

Draft site specific development controls



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

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

May 2022

Project summary

Applicant	MHA PBR Annandale Pty Ltd ATF MHA PBR Annandale Unit Trust
Land to be developed	122 to 128 Pyrmont Bridge Road and 206 Parramatta Road, Annandale (referred to as 'Site' or 'Land' as the context requires)
Legal description	Lot 3-6 and 12 DP 976387, Lot 100 DP1101482, Lot 1 DP 539271
Project description	Draft Site Specific Development Controls to support a Planning Proposal to enable B5 Zoning, Health, Education, Research, Technology, Creative, Retail and Employment Uses and community benefits

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1 Introduction

1.1 Background

The Site is subject of a Planning Proposal which seeks to rezone the Land to B5 Business Development and to increase the height and floor space ratio controls which apply.

The Planning Proposal is consistent with the objectives of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) as it applies to the Site and also with the strategic direction set-out in the Greater Sydney Commission's document 'Camperdown-Ultimo Collaboration Area Place Strategy' which envisages the precinct as a health, education, research and employment hub.

This document sets out draft site specific development controls for inclusion in the Leichhardt Development Control Plan 2013 (Leichhardt DCP).

1.2 Land to which this section applies

This section applies to 122 to 130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale which comprises the following lots.

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

The Site has an area of 2,570sqm and is located on the northern side of the intersection of Parramatta Road and Pyrmont Bridge Road.

1.3 Relationship to other parts of the Leichhardt DCP

Unless otherwise stated all development within the Site 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 any inconsistency.

1.4 Objectives

To provide objectives and controls to guide development of the Site that help create the desired future character , and in particular aim to achieve a development that:

- a) Supports the Greater Sydney Commission's vision for the Camperdown-Ultimo Collaboration Area in becoming "Australia's innovation and technology capital" where "industry, business, health, education and skill institutions works together".

- b) Responds to the future character as envisaged by the Parramatta Road Corridor Urban Transformation Strategy
- c) Achieves architectural and urban design excellence
- d) Enhances and activates the public domain, including activating ground floor land uses on Pyrmont Bridge Road, Parramatta Road and part of Mathieson Street.
- e) Enhances the Public Domain around the Site, including upgraded landscaping, pedestrian access and cycleway to Pyrmont Bridge Road and Mathieson Street.
- f) Create a shared zone with improved public domain on Mathieson Street
- g) Maintains adequate solar access to surrounding residences
- h) Ensures appropriate pedestrian and vehicular access and servicing arrangements to allow the efficient operation of the proposed development on the Site
- i) To the extent reasonably practical encourages active transport and supports public transport mode share (acknowledging potential medical and health uses with less mobile patronage)
- j) Adopts market best practice and commercially viable ecologically sustainable development outcomes, targeting a 5 Star Green Star rating.

1.5 Desired future character

The new character of the Site should:

- a) Align with the vision for this area as a biomedical, biotechnology, education and employment hub to support the Camperdown-Ultimo Collaboration Area vision
- b) Enhance and activate the surrounding public domain
- c) Enhance pedestrian and cycle links
- d) Deliver design excellence quality architecture
- e) Consider the solar amenity of neighbouring dwellings

2 Site specific development controls

2.1 Land use

Objectives

- a) To support a mix of employment uses which are complementary to the future role of the Camperdown precinct within the Camperdown-Ultimo Collaboration Area as a biomedical, research, technology, education, creative, and employment hub.
- b) To encourage activation of the surrounding streets.

Controls

- a) Future development of the Site is to include employment uses which support the Camperdown precinct as a biomedical, research, technology, education, creative, and employment hub .
- a) Ground floor uses may include retail, business, and/or food and drink premises to provide activation of the ground plane particularly around the intersection of Pyrmont Bridge Road with Parramatta Road.

2.2 Building layout, height and form

Objectives

- a) To develop a landmark building that responds to its position as the western gateway to the Camperdown-Ultimo Collaboration Area and marks an important juncture in the precinct's urban design.
- b) To develop a building which provides a floorplate that is usable, functional, efficient and attractive to medical, education, research, technology, creative and employment users.
- c) To integrate the new building on the Site with the adjoining and neighbouring future character envisaged to be developed under the PRCUTS through appropriate setbacks and the transition of building height.

