# Attachment A1

## Planning proposal justification report

# Planning Proposal

## 84-94 Parramatta Road, Camperdown

Amendment to Sydney Local Environmental Plan 2012

Submitted to City of Sydney
on behalf of Wentworth Capital

**Prepared by Colliers Urban Planning**

4 March 2026 | 2240137



**'Gura Bulga'**

Liz Belanjee Cameron

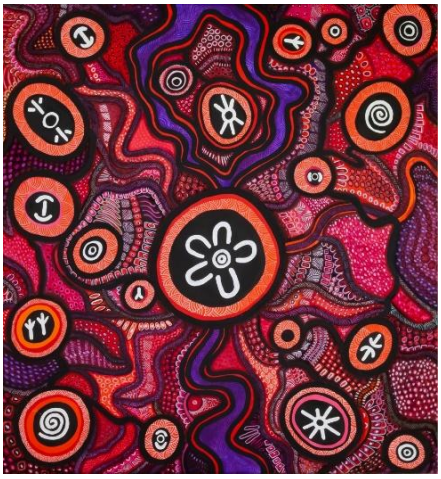
*'Gura Bulga'* – translates to Warm Green Country. Representing New South Wales.



**'Dagura Buumarri'**

Liz Belanjee Cameron

*'Dagura Buumarri'* – translates to Cold Brown Country. Representing Victoria.



**'Gadalung Djarri'**

Liz Belanjee Cameron

*'Gadalung Djarri'* – translates to Hot Red Country. Representing Queensland.

Colliers Urban Planning acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past and present.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.


| | | |
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| **Version No.** | **Date of issue** | **Prepared by** | **Approved by** |
|---|---|---|---|
| A (DRAFT) | 04/08/2025 | NG, JS | EC, AD |
| B (DRAFT) | 12/10/2025 | NG | EC |
| C (DRAFT) | 17/02/2026 | NG, EC | EC |
| D (FINAL) | 04/03/2026 | NG, EC | EC |


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# Executive Summary

This Planning Proposal requests amendments to the *Sydney Local Environmental Plan 2012* (Sydney LEP 2012) relating to 84-94 Parramatta Road, Camperdown. Colliers Urban Planning has prepared this Planning Proposal on behalf of Wentworth Capital for the site under a long-term ground lease from the University of Sydney.

This Planning Proposal applies to three individual lots, being:

- 84 Parramatta Road (currently containing Veriu Hotels containing serviced apartments).
- 88 – 90 Parramatta Road (currently containing an historic warehouse).
- 92 – 94 Parramatta Road (currently occupied by University of Sydney uses).

The broad intent of this Planning Proposal is to facilitate the redevelopment of the site for the purposes of a new life sciences research facility, supporting a mixture of ancillary uses, such as retail and education uses. This Planning Proposal intends to facilitate uplift at 84 Parramatta Road for additional serviced apartments for the health and education precinct locality. This will be achieved via amendments to the Sydney LEP 2012, as well as accompanying amendments to the *Sydney Development Control Plan 2012 (*Sydney DCP 2012).

This Planning Proposal seeks Council's support for a site-specific amendment to the Sydney LEP 2012 for the following:

**88-94 Parramatta Road**

- A new maximum building height of part 80 metres, part 30 metres.
- A new site-specific provision for 88-94 Parramatta Road that enables up to 6.5:1 floor space ratio for non-residential uses only.
- Retention of the existing warehouse at 88-90 Parramatta Road.
- Amendments to the *Sydney Development Control Plan 2012* (Sydney DCP 2012) to address site specific outcomes.

**84 Parramatta Road**

- A new mapped maximum height of 30 metres.
- A new mapped maximum floor space ratio for the Veriu site (84 Parramatta Road) of 4.8:1 floor space ratio (retaining the existing MU1 Mixed Use zone.
- Amendments to the *Sydney Development Control Plan 2012* (Sydney DCP 2012) to address site specific outcomes.

The indicative reference scheme totals 38,317m$^2$ of gross floor area (GFA) comprising 27,685m$^2$ of life sciences specific uses and 6,647m$^2$ of ancillary life sciences support uses, such as office and lab write up spaces on 88-94 Parramatta Road (the University of Sydney owned site), and approximately 1,350m$^2$ of uplift to the existing 2,635m$^2$ of serviced apartments floorspace as part of an extension to the existing Veriu Hotel building at 84 Parramatta Road. The reference scheme includes basement parking for 185 car parking spaces over two basement levels for life sciences purposes, in accordance with the applicable maximum parking rates for the mix of land uses considered in the reference scheme.

The Proponent intends to deliver a range of public benefits as part of this Planning Proposal, including site-specific sustainability measures and local infrastructure works-in-kind by way of a Voluntary Planning Agreement (VPA) to be entered into with Council at a future development stage.

Regarding the relevant strategic context, the site sits within the Camperdown Health, Education and Research Precinct in the Tech Central Strategy document. Camperdown Precinct is home to global tech businesses, venture capital funds, research institutes, two universities (University of Sydney and University of Technology Sydney), and a leading research hospital (Royal Prince Alfred Hospital). The key objective of the Camperdown Precinct within the Tech Central document is to build on existing health, education and research strengths to create a region that is internationally significant in these fields. The development considered as part of this Planning Proposal directly aligns with this objective, by facilitating uplift for the purposes of life sciences and biotechnology research. Furthermore, by providing for uplift at 84 Parramatta Road for serviced apartments, this Planning Proposal aligns with objectives within the applicable strategic documentation that identify the importance of increasing housing affordability and diversity within the locality.

The site is identified within the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), a strategy aiming to provide a long-term vision and framework to support co-ordinated employment and housing growth in the Parramatta Road Corridor in response to significant transport and infrastructure investment, economic and demographic shifts, and industrial and technological advances. The development aligns with the PRCUTS as it facilitates significant employment floorspace uplift along the Parramatta Road corridor.

This Planning Proposal responds to the above and is justified for the following reasons:

- The proposal is directly aligned with the strategic planning framework, identifying and underpinning the appropriate emergence of a life science research facility at a key location in proximity to the University of Sydney and the Royal Prince Alfred Hospital.
- The site is located within the Camperdown-Ultimo Health and Education precinct, co-located with similar land uses to create a specialised precinct accessible by active and public transport. The site is well-positioned, adjacent to two well serviced bus stops providing connectivity in the eastern and western direction of the site, and notably to Central Train Station (2.5km east of site). Central Station provides extensive connectivity across Greater Sydney through bus, light rail, heavy rail, and newly unveiled metro services.
- The future built form will exhibit design excellence through the requirement for a competitive design process and demonstrate a high-quality urban design outcome that will enhance the site and surrounding urban area.
- The developed built form envelope has been sympathetically designed to minimise overshadowing to neighbouring residential dwellings and does not result in overshadowing that impacts the capability of adjoining residential dwellings to comply with Apartment Design Guide (ADG) requirements.
- The built form envelope for the uplift of Veriu Hotel serviced apartments (84 Parramatta Road) has considered the standards of the ADG in alignment with Council feedback, the Sydney LEP 2012, and the *State Environmental Planning Policy (Housing) 2021*. The built form envelope of the life sciences portion has been carefully designed to ensure ADG future compliance for the serviced apartments can be achieved. Confirmation that the proposed serviced apartments comply with the ADG will be provided at a future detailed design stage.
- The proposal requires the future development to include a variety of sustainability features and will deliver beyond its required targets for sustainability, energy efficiency and water and waste management.
- The proposal is consistent with the objects of the *Environmental Planning and Assessment Act 1979*, as it promotes the orderly and economic use and development of land.
- The proposal is consistent with the applicable State Environmental Planning Policies and Ministerial Directions.
- Traffic modelling undertaken indicates that the uplift will not result in unacceptable traffic impacts on the surrounding road network.
- The proposal will deliver significant economic benefits to the locality, including:
  - An estimated 1,217 ongoing FTE jobs associated with the construction of the development.
  - An estimated 1,940 ongoing FTE jobs (direct and indirect) associated with the operation of the development, resulting in $195.8 million in incomes and salaries paid to households.

Accordingly, considering the proposal and the overall strategic nature of the site and justification provided in addressing planning issues, the Planning Proposal is considered to have sufficient strategic merit to support a purpose-built life sciences facility with ancillary uses in line with the Camperdown-Ultimo Health and Education precinct. This Planning Proposal demonstrates that the proposed land uses and density sought can be appropriately accommodated on the site in an attractive urban form, maximises activity and improves social and economic outcomes, whilst minimising amenity impacts of surrounding residential receivers. This supports the site-specific merit of the Planning Proposal.

Notwithstanding the proposed amendments to the Sydney LEP 2012 to facilitate uplift at 84 Parramatta Road and 88-94 Parramatta Road, future development at the respective sites will proceed independently. To confirm, the delivery of the serviced apartments uplift at 84 Parramatta Road is not contingent upon nor linked to development of 88-94 Parramatta Road development for life sciences uses.

For these reasons, we have no hesitation in recommending this Planning Proposal for Gateway Determination.

# 1.0 Introduction

This request for a Planning Proposal is submitted to the Council of the City of Sydney (Council) for amendments to the *Sydney Local Environmental Plan 2012 (*Sydney LEP 2012) relating to 84-94 Parramatta Road, Camperdown (the site). Colliers Urban Planning has prepared this Planning Proposal report on behalf of Wentworth Capital (the Proponent) under a long-term ground lease from the University of Sydney, and Veriu (landowners of the site).

This Planning Proposal applies to three individual lots, being:

- 84 Parramatta Road (currently Veriu Hotels containing serviced apartments).
- 88 – 90 Parramatta Road (currently containing an historic warehouse).
- 92 – 94 Parramatta Road (currently occupied by University of Sydney uses).

The purpose of this request for a Planning Proposal is to introduce a new Floor Space Ratio (FSR) and Height of Buildings development standard for the site. Collectively, these amendments will unlock additional floor space that will be used to enable the development of a purpose-built life sciences research facility and a mixture of supporting uses, including retail and educational uses, consistent with the vision of the Camperdown Health, Education and Research Precinct as outlined within the City of Sydney Local Strategic Planning Statement. The amendments to the Sydney LEP 2012 will enable the redevelopment of the site into a vibrant, mixed-use development that will co-locate education, research and other mixed uses in a purpose-built precinct.

Additionally, the Planning Proposal facilitates uplift at 84 Parramatta Road for additional serviced apartments, strengthening the diversity and affordability of accommodation within the locality. Increasing the supply of short-term accommodation will support the capacity of the locality to attract specialist workers, host collaborative research programs, deliver tertiary health services, and participate in innovation networks. Furthermore, short-term accommodation in the locality is often tenanted by patients or families of patients of the Royal Prince Alfred Hospital due to a lack of available accommodation on campus. This uplift will provide additional capacity, particularly prudent given the ongoing expansion of Royal Prince Alfred Hospital, supported by the provision of new life sciences development.

The Planning Proposal will deliver significant public and city building benefits through activation and embellishment of the public domain fronting Parramatta Road, while protecting the amenity of the surrounding residential developments regarding solar access and wind conditions. The Planning Proposal recommends that the warehouse on 88-90 Parramatta Road is substantially retained as it demonstrates historical significance, with opportunities for future integration into the design of the development.

The Planning Proposal will accommodate a life sciences research facility (defined as a "high technology industry" under the *Standard Instrument – Principal Local Environmental Plan 2006*) as well as a mix of other uses that are permissible within the site's existing MU1 Mixed Use zoning. To facilitate this, the following controls will be amended:

- A new maximum building height of part 80 metres, part 30 metres.
- A new mapped maximum FSR for the 84 Parramatta Road site of 4.8:1.
- A new site-specific provision for 88-94 Parramatta Road that enables up to 6.5:1 of floorspace for non-residential uses.
- Retention of the existing warehouse at 88-90 Parramatta Road.
- Amendments to the *Sydney Development Control Plan 2012* (Sydney DCP 2012) to address site specific outcomes, including design excellence development outcomes with provisions relating to the future built form, heritage conservation, solar impacts, design excellence, and sustainability.

It is noted that no changes are proposed to the site's existing MU1 Mixed Use land use zone.

As required by Section 3.33 of the *Environmental Planning & Assessment Act 1979* (EP&A Act), and in reference to the Local Environmental Plan Making Guideline, this Planning Proposal report includes:

- A description of the site, local context and the proposed development.

- A statement of the objectives or intended outcomes of the proposed instrument.
- An explanation of the provisions that are to be included in the proposed instrument.
- The justification for those objectives, outcomes and provisions and the process for their implementation (including whether the proposed instrument will comply with relevant directions under Section 9.1 of the EP&A Act).
- Maps containing sufficient detail to indicate the substantive effect of the proposed amendments.
- Details of community consultation.

This Planning Proposal report describes the site, the proposed amendments to the *Sydney Local Environmental Plan 2012*, and provides an environmental assessment of the proposed reference scheme design. The report should be read in conjunction with the Urban Design Report prepared by HDR Architects and Matthew Pullinger Architect (**Appendix A**) and specialist consultant reports appended to this Planning Proposal (refer to Table of Appendices).

## 1.1 The Proponent

Wentworth Capital is a real estate private equity company, with over $2.5 billion of assets under management. In 2023, it established a $1.5 billion life science real estate fund in Australia in partnership with BlackRock (one of the world's largest real estate asset managers) and seeks to provide purpose-built science and innovation infrastructure within key locational clusters.

Wentworth Capital, under a long-term ground lease from the University of Sydney, envision creating a world-class life science and mixed-use campus on the site. The proposal aims to establish Camperdown as Sydney's premier biomedical hub, centred around top-tier life science facilities.

Wentworth Capital has an agreement in place with Sydney University to develop the site at 88-94 Parramatta Road, Camperdown with a vision to deliver a thriving life science campus.

The Applicant's details are presented in **Table 1** below.

***Table 1 Applicant Details***

| Applicant | Details |
|---|---|
| Applicant | Spark Sub Trust Pty Ltd (subsidiary of Wentworth Capital) |
| Address | Level 5 99 Macquarie Street, Sydney NSW 2000 |
| ABN | 30 662 770 283 |

## 1.2 Life Sciences Need

Life sciences refer to a broad range of scientific and research operations that includes medical research, regenerative medicine, medical technology, advanced technology and computing, digital health and a variety of other biomedical research fields.

Detailed research undertaken by Biointellect for Wentworth Capital (refer to **Appendix B**) identifies that Australia's life sciences sector is experiencing rapid growth, driven by advancements in biotech, Medtech, digital health, and clinical services. With over 2,900 organisations and a market value of $255 billion, the sector is supported by strong government investment, world-class research institutions, and a skilled workforce. NSW leads nationally, hosting the highest concentration of life sciences companies, particularly in MedTech and digital health. However, access to specialised infrastructure—such as technical labs, cleanrooms, and prototyping spaces, and lack of private sector investment—remains a critical bottleneck in Sydney and Australia more broadly, especially for early-stage companies seeking affordable, scalable facilities.

The proposed life sciences precinct in Camperdown, adjacent to Tech Central, presents a strategic opportunity to address this infrastructure gap. Anchored by the Camperdown-Ultimo Health and Education precinct, University of Sydney and the Sydney Biomedical Accelerator, the opportunity to deliver 34,332m² of floorspace tailored to the needs of life sciences tenants, supporting research, commercialisation, and job creation is substantial. The location offers proximity to hospitals, research institutes, and transport, ideal for attracting domestic and international companies. By enabling co-location, collaboration, and access to talent, the site is positioned to strengthen NSW's innovation ecosystem and enhance Australia's global competitiveness in life sciences.

Additionally, the Planning Proposal facilitates uplift at 84 Parramatta Road for additional serviced apartments, strengthening the diversity and affordability of accommodation within the locality. Increasing the supply of short-term accommodation will support the capacity of the locality to attract specialist workers, host collaborative research programs, deliver tertiary health services, and participate in innovation networks. Furthermore, short-term accommodation in the locality is often tenanted by patients or families of patients of the Royal Prince Alfred Hospital due to a lack of available accommodation on campus. This uplift will provide additional capacity, particularly prudent given the ongoing expansion of Royal Prince Alfred Hospital, supported by the provision of new life sciences development.

## The Life Sciences Need

Life sciences organisations in Australia (2024)

**2,905**

Value of ASX-listed life sciences industry (2024)

**$252B**

Share of Australia's life sciences companies based in NSW

**36%**

NSW Government investment in Tech Central

**$48.2M**

Projected STEM and life sciences jobs in Tech Central by 2036

**25,000**



## The Proposal 84-94 Parramatta Road, Camperdown

Total Life Sciences gross floor area

**34,332m²**

Life Sciences Tower (15 storeys)

**27,685m²**

Life Science Office Block (8 storeys)

**6,647m²**

Estimated full-time equivalent jobs created

**1,940**

World class, state of the art and fit for purpose life sciences building, located in the heart of the Camperdown-Ultimo Health and Education precinct

# 2.0 Pre-Lodgement Consultation

The Proponent has met with the City of Sydney (Council) on several occasions prior to lodgement of this Planning Proposal, including:

- 9 April 2024 – Meeting with City of Sydney Strategic Planning Team.
- 29 October 2024 – Follow up meeting with City of Sydney Strategic Planning Team.
- 13 February 2025 – Design Advisory Panel Review.
- 14 May 2025 – Follow up meeting with City of Sydney Strategic Planning Team.
- 26 November 2025 – Meeting with City of Sydney Strategic Planning Team regarding serviced apartments.

A preliminary proposal was provided to the City of Sydney and presented to the City's Design Advisory Panel (DAP) on the 13 February 2025. Subsequently a letter and lodgement checklist have been provided to the Proponent. **Table 2** summarises Council's written feedback on the preliminary proposal and where comments have been addressed within this report.

***Table 2 Summary of responses to scoping proposal feedback***

| Focus | Council comment | Response |
|---|---|---|
| Matters to be addressed | | |
| ADG Compliance | The Apartment Design Guide (ADG) objectives for solar and daylight access (4A) and minimising overshadowing to neighbouring properties in mid-winter (3B-2) must be observed, with an assessment carried out in line with Council's Draft policy on *Minimising Overshadowing of Neighbouring Apartments*. | Minimising overshadowing of neighbouring residences has been a key consideration in defining the envelope proposed as part of this Planning Proposal. Refer to **Section 8.4**. |
| Bulk and scale | It is recommended that the massing be refined to reduce the bulkiness of the building. | Following the presentation to the DAP, the scheme was reconsidered and the bulk and scale reviewed. This consideration has been addressed at **Section 5.3**. |
| Overshadowing | To address issues of overshadowing and bulk you please explore relocation of floor space (potentially to the Parramatta Road frontage) to avoid chamfering the building which will reduce its functionality for the proposed use. | Refer to discussion at **Section 5.3** and **Section 8.4**. |
| Floor to ceiling height | The proposed floor-to-floor height of 4.5m is considered a minimum to support the proposed use. | This has been addressed. Refer to **Appendix D**. |
| FSR | Further detail on the calculation and testing of the proposed FSR is to be provided at lodgement, and any increased FSR and height will be conditional on the proposed use. | This is discussed at **Section 8.1**, as well as by HDR Architects and Matthew Pullinger Architect in **Appendix A**. |
| Heritage | It is noted that your heritage assessment identified 88-90 Parramatta Road as being potentially locally significant. It is recommended that the building be retained and adapted and that future detailed design should seek to retain the whole structure. A facade only approach to adaptation would not be supported. | This Planning Proposal is seeking to require retention of the warehouse at 88-90 Parramatta Road through a provision in the site specific DCP. This is discussed further at **Section 8.3**. |

| Focus | Council comment | Response |
|---|---|---|
| Retention of buildings | The retention of the 88-90 Parramatta Road building is an opportunity to accommodate the proposed exchange, conference or 'science on display' spaces. | This has been incorporated into the site-specific DCP, as discussed at **Section 8.3**. |
| Economic | Additional detail should be provided with respect to the market demand for life sciences research uses to support 800 research staff (and support staff) and the expected economic benefits of the proposal. | A Macroeconomic Market Analysis Report has been prepared by Biointellect and is available at **Appendix B**, supplemented by a detailed Economic Impact Assessment prepared by Atlas Economics at **Appendix I**. |
| Affordable Housing – for consideration | | |
| Affordable housing contributions | Consider opportunity for affordable housing contribution, recognising the need for well-located housing close to employment centres, such as Camperdown-Ultimo Health and Education precinct. Council recognises that it may not be appropriate to provide affordable housing on site because of the proposed life sciences use. | The Public Benefit Offer (**Appendix F**) prepared for the proposal outlines the monetary affordable housing contribution to be made to Council as per Clause 7.13 of the Sydney LEP 2012. |

# 3.0 The Site

## 3.1 Site Location and Context

The site is located at 84-94 Parramatta Road, Camperdown within the City of Sydney Local Government Area (LGA). The site is located on the western edge of the LGA, 500 metres east of where the LGA boundary intersects the Inner West LGA at Booth Street. It is situated on the traditional land of the Gadigal people.

The land is owned by the University of Sydney (88-94 Parramatta Road) and Veriu (84-86 Parramatta Road) and is located to the north-west of the main University of Sydney Camperdown/Darlington campus located adjacent to the site at the southern boundary of Parramatta Road. The site fronts Parramatta Road to the southern boundary and is bounded by mixed uses to the north, east, and west of the site. The site is located just 4km south-west of the Sydney CBD, and 2.5km west of Central Station.

As identified within the Greater Sydney Regional Plan (GSRP), the site is located in the Eastern Economic Corridor, a cluster of employment centres from Macquarie Park in the north to Sydney Airport in the south, with Camperdown described as a Health, Education and Research Precinct within Tech Central. In addition, the site is identified within the Camperdown Precinct of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).

The site's locational context is shown at **Figure 1.**

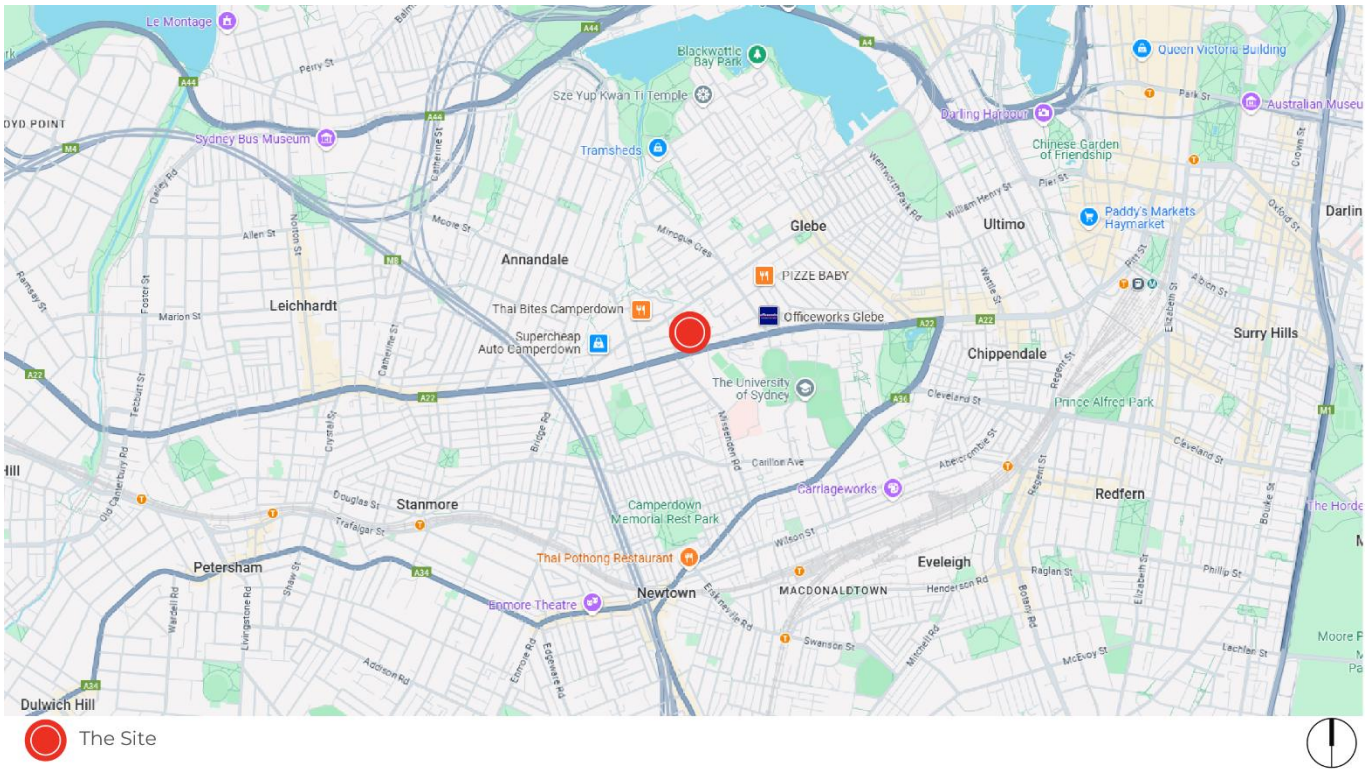



***Figure 1 Locational Context***

Source: Google Maps, edits by Colliers Urban Planning

## 3.2 Site Description

The site consists of four lots and is legally described as detailed in **Table 3** below.

*Table 3 Lot details*

| Address | Legal description | Site area | Current Development | Owner |
|---|---|---|---|---|
| 84 Parramatta Road | Lot 1 DP 1216911 | 839m$^2$ | Veriu Hotel (Serviced Apartments) | Veriu Group Holdings Pty Ltd |
| 88 – 90 Parramatta Road | Lot 1 DP 178634 | 977m$^2$ | Historical Warehouse | University of Sydney |
| 92 – 94 Parramatta Road | Lot A DP 402925 | 3,320m$^2$ | University of Sydney Medical Foundation Building | |
| | Lot 1 DP 965792 | 1,064m$^2$ | | |

The site's area is 6,200m$^2$ and is irregular in shape. The site has an 85-metre street frontage to Parramatta Road and is accessible to pedestrians from this frontage. The Medical Foundation Building at 92-94 Parramatta Road is accessible to vehicles from the Sparkes Street rear entrance to the car park, and the residential apartments at 84 Parramatta Road are accessible to vehicles from a separate rear car park entrance along Sparkes Street. The topography of the subject site is generally flat at 22RL across the ground plane. For further details, refer to the Site Survey at **Appendix C**.

An aerial context map of the site is provided at **Figure 2**.




*Figure 2 Site context and aerial map, with indicative lot boundaries shown in white*

Source: Nearmap, edits by Colliers Urban Planning

## 3.3 Existing Development

The site is inclusive of three built forms, which are largely consistent with the adjoining character and building forms on Parramatta Road. 84 Parramatta Road includes a block of serviced apartments operated by Veriu Hotels. 88 Parramatta Road contains a historic warehouse, containing approximately 2,514m$^2$ of gross floor area (GFA), previously utilised as retail premises. The building is currently vacant and requires structural upgrades. 92-94 Parramatta Road contains the University of Sydney Medical Foundation Building, a three (3) to seven (7) storey research laboratory and office building, with an area of approximately 11,876m$^2$, including one basement level that accommodates 75 car parking spaces.



*Figure 3 Site as viewed from Parramatta Road Frontage*

Source: Google Maps

The Heritage Impact Statement prepared by Curio Heritage (**Appendix J**) identifies that the warehouse located at 88-90 Parramatta Road is of local historical significance. The warehouse is a historic, Inter-war warehouse structure that was likely previously used as a showroom to house vehicles in the 1940s, and then as a shop and office space with various tenancies until 2017. The warehouse has been vacant since 2017 and remains vacant at the time of writing.

As part of preliminary engagement, Council has reviewed some of the early heritage assessments undertaken by Curio and have also recommended that the building be retained and adapted and that future detailed design should seek to retain this structure (noting existing condition and structural limitations) due to its historical significance to the local area. This is discussed further at **Section 8.3**.

## 3.4 Access and Transport

All three built forms on the site are accessible to pedestrians from the northern frontage of the site on Parramatta Road. The Medical Foundation Building is accessible to vehicles through the Sparkes Street entrance to the associated car park, and the Veriu serviced apartments at 84 Parramatta Road are accessible to vehicles via the Sparkes Street entrance to the separate associated car park.



*Figure 4 Sparkes Street entrance to the Medical Foundation Buildings car parking*

Source: HDR Architects



*Figure 5 Sparkes Street entrance to the Veriu serviced apartments car parking*

Source: HDR Architects

The site fronts Parramatta Road, also referred to as the Great Western Highway or A22. Parramatta Road offers east-west connections across metropolitan Sydney, connecting the Sydney CBD with Parramatta. The 23km arterial road is subject to PRCUTS, a strategy that aims to improve the current traffic, and noise conditions, as well as improve commercial and business outcomes of tenancies along the corridor.

A bus stop is located 50 metres to the east of the subject site, in the eastern direction of traffic at Parramatta Road at Larkin Street. This bus stop is serviced by eight bus routes inclusive of two-night services, providing the site with connectivity to the Sydney CBD, Central Station, and Bondi Junction. The bus stop opposite the site, at the southern boundary of Parramatta Road at Parramatta Road at Missenden Road, is serviced by eighteen (18) bus routes, traveling west. The bus stop is inclusively serviced by nine (9) night services, two express services and one school service. These bus routes provide accessibility to Burwood Station, Campsie Station, Rozelle, Kogarah Station, Stratfield Station, Dulwich Hill Station, and Tempe.

The site is located 2.5km west of Central Station, the main railway station in Sydney and is serviced by a range of public transport options inclusive of heavy rail train lines, metro, buses, coaches and light rail services. These services offer connectivity across greater Sydney, with regional train lines providing connectivity inter- and intrastate.

## 3.5 Surrounding Development

The site is located within the Parramatta Road Corridor and the Camperdown-Ultimo Health and Education precinct. The site context is characterised by the adjacent University of Sydney campus, and adjoining mixed use, commercial and residential context.

- **North:** To the north of the site are a diverse range of residential dwellings, inclusive of medium density apartments, serviced apartments, and mixed-use apartments with ground floor retail uses.
- **East:** To the immediate east of the site is a sex service premises at the eastern boundary of the services apartments at 84-86 Parramatta Road. Further east the context is dominated by a range of residential apartments, mixed use apartments, and commercial buildings (refer to **Figure 6**).
- **South:** To the south of the site at the southern boundary of Parramatta Road is the University of Sydney main Camperdown campus (refer to **Figure 7**), inclusive of associated open spaces, private colleges and the Saint Joseph's Catholic Church. To the south-west, at the boundary of Parramatta Road and Missenden Road, there is a petrol station and adjoining food premises (refer to **Figure 8**).

- **West:** To the immediate west the site is bound by a residential apartment block (refer to **Figure 9**), with the western context inclusive of a range of residential uses, ranging from low density terraces to medium density apartments, and mixed use apartments (refer to **Figure 10** and **Figure 11**).




*Figure 6 View facing intersection of Larkin Street and Sparkes Street*

Source: HDR Architects



*Figure 7 View facing south towards the University of Sydney*

Source: Google Maps



*Figure 8 South-facing view from the site frontage along Parramatta Road*

Source: Google Maps



*Figure 9 View facing built form at western boundary, from south-west along Parramatta Road*

Source: HDR Architects



*Figure 10 View to the north-west at Barr Street*

Source: HDR Architects



*Figure 11 View to the west at Barr Street*

Source: HDR Architects

### 3.5.1 Future Context

There are a variety of proposed developments surrounding the site. **Table 4** includes a summary of future surrounding context as proposed through current development applications.

*Table 4 Future Surrounding Context*

| Ref | Address | DA Number | Description | Status |
|---|---|---|---|---|
| 1 | Sydney Biomedical Accelerator - Corner of Western Avenue and Cadigal Lane in Camperdown, 2050.<br>Within University of Sydney and Royal Prince Alfred (RPA) Hospital sites | SSD-55388456 | Construction and operation of a biomedical research building and associated infrastructure and public domain works. The Sydney Biomedical Accelerator project will consist of two wings within one complex. The complex will be an 8-storey building inclusive of wet laboratory research spaces, dry research support spaces, a mortuary and advanced anatomy teaching, clinical research facilities, core research facilities and workspaces. | Approved 19/11/2024 |
| 2 | 10 Missenden Road, Camperdown | SSD-79888213 | Concept development application for a Private Hospital, comprising a concept proposal for a new private hospital building with ancillary uses, car parking and landscaping works. | Scoping report lodged; SEARs issued 05/03/2025 |
| 3 | University of Sydney. Corner of Ross Street and Parramatta Road, Camperdown | SSD-57838709 | Construction of a new five level multi-disciplinary General Teaching Space building (Ross Street Teaching and Learning Hub) capable of accommodating up to 1,500 students and 30 staff. Works include public domain improvements including plaza, outdoor furniture, pedestrian footpaths, and landscaping. | Approved 17/12/2025 |
| 4 | Westconnex Dive Site – 160-168 Parramatta Road and 79-95 Pyrmont Bridge Road, Camperdown | SSD-82714716 | Concurrent State Significant Development Application and concurrent Planning Proposal to enable a 21-storey mixed-use build-to-rent development that will consist of residential apartments, ground level retail and the delivery of a new public park. | Approved 23/12/2025 |
| 5 | 73-79 Parramatta Road, Camperdown | D/2022/1334 | Demolition of two existing commercial buildings and construction of a 7 and 5 storey mixed use development with 2 basement levels for car park. Buildings will include one ground level retail tenancy, and co-living housing for 108 rooms. Lodged with the City of Sydney, with two required contributions. | Approved 30/08/2024 |
| 6 | 122-128 Pyrmont Bridge Road, 130 Pyrmont Bridge Road, 206 Parramatta Road, Annandale | HDA EOI | Concurrent rezoning and SSD for 18-storey mixed use building with 162 dwellings, inclusion of 15% allocation of affordable apartments | Nominated for SSDA declaration |
| 7 | 99-101 Pyrmont Bridge Road and 190-196 Parramatta Road, Annandale | HDA EOI | Concurrent rezoning and SSD for mixed use building with 99 dwellings in a part 6 storey and part 15 storey building. Inclusion of the provision for affordable housing and serviced apartments | Nominated for SSDA declaration |
| 8 | 63-77 Pyrmont Bridge Road, Pyrmont | HDA EOI | Concurrent rezoning and SSD for 2 to 3 18-storey mixed use buildings with a total of 180 dwellings. 15% of the provided dwelling stock be allocated as affordable housing | Nominated for SSDA declaration |

Renders and images of the future surrounding context are shown in **Figure 12** to **Figure 15** overpage. A visual indication of the uplift near the subject site is provided for the emerging built context at **Figure 16**.



