

Kavana Ramachandra

From: Therese Hoy <Therese.Hoy@gsc.nsw.gov.au>
Sent: Tuesday, 16 August 2022 12:36 PM
To: Alexander Galea; Melissa Halloran
Cc: Kavana Ramachandra; Lee Mulvey; Tatjana Djuric-Simovic; Frankie Liang
Subject: RE: (PP-2021-5718) Pyrmont Bridge Road Planning Proposal - GCC response

OFFICIAL

Dear Alexander

Please find below GCC's response regarding the abovementioned proposal.

- 1) The Planning Proposal (PP) seeks to rezone the site from IN2 Light Industrial to B5 Business Development. The site is included in the Camperdown Health & Education Precinct.
- 2) As noted in the existing Eastern City District Plan, the District *'has record low vacancy rates of 4%, indicating strong demand for this land'*. There are 3 policy approaches to planning for industrial lands: Retain and Manage, Review and Manage and Plan and Manage.
The subject site, like the rest of the Eastern Harbour City and most of the Central River City, is identified as Retain and Manage. This Policy ensures that all existing industrial and urban services land should be safeguarded from rezoning.
The recent **GCC Industrial Lands 'Retain and Manage' Policy Review (2022)** confirmed that the Retain and Manage Policy has been successful in providing certainty and a clear market signal for councils and landowners to invest in industrial developments, while reducing unproductive land speculation at odds with the strategic vision for Greater Sydney. GCC Policy Review sets 8 Draft Guiding Principles to provide greater clarity on the management of 'Retain and Manage' lands. In particular, the Draft Guiding Principle No. 8 provides for opportunity *'to consider the transition to alternative uses, but only where the other seven draft Guiding Principles would not be compromised'*. The application of this principle is conditional to prioritisation for other employment uses.
- 3) The PP is consistent with the GSC **Place Strategy for Camperdown-Ultimo**. The subject site is within the impact of the planned Camperdown Activity Node (Figure 1). The PP is consistent with following specific Actions in the Place Strategy:
Productivity
Action 23: Enhance medical innovation, research and health services by supporting future growth of RPA Hospital to service increased population growth.
Action 27: Establish a biotechnology hub in Camperdown activity node (Parramatta Road, Mallet Street and Pyrmont Bridge Road area), and safeguard innovative, incubator and research activities from unrelated commercial land uses through planning controls.
- 4) The proposal is consistent with the **Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)**. PRCUTS recommends a B5 zone for the site, a maximum height of 32m and a floor space ratio control of 4:1. We note that The PRCUTS Implementation Update July 2021 allows planning proposals to progress to Gateway and Exhibition prior to completion of a precinct traffic studies. This is also reflected in the updated Section 9.1 Ministerial Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy.

CONCLUSION:

GCC supports the Planning Proposal to rezone the subject land from IN2 to an appropriate Standard Instrument Zone under condition that it would facilitate delivery of the objectives of the Camperdown-Ultimo Collaboration Area Place Strategy and the Tech Central innovation district (the Camperdown-Ultimo Collaboration Area is now known as Tech Central). The vision for Tech Central is for it to become Australia's innovation and technology capital.

As stated in the Camperdown-Ultimo Collaboration Area Place Strategy, Tech Central's specialisations include: biomedical, clinical and population research, biotechnology industry clusters, health sciences, public health and medical services, sustainable technologies, smart utility solutions and arts and creative industry.

GCC supports provision of site specific planning controls in Council's planning instrument that would ensure development of specific land uses for medical innovation, research, technology and health services, creative uses and the inclusion of a percentage of permissible gross floor area for retail uses that would activate the street frontages (along Parramatta and Pyrmont Bridge Road) consistent with PRCUTS map for Active and Commercial Frontages. It is important to protect this area from residential or unrelated commercial land uses.

