

In the event of an inconsistency between this section and the remaining provisions of this DCP, the controls in this section shall prevail in relation to development on the site to the extent of the inconsistency.

Relationship to State Environmental Planning Policy (Affordable Rental Housing) 2009

If there is an inconsistency between the provisions of this DCP and State Environmental Planning Policy (Affordable Rental Housing) 2009, the provisions of the SEPP prevail to the extent of the inconsistency.

G11.0 LAND TO WHICH THIS SECTION APPLIES

This section applies to 1-5 Chester Street, Annandale being Lot 11 DP499846 (the site). Refer to Area 10 in Figure G1 Site Specific Areas and Figure G53 below.

The site has an area of 1,307m^2 and is located on the western side of Chester Street and to the east of Johnstons Creek canal.

G11.1 BACKGROUND

The site is the subject of a planning proposal which rezones the land from IN2 Light Industrial to B7 Business Park with boarding house for student housing as an additional permitted use and changes the height and floor space ratio controls.

The site is within the Camperdown Ultimo Collaboration Area, and the planning proposal supports the implementation of the February 2019 Place Strategy for the Collaboration Area. The Camperdown Ultimo Collaboration Area Place Strategy identified the need for affordable student housing and employment floor space to support innovation, research, creative industries and artists, and collaborative projects.

G11.2 RELATIONSHIP TO OTHER SECTIONS OF THE LEICHHARDT DCP

Unless otherwise stated, development of the site should be designed and constructed in accordance with the controls in this section and all other relevant provisions of this plan.

In the event of an inconsistency between this section and other provisions of this DCP, the controls in this section shall prevail in relation to development on the site.

Figure G53: The site

G11.3 OBJECTIVES

O1 To provide high quality affordable student housing and flexible floor space to accommodate a range of business premises, office premises and light industries in the technology, bio-medical, arts, production and design sectors.

O2 To respond to the existing and future context and character of the area, including the industrial heritage.

O3 To achieve architectural and urban design excellence.

O4 To enhance and activate the public domain.

O5 To maintain adequate solar access and amenity to surrounding residences.

O6 To ensure the amenity of future residents of the development.

O7 To contribute to the rehabilitation and greening of the Johnstons Creek corridor.

O8 To provide for future connectivity along the Johnstons Creek corridor.

O9 To ensure appropriate access arrangements, including supporting commercial and light industrial uses.

O10 To encourage active transport and support public transport mode share.

O11 To ensure an ecologically sustainable development outcome.

G11.4 DESIRED FUTURE CHARACTER STATEMENT

The site is within the Camperdown Distinctive Neighbourhood (Section C2.2.1.8 of this DCP).

The new character of the site should:

O1 Positively contribute to the transition of the Camperdown Ultimo Collaboration Area to a high density health and education precinct.

O2 Achieve design excellence in a high quality built form that responds to the local character, topography and heritage context of the surrounding area through appropriate design and use of materials.

O3 Protect and enhance existing Heritage Items and the Annandale Heritage Conservation Area.

O4 Protect and enhance the residential amenity of neighbouring dwellings and ensure the amenity of residents within the development.

O5 Enhance and activate the surrounding public domain, including by locating lower level non-residential uses facing Chester Street and the Johnstons Creek corridor.

O6 Enhance and re-vegetate the frontage to Johnstons Creek and provide a landscaped section of Johnstons Creek cycle and pedestrian path to facilitate future connectivity.

G11.5 BUILT FORM, HEIGHT AND DESIGN

Objectives

O1 To integrate new buildings with the adjoining and neighbouring buildings with an appropriate transition of building heights.

O2 To ensure building heights minimise impacts on the surrounding area including existing dwellings and open space.

O3 To minimise overlooking and overshadowing of neighbouring properties.

Controls

C1 The built form layout is to be generally consistent with Figure G54.

C2 The maximum height of buildings including any lift-overruns is 17m and no more than 5 storeys.

C3 The proposed building design shall be consistent with that shown in **Figure G54** and **Figure G55** to minimise visual impacts, excessive building scale, overshadowing issues and facilitate the Johnstons Creek corridor landscaped pedestrian and cycleway.

Figure G54: Indicative site plan

Item 2
Attachment 3

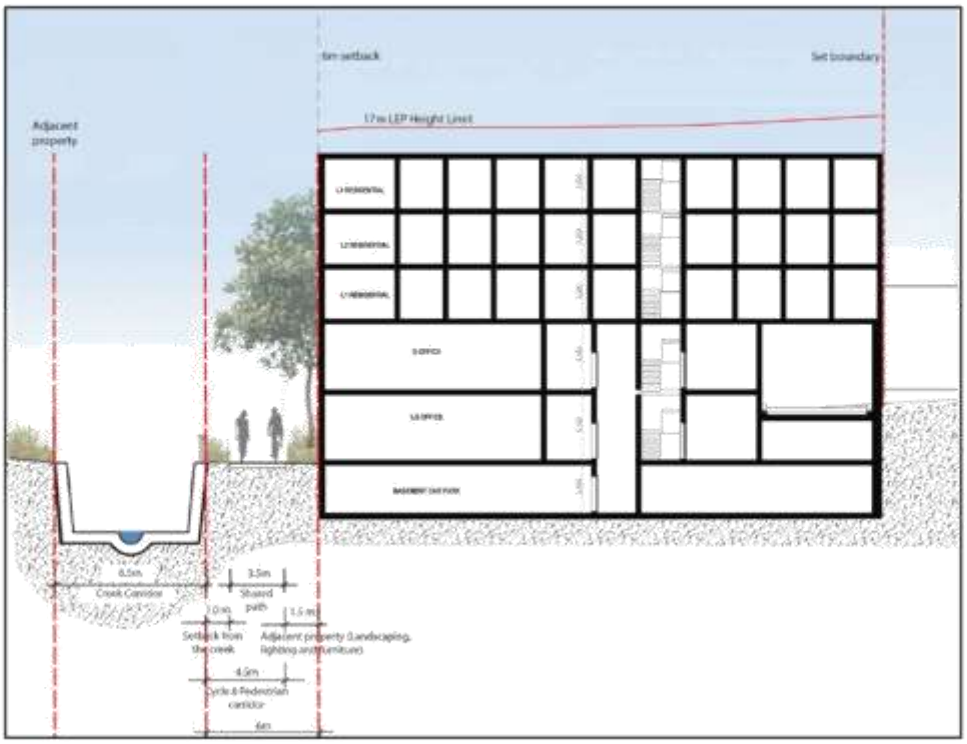

Figure G55: Indicative north-south section

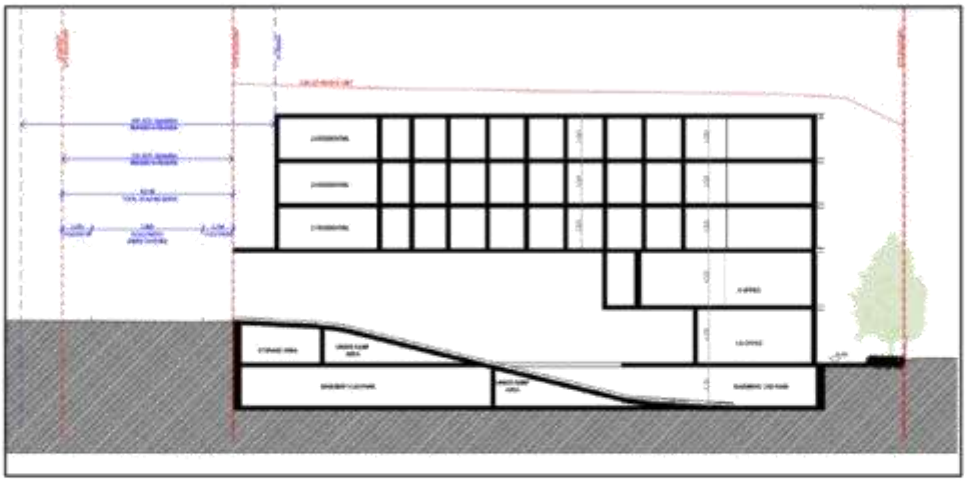

Figure G56: Indicative east-west section

G11.6 LAND USE

Objectives

O1 To contribute to the evolution of Camperdown Precinct into a health and education precinct

O2 To integrate a mix of uses on the site while minimising the potential for land use conflict.

O3 To ensure non-residential uses do not adversely impact on the residential amenity within the site or of the surrounding area.

O4 To ensure that student accommodation on the site does not impact upon the operation and viability of businesses both on the site and in the surrounding area.

O5 To support employment uses including business and office premises and light industries in the technology, bio-medical, arts, production and design sectors.

O6 To provide for boarding house development to accommodate student housing.

O7 To maximise activity and surveillance along main pedestrian routes.

O8 To ensure that any future redevelopment of the site will continue to support the health and education role of Camperdown precinct.

Controls

C1 A minimum 980m^2 of flexible floor space is to be provided for a range of business and office premises and light industries.

C2 Student housing is to be provided only on upper levels.

C3 All employment floorspace is to have a minimum floor to ceiling height of 4m.

C4 Residential lobby access should be provided from Chester Street.

C5 The building design should minimise impacts between the employment uses and residential uses by:

i) separating employment pedestrian access from residential pedestrian access

ii) designing and locating employment and residential services and equipment (eg. plant) to minimise adverse amenity impacts.

C6 Street activation and passive surveillance of Chester Street is to be provided by locating employment uses fronting the street.

C7 The student housing and employment uses are to be maintained and operated in a single entity. Strata subdivision, company or community title subdivision of the site is not permitted.

G11.7 SETBACK AND SEPARATION

Objectives

O1 To reduce the apparent overall building bulk and scale and to provide a human scaled development when viewed from surrounding streets.

O2 To provide an appropriate setback to Johnstons Creek to support its rehabilitation and greening and facilitate future connectivity along the creek corridor.

O3 To provide a section of the Johnstons Creek pedestrian/cycleway that can become a section of the through-site link.

O4 To allow for future redevelopment of adjacent lots.

O5 To provide an appropriate transition in scale to adjoining properties.

Controls

C1 Buildings (including basement) are to be setback at a minimum of 6m from the boundary fronting Johnstons Creek.

C2 A 3m upper level setback is to be provided to residential uses along the Chester Street frontage as shown in Figure G56.

C3 Appropriate setbacks and design measures to allow future redevelopment of neighbouring properties should be provided.

G11.8 STUDENT ACCOMMODATION

Objectives

O1 Ensure an acceptable level of amenity and accommodation in the boarding house to meet the needs of residents.

O2 Minimise the adverse impacts that can potentially be associated with student accommodation on adjoining properties and the vicinity.

Controls

C1 The student accommodation should be well-designed using best practice examples to deliver a high standard of architectural, urban and landscape design.

Bedrooms

C2 The gross floor area of a bedroom is to be at least:

a) 12sqm (including 1.5sqm required for wardrobe space); plus

b) 4sqm when a second adult occupant is intended, which must be clearly shown on plans; plus

c) 2.1sqm for any en suite, which must comprise a hand basin and toilet; plus

d) 0.8sqm for any shower in the en-suite; plus

e) 1.1sqm for any laundry, which must comprise a wash tub and washing machine;

plus

f) 2sqm for any kitchenette, which must comprise a small fridge, cupboards and shelves and a microwave.

C3 Ensure the ceiling height in any bedroom containing double bunks is 2.7m. Triple bunks are not permitted.

Communal kitchen areas

C4 A communal kitchen area is to be provided with a minimum area that is the greater of 6.5sqm in total or 1.2sqm for each resident occupying a bedroom without a kitchenette.

C5 The communal kitchen is to contain:

a) one sink for every 6 people, or part thereof, with running hot and cold water; and

b) one stove top cooker for every 6 people, or part thereof, with appropriate exhaust ventilation.

C6 The communal kitchen is to contain, for each resident occupying a bedroom without a kitchenette:

a) 0.13 cubic metres of refrigerator storage space;

b) 0.05 cubic metres of freezer storage space; and

c) 0.30 cubic metres of lockable drawer or cupboard storage space.

Communal living areas and open space

C7 Provide indoor communal living areas with a minimum area of 12.5sqm or 1.25sqm per resident and a width of 3 metres. The communal living area can include any dining area, but cannot include bedrooms, bathrooms, laundries, reception area, storage, kitchens, car parking, loading docks, driveways, clothes drying areas, corridors and the like.

C8 Indoor communal living areas are to be located:

a) Near commonly used spaces, such as kitchen, laundry, lobby entry area, or manager's office, with transparent internal doors, to enable natural surveillance from resident circulation;

b) adjacent to the communal open space, where appropriate;

c) on each level of a multi-storey boarding house, where appropriate; and

d) where they will have minimal impact on bedrooms and adjoining properties.

C9 Communal open space is to be provided with a minimum area of 190 sqm.

C10 Landscape treatment of the communal open space is to be maximised to promote cooling of the building and consist of native plants to the local area.

C11 Communal outdoor open space is to located and designed to:

a) generally be north-facing to meet the solar access requirements;

b) provide partial cover from weather;

c) incorporate soft or porous surfaces for 50% of the area;

d) be connected to communal indoor spaces, such as kitchens or living areas;

e) contain communal facilities such as barbecues, seating and pergolas where appropriate; and

f) be screened from adjoining properties and the public domain with plantings, such as a trellis with climbing vines.

C12 30% of all bedrooms are to have access to private open space with a minimum area of 4sqm in the form of a balcony or terrace area.

Bathroom, laundry and drying facilities

C13 Communal bathroom facilities accessible to all residents 24 hours per day are to be provided with at least:

a) one wash basin, with hot and cold water, and one toilet for every 10 residents, or part thereof, for each occupant of a room that does not contain an en suite; and

b) one shower or bath for every 10 residents, or part thereof, for each occupant of a room that does not contain a shower.

C14 Laundry facilities are to be provided and include:

a) one 5kg capacity automatic washing machine and one domestic dryer for every 12 residents or part thereof; and

b) at least one large laundry tub with hot and cold running water.

Amenity, safety and privacy

C15 Boarding house is to maintain a high level of resident amenity, safety and privacy by ensuring:

a) communal spaces, including laundry, bathroom, kitchen and living areas are located in safe and accessible locations;

b) bedrooms are located so that they are separate from significant noise sources and incorporate adequate sound insulation to provide reasonable amenity between bedrooms and external noise sources;

c) structural fittings and fixtures for all internal rooms that enhance nonchemical pest management of the building, with all cracks and crevices sealed and insect screening to all openings;

C16 Boarding house is to be designed to minimise and mitigate any impacts on the visual and acoustic privacy of neighbouring buildings by locating:

a) the main entry point at the front of the site, away from side boundary areas near adjoining properties;

b) screen fencing, plantings, and acoustic barriers in appropriate locations; and

c) double glazed windows where noise transmission affects neighbouring buildings.

G11.9 FINISHES AND MATERIALS

Objectives

O1 To ensure that buildings have a high-quality appearance that enhance and activate the public domain.

O2 To ensure that buildings respond to the character and heritage of the surrounding area.

O3 To provide high quality, durable finishes and materials.

Controls

C1 Building design is to respond to the surrounding industrial warehouse character and industrial heritage buildings including through the following:

i) Façade design which emphasises vertical rhythm (such as through brick pilasters and tall parapet masonry walls),

ii) a higher solid to void ratio with similar sized windows at regular intervals, and

iii) materials and finishes sympathetic to warehouse character.

C2 Building articulation, design and materials are to provide an appropriate balance between the new development and the older character of the locality.

C3 The use of face brickwork and or corbelling is encouraged.

G11.10 VISUAL AND ACOUSTIC PRIVACY

Objectives

O1 To ensure viability of employment uses and residential amenity by providing appropriate separation of uses and excellent acoustic attenuation.

O2 To minimise visual privacy and acoustic impacts to adjoining properties and in the site itself.

Controls

C1 Employment uses are to include appropriate design and acoustic measures to ensure they do not have a significant adverse impact on the amenity of surrounding residential uses or future residents of the site.

C2 Suitable acoustic attenuation measures are to be provided to the student housing rooms to ensure they are not adversely impacted by business and industrial uses on the site or within the surrounding area.

C3 Implement sufficient slab treatment between employment uses and residential uses to ensure acoustic attenuation.

C4 Incorporate construction methods and materials that insulate residential uses from noise transmission from employment uses.

C5 Residential uses are oriented away from the adjacent industrial use at 17 Chester Street.

C6 An operating 'Plan of Management' is to be submitted with a development application for the boarding house and employment uses to ensure that these operate with minimal impact on adjoining properties and maintain a high level of amenity for residents.

C6 Any development application is to be accompanied by a report prepared by an acoustic consultant verifying the adequacy of the proposed design and the construction methods

and materials to achieve appropriate noise levels within the proposed residential accommodation. Consideration should be given to potential noise generated by both existing and future non-residential uses on the site and in the surrounding area.

G11.11 DEEP SOIL AREA AND LANDSCAPING

Objectives

O1 To ensure occupants are provided with a reasonable level of outdoor amenity and access to green space.

O2 To enhance the interface with Johnstons Creek and contribute to its greening and rehabilitation.

O3 To provide a landscaped section of pedestrian/cycle way along Johnstons Creek.

O4 To ensure that the development incorporates consolidated deep soil areas of sufficient size and dimension to accommodate significant tree plantings and other plants, and provide optimal growing conditions.

O5 To ensure the amenity of residents, workers and visitors is enhanced by high quality landscaping.

O6 To enhance the landform and landscape of the interface between the development and Johnstons Creek

Controls

C1 A minimum of 17.4% of the site area is to be provided as deep soil, predominantly fronting Johnstons Creek.

C2 Landscaping and mature tree planting with large canopy trees shall achieve 15% site canopy coverage.

C3 The ground levels and landscaping of the pedestrian and cycle path should provide an appropriate interface to the creek and match the corresponding characteristics of the Douglas Grant Park, where practical.

C4 The through-site link should be constructed to allow seamless integration of the path with the future sections of the path along neighbouring properties to the north and south of the site.

C5 Landscaping along the Johnstons Creek corridor is to contribute to the wider greening and rehabilitation of the creek and enhance the visual outlook of the areas surrounding the creek.

C6 The basement level of the development needs to be appropriately screened to ensure it does not present a blank wall to Johnstons Creek.

C7 Provide a landscaped pedestrian/cycle path adjacent to Johnstons Creek.

C8 Overhead power cables along the frontages of the site must be relocated underground and replaced with appropriate street lighting that relates to the scale of the development and the significant aesthetic benefit that will result from undergrounding including allowing for viable street tree planting.

C9 Incorporate new street trees along Chester Street to contribute to the greening of the street.

G11.12 SOLAR ACCESS

Objectives

O1 To minimise the overshadowing impacts of development within the site and on adjoining properties.

O2 To maximise solar access to the communal indoor and open space.

Controls

C1 Provide an indicative design for 17 Chester Street to test overshadowing impacts and ensure the development potential of this adjoining site is not unduly constrained and that the two sites can be developed in a holistic way.

C2 At least 65% of habitable rooms within the boarding house must provide a window positioned within 30 degrees east and 20 degrees west of true north and allow for direct sunlight over minimum 50% of the glazed surface for at least two hours between 9.00am and 3.00pm on 21 June.

C3 Each bedroom must have access to natural light, from a window or door with a minimum aggregate area of 10% of the floor area of the room. Skylights are not to be the sole source of light.

C4 Indoor communal areas are to receive a minimum 2 hours solar access to at least 50% of the windows during 9am and 3pm on 21 June.

C5 The communal open space is to receive a minimum of 2 hours of solar access between 9am and 3pm on the 21 June to at least 50% of its area.

G11.13 PARKING AND ACCESS

Objectives

O1 To ensure safe and efficient access to and from the site for a range of non-residential uses.

O2 To minimise car parking, bike parking and motorcycle parking to encourage active transport and car sharing.

O3 Minimise the potential risks of flooding of the underground car park.

Controls

C1 Basement access must accommodate medium rigid vehicles movements to service light industrial uses.

C2 No private car parking will be provided for the student accommodation, with the exception of one accessible space for a boarding house manager.

C3 A maximum car parking rate of 1 per 150m^2 of employment floor space.

C4 Car share spaces should be provided at a rate of 1 space per 50 student housing rooms.

C6 At least one bicycle parking space is to be provided for every 5 student housing rooms.

C7 Ensure that the car park entry level is above RL5.45 AHD to minimise flood risk.

C8 Vehicular entries are to be designed to minimise the visibility of garage doors from the street.

C9 Provide a clear street address for residential entries.

C10 Vehicular access to the site shall minimise potential pedestrian and vehicular conflicts.

C11 Ingress and egress from the site shall be in a forward direction.

C12 The development application is to be supported by a traffic report prepared by a suitably qualified person, addressing as a minimum the following factors:

a) the prevailing traffic conditions;

b) the likely impact of the proposed development on existing traffic flows and the surrounding street system;

c) pedestrian and traffic safety; and

d) an assessment of the impacts from any proposed on- site parking.

G11.14 ENVIRONMENTAL MANAGEMENT

Objectives

O1 To ensure that the new development applies the principles of ecologically sustainable development.

O2 To reduce environmental impacts of the development.

O3 To encourage improved environmental performance through the use of industry recognised building rating tools.

O4 To future-proof development to accommodate the emergence of electric vehicles.

O5 To reduce the cause and impacts of urban island heat effects.

Controls

C1 The development is to achieve a minimum 4-star Green Building Council rating.

C2 Rainwater capture is to be provided for re-use on site.

C3 Development must increase urban green cover on the site through tree planting, mass

planted garden beds, WSUD, green roof and walls.

C4 Basement car parking areas are to be designed so that electric charging points can be installed in the future.

C5 Non-residential development is to be designed to minimise the need for active heating and cooling by incorporating passive design measures related to glazing, natural ventilation, thermal mass, external shading and vegetation.

C6 The installation and use of photovoltaic solar panels is encouraged. Where possible, solar panels should be co-located with green roofs to increase the operational efficiency of the solar panels.

Water Sensitive Urban Design (WSUD)

C7. The development should adopt an integrated approach to water cycle management and address water conservation, efficiency, stormwater management, drainage and flooding through a coordinated process.

C8. A suitably qualified engineer with experience in stormwater, drainage and WSUD is to assess the site requirements for the proposed development, and prepare the required stormwater, drainage and WSUD plans in accordance with the provisions of this DCP and best practice sustainable water management techniques.

C9. Design the site to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.

C10 Where filtration and bio-retention devices are proposed, they are to be designed to capture and provide temporary storage for stormwater.

G11.15 WASTE MANAGEMENT

Objectives

O1 To ensure that adequate on- site provision is made for the temporary storage and disposal of waste and recyclable materials.

O2 To ensure that opportunities to maximise source separation and recovery of recyclables are integrated into the development.

O3 To minimise risk to health and safety associated with handling and disposal of waste and recycled material and the potential for adverse environmental impacts associated with waste management.

Controls

C1 Waste and recycling storage areas are to be located, designed and constructed to ensure integration with the Chester Street streetscape.

C2 Residential and commercial waste areas are to be separated with separate accesses.

C3 Waste and recycling facilities must be managed in acoustically treated areas to minimise

the noise of collection.

C4 A completed Site Waste Minimisation and Waste Management Plan (SWMMP) addressing ongoing waste and resource recovery for both residential and employment components of the development is to be submitted. The SWMMP is to include details of the following:

- types and estimated quantities of the predicted waste streams
- size and location of recycling and waste storage areas, including bulky waste
- routes of access and transfer from source to storage areas for all users
- routes of transfer from storage areas to collection point
- access route for waste and recycling collection vehicle
- ongoing management, including responsibility for cleaning and transfer of bins between storage areas and collection points, implementation and maintenance of relevant signage, and ongoing education of all residents/tenants

Residential Waste Controls:

C5 Access to garbage and recycling disposal points is to be provided on each residential level, either in the form of inlet hoppers or bin storage areas. A waste chute is advisable for a building that is 4 storeys or more.

C6 A dedicated space (room or caged area) is to be provided within or in close proximity to the bin storage area for the interim storage and management of Council-collected bulky waste and mattresses. A minimum of $8m^2$ is to be provided for every 50 rooms.

C7 Additional communal space is to be provided for the separate recovery of materials including (but not limited to) textiles, hazardous, e-waste, polystyrene, materials under product stewardship schemes and problem wastes. A minimum of $2m^2$ is to be provided for every 50 rooms.

Non-Residential Waste Controls:

C8 A minimum of $4m^2$ of dedicated space is to be provided for every $500m^2$ of non-residential floor space for the interim storage of bulky or fit-out waste, paper, cardboard packaging, batteries, equipment containing printed circuit boards, computers, televisions, fluorescent tubes or other recyclable resources from the waste stream.

C9 Space must be provided on- site in reasonable proximity to retail or commercial premises to store re-usable commercial items such as crates, pallets, kegs and polystyrene packaging.

G11.16 VISUAL IMPACT TO HERITAGE CONSERVATION AREAS AND HERITAGE ITEMS

Objectives

O1 To minimise visual impacts to the Annandale Heritage Conservation Area (HCA) and heritage items

Controls

C1. A Heritage Impact Statement (HIS) is to be submitted with any development application for the redevelopment of the Precinct, addressing the impact of the proposed works on the Annandale HCA and heritage items in the vicinity of the proposal.

Planning Proposal
1 - 5 Chester Street, Annandale

URBAN DESIGN REPORT

Contents

DKO

1-5 Chester Street
Annandale
NSW 2038

1-5 Chester Street
Site plan
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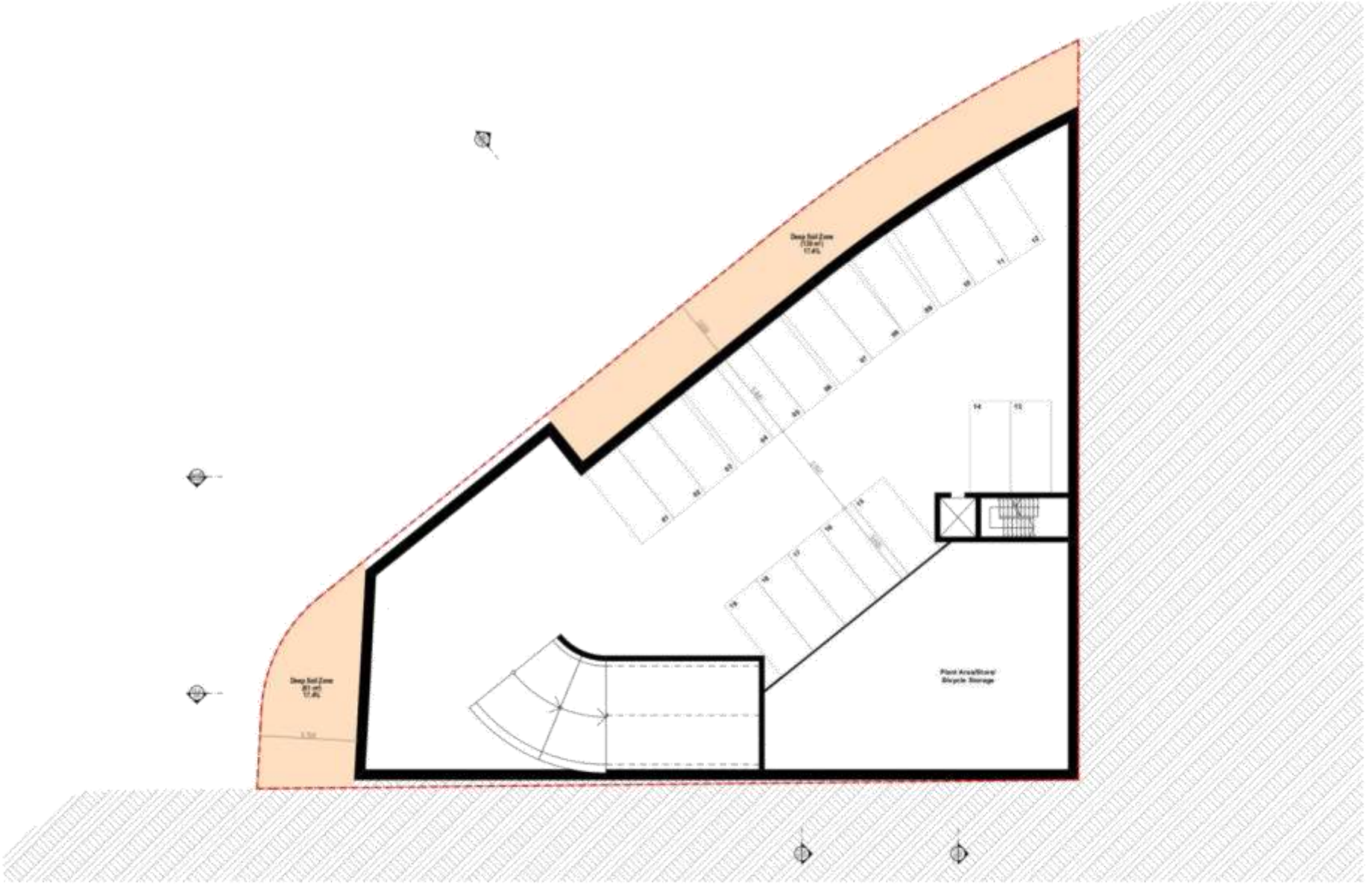

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Annandale
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1-5 Chester Street
Basement
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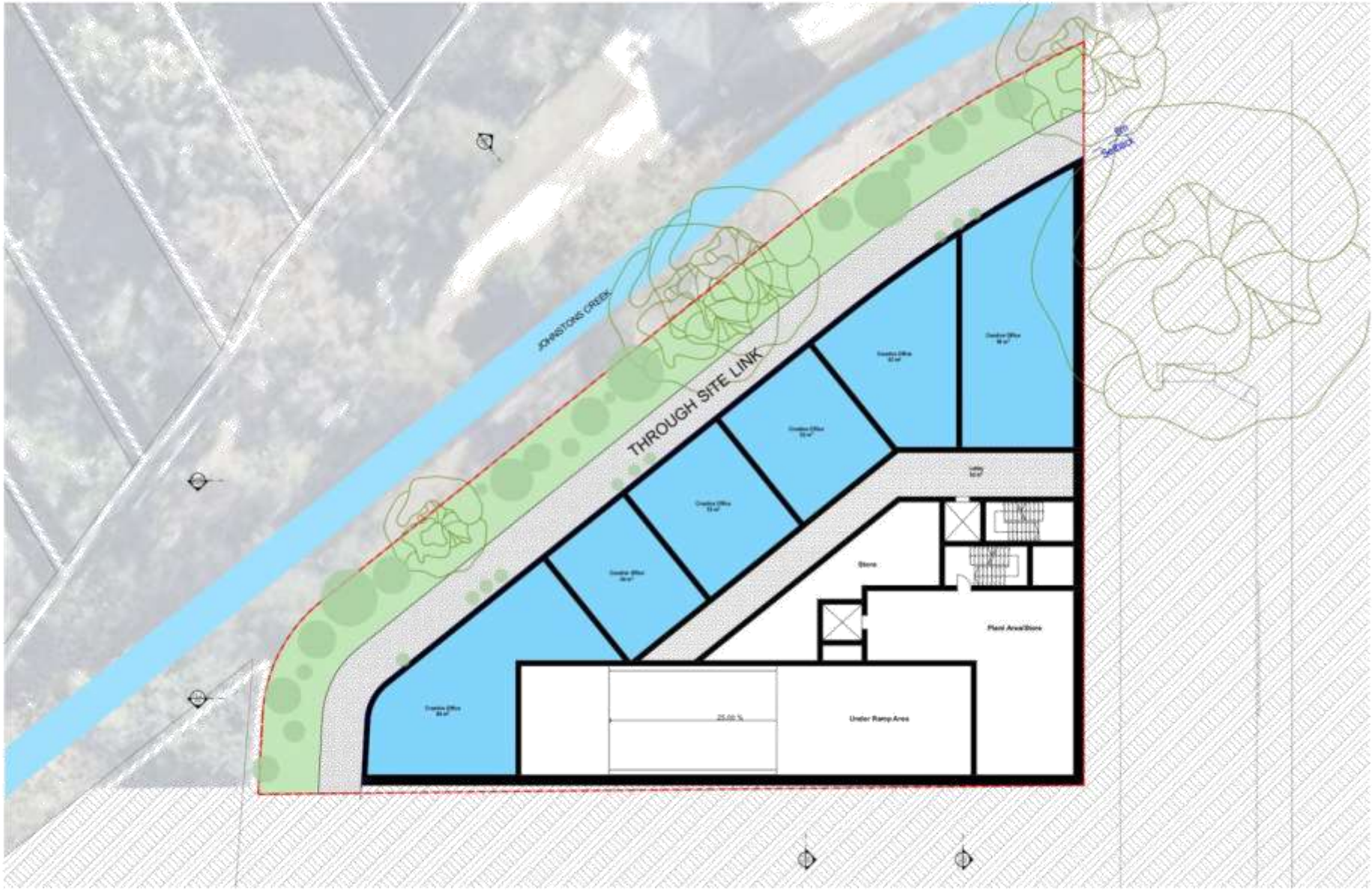

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Lower Ground
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1:200