Controls

- a) The maximum height of buildings is 35m / 8 storeys.
- b) The built form layout is to be generally consistent with Figure 1, with nil setback to the neighbouring property immediately to the east and to Pyrmont Bridge Road (other than a 1.5m setback at ground and level 1) and greater setbacks addressing frontages to Cahill and Mathieson Streets.
- c) Buildings are to generally consistent with the setback and building form as depicted in Figures Figure 1 to Figure 4.

MINIMUM SETBACK DIMENSIONS SHOWN

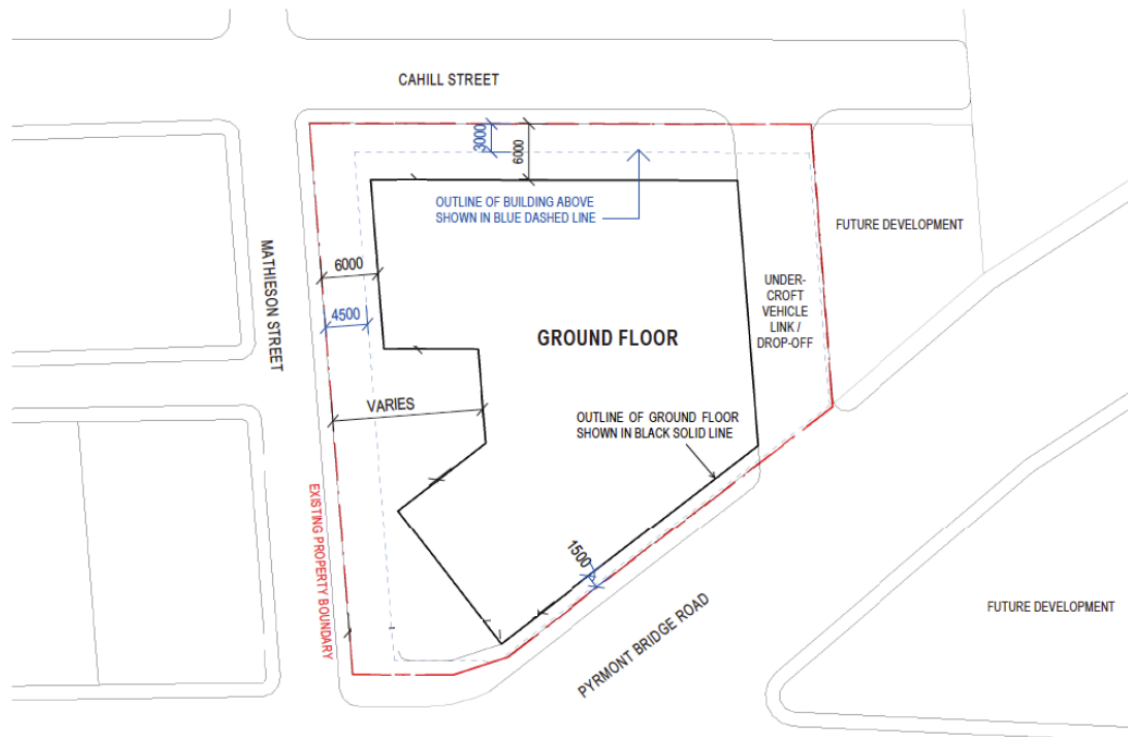


Figure 1: Built form setback plan

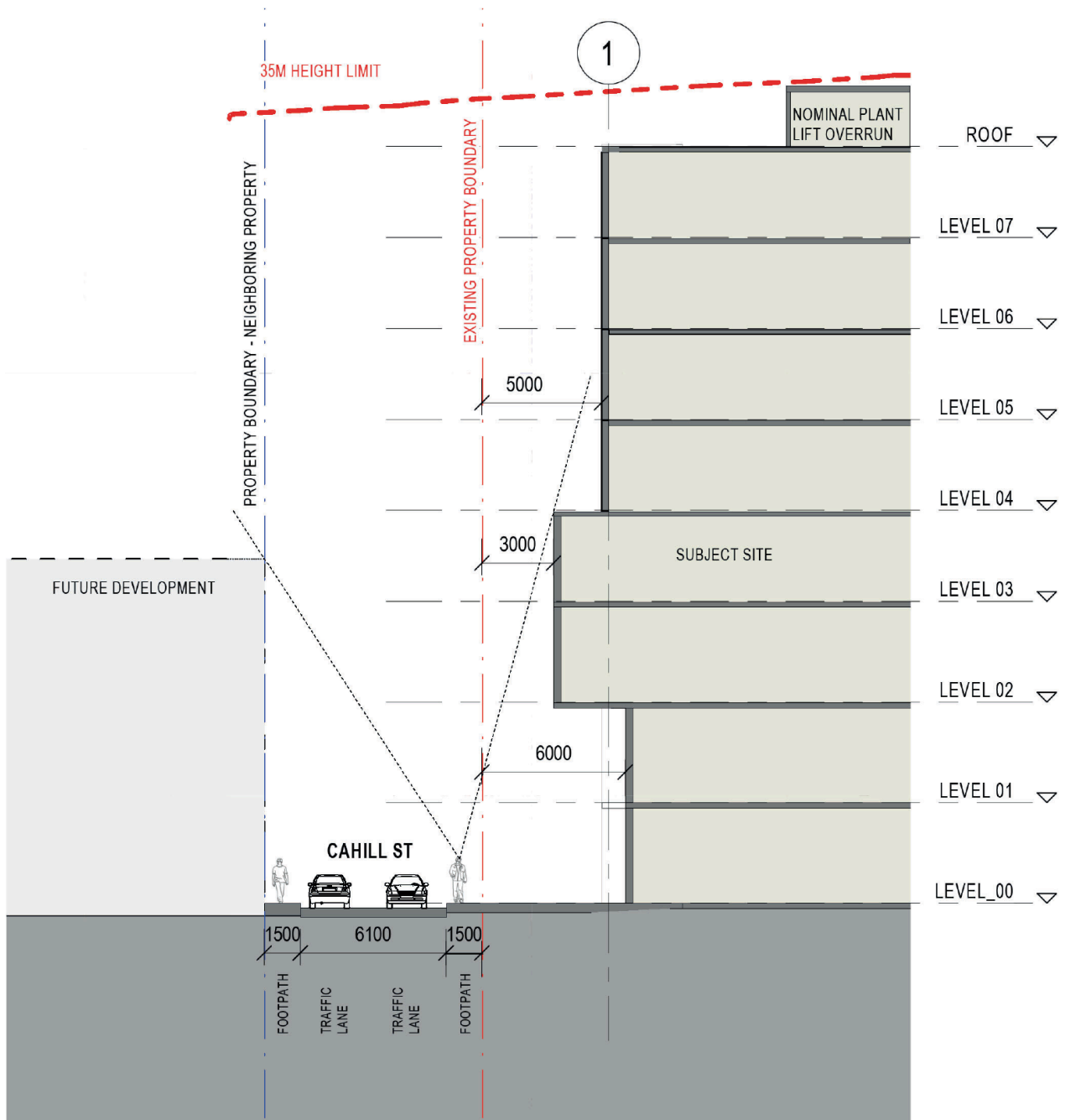


Figure 2: Built form setbacks – Cahill Street

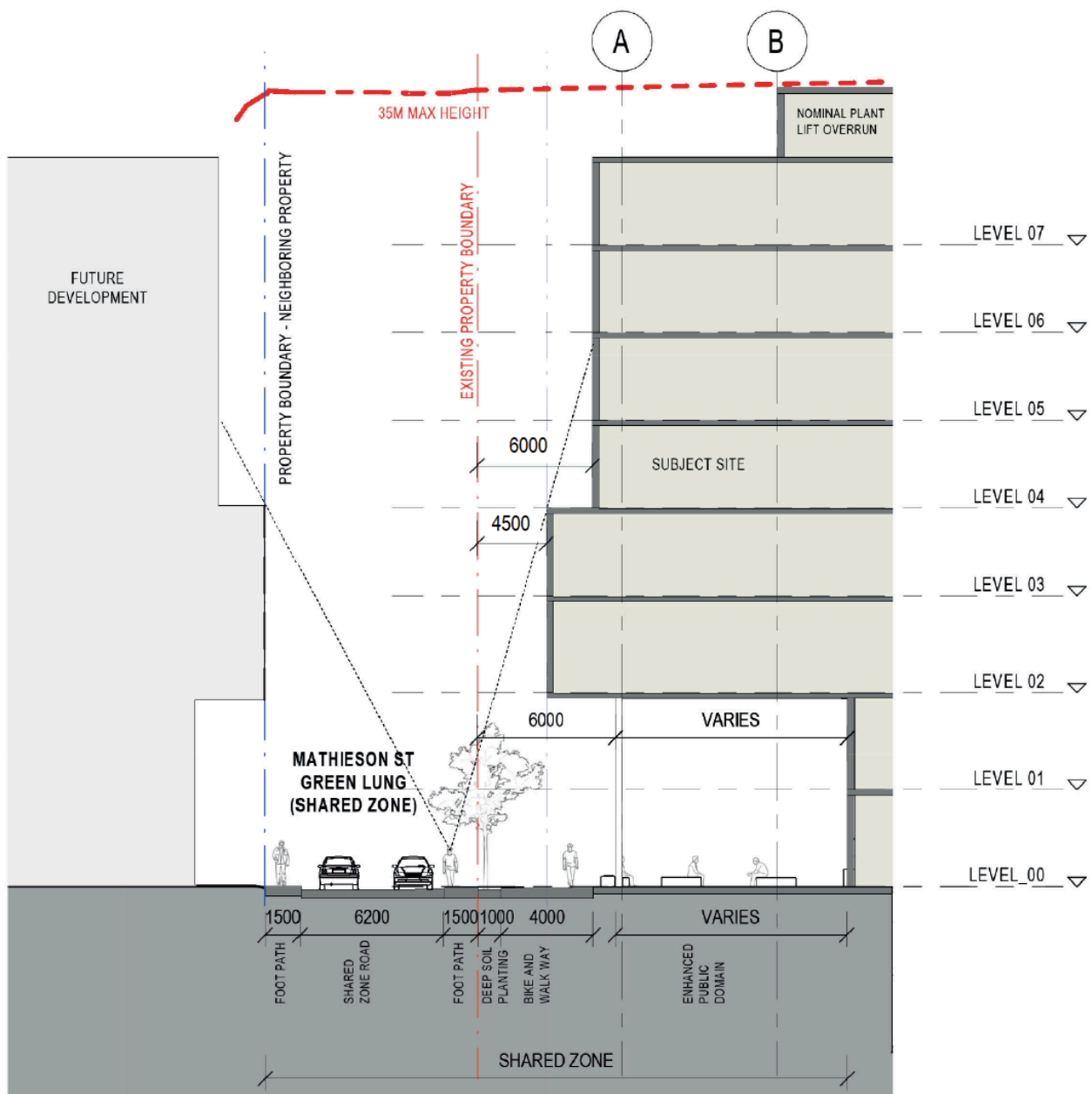


Figure 3: Built form setbacks – Mathieson Street Shared Zone

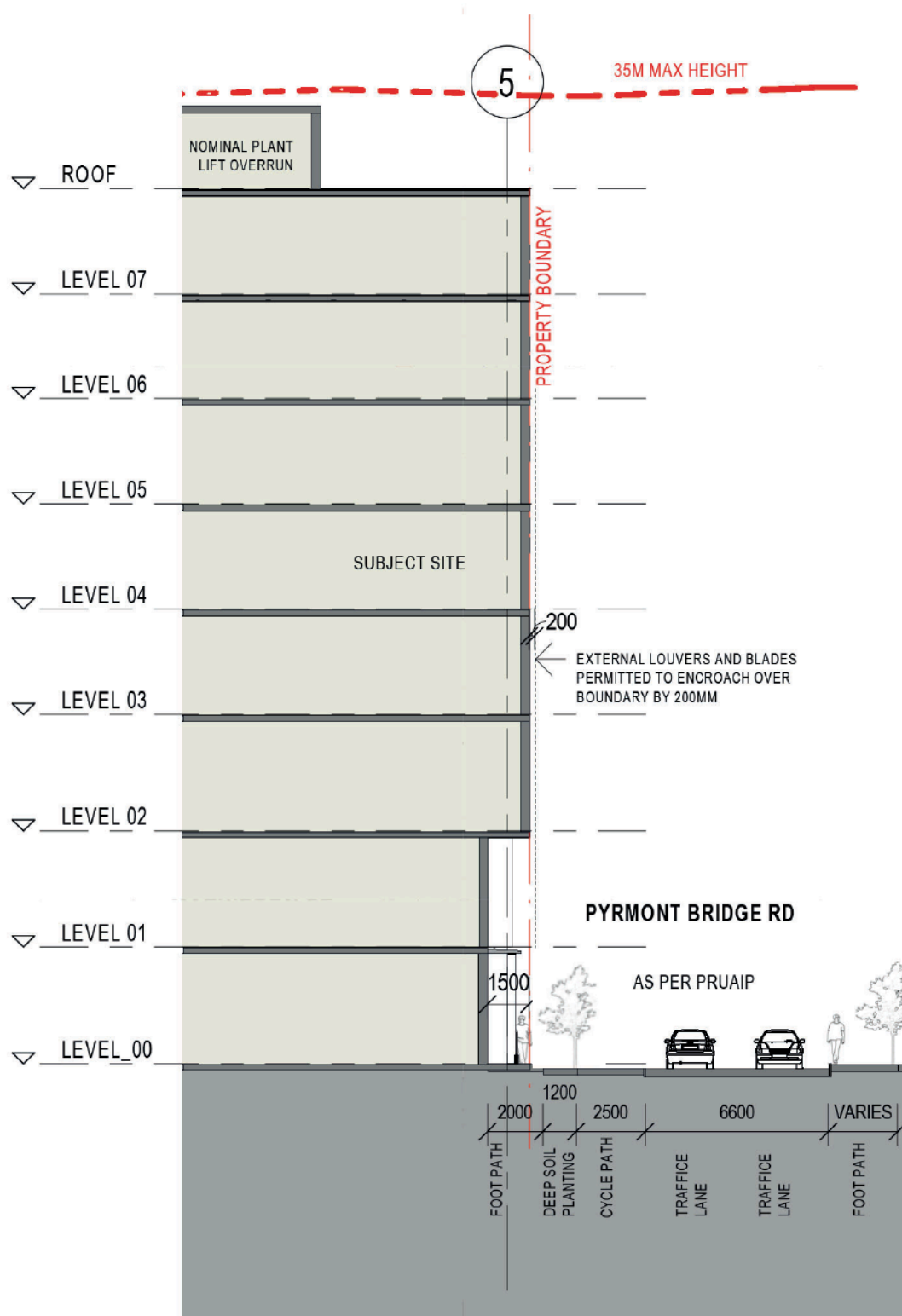


Figure 4: Built form setbacks – Pyrmont Bridge Road

2.3 Building design

Objectives

- a) To ensure that the building has a high-quality appearance and activates and enhances the public domain at the ground plane.

Controls

- a) Future development is to demonstrate a high-level of design quality and reflect the importance of this gateway Site and its key landmark position within the urban design of the Camperdown precinct.
- b) Future development on the Site is to consider built form modulation and articulation as appropriate for a building with a commercial floor plate functionality and appearance.
- c) Building entrance(s) will be provided with access from Mathieson Street and/or Pyrmont Bridge Road, with consideration for greater setbacks near the entrance for improved public domain interface (refer Figure 1).
- d) An undercroft vehicular and pedestrian accessway can be provided on the eastern part of the site at Ground Plane, with all weather drop-off / pick up area (refer Figure 1).
- e) Back of house services are envisaged to take place off Cahill Street.

