Attachment A

Planning Proposal – 84-86 and 88-94 Parramatta Road, Camperdown

CITY OF SYDNEY

Planning Proposal: 84-86 & 88-94 Parramatta Road, Camperdown



Planning Proposal
October 2026

The City of Sydney acknowledges the Gadigal of the Eora Nation as the Traditional Custodians of our local area.

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Executive summary

The City of Sydney's Economic Development Strategy 2025-2035 identifies the Tech Central innovation district as representing Australia's deepest and broadest research and technology ecosystem. It is home to 3 world-leading universities and the Royal Prince Alfred Hospital (RPA), industry innovation leaders including Atlassian and Canva, and has the highest concentration of privately owned startup companies valued at more than US$1 billion ('unicorns') in Australia. The Tech Central West precinct, including the suburb of Camperdown, has more than half of the LGA's higher education and research jobs. More than 100,000 students progress research and development across critical future industries including quantum, biotech, fintech, cyber security, artificial intelligence, health-sciences, deep tech and green tech.

The planning proposal for 84-86 & 88-94 Parramatta Road, Camperdown, facilitates the delivery of more than 34,000 square metres of floor space for biomedical and life sciences research, with complementary office, education and retail uses. The planning proposal supports the City's actions to:

- reinforce Sydney as a global capital for education, innovation, creative-tech and technology;
- foster collaboration opportunities between industry, government, education institutes, entrepreneurs and investors; and
- provide opportunities for startups and scaleups to locate and prosper, including access to purpose-built facilities, equipment and digital connectivity.

The site

The site is located in Camperdown, directly north of the University of Sydney. It is 400m north of Royal Prince Alfred Hospital and 2.4km west of Central Station.

It has a total site area of 5,361 square metres with street frontages to Parramatta Road and Sparkes Street.

Existing development on the site consists of a 3-7 storey research and office building (the University of Sydney's Medical Foundation Building), a vacant 3-storey warehouse building, and a 6-storey serviced apartment building.

Existing development controls

The site is zoned MU1 Mixed-Use, permitting a broad range of uses including commercial, residential and tourist and visitor accommodation. The site has a maximum floor space ratio of 2.5:1 and a maximum building height of 18m.

The planning proposal – amendments to Sydney Local Environmental Plan 2012

The City has prepared this planning proposal following a detailed review of the proponent's request. The planning proposal seeks to amend the controls for 2 adjoining sites.

To facilitate the development of a biomedical and life sciences research facility for 88-94 Parramatta Road, Camperdown:

- increase the maximum building height from 18 metres to 80 metres;
- increase the maximum floor space ratio from 2.5:1 to 6.5:1 inclusive of design excellence
- prevent development consent being granted unless the consent authority was satisfied that the resulting building would:
  - be used for the purposes of health or medical related high technology industry

– not be used for the purpose of residential or serviced apartments

To allow a 3-storey vertical extension to the existing serviced apartment building at 84-86 Parramatta Road, Camperdown:

– increase the maximum building height from 18 metres to 30 metres;

– increase the maximum floor space ratio from 2.5:1 to 4:1

– prevent development consent being granted unless the consent authority was satisfied that the resulting building would be used for **tourist and visitor accommodation (**~~i~~ncludes serviced apartments**)** only.

Alternative development on these sites would continue to be permitted under the existing LEP controls.

Draft site-specific Development Control Plan

The City has prepared a draft site-specific amendment to the Sydney Development Control Plan 2012 (draft DCP) to help ensure the objectives and intended outcomes of this planning proposal are achieved. The draft DCP includes controls relating to the built form of the proposed development, maximum building envelope dimensions, sustainability targets and landscaping, servicing management and design excellence.

1. Site identification

1.1 Site identification

The address and lot references affected by this planning proposal are collectively referred to as 'the site'. They are identified in Table 1, and a map of the site, outlined in red, is shown at Figure 1.

Table 1. List of addresses and lot references comprising the site

Address	Lot numbers	Owner
84-86 Parramatta Road, Camperdown	Lot 1 DP 1216911	Veriu Serviced Apartments
88-90 Parramatta Road, Camperdown	Lot 1 DP 178634	University of Sydney
92-94 Parramatta Road, Camperdown	Lot A DP 402925 Lot 1 DP 965792	University of Sydney

Figure 1. Land affected by this planning proposal



1.2 Site location

The site is located in the suburb of Camperdown. Parramatta Road forms the southern boundary of the site and Sparkes Street terminates on the eastern boundary. It shares common boundaries with a series of 3-to-8-storey residential properties along its western, northern and eastern boundaries:

- 2-38 Barr Street, a series of 3-to-8-storey apartment buildings and terraces with 214 apartments
- 5 Pyrmont Bridge Road, a series of 5-to-7-storey apartment buildings with 133 apartments
- 5-13 Larkin Street, a 5-storey apartment building with 44 apartments
- 15-17 Larkin Street, a 5-storey apartment building with 12 apartments
- 19-21 Larkin Street, a 6-storey apartment building with 21 apartments
- 23-25 Larkin Street, a 6-storey apartment building with 21 apartments
- 82 Parramatta Road, a 2-3 storey commercial building.