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Ground Level
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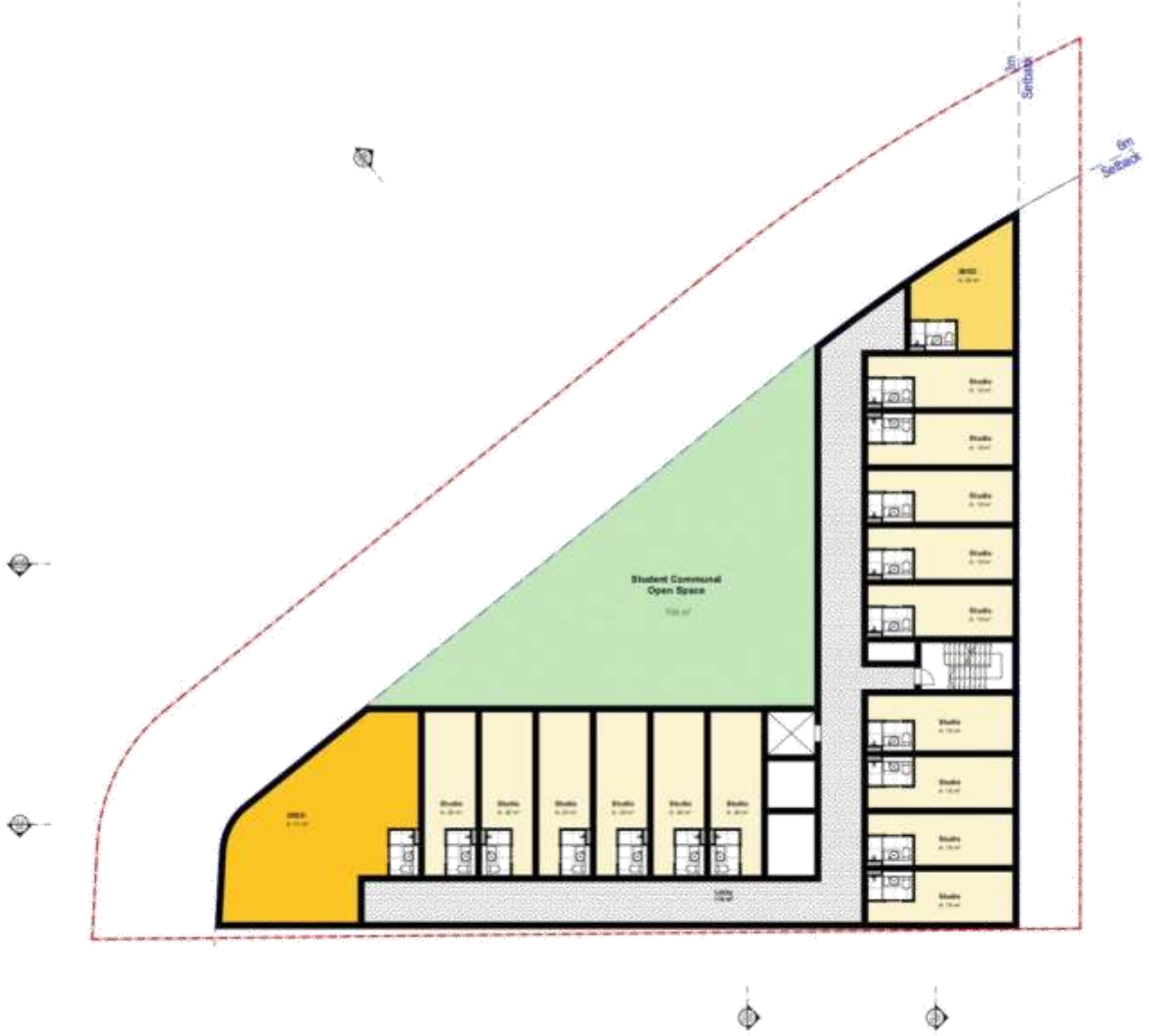

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Level 1
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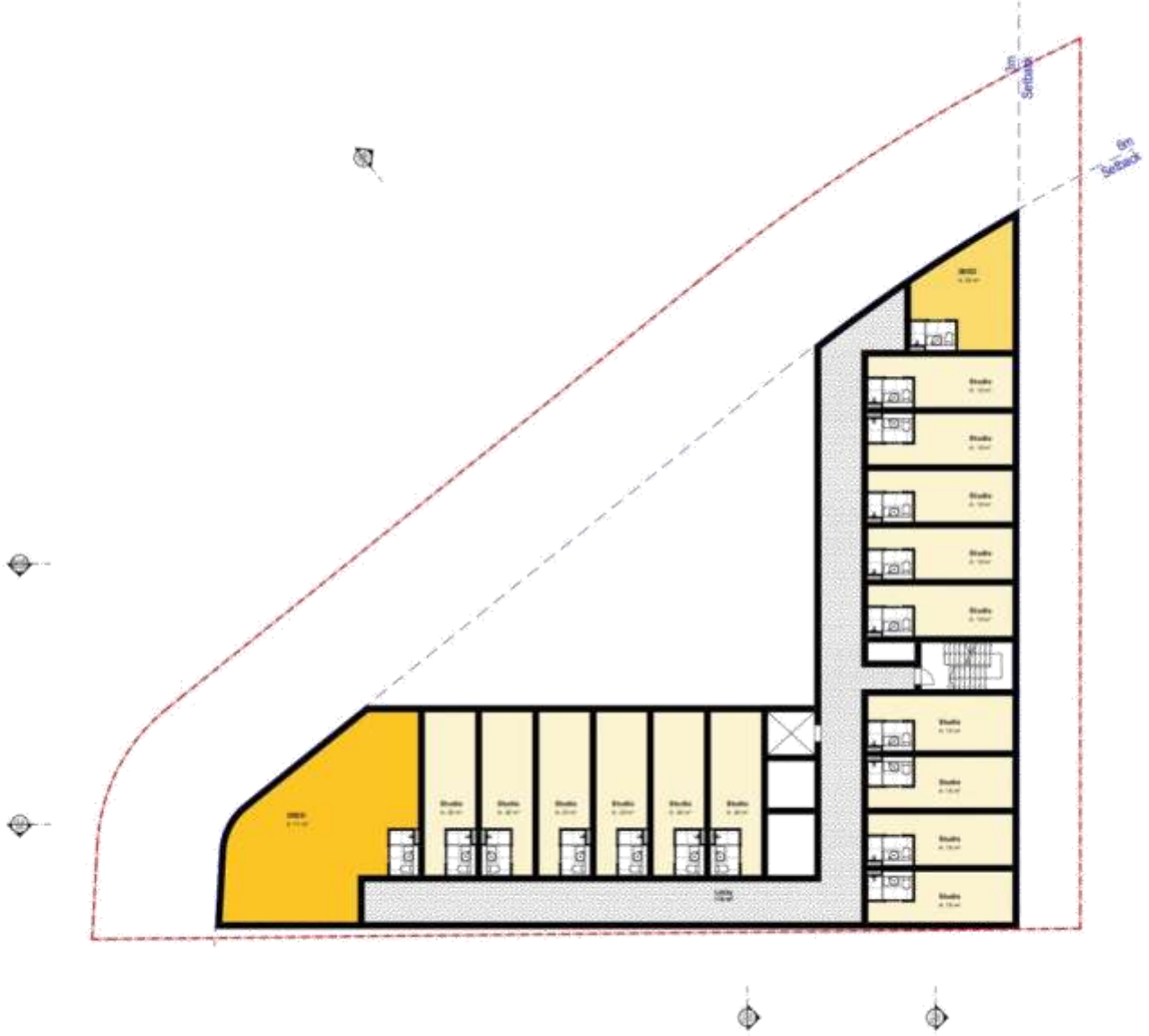

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Level 2 -3
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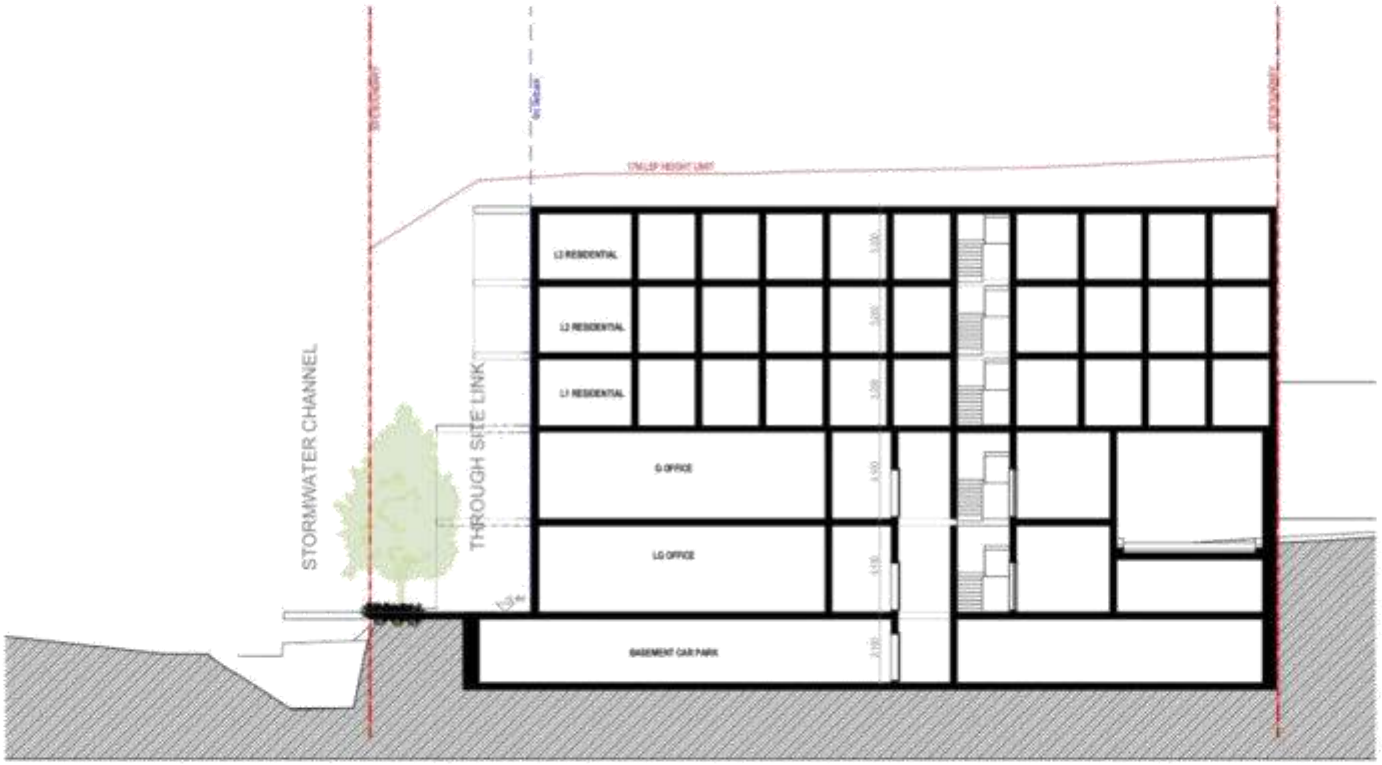

S02 North-South Section Through Building 1:200

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1-5 Chester Street
Annandale
NSW 2038

1-5 Chester Street
Section 02
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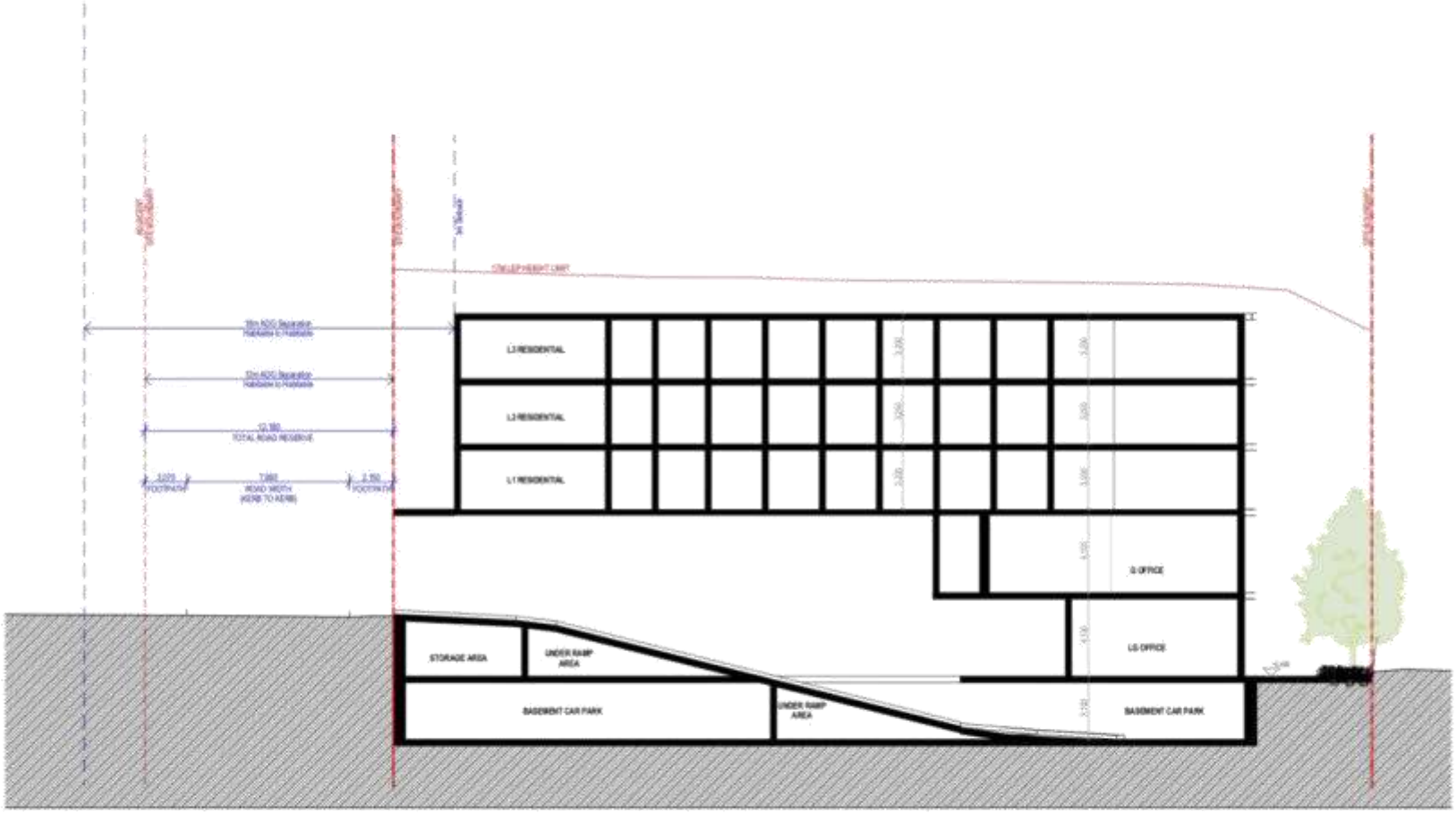

S03 East-West Section Through Building and Vehicular Ramp 1:200

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Annandale
NSW 2038

1-5 Chester Street
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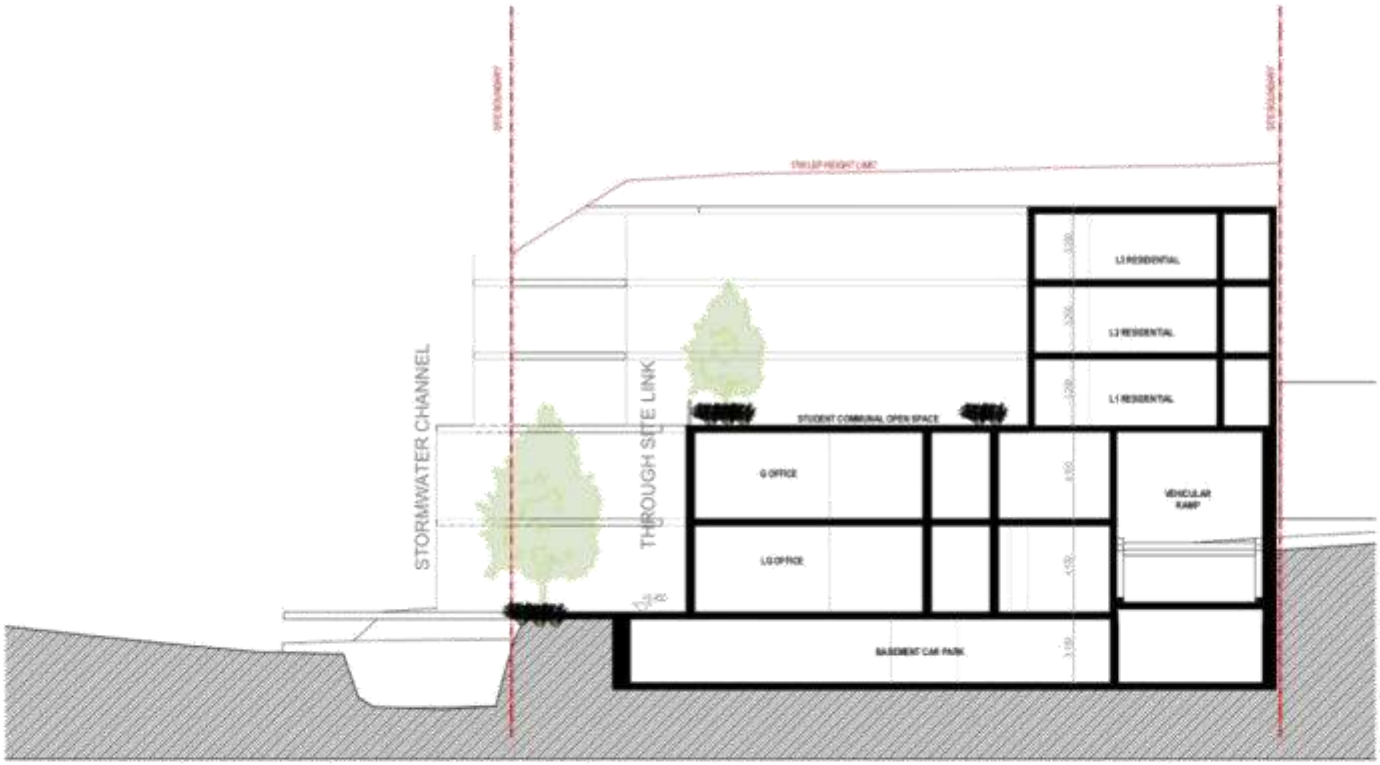

S04 North-South Section Through Building and Communal Rooftop 1:200

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Annandale
NSW 2038

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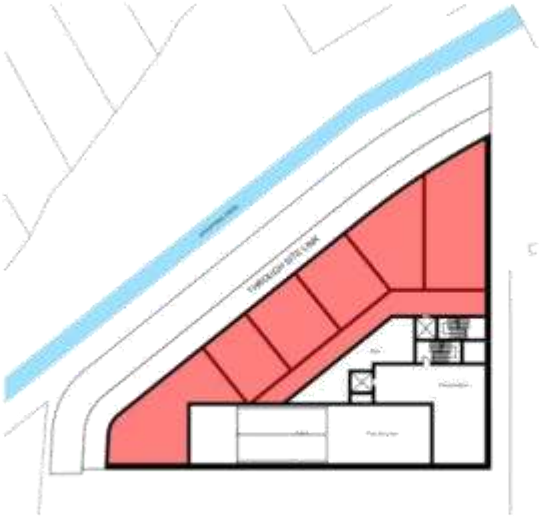
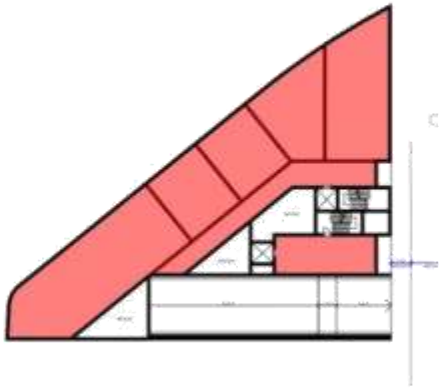
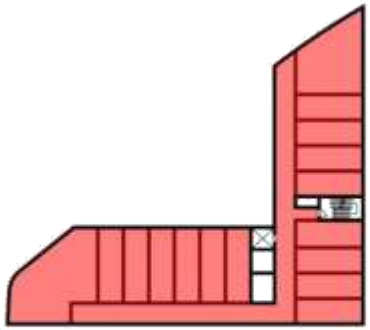


Lower Ground
Commercial GFA = 480m²



Ground Level
Commercial GFA = 500m²
Residential GFA = 45m²

Typical Level 1
Residential GFA = 530m²



Level 2-3
Residential GFA = 530m²

GFA Calculations

Site Area = 1307m²

Commercial GFA = 980m²
Commercial FSR = 0.75:1

Student GFA = 1634m²
Student FSR = 1.25:1

TOTAL GFA = 2614m²
FSR = 2:1

GFA

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1-5 Chester Street
Annandale
NSW 2038

1-5 Chester Street
GFA Calculations
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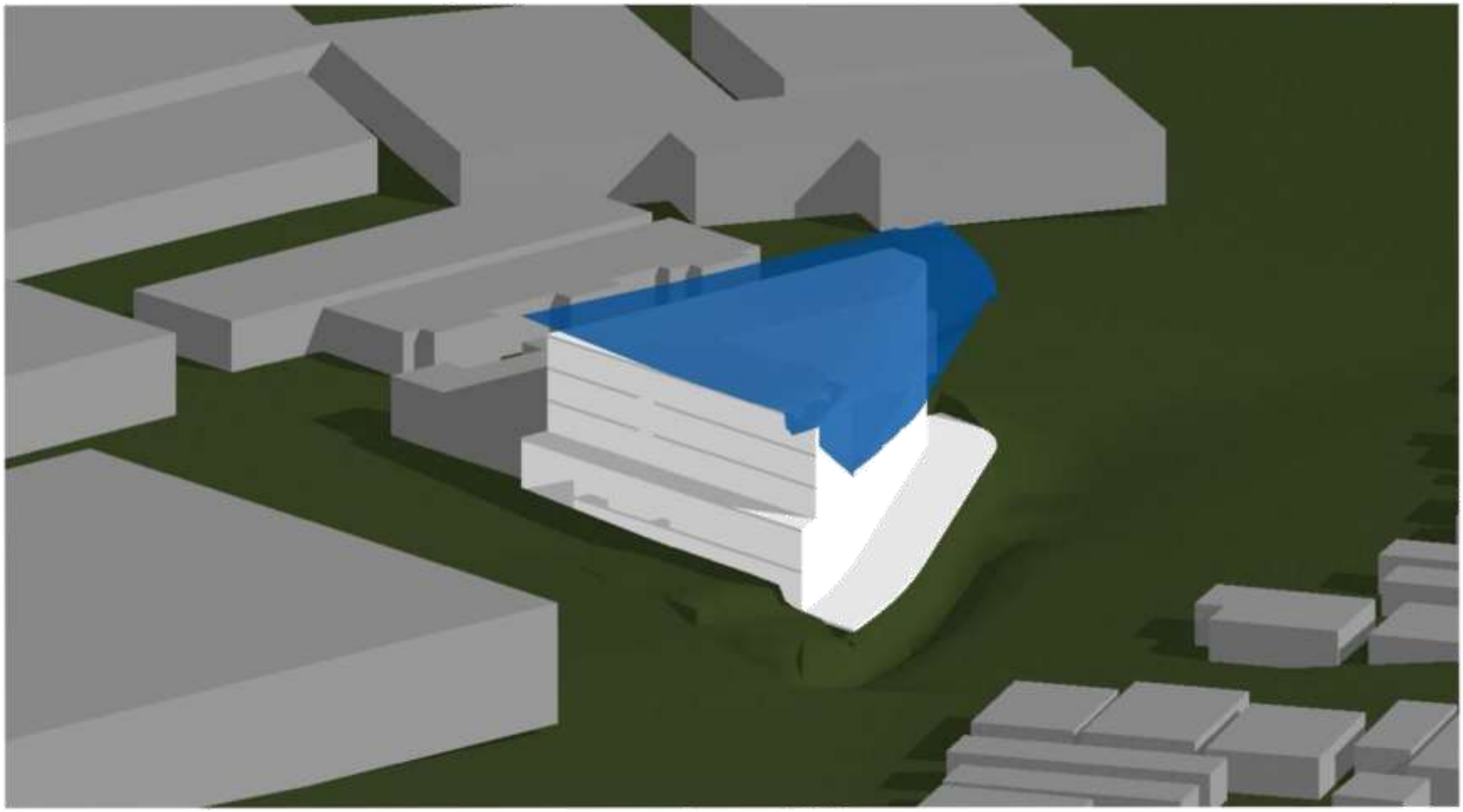

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1-5 Chester Street
Annandale
NSW 2038

1-5 Chester Street
Height Compliance
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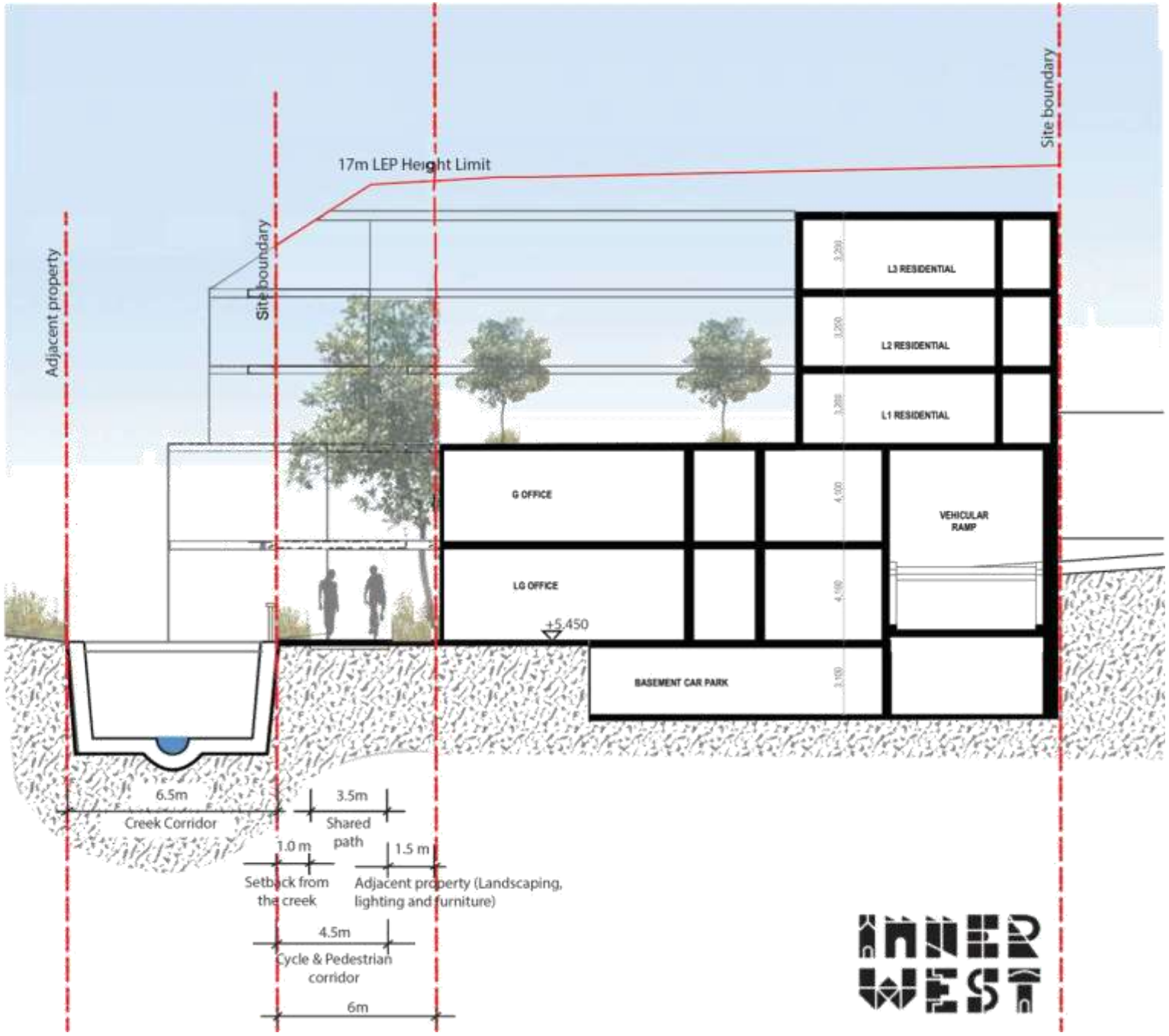
Scale: 1:133.33@A3
Revision: P5

Urban design amendments proposed by Council

1. Proposed site plan with the correct location of the through site-link
2. Proposed north-south section through the creek and podium (with 6m setback to the basement)
3. Proposed north-south section through the creek and student housing (with 6m setback to the basement)
4. Proposed cross-sections through the site, creek and surrounding sites (with 6m setback to the basement)

Item 2
Attachment 5



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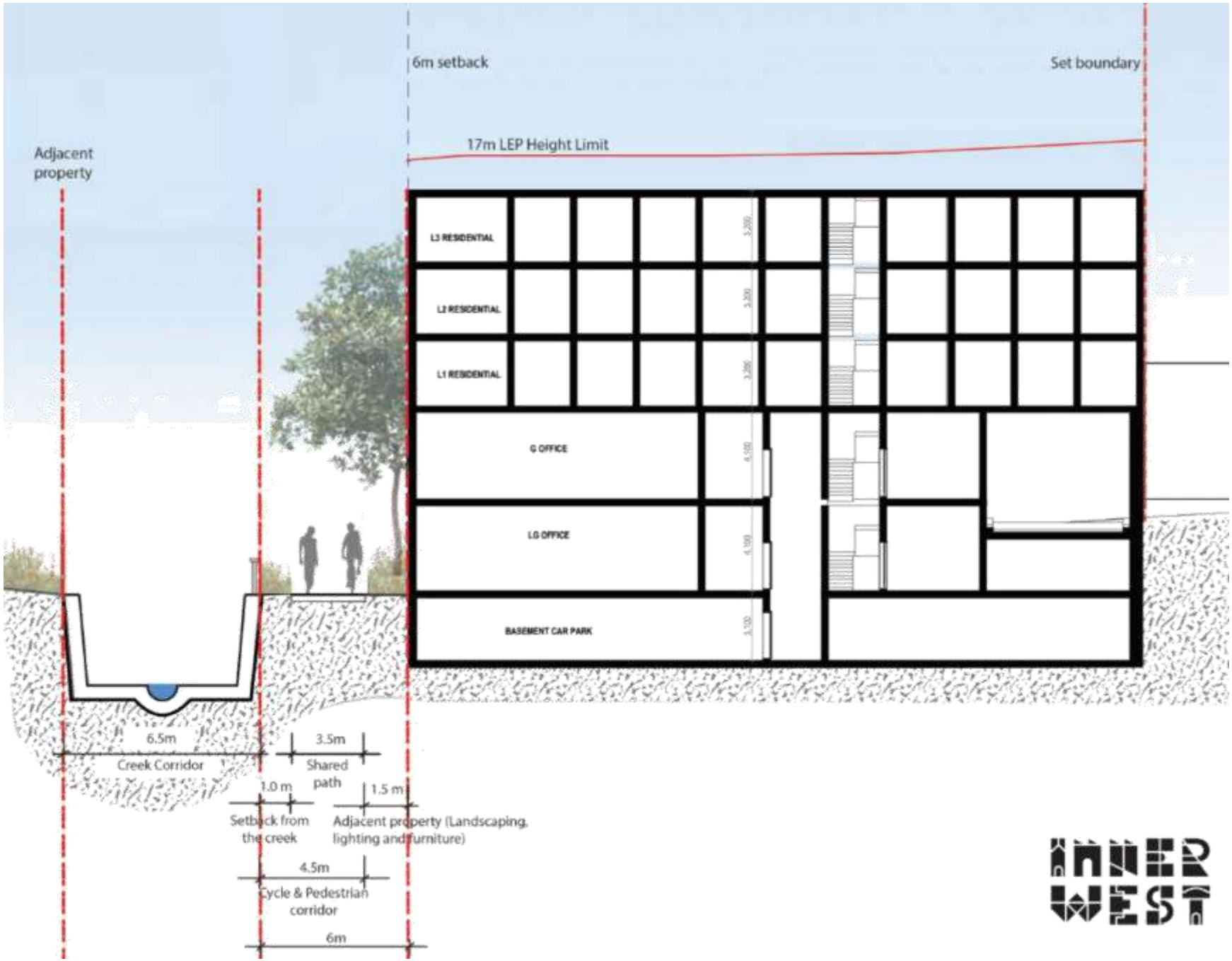

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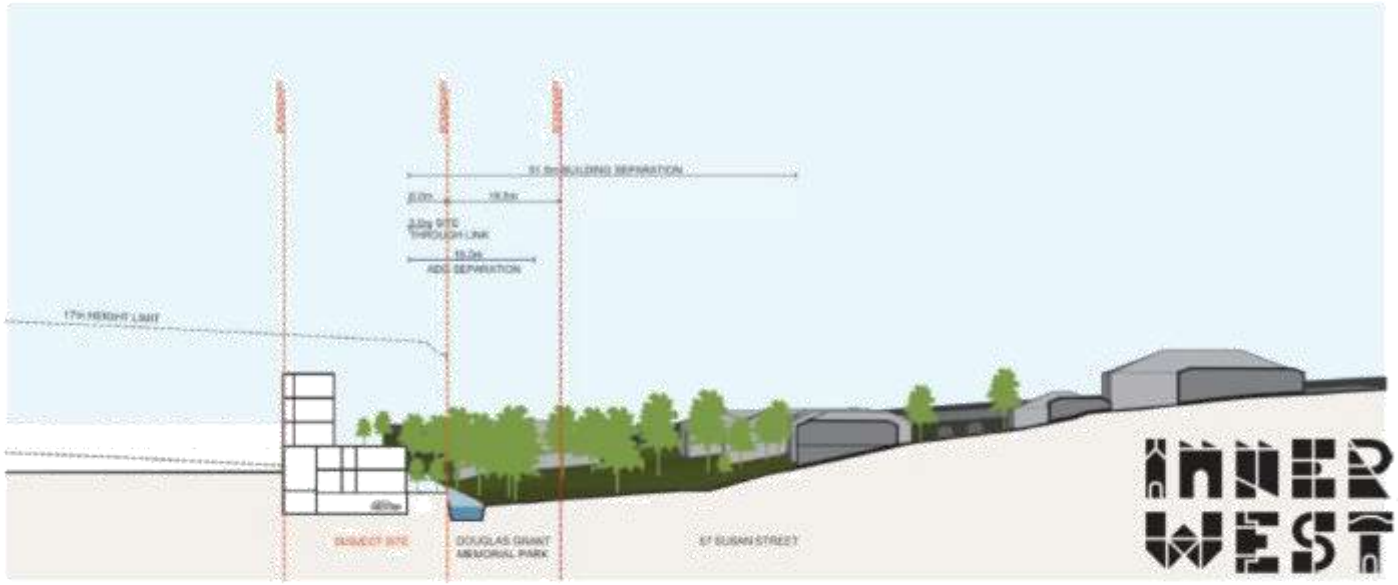
17m HEIGHT LIMIT
SUBJECT SITE
DOUGLAS GRANT MEMORIAL PARK
57 SUBAH STREET


17m HEIGHT LIMIT
SUBJECT SITE
DOUGLAS GRANT MEMORIAL PARK
24 CHESTER STREET

architectus
Site
Peer Urban Design Review
1-5 Chester Street
Annandale
Prepared for: Client
Date: July 15, 2019

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Project and report	1-5 Chester Street Annandale	
Date	July 15, 2019	
Client	Inner West Council	
Document no.	K:\19\0216.00\Docs\C_Client	
Version and date issued	Issue A (Stage 1 - Draft to Council) - 21/06/19	Approved by: Oscar Stanish
	Issue B (Stage 1 - Draft to Council) - 01/07/19	Approved by: Oscar Stanish
	Issue C (Final issue) - 15/07/19	Approved by: Oscar Stanish
Report contact	Oscar Stanish Associate, Urban Design	
This report is considered a draft unless signed by a Director or Principal	Approved by:	

Cover image: View down Chester Street (facing north east)

Contents

Item 2

Attachment 5

1 Introduction

Architectus has been engaged by Inner West Council to undertake a peer review of the Urban Design Study by ae design partnership from May 2019 for the proposal at 1-5 Chester Street, Annandale. Council's objectives for this study are to:

- Consider whether the built form proposed in the Urban Design Report May 2019 by ae design partnership is appropriate.
- If the recommendations are found to be inappropriate, provide reasons to explain why.