2.4 Residential amenity and avoidance of land use conflicts

Objectives

- a) To ensure that future development does not have an unreasonable visual and solar impact on any surrounding residential development.

Controls

- a) Future development should demonstrate that it can maintain an appropriate level of solar access to surrounding development having regard for the provisions of:
 - i) the Apartment Design Guide for residential flat buildings
 - ii) The Solar Access provisions of this DCP (Part C - Place - Section 3: Residential Provisions) for other residential development.
- b) Future development on the Site may include design features such as external blades and louvres and façade articulation to minimise overlooking impacts on surrounding residential uses.
- c) Future development is to demonstrate that plant and equipment would not have unreasonable acoustic impacts on surrounding uses.

2.5 Landscaping and public domain

Objectives

- a) To contribute to the 'green lung' concept along Mathieson Street as well as integrate with Council's Parramatta Road Amenity Improvement Plan (PRAIP) along Pyrmont Bridge Road, adjacent to the Site.
- b) To provide landscaping deep soil zones on Mathieson Street that supports the growth of substantial trees as well as a diverse range of planting, including native species.

Controls

- An enhanced public domain is to be provided with setbacks and integration with the shared zone on Mathieson Street (refer Figure 5 and Figure 6). The enhanced public domain shall have an area of no less than 600sqm (measured from existing Site boundaries in aggregate) and can include areas open to the sky, and undercroft areas (which can provide weather protection). The public open space along Mathieson Street will vary in width, and will include deeper areas allowing for the integration of seating and landscaping as indicatively shown at Figure 1.
- New tree planting and landscaping is to be accommodated within the designated landscaping deep soil zones as depicted in Figure 3 and Figure 4, while also providing a widened footpath for pedestrians and cyclists.
- Landscaping may be incorporated into the roof of the podium level of the building fronting Mathieson Street.