*Figure 12 SSD-55388456 USYD & RPA Sydney Biomedical Accelerator Project*

Source: Denton Corker Marshall



*Figure 13 SSD-79888213 Private Hospital Camperdown*

Source: Architectus



*Figure 14 SSD-57838709 Ross Street Teaching and Learning Hub*

Source: BVN Architecture



*Figure 15 D/2022/1334 Mixed use co-living*

Source: Mostaghim Architects

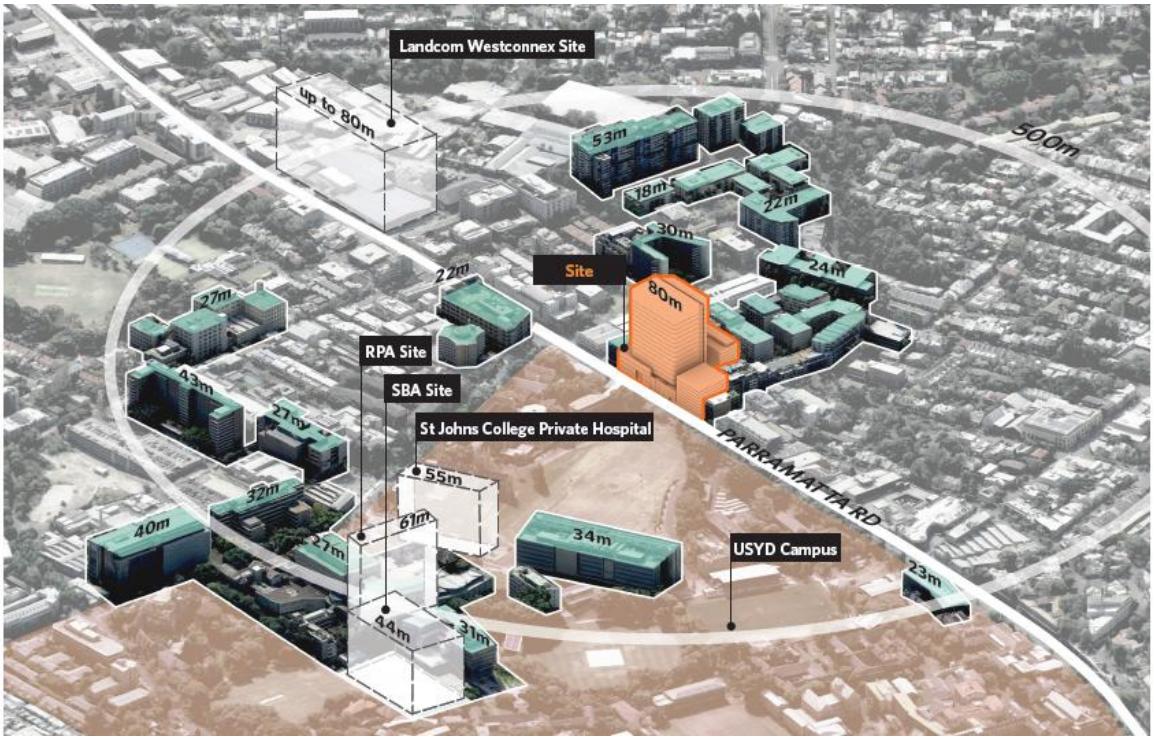



*Figure 16 Emerging built form context*

Source: HDR Architects and Matthew Pullinger Architect

# 4.0 Existing Planning Framework

This section outlines the key statutory documentation that apply to the subject site.

## 4.1 Sydney Local Environmental Plan 2012

The Sydney LEP 2012 is the principal environmental planning instrument applying to the site, providing guidance on a range of environmental planning issues. Key controls are included at **Table 5** below.

*Table 5 Sydney LEP 2012 Key Controls*

| Clause | Provision / Standard | Comment |
|---|---|---|
| **Principal Planning Controls** | | |
| **Clause 2.1 –** Land use zones | The site is zoned **MU1 Mixed Use** | The MU1 Mixed Use Zone is a largely open zone, permitting a diverse range of uses. Specific to this Planning Proposal, development for the purposes of high technology industry (such as life sciences) are permissible. A range of other ancillary uses are also permissible, such as retail and other commercial premises and a variety of residential typologies, inclusive of serviced apartments. |
| **Clause 4.3 –** Height of Buildings | The site is currently subject to a maximum height of buildings of **18m** | |

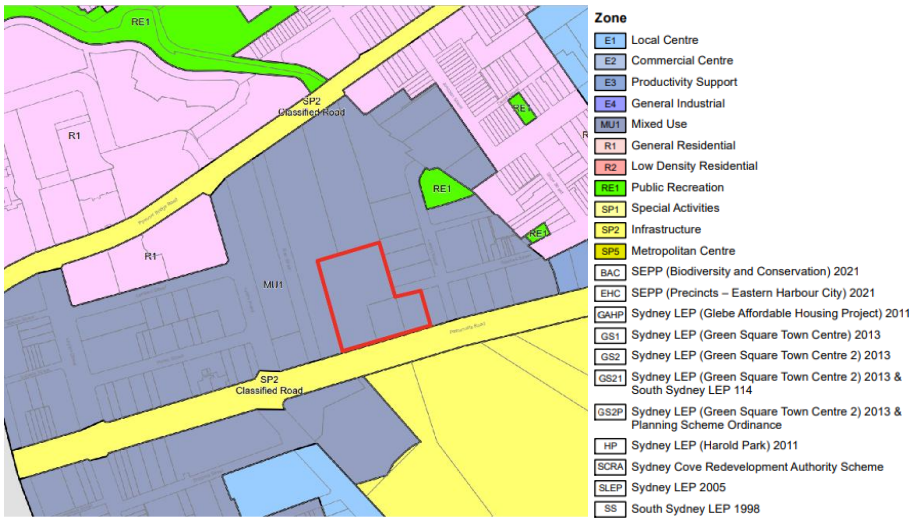



*Figure 17 Land Use Zoning Map extract from Sydney LEP 2012*

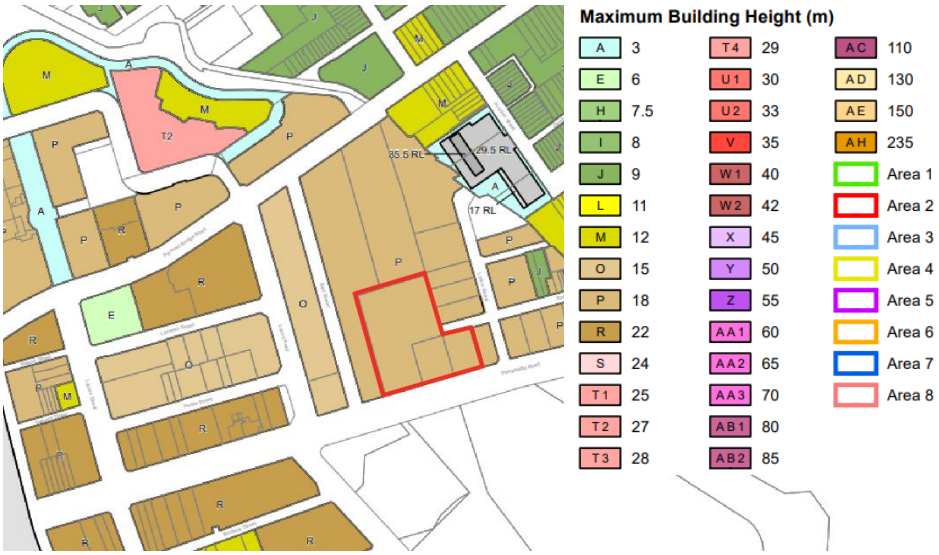
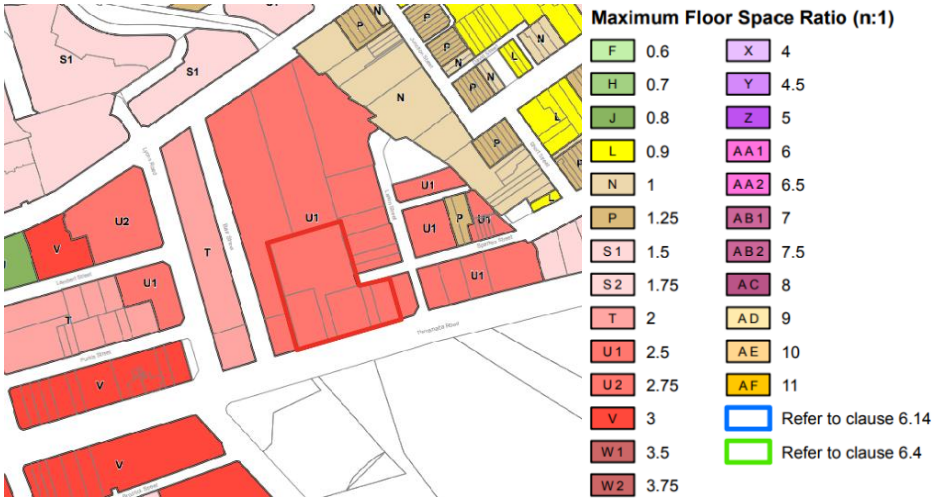
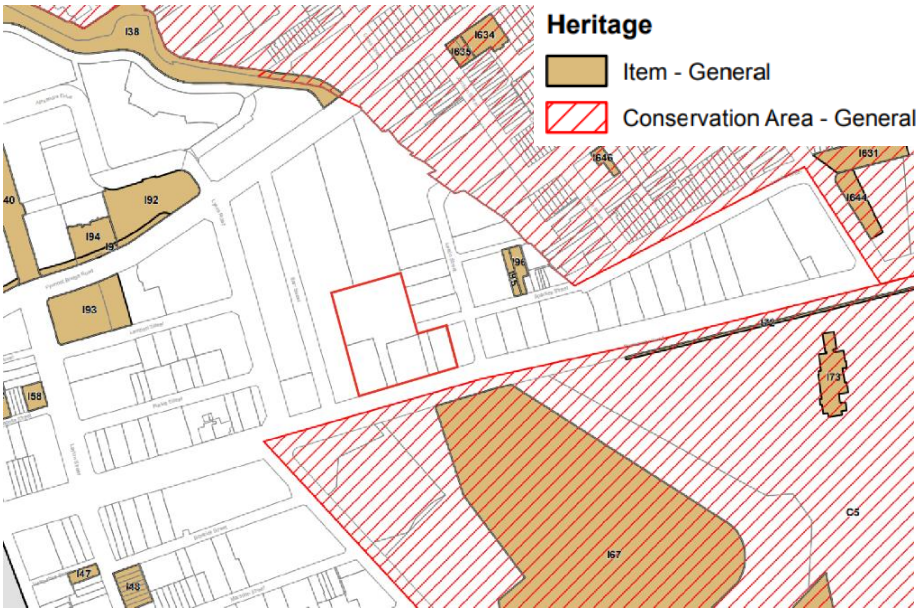



*Figure 18 Height of Buildings Map extract from Sydney LEP 2012*

| Clause | Provision / Standard | Comment |
|---|---|---|
| **Clause 4.4 –** Floor Space Ratio | The site is currently subject to a maximum FSR of **2.5:1** | <br>*Figure 19 Floor Space Ratio Map extract from Sydney LEP 2012* |
| **Clause 5.10 –** Heritage conservation | The site does not contain any heritage items.<br>The site is within the vicinity of land on which a heritage item is located and heritage conservation areas including:<br>• I95 – Terrace house including interior at 12 Sparkes Street<br>• I96 – Terrace house including interior at 14 Sparkes Street<br>• C5 University of Sydney<br>• C33 Hereford and Forest Lodge | Nearby heritage items to the site include Item I95 – Terrace house including interior at 12 Sparkes Street and Item I96 – Terrace house including interior at 14 Sparkes Street. These two houses are located to the east of the subject site. Significant heritage conservation areas near the subject site include C33 Hereford and Forest Lodge to the north-east of the subject site and C5 University of Sydney at the southern boundary of Parramatta Road.<br><br>*Figure 20 Heritage Map extract from Sydney LEP 2012* |
| **Clause 5.21 –** Flood Planning | Various detailed flood planning provisions which require the consent authority to be satisfied prior to granting | The site is located within the Johnstons Creek Catchment Floodplain Risk Management Plan, as per the City of Sydney website. |

| Clause | Provision / Standard | Comment |
|---|---|---|
| | development consent. | <br>*Figure 21 1% AEP Design Flood Event*<br>Source: Arup<br><br>*Figure 22 PMF Event Design Flood Event*<br>Source: Arup<br>As identified in **Figure 22**, part of the site's street frontage to Parramatta Road and the existing Sparkes Street vehicular entrance is currently likely to be inundated during the PMF event and the built form at 88 Parramatta Road is likely to be partially flood affected.<br>The consent authority will be required to assess if the potential development will be compatible with the flood function and behaviour and not adversely impact flood behaviour or the safe occupation and evacuation of people in the event of a flood. This is discussed further in **Section 8.6.2** and the Flood Risk Assessment (**Appendix K)**. |
| **Part 6 Local Provisions – height and floor space** | | |
| Clause 6.13 – End of | Buildings outside of Central Sydney | The intended land use from this Planning Proposal is not commercial premises and as such would be unable to utilise the additional floor space provided by this clause. However, |

| Clause | Provision / Standard | Comment |
|---|---|---|
| Journey Floor Space | for the use of commercial premises is eligible for an amount of additional FSR of 0.3:1 if end of journey facilities are provided. | should any future development on the site be purely commercial in nature, then this clause would be available. |
| Clause 6.21 – Design excellence | Buildings that are taller than 25m, have an EDC of greater than $100 million, or are required to develop a site specific DCP must demonstrate design excellence. | Development consent must not be granted unless the consent authority considers that the development exhibits design excellence. This provision applies to developments with a height greater than 25m, that have an investment value of greater than $100m or require the preparation of a site specific DCP (Clause 7.20). It is noted that this clause is proposed to be amended as part of Council's *Planning Proposal – Sydney Local Environmental Plans – Policy and Housekeeping Amendments 2023* (Housekeeping PP) to increase this threshold to 35 metres. Development demonstrating design excellence may have up to 10% additional floorspace (including FSR mapped and community infrastructure floorspace).<br>As such, development at the site is required to exhibit design excellence. A Design Excellence Strategy has been prepared by Colliers Urban Planning to support the Planning Proposal and is available at **Appendix E**. |
| **Part 7 Local Provisions – general** | | |
| **Division 1 Car parking ancillary to other development** | | |
| Clause 7.6 – Office premises and business premises<br>Clause 7.7 – Retail premises | | The site is located on category D on the Public Transport Accessibility Level Map, and development consent will not be granted to developments that provide beyond the permitted parking maximum indicated.<br>The prescribed parking rate for retail, office, and business land uses in the development will be determined at a future detailed DA stage, as the development does not include a detailed distribution of GFA and FSR for the retail or office and business premises land uses at this Planning Proposal stage.<br>It is noted that parking rates have been calculated at industrial land use rates as per Clause 7.8, see **Section 8.7**, the Traffic Impact Assessment – Life Sciences at **Appendix G**, and the Traffic Impact Assessment – Serviced Apartments at **Appendix H**. |
| Clause 7.8 – Industry and warehouse or distribution centres | (1) The maximum number of car parking spaces for a building used for the purposes of industry is as follows—<br>**(a) if the building is on land in category D—1 space for each 150 square metres of gross floor** | The site is identified as category D on the Public Transport Accessibility Level Map, and as a result the applicable car parking rate is one space for each 150 square meters of GFA used for the purposes of industry.<br>It is noted that under Clause 7.3 Car parking spaces not to exceed maximum set out in this Division, the required parking provided is a parking maximum. Development consent will not be granted to developments that provide beyond the permitted parking maximum indicated. This has been considered in the calculation of the parking rates, discussed at **Section 8.7**, and **Appendix G**. |

| Clause | Provision / Standard | Comment |
|---|---|---|
| | **area of the building used for those purposes** | |
| **Clause 7.9 –** Other land uses | The maximum number of car parking spaces for serviced apartments is:<br>a) 1 space for every 4 bedrooms up to 100 bedrooms, and<br>b) 1 space for every 5 bedrooms more than 100 bedrooms | The existing car park at 84 Parramatta Road for the serviced apartments contains 28 car parking spaces for the 72 existing bedrooms from 36 x two-bedroom units at the hotel site. Development consent will not be granted to developments that provide beyond the permitted parking maximum indicated, calculated to a maximum of 31 car parking spaces for the serviced apartments. The proposed uplift enables the future development of additional bedrooms; however the clause dictates a parking maximum, which the development continues to comply with as the proposal does not seek to increase the car parking rates for the serviced apartments at 84 Parramatta Road. The parking rates are discussed at further detail at **Section 8.7** and **Appendix H**. |
| **Division 3 Affordable housing** | | |
| **Clause 7.13 –** Contribution for purpose of affordable housing | Applicable to a new building with a GFA greater than 200sqm on residual land. The consent requires an affordable housing levy contribution for 3% of the total FSR of the development for residential purposes, and 1% of the total FSR for non-residential purposes. This contribution may be either development or monetary. | This clause requires the Proponent to make an affordable housing levy contribution at the equivalence of 1% of the total floor area of any future non-residential development, and 3% of any future residential development. This contribution will be made by way of a monetary contribution to Council, as agreed upon. For further detail see the Public Benefit Offer at **Appendix F**.<br>As advised by Council, for the purposes of development contributions, the serviced apartments on the site are classified as non-residential land uses as 'tourist and visitor accommodation'. |
| **Division 3 Miscellaneous** | | |
| **Clause 7.14 –** Acid Sulfate Soils | Under the Acid Sulfate Soils Map the site is | Noted. This will be considered in greater detail as part of any future detailed development on the site. |

| Clause | Provision / Standard | Comment |
|---|---|---|
| | classified as **Class 5**. | |
| **Clause 7.16** – Airspace operations | Developments that penetrate the Limitation or Operations Surface Map must consult with the relevant Commonwealth body | The site is identified within the 90-100 RL contour in the Sydney Airport Prescribed Airspace Obstacle Limitation Surfaces (OLS) Map.<br>As per the Site Survey provided at **Appendix C** the RL of the ground plane across the site is approximately 22m RL. A discussion of the proposed maximum height as part of this Planning Proposal and the potential implication for the OLS is provided at **Section 8.13**. |
| **Clause 7.17** – Development in areas subject to aircraft noise | Development within the ANEF 20 contour line must consider the impacts of aircraft noise. | Noted. The site is located outside of the ANEF 20 boundary. |
| **Clause 7.20** – Development requiring or authorising preparation of a development control plan | A DCP or Concept DA that provides for the relevant matters is required to be prepared. | A site specific DCP has been prepared concurrently with this Planning Proposal and is made available at **Appendix D**. A discussion of the proposed controls is provided at **Section 6.3**. |
| **Clause 7.28** – Serviced apartments | Serviced apartments must provide the same level of amenity as residential flat buildings and must follow the design principles of residential apartment development within the *State Environmental Planning Policy (Housing) 2021,* and the Apartment Design Guide | The proposed uplift for additional serviced apartments at 84 Parramatta Road must demonstrate that compliance with the ADG, to ensure a high standard of amenity should the apartments be converted to non-serviced apartments residential accommodation in the future. The impacts required to be considered include impacts of the proposed tower massing for life sciences purposes on the proposed additional serviced apartments, most notably overshadowing concerns.<br>ADG requirements have been generally considered in the development of the building envelope, as discussed at **Section 5.3.5.** The envelope of the development across the site has been specifically designed to minimise overshadowing to future serviced apartments uplift. Detailed compliance of the proposed uplifted serviced apartments with the ADG will be addressed at a future detailed design stage. For additional details see the Urban Design Report at **Appendix A**. |

## 4.2 Sydney Development Control Plan 2012

The Sydney DCP 2012 provides additional detailed design guidance which builds upon the provisions of the Sydney LEP 2012. The following Clauses have been identified within the Planning Proposal Lodgement Checklist provided to the proponent by Council and are discussed in **Table 6** below.

*Table 6 Key Sydney DCP 2012 controls*

| Provision | Planning Control |
|---|---|
| **Section 2: Locality Statements** | |
| 2.3.4 Camperdown locality | Camperdown is to continue its transformation from industrial uses to a vibrant high density mixed–use neighbourhood. Missenden Road is encouraged to support the centre emerging near Parramatta Road and further retail activity along Missenden Road. East–west links are encouraged through the hospital site and University to create a route between Camperdown Park and Victoria Park.<br>Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles outlined below:<br>a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.<br>b) Encourage through-site links with the development of the Royal Prince Alfred Hospital campus, the Department of Housing site on Bridge Road and the University Nursing Faculty on Mallett Street.<br>c) Development of industrial uses north of Parramatta Road are to provide public benefit such as open space, pedestrian and bike connections and adequate on–site parking for new development.<br>d) Ensure high quality design on gateway sites at the corner of Parramatta Road and Missenden Road.<br>e) Encourage active uses on the ground floor of buildings facing Parramatta Road.<br>f) Require active uses on the ground floor of buildings and diverse uses above the ground floor of buildings on Parramatta Road.<br>The proposed development considered as part of this Planning Proposal has taken into consideration the intended desired future character of Camperdown and has incorporated this into the proposal. |
| **Section 3: General Provisions** | |
| 3.1 Public Domain Elements | Provisions to ensure that development makes a positive contribution to the public domain.<br>The proposal considered in this Planning Proposal has considered this control, as discussed at **Section 5.33** and **Section 8.1,** and incorporated into the indicative design scheme in the Urban Design Report, available at **Appendix A** |
| 3.1.5 Public art | Outlines conceptual public art strategy considerations to guide the future design excellence provisions and detailed design of sites.<br>Refer to Preliminary Public Art Plan at **Appendix M**. |
| 3.2 Defining the Public Domain | This provision provides controls relating to the improvement of the public domain through private development, including protection of sunlight to public spaces, public views, active frontages and ensuring buildings suitably address and engage with the public domain.<br>This Planning Proposal has been prepared with consideration of its address to the public domain. This is discussed further at **Section 5.3.6** and **Appendix F**. |
| 3.3. Design Excellence and Competitive Design Processes | Details objectives and provisions to guide design excellence and fine grain urban form in significant development. |

| Provision | Planning Control |
|---|---|
| | A Design Excellence Strategy has been prepared to support the Planning Proposal available at **Appendix E**. |
| 3.3.7 Public art | Requirement for the preparation of a public art strategy that accords with Council's Guidelines for Public Art in Private Development to inform the competitive design process, at a future stage.<br>Refer to Preliminary Public Art Plan at **Appendix M**. |
| 3.6 Ecologically Sustainable Development | ESD and sustainability provisions apply to the Planning Proposal as these controls relate to all new developments.<br>Conceptual ESD considerations are presented at **Section 8.10** of this Planning Proposal |
| 3.7 Water and Flood Management | Details objectives and provisions to manage adherence with water and flood management practices.<br>Water and flood management requirements are assessed at the Flood Risk Assessment (**Appendix K**) and Water Cycle and Stormwater Management (**Appendix Q**). |
| 3.9 Heritage | Development affecting a heritage item must be designed and sited to protect the heritage significance of the item with minimising the extent of change to significant fabric, elements or spaces. New development should enhance the heritage item, and any alterations or additions must be designed to respect and complement the heritage items.<br>See Heritage Impact Statement at **Appendix J** for further detail. |
| 3.11 Transport and Parking | Parking provided on site is required to comply with the relevant clauses within the Sydney LEP 2012, as well as further detailed requirements in this chapter of the Sydney DCP 2012 relating to loading, and bicycle parking and end of trip facilities. The parking rates and requirements apply to the proposed life sciences development and the proposed uplift for 84 Parramatta Road serviced apartments.<br>Refer to **Section 8.7** of this report for further consideration, and the Traffic Impact Assessment – Life Sciences at **Appendix G**, and the Traffic Impact Assessment – Serviced Apartments at **Appendix H**. |
| **Section 4 Development Types** | |
| 4.2 Residential Flat, Non-Residential and Mixed Use Developments | Residential development inclusive of serviced apartments, are required to have a level of amenity considering solar access, acoustic privacy, and waste and recycling management.<br>Refer to **Section 8.5** of this report for further detail of amenity levels at the serviced apartments uplift. |
| 4.4.8 Visitor accommodation | The section provides objectives and provisions as relevant to additions and alterations to existing visitor accommodation, inclusive of serviced apartments. The section details the requirements for health and amenity of the serviced apartments to meet a high standard to ensure that any future conversion to residential flats is not comprised by poor amenity.<br>Refer to **Section 8.5** of this report for further detail of amenity levels at the serviced apartments uplift. |
| **Schedules** | |
| 7.8 Required parking spaces and design | The section details the rates and design requirements for parking at residential accommodation inclusive of serviced apartments.<br>Refer to **Section 8.7** of this report for further consideration, and the Traffic Impact Assessment – Life Sciences at **Appendix G**, and the Traffic Impact Assessment – Serviced Apartments at **Appendix H**. |

It is noted that a Site Specific DCP has been developed for the Planning Proposal and is accessible at **Appendix D**.

# 5.0 Proposed Development Opportunity

The site provides a latent opportunity to provide additional research space and significant public benefits within Central Sydney. This section outlines the proposed planning envelope and describes an indicative reference scheme that can deliver a life sciences research tower within the proposed envelope. This section additionally outlines the proposed uplift at 84 Parramatta Road (Veriu serviced apartments site), outlining that design considerations such as compliance with the ADG can be achieved within the proposed building envelope. Included within this section is a discussion of the background analysis completed by the design team to identify the proposed envelope, including consideration of the planning framework as set out in **Section 4.0** above.

## 5.1 Site Considerations

In undertaking a review of the site's development potential, key site opportunities and considerations have been identified that shape the proposed redevelopment. These opportunities and considerations have contributed to shaping a building envelope, and ultimately the proposed amendments to both the Sydney LEP 2012 and Sydney DCP 2012, which will guide the future redevelopment outcome.

The proposed planning envelope embeds fundamental urban design considerations identified by HDR Architects and Matthew Pullinger Architect as part of the Urban Design Report (**Appendix A**) to ensure that future development is bound by considered massing limitations. Key issues of sensitive placement of building mass, minimising overshadowing of neighbouring properties, and appropriate boundary setbacks are embedded into the proposed envelope.

The proposed building envelope design has generally considered potential amenity impacts on the serviced apartments uplift at 84 Parramatta Road (Veriu Hotels). This has been developed noting that the Sydney LEP 2012 and Sydney DCP 2012 require a high level of amenity to ensure that any future conversion to residential accommodation is not compromised and that all serviced apartments are required to comply with the ADG. Furthermore, the impacts of the proposed uplifted building envelope at 84 Parramatta Road on the ability of neighbouring residential apartments to comply with the ADG have been considered. In doing so, the Planning Proposal facilitates a built form that provides research generating floorspace and ensures the delivery of a quality-built form outcome. These key considerations identified by HDR Architects and Matthew Pullinger Architect are shown in **Figure 23**.

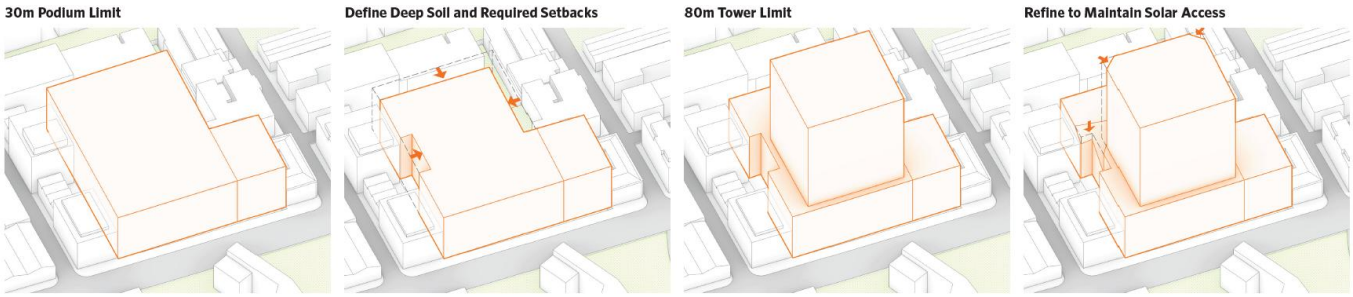



***Figure 23 Key considerations for defining the envelope***

Source: HDR Architects and Matthew Pullinger Architect

## 5.2 Proposed Planning Envelope

The proposed envelope strikes a balance between preserving the amenity of the surrounding precinct and maximising the opportunity to deliver significant life sciences and ancillary floor space in the heart of the Tech Central precinct. The envelope will enable the future building to make a positive contribution to the evolving urban nature of Camperdown, whilst respecting the historical character of Parramatta Road and surrounds.

The proposed envelope is outlined below and set out in the Urban Design Report at **Appendix A**.

The proposed envelope will be facilitated by amendments to the Sydney LEP 2012 (floor space and height), providing a new podium and tower form with considered setbacks and chamfering for adjoining residential amenity, both within, and surrounding the site. The envelope will ensure the feasible construction of a tower with an overall height of 80 metres (RL 101.750) and a stepped podium height of RL 30.750 to RL 51.750 to align with adjoining buildings on Larkin Street.

### 5.2.1 Podium Envelope

The podium envelope has been informed by the site's surrounding built form context which offers a variety of cues for a contextual design outcome. The building envelope adopts a traditional podium design with setback conditions that allow for appropriate building separation to buildings to the east, west and north.

The podium envelope extends to a maximum height of 30 metres (RL 51.750), largely across the site. The podium steps down to 9 metres (RL 30.750) on the northeastern edge of the site. The proposed podium is inclusive of the serviced apartments uplift at 84 Parramatta Road to ensure consistency of built form across the site and to the neighbouring western properties. This stepped podium height is designed to integrate an appropriately scaled podium that aligns with the existing urban condition surrounding the site and limiting amenity impacts (particularly solar access) for neighbouring residential development and for the serviced apartments at 84 Parramatta Road.

A large sloping notch is proposed to the western side of the podium, defined by a solar access cut that is identified as being required to be complied with to protect solar access to adjoining residential apartments.

This podium extends across the majority of the site; however, it is noted that the maximum FSR control proposed (discussed at **Section 6.0**) will not enable this podium envelope to be built in its entirety. Instead, this broad podium envelope is designed to enable a range of design outcomes through future design excellence processes.

An axonometric of the envelope is provided at **Figure 24.** The podium extent is shown in lighter blue.

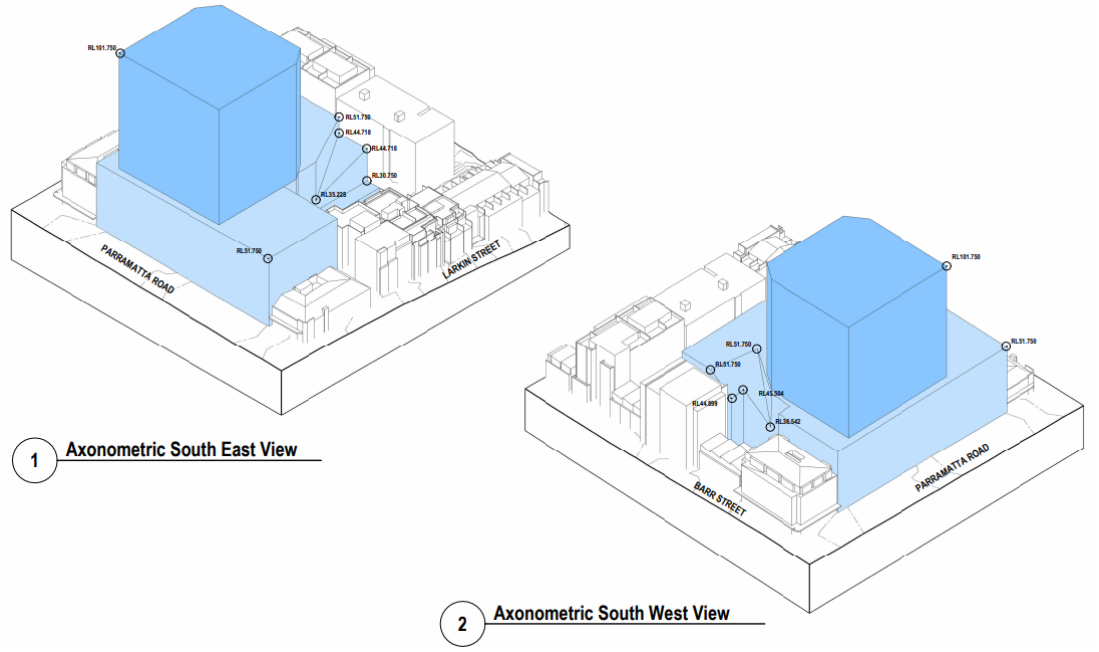



*Figure 24 Building Envelope – Podium and Tower Plan*

Source: HDR Architects and Matthew Pullinger Architect

### 5.2.2 Tower Envelope

The proposed tower envelope was developed following consultation with the DAP and Council, as outlined in **Section 1.0**. The proposed tower envelope reflects a regular and flexible form extending to a maximum height of 80m (RL 101.750).