The proposal seeks to:

- Retain the existing site zoning IN2 Light Industrial and allow boarding house development as an additional permitted use;
- Introduce a maximum height of building limit of 17m (currently no height limit)
- Allow a maximum FSR of 2.75:1 with a minimum FSR of 0.75:1 associated with non-residential uses and a maximum FSR of 2:1 for a boarding house development. (currently permitted FSR of 1:1).

It is noted that the current May 2019 proposal is broadly similar to the February 2018 proposal which the Inner West Local Planning Panel and Council resolved not to support. A matrix comparing the existing controls and site conditions with the February 2018 and May 2019 proposals is provided with the primary differences relating to the land use zoning and proposed uses on the site, the FSR, heights, setbacks and parking.

Architectus has modelled the May 2019 proposal to check the accuracy of the proposal, in particular with regard to FSR, height and distances and areas.

Architectus' key findings from the review relate to the following issues:

- Land use
- FSR
- Height
- Slope and levels
- Bulk, form and scale
- Setbacks
- Building separation
- Communal open space and deep soil
- Overshadowing
- Movement and access

It should be noted that there are discrepancies between the plans/sections and the artists impression of the May 2019 proposal, and as such the artists impression does not give an accurate picture of the current proposal.

Architectus review considers the urban design compatibility of the scheme, as Council is considering strategic planning issues in their assessment. Nevertheless Architectus review includes an understanding of how the proposal relates to key state and local planning and design legislation, policies and studies, including:

- State government's strategic plans: Greater Sydney Regional Plan, Eastern Harbour City District Plan, and Parramatta Road Corridor Urban Transformation Strategy, and
- State government's residential design policies: SEPP65 Design Quality for Residential Apartment Development and SEPP (Affordable and Rental Housing) 2009
- Council's: Leichhardt Industrial Precinct Planning Study, Camperdown Innovation Precinct Land Use and Strategic Employment Study, and the Leichhardt Local Environment Plan 2013.

*While the proposal for boarding houses is not covered by state design quality policies, Architectus considers these guides as accepted practice and the proposal should therefore aim to meet these standards. Note: SEPP65 Design Quality for Residential Apartment Development does not apply to boarding houses and SEPP (Affordable and Rental Housing) 2009 controls for boarding houses do not apply to land zoned IN2 Light Industrial.

Aerial view of existing site

Plan of previous February 2018 proposal (Extract from Urban Design Report Sept 2017 by ae design partnership)

Plan of current May 2019 proposal (Extract from Urban Design Report May 2019 by ae design partnership)

2 Comparison of proposals

A matrix of the existing site controls and conditions, compared with the PRUCTS, the former February 2018 proposal and the current May 2019 proposal, is provided below.

The primary differences between the two proposals relate to the land use zoning and proposed uses on the site, the FSR, heights, setbacks, and parking.

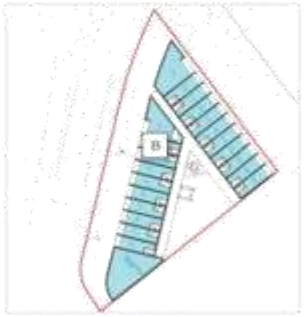
Control/ condition	Existing	PRCUTS (2016)	Previous proposal (February 2018)	Current proposal (May 2019)
Land use	IN2 Light Industrial Zone Existing use is a part one and part two storey industrial building, which provides car repair services, with 4 workers on site. Existing surrounding uses include one and two storey single residential terrace dwellings to the north and east of the site and two or three storey industrial warehouse buildings to the south and west.	R3 Medium Density Residential with a focus residential development on students, key workers, and affordable housing. Site is not recommended for rezoning until after 2023.	R3 Medium Density Residential Residential flat building is proposed with: – 9 one bedroom, 24 two bedroom, 6 three bedroom units – 2 live work (SOHO) units - 8 jobs – 26 car spaces	Retain IN2 Light Industrial Zone; and include a local provision which allows boarding houses for affordable student housing as an additional permitted use Mixed use building is proposed with: – 980sqm of non-residential floor space on the lower ground and ground floor to accommodate creative offices and high technology industrial uses targeted at the innovation, health, and education sectors. – 83 boarding house rooms for student accommodation, as a form of affordable housing
FSR	1:1 permissible FSR Existing building occupies approx FSR of 0.64:1	FSR of 1.6:1	Increase FSR to 2.6:1	Allow a maximum FSR of 2.75:1 with a minimum FSR of 0.75:1 associated with non-residential uses and a maximum FSR of 2:1 for a boarding house development. Based on Architectus testing of the floorplans, the proposal is achieving: – 0.86:1 FSR for industrial uses (non-residential FSR) – 1.67:1 FSR for residential uses (boarding and ancillary uses) – Total FSR of 2.5:1 (See Section 4 Testing for schedule and floor plans)
Height	No height limit.	17m (4 storeys)	Establish a height limit on the site of 17m (and 6 storeys)	Establish a height limit on the site of 17m (and 6 storeys)
Slope and levels	– The highest point of the site is at approx RL 8.5 and the lowest approx RL 4.3 which is an approx difference of 4.2m across the site – Neighbouring sites across Johnstons Creek are sitting at approx RL 3.7		Ground level (car park entry) at RL 8.50 and lower ground RL 5.45	Ground level (car park entry) at RL 8.50 and lower ground RL 5.45
Open space & deep soil			Rooftop communal open space on level 6	No communal open space and 14% deep soil
Through site links	None	Prioritised north south walking link through site and proposed cycle link along Johnstons Creek	None	None
Setbacks	Chester Street and Johnstons Creek - 0m		– Chester Street - 0m – Johnstons Creek - 3m at ground, 0m at lower ground	– Chester street - approx 1m – Johnstons Creek - 6m at ground, 3.2m at basement
Bulk, form, scale	Existing building is 1 and 2 storeys.		Proposed built from is 5 storeys along Chester Street and 6 storeys along Johnstons Creek	Proposed built form is 6 storeys along Chester Street and Johnstons Creek with small area of 5 storeys in most southern corner
Site coverage	71%		Unknown	80.5% (1,108sqm) - In an industrial precinct with large floorplates, site coverage is quite high, as such the proposed site coverage is appropriate.
Parking	Surface carparking		26 car spaces and 1 basement level	– 18 car spaces on a single basement level to service the employment uses – No parking for boarding houses as student accommodation – Note: plans show 3 levels of basement (if required)

3 Key findings

Key issues with the current proposal from May 2019 are provided below along with Architectus' preliminary recommendations.

Issue	Appropriateness of May 2019 proposal	Justification	Preliminary recommendation
Land use	Urban Design – The proposed typology for a mixed use building is atypical and not considered appropriate. – The proposed industrial uses which are individual 'creative offices' have limited street frontage and appear more as home offices. There is also no large vehicle access to service these uses [A] – Compatibility of residential uses and industrial uses in this form may cause land use conflicts (as described further under Bulk and form). – The boarding house unit sizes (approx min 18sqm) are similar to what is being delivered across Sydney. The amount of communal space is acceptable however no communal open space is not (further discussed in Open Space and Deep soil). Planning – The proposed typology for industrial uses would not deliver on the state government and Council's vision for the Camperdown precinct or the objectives for the IN2 Light Industrial zone in LLEP2013. – The proposed boarding house uses align with the PRCUTS recommended land use for the site however not with the proposed timeline.	Urban Design – Floorplates should be as flexible as possible to ensure buildings can respond to changes to market demand over time. – Businesses generally require a street frontage and front door. – Industrial floorspace and its ability to function should be protected. – 15-20% of student housing FSR is typically for common areas – SEPP (Affordable and Rental Housing) requires minimum 12sqm for single occupant boarding house. Example of boarding house unit in Sydney is shown below and compared to the proposal [B] Planning – The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) in conjunction with the Greater Sydney Regional Plan and the Eastern Harbour City District Plan underline the importance of the Camperdown Precinct as part of the Camperdown Ultimo Collaboration area with a focus on the biotechnology sector. – While the PRCUTS recommends that the site be zoned R3 Medium Density Residential (with a focus on key workers, affordable housing and student housing), the site is not proposed for residential development until after 2023, as it is outside the boundary of the PRCUTS Implementation Plan for 2016-2023. – The proposed typology would be unlikely to meet the objectives of the IN2 Light Industrial zone in the LLEP2013, such as 'to support and protect industrial land for industrial uses'.	– Architectus is not opposed to a mix of uses on the site (including residential uses) provided that the site can: – deliver the employment uses envisioned for the Camperdown Precinct – ensure residential uses are well separated to prevent compatibility issues that would detract from the future employment potential of the precinct. – Architectus is however concerned with the proposed mixed use typology which is atypical. The model should be checked, as from Architectus' experience: – Industrial uses prefer to have flexible large floorplates and street frontage. A large industrial floorplate also allows residential uses to be well separated. – Council should know that a final design could vary considerably and be satisfied appropriate controls will ensure a high quality boarding house outcome. – Council should seek to be satisfied that the uses proposed are the right typology which can be delivered on the site, achieve the vision for the Camperdown Precinct and provide flexibility to meet future needs.

Ground plan showing industrial units with out street frontage



Level 1 plan showing boarding houses

(Extracts from Urban Design Report May 2019 by se design partnership)

Zoom in of boading house typical unit

Architectus example of boarding housing with proposal typical unit size overlaid
(1-2 Cottonwood Crescent & 2 Lachlan Avenue, Macquarie Park)

Key findings

Issue	Appropriateness of May 2019 proposal	Justification	Preliminary recommendation
FSR	– The supporting floor plans do not demonstrate the FSR proposed. – The proposal should at minimum replace the existing industrial FSR on site.	– Architectus testing of the floorplans, demonstrate that they are achieving industrial FSR however not the residential FSR or the total proposed FSR. Floorspace has been calculated based on the floorplans provided (see Section 4). – The amount of industrial floorspace is to be increased where possible. – The existing development achieves an FSR of 0.75:1. The existing controls allow an FSR of 1:1.	– The proposed total FSR is not being achieved under the current scheme, according to Architectus' testing. Architectus recommends that the applicant provides a schedule so the calculations and be checked. – Architectus recommends a range for industrial FSR is applied (say 0.75:1 - 1:1) that is separate to any residential capacity, to allow for flexible good design and encourage industrial floorspace to be maximised. – Through further testing, Architectus can determine and recommend the appropriate residential and total FSR for the site.
Height	– The proposed max height of up to 17m for the site is appropriate however the proposed 6 storeys cannot be achieved in the proposed typology. – The floor to floor levels of 3.1m for the industrial uses are too low and not appropriate.	– The PRCUTS recommends a height of 17m, with a building of only 4 storeys, to create a gradual transition in heights from Camperdown Triangle Towards low density residential dwellings along Johnston Creek. – The industrial uses require larger floor to floor heights (minimum 4m and up to 6m) than those proposed (3.1m). This means maximum 5 storeys could be achieved within the height limit of 17m.	– The proposed 17m height limit may be appropriate for the site, however 6 storeys is not, as it cannot be achieved within the height limit. – The need for rooftop communal open space with solar access should also be considered as it relate to the height limits. – The floor to floor height for levels with industrial uses should be increased to allow flexibility in potential uses. – Through further testing, Architectus can confirm the appropriate height for the site. – Council should be aware that the height is likely to be a contentious issue with the low scale neighbours west of Johnston Creek.

Key findings

Issue	Appropriateness of May 2019 proposal	Justification	Preliminary recommendation
Bulk form and scale	– The continuous perimeter building is not appropriate for the sites context, as it provides a poor interface with its neighbours with regard to overlooking, scale transition, building and land use separation.	– Interface to Johnstons creek frontage: Dwellings to the west are of a low scale with back gardens facing the site: – The 6 storey street wall does not provide a good scale transition to its neighbours. – The 4 levels of residences oriented to this frontage will directly overlook the neighbours from a short distance which will result in poor amenity impacts. Oblique views may also be blocked. – Note: The renders do not show the preferred option - appear to show Option 2 from the May 2019 Urban Design Report, which includes some height variation (5 and 6 storeys) along Johnstons Creek frontage [C]. – Interface to Chester Street frontage: The PRCUTS highlights the importance of relating building height to street width and intended character. – A 5 storey street wall on Chester Street is not achievable under the height limit of 17m – The street wall on Chester Street provides minimal separation (11m) to the opposite site (1-19 Booth Street). The opposite site has an existing DA (D/2019/125) under assessment for a 6 storey mixed use building built to boundary on Chester Street. The interface of residential uses (on site) fronting Chester Street and industrial/ commercial uses (on adjacent site) needs to be carefully managed to prevent land use compatibility conflicts. – Interface to adjoining site to south east: Development on the site must carefully considers its relationship with the adjacent site at 17 Chester Street to prevent land use conflicts between industrial and residential uses and allow the adjacent lot to also redevelop in the future. – The separation and orientation of the building to the adjacent site is not appropriate. While the boarding house units front Chester Street and Johnstons Creek, the south east facing corridor overlooks the adjacent lot at a short distance which has the potential to cause conflicts with the neighbouring industrial uses, such as noise from trucks. The overlooking may also inhibit the future redevelopment of that site.	– The proposed bulk, form and scale of the development is too large for the sites context. The continuous perimeter building interfaces poorly with its neighbours. – The built form should be revised to be less bulky and intrusive on neighbours. This could be done by setting back the residential component from Chester Street and breaking down the street wall on Johnstons Creek frontage and reorientating the building to optimise visual and acoustic privacy to the Johnstons Creek frontage and the adjacent industrial lot at 17 Chester Street. – An indicative design of 17 Chester Street should be developed to ensure both sites can redevelop in a cohesive way.

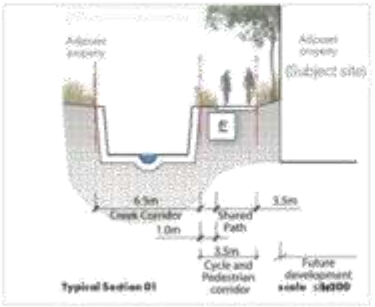
Plan of section cut location showing continuous 6 storey perimeter building and 0m separation at south of site to adjacent site (15 Chester Street)
(Extracts from Urban Design Report May 2019 by ae design partnership)

Artists impression of Johnstons Creek frontage showing variation in height of buildings to plan

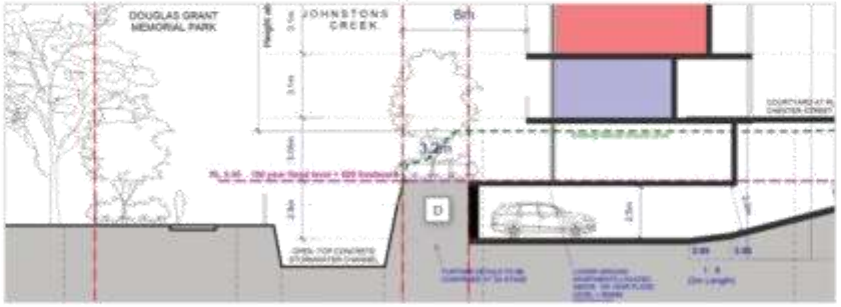
Artists impression of Chester Street frontage showing the 5 storey street wall
(Extracts from Urban Design Report May 2019 by ae design partnership)

Key findings

Issue	Appropriateness of May 2019 proposal	Justification	Preliminary recommendation
Setbacks	– The proposed 1m setback to Chester Street is appropriate for the existing context. – The proposed 0m side setback to adjacent neighbour is appropriate for the Chester Street frontage. – The proposed 6m setback to Johnstons Creek is appropriate however the use and design of the space is not.	– A continuous street wall along Chester Street is in keeping with the existing context. – PRCUTS identifies an open space and movement corridor along Johnstons Creek between Booth Street and Parramatta Road. Council's Streetscape Improvements draft Master Plan also proposed a 3.5m shared pedestrian and cycle path in front of the site. To deliver on this, the site should be able to provide a through site link along Johnstons Creek.	– The proposed 6m setback to Johnstons Creek is an appropriate width however the use and design of the space should be revised so that it can include an open air through site pedestrian link (to be incorporated into a site specific DCP for the site). Continuing this link along the creek is dependent on neighbouring sites redeveloping, as such this should not be a primary frontage for the industrial uses.
Slope and levels	– The terrain level on the Johnstons Creek frontage is lifted up to RL 5.45 to be above the 100 year flood level (according to the section), which is approx 2m higher than the terrain level on the opposite side of the creek [D]. This is not appropriate as it results in a poor interface with the creek and the properties west of the creek including Douglas Grant Park.	– Developments should optimise the interface with the natural environment. By lifting the terrain, the difference in topography either side of the creek is exacerbated. The site feels disconnected from the creek frontage and its neighbours. – Douglas Grant Park is a key local public space and it is important that adjacent properties contribute to providing an attractive frontage to this space with good passive surveillance. – Council's proposed shared path shows the same terrain level either side of the creek [E] – Note: There is an inconsistency in ground heights between the section shown and the render. The render appears lower as the basement carpark is visible [F].	– The terrain on the Johnstons Creek frontage should be lowered to match the terrain height of the properties and park west of the creek, as per Council's Section of the proposed share path and thus provide a better interface with the creek. Note the basement level of the development needs to be appropriately screened so it doesn't provide a blank wall to this frontage.
Lot size/site amalgamation	– The site is constrained by its small size (1,377sqm) and irregular shape. The proposal in its current form is not considered appropriate for the lot.	– The scale of the current proposal is too large for the small site resulting in interface issues with neighbours (as discussed in Bulk, Form and Scale) – Note: It is understood the site is unlikely to amalgamate with its neighbours who are strata titled.	– As the site is constrained by its small size and irregular shape, development on the site must carefully consider its relationship with its neighbours. – Through further testing Architectus can determine the scale of development that can be accommodated on the site. Council should be aware, that testing may also show, that the site would be able to achieve a better outcome and greater floorspace if amalgamated with its neighbour.



Section of proposed shared path on subject site
(Extract from Council's Streetscape Improvements draft Master Plan – Annandale, Camperdown, Leichhardt, Petersham)



Section of proposal showing difference in terrain level either side of the creek
(Extract from Urban Design Report May 2019 by ae design partnership)

Artists impression of Johnstons Creek frontage showing lower terrain level to section

Issue	Appropriateness of May 2019 proposal	Justification	Preliminary recommendation
Communal open space and deep soil	– The proposal does not include any communal open space for the boarding houses which is not considered appropriate. – The area of deep soil in the landscape setback is appropriate.	– SEPP65 is best practice for residential design and the ADG recommends communal open space to have a minimum area equal to the 25% of the site and for deep soil to be 7% of the site.	– The proposal should look in a provision to ensure 25% of the site is provided as communal open space. This could be provided on the roof where it would have the best solar access. Access to the roof, however will increase the height of the building, and should be incorporated into the overall height of the development. – The basement should be setback to the building line so that a greater area of deep soil can be provided in the landscape setback.
Movement and access	Pedestrian – The proposed 'creative office' units should be accessed from the Chester Street frontage as this is the primary frontage for the development. Vehicular – The turn at the bottom of the carpark ramp seems very tight and if the carpark is to be setback 6m from the Johnstons Creek frontage that will most likely not work. [G] It is noted, it may be acceptable for the basement to step out into the setback below basement level. – The proposal does not provide include truck access.	– Industrial uses prefer street frontage and front door. – Industrial uses require truck access to site.	– The industrial units typology should be reviewed (as described under Land Use) and ensure the industrial uses have a primary frontage and can be accessed from Chester Street. – Configuration of carpark should be revised.
Overshadowing	– Based on Architectus testing the proposal has limited impact on overshadowing to existing neighbouring residential properties however some overshadowing to the neighbouring industrial site at 15 Chester Street.	– ADG recommends residential developments achieve a minimum 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm 21 June (midwinter).	– The proposal does not adversely impact existing residential zoned land by overshadowing, however it does impact the neighbouring site (15 Chester Street) which is proposed for residential uses in the PRUCTS (after 2023). Architectus recommends the proponent develops an indicative design on the neighbouring site to test the impacts of overshadowing on this site.

Basement plan highlighting tight turn at the bottom of the ramp

4 Testing

Architectus has massed up the May 2019 proposal and based on this tested the calculations and the overshadowing impacts (mid winter) to neighbouring properties.

Architectus' model of proposal on aerial with existing industrial buildings massed up. Note: Lower ground level is below terrain in model views.

9am June 21

10am June 21

11am June 21

12pm June 21

1pm June 21

2pm June 21

3pm June 21

Architectus' testing of proposal's overshadowing impacts to neighbouring properties in mid winter

Item 2

Attachment 5

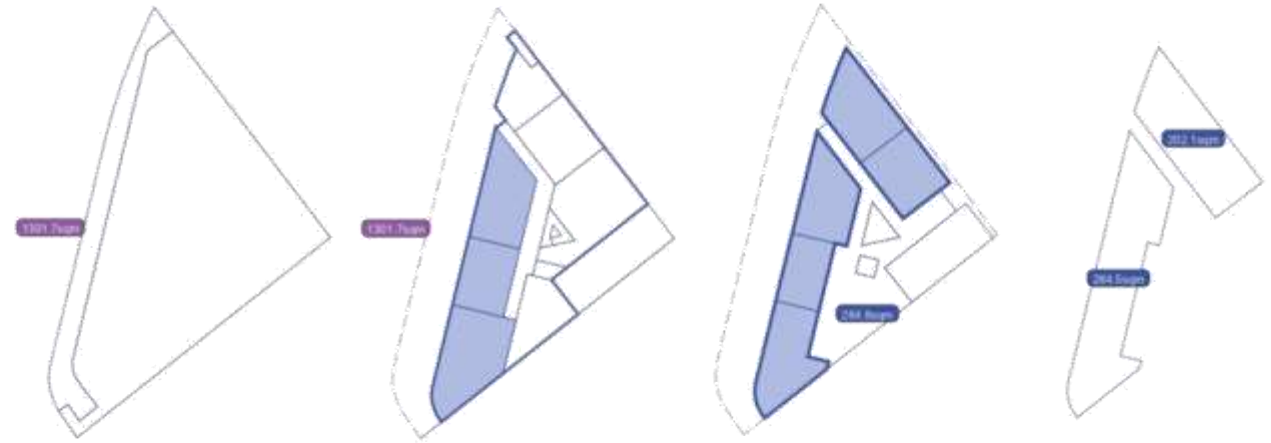
The below floorplans have been redrawn by Architectus to calculate floorspace in the May 2019 proposal

Total Site Area: 1,375.5 sqm

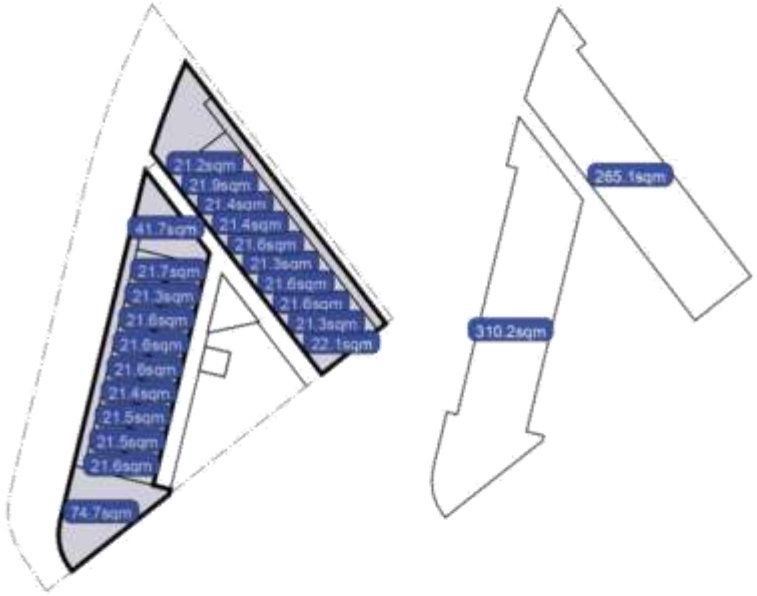
Total FSR: **2.5: 1**
non-residential FSR: 0.86: 1
boarding & ancillary uses FSR: 1.67: 1

Level	Name	Total Area*
Lower ground	Creative offices	389.7 sqm
	Storage area	313.7 sqm
Ground level (Chester street)	Creative offices	486.6 sqm
Levels 2-4	Boarding rooms	1,501.5 sqm
	Communal room & kitchen	224.1 sqm
Level 5	Boarding rooms	450.8 sqm
	Communal room & kitchen	47.0 sqm
	Manager Accommodation	47.3 sqm
TOTAL		**3,460.7sqm**
	non-residential	1,190 sqm
	boarding & ancillary uses	2,298 sqm

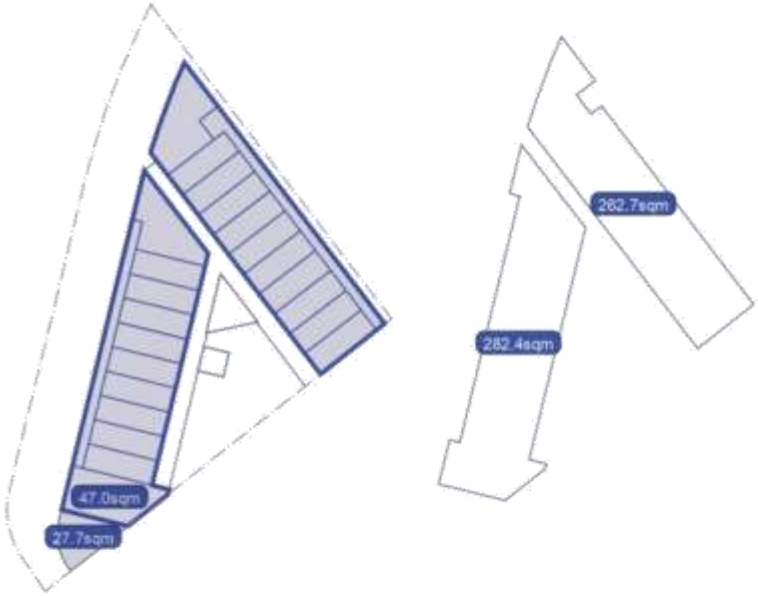
* Note: area calculations includes centreline of internal wall cavities and excludes circulation space (hallways, stairwells and lifts), carparking balconies and paved open spaces.



Basement plan | Lower ground plan | Ground and level 1 plan



Level 2 - 4 plan



Level 5 plan

5 Conclusion

Architectus believes that the May 2019 proposal is not appropriate as it currently stands and Council should not support it. In saying this, there is merit in the proposal and a refined proposal could be found to be appropriate. Key issues which need to be addressed include:

Land use
Architectus is not opposed to a mix of uses on the site (including residential uses) provided that the site can:

- deliver the employment uses envisioned for the Camperdown Precinct
- ensure residential uses are well separated to prevent compatibility issues that would detract from the future employment potential of the precinct.

Architectus is however concerned with the proposed mixed use typology which is atypical. The model should be checked, as from Architectus' experience Industrial uses prefer to have flexible large floorplates and street frontage. A large industrial floorplate also allows residential uses to be well separated.

Council should know that a final design could vary considerably and be satisfied appropriate controls will ensure a high quality boarding house outcome.

Council should seek to be satisfied that the uses proposed are the right typology which can be delivered on the site, achieve the vision for the Camperdown Precinct and provide flexibility to meet future needs.

Bulk, scale and form
The proposed bulk, form and scale of the development is too large for the sites context. The continuous perimeter building interfaces poorly with its neighbours.

Interface to Johnstons creek frontage: Dwellings to the west are of a low scale with back gardens facing the site:

- The 6 storey street wall does not provide a good scale transition to its neighbours.
- The 4 levels of residences oriented to this frontage will directly overlook the neighbours from a short distance which will result in poor amenity impacts. Oblique views may also be blocked.

Interface to Chester Street frontage: The PRCUTS highlights the importance of relating building height to street width and intended character.

- A 5 storey street wall on Chester Street is not achievable under the height limit of 17m
- The street wall on Chester Street provides minimal separation (11m) to the opposite site (1:19 Booth Street). The opposite site has an existing DA (D/2019/125) under assessment for a 6 storey mixed use building built to boundary on Chester Street. The interface of residential uses (on site) fronting Chester Street and industrial/commercial uses (on adjacent site) needs to be carefully managed to prevent land use compatibility conflicts.

Interface to adjoining site to south east: Development on the site must carefully considers its relationship with the adjacent site at 17 Chester Street to prevent land use conflicts between industrial and residential uses and allow the adjacent lot to also redevelop in the future.

- The separation and orientation of the building to the adjacent site is not appropriate. While the boarding house units front Chester Street and Johnstons Creek, the south east facing corridor overlooks the adjacent lot at a short distance which has the potential to cause conflicts with the neighbouring industrial uses, such as noise from trucks. The overlooking may also inhibit the future redevelopment of that site.

The built form should be revised to be less bulky and intrusive on neighbours. This could be done by setting back the residential component from Chester Street and breaking down the street wall on Johnstons Creek frontage and reorientating the building to optimise visual and acoustic privacy to the Johnstons Creek frontage and the adjacent industrial lot at 17 Chester Street. An indicative design of 17 Chester Street should be developed to ensure both sites can redevelop in a cohesive way.

Height
The proposed 17m height limit may be appropriate for the site, however 6 storeys is not, as it cannot be achieved within the height limit.

The floor to floor height for levels with industrial uses should be increased to allow flexibility in potential uses. The need for rooftop communal open space with solar access should also be considered as it relate to the height limits. Through further testing, Architectus can confirm the appropriate height for the site.

Council should be aware that the height is likely to be a contentious issue with the low scale neighbours west of Johnston Creek.

FSR
The proposed total FSR is not being achieved under the current scheme, according to Architectus' testing. Architectus recommends that the applicant provides a schedule so the calculations and be checked.

Architectus recommends a range for industrial FSR is applied (say 0.75:1 - 1:1) that is separate to any residential capacity, to allow for flexible good design and encourage industrial floorspace to be maximised.

Through further testing, Architectus can determine and recommend the appropriate residential and total FSR for the site.

Landscaping and links
The proposed 6m setback to Johnstons Creek is an appropriate width however the use and design of the space should be revised so that it can include an open air through site pedestrian link (to be incorporated into a site specific DCP for the site). Continuing this link along the creek is dependent on neighbouring sites redeveloping, as such this should not be a primary frontage for the industrial uses.

The terrain on the Johnstons Creek frontage should be lowered to match the terrain height of the properties and park west of the creek, as per Council's Section of the proposed share path and thus provide a better interface with the creek. Note the basement level of the development needs to be appropriately screened so it doesn't provide a blank wall to this frontage.

Overshadowing
The proposal does not adversely impact existing residential zoned land by overshadowing, however it does impact the neighbouring site (15 Chester Street) which is proposed for residential uses in the PRUCTS (after 2023). Architectus recommends the proponent develops an indicative design on the neighbouring site to test the impacts of overshadowing on this site.

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6 Alternate scenario

In response to our views of the May 2019 proposal, Architectus has provided built form testing for an alternate scenario for the site.

The alternate scenario includes two layout options for the site.

Both layout options are based on the same structuring principles:

- Mixed use development with large floorplate industrial uses on lower levels and boarding house uses above
- Publicly accessible through site link along Johnstons Creek
- Allow oblique views only to the west to minimise overlooking of neighbours.

The difference between the two options relates to the orientation of the south western potion of the boarding houses (Level 1-3).

A comparison of the two options is provided below. Architectus preferred layout is Option 2. Built form testing and recommended controls for the site have been developed based on the preferred option and are described on the pages following.