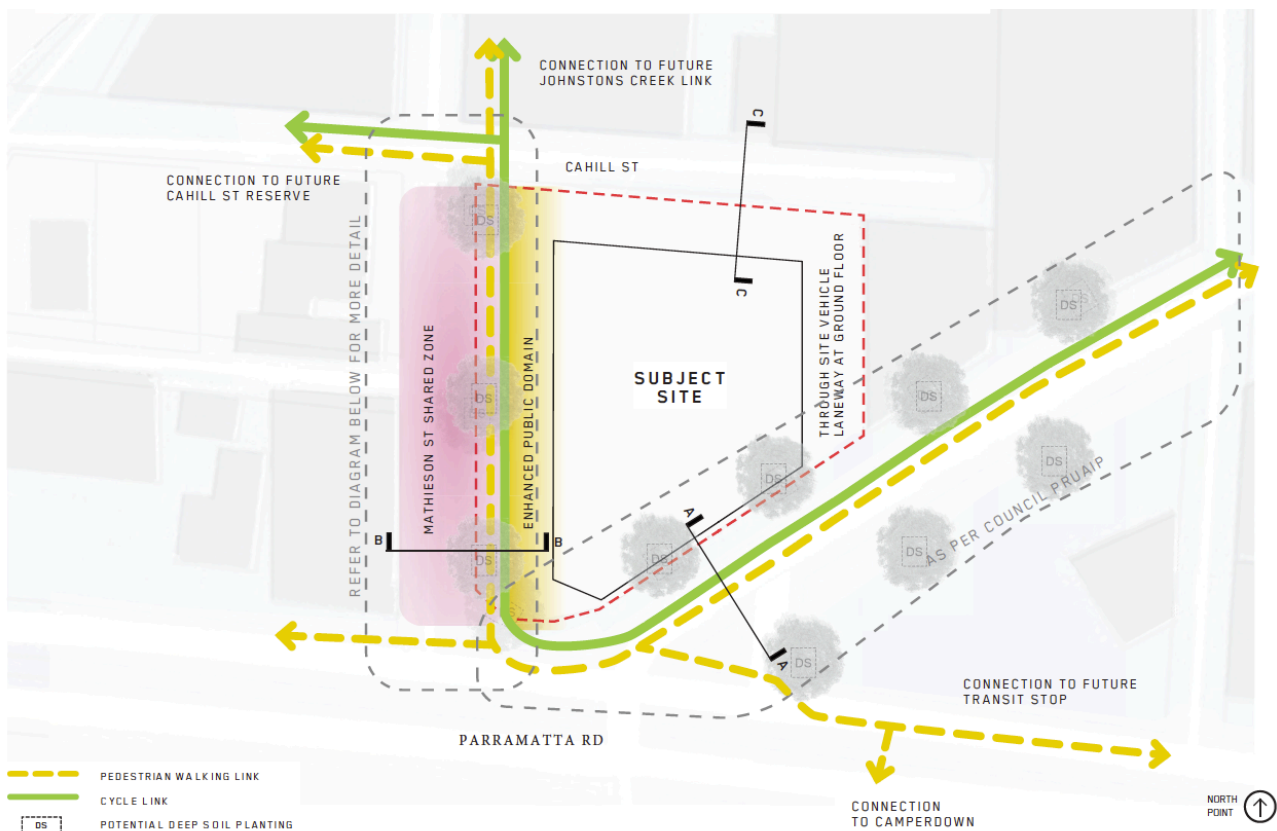


Figure 5: Proposed public domain

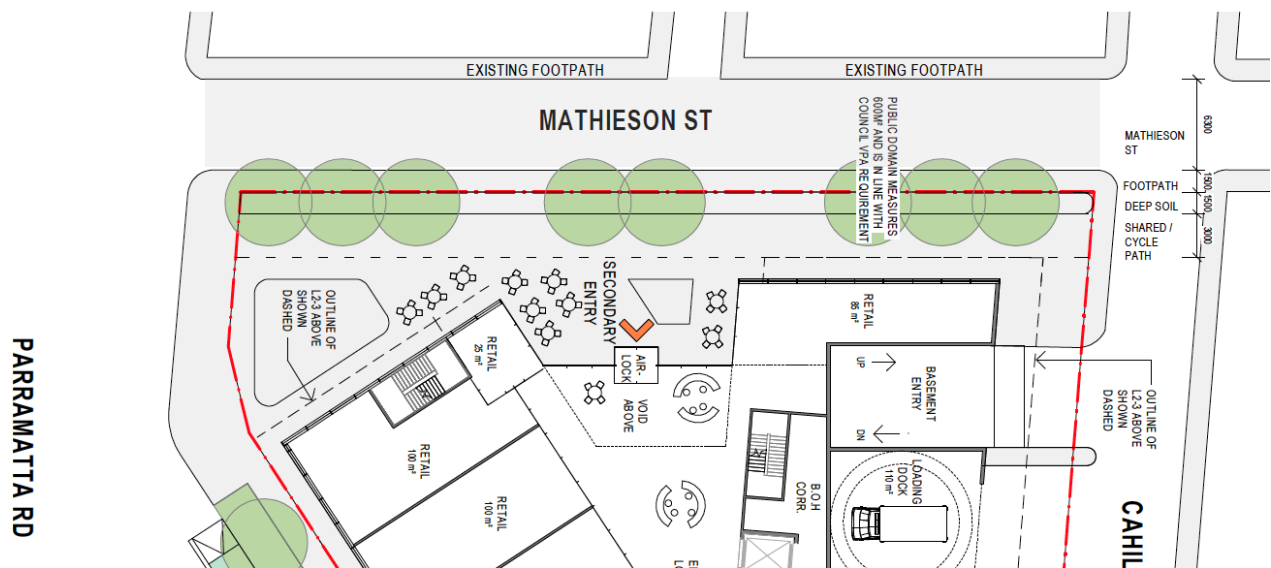


Figure 6: Example of Mathieson Street shared zone and enhanced public domain

2.6 Parking and access

Objectives

- To ensure safe and efficient access to and from the Site, whether that be for pedestrians or by car, motorbike commercial vehicle, truck or ambulance.
- To ensure the traffic generated by the proposed development is able to interface effectively with the surrounding road network.
- To the extent possible encourage active transport for staff and visitors (noting that less mobile people that may be associated with a health use that cannot effectively utilize public and active transport).
- To allow spatial provision by way of a land dedication for a future cycle access along Mathieson Street.
- To allow efficient drop-off and collection by vehicle as may be required by the building occupier.