The tower has been setback to maintain legibility and conserve the roof form of the Inter-war warehouse building from Parramatta Road. The northwestern and eastern corners of the tower have been chamfered to protect solar access to the existing adjoining residential development to the east and west of the site. The impact of the tower envelope on the proposed serviced apartments uplift at 84 Parramatta Road has been considered, see **Section 5.3.5** for further details. The tower envelope has been purposely designed to ensure maximum flexibility and the indicative reference scheme outlined in **Section 5.3** that demonstrates one development outcome of an appropriate scale.

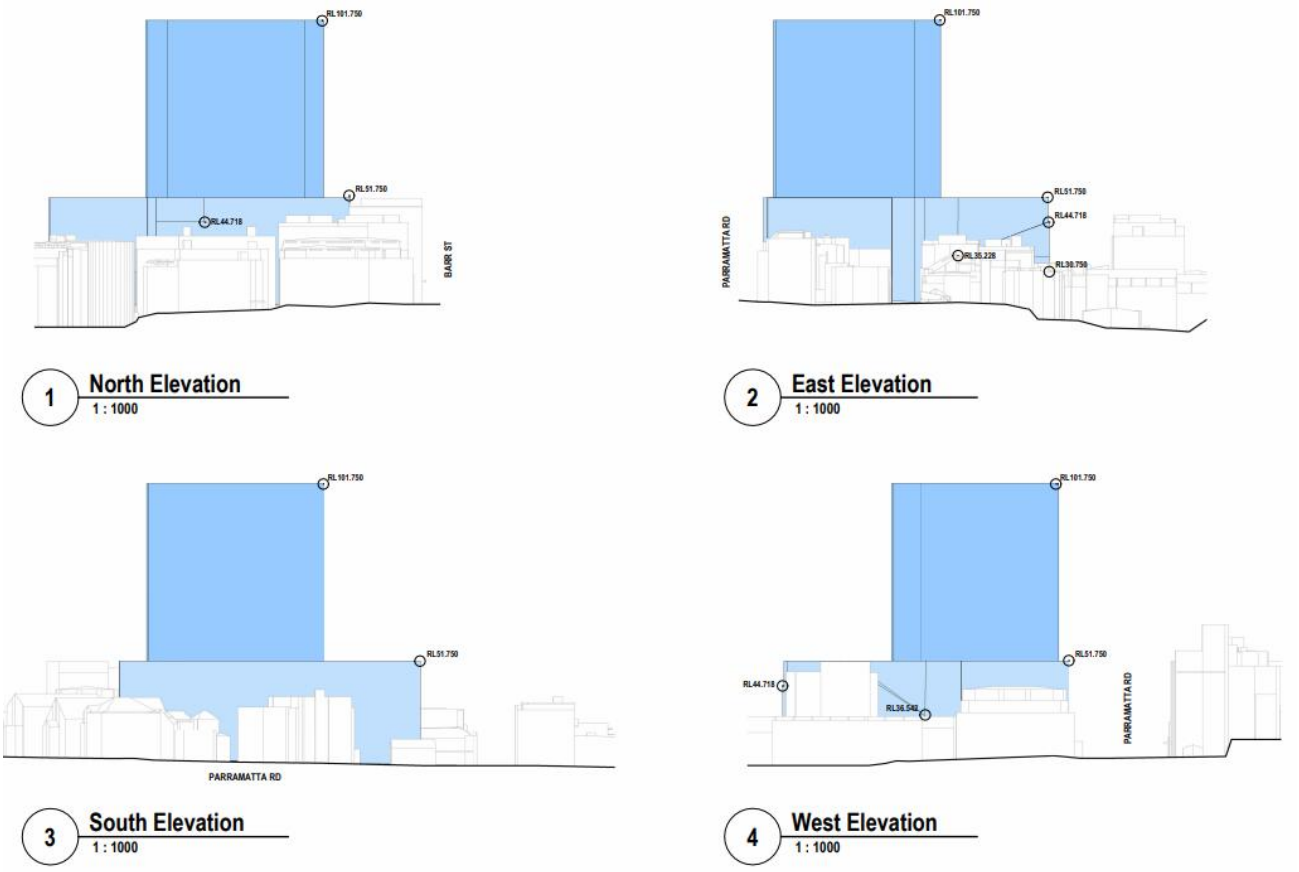



*Figure 25 Building Envelope - Elevations*

Source: HDR Architects and Matthew Pullinger Architect

## 5.3 Indicative Reference Design

HDR Architects and Matthew Pullinger Architect have developed an indicative reference design, demonstrating a 'proof of concept' for the site to support the proposed envelope, and the new amendments to the Sydney LEP 2012 and Sydney DCP 2012. The indicative reference design that has been designed to be fully compliant with the proposed planning envelope is illustrated in **Figure 26**.

Further details regarding the development outcome capable of being supported through the proposed amendments is provided within **Appendix A**, including select architectural drawings of reference design, an area schedule and rendered montages of the one potential design outcome within the planning envelope.

This is a reference design only, as the detailed design will be subject to a competitive design process and a subsequent detailed development consent process.

Broadly, the reference design illustrates that the amendments to the Sydney LEP 2012 and Sydney DCP 2012 are capable of supporting the delivery of a 14-storey mixed use life sciences building and uplift at 84 Parramatta Road serviced apartments accommodating:

- 88-90, 92-94 Parramatta Road:
  - Three basement levels, comprising 185 car parking spaces (maximum Sydney LEP 2012 rate), end-of-trip facilities and loading facilities.
  - Ground level retail tenancies, science on display and new pedestrian-only through-site link through to the tower lobby and northern block.
  - Approximately 34,332m$^2$ of life sciences and ancillary GFA, inclusive of 27,685m$^2$ of Life Science GFA in the tower block and 6,647m$^2$ of Life Science GFA in the office block.
  - Podium landscaped rooftops for use by future tenants.
- 84 Parramatta Road:
  - Three (3) additional serviced apartment storeys to the existing six (6) storey building.
  - Approximately of 1,350m$^2$ additional serviced apartments GFA to add to the existing 2,635m$^2$ for a total of 3,985m$^2$ GFA of serviced apartments.




*Figure 26 Render of the indicative reference scheme*

Source: Doug and Wolf, HDR Architects and Matthew Pullinger Architecture

### 5.3.1 Key Design Principles

Several planning and design principles were established for the site taking into consideration the site-specific opportunities and constraints, including but not limited to, locational attributes, surrounding built form context, strategic planning policy context, and assessment/ key matters raised. These principles were then used to guide and inform how the site may be redeveloped in the future under the proposed planning controls. The key design principles and opportunities that have informed the Planning Proposal and reference scheme include (see **Figure 27**):

- **Positively Address Parramatta Road:** Respond to grain and scale of Parramatta Rd street-wall; acknowledge, adapt and reuse existing warehouse; and present science and learning to wider public.
- **Create Open Spaces, New Arcade and Laneway Network:** Improve site porosity, provide deep soil and building separation to northern boundary, introduce planting and landscape and support the transformation of Parramatta Rd boulevard.
- **Diversity of Use:** Introduce activating uses, support a mix of site users and extend hours of utilisation and activation.
- **Be a responsible Neighbour:** Minimise shadowing impacts upon neighbouring apartments, provide improved building separations to the north and provide deep soil along northern boundary.
- **Foster Innovation & Collaboration:** Create vertical and horizontal integration and efficiencies to support the life sciences use, and spaces for the exchange of ideas and learning.
- **Strategies for Connecting with Country:** Celebrate the site as a place of knowledge and learning, interpret the original walking track between Sydney and Parramatta and improve ecological function, deep soil, tree canopy and water cycle management.

The key public benefits of the reference scheme are outlined below:

- New public laneway connecting Sparkes Street and Paramatta Road.
- New landscaped zone to the northern boundary which provides a setback to the northern neighbours.
- New public connection through the ground plane of existing warehouse, integrating with the internal laneway network.

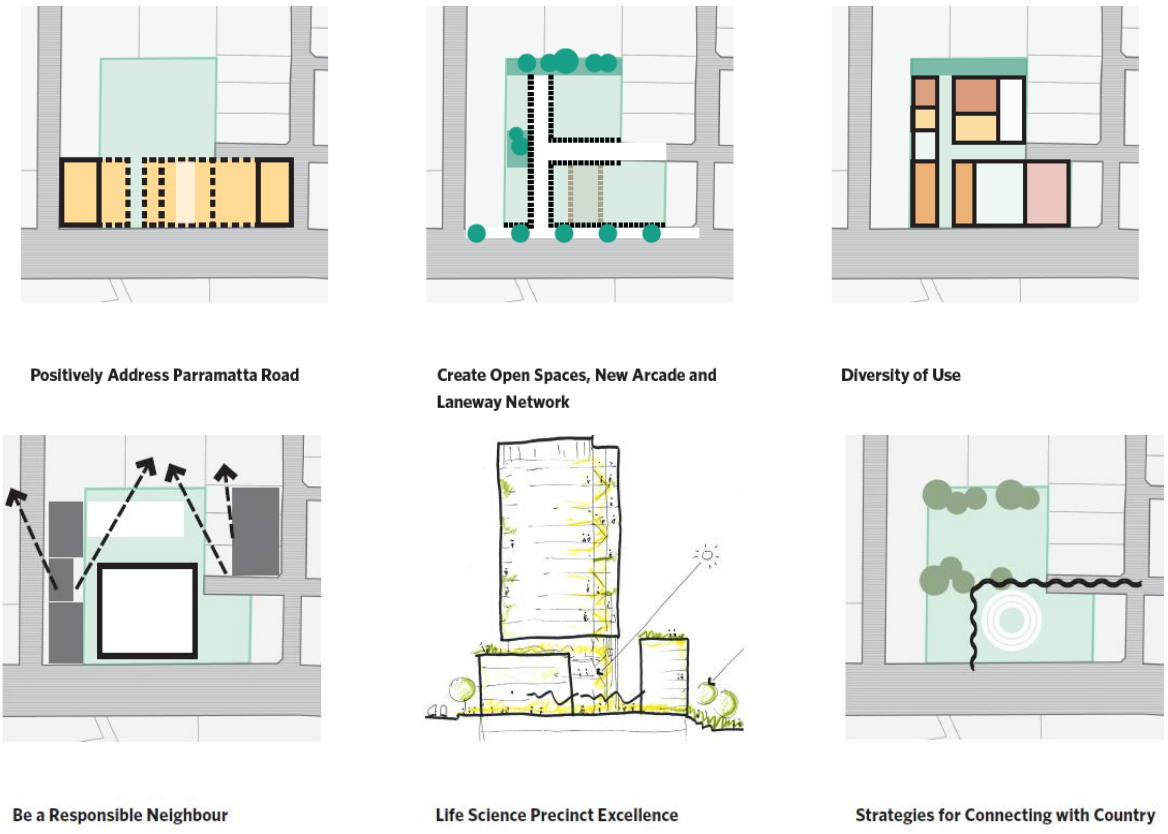



*Figure 27 Key design principles informing the proposed envelope*

Source: HDR Architects and Matthew Pullinger Architecture

### 5.3.2 Basement Design

The reference design provides for three levels of basement, containing the following:

- Basement entry provided from Sparkes Street.
- Loading dock on Basement Level 1, containing five loading bays suitable for vehicles consistent with life sciences uses.
- 185 parking spaces spread across Basement Level 2 and 3, consistent with the maximum amount of carparking permissible for the variety of uses considered in the reference scheme.
- Bicycle parking and end of trip facilities, compliant with the amount considered under the Sydney DCP 2012.
- Provision for 10 electric vehicle charging stations.
- Retention of existing serviced apartment basement, with minor reconfiguration to incorporate additional waste capacity

**Figure 28** to **Figure 30** below show the proposed basement layout under the indicative reference scheme.

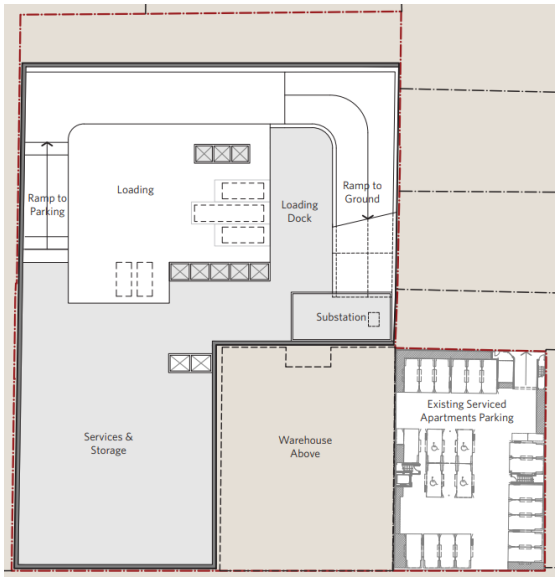



*Figure 28 Proposed basement 1 design layout*

Source: HDR Architects and Matthew Pullinger Architect

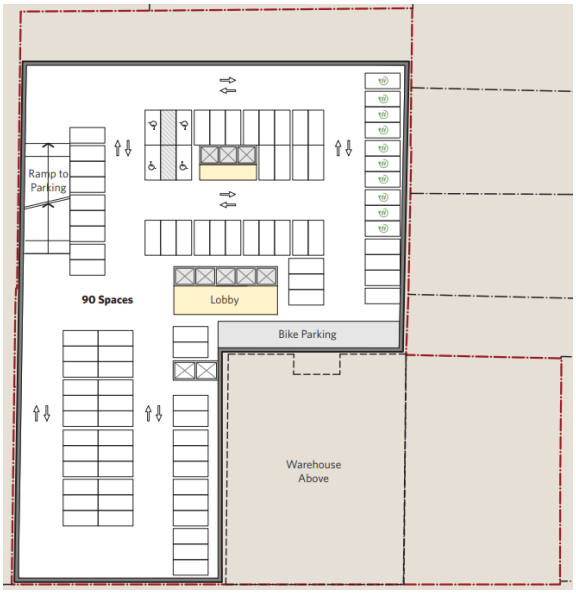



*Figure 29 Proposed basement 2 design layout*

Source: HDR Architects and Matthew Pullinger Architect

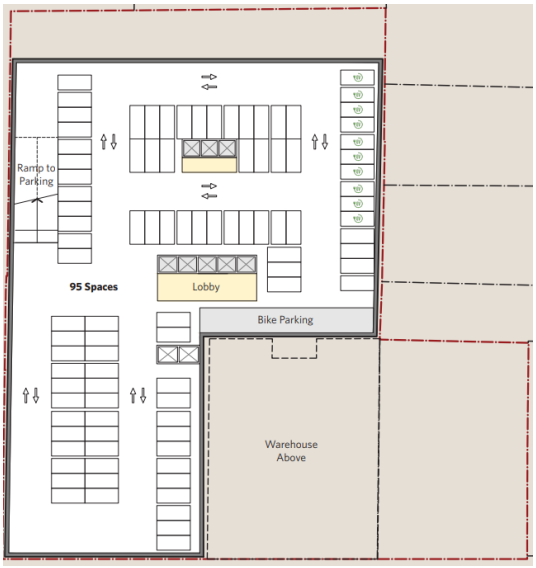



*Figure 30 Proposed basement 3 design layout*

Source: HDR Architects and Matthew Pullinger Architect

### 5.3.3 Ground Plane and Podium

The podium of the reference scheme is between three and nine storeys in height along Parramatta Road, including the retained warehouse building at 88-90 Parramatta Road. The reference then proposes another podium level building in the northern portion of the site with a height of eight storeys.

The ground plane and podium design of the reference scheme is described in the following section in more detail.

**Retention of Existing Buildings**

As part of the reference scheme, the warehouse building at 88-90 Parramatta Road is proposed to be retained due to its historical significance as a rare surviving example of an Interwar motor-car showroom, a building type once common along Parramatta Road but now largely lost or altered. The Planning Proposal will seek to require the adaptive re-use (subject to structural limitations) and sympathetic integration of the warehouse within the wider development.

The reference scheme therefore retains the warehouse form, façade and structural grid, and proposes to open the floorplates to act as an entrance lobby for the life science tower. In this space, 'science on display' will provide visible and interactive research that the public can engage in. See **Figure 31** below for location of existing building to be retained.

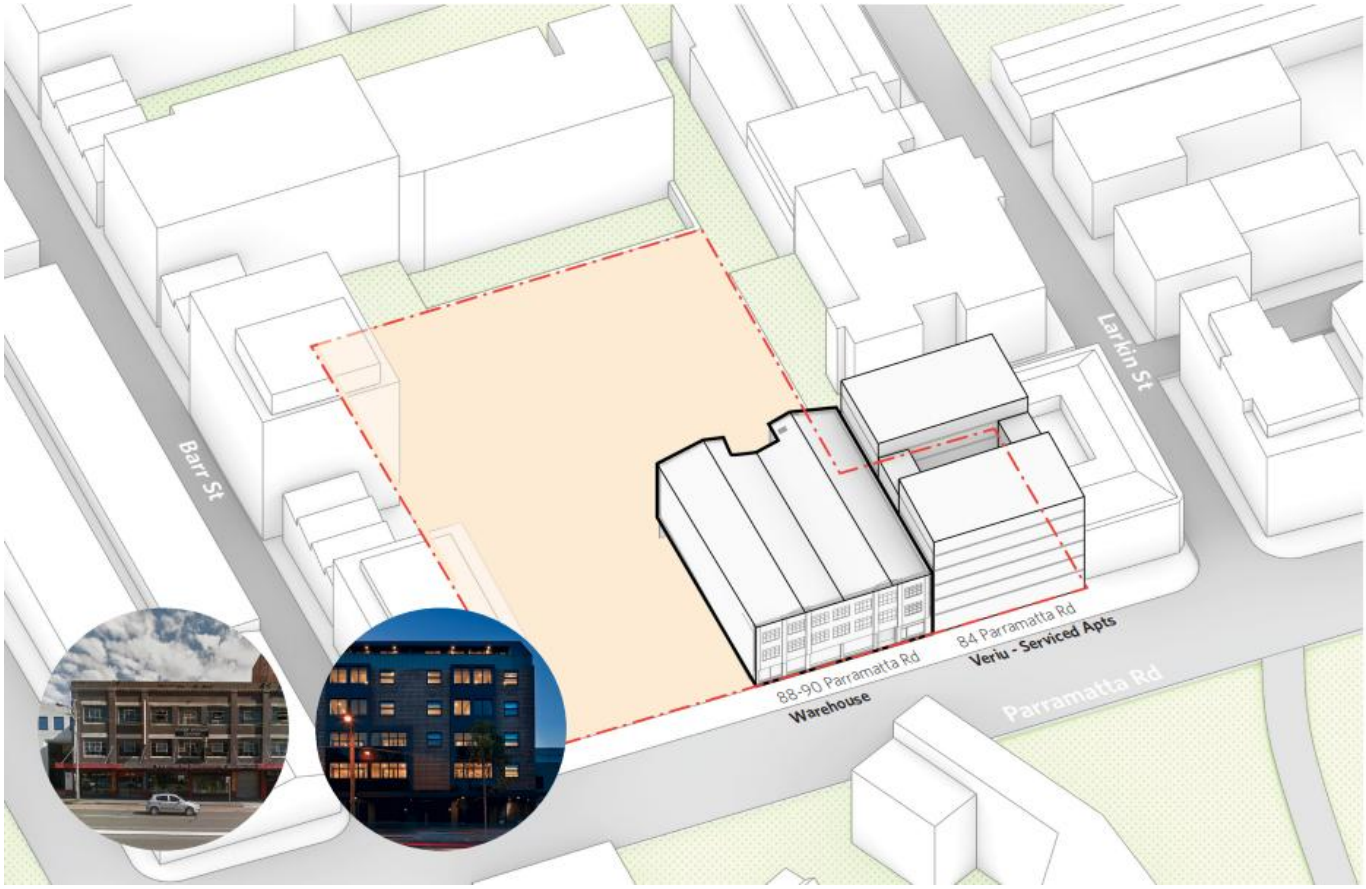



*Figure 31 Existing buildings to be retained*

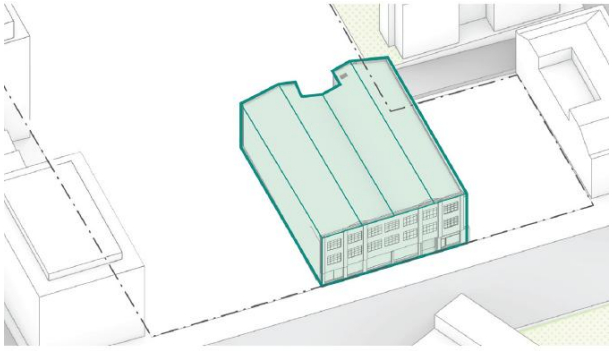
Source: HDR Architects and Matthew Pullinger Architecture

The retention of the warehouse building and design of the new proposal for the warehouse scheme was based upon the following principles (see **Figure 32**):

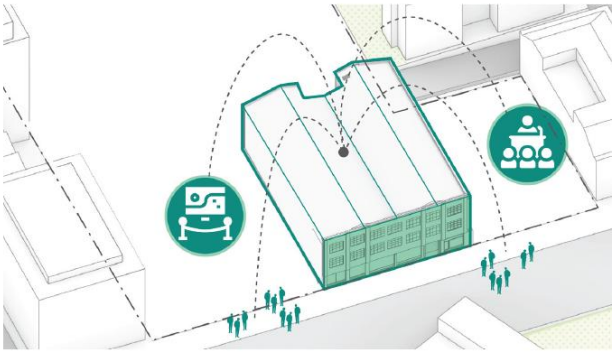
- **Retain and Adapt** - Preserve the building's overall volume, street-facing façade, and internal spatial character, adapting it for contemporary use within the life sciences precinct.
- **Prioritise Heritage Interpretation** - Utilise the building for public-facing uses - such as exhibitions or conferences- to celebrate and interpret its historical architectural significance.
- **Respect Visual Curtilage** - Set back any new tower elements to conserve the roof form and maintain legibility of the Inter-war building from Parramatta Road and key view corridors, where possible.

- **Minimise Physical Intervention** - Locate structural supports in the eastern and western zones to avoid impact to significant interiors, and concrete demolition/adaptive reuse in key existing modified areas for services and access, where possible.
- **Enhance Natural Light and Ventilation** - Retain original northern and southern windows at upper levels to support both heritage values and environmental performance objectives.
- **Activate the Ground Plane** - Reconfigure the altered ground floor to provide a pedestrian link and a welcoming public interface while allowing for adaptive reuse of original circulation elements.

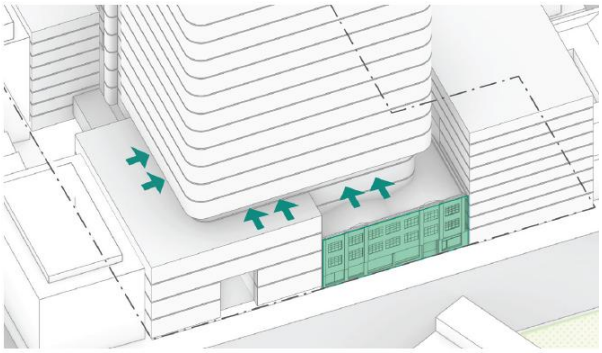
In addition to the warehouse at 88-90 Parramatta Road, the Veriu building at 84 Parramatta Road is proposed to be retained within the indicative reference scheme, with an additional three levels added on top. The existing structure has been designed with capacity for future additional levels. Extending the existing building helps reduce embodied carbon by avoiding demolition and making use of existing structures and services. This approach supports more sustainable development, whilst including much needed residential accommodation to support the precinct, whilst facilitating uplift that supports the life sciences and other health uses in the Camperdown-Ultimo Health and Education precinct.



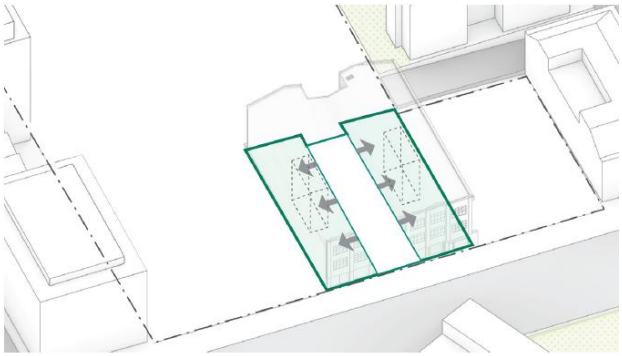
**Retain and Adapt**



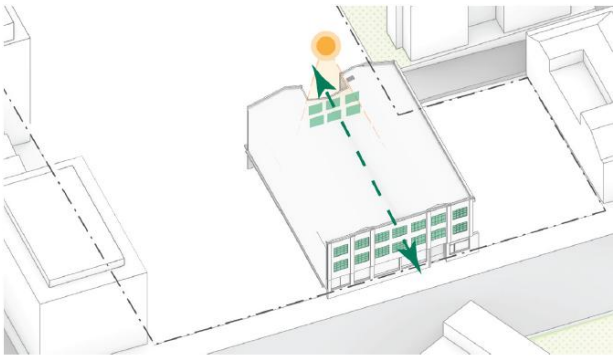
**Prioritise Heritage Interpretation**



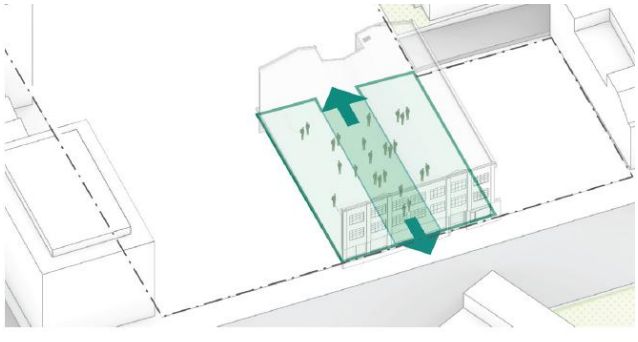
**Respect Visual Curtilage**



**Minimise Physical Intervention**



**Enhance Natural Light and Ventilation**



**Activate the Ground Plane**

*Figure 32 Heritage design principles*

Source: HDR Architects and Matthew Pullinger Architecture

### Public Domain & Site Permeability

Street frontages to the site consist of the primary frontage to Parramatta Rd and a secondary connection where Sparkes Street terminates at the eastern boundary. The indicative reference scheme seeks a continuation of the public domain of Sparkes Street with a new laneway proposed to provide site permeability connecting Sparkes Street through to Parramatta Road. Sparkes Street is also proposed to provide service and vehicular access to the basement levels.

Along the northern boundary, a zone of deep soil landscaping is proposed, facilitated by the northern podium setback proposed as part of the building envelope that is greater than the current arrangement. This deep soil zone provides an opportunity to provide a deeper landscape buffer to the residents to the north, as well as a breakout space for future tenants. This landscaped area also provides a terminus to an additional north south laneway from Parramatta Road through to the heart of the site and tower lobby.

Stitched into the public domain will be a public connection through the ground plane of the existing warehouse, integrating this with the internal laneway network. A diagram of the laneways and access points to the site is shown in **Figure 33**.

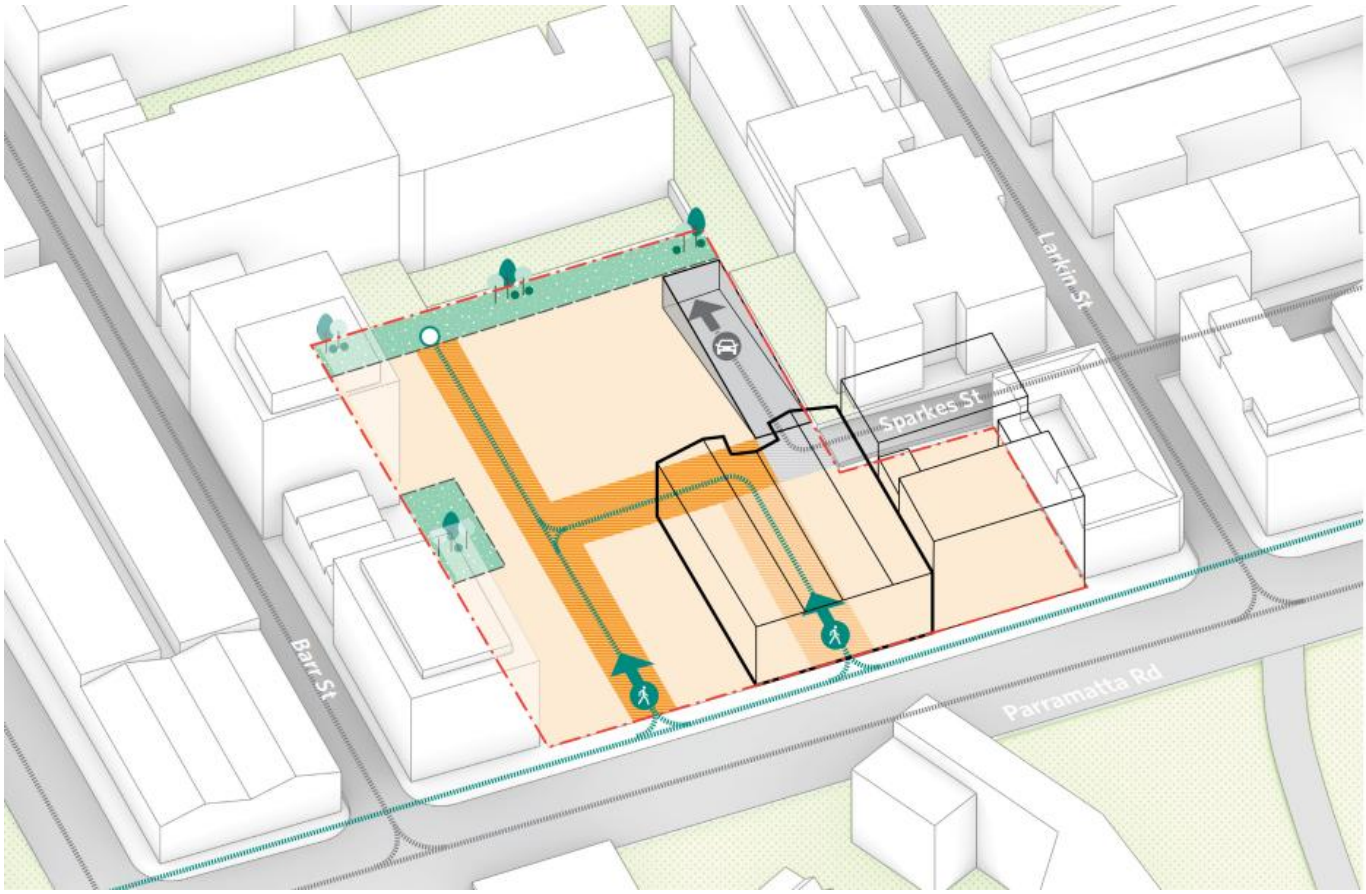



*Figure 33 Reference Design Site Permeability Plan*

Source: HDR Architects and Matthew Pullinger Architect

### Street Wall Form

The podium form along the main street frontage of the site, Parramatta Road, varies between four and nine storeys in height. Taking reference from the existing street character to the east and west of the site, the reference scheme seeks to continue the rhythm of the street wall grain, expressing the frontage as a series of three distinct forms, each with varying heights. Specifically, the western most portion of the Parramatta Road fronting podium matches the height of the adjacent residential building to the west. The middle portion retains the existing form and scale of the existing warehouse, whilst the Veriu building at 84 Parramatta Road is the tallest part of the podium, providing a distinct variety in height that is consistent with the varying topology across Parramatta Road.

The proposed street wall form is shown at **Figure 34**.

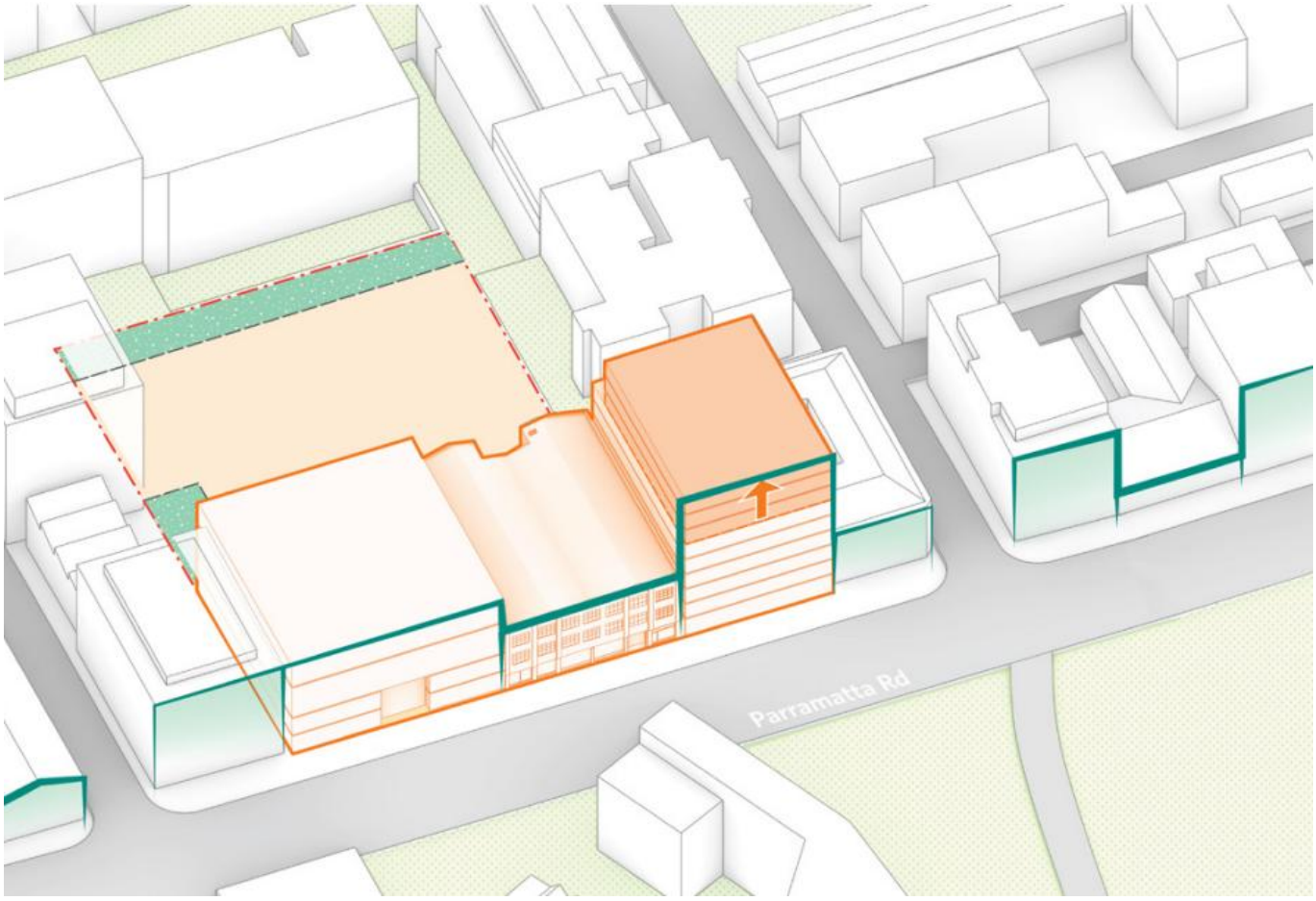



*Figure 34 The varying nature of the street wall along Parramatta Road*

Source: HDR Architects and Matthew Pullinger Architect

### Office Northern Built Form

The reference scheme proposes a separate block in the northern part of the site, containing ancillary office facilities to support the life science uses. The reference scheme built form is smaller in scale in this location, creating a compatible setting for the three neighbouring residential apartment buildings.