The GCC notes that a Structure Plan is currently being prepared for the Camperdown neighbourhood of the Tech Central innovation district which encompasses the site and its surrounds (see Figure 1). This work is being led by Inner West Council with co-funding from the GCC and a number of other partners. The intention of this work is to ultimately inform amendments to planning controls for the area through a wholistic, whole of neighbourhood approach. This approach aims to facilitate development of the area in a way that best supports the innovation ecosystem. There is therefore a noted risk that updates to the planning controls for this site may not align with the recommendations from the work once finalised.

This is an approved version by Lee Mulvey, Executive Director City Plans to assist with your assessment. Please note GCC has recently changed delegations so the response may need to be resent from another GCC rep.

Kindest regards
Therese Hoy

From: Therese Hoy
Sent: Friday, 12 August 2022 10:00 AM
To: Alexander Galea <Alexander.Galea@dpie.nsw.gov.au>; Melissa Halloran <Melissa.Halloran@gsc.nsw.gov.au>
Cc: Kavana Ramachandra <kavana.ramachandra@dpie.nsw.gov.au>; Tatjana Djuric-Simovic <Tatjana.Djuric-Simovic@gsc.nsw.gov.au>; Brendon Roberts <brendon.roberts@planning.nsw.gov.au>
Subject: RE: (PP-2021-5718) Pyrmont Bridge Road Planning Proposal

Hi Alexander

A draft response has been prepared and we are just awaiting an ok before sending.

Apologies it wasn't forwarded yesterday.

Kind regards
Therese

From: Alexander Galea <Alexander.Galea@dpie.nsw.gov.au>
Sent: Thursday, 28 July 2022 10:22 AM
To: Therese Hoy <Therese.Hoy@gsc.nsw.gov.au>; Melissa Halloran <Melissa.Halloran@gsc.nsw.gov.au>
Cc: Kavana Ramachandra <kavana.ramachandra@dpie.nsw.gov.au>; Tatjana Djuric-Simovic <Tatjana.Djuric-Simovic@gsc.nsw.gov.au>; Brendon Roberts <brendon.roberts@planning.nsw.gov.au>
Subject: RE: (PP-2021-5718) Pyrmont Bridge Road Planning Proposal

Hi Therese

We have no objection granting an extension until 11 August 2022.

I understand however that this remains the last outstanding agency submission.

Please don't hesitate to contact me if you have any questions.

Ms Kavana Ramachandra
Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124
Email: kavana.ramachandra@dpie.nsw.gov.au

Dear Ms Ramachandra

I write in response to a call for submissions relating to the exhibition of 122- 130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale, number PP-2021-5718. The Sydney Local Health District welcomes the opportunity to respond to the public exhibit.

The Sydney Local Health District is supportive of the proposal in principle, however additional information is sought on the scope of the health services to be provided by the proposed facility to determine the potential impact on Sydney Local Health District services. Further consideration of the zoning impacts on future precinct planning for CHERP and Tech Central is also required, and information about planned retail spaces to support precinct planning.

Specific comments are provided as follows:

Implications for Sydney Local Health District services

- In principal the provision of additional health services within the Sydney Local Health District is supported.
- The proposal may impact on the demand for Sydney Local Health District services. There is broad reference to potential services, however more information as to the scope and volume of services to be provided is required given the potential implications of a new Health Service on this site for:
 - transfers/admissions for ED and critical care services at Royal Prince Alfred (RPA)
 - referrals to ambulatory care services based at RPA
 - referrals to community services particularly community health and **rpa**Virtual e.g. Sydney District Nursing services.

Implications for Tech Central Precinct Planning

- The Sydney Local Health District supports a rezoning proposal that aligns with the principles for the Tech Central Precinct vision of health research, innovation, technology and education.
- The Sydney Local District does not support a rezoning proposal that potentially impacts future land use and the activation of the Tech Central Precinct.
- The Tech Central Precinct has been identified by the NSW Government as one of five NSW Lighthouse precincts that will generate jobs, host globally significant firms, education and research facilities, build desirable neighbourhoods that draws investment and delivers significant economic benefit to NSW.

- The NSW Government has indicated that it will take a strong role in developing lighthouse precincts by removing growth barriers, improving planning, and encouraging place-based investment.