The site is located directly north of the grounds of the University of Sydney, Sancta Sophia College and the Parramatta Road entrance of St John's College. It is 400m north of Royal Prince Alfred Hospital, 400m west of the Western Avenue entrance to the University of Sydney, and 1km west of Victoria Park.

The site is 2.4km west of Central Station and is within 100m of multiple bus stops on Parramatta Road, with 8 bus routes connecting the site to the CBD, Newtown, Canterbury, Strathfield, Rockdale and Bondi Junction. The site is also located close to identified cycle routes on Bridge Road, St Johns Road and Arundel Street.

An aerial photo of the site and surrounding area is shown in Figure 2.

Figure 2. Aerial photo of the site



1.3 Site characteristics

The multiple lots comprising the site have a total area of 5,361m^2. The Parramatta Road frontage is approximately 60m and the Sparkes Street frontage is approximately 9m, representing the termination of the street. Vehicle access to the site is from Sparkes Street.

Existing development on the site consists of three buildings:

– a 6-storey serviced apartment building at 84-86 Parramatta Road, trading as Veriu Camperdown, constructed in 2015 with 28 apartments and one basement level with car parking.

– a 3-storey warehouse building at 88-90 Parramatta Road, constructed in the 1920s, which is currently vacant.

– The University of Sydney Medical Foundation Building at 92-94 Parramatta Road, constructed in 1988-90, a 3-to-7-storey research laboratory and office building with approximately 11,800 square metres of floor space, and one basement level with 75 parking spaces.

Images of the buildings and their immediate context are shown in Figures 3 to 11.

Figure 3. 84-86 Parramatta Road (outlined in red) & 88-94 Parramatta Road (outlined in yellow) looking northwest



Figure 4. 84-86 Parramatta Road (outlined in red) & 88-94 Parramatta Road (outlined in yellow) looking northeast



Figure 5. 84-86 Parramatta Road looking north



Figure 6. 88-90 Parramatta Road looking north



Figure 7. 92-94 Parramatta Road looking north



Figure 8. 92-94 Parramatta Road tower and interior courtyard



Figure 9. Vehicle entrance to 92-94 Parramatta Road off Sparkes Street



Figure 10. 84-86 Parramatta Road, Sparkes Street frontage



Figure 11. Sparkes Street looking west, 84-86 Parramatta Road outlined in red, 88-94 Parramatta Road outlined in yellow