The building's alignment responds to the configuration of adjacent properties, with the northern massing constructed to the western boundary where it abuts the party wall (consistent with the current condition), with building separation distances compliant with the *Apartment Design Guide* (ADG) provided to buildings to the north and east.

The proposed north-south laneway is proposed to bisect the northern building, providing relief to the elongated building forms and providing a public domain link through to the building's lobby and landscaped area to the north. A row of low scale existing terrace houses to the west are respected through the dedication of a landscape pocket adjoining their rear courtyard and alignment of low scale building forms adjacent to them. This lower scale through the centre of the site also protects these lower scale terraces from overshadowing.

The height of the proposed northern building is seven storeys, which matches the abutting building to the west and is consistent with character of neighbouring properties. The uppermost level provides setback from the building edges, minimising bulk and allowing opportunity for rooftop outdoor spaces for future tenants. The northern built form is shown in **Figure 35**.

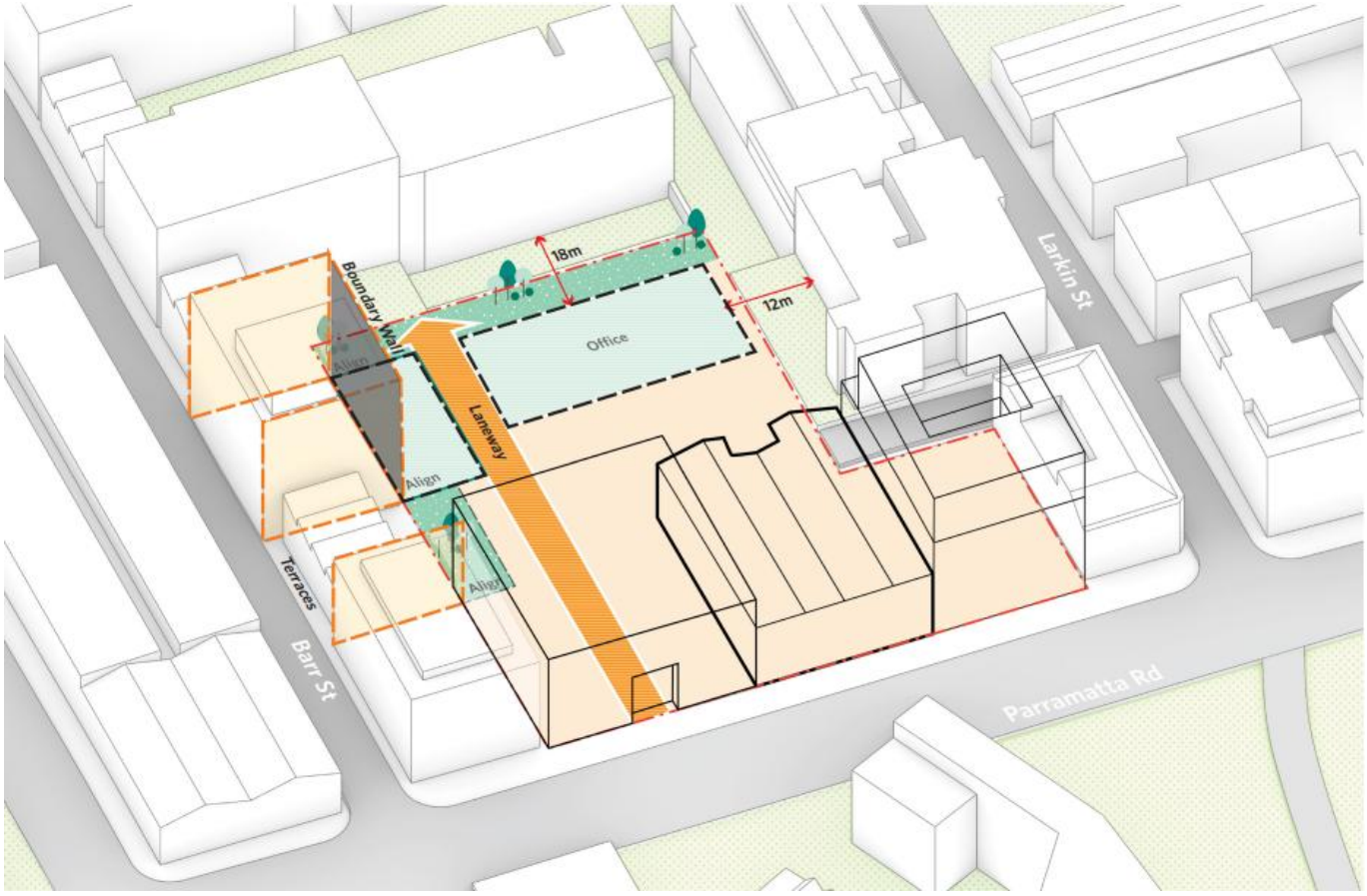



*Figure 35 Reference Design Northern Building Form*

Source: HDR Architects and Matthew Pullinger Architect

### Serviced Apartments Extension

The reference scheme proposes a three (3) storey extension above the existing six (6) storeys at 84 Parramatta Road, for serviced apartments. The design of the proposed extension will respond to the configuration of the existing building, continuing the central atrium design to the upper levels.

The design incorporates a setback to the northern façade of the extension to provide a suitable 18m building separate to the neighbouring apartments to ensure amenity outcomes are maintained for the proposed uplift and adjoining residential apartments. The proposed building height of nine (9) storeys will assist the composition and scale of the street frontage in relation to the life sciences tower form proposed. The serviced apartments extension is shown in **Figure 36**.

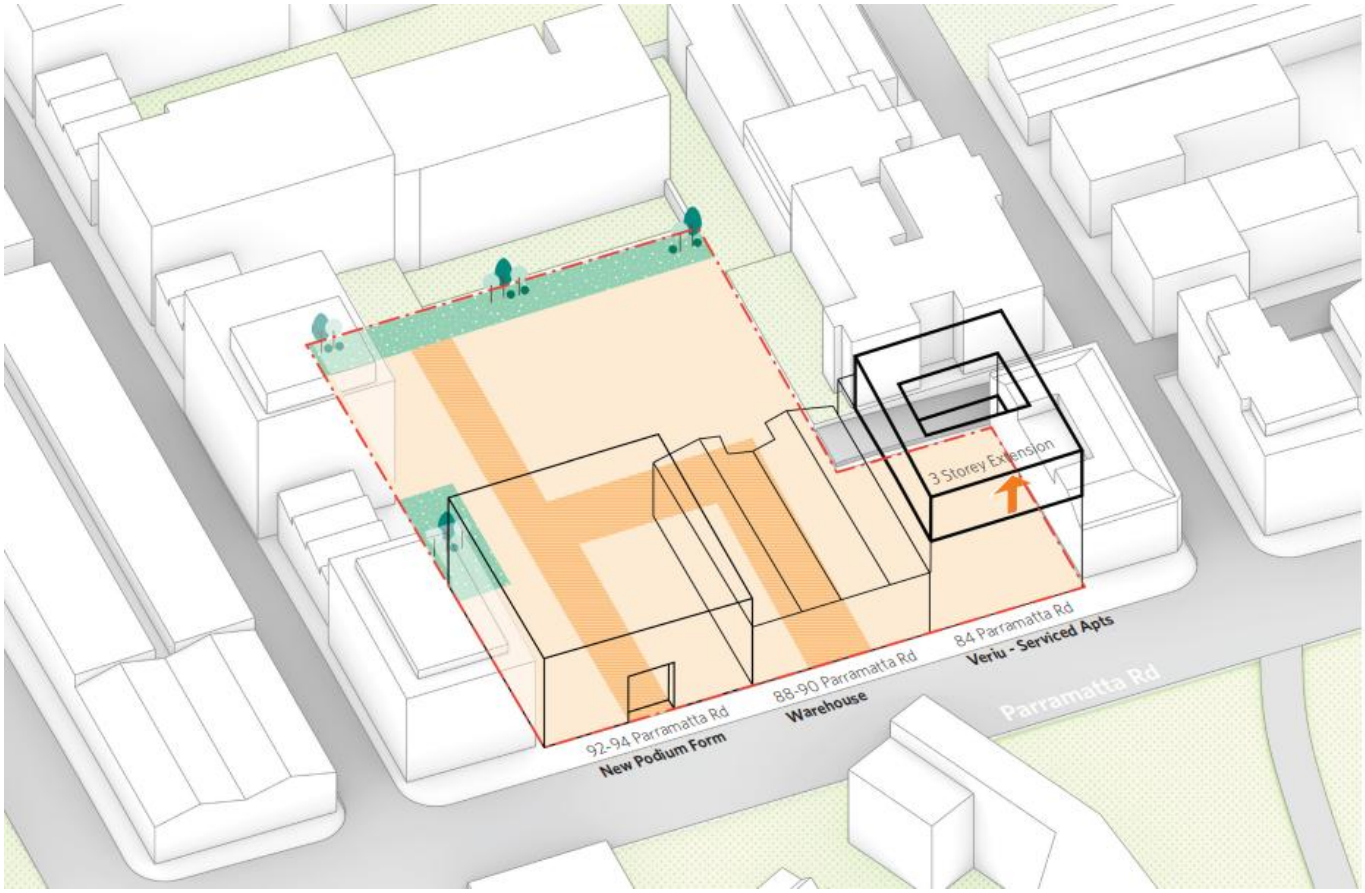



*Figure 36 Serviced Apartments Extension*

Source: HDR Architects and Matthew Pullinger Architect

### 5.3.4 Tower Design

The reference scheme proposes an 80-metre tower form, located in the southern portion of the site along the Parramatta Road frontage. The reference scheme nominates this tower for life science and research uses.

The form and placement of the tower are guided by a considered understanding of the site conditions and the specific requirements of the building typology, as well as feedback from the DAP, as outlined in **Section 1.0**.

As a dedicated life sciences building, the tower incorporates 4.5-metre floor-to-floor heights at the laboratory spaces to meet the servicing demands of laboratory functions. This requirement, along with the need for a regular and efficient floor plate of 1,800m², informs the overall height and massing of the building. The tower form and layout of the tower is shown in **Figure 37**, **Figure 38,** and **Figure 39**.

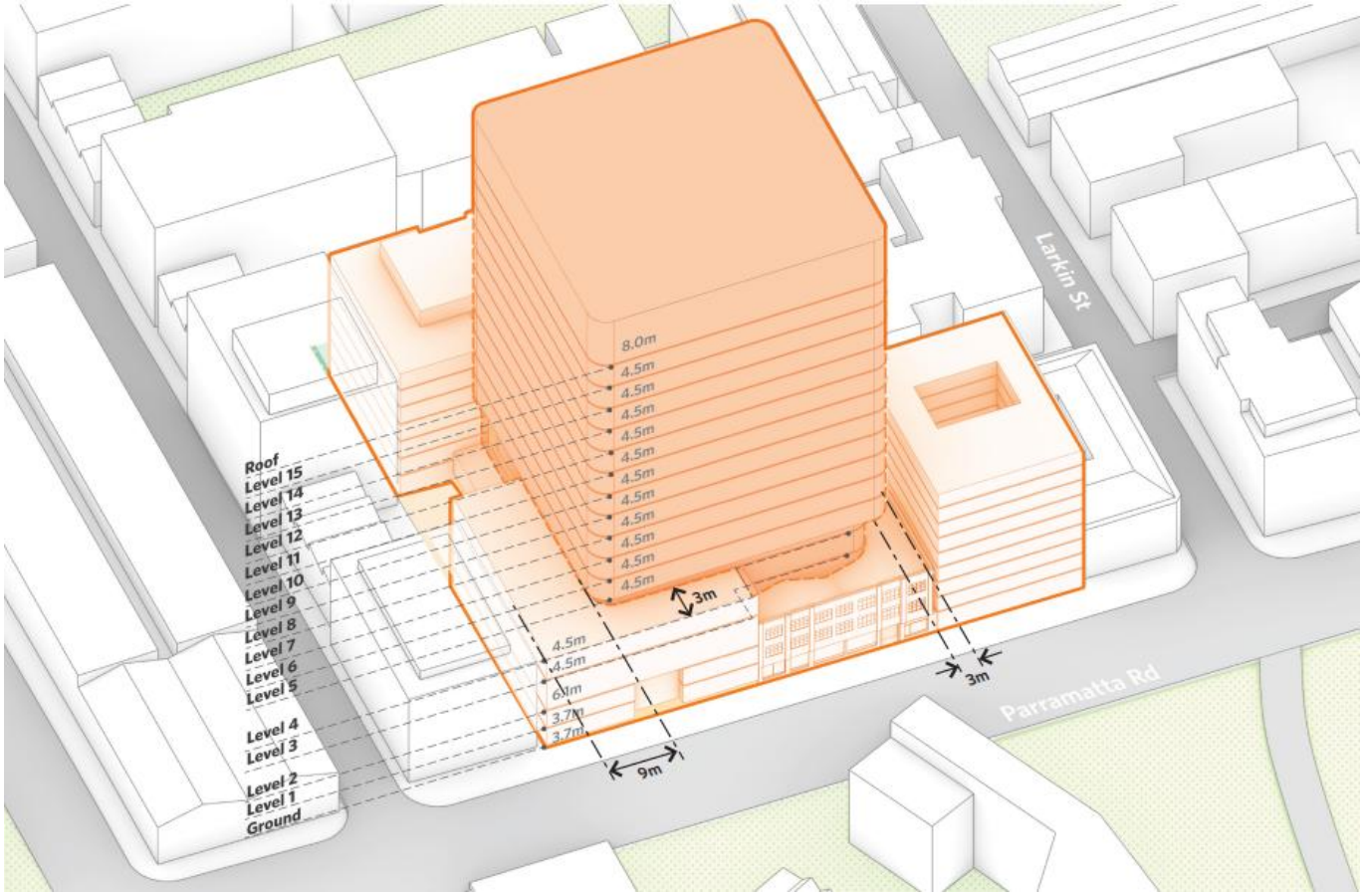



*Figure 37 Reference Design Tower Massing Plan*

Source: HDR Architects and Matthew Pullinger Architect

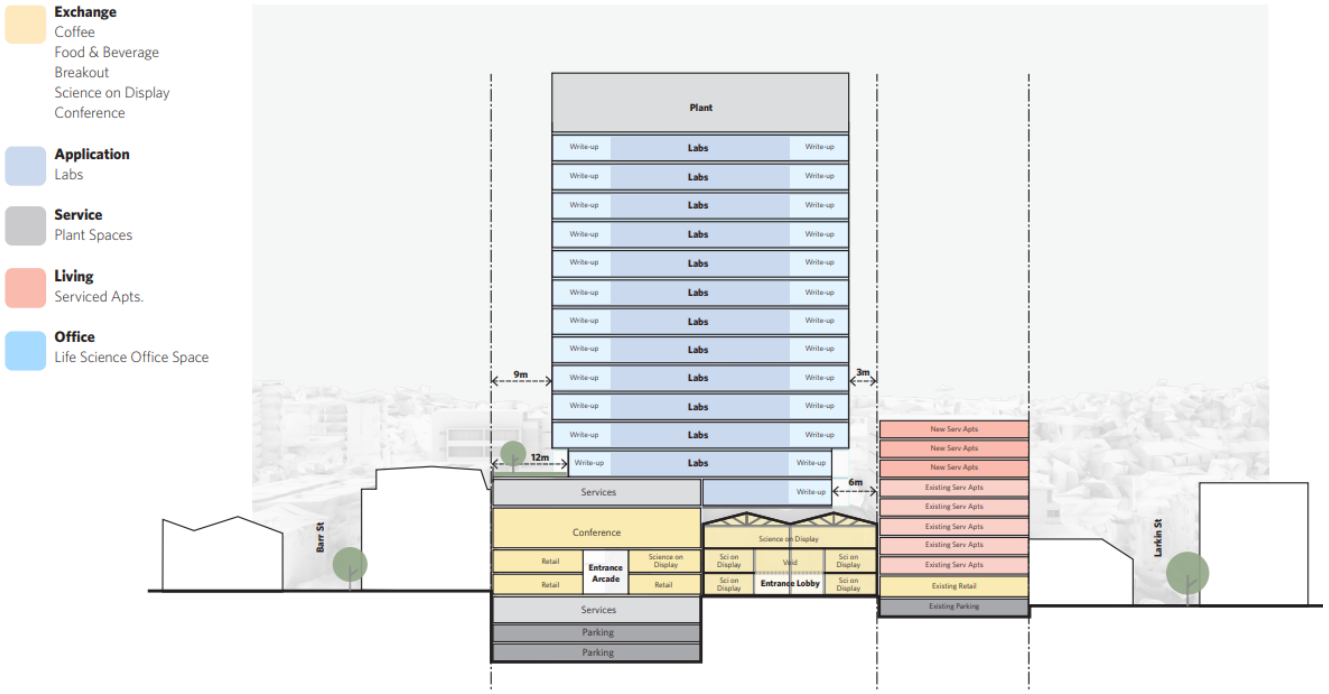



*Figure 38 Reference Design Proposal Vertical Arrangement Plan east-west cross section*

Source: HDR Architects and Matthew Pullinger Architect




*Figure 39 Reference Design Proposal Vertical Arrangement Plan north-south cross section of life sciences portion*

Source: HDR Architects and Matthew Pullinger Architect

To mitigate impacts on the residential character to the north of the site, the tower has been positioned closer to Parramatta Road, aligning with the denser urban frontage. Setbacks of three metres are provided to the south and east, providing a curtilage to the street wall of Parramatta Road and the existing warehouse at 88-90 Parramatta Road. To mitigate overshadowing of the western neighbour, a larger nine metre setback is provided to the western boundary.

Detailed solar access planes have been identified to maintain sunlight to impacted neighbouring properties following Council's '*Minimising Overshadowing of Neighbouring Apartments*' guidelines.

Applying these planes to our tower mass determines the need to chamfer the northwestern corner of the tower to maintain sun access. This chamfer is proposed to be applied symmetrically to the northeastern corner of the tower providing an additional separation of the tower from the eastern residential neighbours.

The tower design has additionally considered solar amenity impacts for the proposed uplift at 84 Parramatta Road, to ensure that the proposed serviced apartments comply with amenity requirements as detailed in the Apartment Design Guide.

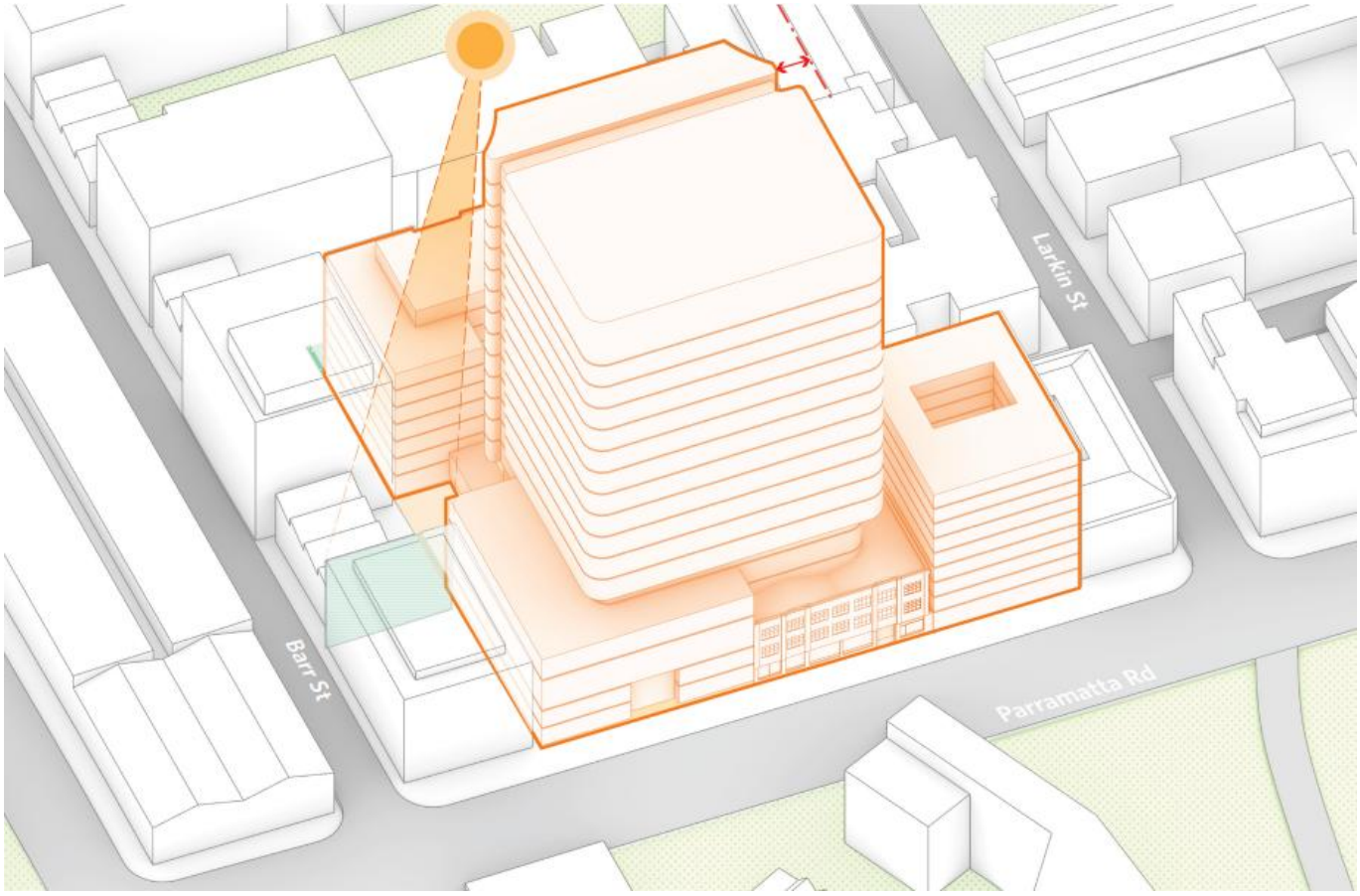



***Figure 40 Reference Design Solar Access Plan***

Source: HDR Architects and Matthew Pullinger Architect

### 5.3.5 Serviced Apartments Amenity

For 84 Parramatta Road, the reference scheme proposes three new levels of serviced apartment uses, in addition to the existing serviced apartment uses within the building. The reference scheme results in six 2-bedroom units proposed on each additional level, resulting in a total of 18 additional 2-bedroom serviced apartments. The resulting apartment yield at 84 Parramatta Road is described at **Table 7** below.

*Table 7 Apartment yield*

| Serviced apartment type | Existing | Proposed | Total |
|---|---|---|---|
| 1-bedroom apartment | 8 | - | 8 |
| 2-bedroom apartment | 12 | 18 | 30 |
| 3-bedroom apartment | 8 | - | 8 |
| Total apartments | 28 | 18 | 46 |

The proposed serviced apartments at each uplift level are proposed at the following orientation, see **Figure 41** below.

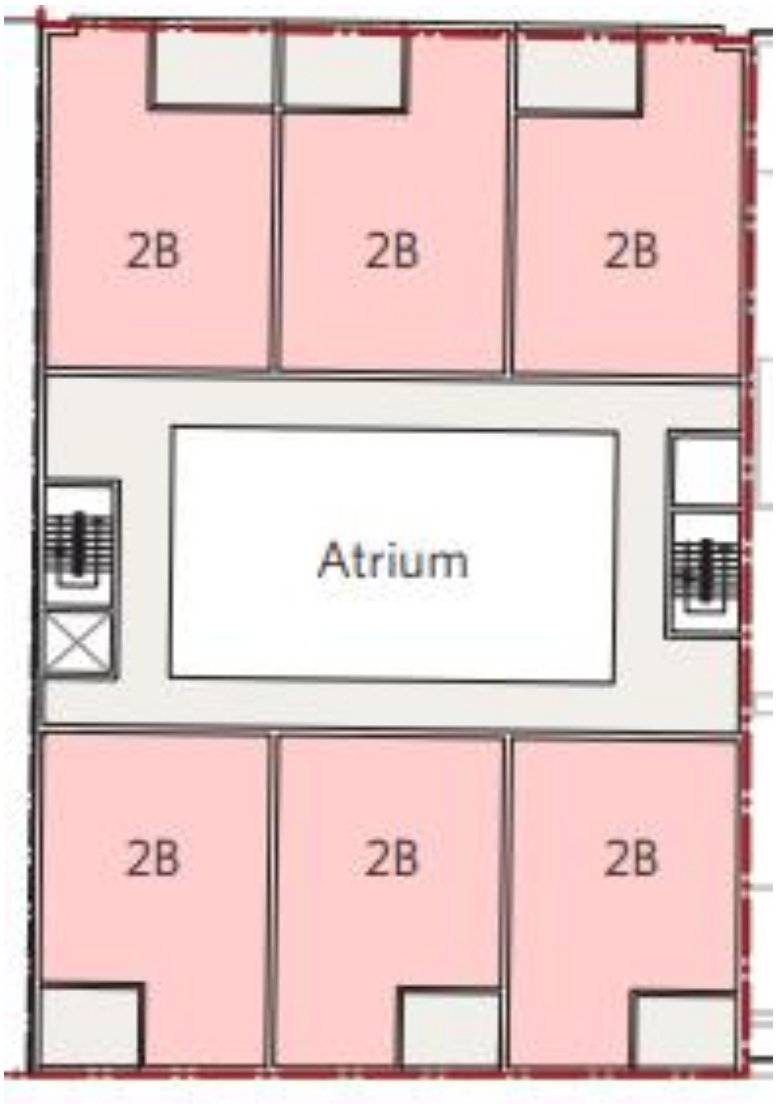



*Figure 41 Proposed serviced apartments design layout*

Source: HDR Architects and Matthew Pullinger Architect

For further detail and assessment of the amenity impacts, refer to **Section 8.5**.

### 5.3.6 Landscape and Amenity

As part of the overall urban design response and indicative reference scheme, Paddock Landscape Architects have prepared a number of key design principles to guide landscape design and inclusion as part of any future development on the site, as well as an indicative landscape design to accompany the reference scheme (see **Appendix A**). The key design principles are:

- **Connection to place**: Integrate Aboriginal and Torres Strait Islander cultures, narratives, and practices into the landscape spaces, guided by the Walanga Design Principles.
- **Educational landscapes**: Utilise a species mix of environmentally and culturally significant plants that reflect the surrounding wetlands, grasslands, scrub, and forests. Any landscaping on the site is to support the precinct's educational and science focus by raising awareness among employees, students, and future tenants of culturally significant edible and medicinal plants used by Indigenous Australians, and their relevance to contemporary practices in education, food, and medicine.
- **Clear and legible access**: Establish a clear and legible pedestrian network throughout the campus and to building entries.
- **Vibrant landscape spaces**: Create landscape spaces that facilitate collaboration, educational engagement and meaningful social interaction.

The above design principles are to inform any future development on the site and have been incorporated into the Site Specific DCP at **Appendix D**.

Paddock Landscape Architects have provided additional detail regarding where landscaping could be incorporated as part of the indicative reference scheme, including opportunities for deep soil, rooftop gardens and terraces from the main tower. Further discussion is provided as part of the Urban Design Report at **Appendix A**.

## 5.4 Design Excellence

The indicative scheme has been prepared with the knowledge that an invited architectural design competition will be undertaken as per the Design Excellence Strategy (refer to **Appendix E**). The Proponent supports the requirement for a future competitive design process, with an overall aim to achieve the highest architectural standard for the site.

The design competition will be pursuing up to 10% additional height and/or floor space following the gazettal of this Planning Proposal. The Planning Proposal and proposed Sydney DCP amendments support a planning envelope that can accommodate the maximum site specific permissible FSR and height (inclusive of the 10% additional floor space available under the proposed site-specific clause). Taking this approach ensures that all environmental impacts of the maximum permissible envelope and maximum FSR are assessed as part of the Planning Proposal.

## 5.5 Public Benefit and Contributions

The proposed life sciences hub will be a catalyst for the regeneration of Parramatta Road and designed to meet the specific needs of the science and innovation industry, leading to the creation of new life science jobs and wider economic benefits for the city.

A Public Benefit Offer (PBO) has been prepared and is available at **Appendix F**. The PBO details that the Proponent aims to deliver, as part of this Planning Proposal, affordable housing contributions, site specific sustainability measures and potential for local infrastructure works-in-kind by way of a Voluntary Planning Agreement (VPA) to be entered into with Council at a future development stage.

# 6.0 Proposed Amendments to the Planning Framework

This Planning Proposal report has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and the 'Local Environmental Plan Making Guideline' prepared by the NSW Department of Planning and Environment, which requires the following matters to be addressed:

- Part 1 – A statement of the objectives and intended outcomes of the proposed instrument.
- Part 2 – An explanation of the provisions that are to be included in the proposed instrument.
- Part 3 – The justification for those objectives, outcomes and the process for their implementation.
- Part 4 – Maps, where relevant, to identify the intent of the Planning Proposal and the area to which it applies.
- Part 5 – Details of the community consultation that is to be undertaken on the Planning Proposal.
- Part 6 – A project timeline outlining the key steps and timeframes of implementing the changes.

The following section outlines the objectives and intended outcomes of this rezoning request and an explanation of provisions to achieve those outcomes, including relevant mapping. The justification and evaluation of impacts is set out in **Section 7.0** of this report.

To achieve the strategic vision and indicative reference scheme, this Planning Proposal seeks the following amendments to the Sydney LEP 2012:

- In relation to building height, provide new mapping to reflect an increase from 18m to 80m within the site to allow for the development to proceed with compliant floor to ceiling heights for the proposed development
- In relation to FSR, provide new mapping to reflect an increase from 2.5:1 to 4.8:1 for the 84 Parramatta Road site and a new site-specific provision for 88-94 Parramatta Road that enables 6.5:1 of additional uplift for non-residential uses, to allow for the development to proceed as per the indicative design scheme

Accompanying amendments to the Sydney DCP 2012 will be required to support this outcome. The amendments will be made to Section 6: Specific sites, where an additional chapter will be added to Chapter 6.3 Specific site controls prepared as part of a Planning Proposal. The amendments will address key design and development outcomes including site-specific provisions related to the future built form, setbacks, heritage, access, vegetation, design excellence, local infrastructure and sustainability.

## 6.1 Objectives and Intended Outcomes

### 6.1.1 Objective

The primary objective of the Planning Proposal is to establish appropriate planning provisions by amending the Sydney LEP 2012 height and FSR applicable to the site to enable the development of a life science precinct. This research hub will be consistent with the site's strategic objectives, as outlined with the site's land zoning, Council's Local Strategic Planning Statement (LSPS) Camperdown-Ultimo Health and Education precinct, and the broader strategic objectives of the State government to deliver a world-class research facility designed to meet the needs of the science and innovation industry.

### 6.1.2 Intended Outcomes

The intended outcomes of the proposed amendments to Sydney LEP 2012 are as follows:

- Deliver a mixed-use biomedical and life sciences research facility within the Camperdown-Ultimo Health and Education precinct.
- Support the delivery of a wide range of future ancillary uses consistent with the mixed use zone.
- Provide a planning envelope with setbacks to respect the local context that is capable of achieving acceptable levels of solar access, wind comfort and daylight for the neighbouring residential apartments.

- Provide a podium and tower design resulting in a unique and visually interesting massing and height plane.
- Contribute to the revitalisation of Parramatta Road by supporting development activity.
- Ensure a high-quality design informed by the Design Excellence Strategy.
- Enable the development of a high-performance building in terms of amenity and sustainability.
- Enable additional serviced apartments through up-lift at 84 Parramatta Road.

