

# Summary of Submissions

PP-2021-5718



Submission Name	Issues Raised	Proponent Response	Department Response
Council Submission			
	Potential risk of non-alignment of the proposal to the ongoing Council led future Camperdown Precinct Planning (implementing PRCUTS and Tech Central vision).	Planning for the wider precinct will also need to address consistency with the strategic and local context. Accordingly, it is appropriate that this Planning Proposal is finalised ahead of this wider planning for the precinct.	The Department is satisfied the proposal exhibits strategic merit and considers the proposal appropriate for the site. Any future recommendation from Camperdown precinct study Further consideration of the planning controls on the site in light of the structure plan findings can be undertaken when finalised and when the employment zones reform package is implemented for the area.
	Concerns with zoning ahead of finalisation of Employment Zones reform.	If the new employment zones are updated as part of the consideration of the wider precinct, the appropriate zone could be applied at that time.	Further consideration of the planning controls on the site in light of the structure plan findings can be undertaken when finalised and when the employment zones reform package is implemented for the area.
	Site-specific DCP and Planning Agreement	Will continue to work with Council to address such site specific DCP matters including the VPA, and finalise the documents.	The Department notes proponent's response and recommends working with Council to determine and finalise planning agreement and site-specific controls.

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	Potential to deliver greater public benefits by addressing bulk, scale and urban design impacts of the proposed concept plan.	The key recommendations of Council commissioned Urban Design Peer Review have been incorporated into the proposal. Provisions in the Leichardt DCP relating to solar access to surrounding development would apply to future development on the site.	The Department notes proponent's response and recommends the proponent continue to work with Council on the development of the site specific DCP, which will be included as a requirement for the site in a local provision within the LEP amendment.
	Potential to contribute towards Cahill Street Masterplan	The proposal supports the key outcomes and requirements have been incorporated into the Draft VPA Offer and Draft SSDCP.	The Department notes proponent's response and recommends the proponent continue to work with Council on the development of the site specific DCP, which will be included as a requirement for the site in a local provision within the LEP amendment.
Agency Submissions			
Sydney Airport	Site lies within schedules of the Civil Aviation Regulations, limiting the height of structures to 45.72 m. Construction cranes required to operate at a height higher than proposed development may not be approved.	The compliance is achievable and will be further be addressed at DA stage.	The Department considers the response and recommends further approvals from Sydney Airport Authority prior to construction on site.
	Planning for Aircraft noise and public safety zones	The planning proposal addressed aircraft noise and will be further be addressed at DA stage.	The site falls within the 20 contours of Sydney Airport Australian Noise Exposure Forecast 2033. The Department considers the noise control features could be included at the DA stage.

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NSW Health	Scope and volume of services is required given the potential implications of a new Health Service and aligned uses with State and Local Government's Strategic aspirations.	The detailed mix of health services is to be determined at DA stage. The health services will be informed by market research and needs analysis.	The Department notes the proponent's response and considers the health services could be determined at development application stage. Prior to finalising health services on site, the Department recommends consultation with key agencies.
	Potential impacts of rezoning of site to future land use and the activation of the Tech Central Precinct.	The proposal is consistent with a range of uses as envisaged by the State government for Tech Central as it will support new jobs with potential to accommodate health, education, and research facilities.	The proposal rezone site from IN2 Light Industrial to B5 Business development. The Department considers the B5 zone permitted land use aligns with the vision of Tech Central Precinct.
	Improvements to pedestrian safety and access	Addressed in traffic response.	The Departments notes the response below.