Controls

- The proposed development is to respond to and be generally consistent with the accessibility plan at Figure 7
- The proposed building will be 'addressed' to Pyrmont Bridge Road or Mathieson Street as the dominant frontages less impacted by traffic using Parramatta Road and more welcoming to pedestrians and to align with public domain improvements.

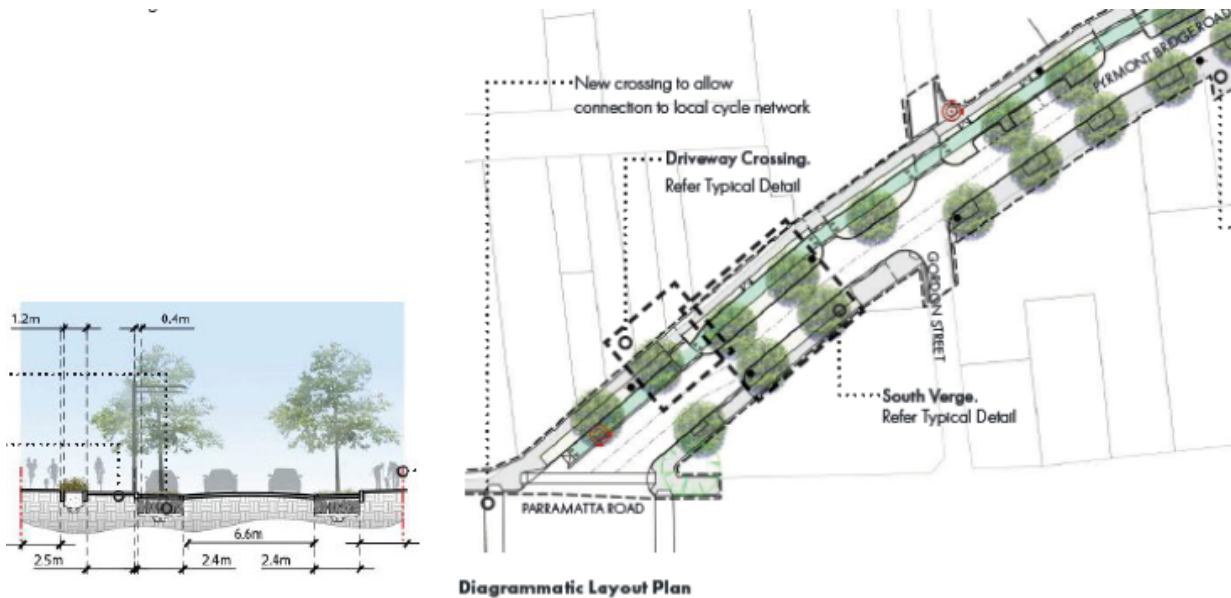


Figure 8: Extract from Council's PRAIP illustrating public domain / access way on Pyrmont Bridge Road

2.7 Sustainability

Objectives

- a) To ensure a high level of sustainability is achieved on the Site.

Controls

- a) The development is to achieve a commercially viable ecologically sustainable design targeting a 5 Star Green Star Building rating to suit the buildings intended use.

2.8 End of Journey Facilities

Objectives

To promote sustainable forms of travel by providing adequate end of journey facilities.

Controls

For all uses, the proposal is to include

- (a) 1 personal locker for each bike parking space;
- (b) 1 shower and change cubicle for up to 10 bike parking spaces;
- (c) 2 shower and change cubicles for 11 to 20 or more bike parking spaces are provided;
- (d) 2 additional showers and cubicles for each additional 20 bike parking spaces or part thereof.