## 6.2 Explanation of Provisions

The key purpose of this Planning Proposal is to facilitate the redevelopment of the site for life sciences research facility and associated uses. The redevelopment is to be an appropriate form, exhibiting high quality architecture, provide a reinvigorated pedestrian ground plane and deliver strategically important employment and research floorspace near existing health and research networks. The amendments to the Sydney LEP 2012 are summarised in the following table:

*Table 8 Existing and Proposed Sydney LEP 2012 Controls*

| Control | Existing Sydney LEP 2012 Control | Proposed Sydney LEP 2012 Control |
|---|---|---|
| Clause 4.3 - Height of buildings | 30m | 80m |
| Clause 4.4 - Floor Space Ratio | 2.5:1 | Mapped maximum FSR for site at 84 Parramatta Road (Veriu Hotel) of 4.8:1 |
| New Site Specific Clause 6.43# | N/A | Development at 88-90 Parramatta Road, and 92-94 Parramatta Road may exceed the maximum FSR set out in Clause 4.4, up to 6.5:1, for development for the purposes of non-residential uses.<br>Requirement for any a future consent authority to consider whether the warehouse building at 88-90 Parramatta Road is substantially retained with consideration of the structural limitations. |

### 6.2.1 Amendments to the Sydney LEP 2012

**Height of buildings**

In relation to building height, it is proposed to amend Height of Buildings Map- Sheet HOB_002 to reflect an increase of the permissible height of buildings from the existing 18 metres to 80 metres. This increased height will enable the development of a Life Science building with adequate floor plates and floor to ceiling height for the increased servicing demands of laboratory space, where a 4.5m floor to ceiling height is typical.

The proposed mapping is shown in **Figure 42**.

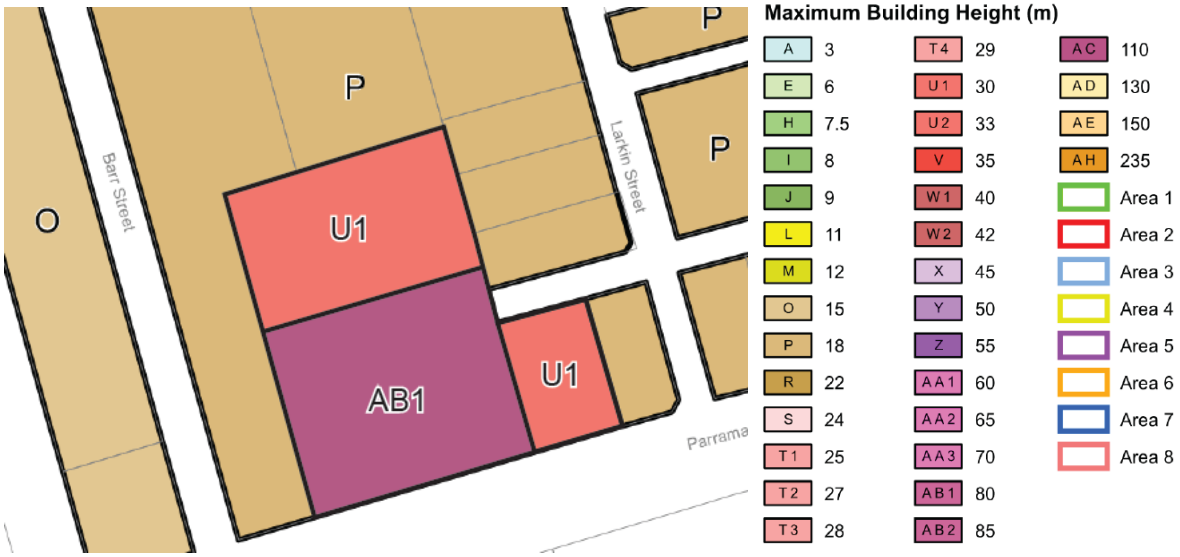



*Figure 42 Proposed amendments to height of buildings map*

Source: HDR Architects and Matthew Pullinger Architect

### Floor Space Ratio

In relation to floor space ratio (FSR), the proposal seeks to amend Floor Space Ratio Map – Sheet 002 to reflect an increase of the permissible FSR from 2.5:1 to 4.8:1 to enable the development of an extension at 84 Parramatta Road (Veriu Hotel). This is shown in **Figure 43**.

Additionally, a site-specific provision for 88-94 Parramatta Road is proposed that will enable a FSR of 6.5:1 for non-residential uses. This increased FSR will enable the development of a Life Science building, reflecting the required GFA and design requirements for the proposal. This is discussed further in the following sections.

The proposed amendments to FSR specifically separate the building at 84 Parramatta Road from the remainder of the site. The Veriu Hotel at 84 Parramatta Road represents very recent development, with construction completed in 2016. The remaining existing buildings on the site are older and are in a different development cycle to 84 Parramatta Road. Therefore, the FSR controls for the site are specifically separated between the building at 84 Parramatta Road and remainder of the site. This enables the redevelopment to potentially occur at a separate point in time, whilst ensuring the outcome is sufficiently related to the life sciences precinct, facilitating consistency with the overall intent of this Planning Proposal.

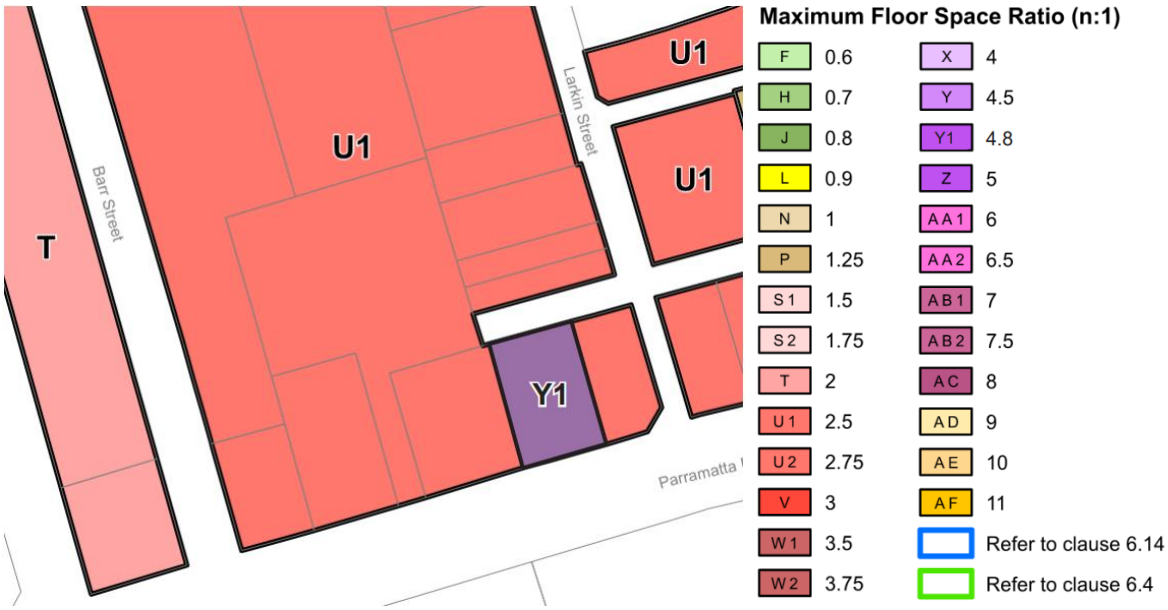



*Figure 43 Proposed amendment to FSR map*

Source: HDR Architects and Matthew Pullinger Architect

### Site Specific Controls

Additional amendments to the Sydney LEP 2012 are proposed in the form of a new site-specific clause in Division 5 of the Sydney LEP 2012. The proposed new site-specific clause will be required to nominate:

- That the site of the proposal is as follows:
  - 84-86 Parramatta Road, being Lot 1, DP 1216911
  - 88-90 Parramatta Road, being Lot 1, DP 178643
  - 92-94 Parramatta Road, being Lot A, DP 402925 and Lot 1, DP 965792
- That development on the site must be consistent with the maximum FSR under Clause 4.4 of the Sydney LEP 2012.
- That despite the above, development at 88-90 Parramatta Road, and 92-94 Parramatta Road may exceed the maximum FSR set out in Clause 4.4, up to 6.5:1, for development for the purposes of non-residential uses (to ensure that the majority portion of the uplift on the site is for life sciences and ancillary non-residential uses, rather than residential).
- That an invited architectural design competition is required to be undertaken to achieve the nominated height and FSR.
- That any future consent authority must consider whether the warehouse building at 88-90 Parramatta Road has been substantially retained, subject to structural limitations.

## 6.3 Proposed DCP Framework

To provide greater certainty of the built form and design outcomes presented in the indicative design scheme, a draft Site Specific DCP has been prepared to accompany this Planning Proposal (**Appendix D**). The site specific DCP will satisfy Clause 7.20 of the Sydney LEP 2012, which requires a site specific DCP to be prepared for development for the purpose of a new building. The draft DCP contains site-specific provisions relating to key principles listed below, which have been embellished in conjunction with input from Council during the initial assessment of the Planning Proposal:

- Uses and layout
- Access and parking
- Built form
- Design excellence
- Public art
- Heritage
- Sustainability

## 6.4 Design Excellence

The indicative reference scheme has been prepared with the expectation that an invited architectural design competition will be undertaken as per the Design Excellence Strategy (refer to **Appendix E**). The Proponent supports the requirement for a future competitive design process, with an overall aim to achieve the highest architectural standard for the precinct.

While the detailed design process is inclusive of an invited architectural design competition, the indicative reference scheme demonstrates that a highly articulate and quality life science precinct can be delivered on the site, respecting the surrounding context and providing strong design outcomes for the locality.

A design excellence strategy is required as per the following controls:

- City of Sydney Competitive Design Policy.
- Clause 6.21 of the Sydney Local Environmental Plan 2012.
- Clause 3.3 of the Sydney Development Control Plan 2012.

## 6.5 Community Consultation

With reference to the relevant considerations set out within the NSW Department of Planning & Environment's Local Environmental Plan Making Guideline, it is noted that:

- The LEP making process does not require formal community consultation prior to a proponent submitting a rezoning request to council.
- The most appropriate time for community consultation for Planning Proposals is after a Gateway determination is issued and all relevant studies and reports have been completed. This ensures the community has clear and evidence-based information available to help them make informed comments on the proposal.

As such, formal public consultation will take place in accordance with Sections 3.34 and 3.35 of the EP&A Act at a later date. Any future DA for the site would also be exhibited in accordance with Council requirements, at which point the public and any authorities would have the opportunity to make further comment on the proposal.

## 6.6 Project Timeline

**Table 9** provides the project timeline anticipated for the subject Planning Proposal which is predicated on the nature and scale of the Planning Proposal.

***Table 9 Anticipated Project Timeline***

| Action | Timeframe |
|---|---|
| Stage 1 – Pre-lodgement | Complete |
| Lodgement | March 2026 |
| Stage 2 – Planning Proposal | April 2026 |
| Stage 3 – Gateway Determination | June 2026 |
| Stage 4 – Post-Gateway | August 2026 |
| Stage 5 – Public exhibition & Assessment | October 2026 |
| Stage 6 – Finalisation | January 2027 |

# 7.0 Justification of strategic and site-specific merit

## 7.1 Strategic merit

### 7.1.1 Section A – need for the Planning Proposal

**Q1. Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?**

This Planning Proposal is the culmination of several local strategic planning exercises to identify the future of technology, research and health within Tech Central and surrounds, including the Camperdown-Ultimo Health and Education precinct, and more specifically how Sydney and NSW can retain and support the growing field of biotechnology and life sciences. These important strategic planning documents, and how the Planning Proposal addresses their objectives and actions, are discussed below.

**Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

This Planning Proposal is the best means of achieving the objectives and intended outcomes. To achieve renewal of the site and the delivery of the proposed public benefits, the controls under the *Sydney Local Environmental Plan 2012* must be amended to facilitate approval of future development at the site.

This Planning Proposal achieves the intended outcomes for the site and has been in prepared response to the key development criteria required to facilitate the proposed works. The development is fit for purpose and site specific, which requires the proposed planning controls to facilitate the works.

In preparing this Planning Proposal, four options were considered to facilitate the intended outcomes as set out in **Section 5.1**. These are listed and discussed below:

- Option 1: do nothing
- Option 2: redevelop the site under the existing planning controls;
- Option 3: redevelop the site without providing uplift for additional serviced apartments; or
- Option 4: submit a Planning Proposal to demonstrate the site's capability for additional uplift value.

#### Option 1: Do Nothing

Under the 'Do Nothing' scenario, the site would remain as a range of mixed uses, with the Medical Foundation building ageing amidst an emerging medical, research and innovation context, and the locally significant warehouse remaining vacant and further dilapidating. Over time the site will be at odds with the surrounding Parramatta Road corridor-built form upgrades and the Tech Central vision for the Camperdown-Ultimo Health and Education precinct, inclusive of the Sydney Biomedical Accelerator, currently under construction. Doing nothing is not considered an appropriate outcome for the site.

#### Option 2: Redevelop the site under the existing planning controls

Redeveloping the site under the existing planning controls will not allow for the delivery of a life science precinct to provide the critical space for biomedical and life sciences research. The current controls do not provide sufficient floorspace necessary for the site to achieve its potential as an innovative life sciences medical research facility, designed to meet the specific needs of the growing and changing science and innovation industry in NSW and Australia. Furthermore, the current controls do not provide a sufficient height of building maximum to allow for the delivery of a research facility, as a 4.5m floor to ceiling height is required to accommodate the increased servicing demand of laboratory space. Redevelopment of the site under current controls will be a missed opportunity to contribute to the University of Sydney life science and innovation research facilities, as delivered under Option 3 and Option 4.

### Option 3 – Redevelop the site without providing uplift for additional serviced apartments

Option 3 comprises submitting a Planning Proposal to facilitate redevelopment of 88-90 and 92-94 Parramatta Road for the purposes of a life sciences building. Under this scenario no uplift will be provided at 84 Parramatta Road (Veriu serviced apartments). Redeveloping the site without providing uplift for additional serviced apartments misses the opportunity to deliver much needed diversity and affordability of rental accommodation in the area. Furthermore, this will create an inconsistent built form structure, as the building podium for the life sciences building will be inconsistent with the building height of the existing building at 84 Parramatta Road.

### Option 4 – Submit a Planning Proposal to demonstrate the site's capability for additional uplift value

Option 4 comprises submitting a Planning Proposal to facilitate redevelopment of the site in accordance with the provisions presented in this report and the accompanying indicative design scheme. The additional serviced apartments will contribute to the short-term rental stock, providing diversity in the availability of rental accommodation for varying lengths of time. Redevelopment with provided uplift at 84 Parramatta Road will contribute to the short-term accommodation that houses visitors to patients of the Royal Prince Alfred Hospital and supports the capacity of the locality to attract specialist workers, host collaborative research programs, deliver tertiary health services, and participate in innovation networks.

This is the preferred option as it represents the best combined outcome for the applicant, the Council, and the future of tenants and employees within the area. This option is the strongest in that it best meets the strategic priorities and vision of the relevant regional and local strategic documents, alongside meeting economic needs.

## 7.1.2 Section B – relationship to the 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 is generally consistent with the following documents:

- Greater Sydney Region Plan – A Metropolis of Three Cities (2018); and
- Eastern City District Plan (2018).

### Greater Sydney Region Plan – A Metropolis of Three Cities

The Greater Sydney Region Plan (GSRP) is the overarching strategy for growing and shaping the Greater Sydney Area. It sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. The plan was adopted in March 2018 and seeks to reposition Sydney as a metropolis of three cities – the western parkland city, central river city, and the eastern harbour city. GRSP provides 10 high level policy directions supported by 40 objectives that inform the District Plans, Local Plans and Planning Proposals which follow in the planning hierarchy.

The proposal is consistent with the following directions under the Plan, which govern growth and development in Sydney (refer to **Table 10**).

***Table 10 Consistency with GSRP directions and objectives***

| Directions and Objectives | Consistency of the proposal with the Direction |
|---|---|
| **Direction 1 – A city supported by infrastructure** | |
| Objective 2: Infrastructure aligns with forecast growth | The site is well-positioned with access to pedestrian infrastructure and adjacent to multiple bus stops serviced by a range of bus routes, providing connectivity to the in the eastern and western direction of the site, and most notably to Central Station, 2.5km east of the site. Central Station provides extensive connectivity across Greater Sydney through bus routes, light rail, heavy rail, and the newly unveiled metro station. |
| **Direction 2 – A collaborative city** | |

| Directions and Objectives | Consistency of the proposal with the Direction |
|---|---|
| Objective 5: Benefits of growth realised by collaboration of governments, community and businesses | The Camperdown-Ultimo Health and Education precinct is identified as a Collaboration Area for place-making and enabling infrastructure, and hospitals, universities and business interactions. The proposal contributes to the collaboration across industry, providing opportunity for integration between the private research institutes and tech companies within the Camperdown-Ultimo Health and Education precinct and universities. |
| **Direction 4 – Housing the city** | |
| Objective 10: Greater housing supply | The proposal will facilitate additional serviced apartments within the existing building at 84 Parramatta Road. Any residential delivered on the site will contribute to the housing supply, providing housing diversity and choice in a well-located area in proximity to local jobs and services, and located in the Camperdown-Ultimo Health and Education precinct where students and employees can benefit from the proximity. |
| Objective 11: Housing is more diverse and affordable | This Planning Proposal enables additional floorspace on top of the building at 84 Parramatta Road. Any housing provided on the site will provide additional housing, diversity and choice in an area of high housing demand, within the Camperdown-Ultimo Health and Education precinct and close to a broad range of employers, such as Royal Prince Alfred Hospital. The additional short-term rentals will provide diversity to existing rental stock in the area through varied rental accommodation terms. |
| **Direction 5 – A city of great places** | |
| Objective 13: Environmental heritage is identified, conserved and enhanced | The vacant warehouse at 88-90 Parramatta Road has been identified within a preliminary heritage assessment as having local heritage significant. The building is a historic, Inter-war warehouse structure that was likely previously used as a showroom to house vehicles in the 1940s, and then as a shop and office space with various tenancies until 2017. The warehouse is identified for retention, through a site specific requirement in the Sydney LEP 2012. An example of this retention is shown in the indicative reference scheme shown in the Urban Design Report at **Appendix A**. |
| **Direction 6 – A well-connected city** | |
| Objective 14: *A Metropolis of Three Cities* – integrated land use and transport creates walkable and 30-minute cities | The site is located within the Camperdown-Ultimo Health and Education precinct, co-located with other similar land uses to create a specialised precinct accessible by active transport. The site is well-positioned adjacent to two well serviced bus stops providing connectivity to the east and western direction of the site and most notably Central Train Station (2.5km east of site). Central Station provides extensive connectivity across Greater Sydney through bus routes, light rail, heavy rail, and the newly unveiled metro station. |
| Objective 15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive | The Planning Proposal represents the establishment of a life science facility along the Eastern Economic Corridor that is well connected through public transport links to Greater Sydney, will serve to support improved economic outputs. This is entirely consistent with Objective 15 of the GSRP. |
| **Direction 7 – Jobs and skills for the city** | |
| Objective 18: Harbour CBD is stronger and more competitive | Action 8 of the objective is to *Support the growth of the Camperdown-Ultimo Collaboration Area.* The action highlights that a multi-stakeholder approach will support and leverage existing infrastructure to improve urban amenity to grow jobs and business opportunities. The site provides the opportunity to deliver a biomedical and life science research facility, complimentary to adjoining existing infrastructure such as the University of Sydney and the Royal Prince Alfred Hospital. The proposal will further align with nearby proposals such as the Sydney Biomedical Accelerator project, and upgrades to the Royal Prince Alfred Hospital. |
| Objective 21: Internationally competitive health, education, | The proposal provides an opportunity to drive and support international competitiveness within the Camperdown-Ultimo Health and Education precinct collaboration area, identified |

| Directions and Objectives | Consistency of the proposal with the Direction |
|---|---|
| research and innovation precincts | within the objective. The medical and life science research facility will allow for the health and education cluster to mature into an innovation district, where economic productivity is created by the agglomeration benefits flowing from an active innovation ecosystem. The colocation of short-term accommodation within the Camperdown-Ultimo Health and Education precinct supports collaboration, innovation and accessibility outcomes through providing diversity and affordability of housing available. This supports a 30-minute city as tenants of the serviced apartments are located in close proximity to amenity within a health, education and employment centre. |
| Objective 22: Investment and business activity in centres | The proposal involves investment into an innovative medical and life science research facility, representing significant investment in health and education at a site well connected to Sydney's public transport network, reinforcing a 30-minute city. The proposal will contribute to the Camperdown-Ultimo Health and Education precinct through providing major employment opportunities to attract employees. |
| Objective 24: Economic sectors are targeted for success | Life sciences are identified as one of the 11 segments to be targeted within the *Jobs for NSW Fund* to create 1 million new jobs within NSW by 2036. The proposal aims to deliver a world-class life science hub to provide critical research space for the translation and commercialisation of biomedical and life sciences research. |
| **Direction 9 – An efficient city** | |
| Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change | The future built form presents the opportunity to incorporate sustainable design initiatives and work towards mitigating climate change by 2050. For further detail refer to **Section 8.10** and the Ecologically Sustainable Design Strategy Report at **Appendix N**. |

### Eastern City District Plan

The Eastern City District Plan (District Plan) contains the planning priorities and actions for implementing the GSRP at a district level. The GSRP sets the 20-year vision for the District through 22 'Planning Priorities' that are linked to the Region Plan. The purpose of the District Plan is to support councils in planning for growth and to align the Local Strategic Planning Statements with place-based outcomes. The strategic intent of the District Plan is to provide for services, shops, cultural infrastructure, education and transport within close reach of residents. The District Plan acknowledges that the area is growing and changing and that infrastructure and services need to adapt to meet people's changing needs.

The District Structure Plan is shown in **Figure 44**, and key priorities of the District Plan which this Planning Proposal would give effect to are elaborated in **Table 11**.

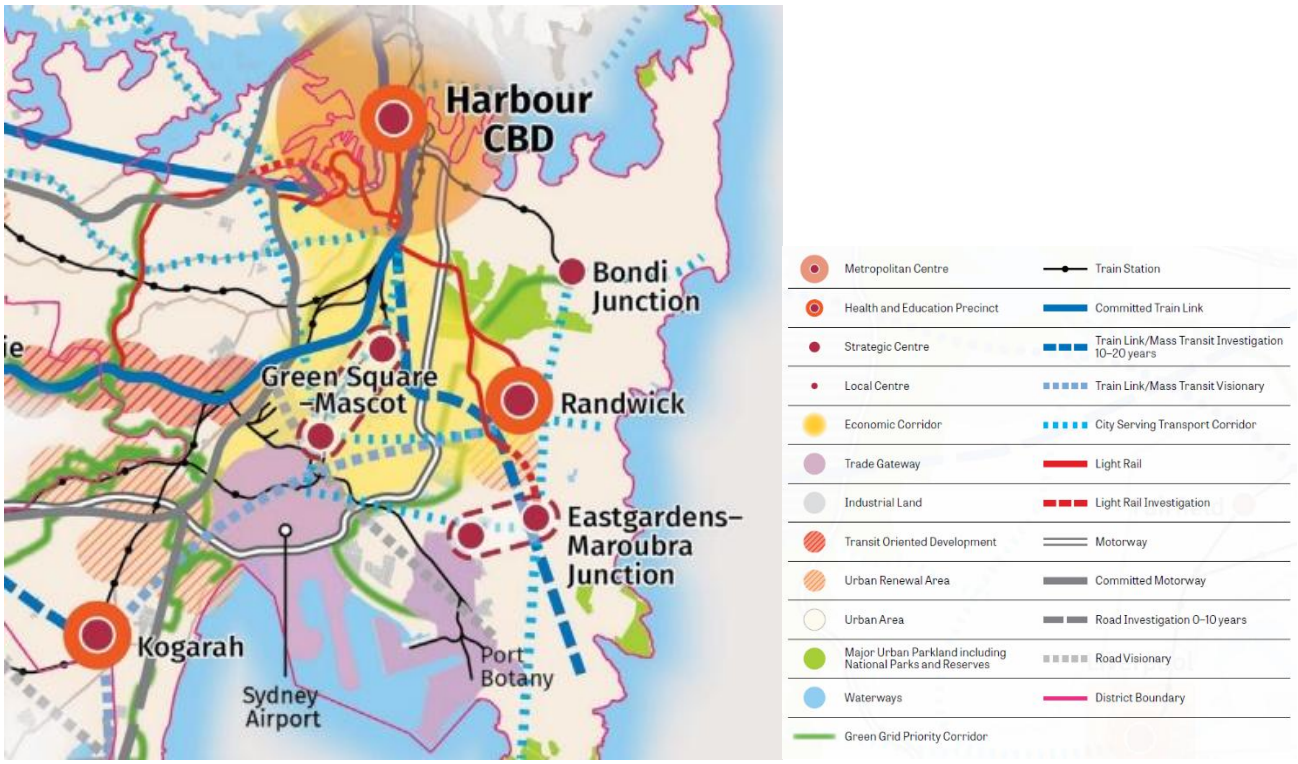



*Figure 44 Extract from Eastern City District – Structure Plan*

Source: Greater Sydney Commission 2018

*Table 11 Consistency with Eastern City District Plan directions*

| Direction | Consistency of the proposal with the Direction |
|---|---|
| **Direction 1 – A city supported by infrastructure** | |
| E1. Planning for a city supported by infrastructure | The future built form will deliver life science research, providing for the co-location of education and employment generating uses within the established Camperdown-Ultimo Health and Education precinct. The site is well-connected adjacent to well-serviced bus stops offering connectivity to Central Station, and greater Sydney. |
| **Direction 2 – A collaborative city** | |
| E2: Working through collaboration | The proposed development has been developed between Wentworth Capital and the University of Sydney, to augment the University's position as a key anchor institution in the Tech Central innovation precinct to deliver a life sciences research facility. The proposal is located within the Camperdown-Ultimo Health and Education precinct a hub for collaboration and innovation between the health, education and research institutions within the precinct (for example University of Sydney, Royal Prince Alfred Hospital). |
| **Direction 4 – Housing the city** | |
| E5: Providing housing supply, choice, and affordability with access to jobs, services, and public transport | The proposal will include additional serviced apartments at 84 Parramatta Road. Any residential accommodation on the site will contribute to the housing supply, providing housing diversity and choice in a well-located area in proximity to local jobs and services, and located in the Camperdown-Ultimo Health and Education precinct where students and employees can benefit from the proximity. The additional short-term rentals will provide diversity to existing rental stock in the area through varied rental accommodation terms. |
| **Direction 5 – A city of great places** | |

| Direction | Consistency of the proposal with the Direction |
|---|---|
| E6: Creating and renewing great places and local centres, and respecting the District's heritage | This priority focuses on place-based planning and design excellence to enhance local character and heritage. It supports the revitalisation of areas to improve liveability, making them more attractive for residential development.<br>The proposal is required to undertake a design competition process for the final design of the built form, and as such a design excellence strategy has been created to inform the design principles of the facility (refer to **Appendix E**). The proposal matches the existing celebrated character of the Camperdown-Ultimo Health and Education precinct that provides for medical and research needs, and employment and economy generating land uses. |
| **Direction 6 – A well-connected city** | |
| E10: Delivering integrated land use and transport planning, and a 30-minute city | This priority ensures that residents have easy access to jobs, services, and amenities within a 30-minute trip, improving quality of life and reducing congestion. The site is well located to support the idea of the 30-minute city, connected to a well-integrated transport network, including metro, train, bus, and active transport options which supports a higher-density residential development by making it easier for people to move around efficiently. The site is located within the existing Camperdown-Ultimo health and education precinct, providing connectivity between key medical, education and research facilities. |
| **Direction 7 – Jobs and skills for the city** | |
| E7: Growing a stronger and more competitive Harbour CBD | This priority identifies the Camperdown-Ultimo health and education precinct as part of the Innovation Corridor, a precinct containing knowledge-intensive, creative and start-up industries along with health, education and research services. The proposal aims to deliver a medical and life science research facility within this precinct, delivering innovative research laboratory in the heart of the hub. |
| E8: Growing and investing in health and education precincts and the Innovation Corridor | The site is located within the Camperdown-Ultimo health and education precinct, identified as having the potential to become Innovation District. A need is identified to accommodate ancillary and complementary uses such as health and medical research activities, which this proposal will provide for the by developing a biomedical and life sciences research facility. This will allow for the precinct to becoming progressively more complex by growing innovation and creating opportunities for a new generation of workers. The proposal seeks to provide additional serviced apartments through uplift to 84 Parramatta Road, increasing the diversity and affordability of housing available for key demographics within the precinct. |
| E11: Growing investment, business opportunities and jobs in strategic centres | The proposal facilitates a medical and life science research facility, drawing innovation and employment towards the precinct, resulting economic benefits for the wider community in terms of employment and innovation. These impacts are presented as part of the site's Economic Impact Assessment. A projected total of over 800 researchers and 200 support staff are expected to be employed within the site. |
| **A city in its landscape** | |
| E17: Increasing urban tree canopy cover and delivering Green Grid connections | This priority focuses on enhancing green infrastructure, such as parks and street trees, to improve urban amenity and environmental outcomes. The Urban Design Report (**Appendix A**) shows that deep soil and building separation is provided to the norther boundary for the provision of landscaped open space. |
| **An efficient city** | |
| E19: Reducing carbon emissions and managing energy, water and waste efficiency | The proposal delivers an innovative and sustainable building with high water, energy and waste efficiencies that will reduce emissions over time and work towards mitigating climate change.<br>The development will also support transport demand initiatives by improving walkability and cycling opportunities to achieve the NSW Government's goal of net zero emissions by 2050. |

### Q4. Is the Planning Proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

The Planning Proposal is generally consistent with the following documents:

City of Sydney:

- City Plan 2036 Local Strategic Planning Statement (2020)
- Tech Central Innovation District
- Draft Minimising Overshadowing of Neighbouring Apartments (2020)
- Community Strategic Plan – Delivering Sustainable Sydney 2030–2050 (2025)
- Sustainable Sydney 2030—2050: Continuing the Vision (2023)
- Economic Development Strategy 2025-2035 (2025)
- Housing for All: City of Sydney Local Housing Strategy (2020)

Greater Cities Commission:

- Camperdown-Ultimo Place Strategy (2019)

University of Sydney:

- Walanga Wingara Mura Design Principles (2020)

NSW Government:

- Parramatta Road Corridor Urban Transformation Strategy (2021)
- NSW 20-Year Research and Development Roadmap (2022)
- NSW 2040 Economic Blueprint (2019)

City Plan 2036 Local Strategic Planning Statement

Council's Local Strategic Planning Statement (LSPS) contains planning priorities and actions of which this Planning Proposal aligns with. The LSPS, which represents Council's 20-year vision and strategy for the LGA's future direction, and contains directions about infrastructure, liveability, productivity and sustainability. The LSPS draws from the Greater Sydney Commission's GSRP and Eastern City District Plan and implements the planning priorities identified from these larger strategic documents at a local level.

The LSPS identifies the need to encourage investment within health and education precincts, within the identified Innovation Corridor, inclusive of the Camperdown-Ultimo Health and Education precinct, which the site is located within. The LSPS identifies this precinct as an area to be developed into a mature 'Innovation District', recognised by the strategy as one of the largest and most comprehensive health and education precincts in Greater Sydney, accommodating more than 97,000 workers. The development of the site for a biomed campus is consistent with the priorities of developing innovative and diverse business clusters in the City Fringe. The key planning priorities are identified in **Table 12** below.

*Table 12 Consistency with City Plan 2036 Local Strategic Planning Statement*

| Priority | Consistency of the proposal with the Priority |
|---|---|
| **Infrastructure** | |
| I2: Align development and growth with existing infrastructure | The proposal includes a Public Benefit Offer (PBO) that outlines the contributions to be made via Voluntary Planning Agreement (VPA) with Council. The PBO outlines that the Proponent intends to deliver site specific sustainability measures and local infrastructure works-in-kind. |
| I3: Supporting community wellbeing with social infrastructure | |
| **Liveability** | |
| L3: New homes for a diverse community | As the site is located adjacent to the University of Sydney, 600m north of the Royal Prince Alfred Hospital, and 2.5km west of Central Station it is an ideal location for increasing housing density. The proposed additional serviced apartments to be |

| Priority | Consistency of the proposal with the Priority |
|---|---|
| | provided on the site will provide housing diversity and choice within the health and education precinct, at a location in proximity to jobs and local services. This will provide further housing availability the diverse range of peoples who enjoy, are employed by, and are students of the adjoining health and education precinct. Critically, the provision of formal short-term letting will not impact on the supply of rental accommodation as it is purpose built and does not involve the conversion of residential accommodation to short-term rental letting for tourism purposes. |
| **Productivity** | |
| P2: Developing innovative and diverse business clusters in City Fringe | It is recognised that the City Fringe features knowledge-based and creative clusters such as the specialised research, health and education cluster anchored around major institutions in Camperdown, and the Innovation Corridor. The site is located within Camperdown, and the Innovation Corridor, with the C Camperdown Health, Education and Research Precinct identified as one of the largest and most comprehensive health and education precincts in Greater Sydney, accommodating more than 97,000 workers in the specialised health and life sciences, education and research services, creative industries and information media sectors. The proposal of a medical and life science research hub will allow for this labour force to grow and further contribute to the dense economic activity and co-location of industries. |
| **Sustainability** | |
| S2: Creating better buildings and places to reduce emissions and waste and use water efficiently | The future built form presents an opportunity to deliver innovative sustainable product that reduces carbon emissions, manages energy, water and waste, working towards the goal of carbon neutral 2050. See the ESD report for further details on the proposals' commitment to sustainability. |

### Tech Central Innovation District (Tech Central)

In December of 2024, the NSW Government announced a new plan to unlock the potential of Australia's largest technology and innovation hub. Tech Central is a 6-square-kilometre area, previously called Camperdown-Ultimo Collaboration Area, and is inclusive of three precincts, each with a unique function:

- Eveleigh – deep technology
- Haymarket – digital and creative technology
- Camperdown – health, education, technology and innovation

The location of the site within the Tech Central Camperdown Precinct is shown in **Figure 45**.