2. Existing planning controls

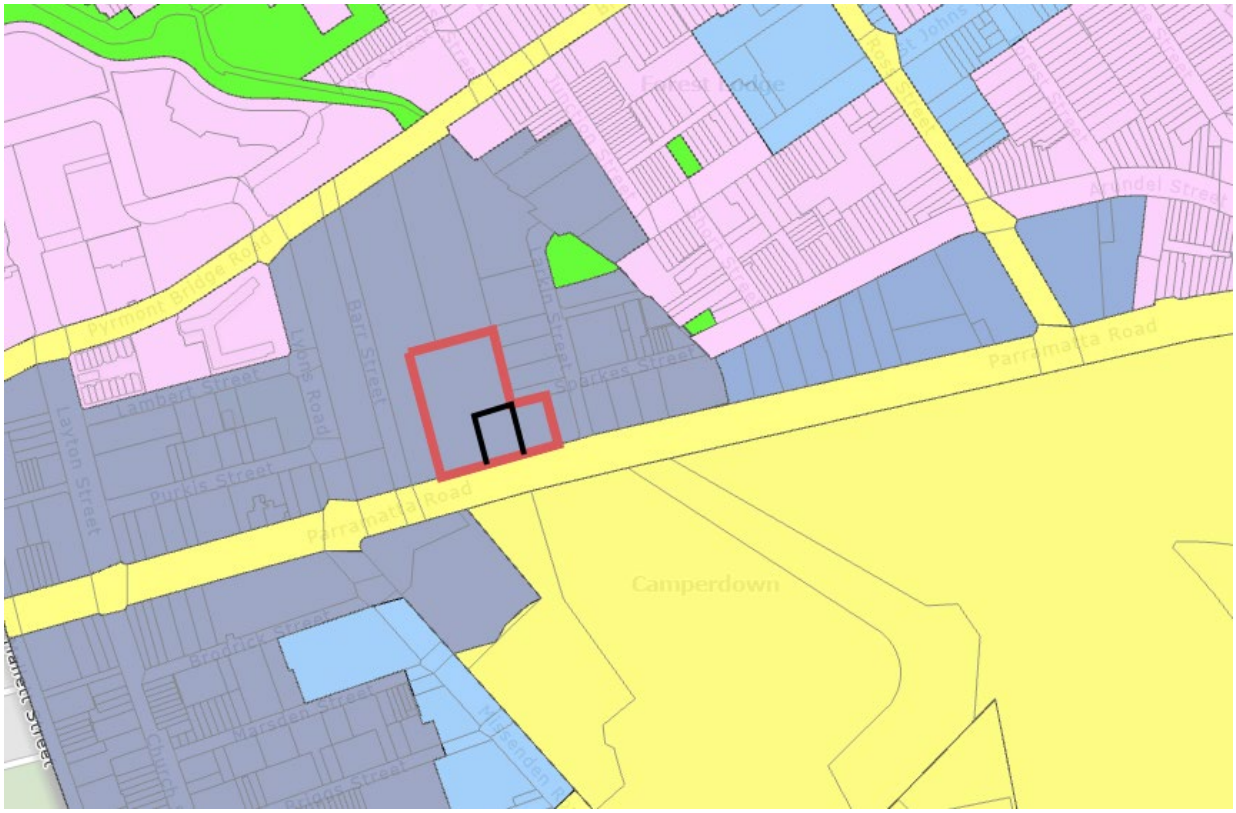
2.1 Zoning

The site is located within the MU1 ‘Mixed-Use’ Zone. The objectives of this zone include:

– to encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities

– to ensure land uses support the viability of nearby centres.

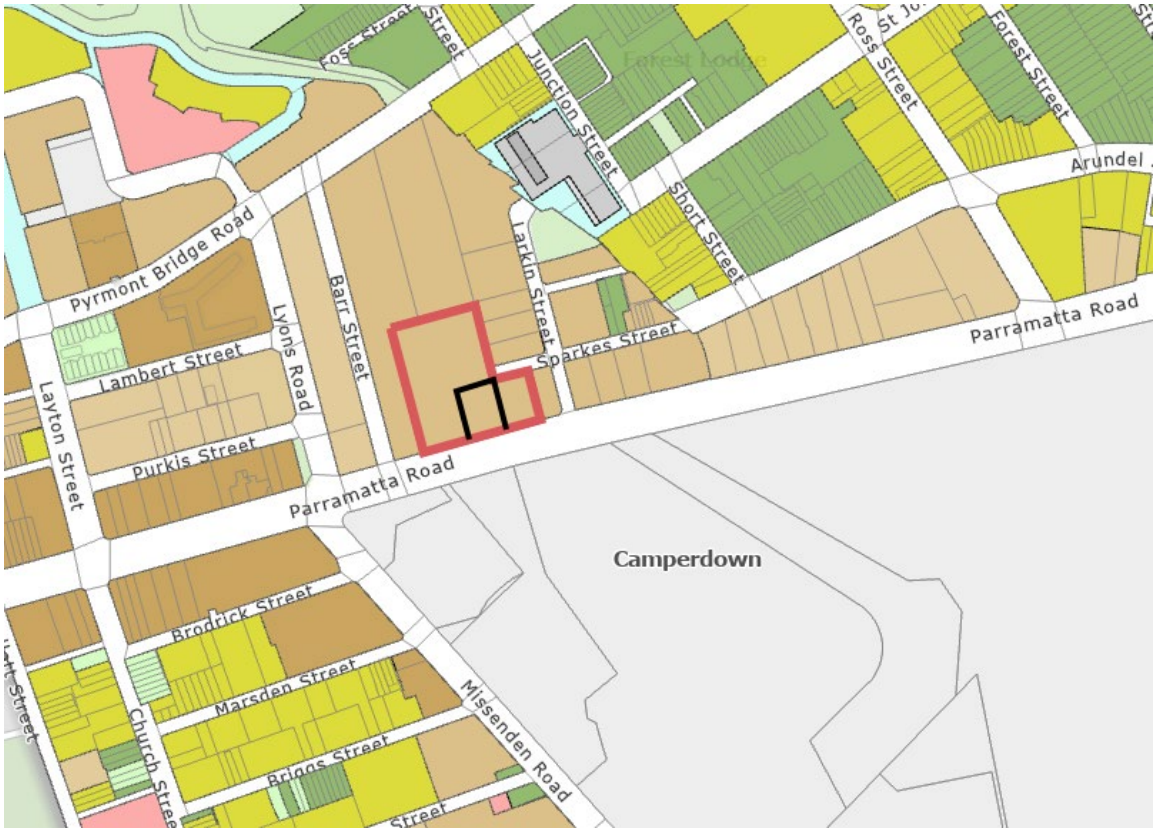
Figure 12. Extract from zoning map in Sydney LEP 2012



2.2 Building height

The maximum building height for the site is 18m in Sydney LEP 2012, as indicated by ‘P’ and the light brown shading in Figure 13.