Implications for the environment

- Sydney Local Health District considers that the proposed development is aligned with the height and density of buildings within the near vicinity, and has considered a range of health related issues due to noise and air quality as well as the traffic that will enter and exit the site at the front and dock entrances.
- There are known traffic and transport constraints associated with the area and these have been considered with the inclusion of a turning circle, drop off areas and separate dock.
- Suggestions for improving pedestrian safety/access in the proposal include:
 - continuous footpath treatment or pedestrian crossing at Parramatta Rd/Mathieson St intersection.
 - continuous footpath treatment at Cahill Ln/Mathieson St and Cahill St/Mathieson St intersections.
 - Design speed of Cahill St and Mathieson St 20km/h.
- More detail is required about the proposed pedestrian/bicycle "shareway" on Mathieson St. Please refer to Transport for NSW Cycleway Design Toolbox.

Thank you once again for the opportunity to provide feedback on the planning for 122-130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale. The Sydney Local Health District welcomes future opportunities to contribute to the planning.

Should you require any further information, please do not hesitate to contact Sarah Crompton, Acting Director Planning, Sydney Local Health District at either sarah.crompton@health.nsw.gov.au or 0403 425 080.

Yours sincerely



Dr Teresa Anderson AM
Chief Executive

Date: 28.7.22.



Planning Proposal PP-2021-5718
To: INNER WEST COUNCIL

Wednesday, 22 June 2022

Sydney Airport advice on PP-2021-5718

Dear Sir / Madam,

Advice on Planning Proposal

Proposed Activity: PLANNING PROPOSAL
Location: 122-130 PYRMONT BRIDGE ROAD
ANNANDALE
Proponent: INNER WEST COUNCIL
Date: 22/06/2022

Sydney Airport received the above referral request from you.

This location lies within an area defined in schedules of the Civil Aviation (Buildings Control) Regulations which limit the height of structures to 45.72 metres above existing ground height (AEGH) without prior approval of the Civil Aviation Safety Authority.

The Sydney Airport Obstacle Limitation Surface (OLS) over the site starts at approx. 80m AHD. Any proposed buildings or structures taller than 80m AHD would be subject to *s.183 Airports Act - Notification of decision under Reg 15A (2) of the Airports (Protection of Airspace) Reg's 1996*

Construction cranes may be required to operate at a height significantly higher than that of the proposed development and consequently, may not be approved under the Airports (Protection of Airspace) Regulations.

Sydney Airport advises that approval to operate construction equipment (ie cranes) should be obtained prior to any commitment to construct.

Sydney Airport

Sydney Airport Corporation Limited ACN 082 578 809 — The Nigel Love Building, 10 Arrivals Court, Locked Bag 5000
Sydney International Airport NSW 2020 Australia — Telephone +61 2 9667 9111 — sydneyairport.com.au

SYD Classification: Confidential

Planning for Aircraft Noise and Public Safety Zones:

Current planning provisions (s.117 Direction 3.5 NSW Environmental Planning and Assessment Act 1979) for the assessment of aircraft noise for certain land uses are based on the Australian Noise Exposure Forecast (ANEF). The current ANEF for which Council may use as the land use planning tool for Sydney Airport was endorsed by Airservices in December 2012 (Sydney Airport 2033 ANEF).

Sincerely,



Peter Bleasdale

Manager, Airfield Infrastructure Technical Planning

Note:

1. a person who conducts a controlled activity otherwise than with an approval commits an offence against the Act.
 - s. 183 and s. 185 Airports Act 1996.
 - Penalty: 250 penalty units.
2. if a structure is not authorised, the Federal Court may order a person to carry out remedial works, mark or light, or reduce the height of or demolish, dismantle or remove a structure.