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Transport for New South Wales	Potential conflict between pedestrians, cyclists and cars due to the proposed vehicular access from Pyrmont Bridge Road	Local road access route is not suitable to cater for service vehicles and traffic generally associated with a 10,400sqm health facility. It presents significant challenges due to the existing local road characteristics, narrow widths, existing building with zero setbacks, other property boundaries and local area constraints.	<p>The Department notes that the intended use of the site for a health facility will need adequate traffic access for patients, emergency vehicles and associated delivery loading opportunities, which the proponent considers is best served via Pyrmont Bridge Road. The proponent has provided further commentary on the lack of potential for the use of the surrounding local road network to adequately service the vehicle movements required for a health facility.</p> <p>The Department considers that further consultation with TfNSW can be undertaken with the proponent during the preparation of the site specific DCP and development application to ensure appropriate vehicular access in accordance with clause 2.119 Transport and Infrastructure SEPP.</p>
	Safety issues from the proposed shared zone. Recommends the conversion of Mathieson Street as a one-way shared zone to facilitate the potential pedestrian crossing opportunity.	A one-way shared zone would increase the need for provision of direct site access via Pyrmont Bridge Road. Given the narrow lane widths and interface this does not meet the intent considering ambulance access needs and service vehicles.	The Department considers further consultation with TfNSW and Inner West Council could occur during the preparation of the site specific DCP and development application on layout and design of shared zone.

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	'Draft Guide to Transport Impact Assessments March 2018 Version 5.1' was never formally endorsed or published, reference to the report is outdated.	All future references will be endorsed to current documents.	The Departments notes the response.
	Proposed car parking rate are not suitable for the intended use of a private hospital.	Recognising the location of the site and the PRCUT Precinct Transport Report aim to minimise parking, it is appropriate to apply the minimum parking rates under Leichardt Council DCP 2013. The area schedule is preliminary and subject to change as the design develops and parking requirement will be reviewed at the DA stage.	The Department considers further consultation with Inner West Council on estimated future transport assessment could occur during the development application stage and an appropriate parking number be determined.
	Future bus stop location cannot be confirmed. Potential transport options will be considered in line with the broader transport network of the future vision of Camperdown Precinct.	The comments are noted.	The Department notes the response.
	Subject property is within or close to the WestConnex M4-M5 Link project boundary. There is a possibility to require properties than those already indicated.	The comments are noted.	The Department notes the response and any potential future acquisition of properties to be notified.

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	Draft masterplan for Camperdown precinct is underway	The comments are noted.	The department notes that the Camperdown Structure Plan is currently being prepared, it is considered appropriate that the proposal proceed as exhibited, as the endorsed strategic framework has not changed since the proposal has been lodged nor during the exhibition phase. In addition, the Department is satisfied that the site-specific provision will ensure that a significant majority of land uses within the development will be for health, education, research, technology and creative uses, consistent with Council's request.
	No certainty on the proposed Regional Infrastructure Contribution to be implemented/ gazetted ahead of rezoning and development envisaged within the PRCUTS.	The comments are noted.	The Department notes the response. The proposal was amended prior to the gateway determination to include a local provision that requires the Secretary's concurrence to be obtained for the purpose of assessing the need for contributions towards designated State Public Infrastructure.

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Greater Cities Commission	Lack of site-specific planning controls	The proposed site-specific provisions are unnecessarily complicated and inconsistent with the relevant policy context, Section 9.1 Ministerial Directions and contrary to the intent of the Standard LEP. The PRCUTS prescribe B5 Business Development zoning, notably without any further site-specific restrictions.	The Department considers the proposal consistent with the directions of section 9.1 Ministerial direction 1.4 Site Specific Provision, which overall is to discourage restrictive site-specific planning controls. The proposal includes a local provision to give greater certainty to the uses on the site and a site specific DCP must be in place prior to the approval of any development application.
	In consultation with GCC, Council is undertaking Camperdown Structure plan	The proposal will support a range of uses as envisaged by the Tech Central innovation precinct, the Camperdown-Ultimo Collaboration Area and the Parramatta Road Urban Corridor Transformation Strategy.	The proposal rezone site from IN2 Light Industrial to B5 Business development. The Department considers the B5 zone permitted land use aligns with the vision of Tech Central Precinct. The Department is satisfied the proposal exhibits strategic merit and considers the proposal appropriate for the site. Any future recommendation from Camperdown precinct study Further consideration of the planning controls on the site in light of the structure plan findings can be undertaken when finalised and when the employment zones reform package is implemented for the area.