Site layout option 1 - boarding house level plan

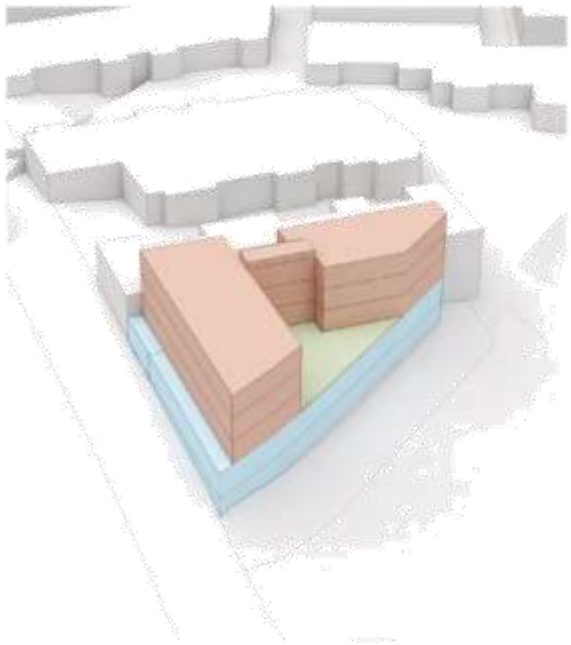
Site layout option 2 (preferred) - boarding house level plan

Pros and cons	
⊕	Least overlooking of low scale neighbours to the west
⊗	South facing apartments have limited solar access
⊗	Apartment at ground required to be removed to allow access to communal open space in southern corner

Pros and cons	
⊗	Some overlooking of neighbours to the west
⊗	More overshadowing of neighbour to the south
⊕	Good solar access to apartments
⊕	Large central communal open space
⊕	West facing apartments provide passive surveillance over through site link

Item 2
Attachment 5

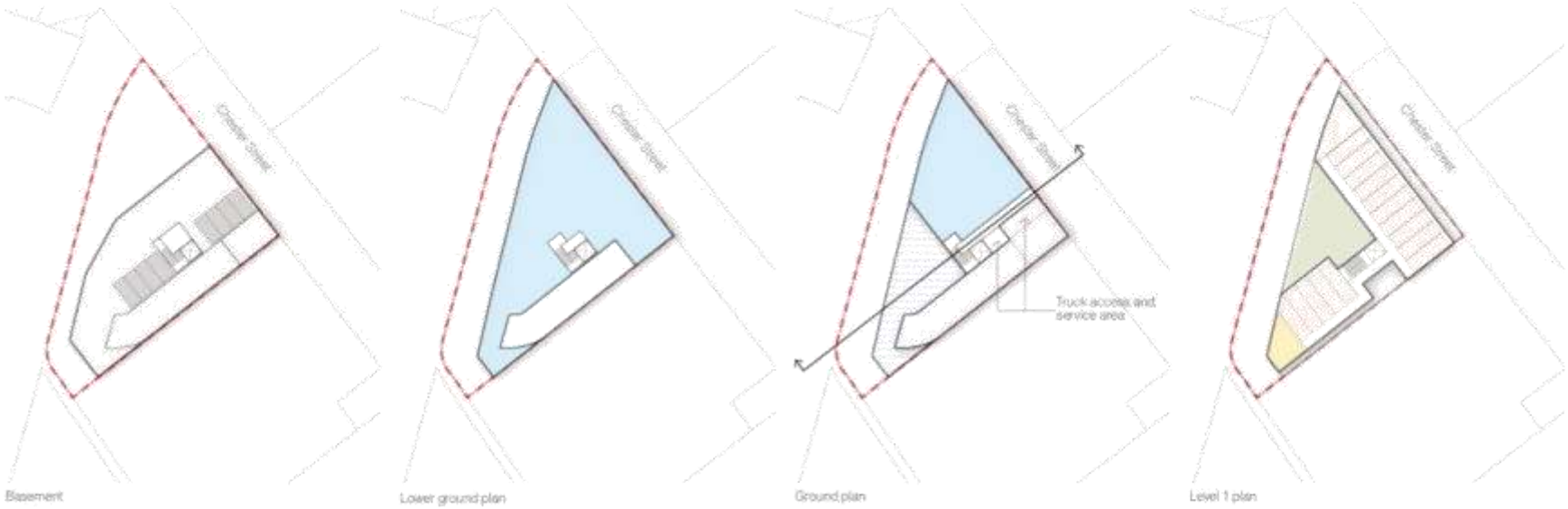
Preferred option

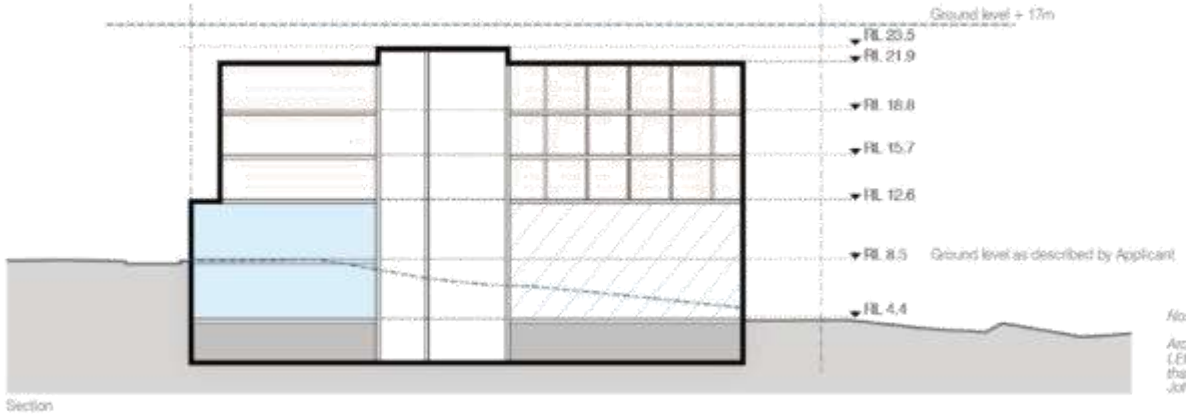


3D view

Land use	Large format industrial floorplate (double height with mezzanine) at ground and lower ground with 3 storeys of boarding houses above
FSR	1.65:1 total FSR 0.65:1 industrial FSR 1:1 residential FSR (approx 45 boarding rooms)
Height	17m (5 storeys)
Bulk, scale, form	Large floorplate industrial podium with 2 residential buildings above with a central communal open space
Setbacks	6m landscape setback to Johnstons Creek 3m setback for residential uses on Chester Street frontage
Slope and levels	+23.5 RL - Lift over-run +21.9 RL - Roof +18.8 RL - Level 3 +15.7 RL - Level 2 +12.6 RL - Level 1 +8.5 RL - Ground +4.4 RL - Lower ground
Communal open space and deep soil	Communal open space at Level 1 (180sqm) = 26% of the develop-able site area* Deep soil (410sqm) = 30% of site area
Movement and access	– Industrial uses and boarding house lobby accessed from Chester Street – Truck and vehicular access from eastern edge of site with truck reversing into site. Ground level waste collection and service area. – Parking has been shown in a basement with 8-10 spaces, as this was requested by Council Note: Parking and servicing provision shown is one potential solution considered at a high level only. This will need to be further developed through detailed design. This may increase the amount of floorspace from the design shown.
Overshadowing	The site causes some overshadowing to the adjacent site to the south (15 Chester Street) - see diagrams overleaf, however we have tested an indicative design on the neighbouring site and the neighbouring site would be able to achieve ADG requirements for sunlight.

* This is calculated as the site area minus the 6m landscape setback (870sqm)





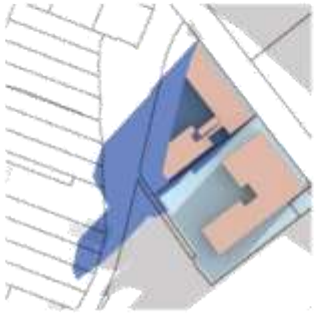
Section

Note:

Architectus is not certain that the ground level described by the applicant is appropriate to LEP definitions based on the survey work available as the ground level. It is recommended that further survey work is completed to confirm a view on "natural ground level" towards Johnston's Creek

Solar testing

Architectus has tested the overshadowing impacts on the site to its neighbour to the south (15 Chester Street). An indicative design of the neighbouring site shows that both sites would be able to redevelop and achieve ADG solar requirements.



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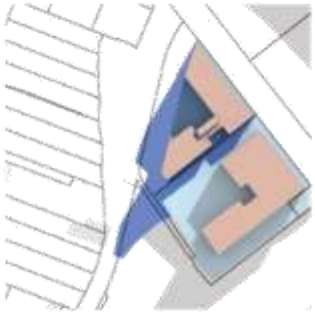

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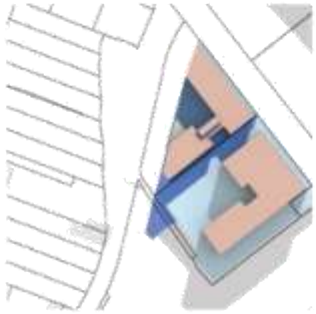

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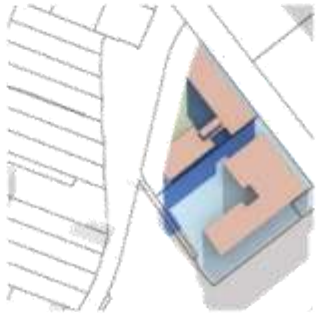
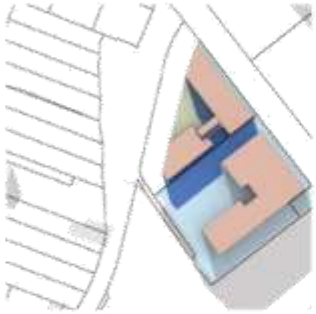
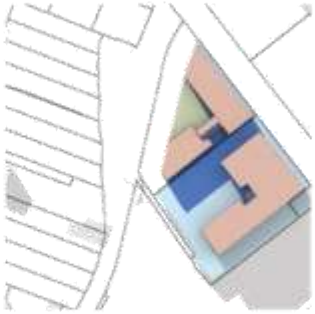


12pm June 21

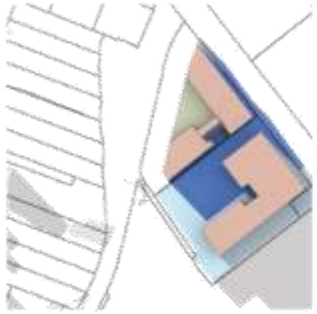
Site overshadowing



1pm June 21



2pm June 21



3pm June 21

7 Recommendations for controls

Architectus' recommendations for LEP and DCP controls, based on the built form testing in the alternate scenario, are as follows:

Recommendations towards LEP controls

Land use

We understand that the proponent is seeking to retain the existing IN2 Light Industrial Zone and include a local provision which allows boarding houses for affordable student housing as an additional permitted use.

In allowing a mix of uses on the site, Council should be satisfied that the uses and typology proposed can be delivered on the site, achieve the vision for the Camperdown Precinct and provide flexibility to meet future needs, including the employment floorspace is adequately provided in the precinct.

Our anaylsis shows that for this specific site, looking at the design issues only, boarding houses and light industrial/creative uses could be accomodated with adequate design controls and provide an appropriate response to the local context.

FSR

Based on our testing the site is achieving 1.65:1 total FSR and we therefore recommend that the controls include a **minimum 0.75:1 for industrial uses** and a **maximum 1:1 for boarding house uses**, with a **total permissible FSR of 2:1.** (*Note: FSR for industrial use subject to detailed design of access and services.*)

This could be described as an 'area' on the FSR map or alternatively on the Special Provisions Map. This responds to the following key considerations:

- To ensure as far as possible that the industrial component is delivered to be consistent with the zone objectives.
- To accord with the alternate scenario provided by Architectus
- By separating the FSR of different land uses, there is a clear expectation set for development as to the needs for both.
- Providing a range for the industrial FSR provides flexibility while encouraging industrial floorspace to be maximised on the site.

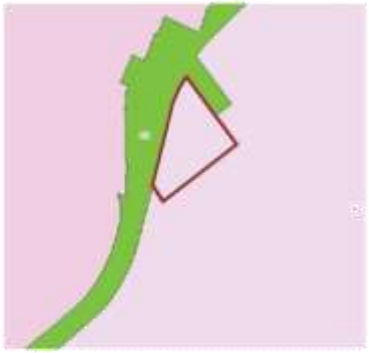
Height

A maximum building height of **17m (5 storeys)**. This height is based on the PRCUTS recommendation of 17m which we consider to be appropriate.

This allows for a larger floor to floor height for the industrial uses to provide flexibility for different uses.

Our proposed height controls are based on the following floor to floor heights shown in the alternate scenario, which we consider minimums for best practice:

- 4.1m for ground level (or 6m for double height with mezzanine for industrial levels)
- 3.1m for residential levels (total 9.3m)
- Lift over run (approx 1.6m)



Proposed land use zoning

Proposed maximum height

Proposed floor space ratio

Recommendations towards DCP controls

Architectus recommends that a site specific DCP is developed and establish design principles and controls to guide development of the site.

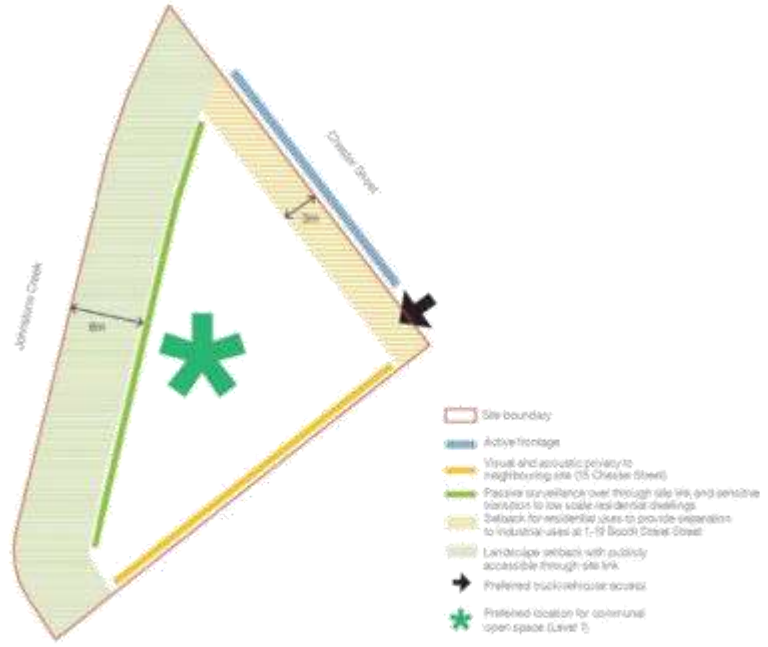
Architectus has provided some key principles for the layout of the site as shown in the diagram opposite. Specifically Architectus recommends the proponent considers the following:

- **Publicly accessible through site link** is provided along Johnstons Creek frontage. Council should determine whether the link should be dedicated to Council or be developed and maintained on private land.
- **Active frontage on Chester Street** with front door and primary access for industrial/creative uses.
- Industrial/creative uses should provide an attractive **frontage to Johnstons Creek** with windows at ground and lower ground level to provide passive surveillance over the through site link.
- **Ground floor** should provide a double height industrial space of as large dimension as possible to provide flexibility for future industrial use.
- Industrial uses require **access and loading** for a medium rigid vehicle for industrial flexibility plus any Council requirements for garbage and recycling vehicles. **Minimise impacts of servicing** on the active Chester Street frontage.
- Council may need to include some provisions in the DCP to ensure **good internal design of the boarding uses** as the SEPP (Affordable Rental Housing) 2009 does not apply to the IN2 Light Industrial Zone.
- Residential lobby access from Chester Street
- Residential uses should be well separated from industrial uses to prevent land use compatibility issues with regard to **visual and acoustic privacy**.

To do this, Architectus recommends:

- Residential uses are provided above a large floorplate industrial podium
- 3m setback for residential uses on Chester Street frontage to provide separation to neighbouring industrial uses at 1-19 Booth Street
- Residential uses are oriented away from eastern boundary and neighbouring industrial uses at 15 Chester Street.

- The **sensitive interface to neighbouring low scale residential dwellings** to the west of the creek should be carefully managed. Architectus' alternate scenario breaks up the wall along this frontage to provide a better transition to its neighbours, by having two residential components separated by a central communal open space.
- **Communal open space** is provided for the boarding house uses (25% as required in the ADG and in accordance with the design criteria and guidance in the ADG).
- **Deep soil** should be provided (minimum 8% as required by the ADG)
- **Minimise overshadowing** to neighbouring sites. An indicative design of the neighbouring site at 15 Chester Street should be provided to test the impacts of overshadowing on this site and ensure the two sites develop in a holistic way.



Key principles for the layout of the site

architectus™

FPD Pty Ltd
File Planning & Development Services

Stakeholder Engagement Update Report

Chester Street view – artists impression

1-5 Chester Street, Annandale

Prepared on behalf of: Corvas Pty Ltd

March 4, 2020

FPD Pty Ltd
File Planning & Development Services

Document control

Authors

Reviewed by	Michael File, Director
Prepared by	Anna Johnston, Associate

Project summary

Applicant	Corvas Pty Ltd
Applicant's address	L2, 210 Clarence Street, Sydney NSW 2000
Land to be developed	1-5 Chester Street, Annandale
Legal description	Lot 11 DP499846
Project description	Stakeholder Engagement Update

FPD Pty Ltd
File Planning & Development Services

Contents

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Executive Summary

This report provides an update to the Stakeholder Engagement Report prepared by Ethos Urban in January 2018 lodged with the original Planning Proposal for the site. It sets out the engagement that has been undertaken in connection with the revised Planning Proposal which was lodged in May 2019, and subsequently amended in December 2019.

In particular it sets out the extensive consultation that has been undertaken with Council and various stakeholders to refine the proposal to meet Council's key objectives for the site. It also sets out engagement that has been undertaken to inform the community of the changes to the proposal.

The report relates to a 1,307sqm site at 1-5 Chester Street, Annandale.

The Ethos Urban Stakeholder Engagement report was prepared in support of the previous Planning Proposal for the site which sought a rezoning from IN2 Light Industrial to R3 Medium Density Residential to allow an apartment building of up to 17m in height (six storeys) with a maximum floor space ratio of 2.6:1 (3,398sqm). The application sought to progress the objectives of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) released by the NSW Government in 2016.

On 30 October 2018, Council determined not to support the proposal, following advice from the Inner West Local Planning Panel on the 11 September 2018. This decision was on the basis of excessive bulk and scale and inconsistency with State and local government policy particularly relating to loss of employment lands.

A revised proposal was lodged with Council in May 2019 which sought to address Council's concerns and comprised a six storey development with a mix of:

- creative office and light industrial uses at the lower levels to retain employment uses, and
- student accommodation above to meet the growing need for student housing in the area.

This approach aligns with the objectives of the Camperdown-Ultimo Collaboration Area Place Strategy (February 2018) released by the Greater Sydney Commission, whilst also delivering on the objectives of the PRCUTS.

This proposal has been further refined in consultation with Council to reduce the height to 5 storeys, reduce the FSR to 2:1 with a minimum non-residential uses FSR of 0.75:1, and reconfigure the site layout to reduce the building's visual impact, bulk and scale viewed from the Johnstons Creek and low density residential properties to the north within the Annandale Heritage Conservation Area. In particular, the majority of the built form fronting Johnstons Creek would be limited to two storeys. Further, the proposed mix of employment uses and student accommodation generates no additional demand for car parking, addressing concerns about car parking demand and reducing traffic generation.

This revised proposal is currently under consideration by Council and comprises the following:

- Proposed zone: B7 Business Park
- Additional permitted uses: boarding house for use as student accommodation
- Maximum height: 17m / five storeys (reduced from six storeys)
- Maximum FSR: 2:1 (reduced from 2.75:1)
- Minimum FSR non-residential uses: 0.75:1

The proposal also provides the following public benefits:

- retention of employment floorspace and the replacement of approximately four jobs enabled under current controls with up to 60 jobs under the Proposal in the creative, education and innovation industries,
- increased supply of much needed purpose built student accommodation servicing the education sector,
- creation of a pedestrian and cycle link along the Creek including landscaped treatment to enhance the public domain and passive surveillance, lighting and CCTV to improve security (providing a future connection to the south along Johnstons Creek), and
- a commitment to sustainability via a minimum 4 star Green Star design.

Further consultation has been carried out with the community in relation to this revised proposal, by way of a letter sent to 310 residents and businesses within the local area.

The applicant had discussions with three community members as a result of the mailout. This represents less then 1% of the residents/business owners who received the letter and demonstrates an appropriate level of support for the proposal as required by the PRCUTS Out of Sequence Checklist Criteria 3.

The issues raised largely related to traffic impacts, car parking, the proposed cycleway and impacts of bulk and scale.

Two of the respondents were largely clarifying matters in relation to the proposal and did not raise significant areas of concerns. One of the respondents had concerns about the impacts of bulk and scale on a dwelling to the north of Johnstons Creek on Chester Street.

The closest dwelling to the site is located at 2B Chester Street. This property has a largely blank wall facing the site with only two small windows within the attic. It is located at least 35m away from the proposed development. This separation distance substantially exceeds the required separation distance under the Apartment Design Guide for habitable spaces of 12m. Views from this dwelling would be screened by the playground and existing trees. The orientation and aspect of the proposed student housing dwellings is such that it would not result in direct overlooking of existing dwellings. Further, the proposal has been redesigned to reduce the bulk and scale facing this direction. Accordingly, any impacts of the proposal on this dwelling would be minimal.

It is expected that this report will support the Council in assessing the Planning Proposal's suitability to progress to a Gateway decision. Following a Gateway decision further consultation would be undertaken with relevant stakeholders including Government agencies, organisations and the local community through a formal public exhibition process.

1 Background

This report provides an update to the Stakeholder Engagement Report prepared by Ethos Urban in January 2018. It sets out the engagement that has been undertaken in connection with the revised Planning Proposal which was lodged in May 2019.

The report relates to a 1,307sqm site at 1-5 Chester Street, Annandale shown at Figure 1.

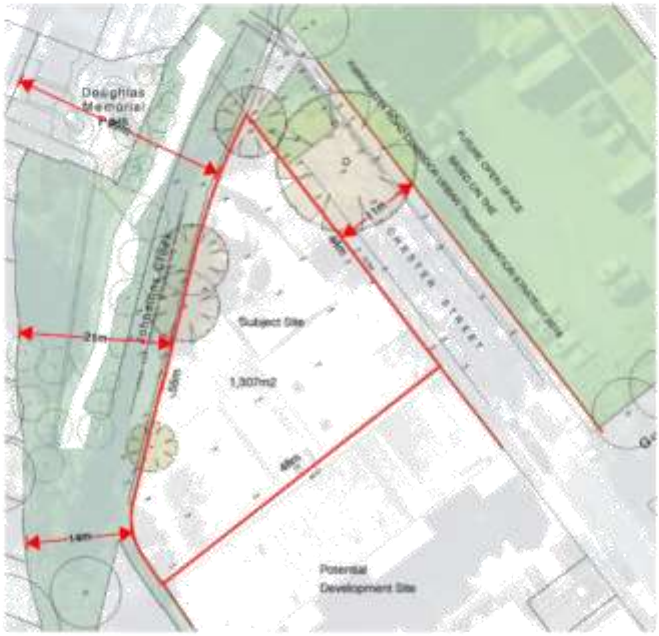


Figure 1: Subject site

The Ethos Urban Stakeholder Engagement report was prepared in support of the previous Planning Proposal for the site which sought a rezoning from IN2 Light Industrial to R3 Medium Density Residential to allow an apartment building of up to 17m in height (six storeys) with a maximum floor space ratio of 2.6:1 (3,398sqm). The application sought to progress the objectives of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) released by the NSW Government in 2016.

The previous Planning Proposal was lodged with Inner West Council on 2 February 2018. This followed extensive consultation with Council, as well the local community and a number of State Government agencies and organisations including Department of Planning and Environment, Transport for NSW, Roads and Maritime Services, University of Sydney, Sydney Local Health District, Sydney Water, NSW Department of Industry and NSW Department of Education.

On 30 October 2018, Council determined not to support the proposal, following advice from the Inner West Local Planning Panel on the 11 September 2018. This decision was on the basis of excessive bulk and scale and inconsistency with State and local government policy particularly relating to loss of employment lands.

A revised proposal was lodged with Council in May 2019 which sought to address Council's concerns and comprised a six storey development with a mix of:

- creative office and light industrial uses at the lower levels to retain employment uses, and
- student accommodation above to meet the growing need for student housing in the area.

This approach aligns with the objectives of the Camperdown-Ultimo Collaboration Area Place Strategy (February 2018) released by the Greater Sydney Commission, whilst also delivering on key objectives of the PRCUTS. The Camperdown Ultimo Place Strategy applies to the areas to the south and east of the Chester Street site and includes the RPA Hospital, Sydney of University, UTS, Notre Dame University, and TAFE Ultimo. The Place Strategy establishes a vision for the Collaboration Area and highlights the need for affordable employment floor space to accommodate innovation, research and creative industries and affordable student housing.

On 23 July 2019 the revised proposal was considered by the Inner West Local Planning Panel. The Panel resolved to advise Council that it does not support the proposal, but agreed to a series of principles for revising the proposal being to:

1) *Rezone the site to Zone B7 Business Park and allow boarding house for student accommodation as an additional permitted use.*

2) *Increase the FSR of the site up to 2:1 with a minimum non-residential floor space of 980 sqm (or FSR 0.75:1) dedicated to business and office premises and light industries in the technology, bio-medical, arts, production and design sectors, consistent with the alternate scheme developed by Architectus.*

3) *Establish a 17m height limit which would facilitate a five-storey development on the site with minimum floor to ceiling heights for employment uses to be incorporated in the DCP*

4) *Ensure that the proposed boarding house will not have an adverse impact on the surrounding industrial uses and that the development will include the necessary design and acoustic measures to ensure that there are no significant adverse impacts on the amenity of future residents of the site.*

5) *Ensure that a minimum percentage of non-residential floorspace is made available as affordable space for tech start-ups, innovative creative industries, community uses and artists to align with the objectives of Camperdown Ultimo Collaboration area Place Strategy.*

6) *Incorporate appropriate mechanisms to ensure that 'new-gen' boarding house rents are affordable in perpetuity.*

7) *Ensure that the development provides a pedestrian and cycle access through the site along Johnstons Creek to align with the objectives of the Parramatta Road Corridor Urban Amenity Improvement Plan and Camperdown Public Domain Masterplan.*

8) *Ensure that the development will incorporate environmentally sustainable design principles which exceed the PRCUTS sustainability targets.*

9) *Update the site - specific DCP to reflect Architectus's urban design recommendations.*

10) *Update the proposal in response to the outcomes of the precinct-wide traffic study once completed.*

11) *Update the IIDP and ensure that satisfactory arrangements are made for the provision of State and local infrastructure.*

12) *Consider DCP requirements to provide infrastructure or the capacity for EV charging points, including appropriate charging outlets in each parking space.*

13) *Future-proof the development by incorporating for recycled water use.*

14) Update the Out of Sequence Checklist assessment to reflect achievement of the above objectives.

Following this decision, the proposal was further refined in consultation with Council to address the principles agreed to the Panel. The revised proposal which was submitted to Council in December 2019 reduces the height to five storeys and reconfigures the site layout to reduce the building's visual impact, bulk and scale viewed from the Johnstons Creek and low density residential properties to the north within the Annandale Heritage Conservation Area. In particular, the majority of the built form fronting Johnstons Creek would be limited to two storeys. This change to the proposal is illustrated in the site plans and cross sections at Figure 1 to Figure 4.

This revised proposal is currently under consideration by Council and comprises the following:

- Proposed zone: B7 Business Park
- Additional permitted uses: boarding house for use as student accommodation
- Maximum height: 17m (five storeys)
- Maximum FSR: 2:1
- Minimum FSR non-residential uses: 0.75:1

The revised proposal is supported by draft site specific Development Control Plan.

The proposal also provides the following public benefits:

- Retention of employment floorspace and the replacement of approximately four jobs enabled under current controls with up to 60 jobs under the Proposal in the creative, education and innovation industries,
- Increased supply of much needed purpose built student accommodation servicing the education sector,
- Creation of a pedestrian and cycle link along the Creek including landscaped treatment to enhance the public domain and passive surveillance, lighting and CCTV to improve security (providing a future connection to the south along Johnstons Creek), and
- A commitment to sustainability via a minimum 4 star Green Star design.

Figure 2: Site layout lodged May 2019

Figure 3: Site layout revised December 2019

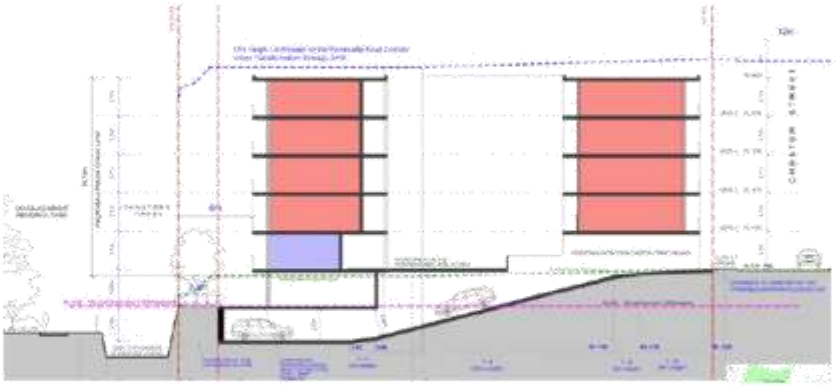


Figure 4: Cross section, lodged May 2019

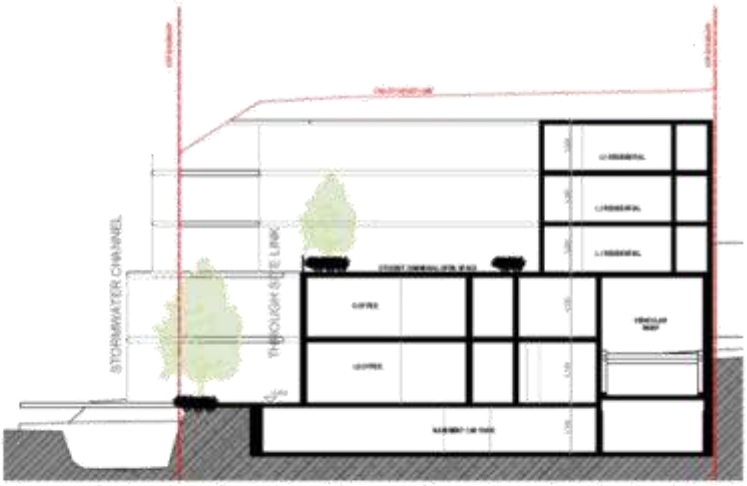


Figure 5: Cross Section refined December2019

2 Consultation with Inner West Council

The revised proposal has been developed through extensive consultation with Inner West Council, which is documented in the chronology provided at Table 1.

Table 1: Chronology of consultation with Inner West Council

Date	Description
21 March 2019	Meeting with council to discuss revised proposal. Revised proposal presented to Council. Council highlighted the importance of addressing its concerns on the previous proposal.
3 May 2019	Revised proposal lodged with Council for: • Retention of IN2 Light Industrial zone • Minimum FSR 0.75:1 creative / high technology office • Additional permitted use for student housing FSR 2:1 (including 0.5:1 bonus under Affordable Rental Housing SEPP provisions) • Height 17m (six storeys). Proposal responded to Council's concerns about loss of employment land and the need for student housing in the location.
23 July 2019	Revised proposal considered by Inner West Local Planning Panel. The Panel decision was informed by an urban design peer review prepared by Architectus. The Panel supported the Council officers' position that the site should be rezoned to B7 Business Park with a maximum FSR of 2:1 comprising 0.75:1 for business, office and light industrial. The decision outlined a number of other considerations that should be addressed in a revised proposal.
5 August 2019	Applicant provided a written response to the issues raised in the Architectus peer review.
13 September 2019	Urban design workshop was held with Inner West Council and Architectus.
25 October 2019	A revised option submitted to Council for consideration for: • Total FSR: 2.6:1 • Student housing FSR: 1.77:1 • Non-residential FSR: 0.83:1 • Height 17m (six storeys) The submissions included a response to issues raised in the urban design workshop.
6 November 2019	Council responded that it would support a proposal with an amended design scheme aligned with the Architectus alternative concept with a maximum FSR of 2:1 and maximum five storeys.
12 November 2019	A revised option submitted to Council for: • Total FSR: 2.0:1 • Student housing FSR: 1.25:1 • Non-residential FSR: 0.75:1 • Height 17m (five storeys)

Date	Description
29 November 2019	Council requests the applicant to submit a letter asking Council to formally consider the revised proposal and to outline how the proposal responds to the principles recommended by the Inner West Planning Panel and Council officers.
5 December 2019	Meeting with Inner West Council regarding voluntary planning agreement negotiations.
18 December 2019	Letter provided to Inner West Council referring the revised proposal and addressing the recommended principles of the Inner West Planning Panel and Council officers. Proposal comprises: • Zone: B7 Business Park, with boarding housing for student accommodation as additional permitted use. • Maximum FSR: 2:1 • Minimum non residential uses: 0.75:1 • Maximum height 17m (five storeys).
12 February 2020	Draft VPA and supporting documents provided to Council in line with Council's VPA Policy.

3 Consultation with local community

Community consultation was carried out in connection with the original Planning Proposal for the site. This comprised a community information evening which was held on 12 December 2017. Residents and business within the surrounding area were invited to attend, by way of a letter to a distribution area agreed to with the Inner West Council (see Figure 6).

The session was attended by 35 people and 18 feedback forms were received during the session. The predominant issues raised included:

- concerns about building bulk, overshadowing, loss of privacy and solar access
- need for sufficient off street parking and lack of on street parking, and
- lack of open space.

The revised proposal addresses these concerns through the revised layout which reduces the building's visual impact, bulk and scale viewed from Johnstons Creek and low density residential properties to the north within the Annandale Heritage Conservation Area. In particular, the majority of the built form fronting Johnstons would be limited to two storeys. The proposed mix of employment uses and student housing also results in no additional demand for car parking.

To provide an update to the community on the revised proposal and the Planning Proposal process, a letter was sent on 13 January 2019 providing further information and offering an opportunity to contact the applicant to raise any concerns or discuss any issues. A copy of the letter is provided at Attachment 1. The letter was distributed to 310 residents and businesses within the same area as agreed with Council for the previous consultation (see Figure 6).