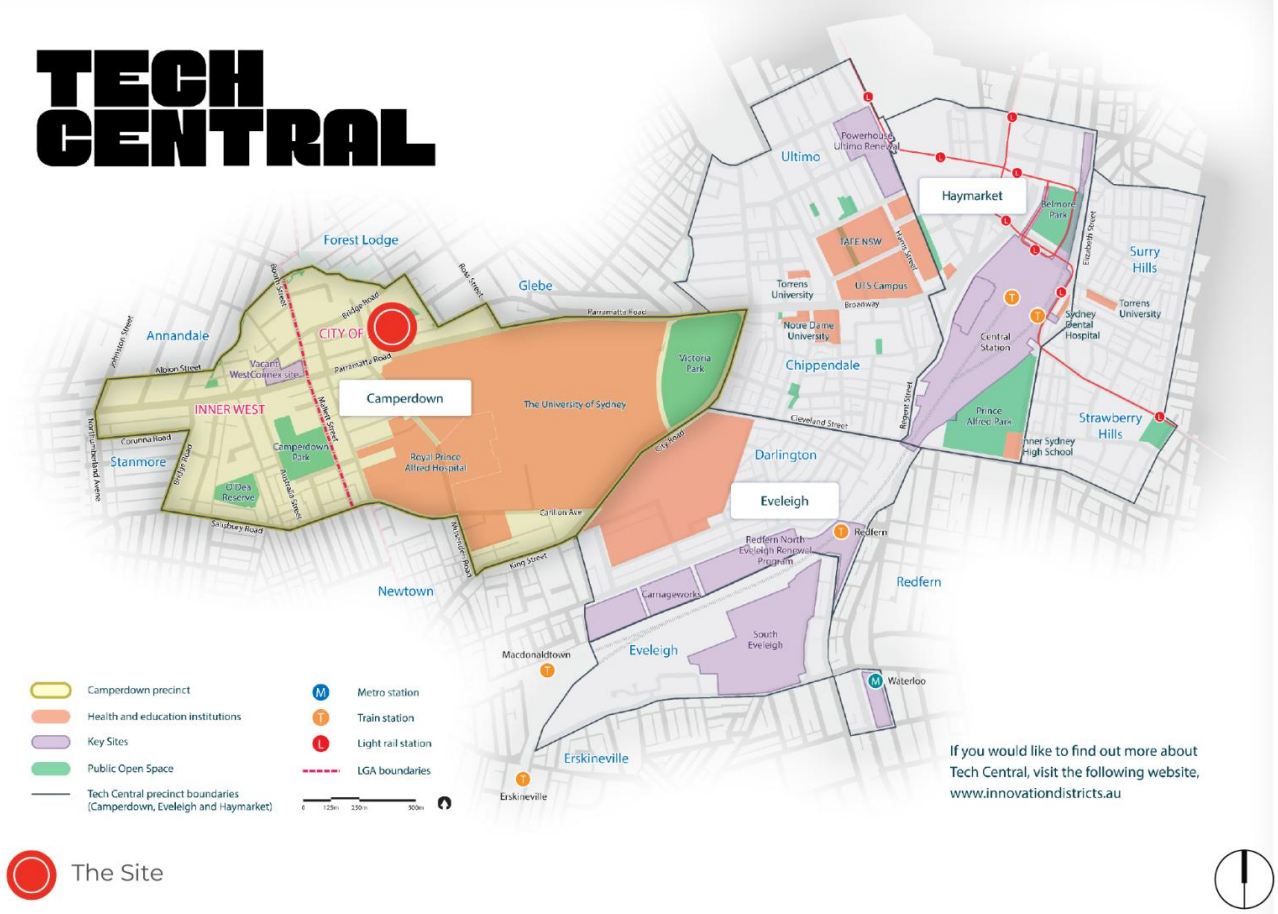



***Figure 45 Tech Central Map with site location***

Source: Tech Central, edits by Colliers Urban Planning

The NSW Government have committed to the development of a Tech Central Strategy, the transition of the Sydney Startup Hub to Tech central, and specialist support to driver investment and activity. Tech Central is home to global tech business, major venture capital funds, research institutes, two universities (University of Sydney and University of Technology Sydney), and a leading research hospital (Royal Prince Alfred Hospital). Investment NSW are developing a strategy to establish the district with focuses on housing, healthcare, nightlife and transport.

The site is located within the Camperdown Health, Education and Research Precinct within Tech Central. The key objective of the precinct is to build on existing health, education and research strengths to create a region that is internationally significant. The proposal aligns with the objectives of the Tech Central Strategy,

### Draft Minimising Overshadowing of Neighbouring Apartments

The guide was prepared by Council to describe the documentation required to be provided to meet the requirements of the Apartment Design Guide (ADG) and associated regulations. The document identifies the four ADG steps to be followed to ensure overshadowing compliance of neighbouring apartments:

- Measure existing and proposed compliance with the solar criteria.
- Maintain compliance with the solar criteria (which allows some reductions.
- Make other allowable reductions.
- Minimise overshadowing and document options where the above criteria are not met.

A solar analysis has been undertaken by HDR Architects and Matthew Pullinger Architect to demonstrate the compliance capability of the proposed built form envelope with the ADG solar requirements for neighbouring apartments. The built form envelope achieves compliance at the following neighbouring apartments:

- 19-21 and 23-25 Larkin Street.
- 96 Parramatta Road and 32-38 Barr Street.

The built form achieves these outcomes due to the chamfering of the built form envelope to the sun protection plane, as well as through the introduction of appropriate setbacks, to ensure solar amenity is maintained for neighbouring residential dwellings. For further compliance details see **Section 8.4**.

ADG compliance matters were generally considered for the proposed serviced apartments uplift at 84 Parramatta Road, however confirmation of compliance will be provided at a future detailed design stage.

### Community Strategic Plan – Delivering Sustainable Sydney 2030–2050

Delivering Sustainable Sydney 2030–2050 is Council's long-term plan for a more sustainable, equitable and resilient city. The plan builds on three key themes of Green, Global and Connected and includes ten specific targets to achieve a sustainable Sydney, as well as 10 strategic directions to guide the future of the city. The proposal will facilitate the implementation of the Community Strategic Plan as identified in **Table 13.**

***Table 13 Community Strategic Plan - Delivering Sustainable Sydney 2030-2050***

| Priority | Consistency of the proposal with the Priority |
|---|---|
| **A leading environmental performer** | |
| 2.1 The city reaches net zero emissions by 2035 with embodied carbon significantly reduced | The development will reduce greenhouse gas emissions through improved energy efficiency and low carbon energy production for net zero emissions. The site is well-positioned with access to pedestrian infrastructure and adjacent to multiple bus stops serviced by a range of bus routes, providing connectivity to the in the eastern and western direction of the site, and most notably to Central Station, 2.5km east of the site. Central Station provides extensive connectivity across Greater Sydney through bus routes, light rail, heavy rail, and the newly unveiled metro station. |
| 2.2 Greening has increased to create a cool, calm, and resilient city | The future detailed development on the site will investigate the opportunity to provide street trees along Parramatta Road, and the provision of deep soil and adequate building separation at the norther boundary of the development to deliver open space for planting and landscaping. Specification in landscaping details will be required at a future detailed DA stage. |
| 2.3 Water is managed to support a resilient, sustainable, and liveable city | The future built form will utilise efficient stormwater management systems designed to Council's requirements. |
| 2.5 All city residents and businesses have the capacity to reduce emissions, adapt to a changing climate and share sustainable solutions | Ecologically Sustainable Development (ESD) provisions are relevant to new development. Conceptual ESD considerations are presented at **Section 8.10** of this Planning Proposal. |
| **Public places for all** | |
| 3.1 Aboriginal people, their history and cultures of this place are evident in the public realm | The future design of the built form elements will be informed by the Walanga Wingara Mura Design Principles guidelines prepared by the University of Sydney, which could further inform any public art or public open space designs. |
| **Design excellence and sustainable development** | |
| 4.1 The city's liveability will be enhanced through well planned and designed development | The site is well-located near the University of Sydney, Royal Prince Alfred Hospital, and key transport links. The design of the development will be required to be decided through a design competition process and informed by a design excellence strategy. |
| 4.2 Productivity will be supported by planning for jobs, innovation, and enterprise activities | The development will enable a Life Sciences building that will establish a biomedical hub in a key located in proximity to the University of Sydney, Camperdown Tech Central precinct, Royal Prince Alfred Hospital and the new Sydney Biomedical Accelerator. |

| Priority | Consistency of the proposal with the Priority |
|---|---|
| | The specialised nature of the development will ensure it is designed to meet the needs of the science and innovation industry, resulting in the creation of life science jobs, and economic benefits for the city. The development will provide much needed research laboratory floor space for the purposes of life sciences research and innovation. |
| 4.4 Good design leads to buildings and public spaces that are high performing, well designed, inviting and inclusive | The future built form will demonstrate design excellence and is designed to provide architectural interest; this will be achieved through the facilitation of a Design Competition at a future stage. The site will provide a comfortable, safe and inclusive environment. |
| 4.5 Well planned and designed development reduces environmental impacts and improves resilience, health and sustainability | The proposed development is resilient and will respond to the changing needs of the community. The proposal has considered impacts on health and sustainability by creating a walkable and active precinct that is energy efficient and embodies low carbon energy. The ESD Report (**Appendix N**) demonstrates that the development will target a 5-star Green Star rating and retain and adapt the existing warehouse resulting in reduced embodied carbon. |
| **A city for walking, cycling and public transport** | |
| 5.2 Most people use the high-capacity rapid and frequent public transport network that connects the city and the metropolitan area. | The site is adjacent to a well serviced bus stop connecting commuters to Central station and the heavy rail, light rail, and metro links from there. |
| 5.3 More people walk more, because walking is the most attractive and convenient choice for short trips in the local area | The site is located directly adjacent to the University of Sydney, and just 600m from the Royal Prince Alfred Hospital, promoting walking between key research and medical significant buildings. The site is located in an MU1 Mixed Use zone, surrounded by a range of businesses including food and beverages, retailers, gyms, and green open spaces, promoting walkability at the site surrounds. |
| 5.4 More people ride more, because it is an attractive, convenient and safe option for everyday transport | The development will provide bike racks to promote active lifestyle, as required by the Sydney DCP 2012. |
| **Resilient and diverse communities** | |
| 7.4 The city economy is diversified to strengthen its resilience | The proposal will provide biomedical and life science research laboratory space, which will enable Sydney to accommodate future growth within the sector. Sydney's biotech sector has significant room for growth, and the proposal will enable the life sciences sector to be globally competitive. |
| **A transformed and innovative economy** | |
| 9.1 An expanding innovation economy will support Sydney's future prosperity | The future development will contribute to the Tech Central innovation precinct to develop a workplace equipped with skills to leverage new technologies through the biomedical and life sciences research labs. |
| **Housing for all** | |
| 10.4 Every neighbourhood has a mix of housing accommodating diverse and growing communities | An extension is proposed to the existing 84 Parramatta Road building with the potential to accommodate for three additional storeys of apartments. These living accommodations will support the needs of future apartment dwellers who choose to live in the Camperdown-Ultimo Health and Education precinct for employment, health, education, or proximity to services reasons. The additional short-term rentals will provide diversity to existing rental stock in the area through varied rental accommodation terms. |

### Sustainable Sydney 2030—2050: Continuing the Vision

Sustainable Sydney 2030—2050 is the vision for a sustainable future of the City of Sydney to 2050. The vision includes strategic directions to guide future development outcomes centred around a 'green', 'global' and 'connected' city. It sets out directions, actions and project ideas to achieve this vision. The key Strategic Directions under the Plan include the following as identified in **Table 14** below.

*Table 14 Sustainable Sydney 2030 – 2050: Continuing the Vision*

| Strategic Directions | Consistency of the proposal with the Directions |
|---|---|
| Direction 2 – A leading environmental performer | The future built form presents the opportunity to incorporate sustainable design initiatives that reduces carbon emissions, manages energy, water and waste, and work towards mitigating climate change by 2050. For further detail see the ESD at **Appendix N**. |
| Direction 4 – Design excellence and sustainable development | The development is required to exhibit design excellence as described within Clause 6.21C of the Sydney LEP 2012. The proponent is required to undertake a design competition to achieve design excellence in accordance with the provisions outlined. This is a process to be undertaken at a future development stage. A Design Excellence Strategy has been prepared to support the Planning Proposal and is found in **Appendix E**.<br><br>While the detailed design process is inclusive of an invited architectural design competition, the indicative reference scheme demonstrates that a highly articulate and quality Life Science Building can be delivered on the site, respecting the surrounding context and providing strong design outcomes for the locality. |
| Direction 5 – A city for walking, cycling and public transport | The site is well-positioned with access to pedestrian infrastructure and adjacent to multiple bus stops serviced by a range of bus routes, providing connectivity to the in the eastern and western direction of the site, and most notably to Central Station, 2.5km east of the site. Central Station provides extensive connectivity across Greater Sydney through bus routes, light rail, heavy rail, and the newly unveiled metro station. |
| Direction 9 – A transformed and innovative economy | The future development will contribute to the Tech Central innovation precinct to develop a workplace equipped with skills to leverage new technologies through the biomedical and life sciences research labs. |

### Housing for All: City of Sydney Local Housing Strategy (2020)

The City of Sydney Local Housing Strategy was published in June 2020 and provides a framework of housing related priorities to meet District targets. The strategy sets series of objectives and actions to guide future housing delivery for the LGA and identifies a target of 56,000 additional dwellings by 2036.

The site may accommodate up to 4.8:1 FSR for residential uses at the 84 Parramatta Road part of the site. This allows for housing to be provided within the proposed building envelope, with further land use allocation details to be identified at a future design stage. **Table 15** outlines consistency of the Planning Proposal with the relevant priorities of the City of Sydney's Housing Strategy.

***Table 15 Consistency with City of Sydney Housing Strategy***

| Priority | Comment |
|---|---|
| Priority H1 – Facilitating more homes in the right locations | The importance of actively supporting and investing in established and emerging centres is recognised by Council and is supported by the proposal. The site will contribute to delivering housing within the Camperdown Health, Education and Research Precinct, within walking distance of the University of Sydney and the Royal Prince Alfred Hospital. The site is also well serviced by bus routes providing connectivity across Sydney and to nearby Central Station.<br>The proposal seeks additional height to facilitate the provision of additional serviced apartments to complement the life sciences facility proposed. |
| Priority H2 – Coordinating housing growth with the delivery of infrastructure | The site is well serviced bus routes providing connectivity across Sydney and to nearby Central Station that provides connectivity across Sydney and regionally. The proposed additional serviced apartments are also co-located in proximity to key education and health infrastructure such as Prince Alfred Hospital and the University of Sydney. |
| Priority H3 – Increasing diversity and choice in housing | The proposed additional serviced apartments to be provided on the site will provide housing diversity and choice within the health and education precinct, at a location in proximity to jobs and local services. This will provide further housing availability the diverse range of peoples who enjoy, are employed by, and are students of the adjoining health and education precinct. Critically, the provision of formal short-term letting will not impact on the supply of rental accommodation as it is purpose built and does not involve the conversion of residential accommodation to short-term rental letting for tourism purposes. |
| Priority H7 – Increasing liveability, sustainability and accessibility through high-quality residential design | The future built form will exhibit design excellence and demonstrate high quality urban design to enhance the enjoyment of homes and public places. The indicative reference scheme includes generous planted terraces and greened rooftops. This will contribute enhancing people's health and wellbeing. The proposal is designed to accommodate a variety of sustainability features and deliver beyond its required targets for sustainability, energy efficiency and water and waste management. |

### City of Sydney Economic Development Strategy 2025-2035

The City of Sydney's economic development strategy focuses on strengthening the city's economy and supporting businesses for the next 10 years. The strategy focuses on championing a global economy that unlocks innovation, targeting that 70% of the 200,000 projected new jobs by 2036 will be in the knowledge and innovation intensive industries. The strategy identifies that Council is committed to extend light rail from Broadway to the Tech Central innovation district.

The Tech Central West economic precinct, which the site is located within, is host to 48,500 jobs, inclusive of 15,200 higher education jobs, 4,700 health jobs, and 5,500 creative industries jobs. The importance of the Tech Central innovation district is also emphasised within the strategy for its collaborative nature to bring together innovation, ideas and talent development.

### Camperdown-Ultimo Place Strategy

As released by the Greater Sydney Commission in 2019, the Camperdown-Ultimo Place Strategy identified a vision and shared objectives with priorities and actions. The study includes the following key priorities:

***Table 16 Consistency with the Camperdown-Ultimo Place Strategy***

| Priority | Consistency of the proposal with the Priority |
|---|---|
| **Connectivity** | |
| Priority 3: Promote smart technology, drive innovation and connect locally and globally. | 237,400 people have access to Camperdown activity node within 30 minutes by public transport. The site's proximity to key bus stops that are well serviced will allow for connectivity of people to research and employment opportunities available at the proposed development, increasing connectivity within the precinct. |
| **Liveability** | |
| Priority 4: Provide housing supply, choice and affordability in great places for people | The proposal will deliver an extension to the existing serviced apartments provided at 84 Parramatta Road. The proposed housing supply will provide housing choice and diversity within the Camperdown Health, Education and Research Precinct that will service the local area. |
| **Productivity** | |
| Priority 7: Cultivate an internationally competitive health, education, research and innovation area | Action 27 specifies that a biotechnology hub is planned along Pyrmont Bridge Road in Camperdown activity node, located 250m north of the site. This hub will connect the existing research cluster and biomedical innovation institutions. This hub will be globally significant, and the proposal will contribute to the biomedical research capabilities and provide additional opportunities for collaboration. |
| **Sustainability** | |
| Priority 10: Create a resilient place | The future built form presents the opportunity to incorporate sustainable design initiatives that reduces carbon emissions, manages energy, water and waste, and work towards mitigating climate change by 2050. For further detail see the ESD Report at **Appendix N**. |

### Walanga Wingara Mura Design Principles University of Sydney

The Walanga Wingara Mura Design Principles was launched by the University of Sydney in 2016 and provides guidance on how to weave Aboriginal and Torres Strait Islander cultures, world views and practices into the physical design of university buildings. The proponent is required to undertake a design competition to achieve design excellence, in accordance with the Design Excellence Strategy (**Appendix E**). This later stage of the project provides the opportunity for the design of the development to demonstrate alignment with the developed principles under the Walanga Wingara Mura Design Principles document.

Under Clause 3.3.7 of the DCP a public art strategy is required to be prepared in accordance with Council's Guidelines for Public Art in Private Development, to inform the competitive design process at a future stage. The Preliminary Public Art Plan (**Appendix M**) suggests that the artwork could draw connections between the site, Country and sustainable First Nations practices. This will be developed in alignment with the Walanga Wingara Mura design principles at a future design stage.

### Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is the NSW Government's 30-year plan for the renewal of the Parramatta Road Corridor. The PRCUTS provides a long-term vision and framework to support co-ordinated employment and housing growth in the Parramatta Road Corridor in response to significant transport and infrastructure investment, economic and demographic shifts, and industrial and technological advances.

A Ministerial Direction gives statutory weight to the PRCUTS, thereby requiring proposals to demonstrate consistency with them and enabling Councils to consider Planning Proposals prepared by landowners or developers in a clear strategic context. Changes in line with the PRCUTS were intended by government to generally occur though Planning Proposals, comprehensive local environmental plan reviews by Councils, or through the Department of Planning and Environment's Priority Precincts program.

The site is identified within the Camperdown Precinct Frame Area, more specifically the 'Camperdown Triangle', land bound by Parramatta Road, Mallet Street, and Pyrmont Bridge Road as a biomedical hub. Key actions for the Camperdown Precinct include the prioritisation of Camperdown Precinct for biotechnology and employment uses that support the growth of the nearby institutions.

The PRCUTS applies to land along the length of Parramatta Road from Granville to Camperdown. The subject site at 84-98 Parramatta Road, Camperdown is covered by the PRCUTS. The PRCUTS does not specifically recommend updates to the FSR, or maximum building heights as indicated within the Sydney LEP 2012.

For completeness and to address the requirements for the Local Planning Direction 1.5 Parramatta Road urban Transformation Strategy, the following table (**Table 17**) demonstrates that the Planning Proposal is consistent with the vision, principles and objectives of the PRCUTS.

*Table 17 Consistency with PRCUTS Vision, Principles and Objectives*

| Vision/Principles/Objectives |
|---|
| **1. Housing choice and affordability** |
| The proposal will enable the delivery of housing diversity and affordability through 84 Parramatta Road with an extension to the serviced apartments for a potential FSR maximum of 4.8:1. |
| **2. Diverse and resilient economy** |
| The proposal will enable the delivery of an employment generating medical and life science research hub, aligning with the recognition of Camperdown as a specialist precinct with world class research associated with the University of Sydney and Royal Prince Alfred Hospital. |
| **6. Sustainability and resilience** |
| The future built form presents the opportunity to incorporate sustainable design initiatives that reduces carbon emissions, manages energy, water and waste, and work towards mitigating climate change by 2050. For further detail see the ESD Report at **Appendix N**. |

### NSW 20-Year Research and Development Roadmap

The NSW 20-year R&D Roadmap sets out a 20-year vision for NSW to produce innovative technologies, products, services, and develop and sustain globally competitive advantages and future industries that improve productivity, standards of living, quality of life, and the natural environment. The report sets out the future of NSW in science and technology, inclusive of biotechnology as a key technology theme. The report notes that biotechnology has existing and potential applications in a range of sectors, with NSW contributing substantially to the Australian life sciences industry. This proposal represents a significant infrastructure investment into NSW's biotechnology research capabilities and will significantly contribute to the sector's excellence.

### NSW 2040 Economic Blueprint

Government of New South Wales publication 'NSW 2040 Economic Blueprint- *Investing in the state's future*', outlines the economic blueprint for the state until the year 2040. As part of the vision for New South Wales to become Australia's first two trillion-dollar state, the publication recommends that, in the longer term, **research**, development and commercialisation facilities in the Innovation Precincts must be established.

The Planning Proposal at hand will make a significant contribution to the above-mentioned recommendation of the New South Wales Government, in that it will establish a world-class research facility in a prominent part of the Tech Central Precinct.

**Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?**

### Future Transport Strategy 2056

The Future Transport Strategy 2056 sets the vision and direction for NSW transport investment by providing a comprehensive plan that emphasises the creation of connected 30-minute cities and convenient 15-minute neighbourhoods. It includes a movement and place framework to ensure that transport supports the increased accessibility and reduced travel time for residents whilst enhancing the character of the places and communities. The key guiding principles for future transport that are relevant to the site, include:

- C2 Multimodal mobility supports end-to-end journeys: The proposal will include the provision of bicycle racks for end of trip storage.
- E2 Existing infrastructure is optimised: The site is located in proximity to well serviced bus stops offering connectivity to nearby train stations serviced by heavy rail, light rail, and metro services.

The proposal will create a life sciences building that will generate employment for researchers and staff in close proximity to bus stops providing connectivity to key public transport at Central Station, reinforcing the creation of the 30-minute city and 15-minute neighbourhood as described within the Future Transport Strategy.

### Active Transport Strategy 2056 (2022)

The Active Transport Strategy supports the NSW Government's Future Transport Strategy 2056 by providing a framework that supports additional walking, bike riding and personal mobility. The Active Transport Strategy's vision aims to double the number of walking and bike riding trips in NSW in 20 years, from 1.5 billion to 3 billion. The Strategy aims to support population growth, improve equity of access, and help stabilise traffic in Greater Sydney. The key focus areas that are applicable to the site include:

- **Promote walking and riding and encourage behaviour change:** The development will provide bike racks to promote active lifestyles, to the rates required by Clause 3.11 Transport and Parking of the Sydney DCP 2012.

### State Infrastructure Strategy 2022-2042 (2022)

The State Infrastructure Strategy 2022-2042 sets the vision of Infrastructure NSW in delivering infrastructure throughout the State over the next 20 years, focussing on aligning investment with sustainable growth. The strategy sets out 9 long-term objectives underpinning the Strategy, including the following as relevant to the site:

- **Boost economy-wide productivity and competitiveness:** Support emerging knowledge industries in dedicated precincts with high-quality infrastructure.
- **Integrate infrastructure, land use and service planning:** Coordinate infrastructure, land use and service planning to meet future housing, employment, industry and community needs.

The site will utilise existing transport infrastructure to integrate an employment generating land use with transport. This will enable future planning for Sydney to meet community needs.

### Better Placed (2017)

The Government of NSW has established seven distinct objectives to inform better design across new development in NSW. Achievement of these objectives from this early stage of the project, through to the detailed design and construction stage will ensure the development will be healthy, responsive, integrated, equitable, and resilient. **Table 18** below demonstrates how the proposal is consistent with the objectives of the policy.

***Table 18 Consistency with the Objectives of GANSW's Better Places***

| Objective | Response |
|---|---|
| Objective 1: Better fit | **Of its Place:** The commitment to design excellence has devised the optimal urban design arrangement which relates to its surrounds. The proposed massing has limited its impacts to surrounding buildings in terms of privacy and amenity considerations. |
| | **Local / Contextual:** The proposal matches the local context of the University and of the Royal Prince Alfred Hospital and the nearby proposed emerging context. |
| Objective 2: Better performance | **Sustainable:** The proposals sustainability strategy addresses proposed targets established in the ESD Report (**Appendix N**) that commit the development to targeting a 5-star Green Star rating to ensure the future development is Net Zero ready. |
| | **Durable and adaptable:** The technical investigations to form a flood strategy have been designed to appropriately respond to major rainfall events. |
| Objective 3: Better for community | **Connected:** The site is located adjacent to well services bus stops providing connectivity a range of nearby train stations. |
| Objective 4: Better for people | **Safe, comfortable and liveable:** The public interface of the development will be carefully considered within the streetscape to ensure a comfortable and safe pedestrian experience. The Preliminary Public Art Plan (**Appendix M**) identifies the Parramatta Road façade as an opportunity for the location of public art to activate the streetscape and celebrate the Life science innovation at the site. |
| Objective 5: Better working | **Functional:** Access points are well defined and convenient. |
| | **Efficient / Functional:** The development is efficient in its arrangement and seeks a high energy efficient and environmental performance. |
| Objective 6: Better value | **Creating and adding value:** The provision of a new employment generating land use in medical and life science research co-located within the Camperdown Health, Education and Research Precinct to serve the local economy and innovation district. |
| Objective 7: Better look and feel | **Engaging, inviting and attractive:** The future design of the built form will be developed in alignment with the Design Excellence Strategy (**Appendix E**), and will be required to undertake a design competition process. |

### Connecting with Country Framework (2023)

The Connecting with Country Framework aims to protect Country, community and sacred sites in the planning and design of places. The Urban Design Report (**Appendix A**) has identified potential strategies for a Connecting with Country approach at the site. Approaches include celebrating the site as a place of knowledge and learning, interpreting the original walking track between Sydney and Parramatta, and improving ecological function, deep soil, tree canopy and water management.

The University of Sydney's Walanga Wingara Mura Design Principles is a guiding document that informs the integration of Aboriginal and Torres Strait Islander cultures, world views and practices into the physical design of university buildings. At a future detailed design stage, the proponent will demonstrate alignment with the principles in the document, and

further with the guidance from the Connecting with Country Framework with opportunities for integration in the physical built form and in the public art commissioned for the development.

### Q6. Is the Planning Proposal consistent with applicable State Environment Planning Policies?

The State Environmental Planning Policies directly applicable to the Planning Proposal are identified in **Table 19**

*Table 19 Consistency with State Environmental Planning Policies*

| SEPP | Consistent | | N/A | Comment |
|---|---|---|---|---|
| | Yes | No | | |
| State Environmental Planning Policy (Biodiversity and Conservation) 2021 | | | - | Not relevant to proposed LEP amendment. |
| State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 | | | - | Not directly relevant to the propped LEP amendment. May apply to future development on the Site. |
| State Environmental Planning Policy (Housing) 2021 | ✓ | | | As per clause 7.28 Serviced Apartments of the Sydney LEP 2012, development consent for the purpose of serviced apartments must not be granted unless the design principles for residential apartment development within the Housing SEPP have been considered. As such, the Apartment Design Guide has been generally considered in the design of the building envelope to ensure that the proposed uplift at 84 Parramatta Road continues to have a high standard of amenity despite the uplift and adjoining life sciences proposed building envelope. The development is capable of complying with the ADG, with compliance details to be outlined at a future detailed design stage. |
| State Environmental Planning Policy (Industry and Employment) 2021 | | | - | Not relevant to proposed LEP amendment, future DAs will be assessed under Chapter 3 of the SEPP, where any signage is proposed. |
| State Environmental Planning Policy (Planning Systems) 2021 | | | - | Not relevant to proposed LEP amendment. |
| State Environmental Planning Policy (Precincts—Central River City) 2021 | | | - | Not relevant to proposed LEP amendment. |
| State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021 | | | - | Not relevant to proposed LEP amendment. |
| State Environmental Planning Policy (Precincts—Regional) 2021 | | | - | Not relevant to proposed LEP amendment. |
| State Environmental Planning Policy (Precincts—Western Parkland City) 2021 | | | - | Not relevant to proposed LEP amendment. |

| SEPP | Consistent | N/A | Comment |
|---|---|---|---|
| State Environmental Planning Policy (Primary Production) 2021 | | - | Not relevant to proposed LEP amendment. |
| State Environmental Planning Policy (Resilience and Hazards) 2021 | ✓ | | Chapter 4 of the Resilience and Hazards SEPP aims to promote the remediation of contaminated land prior to development, to reduce health hazards or potential harm resulting from contamination.<br>A Site Remedial Concept Plan (**Appendix O**) has been prepared and concludes that the site has been occupied by commercial and industrial uses since approximately the 1920s and has a low probability of having contaminated land to the degree that it would prevent redevelopment of the site for the proposed land use. The requirements of the SEPP will be addressed accordingly during the detailed DA process. |
| State Environmental Planning Policy (Resources and Energy) 2021 | | - | Not relevant to proposed LEP amendment. |
| State Environmental Planning Policy (Sustainable Buildings) 2022 | ✓ | | Any future development will be required to satisfy the provision of the State Environmental Planning Policy (Sustainable Buildings) 2022 as part of a future detailed Development Application. A range of measures aimed at ESD, are to be further resolved as part of the future detailed design and DA process. |
| State Environmental Planning Policy (Transport and Infrastructure) 2021 | ✓ | | Under Section 2.122 of the Transport and Infrastructure SEPP, the future DA under the proposed planning controls may be considered traffic generating development requiring referral to TfNSW. This may be a requirement as the site is accessible via Parramatta Road, a classified road and has a site area above 5,000m2 for the purpose of industrial development. Under pre- and post-Gateway consultation however, TfNSW will be consulted with respect to the proposal and the intended access, traffic and parking measures to ensure an appropriate outcome. |

### Q7. Is the Planning Proposal consistent with the applicable Ministerial Directions (Section 9.1 Directions) or key government priority?

The proposal's consistency with applicable Section 9.1 Directions is assessed in **Table 20**.