Attachment A

Application for Approval of Crane Operation

[Sections s.182, 183, Airports Act 1996]

[Airports (Protection of Airspace) Regulations 1996 – Reg 7]

TO: Sydney Airport Corporation Ltd

c/- Airport Design Services

Locked Bag 5000

Sydney International Airport

NSW 2020

Email: airspaceprotection@syd.com.au

Application pursuant to airport (protection of airspace) regulations reg 7:

- a) Pursuant to s. 183 of the *Airports Act 1996* and Reg 7 of the *Airports (Protection of Airspace) Regulations 1996*, the Proponent must apply through the Airport to the Secretary of the Department of Infrastructure and Regional Development for approval of the operation ("controlled activity") set out in the Schedule.
- b) An Application for approval must be given to the Airport at least 28 days before commencement of the operation.
- c) The operation must not commence without approval and must only proceed in compliance with any conditions imposed on such approval.
- d) Sydney Airport has delegated authority from the Secretary to determine "short term" operations (less than 3 months).
- e) The Airport is required to invite submissions from CASA and Airservices regarding the proposed operation.
- f) The Secretary and the Airport, as applicable, may request further information before determining an application.
- g) The "**Important Notes**" must be read and accepted.
- h) The Proponent must complete this Application and provide it to Sydney Airport, with a copy to the Council as part of the relevant Development Application.

CERTIFICATE BY PROPONENT:

Sydney Airport

I certify that the Application for approval is complete to the best of my knowledge.

Dated:

Signature of Proponent:

Title of signatory:

Schedule to Application for Approval of Crane Operation

Information required by the Airports (Protection of Airspace) Reg's – Reg 7:

APPLICANT:.....[Proponent]

Of:

Contact:

Phone:

Email:

1. Description of proposed crane operation:

.....

2. Period of Operation:

fromto.....

3. Days and hours of operation:

days:.....

hours:.....

4. Location:

Address:.....

Mapping Grid of Australia (MGA94) co-ordinates:

.....E

.....N

5. Details of crane height

(i) maximum height: metres above ground

(ii) maximum height: metres AHD

(iii) resting crane height: metres AHD

6. Purpose of the crane operation:

.....

7. Reference to relevant Development Application:

Council and DA reference:.....

SAFETY CASE FOR ACTIVITY: The Proponent proposes the following safety case:

.....

.....

.....

IMPORTANT NOTES TO APPLICATION FOR APPROVAL OF CRANE OPERATION WHICH IS A CONTROLLED ACTIVITY

[Airports Act 1996]

[Airports (Protection of Airspace) Regulations 1996]

1. Section 182: defines "controlled activities" – includes intrusions by cranes into prescribed airspace.
2. Section 187: if a controlled activity is carried out without approval, or is carried out otherwise than in accordance with an approval, the Federal Court may order a person to carry out remedial work on a building, structure or thing; to mark it or light it or both; to reduce its height.
3. Section 183: a person who carries out a controlled activity without the approval of the Secretary or Airport commits an offence against section 183 of the Act.
 - a) Penalty: 250 penalty units for each such offence.
4. Regulation 8: a building authority that receives a proposal for a building activity that, if undertaken, would constitute a controlled activity in relation to an airport must give notice of the proposal to the airport
 - a) Penalty: 50 penalty units for each such offence.
5. If the activity is a short term activity (less than 3 months), the Airport will determine the application pursuant to delegated authority from the Secretary.
6. If the activity is a long term activity (greater than 3 months), the Secretary will determine the application.
7. If the activity is a long term intrusion into PANS-OPS, the application will not be approved. [Reg 9].
8. The Airport will give notice of the application to, and invite submissions from, the Civil Aviation Safety Authority of Australia (CASA) and Airservices Australia. [Reg 10].
9. Upon receipt of submissions from CASA and Airservices, the Airport will refer the application and any submissions from CASA and Airservices, as well as the Airport, to the Secretary, or will determine the application itself if it is a short term activity. The Secretary or the Airport will notify you in writing of their decision.
10. Neither the Secretary or the Airport will approve any activity if CASA advises that carrying out the activity would have an unacceptable effect on the safety of existing or future air transport operations into or out of the Airport. [Reg14(6)].