Figure 6: Community letter distribution range

The applicant had discussions with three community members as a result of the mailout. This represents less then 1% of the residents/business owners who received the letter and demonstrates an appropriate level of support for the proposal as required by the PRCUTS Out of Sequence Checklist Criteria 3.

The discussions with respondents are summarised in Table 2. The issues raised largely related to traffic impacts, car parking, the proposed cycleway and impacts of bulk and scale.

Two of the respondents were largely clarifying matters in relation to the proposal and did not raise significant areas of concerns. One of the respondents had concerns about the impacts of bulk and scale on a dwelling to the west of Johnstons Creek on Chester Street. This issue is discussed in Section 3.1 below.

Further consultation will be undertaken with the local community following a Gateway decision, in the form of a formal public exhibition of the proposal and additional activities to make sure the community have full opportunity to input.

3.1 Bulk and scale impacts on dwellings on Chester Street

The closest dwelling to the site is located at 2B Chester Street. This property has a largely blank wall facing the site with only two small windows within the attic (see Figure 7). It is located at least 35m away from the proposed development (see Figure 8). This separation distance substantially exceeds the required separation distance under the Apartment Design Guide for habitable spaces of 12m. Views from this dwelling would be screened by the playground and existing trees. The orientation and aspect of the proposed student housing dwellings is such that it would not result in direct overlooking of existing dwellings (see Figure 7). Further, the proposal has been redesigned to reduce the bulk and scale facing this direction. Accordingly, any impacts of the proposal on this dwelling would be minimal.

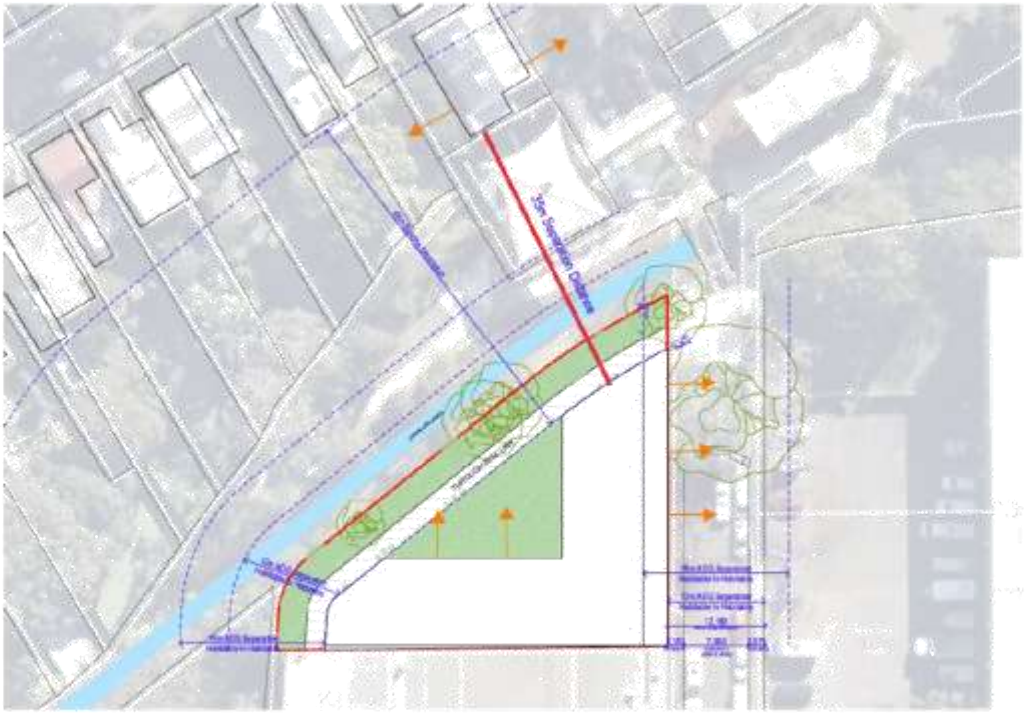


Figure 7: Separation distance to dwellings on Chester Street

Figure 8: Dwellings on Chester Street

Table 2: Summary of community consultation

Respondent	Summary of comments	Summary of response from applicant
Local resident	Email date 16.02.20: • "Is this project on your website this site (previous design presumably). • Development of a 120-Bed Student Accommodation / Co-Living Space Development Value: $42 Million • Was it refused by council or by the planning panel? • How many beds in the modified proposal - 4x16? • Number of Parking spaces? • Why would the path along Johnstons Creek be a "future link to the south"? Would it not work immediately? • Is there a traffic study (narrow, deadend street, with approved expansion at Kennards opposite, employment for 60, plus customers)? • Heritage treatment of old standstone block wall section at southwest corner? • Which parts of Central Park did Britely do? • Why call it Camperdown when it is in Annandale? • Respondent had concerns regarding parking which seemed to be addressed.	Response email dated 17.02.20: • 'Camperdown' on Britely Website not relevant. Britely website is to be updated. The following relates to the subject site located at 1-5 Chester St Camperdown. • Previous design for larger building, straight residential apartments refused by Panel and Council • Current proposal: 51 student accommodation rooms plus 980m2 commercial targeting education and innovation industries • There will be approximately 19 car parking bays provided to service employment space available under current controls. • The thoroughfare through site link is intended to be linked through neighbouring sites and ultimately connect to Parramatta Rd • A traffic engineer has confirmed access/egress requirements. Note nil car parking generation from Student Accommodation, no additional traffic compared to current controls. • Heritage has been considered as necessary. • Britely senior management (Alex Sicari) development managed Blocks 1, 4N, 4S and 8 (DUO, Conner, Four Points Hotel, what is currently 'Iglu' student accommodation) • Site is located at 1-5 Chester St Annandale"

Respondent	Summary of comments	Summary of response from applicant
	Email dated 18.02.20: • No meeting required • Respondent expects a traffic increase and expressed the potential worth and protection of heritage wall Email dated 18.02.20: • Respondent understood the information and seemed to be appeased. However requested lease include a "contract" to not park a car nearby. No further correspondence was received.	Response email dated 18.02.20: • Britely explained the buildings use, minimal parking proposed and measures to encourage minimal to no car use by students. Britely requested further information on the 'heritage' wall in question. Response email dated 18.02.20: • Britely provided detailed information on the parking strategy as part of the proposal and an overview of student accommodation parking in Sydney
Resident, Water Street	Phone call querying how the 5m setback for the proposal was introduced. The community has taken action against Council's interest in a bike track along the creek. No further correspondence has been received.	Response email dated 20.02.20 • "We understand members of the community have had previous dealings with Council regarding possible setbacks along Johnstons Creek. • Our current design does include a 5m set back along the creek. This was imposed on us by Council as a requirement before they were able to endorse the proposal. This setback is consistent with the proposed Parramatta Road Strategy. • Please let us know if you require any further information".
Resident, Chester Street	Requested copies of the plans to review bulk and scale. Email dated 25.02.20: • Requested the address be changed to Camperdown and review the offset from her property on p16. Concern that the building is out of character. Email dated 29.02.20 • Has contacted Council regarding these concerns and redrawn P16 and indicating her property. The foot traffic to the "alleyway" beside the house is also a concern. No further correspondence has been received.	Response email dated 19.02.20 • Plans were sent to review bulk and scale. • Britely advices Council's requirement to reduce the height of previous proposal and L-shape floorplate reducing scale adjacent to Annandale Conservation Area. Response email dated 25.02.20 • Britely advised the setback is indeed approx. 34m and almost 3x the requirement under the Apartment Design Guide criteria and the character is consistent with the future aspirations for the education related building services. Response email dated 29.02.20 • Britely have again advised the separation requirements and what is achieved by the development and other proposed design aspects which will assist in creating a greater barrier.

4 Consultation with other stakeholders

A number of Government agencies were contacted regarding the previous Planning Proposal, including Department of Planning and Environment, Transport for NSW, Roads and Maritime Services, University of Sydney, University and University of Technology Sydney (UTS), Sydney Local Health District, Sydney Water, NSW Department of Industry and NSW Department of Education. Of these agencies, responses were only received by Department of Planning and Environment and Transport for NSW / RMS.

At a meeting with Department of Planning and Environment on 19 December 2017 the following matters were discussed in relation to the previous proposal:

- The need for a State infrastructure contribution,
- The Out of Sequence Checklist in PRCUTS
- The ongoing preparation of a Precinct Wide Traffic Study for the Camperdown Precinct
- The need to provide affordable housing.

A letter and email were received from Transport for NSW / RMS on 22 December 2017 and 25 January 2018 respectively. The key issues raised related to the need for a Precinct Wide Traffic Study, Contributions towards regional road infrastructure, trip generation rates appropriate to the site, and the need for active transport to and from the site.

The revised proposal generates no demand for additional car parking, reducing the traffic generation associated with the proposal. Specialist student accommodation provider, UniLodge, has provided advice confirming that nil carparking is suitable for student accommodation on this site, given its location within 500m to Sydney University and within close proximity of a range of shops, services and public transport (Appendix D).

All relevant Government agencies would be consulted further following a Gateway decision.

The following consultation has also been carried out with relevant organisations regarding the suitability of student housing in this location:

- Discussions with Sydney University and UTS who have both confirmed a significant undersupply of student accommodation in the area. UTS has indicated its support for the proposal (Appendix B)
- Discussions with local agents and valuers have also confirmed the need for and undersupply of student accommodation in Sydney. A market report on student accommodation has been provided by Savills (Appendix C).

5 Conclusion

This Stakeholder Engagement Update Report provides an update to the Stakeholder Engagement Report prepared by Ethos Urban in January 2018. It sets out the engagement that has been undertaken in connection with the revised Planning Proposal which was lodged in May 2019.

In particular it sets out the extensive consultation that has been undertaken with Council to refine the proposal to meet Council's key objectives for the site. It also sets out engagement that has been undertaken to inform the community of the changes to the proposal.

It is expected that this report will support the Council in assessing the Planning Proposal's suitability to progress to a Gateway decision. Following a Gateway decision further consultation would be undertaken with relevant stakeholders including Government agencies, organisations and the local community, through a formal public exhibition of the proposal.

Appendix A Community update letter

BRITELY

PROPERTY

12 January 2020

Planning Proposal 1-5 Chester Street, Camperdown – Project Update

Dear Resident,

We have been working with Inner West Council and the local community to progress a Planning Proposal for land at 1-5 Chester Street, Camperdown.

The previous proposal for the site was refused by Inner West Council in October 2018. Our proposal had sought to rezone the site for medium density residential to allow an apartment building of up to six stories with a maximum floor space ratio of 2.6:1 (approx. 40 apartments). Council refused the proposal on the basis of: excessive bulk and scale; inconsistencies with Council policies, particularly around the loss of employment floor space.

Since that time, we have been working with Council to address these issues and prepare a revised proposal. This letter provides an update to the community with regards to progress and changes.

A revised proposal was lodged with Council in May 2019 which sought to address Council's concerns by accommodating a mix of creative office and light industrial uses at the lower level to retain employment floor space and a boarding house for student accommodation above to meet the growing need for student housing close to tertiary education facilities in the area, however retaining the 6 storey height along the creek through a 'V' shape floorplate design.

This approach aligns with the objectives of the Camperdown-Ultimo Collaboration Area Place Strategy (February 2018) released by the Greater Sydney Commission which applies to the areas to the south and east of the Chester Street site and includes the RPA Hospital, Sydney of University, UTS, Notre Dame University, and TAFE Ultimo. The Place Strategy establishes a vision for the Collaboration Area and highlights the need for employment floor space to accommodate innovation, research and creative industries and increased supply of student housing.

On 23 July 2019 the revised proposal was considered by the Inner West Local Planning Panel. The Panel resolved to advise Council that it does not support the proposal in its 6 storey and 'V' shape form, but rather agreed to a series of principles for revising the proposal, the key elements of which are outlined below.

- Proposed zone: B7 Business Park;
- Additional permitted use: boarding house for use as student accommodation (approximately 50 rooms);
- Maximum height: 17m (five storeys);
- Maximum FSR: 2:1;
- Minimum FSR non-residential uses: 0.75:1 (approximately 900m2 creative office); and
- A design based on an 'L-shape' floorplate that reduces the building's visual impact, bulk and scale viewed from the Creek and properties to the north.

The applicant has been working closely with Council to refine its proposal to be consistent with the principles agreed by the Panel. This is currently under consideration by Council and comprises the recommendations set out above.

The proposal also provides the following public benefits:

- Retention of employment floorspace and the replacement of approximately four jobs enabled under current controls with up to 60 jobs under the Proposal in the creative, education and innovation industries;
- Increased supply of much needed purpose built student accommodation servicing the education sector;
- Creation of a pedestrian and cycle link along the Creek including landscaped treatment to enhance the public domain and passive surveillance, lighting and CCTV to improve security (providing a future connection to the south along Johnstons Creek); and
- A commitment to sustainability via a minimum 4 star Green Star design.

BRITELY.COM.AU

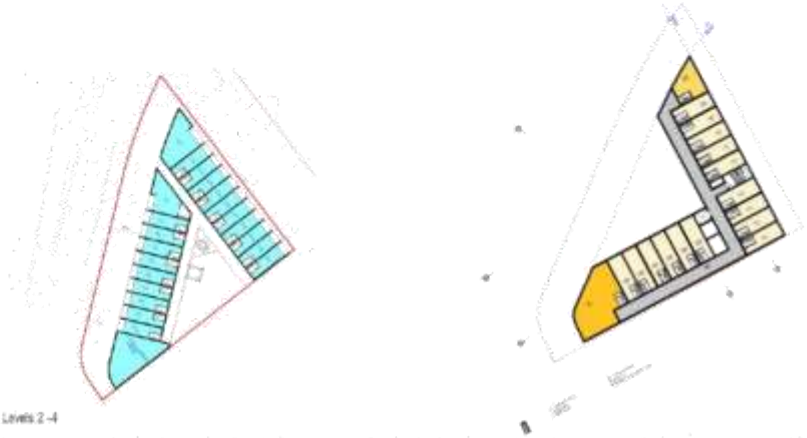
T +61 (2) 9896 7727 F +61 (2) 9636 7729
LEVEL 2, 210 CLARENCE STREET, SYDNEY NSW 2000

Following consideration of the proposal by Council staff it is anticipated that the Planning Proposal will be referred to the Inner West Planning Panel for further consideration. If supported by Council the proposal would be referred to the Department of Planning, Industry and Environment for a Gateway decision which would enable the proposal to proceed to the next stage. This would include a formal public exhibition phase where members of the community would be invited to review and provide comment on the proposal, prior to its further consideration by Council.

In the meantime, if you have any questions or concerns about any aspects of the revised Proposal we would be happy to speak with you further, either over the phone or in person. Please contact the below:

Brixely Property
Kate Freren
Assistant Development/ Project Manager

t +61 2 9896 7727
e k.freren@brixely.com.au
w brixely.com.au



Levels 2 -4

Previous arrangement for the site (LHS) and revised arrangement for the site (RHS) – note floorplate now in an 'L-shape' arrangement with bulk and scale further separated from the creek (and properties to the north), reducing visual impact.

Artist impression of revised Proposal - 5 storey employment & boarding house - Chester St view

Appendix B UTS letter

UTS UNIVERSITY OF TECHNOLOGY SYDNEY

Brett Smout
Director
Student Services Unit
15 Broadway, Ultimo NSW 2007

T: +61 2 95141177
brett.smout@uts.edu.au

PO Box 123
Broadway
NSW 2007 Australia
www.uts.edu.au

UTS CRICOS PROVIDER CODE 00099F

Alex Sicari
Director
Britely
Level 2, 210 Clarence Street
Sydney NSW 2000 Australia

26 March 2019

Dear Alex,

Re: Planning Proposal 1-5 Chester St, Camperdown

We write to advise that we have reviewed the Planning Proposal prepared by Britely Property for 1-5 Chester St, proposing to provide approximately 70 x bed student accommodation and approximately 800m2 creative office and/or education/research related space.

We can confirm that the area requires a greater supply of purpose built student accommodation and employment space servicing the education sector.

We have not committed in any way to the Proposals, however we support the Proposal and would be interested in discussing in more detail closer to DA Stage.

Regards

Brett Smout

Director, Student Services Unit

cc.

Patrick Woods

Deputy Vice-Chancellor and Vice-President (Resources)

University of Technology Sydney

FPD Pty Ltd
File Planning & Development Services

Appendix C Student accommodation market report

Sydney

Two projects opened in the inner Sydney market in 2018; the 379 bed Iglu Redfern and Urbanest's Darling House at Darling Street Sydney (660 beds). A further two projects by the University of Sydney opened in Semester 1 2019, providing and additional 800 beds to stock. These projects bring the total stock of operational PBSA in Sydney at the end of 2019 to almost 20,000 beds.

Compared to Melbourne, the commercial PBSA pipeline in Sydney is modest, with 1,283 beds expected to be added to stock between 2020 and 2022. We are also aware of further proposed projects that are assumed to be completed in 2023 or thereafter.

Most of the proposed stock is located in inner Sydney and south of the CBD in close proximity to the University of Sydney. The University of Sydney has the highest number of overseas students across universities in Sydney. The other emerging precinct is Kensington, adjacent to the UNSW campus.

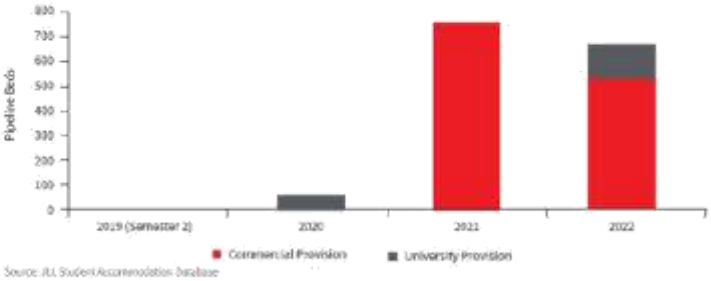
The market penetration rate for 2019 is estimated at 9.3%. While new PBSA has entered the market, there is limited additional stock expected until 2021 onwards.

Inner Sydney continues to face a number of barriers to entry for PBSA, including the lack of appropriate sites and competition from other land uses. This is expected to keep occupancy rates tight in the Sydney PBSA market.

Sydney	Inner	Suburban	Total
Total Full-time University Students	138,343	70,283	208,626
Supply of Beds	15,600	1,841	15,441
Overseas Student Market Penetration Rate	16.2%	11.4%	15.1%
Domestic Student Penetration Rate	7.3%	3.4%	5.7%
Total Student Market Penetration Rate	**11.3%**	**5.5%**	**9.3%**

Source: Dept. of Training & Education, JLL Student Accommodation Database
Based on estimated 2019 student enrolments and operational PBSA as at Semester 2 2019

Sydney Development Pipeline, 2019 (Semester 2) - 2022



Source: JLL Student Accommodation Database

Where Students Live

The following analysis provides a snapshot of the current population of full-time students in the greater statistical areas of Australia's main capital cities measured in terms of the number of PBSA beds against full-time student numbers.

The analysis focuses on the provision of PBSA by both the universities and the commercial providers. Students who are not living in professionally provided accommodation, are classified as either renting in the private sector, or living in family-associated accommodation.

University Accommodation

Commercial Accommodation

Students renting privately or living at home

Greater Sydney

9,066

4.1%

University Accommodation

10,836

5.0%

Commercial Accommodation

198,993

90.9%

Students renting privately or living at home

Total

218,884

Appendix D UniLodge letter

UniLodge

29 April 2109

Alex Sicari
Britely Property
Level 2, 210 Clarence St
Sydney, NSW, 2000

Via email: asicari@britely.com.au

Dear Alex,

Re: Car and Motorbike Parking for Purpose Built Student Accommodation

As discussed, please find below current and recommended arrangements for car and motorbike parking for quality student accommodation facilities like your proposed project located at 1-5 Chester St Camperdown.

UniLodge is a specialist student accommodation operator and manager with over 20 years' experience, over 20,000 beds under management across over 70 properties throughout Australasia.

For your project with up to 90 dwellings and 90 beds, we would recommend the following as more than sufficient car and motorbike parking arrangements to operate the building.

In our experience for a building of this size, we would see car and motorbike parking as not used and unnecessary. The location of the site, its proximity to UNSW and Sydney CBD Universities via the new light rail would mean that very little if any students would own and use a car or motorbike. In fact, in our experience car, motorbike and bicycle usage is relatively low for this type of building in an inner city, highly accessible location. In the subject location, students will tend to walk and use public transport.

Across our portfolio we have many buildings that operate successfully with nil cars. A small selection of comparable properties with larger bed numbers and nil cars is included below:

- UniLodge Kensington, 233 beds, 48 cars spaces with none occupied by students.
- UniLodge Broadway. 585 beds, 154 cars spaces with 5 occupied by students.
- UniLodge Victoria University, 522 Beds, Nil cars.
- UniLodge Uni of Melbourne Royal Parade, 285 Beds, Nil cars.
- UniLodge on Swanston], 214 Beds, Nil cars.
- UniLodge D1 83 Beds, Nil cars.
- UniLodge D2 122 Beds, Nil cars.
- UniLodge @ Melbourne, 312 Beds, Nil cars.

We survey our students bi-annually. Negative feedback from our students with regard to nil car parking provisions is rare. Motorbike and bicycle parking for metro located projects is minimal.

UniLodge

In our view nil car parking provision, five motorbike bays and some bicycle parking is more than adequate to successfully manage the subject property.

Should you require additional information please do not hesitate to contact me accordingly.

Regards

Keith Hoult
Senior Project Manager
UniLodge, Australia

[IWC_PP_2018_02]
Planning Proposal for Residential Zoning

1-5 Chester Street, Annandale

REVISED TRAFFIC AND PARKING ASSESSMENT REPORT

1 May 2019

Ref 17381

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

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

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APPENDIX A TRAFFIC SURVEY DATA

LIST OF ILLUSTRATIONS

1. INTRODUCTION

This revised report has been prepared to accompany an amended planning proposal to Council for a residential development to be located at 1-5 Chester Street, Annandale (Figures 1 and 2).

The original planning proposal involved the rezoning of the land from *IN2 – Light Industrial* to *R3 – Medium Density Residential*, increasing the permissible FSR from 1:1 up to 2.6:1 as well as increasing the permissible height up to 17m [Ref: IWC_PP_2018_02].

The maximum development potential of the subject site under the original planning proposal with *R3 – Medium Density* zoning yielded approximately 43 apartments in a new part-five/part-six storey apartment building.

After extensive consultation with Council, the planning proposal has been amended and now involves retaining the existing *IN2 – Light Industrial* zoning and 17m height limit whilst increasing the proposed FSR slightly up to 2.76:1, comprising 2:1 residential and 0.76:1 industrial/creative office. In order to ensure the continued provision of employment and urban function on the site, a minimum of 989m^2 of non-residential floor area is to be provided on the ground and first floor levels.

With respect to the proposed upper levels, two options are proposed. Option 1 comprises four levels of residential apartments with a total yield of 26 units, including 1, 2 & 3 bedroom variants. Option 2 comprises a four level "new generation" boarding house with a total of 83 rooms for student accommodation, plus communal areas.

Off-street parking is proposed to be provided in a new single-level basement car parking area located beneath the building which will ultimately be designed to comply with the relevant Australian Standards. Vehicular access to the site is to be provided via a new entry/exit driveway located at the southern end of the Chester Street site frontage.

Due to market demand and actual parking requirements of student accommodation (based on existing student accommodation facilities), Option 2 is preferred by the Applicant. In this

regard, Option 2 proposes *zero* off-street parking for the student residents given the site's proximity to a number of tertiary educational establishments and an extensive range of alternate transport options. Option 2 does however propose parking for service vehicles, courier deliveries and a manager's space as well as providing high rates of motorcycle and bicycle parking. Reducing the number of car parking spaces that are to be provided on the site and encouraging alternate forms of transport such as walking, cycling and public transport, will help ease congestion on the surrounding road network. Provision of minimal car park for Student use is further supported by letter from specialist student housing operator, UniLodge, letter attached.

The purpose of this revised report is to assess the traffic and parking implications of the amended planning proposal and to that end this report:

- describes the sites and provides details of the planning proposal
- reviews the road network in the vicinity of the site, and the traffic conditions on that road network
- estimates the traffic generation potential of the amended planning proposal, and assigns that traffic generation to the road network serving the site
- assesses the traffic implications of the planning proposal in terms of road network capacity
- reviews the geometric design features of the proposed concept car parking facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.

VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants

LOCATION
FIGURE 1

VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants

2. PLANNING PROPOSAL

Site

The subject site is located along the western side of Chester Street, at its far very northern end. The site has a street frontage of approximately 44 metres in length to Chester Street and occupies an area of approximately 1,307m^2.

The site is currently zoned *IN2 – Light Industrial* and is situated approximately 350m walking distance north of the *Parramatta Road Corridor* and lies within the Camperdown-Precinct as outlined in the *Parramatta Road Urban Transformation Strategy: Planning and Design Guidelines (Nov 2016)* document.

The subject site is currently occupied by an industrial building operating as a panel beating and car repair workshop.

Informal off-street parking is provided on the site, with vehicular access provided via a single driveway located at the northern end of the Chester Street site frontage. A recent aerial image of the site and its surroundings is reproduced below.

Existing Planning Controls

The current instrument that governs the mass and scale of the development on the site is contained within the *Leichhardt Local Environmental Plan (LEP) 2013*. The subject site is currently zoned *IN2 – Light Industrial* and subject to an FSR of 1:1 without height controls. It is therefore envisaged that a light industrial development comprising a cumulative floor area of 1,307m^2 could be achieved under the current planning controls for the site.

Amended Planning Proposal

The amended planning proposal involves retaining the existing *IN2 – Light Industrial* zoning and 17m height limit whilst increasing the proposed FSR slightly up to 2.76:1, comprising 2:1 residential and 0.76:1 industrial/creative office. In order to ensure the continued provision of employment and urban function on the site, a minimum of 989m^2 of non-residential floor area is to be provided on the ground and first floor levels. It is envisaged that these tenancies would be occupied by the light industrial sector ranging from the arts, technology, production and design professions, with an estimated total of 20 staff.

In addition to the non-residential component on the ground and first floor levels, the planning proposal also envisages providing residential accommodation on the four upper levels as detailed below.

Option 1 – Residential Apartments
12 x 1 bedroom apartments
10 x 2 bedroom apartments
4 x 3 bedroom apartments

Option 2 – Boarding House (Student Accommodation)
83 rooms, including an on-site manager's room, plus communal facilities

Off-street parking is to be provided for a total of 18 cars, comprising 13 commercial spaces, 1 courier space, 1 service vehicle space, 1 manager's space and 2 disabled spaces, in a new single-level basement car parking area located beneath the building which will ultimately be designed to comply with the relevant Australian Standards.

Vehicular access to the site is to be provided via a new entry/exit driveway located at the southern end of the Chester Street site frontage.

Loading/servicing for the proposed development is expected to be undertaken by a variety of light commercial vehicles such as courier vans, tradesmen's utilities and the like, which are capable of using a conventional parking space.

Concept plans of the amended planning proposal have been prepared by *AE Design Partnership Pty Ltd* and are reproduced in the following pages.


CHESTER STREET
12m
ae design partnership
17m Height Limit based on the Parramatta Road Corridor Urban Transformation Strategy 2016
5m
JOHNSTONS CREEK
6.1 Section
1-5 Chester Street Annandale - Urban Design Report
9th April 2019

6.4 Indicative Floor Plans

Basement Level 3
(If Required)

Basement Level 2
(If Required)

Architectural drawings subject to further design resolution at DA stage

ae design partnership

N

Lower Ground / Johnston's Creek Level

N

Basement Level 1
Parking for employment & Caretaker to boarding house.

Architectural drawings subject to further design resolution at DA stage

ac design partnership

Page 22 of 51

1-5 Chester Street Annandale - Urban Design Report
9th April 2019

Levels 2 -4
Level 1 / Ground / Chester Street Level
Architectural drawings subject to further design resolution at DA stage
ae design partnership
Page 23 of 31
1-5 Chester Street Annandale - Urban Design Report
8th April 2019

7.2 Indicative Floor Plans - Options 2

Lower Ground / Johnston's Creek Level

Basement Level

Architectural drawings subject to further design resolution at DA stage

ae design partnership

Levels 2 - 3

Architectural drawings subject to further design resolution at DA stage

ae design partnership

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Level 1 / Ground / Chester Street Level

1-5 Chester Street Annandale - Urban Design Report
9th April 2019

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

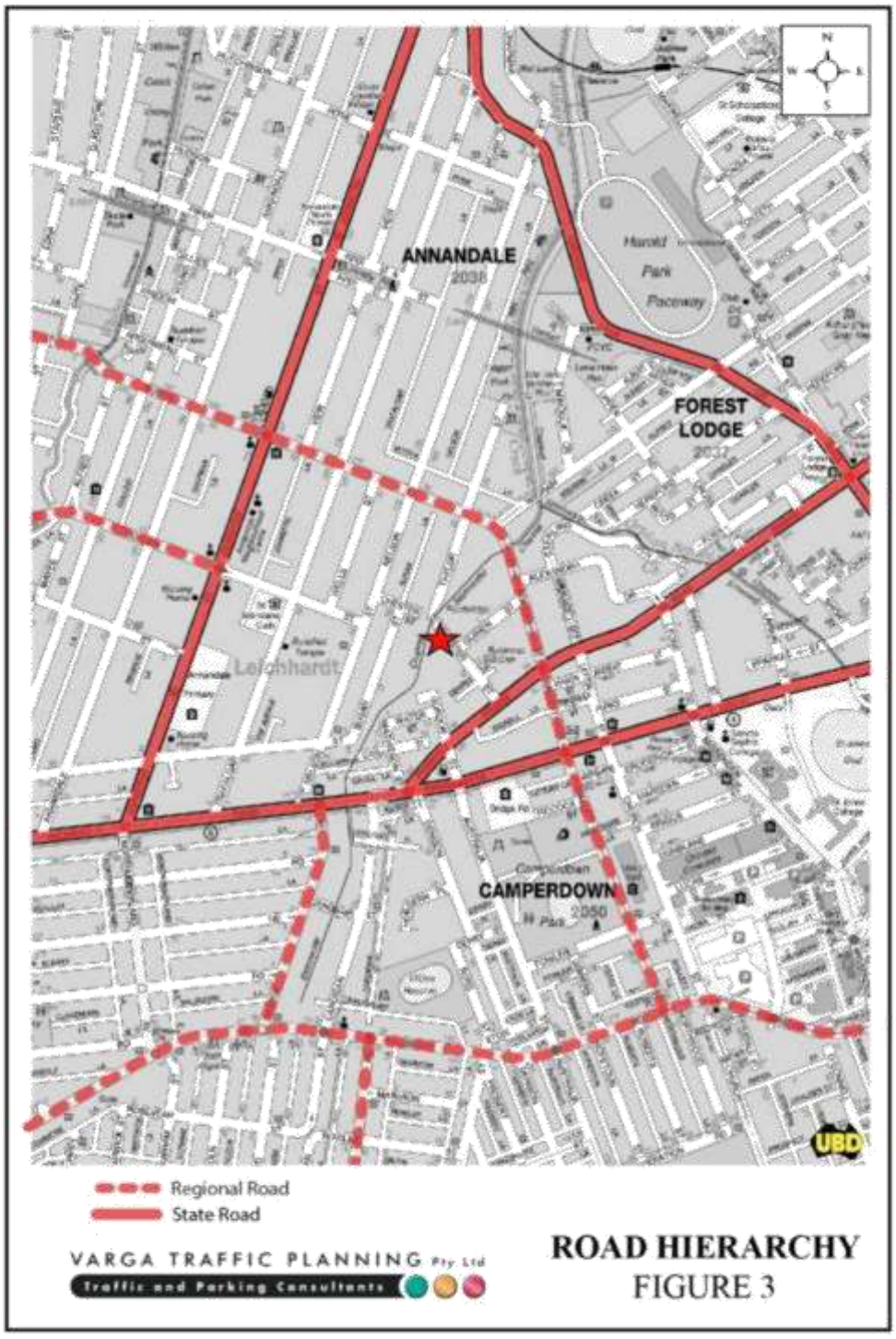
Parramatta Road is classified by the RMS as a *State Road* and provides a key east-west road link in the area, linking Parramatta and the Sydney CBD. It typically carries three traffic lanes in each in the vicinity of the site, including dedicated Bus Lanes during commuter peak periods.

Pyrmont Bridge Road is also classified by the RMS as a *State Road* and provides another key east-west road link in the area, linking Annandale and Pyrmont. It typically carries two traffic lanes in each in the vicinity of the site, with Clearway restrictions apply during commuter peak periods.

Johnston Street is also classified by the RMS as a *State Road* which provides a key north-south road link in the area, linking Parramatta Road to The Crescent. It typically carries two traffic lanes in each direction in the vicinity of the site, with kerbside parking generally permitted.

Moore Street and Booth Street are classified by the RMS as *Regional Roads* which provide a local north-south *collector route* through the area, linking Annandale to Lilyfield. They typically carry one traffic lane in each direction in the vicinity of the site, with kerbside parking generally permitted on both sides of the road, subject to sign posted restrictions.

Chester Street is a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. Unrestricted kerbside parking is generally permitted on both sides of the road.


ANNANDALE
2038
FOREST
LODGE
Harold
Park
Paceway
Leichhardt
CAMPERDOWN
2050
UBD
Regional Road
State Road
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
ROAD HIERARCHY
FIGURE 3

Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Pyrmont Bridge Road
- a 50 km/h SPEED LIMIT which applies to Chester Street and all other local roads in the area
- a ROAD CLOSURE in Chester Street at its intersection with Taylor Street which precludes through traffic between Nelson Street and Pyrmont Bridge Road
- TRAFFIC SIGNALS in Pyrmont Bridge Road where it intersects with Booth Street
- a NO RIGHT TURN southbound restriction in Booth Street for traffic turning onto Pyrmont Bridge Road
- a NO RIGHT TURN eastbound restriction in Pyrmont Bridge Road for traffic turning onto Booth Street.