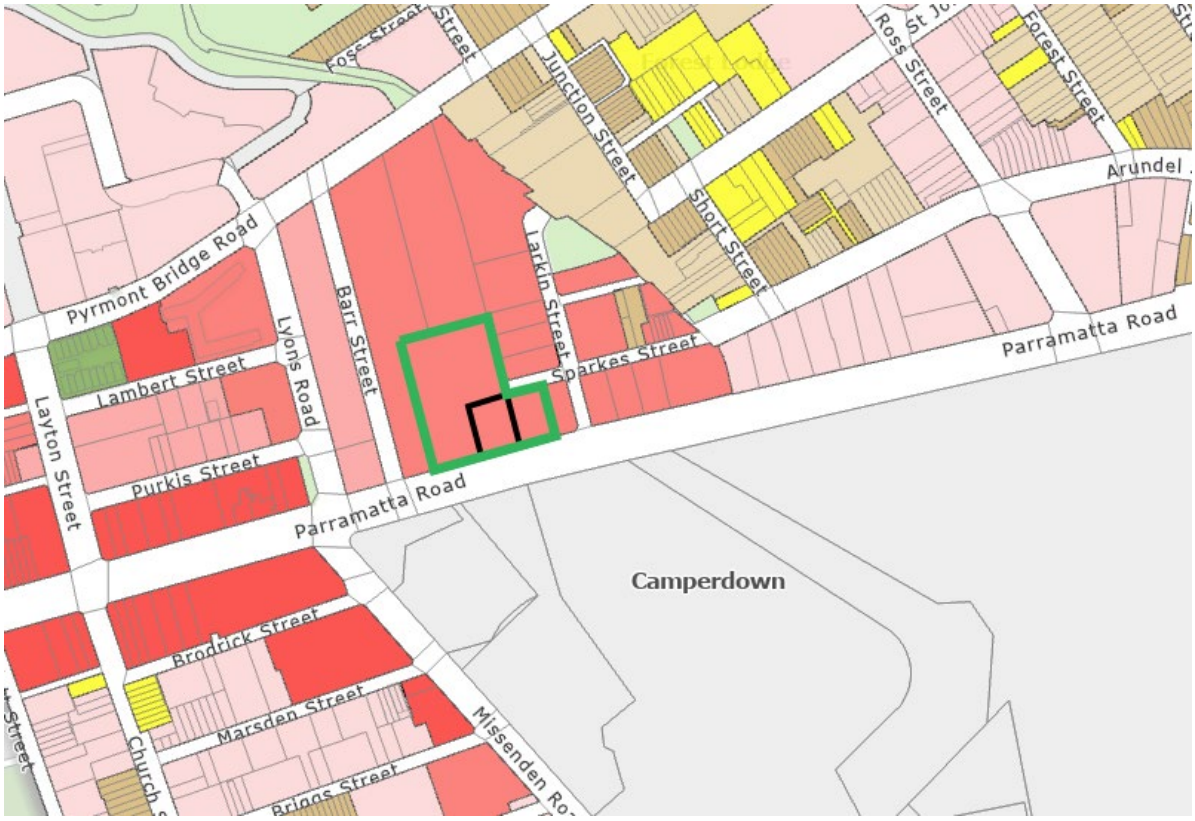
Figure 13. Extract from Height of Buildings map in Sydney LEP 2012



2.3 Floor space ratio

The maximum floor space ratio for the site is 2.5:1, as indicated by ‘U1’ and the dark pink shading in Figure 14. Up to 10 per cent additional floor space may be granted subject to a competitive design process and the demonstration of design excellence.