*Table 20 Assessment of Section 9.1 Directions*

| Ministerial Direction | Consistent | | | Comment |
|---|---|---|---|---|
| | Yes | No | N/A | |
| **Focus area 1: Planning Systems** | | | | |
| 1.1 Implementation of Regional Plans | ✓ | | | The Planning Proposal is consistent with the GSRP as discussed in **Section 7.0**. |
| 1.2 Development of Aboriginal Land Council land | | | - | Not applicable. |
| 1.3 Approval and Referral Requirements | ✓ | | | This direction aims to ensure that LEP provisions encourage the efficient and appropriate assessment of development. The proposed amendments to the Sydney LEP 2012 do not contain requirements for additional approvals and referrals beyond what is required for the Planning Proposal process. |
| 1.4 Site Specific Provisions | ✓ | | | A particular development scenario is envisaged for the site as described within the Urban Design Report at **Appendix A**. The proposed provisions will allow for the envisaged development to be carried out on the site. The Planning Proposal demonstrates the built form envelope on the site under the proposed planning controls, with any details of the proposed development resolved during DA stage. |
| 1.4A Exclusion of Development Standards from Variation | ✓ | | | The proposed LEP amendment does not propose to exclude any development standards from variation. |
| **Focus area 1: Planning Systems – Place-based** | | | | |
| 1.5 Parramatta Road Corridor Urban Transformation Strategy | ✓ | | | This Ministerial Direction applies to Planning Proposals for land in the City of Parramatta, Cumberland, Strathfield, Burwood, Canada Bay and Inner West local government areas (LGAs).<br>This Proposal is within the Sydney LGA, and as such this Direction does not apply. However, it does fall within a 'transformation area' within the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The site is also noted to be within the Camperdown Precinct.<br>An assessment of the proposal against PRCUTS is found in Q4 of this Planning Justification. While not required, the proposal gives effect to the objectives of this direction by providing for a diversity of jobs and housing, consistent with the 'Mixed Use Zone' established for the site within PRCUTS. The site is also highly serviced by existing infrastructure. |

| Ministerial Direction | Consistent | Comment |
|---|---|---|
| 1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan | - | Not applicable. |
| 1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan | - | Not applicable. |
| 1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan | - | Not applicable. |
| 1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor | - | Not applicable. |
| 1.10 Implementation of Western Sydney Aerotropolis Plan | - | Not applicable. |
| 1.11 Implementation of Bayside West Precincts 2036 Plan | - | Not applicable. |
| 1.12 Implementation of Planning Principles for the Cooks Cove Precinct | - | Not applicable. |
| 1.13 Implementation of St Leonards and Crows Nest 2036 Plan | - | Not applicable. |
| 1.14 Implementation of Greater Macarthur 2040 | - | Not applicable. |
| 1.15 Implementation of the Pyrmont Peninsula Place Strategy | - | Not applicable. |
| 1.16 North West Rail Link Corridor Strategy | - | Not applicable. |
| 1.17 Implementation of the Bays West Place Strategy | - | Not applicable. |
| 1.18 Implementation of the Macquarie Park Innovation Precinct | - | Not applicable. |
| 1.19 Implementation of the Westmead Place Strategy | - | Not applicable. |
| 1.20 Implementation of the Camellia-Rosehill Place Strategy | - | Not applicable. |
| 1.21 Implementation of South West Growth Area Structure Plan | - | Not applicable. |
| 1.22 Implementation of the Cherrybrook Station Place Strategy | - | Not applicable. |
| **Focus area 3: Biodiversity and Conservation** | | |

| Ministerial Direction | Consistent | Comment |
|---|---|---|
| 3.1 Conservation Zones | - | Not applicable. |
| 3.2 Heritage Conservation | ✓ | The proposed development has been designed to ensure the retention of the historic warehouse located within the site. The Heritage Impact Statement at **Appendix J** details an acceptable impact to the proposed heritage item within the site and existing heritage items and conservation areas surrounding the site. |
| 3.3 Sydney Drinking Water Catchments | - | Not applicable. |
| 3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs | - | Not applicable. |
| 3.5 Recreation Vehicle Areas | - | Not applicable. |
| 3.6 Strategic Conservation Planning | - | Not applicable. |
| 3.7 Public Bushland | - | Not applicable. |
| 3.8 Willandra Lakes Region | - | Not applicable. |
| 3.9 Sydney Harbour Foreshores and Waterways Area | - | Not applicable. |
| 3.10 Water Catchment Protection | - | Not applicable. |
| **Focus area 4: Resilience and Hazards** | | |
| 4.1 Flooding | ✓ | The proposed development has been undertaken in accordance with a Site-Specific Flood Study and WSUD Report which has determined suitable minimum floor levels based upon the catchment flood study. Refer to the Flood Risk Assessment (**Appendix K**). |
| 4.2 Coastal Management | - | Not applicable. |
| 4.3 Planning for Bushfire Protection | ✓ | The site is not located on mapped bush fire-prone land. |
| 4.4 Remediation of Contaminated Land | ✓ | The site has been occupied by built forms since approximately the 1920s, and it is anticipated that in the event of contamination the site can be made suitable for the proposed land use as per the Site Remedial Concept Plan (**Appendix O**). It is considered unlikely that activities at the site have contaminated the land to the degree that would prevent redevelopment for the proposed land use. |
| 4.5 Acid Sulfate Soils | ✓ | In accordance with the Sydney LEP 2012, the site is classified as Class 5 Acid Sulfate Soils. At the time of any future development application, the need for an Acid Sulfate Management Plan will be addressed. |
| 4.6 Mine Subsidence and Unstable Land | - | Not applicable. |

| Ministerial Direction | Consistent | Comment |
|---|---|---|
| **Focus area 5: Transport and Infrastructure** | | |
| 5.1 Integrating Land Use and Transport | ✓ | The proposed development is consistent with the guidelines identified within this Direction in that it will<br>Create additional dwellings proximate to numerous high capacity transport links.<br>Deliver additional employment opportunities within close walking distance of adjoining dwellings in a highly serviced area. |
| 5.2 Reserving Land for Public Purposes | - | No land is proposed to be acquired by the relevant authorities. |
| 5.3 Development Near Regulated Airports and Defence Airfields | - | Not applicable. |
| 5.4 Shooting Ranges | - | Not applicable. |
| 5.5 High pressure dangerous goods pipelines | - | Not applicable. |
| **Focus area 6: Housing** | | |
| 6.1 Residential Zones | - | Not applicable. |
| 6.2 Caravan Parks and Manufactured Home Estates | - | Not applicable. |
| **Focus area 7: Industry and Employment** | | |
| 7.1 Business and Industrial Zones | ✓ | The proposed development will provide for a net increase in FSR which will provide for the opportunity to increase the floor space for employment uses.<br>No change to the existing land zoning is proposed. |
| 7.2 Reduction in non-hosted short-term rental accommodation period | - | Not applicable. |
| 7.3 Commercial and Retail Development along the Pacific Highway, North Coast | - | Not applicable. |
| **Focus area 8: Resources and Energy** | | |
| 8.1 Mining, Petroleum Production and Extractive Industries | - | Not applicable. |
| **Focus area 9: Primary Production** | | |
| 9.1 Rural Zones | - | Not applicable. |
| 9.2 Rural Lands | - | Not applicable. |
| 9.3 Oyster Aquaculture | - | Not applicable. |
| 9.4 Farmland of State and Regional Significance on the NSW Far North Coast | - | Not applicable. |

## 7.2 Site-specific merit

### 7.2.1 Section C – environmental, social and economic impact

**Q8. 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 proposed development resulting from the Planning Proposal will not result in any impact on critical habitat or threatened species, populations or ecological communities or their habitats, given the site's urban location. No approvals are required to facilitate the proposed development under the Environment Protection and Biodiversity Conservation Act 1999 (Cth) and Biodiversity Conservation Act 2016.

**Q9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?**

A detailed assessment of the environmental effects as a result of this proposal is identified in **Section 7.0**. Relevant management measures are identified where appropriate, and, on this basis, no unacceptable impacts are likely to result from this rezoning request or future development on the site.

**Q10. Has the planning proposal adequately addressed any social and economic effects?**

Yes. The economic and social impacts arising from rezoning request have been fully identified and addressed by specialised reports which are assessed at **Section 8.8**.

### 7.2.2 Section D – Infrastructure (Local, State and Commonwealth)

**Q11. Is there adequate public infrastructure for the planning proposal?**

Yes. The site is located adjacent to two well serviced bus stops that provide connectivity to a range of train stations to the east and west of the site, inclusive of Central Station, which is serviced by heavy rail, light rail and metro services. As the existing built form on the site includes a Medical Foundation Building and serviced apartments, the site is serviced by the full range of public utilities including electricity, telecommunications, water, sewer and stormwater. It is expected that these services be upgrade where required alongside the development. For further details on the capability of the site to be adequately serviced, refer to the Utility Services Review available at **Appendix P**.

The Proponent has prepared a Public Benefit Offer which will be formalised through a Voluntary Planning Agreement with Council to be undertaken at a later development stage.

### 7.2.3 Section E – State and Commonwealth Interests

**Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?**

Where necessary, further consultation with relevant authorities will be undertaken as required in accordance with the Gateway Determination. State and Commonwealth authorities will have the opportunity to provide comment on the Planning Proposal as part of its formal exhibition.

# 8.0 Environmental Assessment

This chapter provides an overview of the key planning and technical assessment issues relating to the Planning Proposal. This assessment collectively addresses matters which form the basis of adequacy to confirm the site-specific merit of the proposal and the suitability of the proposal.

## 8.1 Built Form and Urban Design

HDR Architects and Matthew Pullinger Architect have prepared an Urban Design Report provided at **Appendix A**. The proposed envelope has been designed with consideration of the existing site size, the surrounding residential and Parramatta Road context, and the proposed land uses at the site. The proposed envelope achieves a balance between internal functionality of the proposed life sciences uses and considering the external aesthetics and impacts, designing with consideration for the massing of the development to ensure the best public domain outcomes.

### 8.1.1 Podium

The proposed envelope includes a traditional podium and tower form; with the tower massing designed exclusively for the life sciences uses. The proposed building podium height is 30 metres and is generally consistent with the building height of the surrounding built form and adjoining residential buildings. The inclusion of the podium enables the retention and integration of the warehouse at 88-90 Parramatta Road, reflecting the heritage significance of the item as identified by Council through pre-lodgement discussions and Curio within the Heritage Impact Statement at **Appendix J**.

The proposed podium height effectively maintains a sense of openness to the street and respects a human scale, enabling the achievement of a comfortable street environment for pedestrians along Parramatta Road, as well as mitigating potential wind impacts (as discussed further at **Section 8.12**). The indicative reference scheme illustrates that an elegant and attractive podium design can emerge within the proposed envelope to benefit the Parramatta Road corridor, significantly improving the current site situation.

The podium setbacks have been informed by the surrounding residential land uses and the individual urban settings of each of the adjoining neighbours. At the northern boundary of the podium, an 18-metre building separation is proposed to the residents to the north, whilst a 12-metre separation is proposed to the eastern boundary. These separation distances have been informed by the requirements of the ADG regarding separation for habitable and non-habitable rooms for the neighbouring residential apartments. The separation distances have additionally been informed by ADG requirements for the proposed serviced apartments uplift at 84 Parramatta Road. Furthermore, to ensure solar amenity and ADG compliance is maintained to the existing serviced apartments at 84 Parramatta Road, the building podium has been chamfered at the north-eastern corner.

Finally, it is noted that the podium envelope is proposed be located on the majority of the site. However, the maximum FSR controls proposed will not enable this podium envelope to be built in its entirety. Instead, this broad podium envelope is designed to enable a range of design outcomes through future design excellence processes. The indicative reference scheme demonstrates only one potential outcome for the podium.

See **Figure 46** for a visual indication of the proposed building envelope massing.

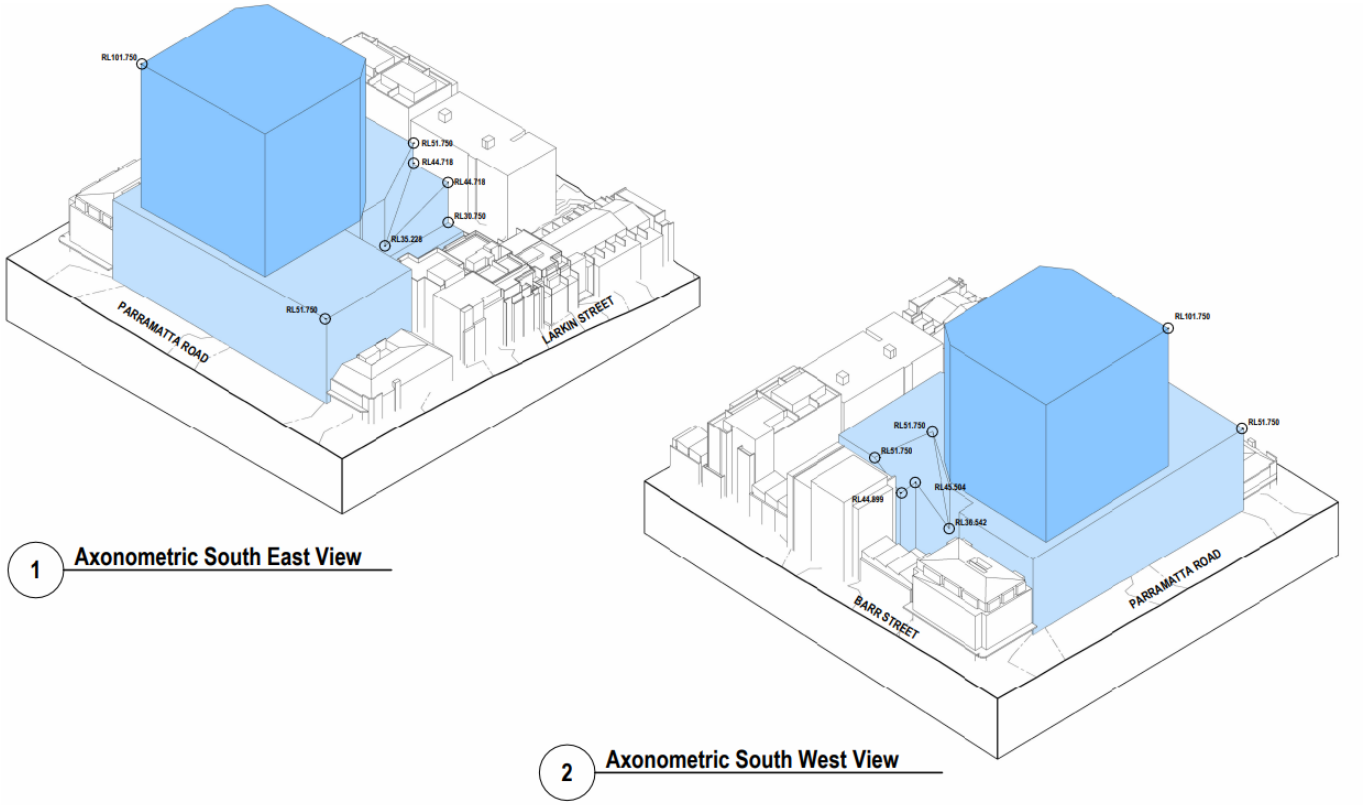



*Figure 46 Building envelope – massing*

Source: HDR Architects and Matthew Pullinger Architect

### 8.1.2 Tower

This Planning Proposal seeks to facilitate a tower form that can achieve design excellence, whilst also meeting the unique needs of life sciences. The tower massing strategy has been informed by these needs, as well as the surrounding environmental impacts and adjoining built form. The proposed height and massing of the tower have been designed in consideration of the required floor-to-floor heights for the laboratory spaces within the life sciences use, as well as the layout efficiency to maximise laboratory spaces and servicing efficiencies. Laboratory spaces are required to have a taller than standard floor-to-floor height of 4.5m as required to accommodate extensive mechanical services, specialised ventilation systems, and large ductworks.

To maintain the solar access to the neighbouring residential apartments, a sun protection plane has been identified, specifically for residents along Barr Street, as well as Larkin Street. As a result of this solar protection, the tower has been chamfered on the northwestern corner. The chamfer will be applied symmetrically to the northeastern corner, creating a logical building envelope and benefitting the eastern residential neighbours through additional building separation.

The tower envelope is proposed to be located closer to the Parramatta Road frontage, more closely aligning with the dense urban form of the corridor. This also further minimises overshadowing to the adjoining residential buildings. The tower massing has also been informed as per Council's pre-lodgement feedback to minimise the bulkiness of the building and any resultant impacts.

### 8.1.3 Life Sciences Floorplates

One of the key design considerations informing the tower are the building and design requirements needed to support life sciences as a use. These considerations include:

- A diverse mix of uses supporting the primary life sciences use, such as retail, conference spaces and meeting rooms and break out spaces.
- Ensuring maximum flexibility through a 10.2 metre x 10.2 metre structural framework with 3.4 metre x 3.4 metre laboratory modules to allow for either a closed or open laboratory configuration as desired.

- Increased floor to floor heights of 4.5 metres to accommodate extensive mechanical services, specialised ventilation systems, and large ductwork. Additional height also allows for structural vibration control, flexible service distribution, and the integration of specialised equipment
- The floorplate size is based off the typical research group structure requiring approximately 120m$^2$ plus 30m$^2$ of dry research space, with 6 research groups per floor, including shared support labs, core facilities and storage. This configuration results in a 1000m$^2$ floorplate, as shown in **Figure 47** that can accommodate up to 42 researchers inclusive of 6 primary investigators and 36 laboratory technicians.

Therefore, the mass and scale of the tower have been designed with consideration of the requirements of life sciences laboratory floorspace, which will ensure that the building resulting from the proposed envelope is built for purpose and can accommodate a state-of-the-art life sciences facility.




*Figure 47 Typical Life Sciences floorplate*

Source: HDR

### 8.1.4 Visual Impact

The proposed design response aims to be sensitive to the local context, respond to site-specific conditions, and contribute to a high-quality public domain. As illustrated at **Appendix A**, HDR has prepared a series of key views incorporating the proposed envelope to inform a visual impact analysis. Viewpoints have been selected from key areas of the public domain where the proposed tower will alter the current visual setting. These views include:

- Parramatta Road looking west and east **(Figure 48** and **Figure 49**).
- University of Sydney Campus looking north (**Figure 50**).
- Barr Street looking south (**Figure 51**).
- Lambert Street looking east (**Figure 50**).



*Figure 48 Parramatta Road view looking west*

Source: HDR Architects and Matthew Pullinger Architect



*Figure 49 Parramatta Road view looking east*

Source: HDR Architects and Matthew Pullinger Architect



*Figure 50 View from University of Sydney campus*

Source: HDR Architects and Matthew Pullinger Architect



*Figure 51 View from Barr Street looking south*

Source: HDR Architects and Matthew Pullinger Architect



*Figure 52 View from Lambert Street looking east*

Source: HDR Architects and Matthew Pullinger Architect

The views of the envelope demonstrate that:

- The bulk of the development is located along the Parramatta Road boundary of the site, moving the tower towards the busy road corridor and away from the residential development. The larger built form is also more consistent with the typology and scale of Parramatta Road, as well as the future character of the corridor.
- No key view corridors are impacted by the development, with no major landmarks or significant vistas within the vicinity of the site. The wide views of St Johns College from St Johns Oval and surrounds (**Figure 50**) are not obscured in anyway. No other heritage items are visually (or physically) impacted by the proposed development.
- The proposal is read as a highly distinguished podium and tower from, establishing an appropriate human scale to the streetscape.
- The proposal will not result in an overbearing tower form read from the northern, lower scale built form on the site. The chamfered corners of the tower to the north help to articulate the form and create visual interest from Barr and Lambert Streets.

More broadly, the view impacts of the proposal are appropriate given the changing nature of Parramatta Road, as well as the site's location in the Camperdown-Ultimo Health and Education precinct, which is rapidly evolving. **Figure 53** below shows the future context surrounding the site, which shows that there is a significant amount of new development expected surrounding the site, which further supports the appropriateness of tower envelope, and any resultant visual impact.

It is noted that the visual impact of the proposal will be refined and improved through the design excellence process and detailed design, as the Planning Proposal assessment considers a maximum building envelope. In summary, the analysis demonstrates that the preferred envelope generates an overall acceptable visual impact that can be supported.

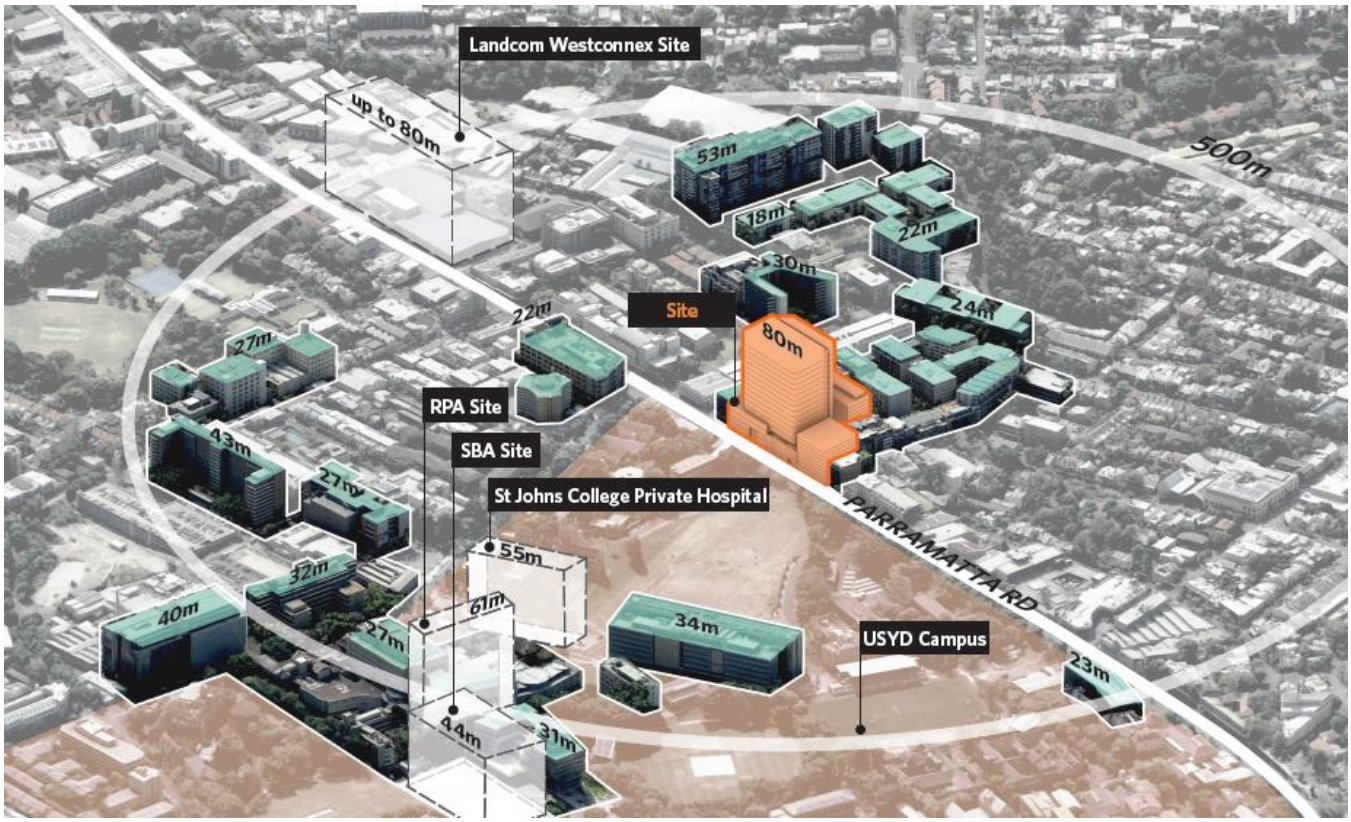



*Figure 53 Future development surrounding the site*

Source: HDR Architects and Matthew Pullinger Architect

## 8.2 Design Excellence Strategy

Included at **Appendix E** is a Design Excellence Strategy that details the process and approach the Proponent proposes to adopt in achieving the objectives and requirements of Clause 6.21 of Sydney LEP 2012. This Design Excellence Strategy establishes a framework with minimum requirements to ensure that a fair, transparent and facilitative invited architectural design competition can be completed to ensure the achievement of design excellence and the highest sustainability outcomes.

## 8.3 Heritage Impact

A Heritage Impact Statement has been prepared by Curio and is provided at **Appendix J** which includes a detailed analysis of the historic warehouse at 88-90 Parramatta Road and opportunities for the retention and preservation of this building, subject to structural feasibility.

The report identifies that there are no listed items of local or State heritage significance within the study area or adjacent, however the site is located in proximity to several local heritage items and heritage conservation areas (HCAs) within the Sydney LEP 2012 and with a State item listed on the NSW State Heritage Register.

The existing warehouse at 88-90 Parramatta Road is not heritage listed but has been identified as having historical significance through an assessment in accordance with the *Assessing Heritage Significance* 2023 guidelines by the NSW Government Department of Environment and Heritage. In 1924 Sneddon Motors purchased the surrounding lots inclusive of the subject site to become a service station. In 1927 the interwar warehouse structure was likely built, for the purposes of selling used motor cars and was likely the only three-storey building on that portion of Parramatta Road at the time of construction. The warehouse building at 88-90 Parramatta Road has the potential to contribute to our understanding of how motor car showrooms and warehouses were constructed in early part of the twentieth century, how they operated internally, and how they reflected the commercial motor car culture during Sydney at the time.

The warehouse is in good condition with a high level of integrity with an intact façade and brickwork at the outside and interiors alongside intact timber interior floorboarding and ceiling and floor support beams on the first and second level. The buildings ground floor showroom area has been altered considerably, including the installation of carpeting, new partition walls, potential concrete capping over the original timber columns and false-ceiling panels. Some damage and deterioration have occurred because of neglect to the façade and vandalism due to the break-ins.

A preliminary assessment in January 2025 established that the Inter-war warehouse building was able to meet the threshold for significance at a local level, these findings were presented to the City of Sydney at the DAP meeting on the 13 February 2025. Council issued feedback on the 11 March 2025 that identified the following matters are to be addressed:

- 'It is noted that your heritage assessment identified 88-90 Parramatta Road as being potentially locally significant. It is recommended that the building be retained and adapted and that future detailed design should seek to retain the whole structure. A facade only approach to adaptation would not be supported.
- The retention of the 88-90 Parramatta Road building is an opportunity to accommodate the proposed exchange, conference or 'science on display' spaces.'

Considering the feedback received from Council, the Proponent intends to retain the warehouse building at 88-90 Parramatta Road, subject to structural feasibility. This has been included in the proposed LEP controls discussed at **Section 6.0**.

With regards to the impact of the proposed envelope on the warehouse, Curio concludes that the envelope and reference scheme have an acceptable visual and physical impact. The proposed layout and massing of the proposed built form have been designed to respect the heritage values of the site and will provide a defined street wall with the opportunity to conserve the site's historic values whilst balancing the need to minimise the impact to residential amenity of the neighbouring residents and activate Parramatta Road.

The layout of the new built forms provides opportunities for areas of open space and landscaping as well as opportunities for historical interpretation, vehicular access proposed will run parallel to the historical link of Parramatta Road to the former Horse Bazaar and sale yard. The indicative reference scheme involves retention of the warehouse and reuse for

the purposes of 'science on display' and/or conference area to support the new research and innovation function, which is a positive approach to the historic warehouse.

The proposed envelope will rely on some level of structural requirements that may potentially be required to be located within the footprint of the warehouse, where Curio recommend the works align and sit adjacent to the existing columns. The incorporation of the structural supports for the tower form above may require some intervention to the fabric of the building, however the impacts can be of a limited and localised nature and potentially reversible.

Curio have also considered the potential view impact of the development to the warehouse in their assessment. Although the development will be visible from surrounding viewpoints and will change the context in which the warehouse is viewed, the retention, reuse, and activation of the warehouse will complement the wider historical setting. Curio also acknowledges that that the built form uplift represents an important component of the future vision for Tech Central.

The report concludes that the proposed development is considered to have an acceptable visual impact on the heritage setting and heritage items within the vicinity, the built form will respect the scale and rhythm of surrounding development along Parramatta Road. The report recommends the following, in alignment with the conclusions:

- Further investigations are required to understand the extent of surviving fabric along the ground floor of the front façade of the Inter-war warehouse, and any surviving elements should be assessed regarding their condition and considered for incorporation within the future design. This can be undertaken as part of the future detailed DA
- The indicative reference scheme proposes a new void on the first-floor level, which would require the removal of timber flooring. Future design development should consider the retention of this timber floor if this component is carried into the detailed design, to provide visual interpretation of the original floor structure.
- Future design of the new podium building at 92-96 Parramatta Road and design of the alterations to the existing serviced apartment building at No.84-86 Parramatta Road should incorporate articulation and materiality which complements the setting of the Inter-war warehouse building.
- A Heritage Interpretation Plan should be prepared in conjunction with the future detailed design development for the site to ensure that the heritage values are thoroughly integrated, and its significance appropriately recognised.

As a result of the above feedback from Council, Curio has developed several design principles that will be carried forward through the future design excellence process and any future DA on the site:

- **Retain and Adapt** - Preserve the building's overall volume, street-facing façade, and internal spatial character, adapting it for contemporary use within the life sciences precinct.
- **Prioritise Heritage Interpretation** - Utilise the building for public-facing uses - such as exhibitions or conferences- to celebrate and interpret its historical architectural significance.
- **Respect Visual Curtilage** - Set back any new tower elements to conserve the roof form and maintain legibility of the Inter-war building from Parramatta Road and key view corridors, where possible.
- **Minimise Physical Intervention** - Locate structural supports in the eastern and western zones to avoid impact to significant interiors, and concrete demolition/adaptive reuse in key existing modified areas for services and access, where possible.
- **Enhance Natural Light and Ventilation** - Retain original northern and southern windows at upper levels to support both heritage values and environmental performance objectives.
- **Activate the Ground Plane** - Reconfigure the altered ground floor to provide a pedestrian link and a welcoming public interface while allowing for adaptive reuse of original circulation elements.

## 8.4 Overshadowing

HDR Architects and Matthew Pullinger Architect have minimised the overshadowing impacts on the adjoining residences to the east and west of the site, undertaking an overshadowing analysis in accordance with Council's guidelines '*Minimising Overshadowing of Neighbouring Apartments*'. For further detail see the Urban Design Report at **Appendix A**.

### 8.4.1 19-21 and 23-25 Larkin Street

Two apartment buildings are identified to the east of the development, at 19-21 and 23-25 Larkin Street. As the existing built form on the subject site has no setbacks to the eastern boundary, any setbacks to the eastern boundary proposed will result in improved amenity to those apartments. The analysis found that units at 23-25 Larkin Street currently received zero hours of sunlight to the living rooms between 9am and 3pm, and all units at 19-21 Larkin Street receive no hours of sunlight to the living rooms, with the exception of 2 units at 19-21 Larkin Street which receive at most, 1 hour of sunlight to the living rooms between 9am and 3pm. These two units that receive sunlight are located at the northern most end of the apartments and will therefore not be impacted by overshadowing from the proposal.

### 8.4.2 96 Parramatta Road and 32-38 Barr Street

96 Parramatta Road and 32-38 Barr Street adjoin the site to the west. An analysis of the ADG solar compliance of the apartment building at 96 Parramatta Road found that less than 70% of apartments currently receive 2 hours of sunlight. However, there is a row of north facing apartments on levels 2-5 that individually receive in excess of 2 hours of sunlight between 9am and 5pm under the current site conditions. These apartments are required to be protected from overshadowing as part of this Planning Proposal. Sun eye views of the current arrangement of these apartments are shown at **Figure 54**. To the west of the site, 32-38 Barr Street contains a row of three storey terraces with a rear courtyard that faces east. These rear courtyards currently receive no direct sunlight.




*Figure 54 96 Parramatta Road, and 32-38 Parr Street solar analysis*

Source: HDR Architects and Matthew Pullinger Architect

To maintain the current solar compliance conditions on the identified neighbouring properties, a sun protection plane has been identified to inform the built form of the proposal, illustrated in **Figure 55** below. Compliance with these solar planes will ensure the retention of a compliant level of solar access to these apartments. This solar protection plane has informed the proposed envelope, and as a result, the relevant apartments will not have their solar reduced below the minimum amount required within the ADG.

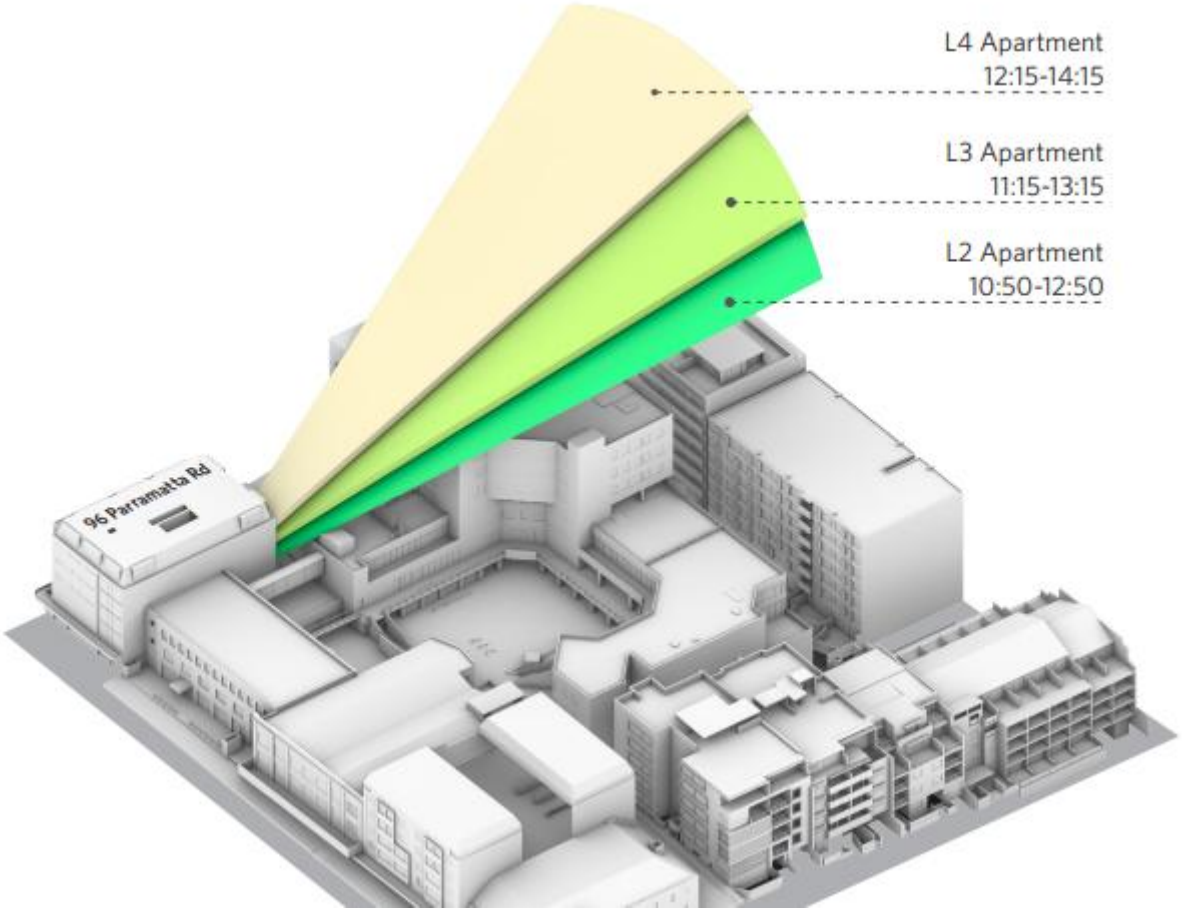



***Figure 55 Sun protection planes required***

Source: HDR Architects and Matthew Pullinger Architect

### 8.4.3 84 Parramatta Road

The proposed overshadowing resulting from the proposed tower envelope has been assessed to ensure that there are no unacceptable overshadowing impacts at the existing and proposed serviced apartments at 84 Parramatta Road. It is noted that 84 Parramatta Road forms part of the site. The solar assessment undertaken reveals that 9 of the 28 (32%) of existing apartments currently achieve ADG solar compliance due to the limited norther aspect and overshadowing of adjacent buildings.




*Figure 56 84 Parramatta Road solar analysis*

Source: HDR Architects and Matthew Pullinger Architect

The analysis identifies that the north facing apartments on levels 3 and 4, and an additional single apartment on level 2 receive in excess of 2 hours of solar access. To retain the solar access at the level 2 apartment for afternoon sun, a sun protection plan has been identified to retain solar access and inform the massing of the proposed development.