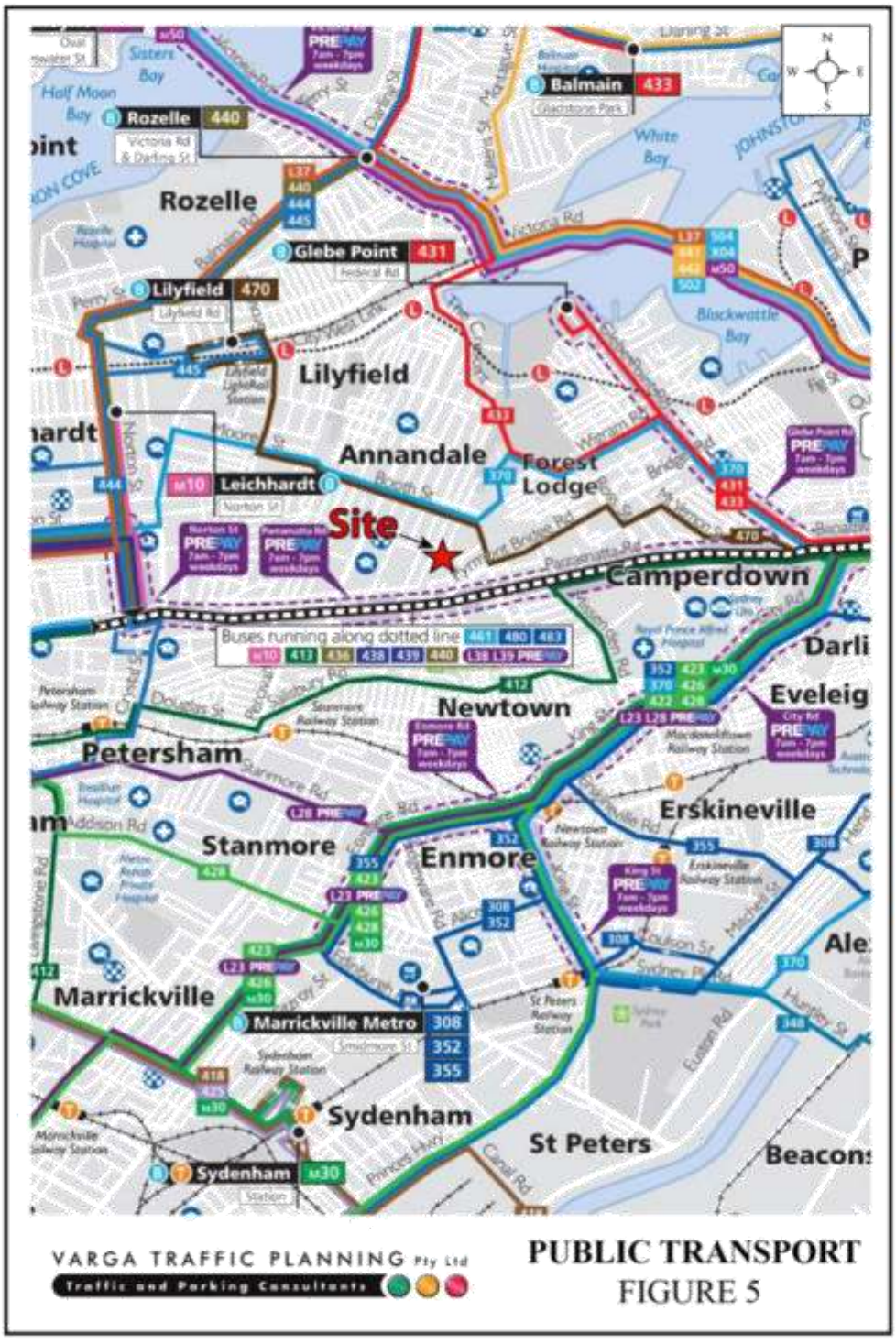
Existing Public Transport Services

The existing public transport services available to the site are illustrated on Figure 5.

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

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

EXISTING TRAFFIC CONTROLS
FIGURE 4


Balmain 433
Rozelle 440
Rozelle
Glebe Point 431
Lilyfield 470
Lilyfield
Annandale
Forest Lodge
Leichhardt
Site
Camperdown
Buses running along dotted line 461 480 483 M10 412 436 438 439 440 L38 L39 PRE
Newtown
Petersham
Stanmore
Enmore
Erskineville
Marrickville
Marrickville Metro 308 352 355
Sydenham
Sydenham M30
St Peters
Darli
Eveleig
Ale
Beacon
White Bay
Blackwattle Bay
Half Moon Bay
Sisters Bay
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
PUBLIC TRANSPORT
FIGURE 5

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

Bus Routes and Frequencies

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

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

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

On the above basis it is clear that the site is extremely well served by existing public transport and services and in an ideal location to accommodate additional residential yield.

Local Bicycle Routes

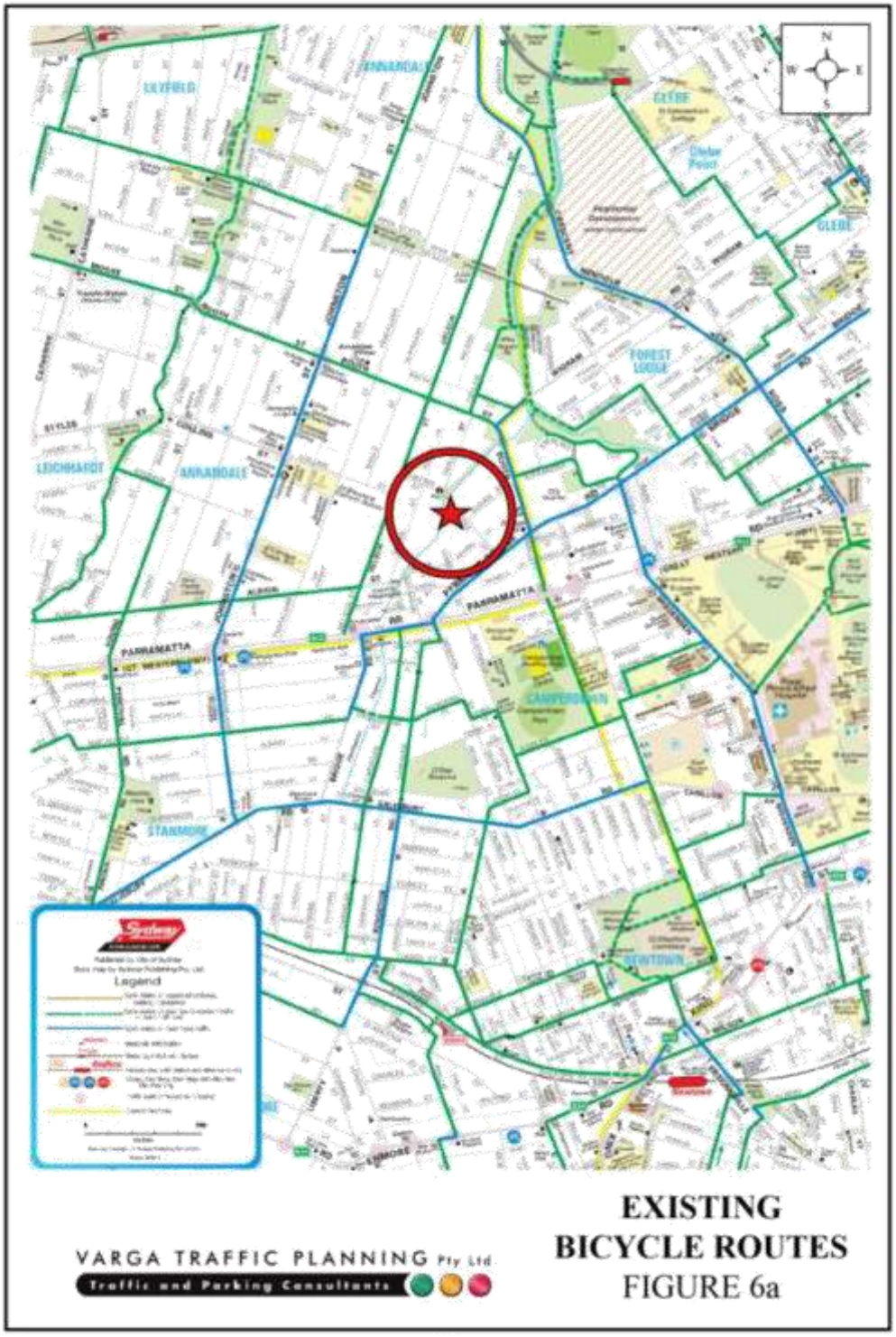
The existing bicycle routes located in the vicinity of the site are illustrated on Figure 6a and 6b. The bicycle routes are readily accessible from the subject site and provide a number of on-road bicycle routes linking the local area with the following destinations:

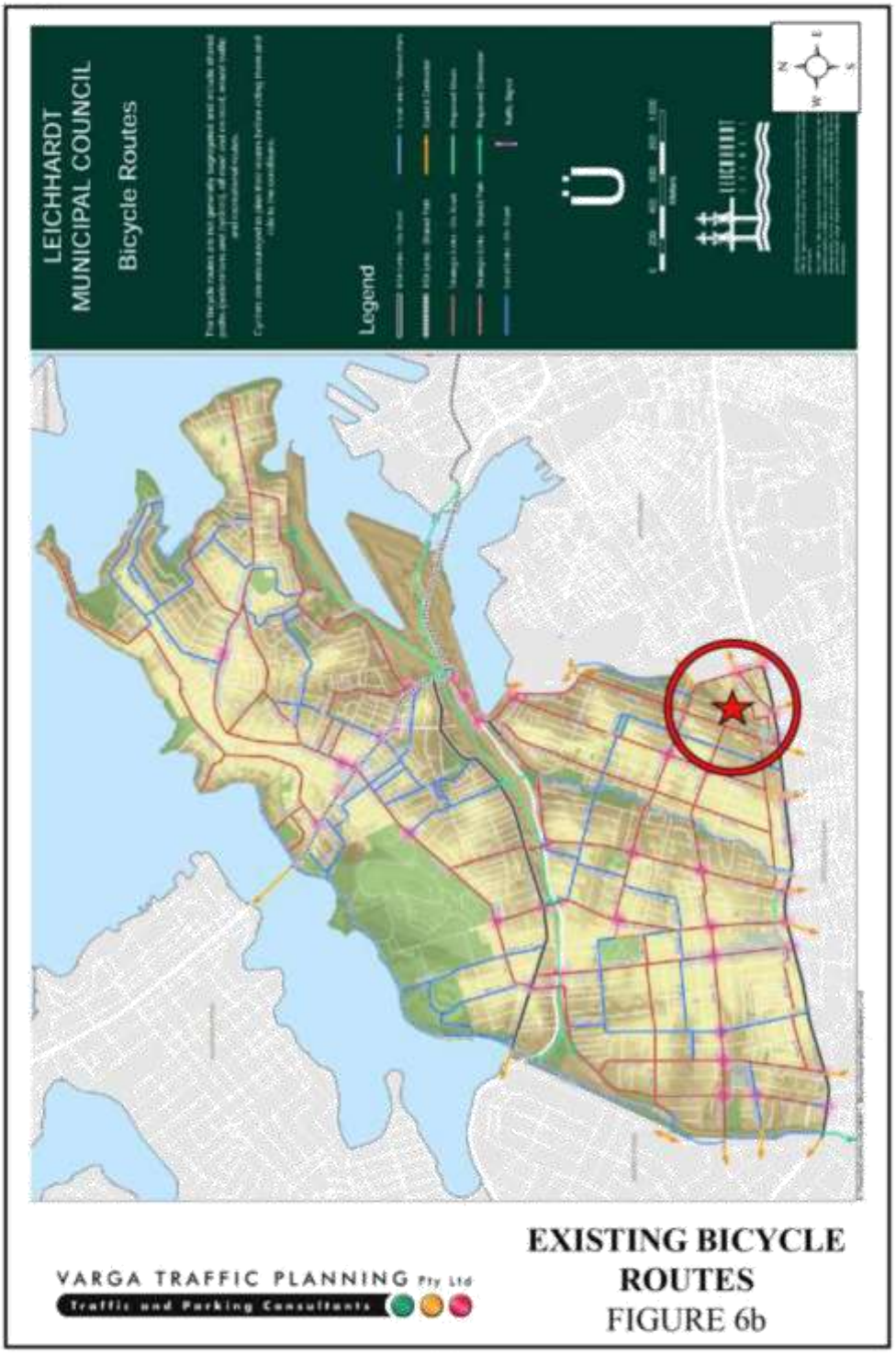
- Annandale Public School via Chester Street, Nelson Street and Albion Street
- TAFE Petersham via Nelson Street, Albion street, Catherine Street and Parramatta Road
- Sancta Sophia College via Pyrmont Bridge Road and Missenden Road
- Royal Prince Alfred Hospital via Pyrmont Bridge Road and Missenden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

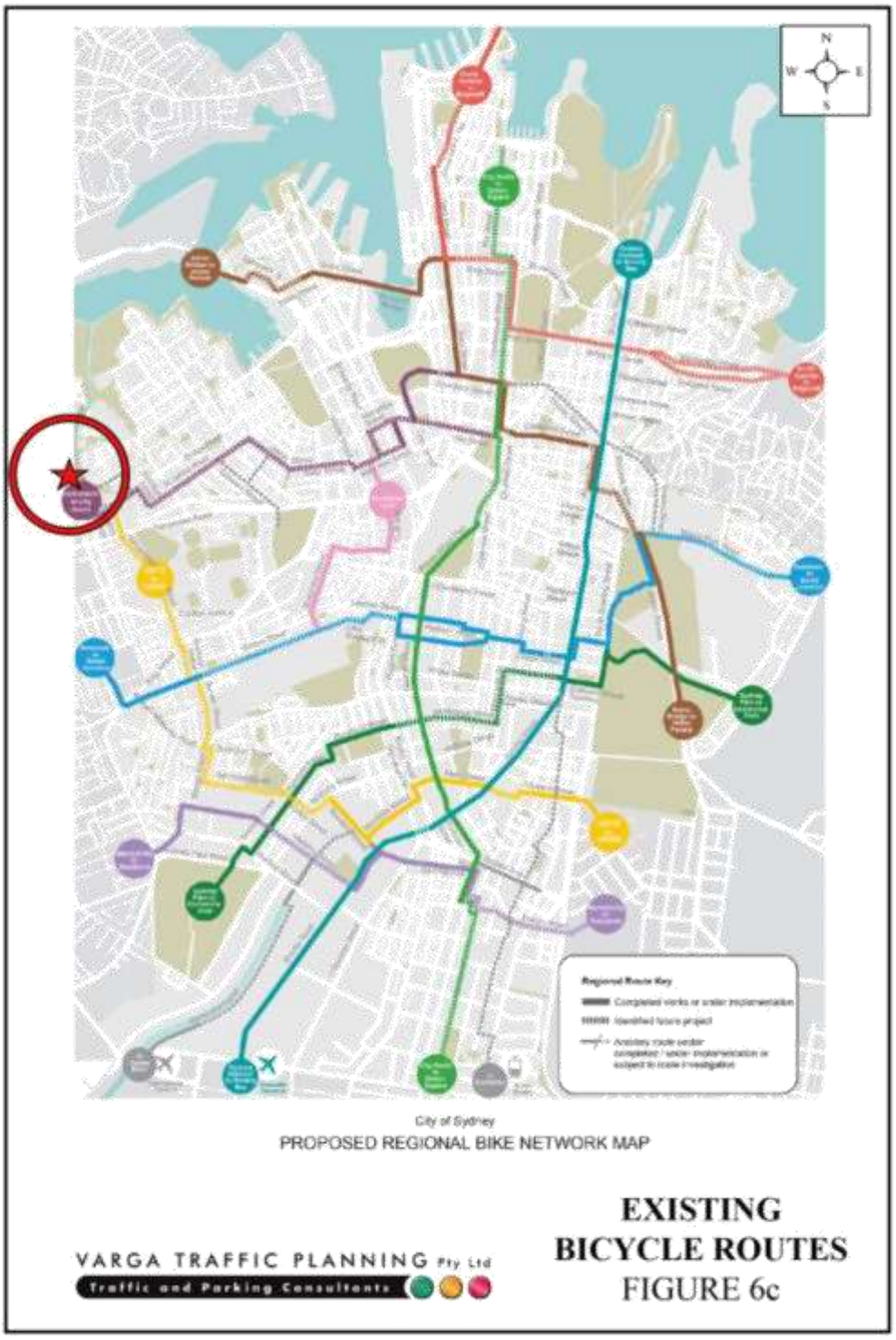
In addition to the existing routes above the *NSW Government* is working with the Australian Government, Councils and the community to plan, prioritise and deliver better connected cycling infrastructure. A number of regional bicycle routes are proposed in the vicinity of the site as illustrated on Figure 6c *(Sydney CBD Regional Bike Network Map)*.

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

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


LILYFIELD
ANNANDALE
GLEBE
FOREST LODGE
LEICHHARDT
PARRAMATTA
STANMORE
CAMPERDOWN
NEWTOWN
Legend
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING
BICYCLE ROUTES
FIGURE 6a


LEICHHARDT
MUNICIPAL COUNCIL
Bicycle Routes
Legend
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING BICYCLE
ROUTES
FIGURE 6b


N
W
E
S
City of Sydney
PROPOSED REGIONAL BIKE NETWORK MAP
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING
BICYCLE ROUTES
FIGURE 6c

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

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

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

Parramatta Road Corridor Urban Transformation Strategy

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

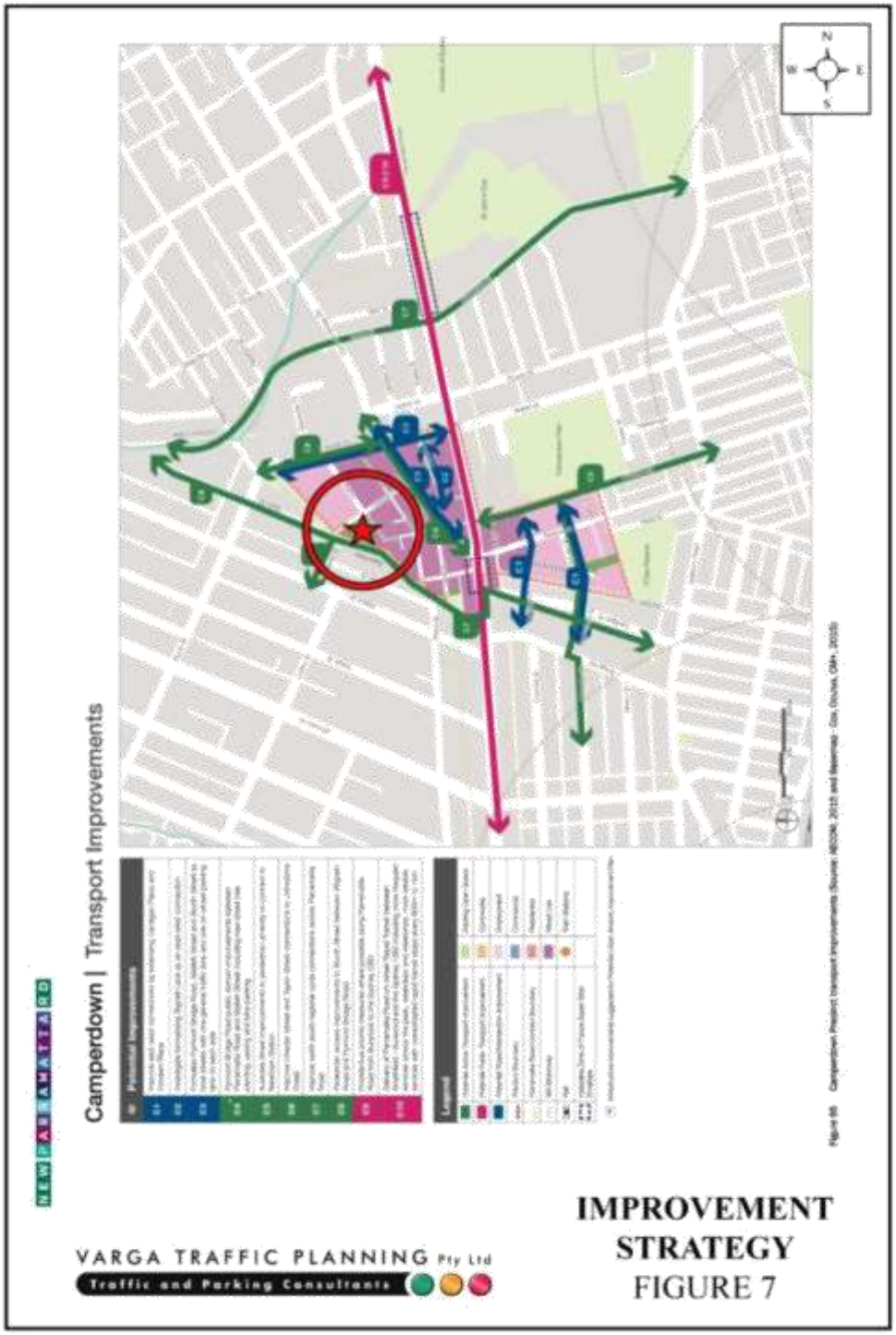
A number of improvements are proposed to the active transport linkages, consistent with those improvements already identified by the State Government, City of Sydney and Leichhardt Councils. The improvement strategy identified by PRCUTS is illustrated on Figure 7 and include the following:

- C4 Pyrmont Bridge Road public domain improvements including new street trees, paving and bike parking

- C5 Australia Street improvements to pedestrian amenity to connect with Newtown Station

- C6 improve Chester Street and Taylor Street connection to Johnston Creek

- C7 improve north-south regional cycle connections across Parramatta Road and


Camperdown | Transport Improvements
NEW PARRAMATTA RD
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
IMPROVEMENT STRATEGY
FIGURE 7

- C8 pedestrian access improvements to Booth Street between Wigram Road and Pyrmont Bridge Road.

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

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

- the subject site is located directly adjacent to the active transport linkages proposed along Johnstons Creek and the improved linkages proposed between Chester Street and Taylor Street. These improvements would facilitate reduced private car dependency of future residents of the site by providing improved access to alternate and active forms of transport such as walking and cycling, as well as improved access to bus services along Parramatta Road

- improvements to pedestrian amenity along Australia Street would encourage active and alternate forms of transport by enhancing the opportunities for future residents to walk the 1.4 km distance to Newtown Railway Station, and

- improved north-south regional cycle connections across Parramatta Road would also reduce private car dependency of future residents by providing improved opportunities for intra-regional cycling.

Travel Plan

A Travel Plan is a package of actions designed to encourage safe, healthy and sustainable travel options. The objectives of a Travel Plan are to remove barriers to active travel for all users of developments and to maximize the number of people who walk, cycle or take public transport to and from the development.

A key feature of a Travel Plan includes a plan detailing the location of all public transport services as well as key facilities such as banks, post office etc. located within a 5 minute and

10 minute walking radius of the site. In this regard, it is noted that the site is located within easy walking distance to a range of shops and services as well as bus services which a large proportion of future employees/residents are likely to utilise for their weekday trips to/from work and/or educational establishment.

In addition, the development will provide a generous quantity of bicycle and motorcycle parking for future employees and residents which further shows the commitment of the development to a more sustainable approach to travel.

WestConnex M4-M5 Link

In November 2016, updated design features for the M4-M5 Link were announced including a main tunnel consisting of four traffic lanes in each direction.

Whilst Government and the RMS were originally considering an on/off ramp in the Camperdown precinct, the updated design for the WestConnex M4 East no longer includes any on/off ramps in the immediate vicinity of the site. The future tunnel will be located several hundred metres to the west of the site and approximately 60m below ground.

As such, there is *not* expected to be any permanent traffic implications on the proposed development as a consequence of the WestConnex.

Notwithstanding, it is understood that a strip of land located between 162-196 Parramatta Road has been acquired by the RMS for a temporary construction 'dive site'. Whilst the 'dive site' will prohibit the redevelopment of that part of the Camperdown precinct for several years it is also *not* expected to result in any unacceptable traffic implications on the proposed development.

Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by peak period traffic surveys undertaken as part of this original traffic study.

The traffic surveys were undertaken at the Pyrmont Bridge Road and Chester Street intersection as well as the Booth Street and Guihen Street intersection. The results of the traffic surveys are reproduced in full in Appendix A and reveal that:

- two-way traffic flows in Pyrmont Bridge Road are typically in the order of 800-1,000 vehicles per hour (vph) during peak periods

- two-way traffic flows in Booth Street are also typically in the order of 800-1,000 vph during peak periods.

- two-way traffic flows in Chester Street are significantly lower, typically in the order of 50-100 vph during commuter peak periods.

Projected Traffic Generation

An indication of the traffic generation potential of the planning proposal is provided by reference to the Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated traffic generation rates in the recently published RMS *Technical Direction (TDT 2013/04a)* document.

The *TDT 2013/04a* document specifies that it replaces those sections of the RMS *Guidelines* indicated, and that it must be followed when RMS is undertaken trip generation and/or parking demand assessments.

The RMS *Guidelines* and the updated *TDT 2013/04a* are based on extensive surveys of a wide range of land uses and nominates the following traffic generation rates relating to permissible uses on the site:

Industrial – Warehouse
0.5 peak hour vehicle trips/100m^2 GFA

Industrial – Factory
1.0 peak hour vehicle trips/100m^2 GFA

Office Premises

2.0 peak hour vehicle trips/100m^2 GFA

As the future non-residential tenancies of the development are expected to be industrial/creative offices, for the purposes of this assessment, the abovementioned "office premises" traffic generation rate is considered the most appropriate.

Notwithstanding, the "office premises" traffic generation rate of *2.0 peak hour vehicle trip per 100m^2* assumes off-street parking is provided at the rate of *1 space per 40m^2*. As detailed in Chapter 4 of this report however, Council's *LDCP 2013* nominates a *constrained* off-street parking rate for office uses of *1 space per 80m^2 (max),* due to the site's excellent accessibility to alternative transport options – i.e. *half* of the typical parking rate for office uses.

For the purposes of this assessment therefore, a traffic generation rate of *1.0 peak hour vehicle trip per 100m^2* has been adopted for the non-residential component of the planning proposal which is *half* of the typical traffic generation rate for office uses.

Furthermore, as noted in the foregoing, given the site's proximity to a number of tertiary educational establishments and an extensive range of alternate transport options, it is recommended that off-street car parking for the residential component (i.e. student accommodation) is intentionally *constrained* and limited to courier vehicles, service vehicles, disabled vehicles and a manager's vehicle only. It is also worth noting that Council's *LDCP 2013* and *Parramatta Road Corridor Urban Transformation Strategy: Planning and Design Guidelines (Nov 2016)* specifies that the minimum off-street parking rate for "bed-sit/studio apartments" is *nil*.

If it is assumed that all of the non-commercial parking spaces (excluding the on-site manager's space) are accessed once during a two-hour period in the morning and afternoon, then the residential (student accommodation) component has a traffic generation potential of just 2 peak hour vehicle trips.

Application therefore of the above traffic generation rates to the various components of the planning proposal yields a traffic generation potential of approximately 12 vehicle trips per hour during the weekday commuter peak periods as set out below:

Projected Future Traffic Generation Potential

Non-residential (989m^2):	9.9 peak hour vehicle trips
Student accommodation (4 car spaces):	2.0 peak hour vehicle trips
TOTAL: TRAFFIC GENERATION POTENTIAL:	**11.9 peak hour vehicle trips**

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by a scheme under the current planning controls which apply to the site, in order to determine the *nett increase (or decrease)* in traffic generation potential expected to occur as a consequence of the planning proposal.

In order to compare "apples with apples", application of the abovementioned traffic generation rate of *1.0 peak hour vehicle trip per 100m^2* to the potential for 1,307m^2 GFA of floor area applying current planning controls yields a traffic generation potential of 13 peak hour vehicle trips.

Accordingly, it is likely that the planning proposal will result in a slight *nett reduction* in the traffic generation potential of the site of 1 vph when compared to a scheme under the current planning controls, as set out below:

Projected Nett Reduction in Peak Hour Traffic Generation Potential of the Site as a consequence of the Planning Proposal

Planning Proposal Projected Future Traffic Generation Potential:	11.9 vehicle trips per hour
Less Permissible Scheme Traffic Generation Potential:	-13.0 vehicle trips per hour
NETT REDUCTION IN TRAFFIC GENERATION POTENTIAL:	**-1.1 vehicle trips per hour**

For the purposes of this assessment however, it has been assumed that *all* of the projected future traffic flows of 12 peak hour vehicle trips will be new or *additional* to the existing traffic flows currently using the adjacent road network.

That projected level of traffic activity as a consequence of the planning proposal is minimal and will clearly not have any unacceptable traffic implications in terms of road network capacity, as is demonstrated by the following section of this report.

Traffic Implications - Road Network Capacity

The traffic implications of development proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network. Those effects can be assessed using the SIDRA program which is widely used by the RMS and many LGA's for this purpose. Criteria for evaluating the results of SIDRA analysis are reproduced in the following pages.

The results of the SIDRA analysis of the in Pyrmont Bridge Road and Chester Street intersection are summarised on Table 3 below, revealing that:

- the Pyrmont Bridge Road and Chester Street intersection currently operates at *Level of Service "A"* under the existing traffic demands with total average vehicle delays in the order of ***less than*** 1 second/vehicle

- under the projected future traffic demands expected to be generated by Option 1 of the planning proposal, the intersection would continue to operate at *Level of Service "A"* during the AM and PM commuter peak periods, with increases in average vehicle delays of ***less than*** 1 second/vehicle.

- under the projected future traffic demands expected to be generated by Option 2 of the *planning proposal*, the intersection would also continue to operate at *Level of Service "A"* during the AM and PM commuter peak periods, with increases in average vehicle delays of ***less than*** 1 second/vehicle.

The results of the SIDRA analysis of the Booth Street and Guihen Street intersection are summarised on Table 3 below, revealing that:

- the Booth Street and Guihen Street intersection currently operates at *Level of Service "A"* under the existing traffic demands with total average vehicle delays in the order of ***less than*** 1 second/vehicle

- under the projected future traffic demands expected to be generated by Option 1 of the planning proposal, the intersection would continue to operate at *Level of Service "A"*

during the AM and PM commuter peak periods, with ***zero*** increases in average vehicle delays.

- under the projected future traffic demands expected to be generated by Option 2 of the *planning proposal*, the intersection would also continue to operate at *Level of Service "A"* during the AM and PM commuter peak periods, with ***zero*** increases in average vehicle delays.

Table 3 – SIDRA INTERSECTION 8 Assessment Results

Key Indicators	Existing		Option 1 Projected Future Traffic Demand		Option 2 Projected Future Traffic Demand	
	AM	PM	AM	PM	AM	PM
Pyrmont Bridge Rd & Chester St						
LOS	A	A	A	A	A	A
DOS	0.120	0.162	0.121	0.162	0.121	0.163
AVD (Sec/Veh)	0.7	0.9	0.7	1.0	0.8	1.0
Booth St & Guihen St						
LOS	A	A	A	A	A	A
DOS	0.334	0.273	0.335	0.274	0.336	0.274
AVD (Sec/Veh)	0.4	0.8	0.5	0.8	0.5	0.8
	PBR_CHEX		PBR_CHEP (OPT1)		PBR_CHEP (OPT2)	

The results of the intersection capacity analysis reveal that the projected additional traffic flows for the two proposed options of the development proposal compared with the existing scenario will not have *any* appreciable effect whatsoever on the operational performance of the intersections located in the vicinity of the site. Furthermore, all of those intersections are expected to continue to operate at current *Levels of Service*, with minimal delays on all approaches, and with *negligible increases* in total average vehicle delays.

It is therefore reasonable to conclude that the proposed development will not have any unacceptable implications in terms of road network capacity.

Criteria for Interpreting Results of Sidra Analysis

1. *Level of Service (LOS)*

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good operation.	Good operation.
'B'	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
'C'	Satisfactory.	Satisfactory but accident study required.
'D'	Operating near capacity.	Near capacity and accident study required.
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.
'F'	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode.

2. *Average Vehicle Delay (AVD)*

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation.	Good operation.
B	15 to 28	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
C	29 to 42	Satisfactory.	Satisfactory but accident study required.
D	43 to 56	Operating near capacity.	Near capacity and accident study required.
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.

3. *Degree of Saturation (DS)*

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by traffic signals[1] both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a roundabout or GIVE WAY or STOP signs, satisfactory intersection operation is indicated by a DS of 0.8 or less.

1 *The values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs.*

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site comprise:

- generally UNRESTRICTED kerbside parking along both sides of Chester Street and Guihen Street, including along the entire site frontage, and throughout the local area
- BUS ZONES located at regular intervals along both sides of Booth Street.

Off-Street Car Parking Provisions

There are two documents which provide parking rates for the proposed land uses on the site; Council's *Leichhardt Development Control Plan 2013 – Part C1.11, Parking*, the *SEPP (Affordable Rental Housing) 2009* and the *Parramatta Road Corridor Urban Transformation Strategy: Planning and Design Guidelines (Nov 2016)*.

As noted in the traffic assessment in Chapter 3 of this report, the future non-residential tenancies of the development are expected to be industrial/creative offices, therefore for the purposes of this assessment, the following "commercial office" off-street parking rates are considered the most appropriate.