15 July 2022

TfNSW Reference: SYD22/00820/01



Alexander Galea
Manager
Eastern and South District
Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124

PLANNING PROPOSAL – 122-130 PYRMONT BRIDGE ROAD & 206 PARRAMATTA ROAD, ANNANDALE

Dear Mr Galea,

Thank you for requesting Transport for NSW (TfNSW) to review and comment on the planning proposal ('proposal') and draft site-specific Development Control Plan (DCP) via NSW Planning Portal (Ref-1327) on 22 June 2022. It is understood that Department of Planning and Environment (DPE) is the nominated local plan-making authority for this proposal.

TfNSW notes the proposed amendment seeks to amend the *Leichhardt Local Environmental Plan (LLEP) 2013* to facilitate redevelopment for the purpose of a health services facility on 122-130 Pyrmont Bridge Road & 206 Parramatta Road (the 'site').

TfNSW acknowledges the site's strategic position in Camperdown Precinct as identified in the Parramatta Road Corridor Urban Transformation Strategy ('PRCUTS') and Camperdown-Ultimo Place Strategy (CUPS). Camperdown Precinct intends to support the surrounding health and education uses by providing complementary employment land north of Parramatta Road.

Parramatta Road Corridor Urban Amenity Improvement Plan (PRUAIP) and Cahill Street Masterplan have been taken into consideration as part of this review. TfNSW notes the importance of ensuring the future redevelopment of this site is integral with the future surrounding strategic projects of the new cycleway and public domain improvements along Johnstons Creek, Pyrmont Bridge Road and Cahill Street, and new shared zone along Mathieson Street.

TfNSW has reviewed the submitted documents of the proposal and detailed comments are provided within **Attachment A** for consideration *prior* to the plan being made.

Thank you for the opportunity to provide comment on the proposal. Should you have any further enquiries in relation to this matter, **Alan Chen – Land Use Planner** can be contacted on 0457 647 414 or email: development.sydney@transport.nsw.gov.au

Sincerely,

A handwritten signature in black ink, appearing to read 'Carina Gregory'.

Carina Gregory
Senior Manager Strategic Land Use Planning
Greater Sydney Division

OFFICIAL

1. Proposed vehicular access from Pyrmont Bridge Road

The 'Additional Advice' – Traffic Engineering prepared by Stantec stated "[E]arly TfNSW engagement has indicated broad support for left-in/ left-out access on Pyrmont Bridge Road". It is understood that the meeting held with TfNSW on 14 September 2021 was regarding a preliminary **Development Application** and that the Strategic Land Use Planning team **was not involved**. As such, the comments we provide in this letter apply to this submitted Planning Proposal which has yet to be finalised. It is appropriate that the matters of a preliminary Development Application should be considered separately.

TfNSW raises safety concerns of potential conflict between pedestrians, cyclists and cars due to the proposed vehicular access from Pyrmont Bridge Road in light of the proposed concept plan for public domain and cycling connection improvements.

Pyrmont Bridge Road is identified as a classified road. Additionally, this road between Parramatta Road and Mallet Street, is envisaged to provide an opportunity for active frontages and support high pedestrian activity to support the implementation of a health and education precinct in Camperdown as identified in PRCUTS and CUPS.

TfNSW advises that current practice is to limit the number of vehicular conflict points along classified roads which is reflected in Section 6.2.1 of TfNSW current publication of the 'Guide to Traffic Generating Developments 2002' and states 'access across the boundary with a major road is to be avoided wherever possible'

TfNSW suggested the following options for consideration:

- a) To support the future vision along Pyrmont Bridge Road, TfNSW **strongly** recommends future vehicular access to be obtained from the available local road network (i.e. Cahill Street) and to consider future egress from Gordon Street. TfNSW generally would not support retaining existing vehicular access from Pyrmont Bridge Road as part of any future development application(s) if access from the local road network is available.
- b) Should vehicular access be sought from Pyrmont Bridge Road. The applicant is required to demonstrate why the local road network cannot service access to and from the site, in consideration of Clause 2.119 of the State Environmental Planning Policy (SEPP) (Transport and Infrastructure 2021), previously known as Clause 101 of the Infrastructure SEPP.

2. Proposed Shared Zone

TfNSW notes Inner West Council's intent to create a new shared zone along Mathieson Street between Cahill Street and Parramatta Road.