Figure 14. Extract from floor space ratio map in Sydney LEP 2012

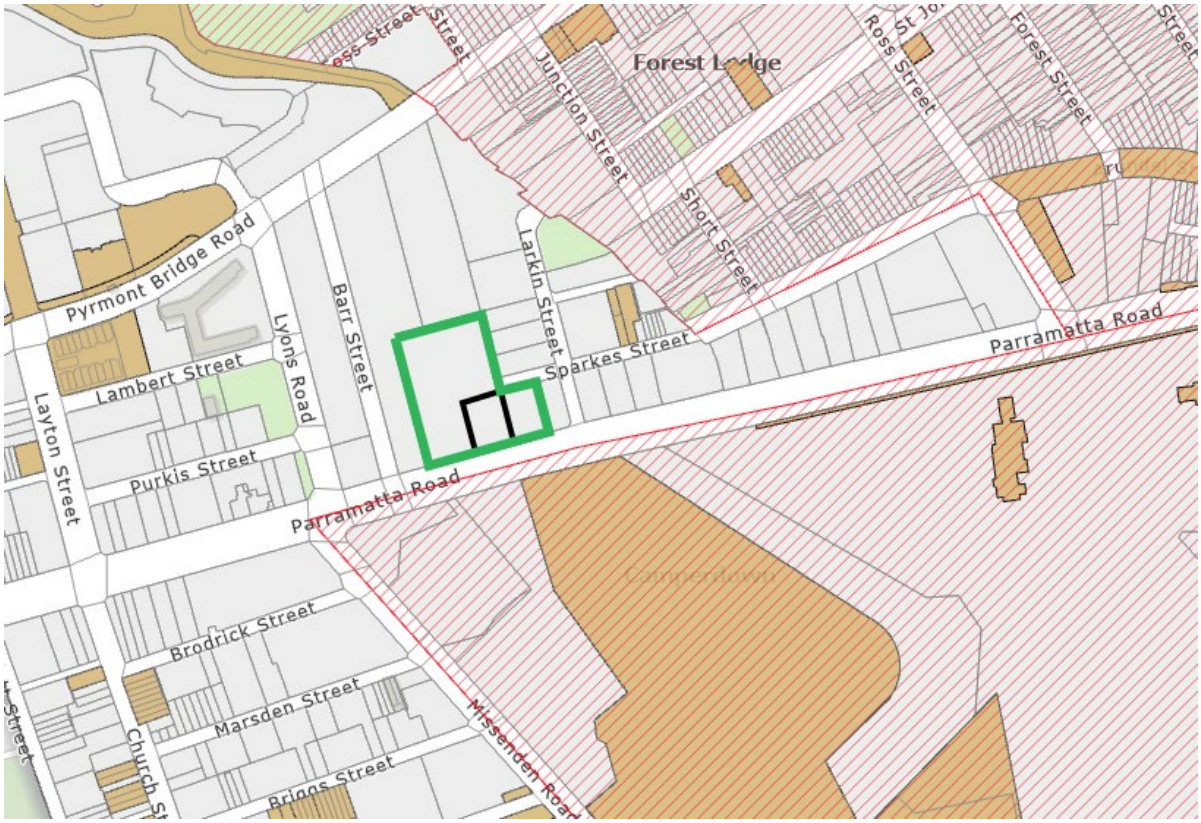


2.4 Heritage

The site is not heritage listed nor located in a Heritage Conservation Area. It is located adjacent to the State Heritage-listed precinct of the University of Sydney, University Colleges and Victoria Park. St John's College is also a locally listed heritage item (I67).

A map showing the site and the proximity of heritage items and Heritage Conservation Areas can be found at Figure 15.

Figure 15. Extract from heritage map in Sydney LEP 2012



3. Objectives and intended outcomes

This planning proposal will enable the redevelopment of 84-86 & 88-94 Parramatta Road, Camperdown to deliver:

- 34,000 sqm of commercial floor space to facilitate a mixed-use biomedical and life sciences research facility with ancillary offices, education space and retail;
- a future workspace tower of approximately 80m;
- an additional 1,250 sqm of ~~**serviced apartment**~~ **tourist and visitor accommodation** floor space to expand the current provision of serviced apartments on site;
- a built form which protects and enhances the amenity of the public domain and neighbouring residents, particularly sun access and wind conditions;
- a built form capable of achieving design excellence and acceptable sustainability outcomes; and
- upgrades to the public domain including improvements for pedestrians on Sparkes Street and increased activation of Parramatta Road.

A draft DCP accompanies the planning proposal which offers more detailed guidance for the site.

A Voluntary Planning Agreement (VPA) will be exhibited to secure upgrades to Sparkes Street including new street lighting and a pedestrian crossing on Larkin Street, a monetary contribution for public art, and commitments for sustainability targets exceeding Sydney DCP.

Illustrations of the reference design prepared by the proponent are shown in Figures 16 and 17.

Figure 16. Illustration of reference design looking north east



Figure 17. Illustration of reference design looking north west



4. Explanation of provisions

4.1 Sydney Local Environmental Plan 2012

To achieve the objectives and intended outcomes, this planning proposal seeks to amend the Sydney Local Environmental Plan by inserting a new site-specific clause under Division 5 Site Specific Provisions:

- for 84-86 Parramatta Road, Camperdown
  - permit a maximum building height of 30 metres;
  - permit a maximum floor space ratio of 4:1;
  - prevent development consent being granted under this clause unless the consent authority was satisfied that the resulting building would be used for the purposes of only ~~**serviced apartments**~~ **tourist and visitor accommodation**.
- for 88-94 Parramatta Road, Camperdown:
  - permit a maximum building height of 80 metres;
  - permit a maximum floor space ratio of 6.5:1, inclusive of the following:
    - the maximum floor space ratio as shown on the Floor Space Ratio Map (under clause 6.4);
    - additional floor space, of up to 10%, if the building demonstrates design excellence (under clause 6.21D(3)(b)).
  - prevent development consent being granted under this clause unless the consent authority was satisfied that the resulting building would be used for health or medical related high technology industry;
  - prevent development consent being granted under this clause unless the consent authority was satisfied that the resulting building would not be used for the purposes of residential or serviced apartments;
  - the total floor space ratio calculated under the subclauses above must not exceed 6.5:1;
  - Clause 6.21D(3)(a) should not apply to these site specific controls; no additional building height should be available to exceed the maximum set at 80 metres.