Council's *LDCP 2013* document specifies the following off-street parking rates:

Office	1 space per 100m² (min)	&	1 space per 80m² (max)
Residential			
Bed-site/studio:	Nil spaces (min)	&	0.5 spaces per dwelling (max)
One bedroom dwelling:	1 space per 3 dwellings (min)	&	0.5 spaces per dwelling (max)
Two bedroom dwelling:	1 space per 2 dwellings (min)	&	1 space per dwelling (max)
Three bedroom dwelling:	1 space per dwelling (min)	&	1.2 spaces per dwelling (max)
Visitors:	1 space per 11 dwellings (min)	&	0.125 spaces per dwelling (max)

The *Parramatta Road Corridor Urban Transformation Strategy: Planning and Design Guidelines (Nov 2016)* document specifies the following off-street parking rates:

Residential

Studio dwelling:	Nil spaces per dwelling (max)
One bedroom dwelling:	0.3 spaces per dwelling (max)
Two bedroom dwelling:	0.7 space per dwelling (max)
Three bedroom dwelling:	1 space per dwelling (max)
Visitors:	Nil spaces per dwelling (max)

Commercial

1 space per 150m^2

A comparison of the parking rates provided within the two documents is illustrated in the table below.

Car Parking Rate Comparison		
Land Use	**LDCP 2013**	**PRCUTS 2016**
Residential Option 1 – 26 apartments	13 residential & 2 visitor spaces	15 residential & 0 visitor spaces
Residential Option 2 – 83 student rooms	Nil spaces	Nil spaces
Non-Residential – 989m^2	12 spaces	7 spaces

By way of comparison, reference is also made to a number of existing student accommodation developments within close proximity to tertiary educational establishments.

Provider	Address	No. of Beds	Approx. Walking Distance to the Closest University	No. of Car Parking Spaces	No. of Motorcycle Parking Spaces
iglu – Redfern	66 Regent St, Redfern	370	900m (University of Sydney, Main Campus)	0	-
iglu - Broadway	9 Kensington St, Chippendale	271	280m (University of Technology Sydney)	0	-
iglu - Central	1 Regent St, Chippendale	90	150m (University of Technology Sydney)	0	0
iglu – Central Park	6 Central Park Ave, Chippendale	770	250m (University of Technology Sydney)	0	-
Scape – Abercrombie Street	267-269 Abercrombie St, Darlington	64	450m (University of Sydney, Main Campus)	0	-
Urbanest – Cleveland Street	142 Abercrombie St, Redfern	461	555m (University of Sydney, Main Campus)	0	0
UniLodge @ UNSW	1 Lorne Ave, Kensington	221	700m (University of NSW)	0	-
Urbanest – Wattle Street	473 Wattle Street, Ultimo	665	300m (University of Technology Sydney)	0	86
Urbanest – Quay Street	83 Quay Street, Haymarket	334	260m (Sydney TAFE)	0	0

As can be seen, the 9 existing student accommodation developments referred to in the table provide *zero* off-street car parking for residents.

Based on the various parking rates within the *LDCP 2013* and *PRCUTS 2016*, it is recommended that off-street parking be provided at the following rates:

Non-residential (989m²)	1 space per 80m²
Student accommodation (83 rooms)	1 manager's space

Application of the above recommended parking rates to the various components of the planning proposal yields an off-street parking of 14 spaces, comprising 13 non-residential spaces and 1 on-site manager's space.

The concept plans propose a total of 18 spaces within a new single-level basement car parking area, comprising 13 non-residential spaces, 1 manager's space, 1 courier space, 1 service vehicle space and 2 disabled spaces, thereby satisfying the above requirements.

The geometric design layout of the future car parking facilities will ultimately be designed to comply with Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6*.

Off-street Motorcycle and Bicycle Parking Requirements

The motorcycle and bicycle parking requirements applicable to the development proposal are also specified in Council's *Leichhardt Development Control Plan 2013 – Part C1.11, Parking* document in the following terms:

Motorcycle

1 space for developments that require between 1 to 10 vehicle spaces and 5% of the required vehicle parking thereafter

Bicycle

Student Accommodation

Residents:	1 bicycle space per 6 rooms
Visitors:	1 bicycle space per 6 rooms

Commercial

Staff: 1 bicycle space per 10 staff

Customers: 1 bicycle space per 400m^2

Application of the above motorcycle and bicycle parking rates to the various components of the planning proposal yields a minimum off-street parking requirement of 15 motorcycle spaces and 18 bicycle spaces as set out in the table below.

Motorcycle & Bicycle Parking		
Land Use	**Rate**	**Requirement**
Motorcycles - Residential	1 space per 6 rooms*	14 motorcycle spaces
Motorcycles – Non-Residential	1 space (between 1-10 car spaces)	1 motorcycle space
Bicycles - Residential	1 space per 6 rooms	14 bicycle spaces
Bicycles – Non-Residential	1 space per 10 staff & 1/400m^2	4 bicycle spaces

* recommended rate based on bicycle rate

The concept plans propose a total of 18 motorcycle spaces and 21 bicycle spaces within a new single-level basement car parking area, thereby satisfying the above requirements.

The geometric design of the motorcycle and bicycle parking requirements will also ultimately be designed in accordance with *AS2890* requirements.

Conclusion

The foregoing has found that by *constraining* the provision of off-street parking, particularly the residential component, the planning proposal will likely result in a slight *nett reduction* in the traffic generation potential of the site of 1 vph when compared to a hypothetical scheme under the current planning controls. As such, no infrastructure or road upgrades will be required.

Furthermore, the proposed development satisfies the minimum off-street bicycle and motorcycle parking requirements as well as providing adequate off-street car parking, noting the site's proximity to a number of tertiary educational establishments and an extensive range of alternate transport options.

Whilst regular residential apartments *and* student accommodation options were both assessed, it is considered that Option 2 – student accommodation – is considered to be the preferred type of residential as it more closely aligns with GSC and NSW State Government objectives of the Camperdown Health-Education Super Precinct, *and*, will add *nil* additional vehicle movements to the surrounding road network.

It is therefore reasonable to conclude that the planning proposal will not have any unacceptable implications in terms of road network capacity or off-street parking/loading requirements.

APPENDIX A

TRAFFIC SURVEY DATA

Item 2

Attachment 7

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6492 ANNANDALE Chester St
Day/Date : Tuesday 20th June 2017

Lights

	WEST		NORTH		EAST		
	Pyrmont Br		Chester St		Pyrmont Br		
Time Per	T	L	R	L	R	T	TOT
0700 - 0715	114	3	4	4	1	48	174
0715 - 0730	104	8	5	3	1	45	166
0730 - 0745	125	1	10	5	1	53	195
0745 - 0800	132	2	6	2	2	74	218
0800 - 0815	94	1	7	2	6	78	188
0815 - 0830	105	2	7	2	4	58	178
0830 - 0845	109	2	5	4	1	66	187
0845 - 0900	115	3	7	4	9	63	201
Per End	898	22	51	26	25	485	1507

Heavies

	WEST		NORTH		EAST		
	Pyrmont Br		Chester St		Pyrmont Br		
Time Per	T	L	R	L	R	T	TOT
0700 - 0715	2	0	0	0	0	0	2
0715 - 0730	3	0	0	0	0	0	3
0730 - 0745	2	0	0	0	0	1	3
0745 - 0800	0	0	0	0	0	0	0
0800 - 0815	1	0	0	0	0	3	4
0815 - 0830	1	0	0	0	0	1	2
0830 - 0845	0	0	0	0	0	2	2
0845 - 0900	2	0	0	0	0	1	3
Per End	11	0	0	0	0	8	19

Combined

	WEST		NORTH		EAST		
	Pyrmont Br		Chester St		Pyrmont		
Time Per	T	L	R	L	R	T	TOT
0700 - 0715	116	3	4	4	1	48	176
0715 - 0730	107	8	5	3	1	45	169
0730 - 0745	127	1	10	5	1	54	198
0745 - 0800	132	2	6	2	2	74	218
0800 - 0815	95	1	7	2	6	81	192
0815 - 0830	106	2	7	2	4	59	180
0830 - 0845	109	2	5	4	1	68	189
0845 - 0900	117	3	7	4	9	64	204
Per End	909	22	51	26	25	493	1526

Lights

	WEST		NORTH		EAST		
	Pyrmont Br		Chester St		Pyrmont Br		
Peak Per	T	L	R	L	R	T	TOT
0700 - 0800	475	14	25	14	5	220	753
0715 - 0815	455	12	28	12	10	250	767
0730 - 0830	456	6	30	11	13	263	779
0745 - 0845	440	7	25	10	13	276	771
0800 - 0900	423	8	26	12	20	265	754
PEAK HR	456	6	30	11	13	263	779

Heavies

	WEST		NORTH		EAST		
	Pyrmont Br		Chester St		Pyrmont Br		
Peak Per	T	L	R	L	R	T	TOT
0700 - 0800	7	0	0	0	0	1	8
0715 - 0815	6	0	0	0	0	4	10
0730 - 0830	4	0	0	0	0	5	9
0745 - 0845	2	0	0	0	0	6	8
0800 - 0900	4	0	0	0	0	7	11
PEAK HR	4	0	0	0	0	5	9

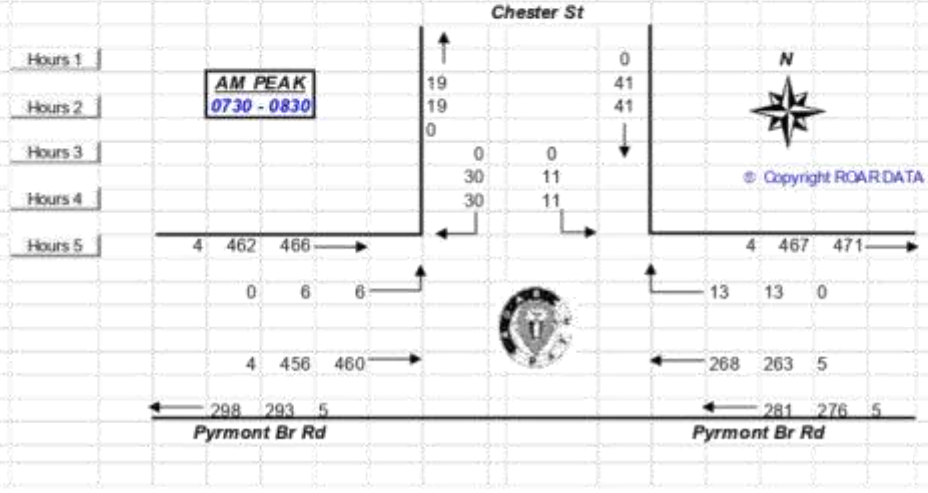
Combined

	WEST		NORTH		EAST		
	Pyrmont Br		Chester St		Pyrmont		
Peak Per	T	L	R	L	R	T	TOT
0700 - 0800	482	14	25	14	5	221	761
0715 - 0815	461	12	28	12	10	254	777
0730 - 0830	460	6	30	11	13	268	788
0745 - 0845	442	7	25	10	13	282	779
0800 - 0900	427	8	26	12	20	272	765
PEAK HR	460	6	30	11	13	268	788

Peds

	WEST	NORTH	EAST	
Time Per	Pyrmont Br	Chester St	Pyrmont Br	TOT
0700 - 0715	0	1	2	3
0715 - 0730	0	2	1	3
0730 - 0745	1	5	0	6
0745 - 0800	0	5	1	6
0800 - 0815	0	5	0	5
0815 - 0830	0	4	4	8
0830 - 0845	0	1	0	1
0845 - 0900	0	12	1	13
Per End	1	35	9	45

	WEST	NORTH	EAST	
Peak Per	Pyrmont Br	Chester St	Pyrmont Br	TOT
0700 - 0800	1	13	4	18
0715 - 0815	1	17	2	20
0730 - 0830	1	19	5	25
0745 - 0845	0	15	5	20
0800 - 0900	0	22	5	27
PEAK HR	1	19	5	25



R.O.A.R DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

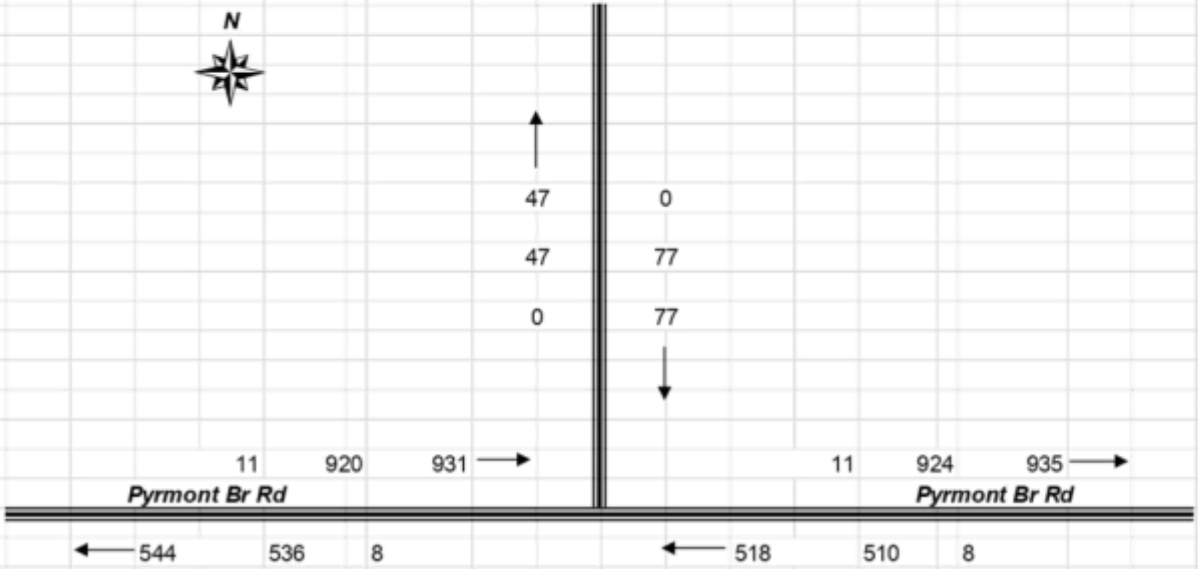
Client : Varga Traffic Planning

Job No/Name : 6492 ANNANDALE Chester St

Day/Date : Tuesday 20th June 2017

AM

TOTAL VOLUMES FOR COUNT PERIOD



R.O.A.R DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

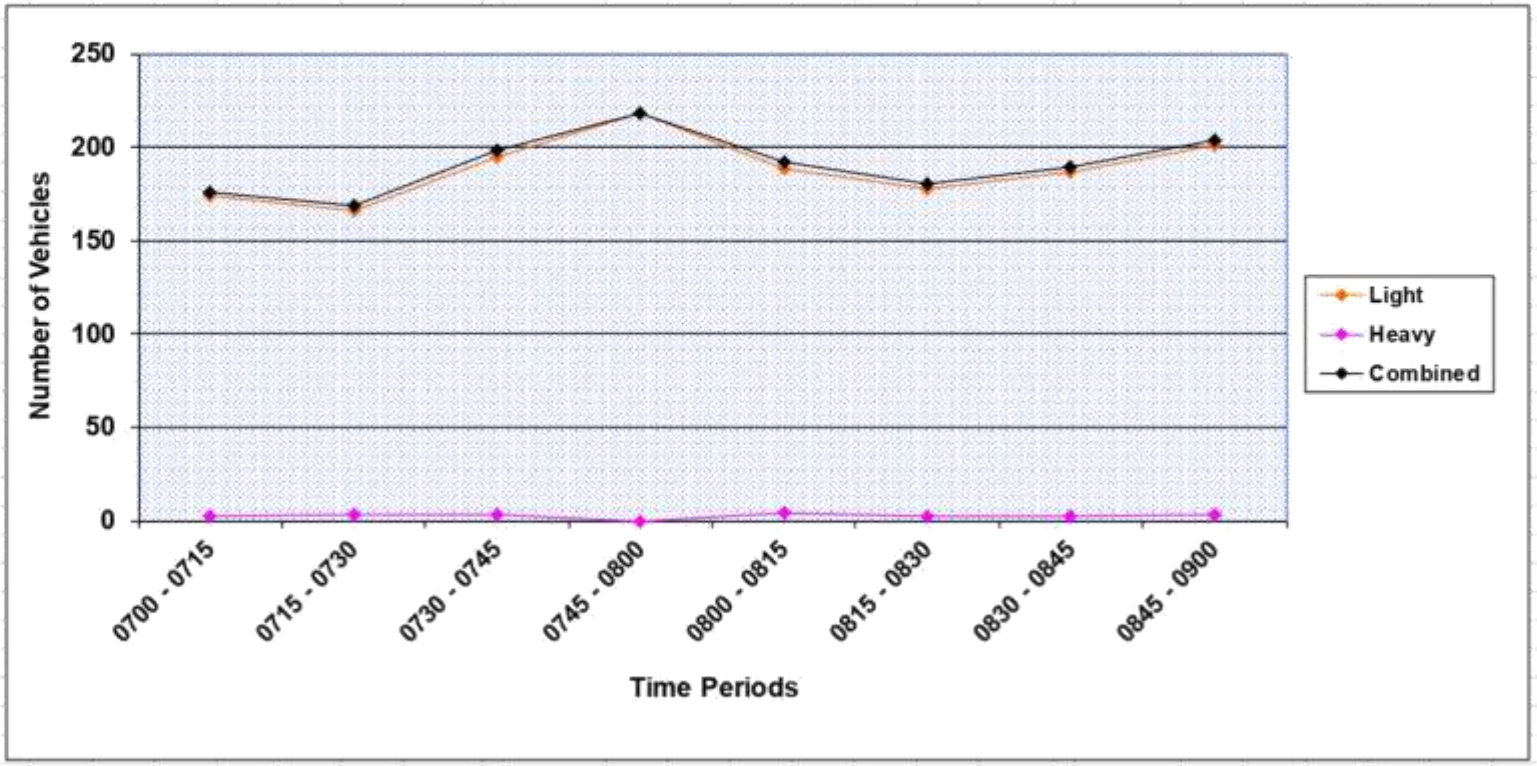
Client : Varga Traffic Planning

Job No/Name : 6492 ANNANDALE Chester St

Day/Date : Tuesday 20th June 2017

AM

Chester St & Pyrmont Bridge Rd



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6492 ANNANDALE Chester St
Day/Date : Tuesday 20th June 2017

Lights

Time Per	WEST Pyrmont Br T	WEST Pyrmont Br L	NORTH Chester St R	NORTH Chester St L	EAST Pyrmont Br R	EAST Pyrmont Br T	TOT
1630 - 1645	67	2	7	3	7	141	227
1645 - 1700	69	2	7	10	5	126	219
1700 - 1715	91	6	15	16	1	164	293
1715 - 1730	74	3	8	5	3	152	245
1730 - 1745	79	2	6	4	5	131	227
1745 - 1800	84	2	17	7	3	157	270
1800 - 1815	69	6	5	5	6	156	247
1815 - 1830	64	1	4	9	5	152	235
Per End	**597**	**24**	**69**	**59**	**35**	**1179**	**1963**

Heavies

Time Per	WEST Pyrmont Br T	WEST Pyrmont Br L	NORTH Chester St R	NORTH Chester St L	EAST Pyrmont Br R	EAST Pyrmont Br T	TOT
1630 - 1645	0	0	0	0	0	2	2
1645 - 1700	5	0	0	0	0	0	5
1700 - 1715	0	0	0	0	0	2	2
1715 - 1730	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0
1815 - 1830	1	0	0	0	0	0	1
Per End	**6**	**0**	**0**	**0**	**0**	**5**	**11**

Combined

Time Per	WEST Pyrmont Br T	WEST Pyrmont Br L	NORTH Chester St R	NORTH Chester St L	EAST Pyrmont R	EAST Pyrmont T	TOT
1630 - 1645	67	2	7	3	7	143	229
1645 - 1700	74	2	7	10	5	126	224
1700 - 1715	91	6	15	16	1	166	295
1715 - 1730	74	3	8	5	3	152	245
1730 - 1745	79	2	6	4	5	132	228
1745 - 1800	84	2	17	7	3	157	270
1800 - 1815	69	6	5	5	6	156	247
1815 - 1830	65	1	4	9	5	152	236
Per End	**603**	**24**	**69**	**59**	**35**	**1184**	**1974**

Lights

Peak Per	WEST Pyrmont Br T	WEST Pyrmont Br L	NORTH Chester St R	NORTH Chester St L	EAST Pyrmont Br R	EAST Pyrmont Br T	TOT
1630 - 1730	301	13	37	34	16	583	984
1645 - 1745	313	13	36	35	14	573	984
1700 - 1800	328	13	46	32	12	604	1035
1715 - 1815	306	13	36	21	17	596	989
1730 - 1830	296	11	32	25	19	596	979
PEAK HR	**328**	**13**	**46**	**32**	**12**	**604**	**1035**

Heavies

Peak Per	WEST Pyrmont Br T	WEST Pyrmont Br L	NORTH Chester St R	NORTH Chester St L	EAST Pyrmont Br R	EAST Pyrmont Br T	TOT
1630 - 1730	5	0	0	0	0	4	9
1645 - 1745	5	0	0	0	0	3	8
1700 - 1800	0	0	0	0	0	3	3
1715 - 1815	0	0	0	0	0	1	1
1730 - 1830	1	0	0	0	0	1	2
PEAK HR	**0**	**0**	**0**	**0**	**0**	**3**	**3**

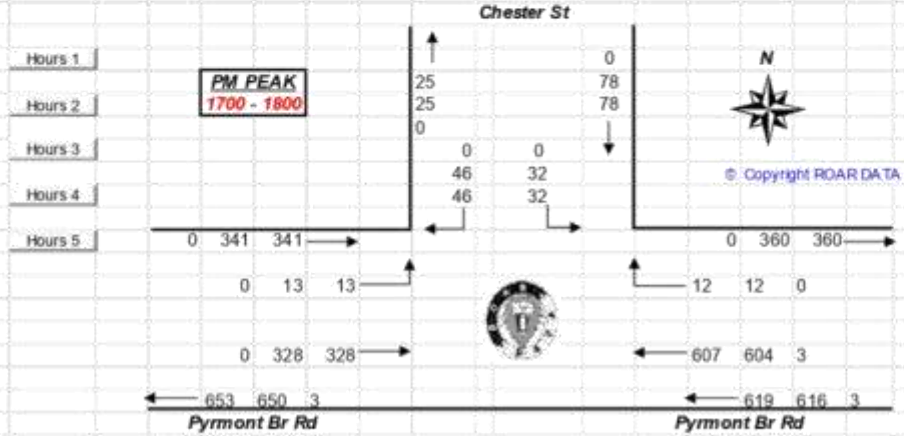
Combined

Peak Per	WEST Pyrmont Br T	WEST Pyrmont Br L	NORTH Chester St R	NORTH Chester St L	EAST Pyrmont R	EAST Pyrmont T	TOT
1630 - 1730	306	13	37	34	16	587	993
1645 - 1745	318	13	36	35	14	576	992
1700 - 1800	328	13	46	32	12	607	1038
1715 - 1815	306	13	36	21	17	597	990
1730 - 1830	297	11	32	25	19	597	981
PEAK HR	**328**	**13**	**46**	**32**	**12**	**607**	**1038**

Peds

Time Per	WEST Pyrmont Br	NORTH Chester St	EAST Pyrmont Br	TOT
1630 - 1645	3	6	1	10
1645 - 1700	3	1	0	4
1700 - 1715	2	3	1	6
1715 - 1730	3	3	0	6
1730 - 1745	3	6	0	9
1745 - 1800	1	4	1	6
1800 - 1815	1	6	3	10
1815 - 1830	2	6	3	11
Per End	**18**	**35**	**9**	**62**

Peak Per	WEST Pyrmont Br	NORTH Chester St	EAST Pyrmont Br	TOT
1630 - 1730	11	13	2	26
1645 - 1745	11	13	1	25
1700 - 1800	9	16	2	27
1715 - 1815	8	19	4	31
1730 - 1830	7	22	7	36
PEAK HR	**9**	**16**	**2**	**27**



R.O.A.R DATA

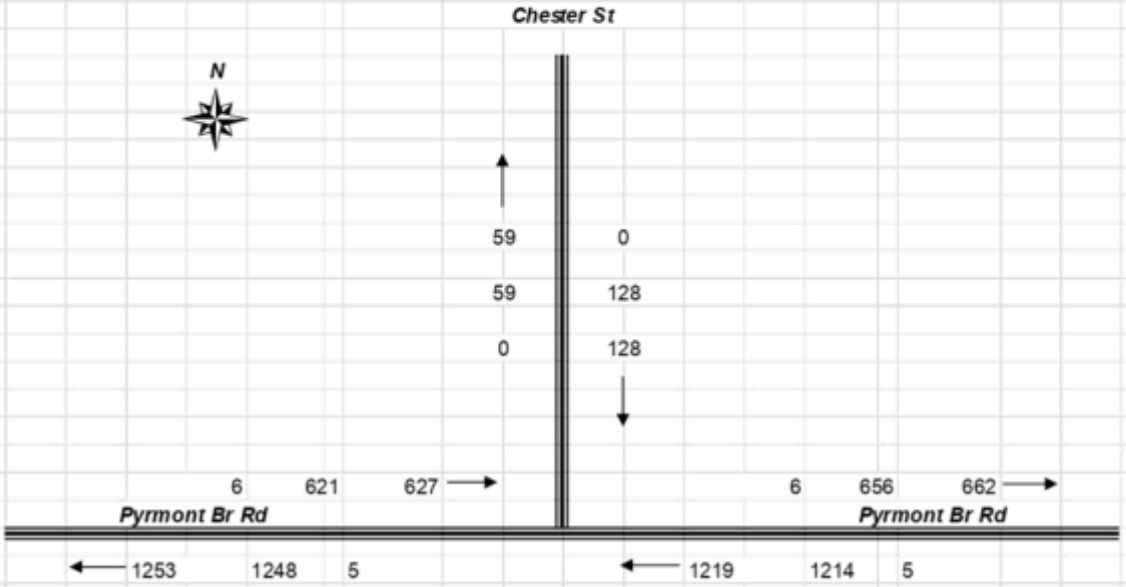
Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 6492 ANNANDALE Chester St
Day/Date	: Tuesday 20th June 2017

PM

TOTAL VOLUMES FOR COUNT PERIOD



R.O.A.R DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

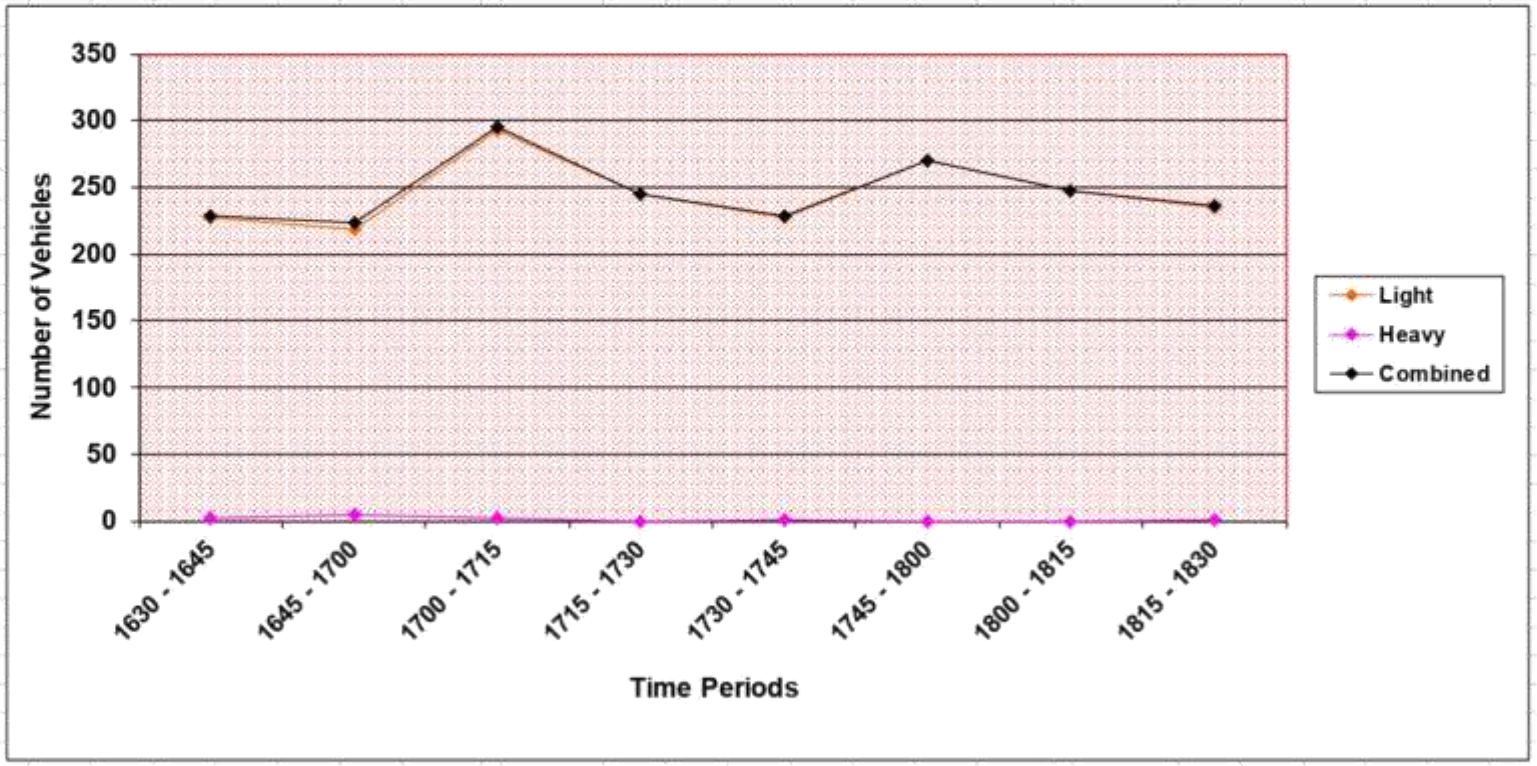
Client : Varga Traffic Planning

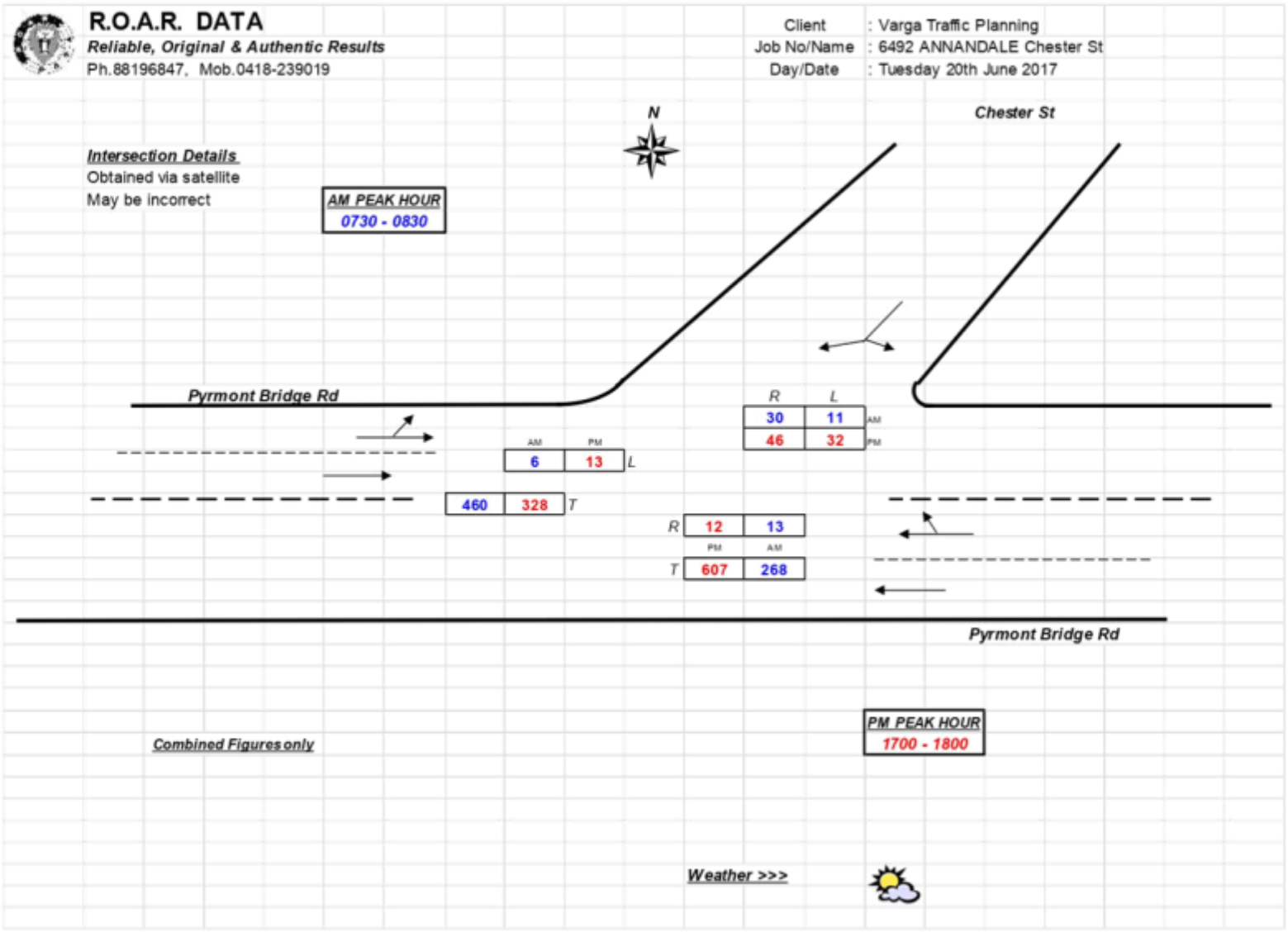
Job No/Name : 6492 ANNANDALE Chester St

Day/Date : Tuesday 20th June 2017

PM

Chester St & Pyrmont Bridge Rd




R.O.A.R. DATA
Reliable, Original & Authentic Results
Ph.88196847, Mob.0418-239019
Client : Varga Traffic Planning
Job No/Name : 6492 ANNANDALE Chester St
Day/Date : Tuesday 20th June 2017
Intersection Details
Obtained via satellite
May be incorrect
AM PEAK HOUR
0730 - 0830
N
Chester St
Pyrmont Bridge Rd
AM PM
6 13 L
460 328 T
R L
30 11 AM
46 32 PM
R 12 13
PM AM
T 607 268
Pyrmont Bridge Rd
Combined Figures only
PM PEAK HOUR
1700 - 1800
Weather >>>