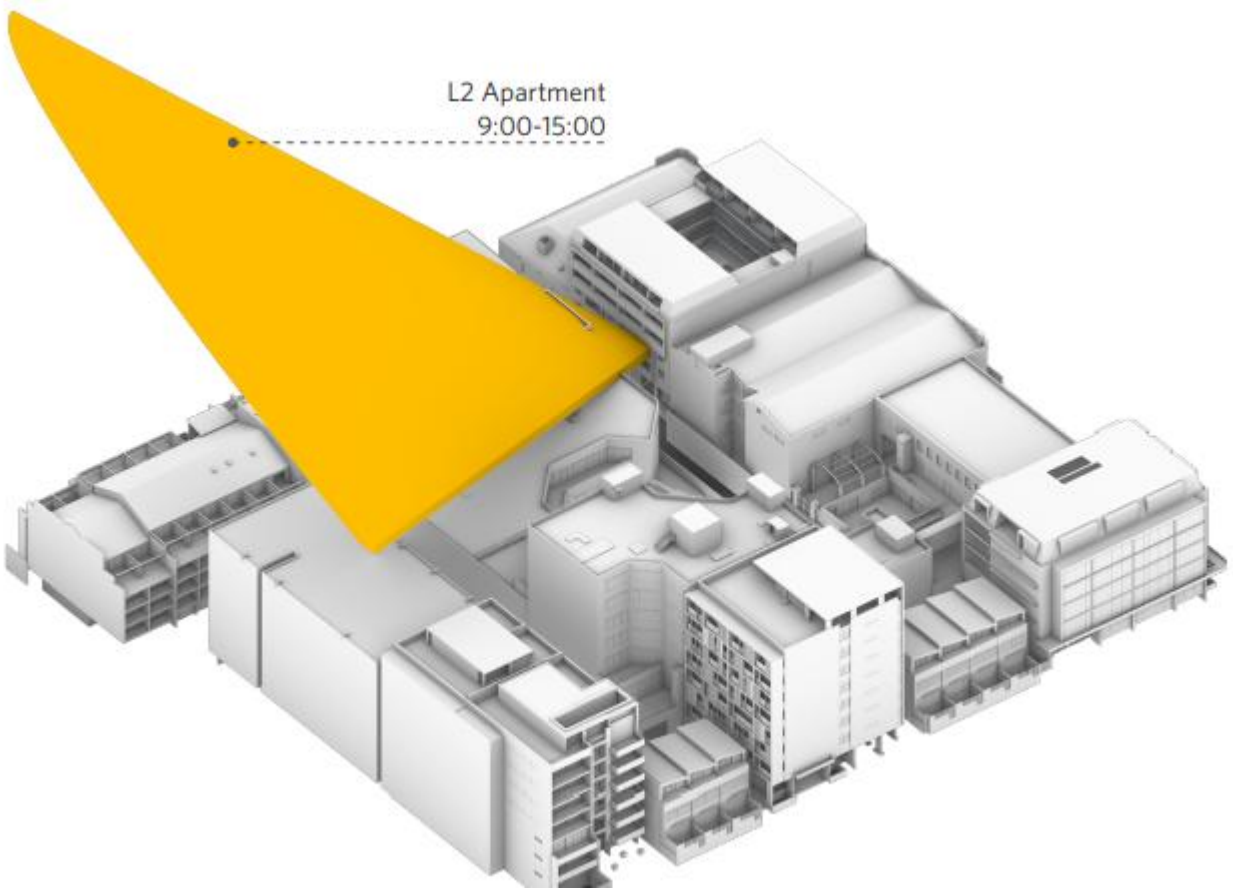



*Figure 57 Sun protection planes required*

Source: HDR Architects and Matthew Pullinger Architect

## 8.5 Residential Amenity

To ensure consistency with Section 7.28 of the Sydney LEP 2012, any future serviced apartments uplift at 84 Parramatta Road must demonstrate consistency with the residential amenity requirements of the ADG. This includes any amenity impacts, notably solar access and overshadowing on the site from the proposed life sciences building envelope as part of this Planning Proposal. Furthermore, Section 4.4.8 of the Sydney DCP 2012 details that the health and amenity of serviced apartments are to meet a high standard to ensure that any future conversion of to residential flats are not compromised by poor amenity. Council's '*Minimising Overshadowing of Neighbouring Apartments*' guidelines were used to identify key ADG solar access objectives, design criteria and guidance as applicable.

The design of the building envelope included general considerations of solar compliance, natural ventilation and building separation requirements at 84 Parramatta Road to preserve amenity. The proposed envelope has also been designed with consideration for surrounding existing residential development adjoining the site. The building envelope is capable of complying with the ADG, with compliance details to be provided at a future detailed design stage.

Furthermore, the proposed envelope of the tower form and proposed serviced apartment uplift ensures that no new non-compliances result from the redevelopment of the precinct overall.

## 8.6 Flooding and Stormwater

A Flood Risk Assessment has been prepared by Arup and is appended at **Appendix K**, the key objectives of the flood report are to undertake a desktop analysis to assess the existing flood conditions and determines the suitability of the site for the proposal development.

The Sydney LEP 2012 does not permit development which significantly adversely affects flood behaviour resulting in detrimental increases in the potential flood affectation of other developments or properties. Arup has confirmed that there is no adverse flood impacts anticipated as a result of the development which cannot be appropriately managed and mitigated.

### 8.6.1 Existing Site Conditions

The existing buildings within the site area are not identified to be impacted by the 1% annual exceedance probability (AEP) flood level according to the revised flood planning modelling undertaken in the report, as identified in **Figure 58** below. Additionally, the site is not mapped as being affected or partially affected in the probable maximum flood (PMF) event according to the revised flood planning modelling undertaken in the report, as shown in **Figure 59** below.




*Figure 58 Revised baseline flood model peak depths - 1% AEP event*

Source: Arup

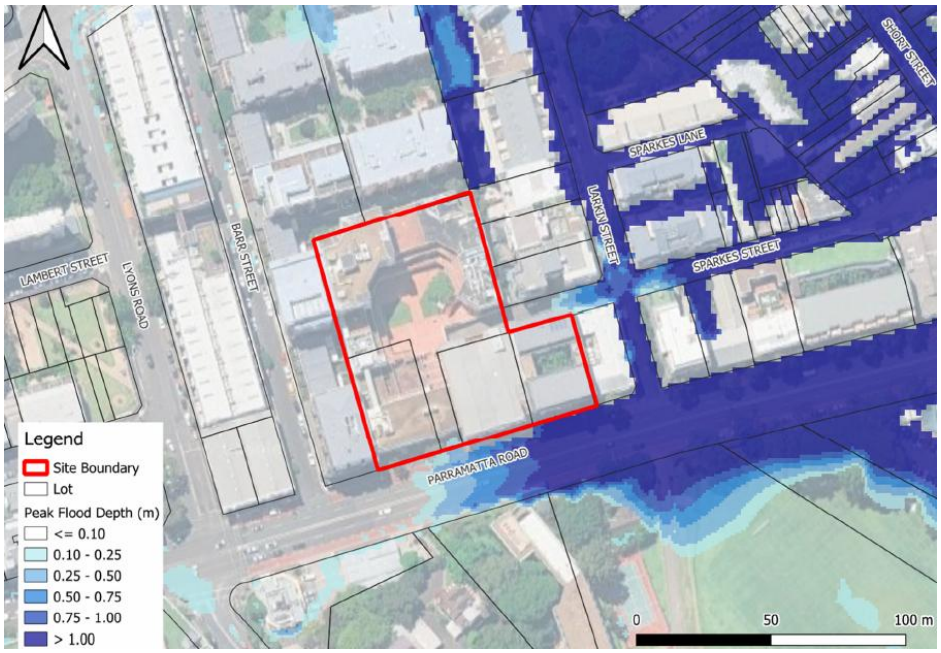



*Figure 59 Revised baseline flood model peak flood depths - PMF event*

Source: Arup

### 8.6.2 Flooding Mitigation Measures

#### 84 Parramatta Road (Veriu Hotel Building) – Revised Flood Modelling

Council's most recent flood study applicable to the site, the Johnston Creek 2015 flood study, was undertaken prior to the development of the now built Veriu Hotel building at 84 Parramatta Road. The development of 84 Parramatta Road has subsequently changed the outcomes of this flood model, and therefore, Arup has undertaken an updated flood modelling study to reflect this.

The key conditions that changed from the Johnston Creek 2015 flood study include that the overland flow path through 84 Parramatta Road (formerly a vacant lot) was closed off, which has restricted the surface flow draining from Parramatta Road to the north. As a result, Arup has identified that the PMF level along Parramatta Road has increased approximately 0.17m to 21.72m AHD, now 0.12m above the ground floor level residential entrance to the Veriu Hotel building. It is noted that this is an existing risk, regardless of the development resulting from this Planning Proposal.

The report concludes that given the low probability of flood and the low hydraulic hazard flooding, the flood risk to the existing building can be managed through operation and emergency risk management plans. Flood emergency management will need to be considered in further detail at future development stages, and the report concludes with the following recommendations for flood evacuation responses:

- Where off-site evacuation is feasible, this should be the appropriate flood emergency response strategy.
- A shelter-in-place flood emergency response is to be reviewed and the provision of a flood-free connection from the Veriu Hotel building to the internal walkway is to be considered.

#### Proposed Building Envelope

The Flood Assessment notes that there is little difference between the amount of existing impermeable surfaces on the site, and that resulting from the potential built form. Therefore, Arup anticipate that proposal will not result in increased runoff, as no new overland flow paths are created or blocked and the development is contained to the existing building footprint.

With consideration of the reference scheme, the proposed ground floor level of is proposed at an elevation of 21.75m AHD, above the flood planning level requirements, and similarly the lifts connecting the ground floor to the existing warehouse will be raised above the PMF flood level to achieve the requirements. Therefore, no mitigation measures are required, and the proposed reference scheme demonstrates compliance with the relevant flood controls.

### 8.6.3 Water Cycle and Stormwater

A Water Cycle and Stormwater Management Report has been prepared by Arup and is provided at **Appendix Q**. The site is identified to be within the Johnston's Creek catchment at the eastern side of the catchment and is serviced by a major and minor drainage system. Stormwater runoff from the site is directed into the Council owned minor street drainage network, and those flows are routed into the Sydney Water trunk drainage system.

A desktop analysis of the stormwater infrastructure surrounding the site found that there is a drainage line that runs west to east along Parramatta Road and is assumed to connect into a line running north along Larkin Street and then continues east along Sparkes Street and connects into the Sydney Water trunk drainage network. It was recommended that the drainage line that is assumed to run along Larkin Street is further investigated and the drainage infrastructure along Sparkes Streets should also be confirmed.

Stormwater runoff from the proposal will be directed to a new proposed discharge point, with roof drainage from the extended building at 84 Parramatta Road utilising the existing discharge points on Parramatta Road. Stormwater runoff from any other future built form on the site will be captured from each of the new building roofs, the laneways and landscaped areas through a proposed site drainage network, following which it will be stored in a new rainwater tank within the basement extent. A gross pollutant trap is then to be placed downstream of the proposed rainwater tank to meet stormwater quality water targets, of which the final configurations will be determined at a later design stage. Runoff will ultimately be draining into the Sydney Water owned trunk drainage line and into Johnstons Creek.

The report concludes that the proposal will not alter the overall footprint of the site and will therefore not result in an increase to the stormwater system. This is subject to further design at the detailed development application stage. Sydney Water have been consulted to confirm if a development will require an on-site stormwater detention and confirmed that it is not required and subsequently is not included as part of the proposal.

## 8.7 Traffic and Transport

Two Traffic Impact Assessments have been prepared by Arup, a report specific to the Life Sciences component of the Planning Proposal, and a report specific to the Serviced Apartments component of the Planning Proposal, available at **Appendix G** and **Appendix H** respectively. The reports provide an analysis of existing traffic conditions and assesses the likely traffic impacts on the surrounding road network during the construction and operation stages of the Proposal, based on the maximum floor space achievable resulting from the Planning Proposal. The reports also assess the internal traffic network within the site, inclusive of access arrangements, internal circulation and loading dock operations.

The site is identified as having very good walking accessibility, and good cycling accessibility, being in an urban setting close to the Sydney CBD. The site is well connected to metropolitan Sydney and Greater Sydney via public transport, with the site identified as 'Category D' for the highest level of accessibility from public transport as per the Sydney LEP 2012.

### 8.7.1 Site Access and Parking

Pedestrian access to the site is proposed from Parramatta Road with an entrance to the life sciences building. The development has been designed to accommodate vehicle movements associated with car parking and loading dock accessible from Sparkes Street. Accessibility for services will be available via Sparkes Street with traffic management required as necessary, noting that future trucks able to service the site will be limited in vehicles sizes due to size constraints and on-way configuration of the road network. Details are to be resolved during the future detailed development application to assess accessibility and provide for relevant mitigation measures as required.

#### Life Sciences

The development proposes a total of 185 car parking spaces over three basement levels. The proposed basement level car parking will replace 77 existing car parking spaces associated with the existing site and will therefore result in a net increase of 108 spaces. The car parking spaces have not been assigned to a specific land use yet but still comply with the required car parking maximums under Part 7 Division 1 of the Sydney LEP, that identify parking maximums for various land uses within the different allocated accessibility categories. Specifically, the maximum number of parking spaces has been calculated based on the industrial land use category, given the site's future land use as high technology industry.

Based on the land uses outlined in the indicative reference scheme, the development will provide bicycle parking and end of trip facilities in compliance with the Sydney DCP at the following rates:

- 1 space per 10 staff for the life science land use.
- 1 per 250m$^2$ area for retail uses resulting in 1 space
- 2 spaces, plus 1 per 100m$^2$ over 100m$^2$, resulting in approximately 4 visitor spaces

The detailed provision of bicycle parking will be assessed as part of any future detailed development application on the site.

#### Serviced Apartments

A total of 28 car parking spaces are currently provided within the existing Veriu serviced apartment building at 84 Parramatta Road. The proposal will retain all existing 28 car parking spaces at the site. As the parking rate within Part 7 Division 1 of the Sydney LEP is a parking maximum, the existing car parking provided is considered acceptable.

Based on the land uses outlined in the indicative reference scheme, the development will provide bicycle parking and end of trip facilities in compliance with the Sydney DCP at the following rates:

- 1 space per 4 staff for the serviced apartments.
- 1 per 20 serviced apartment rooms for visitors, resulting in 4 spaces for visitors

### 8.7.2 Loading and Servicing

#### Life Sciences

Regarding the future loading of the site, the proposed envelope has taken into consideration the specific loading and servicing requirements required for the life sciences use. Based on the detailed reference scheme, it is proposed that delivery and servicing activities will take place in the basement level loading dock provided on site. Vehicle access to the loading dock is proposed from Sparkes Street. The loading dock is proposed to contain five loading bays suitable to accommodate one 12.5m rigid heavy goods vehicle, two 8.8 metre medium goods vehicle and two 6 metre light goods vehicles. The loading dock has been designed such that vehicles will be able to access and exit in a forward direction.

Cryogenic gas is likely required for laboratory activities at the proposed development. Delivery and servicing activities associated with laboratory gases are proposed to take place on Sparkes Street adjacent to the proposed basement ramp access. It is expected that most cryogenic gas deliveries will be made by 12.5 metre rigid vehicles, and it is noted that vendors will be limited to these vehicle sizes due to the space constraints and one-way configuration on the surrounding road network. Arup has confirmed this is a manageable issue and will be resolved during future detailed application stages.

#### Serviced Apartments

All loading and servicing associated with the Veriu serviced apartments will continue to occur via Sparkes Street and will operate independently of the life sciences-built form and basement levels.

### 8.7.3 Transport Impact Assessment

Based on the maximum amount of floorspace that can be achieved, Arup anticipate that 145 trips are estimated to be generated during the AM peak, and 127 trips are estimated during the PM peak. Considering the existing development generates trips similarly to the proposal, the net additional trips are anticipated to be 78 additional trips during the AM peak and 67 additional trips during the PM peak. The first principles approach to total trip generation is highlighted in **Table 21** below, with the amount of additional spaces generated as a result of the proposal indicated within the brackets.

*Table 21 First principles approach – total trip generation*

| Land use | Total number parking spaces | Peak hour factor | | Trips | |
|---|---|---|---|---|---|
| | | AM | PM | AM | PM |
| Life sciences (industrial) | 172 (+ 95) | 70% | 60% | 121 (+ 67) | 104 (+ 58) |
| Life sciences (Office) | 14 (+15) | 70% | 60% | 10 (+ 11) | 9 (+ 9) |
| **Life sciences total** | **186 (additional 110)** | **Total peak hour trips** | | **131 (additional 78)** | **113 (additional 67)** |
| Serviced apartments | 28 | 50% | 50% | 14 (+0) | 14 (+0) |
| **Grand Total** | **214 (additional 110)** | **Total peak hour trips** | | **145 (additional 78)** | **127 (additional 67)** |

The report concludes that the Planning Proposal is not expected to significantly worsen network conditions and can be accommodated with appropriate travel demand management measures provided for in the Framework Travel Plan. This will be explored in further detail as part of any future detailed development application for the site.

## 8.8 Economic Impacts

An Economic Impact Assessment has been prepared by Atlas Economics and is available at **Appendix I**. This assessment sets out the key drivers for the development from a social and economic perspective, highlighting how these drivers are aligned with Council's and NSW Government's strategic policy drivers. The key social and economic benefits of the development are identified as follows.

The Planning Proposal will deliver significant and positive economic impacts during the construction stage, as follows:

- $649.6 million in output (including $455.5 million in direct activity).
- $204.4 million in contributions to GRP (including $104.8 million in direct activity).

- $139.1 million in incomes and salaries paid to households (including $83.4 million in direct income).
- 1,217 ongoing FTE jobs (including 688 FTE directly related to activity at the Site).

The Planning Proposal would have the following economic benefits during operation:

- $670.9 million in additional output (including $440.9 million in direct activity).
- $336.8 million in additional contributions to GRP (including $215.1 million in direct activity).
- $195.8 million in additional incomes and salaries paid to households (inc. $110.5 million in direct income).
- 1,940 additional ongoing FTE jobs (including 1,225 FTE directly related to activity at the Site).

### 8.8.1 Demand for Life Sciences

Australia's life sciences sector is experiencing rapid growth, driven by global megatrends such as an ageing population, rising chronic disease rates, and technological advancements. Despite this momentum, the sector faces significant constraints, particularly in the availability of modern, high-quality laboratory and innovation space, due to the lack of private sector investment. Nationally, there is only around 900,000m$^2$ of life sciences floorspace, with just 100,000m$^2$ privately operated and accessible to startups—far below global benchmarks, such as San Diego's 2.5 million m$^2$. Venture capital investment also lags behind other countries, limiting commercialisation opportunities.

Australia's life sciences industry faces several key challenges that hinder its growth and global competitiveness. A major constraint is the limited availability of specialised, high-quality laboratory and innovation space, particularly privately operated facilities accessible to startups. The sector also suffers from low levels of venture capital funding and government investment in research and development, both of which fall short of OECD averages. Attracting and retaining skilled talent is difficult due to competition from more established global hubs, and the small domestic market limits scalability for emerging companies. Additionally, Australia lags in commercialising research outputs, partly due to weak university-industry collaboration and insufficient infrastructure to support translational research. These challenges collectively impede the sector's ability to grow and compete internationally.

The proposed Camperdown Life Sciences Hub directly responds to this demand by delivering 34,332m$^2$ of life sciences, commercial and ancillary floorspace, expanding the precinct's total to 190,000m$^2$. This development will provide critical infrastructure to support research translation, startup growth, and private sector engagement, positioning Camperdown as a leading innovation district in NSW.

### 8.8.2 Demand for Serviced Apartments

Short term accommodation plays a distinct role in health and education precincts, directly influencing the capacity to attract specialist workers, host collaborative research programs, deliver tertiary health services, and participate in national and international innovation networks. The Camperdown Precinct is currently host to four short-term accommodation establishments with a total of 257 beds, and 84 Parramatta Road has the smallest capacity within the Precinct at just 28 rooms. The proposed uplift at the site will enable growth of the Camperdown Precinct, particularly prudent given the ongoing expansion of Royal Prince Alfred Hospital. In turn, this uplift will also support the new life sciences development that will be on the site.

## 8.9 Services and Utilities

A Utility Services Review has been prepared by Arup and is available at **Appendix P.** The purpose of the review is to provide a high-level review of available utilities to identify constraints, provide input into the future design requirements for the site, whilst confirming the feasibility of utility provision. The report concludes that the proposal is capable of compliance with the relevant services and utilities and will be able to be serviced as required.

### 8.9.1 Electrical services

The site has access to Ausgrid HV underground network via Parramatta Road and through Larkin Street. The existing Ground Sub transmission panel on the road reserve will require consultation with local power supply authority Ausgrid in the case of relocation. Preliminary design maximum demand calculations anticipate that the site power demand requires

a 3x1500kVA triplex transformer chamber substation to be installed in consultation with Ausgrid, with options for location detailed in **Appendix P**.

### 8.9.2 ICT Services

There are existing NBN Fibre services along Parramatta Road and Larkin Road, with ICT service strategies to be development in consultation with project stake holders.

### 8.9.3 Water and sewer services

Existing water supply available at Parramatta Road and Larkin Street are to be reconfigured or new supply is to be obtained depending on the water supply arrangement requirements for the proposal. There are two separate sewer mains connections available to the proposal via Barr Street and Sparkes Street. These existing sewer mains are to be reconfigured as required for the proposal.

### 8.9.4 Natural gas services

There is a high pressure and medium pressure gas available along Parramatta Road and medium pressure gas available along Larkin Street. The proposed Life Sciences development is designed to be entirely electrical and new gas connections to the site are not required, on the other hand existing gas connections to the existing Veriu Hotel building at 84 Parramatta Road are to be further discussed in the future detailed design phase.

## 8.10 Sustainability impacts

An Environmentally Sustainable Development (ESD) Design Strategy Report has been prepared by Arup and is available at **Appendix N**. ESD can be achieved through the implementation of the following principles and programs, in accordance with the applicant statutory legislation. The report has been prepared to reflect the requirements of the *State Environmental Planning Policy (Sustainable Buildings) 2021* (Sustainable Buildings SEPP), providing initiatives for the future development to commit to.

The following opportunities have been identified the for the proposal:

- Retention and adaptation of the existing warehouse results in reduce embodied carbon and maintains the current street character.
- Targeting of a 5-star Green Star rating ensures the future development is Net Zero ready.
- Best practice procurement and management will be embedded via Green Star rating.
- Provision of share housing will contribute to more equitable housing outcomes.

A Green Star rating of 5-stars is to be targeted, integrating the following criteria into the building design:

- Commitment to 100% renewable electricity purchase for base building requirements.
- Commitment to 100% renewable energy for all non-electric energy, base building and tenant requirements.
- 20% reduction in annual energy use relative to benchmark building performance.
- 20% reduction in upfront carbon emissions relative to benchmark building design.
- Offset of all scope one emissions.

## 8.11 Contamination

JBS&G have prepared a Site Remedial Concept Plan, provided at **Appendix O**. Based on the desktop information reviewed, JBS&G concludes that the site represents a low risk in relation to contaminants of potential concern with concentrations that would pose a potential risk to human health and or the environment or constrain the future use of the site for the intended purposes.

Specifically, the report concluded that:

- The site was historically used for various commercial and industrial enterprises as early as the 1920s, with previous uses including car dealerships, motor body repair shops, and wholesale manufacturers

- Potentially contaminating activity that could have occurred at the site include fill used for site levelling for the current commercial buildings, former industrial land uses, potential above ground storage tanks, and the former service station and dry cleaner located near the site
- It is recommended that a limited and targeted intrusive investigation of the site is completed as art of the future development application process, to provide a quantitative assessment of contamination levels as associated with the areas of environmental concern as identified
- The assessment did not identify potential for widespread contamination, and it is anticipated that in the event that contamination is identified on site it can still be made suitable for the proposed land-use as guided through the preparation of a Remediation Action Plan

## 8.12 Wind

L2T have prepared a Wind Tunnel Environmental Wind Assessment available at **Appendix R** to assess whether the predicted wind conditions created by the development will be acceptable. The analysis included a desktop analysis inclusive of computational fluid dynamics to resolve the wind conditions around the proposed development. The study measured mean and peak wind speeds around the Existing and Proposed development envelope and combined them with long-term wind climate model to compare them to prescribed criteria.

At the ground level, walking criteria are achieved on footpaths and sitting or standing criteria are achieved at shopfronts and entrances. Nearby outdoor dining on Barr Street and Parramatta Road, and bus stops along Parramatta Road achieve sitting and standing criteria, respectively. On the podium level terrace, exceedances of the wind safety criterion were measured near the southeast and southwest corners with the remainder area of the terrace satisfying the wind safety criterion and walking comfort criterion. Terraces on nearby building satisfy the safety criterion and walking comfort criterion at a minimum.

Mitigation measures may be required to ensure comfort conditions are met on future outdoor spaces, particularly if outdoor terraces are considered as part of any future scheme, as per the indicative reference scheme. Further details and specifications to emerge at a future detailed design stage.

## 8.13 Airspace Operations

Clause 7.16 of the Sydney LEP 2012 requires that developments that penetrate the Limitations or Operations Surface (OLS) Map must consult with the relevant Commonwealth body who must advise no objections to its construction prior to the consent authority granting approval. While approval is not required at the Planning Proposal stage, an Aviation Impact Assessment Report has been prepared by AviPro and is attached at **Appendix L** to assess the likelihood of future approval and identify any potential approval barriers. The applicable OLS at the site location is 93 AHD.

The proposed development is identified to intrude into the Sydney (Kingsford-Smith) Aerodrome OLS, and any future construction crane(s) associated with the construction stage of the development are likely to intrude into the Sydney (Kingsford-Smith) Aerodrome OLS due to their likely exceedance of 93AHD. The Report concludes that:

- The proposed development will not adversely impact aviation safety in relation to RPA Hospital Helicopter Landing Site (LHS) and the cumulative impacts to Sydney Airport and the RPA Hospital are negligible.
- Approval is required for the tower and construction crane(s) due to the intrusion into the Sydney (Kingsford-Smith) Aerodrome OLS
- Aviation-standard obstacle lighting for the construction crane(s) is to be implemented as per NSW Ministry of Health Helicopter Landing Site specifications, and are to exceed the Civil Aviation Safety Authority (Australia) (CASA) standard
- The completed building is to be notifiable to Airservices Australia as a building in excess of 45m above ground level.

Early consultation with CASA is encouraged due to the proposed height of the development. This will be undertaken as part of any future detailed development application.

## 8.14 Public Art

Initial considerations for public art provisions have been prepared by Amanda Sharrard Consulting as provided with the Preliminary Public Art Plan and is appended at **Appendix M**. The purpose of this statement is to identify initial opportunities and constraints for public art provisions and to guide a future detailed public art strategy at later stages of the development. The strategy is consistent with Council's *Interim Guidelines for Public Art in Private Development* and sets out to achieve exemplary art in the public realm in accordance with the Sydney DCP 2012, City Art Public Art Strategy, City of Sydney Public Art Policy, Guidelines for Acquisitions and Deaccessions, and Sustainable Sydney 2030 – 2050 Continuing the Vision.

The public art sought at the site will be high quality and will be relevant to the site and local community, resonating with the innovation and scientific research being carried out in the facility. The Public Art Strategy proposes that the future public art is to announce the site as a facility for innovation and scientific research through memorable, exciting and distinctive art that will address themes around sustainability and life sciences research and advances. Mandatory requirements for any permanent artwork integrated into the built environment are the use of materials that are durable, safe, resistant to weather conditions and wear and tear commensurate to their contracted lifespan, which will be specified in the Artist Agreement once the artist has been commissioned. The public art will consider public safety and the public's access to and usage of the public domain.

The strategy has identified key opportunity sites for public art installation, with major opportunities along the Parramatta Road façade and entrances, and throughout the development in publicly accessible laneways as genuine through site links. The location of the public art is to be determined at a later design date upon the finalisation of the built form design and confirmation of a through site link.

# 9.0 Conclusion

This amended Planning Proposal requests amendments to the *Sydney Local Environmental Plan 2012* (Sydney LEP 2012) relating to 84-94 Parramatta Road, Camperdown. Colliers Urban Planning has prepared this Planning Proposal on behalf of Wenworth Capital, under a long-term ground lease from the University of Sydney.

This Planning Proposal applies to three individual lots, being:

- 84 Parramatta Road (currently containing Veriu Hotels containing serviced apartments).
- 88 – 90 Parramatta Road (currently containing an historic warehouse).
- 92 – 94 Parramatta Road (currently occupied by University of Sydney uses).

The broad intent of this Planning Proposal is to achieve and facilitate the redevelopment of the site for the purposes of a new life sciences research facility, supporting a mixture of ancillary uses, such as retail and educational uses. This Planning Proposal intends to facilitate uplift at the adjacent Veriu Hotels for additional serviced apartments for the health and education precinct locality. This will be achieved via amendments to the Sydney LEP 2012, as well as accompanying amendments to the *Sydney Development Control Plan 2012 (*Sydney DCP 2012).

This Planning Proposal seeks Council's support for a site-specific amendment to the LEP for the following:

- A mapped maximum building height of part 80 metres, part 30 metres.
- A mapped maximum floor space ratio for 84 Parramatta Road of 4.8:1.
- A site-specific provision for 88-94 Parramatta Road that enables a floor space ratio of 6.5:1 for non-residential uses.

The indicative reference scheme totals 38,317m$^2$ of gross floor area (GFA) comprising 27,685m$^2$ of life sciences uses and 6,647m$^2$ ancillary life sciences and on 88-94 Parramatta Road (the University of Sydney owned site), and approximately 1,350m$^2$ of uplift to the existing 2,635m$^2$ of residential (serviced apartments) floorspace as part of an extension to the existing Veriu Hotel building at 84 Parramatta Road. The reference scheme includes basement parking for 185 car parking spaces over two basement levels for life sciences purposes, in accordance with the applicable maximum parking rates for the mix of land uses considered in the reference scheme.

The Proponent intends to deliver a range of public benefits as part of this Planning Proposal, including a commitment to site-specific sustainability measures and local infrastructure works-in-kind by way of a Voluntary Planning Agreement (VPA) to be entered into with Council at a future development stage.

Regarding the relevant strategic context, the site sits within the Camperdown Health, Education and Research Precinct in the Tech Central Strategy document. The Camperdown Precinct that is home to global tech businesses, venture capital funds, research institutes, two universities (University of Sydney and University of Technology Sydney), and a leading research hospital (Royal Prince Alfred Hospital). The key objective of the Camperdown Precinct within the Tech Central document is to build on existing health, education and research strengths to create a region that is internationally significant in these fields. The development considered as part of this Planning Proposal directly aligns with this objective, by seeking to facilitate uplift for the purposes of life sciences and biotechnology research. Furthermore, by providing for uplift at 84 Parramatta Road for serviced apartments, this Planning Proposal aligns with objectives within the applicable strategic documentation that identify the importance of increasing housing affordability and diversity within the locality.

The site is also identified within the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), a strategy aiming to provide a long-term vision and framework to support co-ordinated employment and housing growth in the Parramatta Road Corridor in response to significant transport and infrastructure investment, economic and demographic shifts, and industrial and technological advances. The development aligns with the PRCUTS as it is facilitating significant employment floorspace uplift along the Parramatta Road corridor.

This Planning Proposal responds to the above and is justified for the following reasons:

- The proposal is directly aligned with the strategic planning framework, identifying and underpinning the appropriate emergence of a life science research facility at a key location in proximity to the University of Sydney and the Royal Prince Alfred Hospital.

- The site is located within the Camperdown-Ultimo Health and Education precinct, co-located with similar land uses to create a specialised precinct accessible by active and public transport. The site is well-positioned, adjacent to two well serviced bus stops providing connectivity in the eastern and western direction of the site, and notably to Central Train Station (2.5km east of site). Central Station provides extensive connectivity across Greater Sydney through bus, light rail, heavy rail, and newly unveiled metro services.
- The future built form will exhibit design excellence through the requirement for a competitive design process and demonstrate a high-quality urban design outcome that will enhance the site and surrounding urban area.
- The developed built form envelope has been sympathetically designed to minimise overshadowing to neighbouring residential dwellings and does not result in overshadowing that impacts the capability of adjoining residential dwellings to comply with Apartment Design Guide (ADG) requirements.
- The built form envelope for the uplift of Veriu Hotel serviced apartments (84 Parramatta Road) has been designed to comply with the standards of the ADG in alignment with Council feedback, the Sydney LEP 2012, and the *State Environmental Planning Policy (Housing) 2021*. Furthermore, the built form envelope of the life sciences portion has been carefully considered to ensure ADG compliance for the serviced apartments uplift.
- The proposal requires the future development to include a variety of sustainability features and will deliver beyond its required targets for sustainability, energy efficiency and water and waste management.
- The proposal is consistent with the objects of the *Environmental Planning and Assessment Act 1979*, as it promotes the orderly and economic use and development of land.
- The proposal is consistent with the applicable State Environmental Planning Policies and Ministerial Directions.
- Traffic modelling undertaken indicates that the uplift will not result in unacceptable traffic impacts on the surrounding road network.
- The proposal will deliver significant economic benefits to the locality, including:
  - An estimated 1,217 ongoing FTE jobs associated with the construction of the development.
  - An estimated 1,940 ongoing FTE jobs (direct and indirect) associated with the operation of the development, resulting in $195.8 million in incomes and salaries paid to households.

Accordingly, considering the proposal and the overall strategic nature of the site and justification provided in addressing planning issues, the Planning Proposal is considered to have sufficient strategic merit to support a purpose-built life sciences facility with ancillary uses in line with the Camperdown-Ultimo Health and Education precinct. This Planning Proposal demonstrates that the proposed land uses and density sought can be appropriately accommodated on the site in an attractive urban form, maximises activity and improves social and economic outcomes, whilst minimising amenity impacts of surrounding residential receivers. This supports the site-specific merit of the Planning Proposal.

Notwithstanding the proposed amendments to the Sydney LEP 2012 to facilitate uplift at 84 Parramatta Road and 88-94 Parramatta Road, future development at the respective sites will proceed independently. To confirm, the delivery of the serviced apartments uplift at 84 Parramatta Road is not contingent upon nor linked to development of 88-94 Parramatta Road development for life sciences uses.

For these reasons, we have no hesitation in recommending this Planning Proposal for Gateway Determination.