Appendix 1 of this planning proposal provides some example clauses of the proposed controls. The final version of the clauses to be inserted into Division 5 would be subject to drafting and agreement by the Parliamentary Counsel's Office.

4.2 Sydney Development Control Plan 2012

To ensure future development is consistent with the objectives of the planning proposal, site-specific provisions for the DCP will be drafted to ensure a high-quality built form and public domain. These provisions include:

- dimensions of a maximum building envelope which protects sun access to neighbouring residents
- guidance regarding retention of portions of the existing building at 88-90 Parramatta Road
- requirements for sustainability, landscaping, transport and public art
- a design excellence strategy.

The draft DCP fulfils the role of a Stage 1 Concept Development Application and with the inclusion of the Design Excellence Strategy, enables the applicant to proceed to a design competition. However, schedule 1, section 14 (1)(c) of the State Environmental Planning Policy (Planning Systems) 2021 states that “development that has an estimated development cost of more than $30 million for health, medical or related research facilities” will be declared State significant development. In these circumstances, the draft DCP will not have statutory weight but may still provide guidance for the future consent authority in its assessment of any future DA.

5. Justification

5.1 – Section A – need for the planning proposal

Is the planning proposal a result of a LSPS, strategic study or report?

The planning proposal is the result of a formal request made by the applicant Wentworth Capital, on behalf of the landowners (University of Sydney and Veriu Serviced Apartments) and supported by Colliers and FDR, to change the planning controls applying to the site. This planning proposal would deliver 34,000 square metres of commercial floor space for a mixed-use biomedical and life sciences research facility, in a location identified as part of the Tech Central district and adjoining the University of Sydney.

The applicant has prepared a Planning Proposal Justification Report and a number of studies in support of the request, including an Urban Design Report prepared by HDR. Together they describe how the proposal is consistent with relevant strategies and demonstrate how the site is capable of accommodating growth in employment generating floor space through amending building height and floor space ratio controls without unacceptable impacts on public domain and amenity.

The supporting documents commissioned by the applicant to support their request are attached as the following Attachments to this planning proposal:

- Attachment A1: Planning Proposal Justification Report – Colliers
- Attachment A2: Urban Design Report – HDR
- Attachment A3: Macroeconomic Market Analysis Report – Biointelect
- Attachment A4: Site survey
- Attachment A5: Site specific Development Control Plan as suggested by proponent – Colliers
- Attachment A6: Design excellence strategy – Colliers
- Attachment A7: Transport impact assessment – life sciences building – ARUP
- Attachment A8: Transport impact assessment – serviced apartment building – ARUP
- Attachment A9: Economic impact assessment – Atlas economics
- Attachment A10: Heritage impact assessment – Curio
- Attachment A11: Flood risk assessment – ARUP
- Attachment A12: Aviation impact assessment report – Avipro
- Attachment A13: Preliminary public art plan – Amanda Sharrad
- Attachment A14: Environmentally sustainable design strategy report – ARUP
- Attachment A15: Preliminary site investigation (contamination) – JBS&G
- Attachment A16: Site remedial concept plan – JBS&G
- Attachment A17: Utility services review – ARUP
- Attachment A18: Water cycle & stormwater management – ARUP
- Attachment A19: Wind tunnel environmental wind assessment – L2T & MEL

5.2 – Section B – relationship to the strategic planning framework

Will the planning proposal give effect to the state land use plan and relevant region plan (including any exhibited draft plans or strategies)?

Table 2. Alignment with NSW State Land Use Plan

Priority	Planning Proposal alignment
Housed	This planning proposal would provide an additional 1,250 square metres of floor space for ~~**serviced apartments**~~ **tourist and visitor accommodation**, in a location well-serviced by public transport and in close proximity to the University of Sydney and Royal Prince Alfred Hospital. This contributes to greater housing diversity near jobs, services and amenities.
Prosperous	This planning proposal would provide more than 34,000 square metres of floor space for biomedical and life sciences research, with supporting commercial, education and retail land uses. The site is located in close proximity to existing public transport infrastructure and is within the boundaries of the Tech Central district, an emerging centre for innovation and tech-based industries. The site is well-positioned to take advantage of the economic and research opportunities provided by the University of Sydney and Royal Prince Alfred Hospital. The additional 1,250 square metres of ~~**serviced apartment**~~ **tourist and visitor accommodation** floor space supports the tourism economy by increasing capacity in a location already serviced by existing infrastructure and responding to the needs of the nearby university and hospital for visitor accommodation.
Connected	This planning proposal concentrates higher-density employment uses along the major transport corridor of Parramatta Road, with at least 8 bus routes stopping within 100 metres of the site providing connections to the CBD, Eastern Suburbs, Inner South and Inner West. The site is also closely located to identified cycle routes providing connections to the CBD via Glebe and the Inner West via Annandale. The site is within walking distance (400 metres) of the University of Sydney and the Royal Prince Alfred Hospital, encouraging active transport between the site and these locations.
Resilient	This planning proposal intensifies employment in a location well-serviced by public transport and in close proximity to the services of the University of Sydney and Royal Prince Alfred Hospital, supporting sustainable travel choices. The planning proposal will be accompanied by a draft development control plan requiring the achievement of a 5-star Green Star Buildings rating and introducing landscaped open space with adequate deep soil to support tree canopy. The draft DCP will also