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6492 ANNANDALE Chester St
Day/Date : Tuesday 20th June 2017

Lights	NORTH		WEST		SOUTH		
	Booth St		*Guihen St*		*Booth St*		
Time Per	T	R	L	R	L	T	TOT
0700 - 0715	84	5	5	3	2	57	**156**
0715 - 0730	100	8	2	1	2	48	**161**
0730 - 0745	134	8	1	1	2	63	**209**
0745 - 0800	150	9	3	1	3	81	**247**
0800 - 0815	133	9	0	1	1	77	**221**
0815 - 0830	143	10	1	1	1	75	**231**
0830 - 0845	117	5	0	0	0	76	**198**
0845 - 0900	131	10	1	1	3	85	**231**
Per End	**992**	**64**	**13**	**9**	**14**	**562**	**1654**

Heavies	NORTH		WEST		SOUTH		
	Booth St		*Guihen St*		*Booth St*		
Time Per	T	R	L	R	L	T	TOT
0700 - 0715	2	0	0	0	0	1	**3**
0715 - 0730	3	0	0	0	0	1	**4**
0730 - 0745	8	0	0	0	0	1	**9**
0745 - 0800	4	0	0	0	0	2	**6**
0800 - 0815	6	0	0	0	0	1	**7**
0815 - 0830	6	0	0	0	0	2	**8**
0830 - 0845	5	0	0	0	0	1	**6**
0845 - 0900	5	0	0	0	0	4	**9**
Per End	**39**	**0**	**0**	**0**	**0**	**13**	**52**

Combined	NORTH		WEST		SOUTH		
	Booth St		*Guihen St*		*Booth St*		
Time Per	T	R	L	R	L	T	TOT
0700 - 0715	86	5	5	3	2	58	**159**
0715 - 0730	103	8	2	1	2	49	**165**
0730 - 0745	142	8	1	1	2	64	**218**
0745 - 0800	154	9	3	1	3	83	**253**
0800 - 0815	139	9	0	1	1	78	**228**
0815 - 0830	149	10	1	1	1	77	**239**
0830 - 0845	122	5	0	0	0	77	**204**
0845 - 0900	136	10	1	1	3	89	**240**
Per End	**1031**	**64**	**13**	**9**	**14**	**575**	**1706**

Lights	NORTH		WEST		SOUTH		
	Booth St		*Guihen St*		*Booth St*		
Peak Per	T	R	L	R	L	T	TOT
0700 - 0800	468	30	11	6	9	249	**773**
0715 - 0815	517	34	6	4	8	269	**838**
0730 - 0830	560	36	5	4	7	296	**908**
0745 - 0845	543	33	4	3	5	309	**897**
0800 - 0900	524	34	2	3	5	313	**881**
PEAK HR	**560**	**36**	**5**	**4**	**7**	**296**	**908**

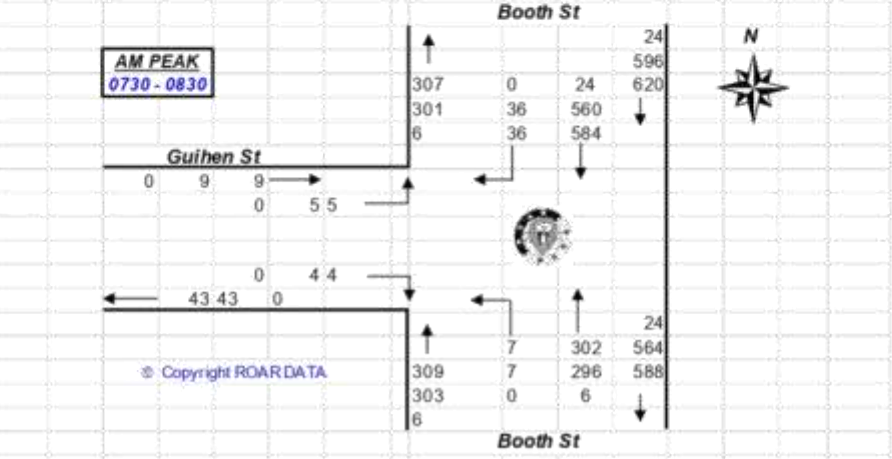
Heavies	NORTH		WEST		SOUTH		
	Booth St		*Guihen St*		*Booth St*		
Peak Per	T	R	L	R	L	T	TOT
0700 - 0800	17	0	0	0	0	5	**22**
0715 - 0815	21	0	0	0	0	5	**26**
0730 - 0830	24	0	0	0	0	6	**30**
0745 - 0845	21	0	0	0	0	6	**27**
0800 - 0900	22	0	0	0	0	8	**30**
PEAK HR	**24**	**0**	**0**	**0**	**0**	**6**	**30**

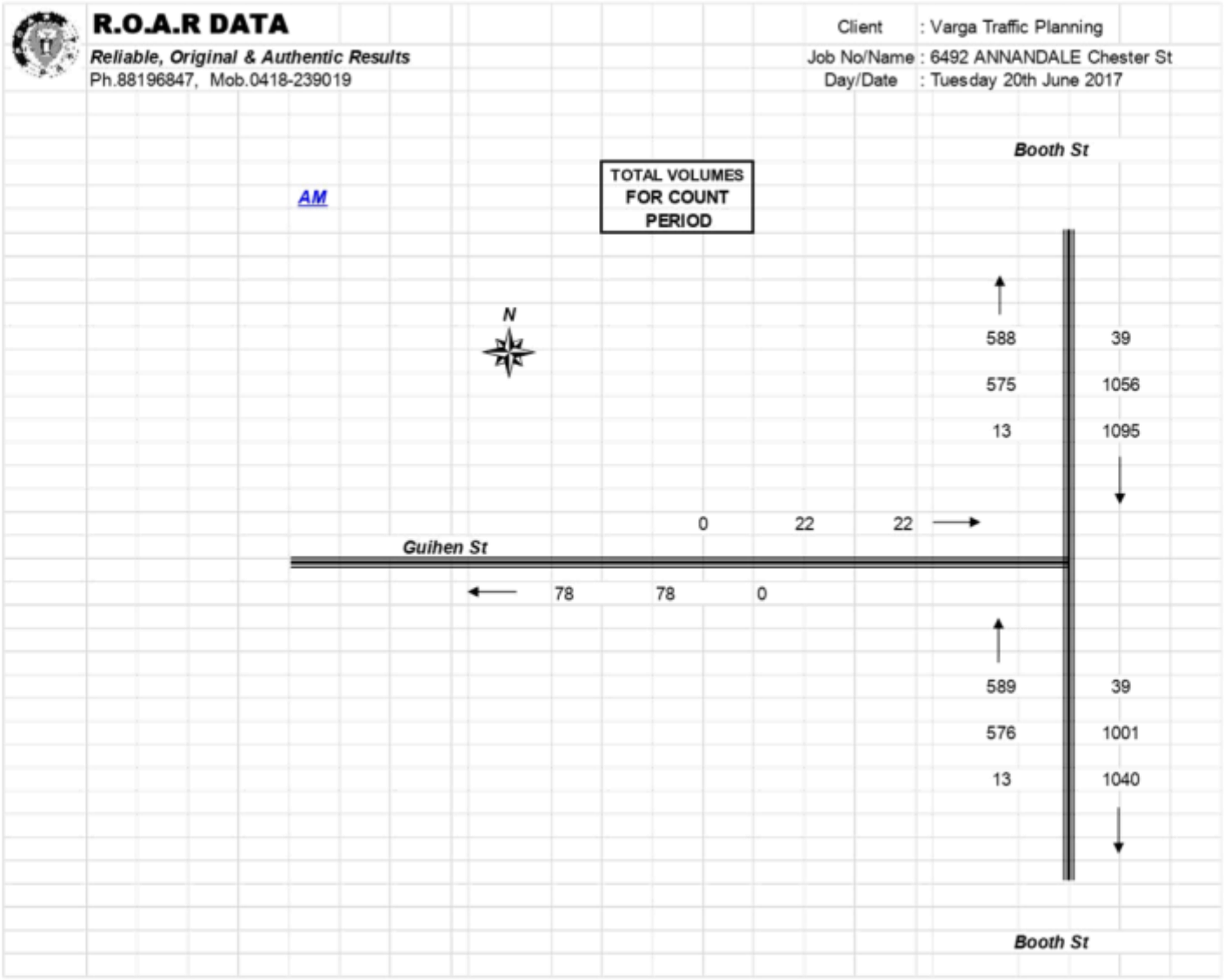
Combined	NORTH		WEST		SOUTH		
	Booth St		*Guihen St*		*Booth St*		
Peak Per	T	R	L	R	L	T	TOT
0700 - 0800	485	30	11	6	9	254	**795**
0715 - 0815	538	34	6	4	8	274	**864**
0730 - 0830	584	36	5	4	7	302	**938**
0745 - 0845	564	33	4	3	5	315	**924**
0800 - 0900	546	34	2	3	5	321	**911**
PEAK HR	**584**	**36**	**5**	**4**	**7**	**302**	**938**

Peds	NORTH	WEST	SOUTH	
Time Per	Booth St	Guihen St	Booth St	TOT
0700 - 0715	1	6	2	**9**
0715 - 0730	1	9	2	**12**
0730 - 0745	0	7	0	**7**
0745 - 0800	4	10	0	**14**
0800 - 0815	1	11	1	**13**
0815 - 0830	1	12	0	**13**
0830 - 0845	3	4	1	**8**
0845 - 0900	1	6	1	**8**
Per End	**12**	**65**	**7**	**84**

	NORTH	WEST	SOUTH	
Peak Per	Booth St	Guihen St	Booth St	TOT
0700 - 0800	6	32	4	**42**
0715 - 0815	6	37	3	**46**
0730 - 0830	6	40	1	**47**
0745 - 0845	9	37	2	**48**
0800 - 0900	6	33	3	**42**
PEAK HR	**6**	**40**	**1**	**47**

Hours 1
Hours 2
Hours 3
Hours 4
Hours 5




R.O.A.R DATA
Reliable, Original & Authentic Results
Ph.88196847, Mob.0418-239019
Client : Varga Traffic Planning
Job No/Name : 6492 ANNANDALE Chester St
Day/Date : Tuesday 20th June 2017
AM
TOTAL VOLUMES FOR COUNT PERIOD
N
Booth St
588
575
13
39
1056
1095
0
22
22
Guihen St
78
78
0
589
576
13
39
1001
1040
Booth St

R.O.A.R DATA

Reliable, Original & Authentic Results

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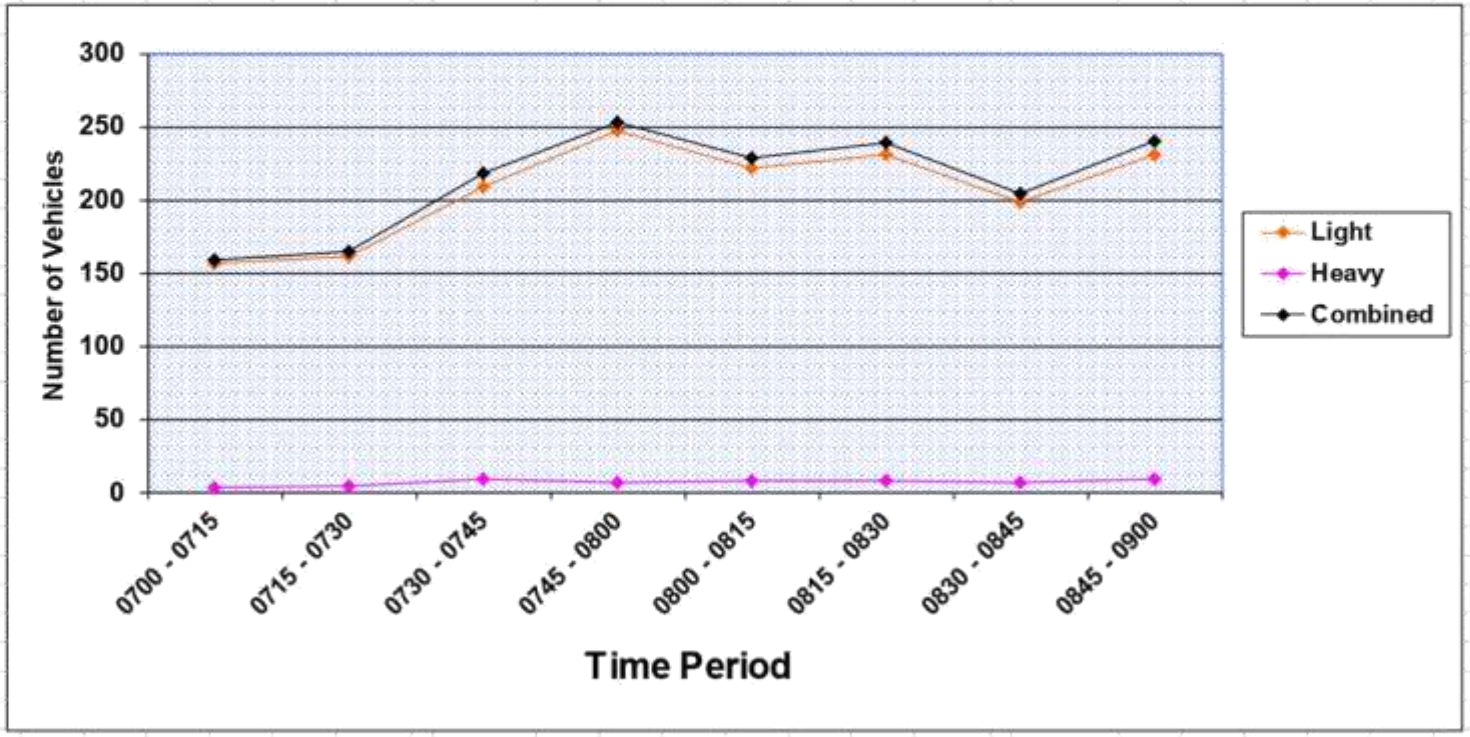
Day/Date : Tuesday 20th June 2017

AM

Guihen St St & Booth St



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6492 ANNANDALE Chester St
Day/Date : Tuesday 20th June 2017

Lights

	NORTH		WEST		SOUTH		
	Booth St		Guihen St		Booth St		
Time Per	T	R	L	R	L	T	TOT
1630 - 1645	81	12	6	3	4	122	228
1645 - 1700	84	11	4	1	5	115	220
1700 - 1715	106	14	12	2	3	134	271
1715 - 1730	92	4	6	1	2	108	213
1730 - 1745	102	8	3	0	3	138	254
1745 - 1800	88	16	7	1	2	120	234
1800 - 1815	99	8	5	2	1	132	247
1815 - 1830	82	7	2	0	7	98	196
Per End	734	80	45	10	27	967	1863

Heavies

	NORTH		WEST		SOUTH		
	Booth St		Guihen St		Booth St		
Time Per	T	R	L	R	L	T	TOT
1630 - 1645	2	0	0	0	0	2	4
1645 - 1700	3	0	0	0	0	5	8
1700 - 1715	0	0	0	0	0	3	3
1715 - 1730	1	0	0	0	0	3	4
1730 - 1745	2	0	0	0	0	2	4
1745 - 1800	0	0	0	0	0	5	5
1800 - 1815	1	0	0	0	0	4	5
1815 - 1830	1	0	0	0	0	3	4
Per End	10	0	0	0	0	27	37

Combined

	NORTH		WEST		SOUTH		
	Booth St		Guihen St		Booth St		
Time Per	T	R	L	R	L	T	TOT
1630 - 1645	83	12	6	3	4	124	232
1645 - 1700	87	11	4	1	5	120	228
1700 - 1715	106	14	12	2	3	137	274
1715 - 1730	93	4	6	1	2	111	217
1730 - 1745	104	8	3	0	3	140	258
1745 - 1800	88	16	7	1	2	125	239
1800 - 1815	100	8	5	2	1	136	252
1815 - 1830	83	7	2	0	7	101	200
Per End	744	80	45	10	27	994	1900

Lights

	NORTH		WEST		SOUTH		
	Booth St		Guihen St		Booth St		
Peak Per	T	R	L	R	L	T	TOT
1630 - 1730	363	41	28	7	14	479	932
1645 - 1745	384	37	25	4	13	495	958
1700 - 1800	388	42	28	4	10	500	972
1715 - 1815	381	36	21	4	8	498	948
1730 - 1830	371	39	17	3	13	488	931
PEAK HR	388	42	28	4	10	500	972

Heavies

	NORTH		WEST		SOUTH		
	Booth St		Guihen St		Booth St		
Peak Per	T	R	L	R	L	T	TOT
1630 - 1730	6	0	0	0	0	13	19
1645 - 1745	6	0	0	0	0	13	19
1700 - 1800	3	0	0	0	0	13	16
1715 - 1815	4	0	0	0	0	14	18
1730 - 1830	4	0	0	0	0	14	18
PEAK HR	3	0	0	0	0	13	16

Combined

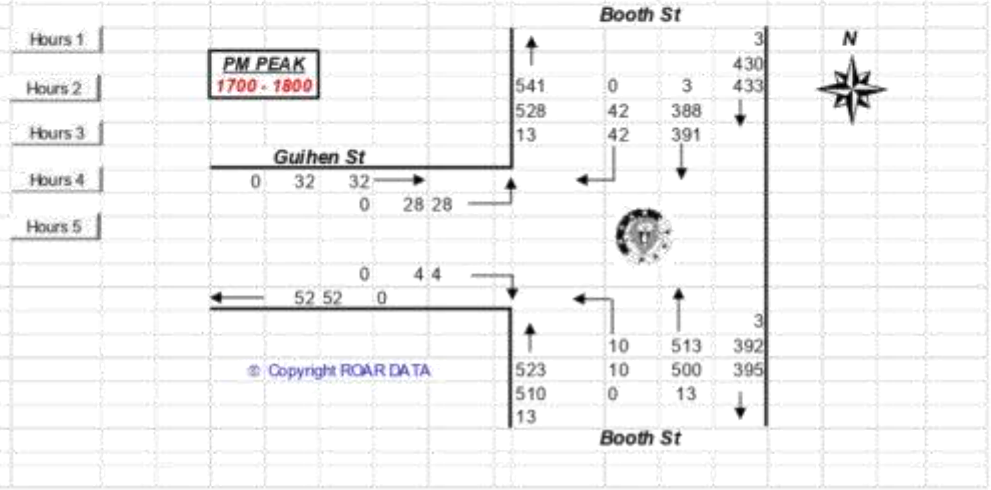
	NORTH		WEST		SOUTH		
	Booth St		Guihen St		Booth St		
Peak Per	T	R	L	R	L	T	TOT
1630 - 1730	369	41	28	7	14	492	951
1645 - 1745	390	37	25	4	13	508	977
1700 - 1800	391	42	28	4	10	513	988
1715 - 1815	385	36	21	4	8	512	966
1730 - 1830	375	39	17	3	13	502	949
PEAK HR	391	42	28	4	10	513	988

Peds

	NORTH	WEST	SOUTH	
Time Per	Booth St	Guihen St	Booth St	TOT
1630 - 1645	0	11	2	13
1645 - 1700	1	16	4	21
1700 - 1715	2	33	5	40
1715 - 1730	0	15	2	17
1730 - 1745	3	19	1	23
1745 - 1800	1	25	2	28
1800 - 1815	2	8	1	11
1815 - 1830	0	20	2	22
Per End	9	147	19	175

	NORTH	WEST	SOUTH	
Peak Per	Booth St	Guihen St	Booth St	TOT
1630 - 1730	3	75	13	91
1645 - 1745	6	83	12	101
1700 - 1800	6	92	10	108
1715 - 1815	6	67	6	79
1730 - 1830	6	72	6	84
PEAK HR	6	92	10	108

Hours 1
Hours 2
Hours 3
Hours 4
Hours 5



R.O.A.R DATA

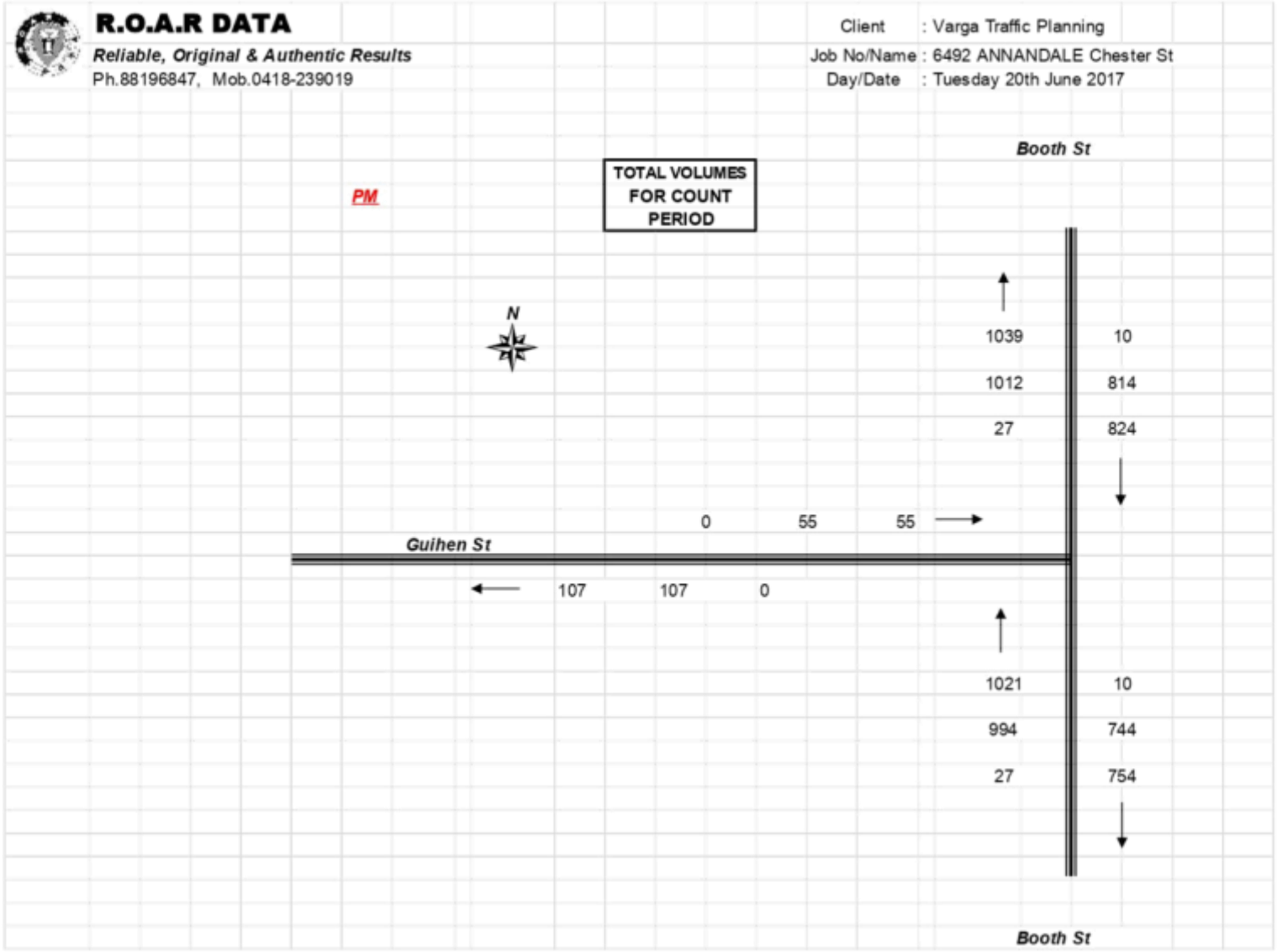
Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 6492 ANNANDALE Chester St

Day/Date : Tuesday 20th June 2017



R.O.A.R DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

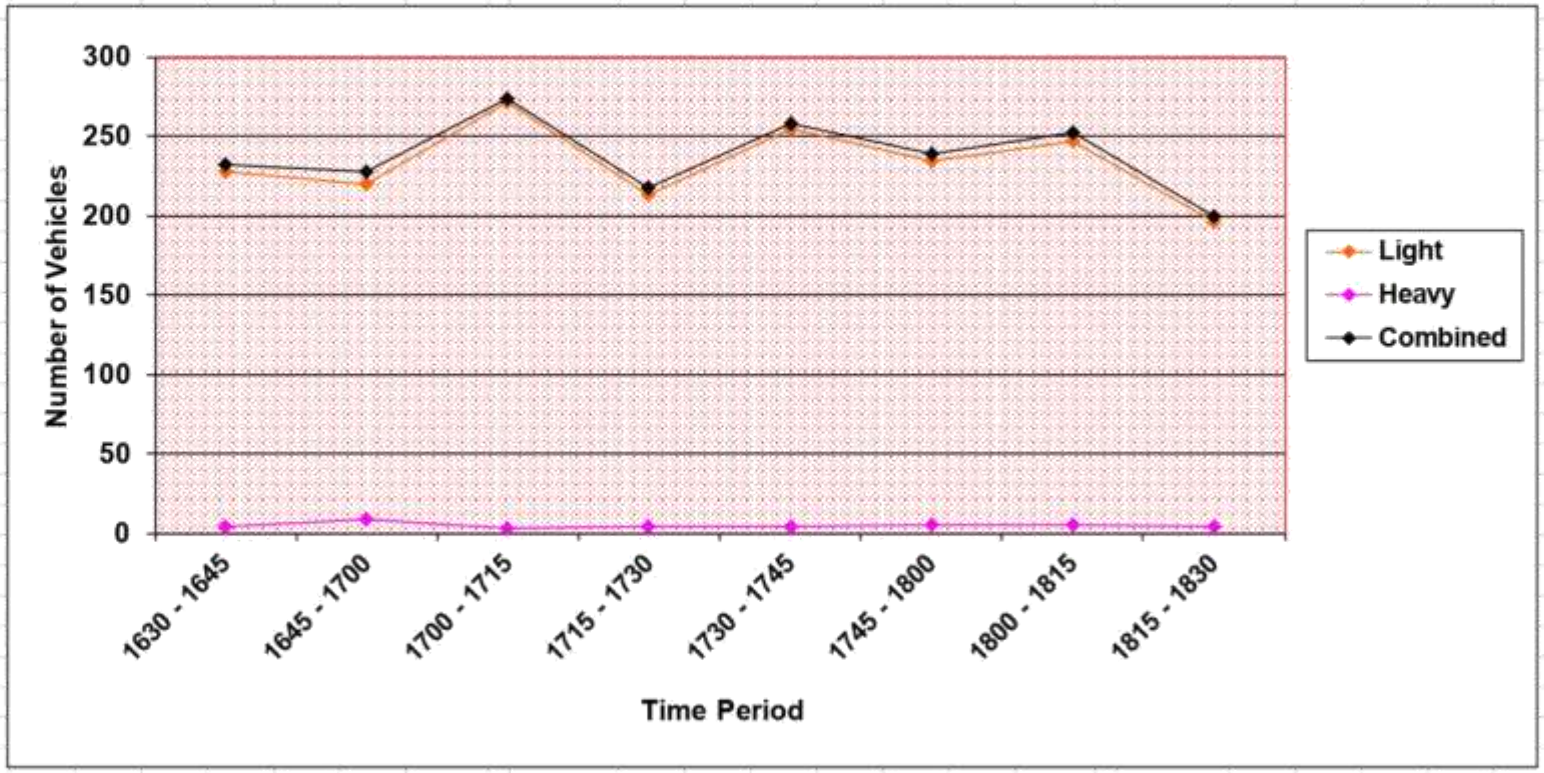
Client : Varga Traffic Planning

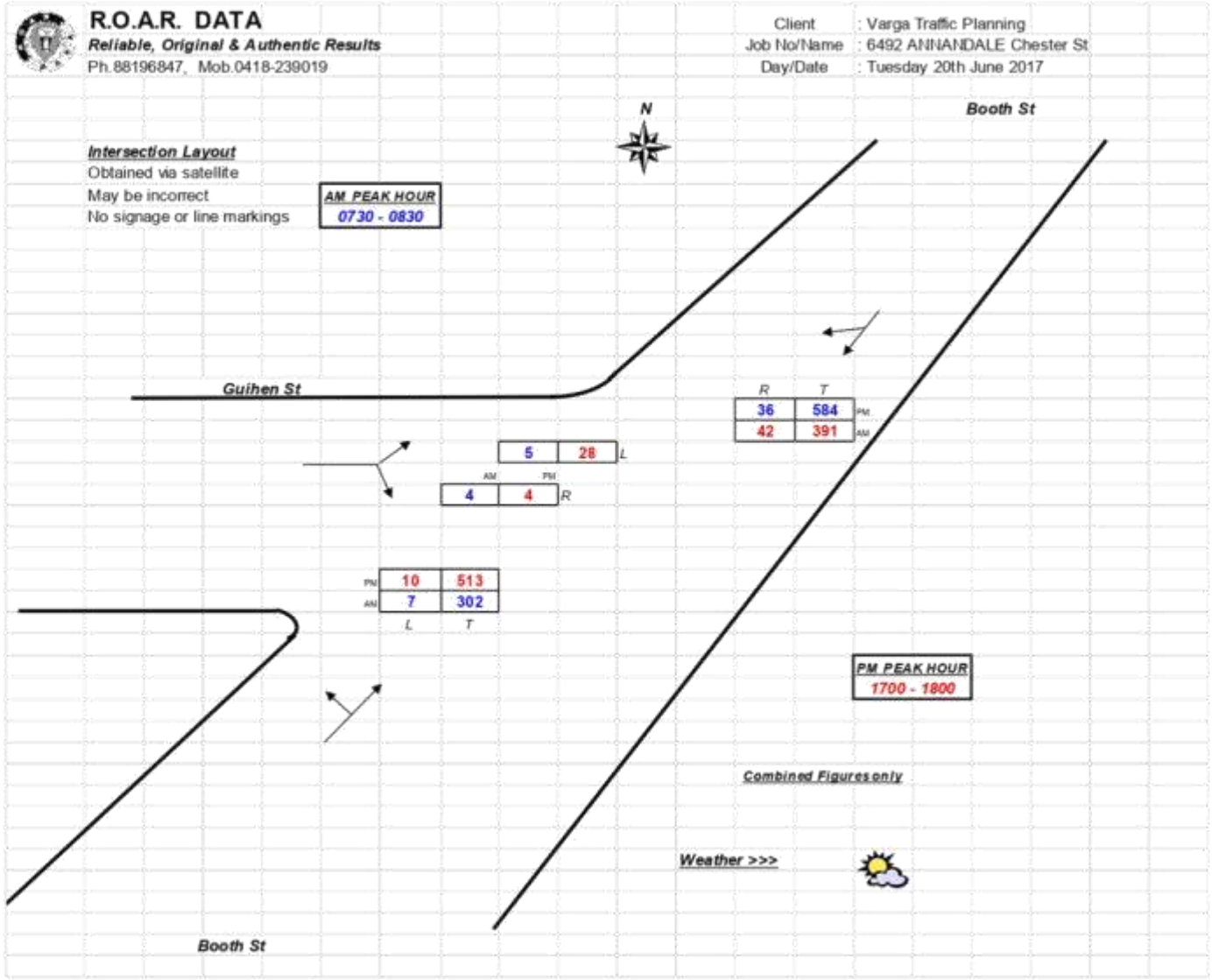
Job No/Name : 6492 ANNANDALE Chester St

Day/Date : Tuesday 20th June 2017

PM

Guihen St St & Booth St

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Intersection Layout
Obtained via satellite
May be incorrect
No signage or line markings
AM PEAK HOUR
0730 - 0830
N
Booth St
Guihen St
R T
36 584 PM
42 391 AM
5 28 L
AM PM
4 4 R
PM 10 513
AM 7 302
L T
PM PEAK HOUR
1700 - 1800
Combined Figures only
Weather >>>
Booth St

UniLodge

29 April 2109

Alex Sicari
Britely Property
Level 2, 210 Clarence St
Sydney, NSW, 2000

Via email: asicari@britely.com.au

Dear Alex,

Re: Car and Motorbike Parking for Purpose Built Student Accommodation

As discussed, please find below current and recommended arrangements for car and motorbike parking for quality student accommodation facilities like your proposed project located at 1-5 Chester St Camperdown.

UniLodge is a specialist student accommodation operator and manager with over 20 years' experience, over 20,000 beds under management across over 70 properties throughout Australasia.

For your project with approximately 90 dwellings and 90 beds, we would recommend the following as more than sufficient car and motorbike parking arrangements to operate the building.

In our experience for a building of this size, we would see car and motorbike parking as not used and unnecessary. The location of the site, its proximity to UNSW and Sydney CBD Universities via the new light rail would mean that very little if any students would own and use a car or motorbike. In fact, in our experience car, motorbike and bicycle usage is relatively low for this type of building in an inner city, highly accessible location. In the subject location, students will tend to walk and use public transport.

Across our portfolio we have many buildings that operate successfully with nil cars. A small selection of comparable properties with larger bed numbers and nil cars is included below:

- UniLodge Kensington, 233 beds, 48 cars spaces with none occupied by students.
- UniLodge Broadway. 585 beds, 154 cars spaces with 5 occupied by students.
- UniLodge Victoria University, 522 Beds, Nil cars.
- UniLodge Uni of Melbourne Royal Parade, 285 Beds, Nil cars.
- UniLodge on Swanston], 214 Beds, Nil cars.
- UniLodge D1 83 Beds, Nil cars.
- UniLodge D2 122 Beds, Nil cars.
- UniLodge @ Melbourne, 312 Beds, Nil cars.

We survey our students bi-annually. Negative feedback from our students with regard to nil car parking provisions is rare. Motorbike and bicycle parking for metro located projects is minimal.

UniLodge

In our view nil car parking provision, five motorbike bays and some bicycle parking is more than adequate to successfully manage the subject property.

Should you require additional information please do not hesitate to contact me accordingly.

Regards

Keith Hoult
Senior Project Manager
UniLodge, Australia