As identified in PRCUTS Precinct Transport Report (2016), the intersection at Pyrmont Bridge Road and Parramatta Road requires investigation for a pedestrian crossing to be provided on the western approach. TfNSW identifies significant safety issues for this proposed western approach due to traffic turning left out of Mathieson Street. TfNSW recommends the conversion of Mathieson Street as a one-way (northbound) shared zone to facilitate the potential pedestrian crossing opportunity.

3. Traffic and Transport Assessment Report

The supporting Transport Assessment Report (dated June 2021) refers to the 'Draft Guide to Transport Impact Assessments March 2018 Version 5.1'. This draft guide was **never formally endorsed or published**. TfNSW recommends that any reference to this draft guide is removed in all documentation. TfNSW recommends the report to be updated to reflect current publications.

4. Car Parking Rate

The Leichhardt DCP parking requirement relating to 'health consulting room' and PRCUTS requirement of no more than 1 space per 150m² for 'commercial uses' are considered not suitable for the proposed use of a private hospital.

Whilst acknowledging the future vision of Camperdown Precinct is to discourage car use, support sustainable travel choices, and transition to low car dependency, it is also important to ensure an appropriate level of on-site car parking is provided to cater for future users.

The '*Guide to Traffic Generating Developments (2002)*' is dated. TfNSW recommends Inner West Council as part of the future Camperdown precinct plan obtain a better estimate of the traffic and parking characteristics of the proposed private hospital through undertaking surveys of comparative private hospitals with similar scale and context.

5. Future bus stop

TfNSW notes PRCUTS' Planning and Design Guidelines indicates a public transport "super stop" zone on part of the proposed site and that Inner West Council has advised the applicant to seek feedback from TfNSW on this matter.

TfNSW can confirm that it is unlikely that a future bus stop would be located along the Parramatta Road frontage of the proposed site due to land constraints and its proximity to a signalised intersection.

In consideration of the future vision of Camperdown Precinct, TfNSW is investigating potential transport options for Parramatta Road corridor in line with the broader transport network. At this stage, TfNSW cannot confirm the exact location of the future "super stop" in each precinct.

6. Westconnex M4-M5 Link

TfNSW advises that the subject property is within or close to the WestConnex M4-M5 Link project ('Project') boundary. The EIS considered and assessed the impacts associated with the Project and Planning approval was received in April 2018. The design and construction contracts have been awarded for both stages of the project and work is underway.

After planning approvals are granted, and also after construction commences, there is always a possibility of alignment changes to roads as road and tunnel designs are refined. Therefore, there is a chance for different properties to require acquisition than those shown in Environmental Impact Statement (EIS) documentation and on Transport websites. Where this occurs, TfNSW will advise affected properties as soon as it can.

The M4-M5 Link Tunnels and Rozelle Interchange tunnel designs are available to view at www.westconnex.com.au/explore-westconnex/tunnelling-progress/, which is kept as up to date as possible but may not show recent changes in road alignments.

Further information about this project is available by contacting the WestConnex Team on 1800 660 248 or info.westconnex@transport.nsw.gov.au.

7. Camperdown Precinct – Future Precinct-Planning

TfNSW notes Inner West Council is currently preparing a draft masterplan for Camperdown precinct in collaboration with Greater Cities Commission, NSW Health, Sydney Local Health District and City of Sydney Council. We continue to welcome collaboration with Council to

achieve the vision and objectives in our Tech Central Place-based Transport Strategy and look forward to providing comment or assistance where required.

8. Funding and Implementation

There is no certainty that the proposed Regional Infrastructure Contribution (RIC) will be implemented/gazetted ahead of rezoning and development envisaged within the PRCUTS. The area covered by the proposal and the Camperdown Precinct as identified in PRCUTS is not under any special infrastructure contributions plan.

TfNSW recommends DPE or Inner West Council to consider the appropriate funding mechanism pathway for regional/state infrastructure for the proposed site and for the broader Camperdown precinct plan that is consistent with the PRCUTS Infrastructure Schedule List (2016).