Priority	Planning Proposal alignment
	encourage the retention of some existing structure on site, reducing the loss of embodied carbon.
Liveable	This planning proposal contributes to building vibrant places by facilitating a mixed-use development with biomedical and life sciences research, office, retail and serviced apartment land uses, improving active frontages to Parramatta Road, and providing opportunities to improve the surrounding public domain on nearby streets and lanes. The site is intensifying land uses in a location with excellent access to jobs, services and transport, and nearby open spaces including St John's Oval and Lyons Road Park.
Coordinated	This planning proposal intensifies land use in a location well-serviced by existing infrastructure, most notably the major transport corridor of Parramatta Road. The proposed land uses are consistent with those currently on site, including education, research and serviced apartments, reducing the cost of new infrastructure and servicing upgrades while substantially increasing employment.

Table 3. Alignment with Sydney Plan

Response	Planning Proposal alignment
Increase housing supply, diversity and choice	This planning proposal would result in an additional 1,250 square metres of floor space for **tourist and visitor accommodation** ~~**serviced apartments**~~, expanding the existing provision of serviced apartments at 84-86 Parramatta Road. The planning proposal does not prevent a residential development from being lodged for 88-94 Parramatta Road - it provides a development pathway for the biomedical and life sciences research land uses proposed by the applicant.
Equitably grow a range of jobs	This planning proposal would result in more than 34,000 square metres of floor space for biomedical and life sciences research, with supporting office, education and retail floor space. This will encourage jobs growth in key sectors including healthcare and education. The site is located within the Tech Central district close to the University of Sydney and Royal Prince Alfred Hospital, supporting the growth of the technology and innovation cluster.
Grow housing and jobs in well-located centres	This planning proposal intensifies land use in a location close to existing complementary high density residential development, and healthcare and education facilities at the University of Sydney and Royal Prince Alfred Hospital. It will contribute to the emerging technology and innovation cluster of Tech Central, anchored by the university and hospital, and well-connected by public transport to Central Sydney.

Response	Planning Proposal alignment
Create a more vibrant Sydney	This planning proposal will contribute to a more vibrant Sydney by improving and expanding active frontages along Parramatta Road and introducing opportunities for the installation of public art and upgrades to the public domain in surrounding streets and lanes.
Protect and enhance Sydney's natural assets	This planning proposal intensifies land use and facilitates in-fill development with no loss of existing open space or canopy. The planning proposal is accompanied by a draft site-specific development control plan which defines a planning envelope with requirements for deep soil and tree planting to increase canopy cover. The draft DCP also requires the achievement of a 5-star Green Star Buildings rating, contributing to the transition to a net-zero economy.
Align infrastructure to planned growth	This planning proposal intensifies land use in a location already well serviced by infrastructure, including public transport, electricity, water, sewerage, gas and ICT utilities. This minimises the need for additional infrastructure investment while supporting substantial employment growth in important healthcare and educational sectors.

Is the planning proposal consistent with any other applicable State and regional studies, plans, or strategies?

NSW Tech Central Economic Development Strategy

The site is located within the Camperdown Health, Education and Research Precinct within Tech Central. This planning proposal is consistent with the following strategic outcomes of the Tech Central Economic Development Strategy:

- Grow the Tech Central Economy: By facilitating the delivery of more than 34,000 square metres of biomedical and life sciences research floor space with complementary commercial uses, the planning proposal supports the intention to increase the agglomeration of healthcare and education ventures in Camperdown, increasing research and the opportunities for commercialisation.
- Attract and Foster Leading Talent: The development's connections with and proximity to the University of Sydney will assist with the retention of skilled researchers, benefiting the innovation ecosystem in New South Wales.
- Create a Vibrant and Welcoming Destination: The planning proposal will facilitate upgrades to the public domain surrounding the site, introduce active frontages to Parramatta Road, and require sustainability targets beyond standard controls, enhancing amenity, safety and vibrancy in Camperdown.

Is the planning proposal consistent with a council LSPS or local strategy or strategic plan?

Table 4. Alignment with local strategic planning statement (City Plan 2036)

Planning Priority	Response
I1: Movement for walkable neighbourhoods and a connected city	The planning proposal intensifies land use in a location already serviced by public transport along Parramatta Road and identified cycle routes along Bridge Road, St Johns Road and Arundel Street. The site is near complementary services and institutions at the University of Sydney and Royal Prince Alfred Hospital, encouraging walking and the use of active transport.
I2: Align development and growth with supporting infrastructure	The planning proposal intensifies land use in a location already serviced by public transport along Parramatta Road, with 8 bus routes connecting the site to Central Sydney and other locations in the Inner East, West and South.
L2: Creating great places	The planning proposal facilitates improvements to the character and amenity of Parramatta Road, through the introduction of and improvement to active frontages along the road, and upgrades to the public domain in surrounding streets and lanes. Any future development application taking advantage of the proposed planning controls will need to demonstrate design excellence through the successful competition of a design competition.
P2: Developing innovative and diverse business clusters in City Fringe	The site is located within the Camperdown-Ultimo Health and Education Precinct within the City Fringe, and the planning proposal will facilitate an additional 34,000 square metres of biomedical and life sciences research floor space with complementary commercial and education uses. This will support the existing cluster of education, innovation, creative-tech and technology activities taking place in the district.
S2: Creating better buildings and places to reduce emissions and waste and use water efficiently	The planning proposal is supported by a site-specific development control plan that requires areas of deep soil and tree planting, contributing to the City's canopy targets. The development will also need to achieve a 5-star Green Star Buildings rating.

Table 5. Alignment with Sustainable Sydney 2030-2050: Continuing the vision

Strategic direction	Response
A leading environmental performer	The planning proposal is supported by a site-specific development control plan that requires areas of deep soil and tree planting, contributing to the City's canopy targets. The development will also need to achieve a 5-star Green Star Buildings rating.
Design excellence and sustainable development	The planning proposal is supported by a site-specific development control plan that provides guidance to achieve a high-quality urban outcome which responds to amenity and heritage. Any future development application will need to demonstrate design excellence following the completion of a successful design competition.
A transformed and innovative economy	The planning proposal facilitates the delivery of more than 34,000 square metres of biomedical and life sciences research floor space with complementary commercial and education uses, in a location with an established cluster of education, innovation and technology activities surrounding the University of Sydney and Royal Prince Alfred Hospital.

City of Sydney Economic Development Strategy

The City's Economic Development Strategy seeks to connect clusters of economic activity and identifies Tech Central West as a location for education, innovation, creative-tech and technology. By delivering more than 34,000 square metres of biomedical and life sciences research floor space with complementary commercial and education uses in Camperdown, associated with the University of Sydney, the planning proposal is consistent with the following visions:

- 4. Boost Sydney's innovation economy and connect it globally to attract and retain businesses, talent and investment;
- 12. Plan for economically competitive and resilient places, including development of quality workplaces supported by infrastructure;
- 18. Promote areas with strong sector specialisations and a clustering of complementary economic activities.

Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Ministerial Direction – Local Plan Making priorities) or key government priority?

Table 6. Responses to Ministerial Directions

Ministerial Direction	Comment
P1.1 Aboriginal Land Planning	This ministerial direction does not apply as the planning proposal does not affect land owned or managed by an Aboriginal Land Council.
P1.2 Cultural Guidance	This ministerial direction does not apply. No cultural representation, Aboriginal cultural heritage, or strong community association to the subject site has been identified during the preparation of this planning proposal.
P2.1 Housing	The planning proposal is consistent with this ministerial direction. It provides for an increase to the maximum building height and floor space ratio controls applying to the serviced apartment building at 84-86 Parramatta Road. The planning proposal does not prohibit residential development from taking place on 88-94 Parramatta Road, nor does it reduce the permissible residential density of that land. The planning proposal provides an alternative development pathway to incentivise the delivery of development for biomedical and life sciences research land uses proposed by the applicant and the landowner.
P3.1 Employment	The planning proposal is consistent with this ministerial direction. It facilitates the development of more than 34,000 square metres of biomedical and life sciences research floor space with complementary commercial and education uses, in a site zoned MU1. It is in an identified cluster of education, innovation, creative-tech and technology activities anchored by the University of Sydney and Royal Prince Alfred Hospital, within the boundaries of the Tech Central precinct and the Camperdown-Ultimo Health and Education Precinct in the City's LSPS.
P3.2 Rural	This ministerial direction does not apply. This planning proposal does not affect land within an existing or proposed rural or conservation zone.
P3.3 Airport Safeguarding	The planning proposal is consistent with this ministerial direction. The applicant has prepared an Aviation Impact Assessment Report which is attached to this planning proposal at Attachment A12. This report demonstrates that the proposed maximum height of the building at RL 101.75m will exceed the Sydney Airport OLS control of approximately 93m AHD. As a result, this planning proposal will be referred to Sydney Airport, Airservices Australia and other relevant aviation authorities during the public exhibition period to ensure the development will not compromise the operation of the airport. The maximum height of the development as well as any construction cranes will remain below the PANS-OPS and RTCC surfaces at approximately 152m AHD.

Ministerial Direction	Comment
P3.4 Mining and Petroleum Production	This ministerial direction does not apply. This planning proposal has no impact on these land uses.
P3.5 Oyster Aquaculture	This ministerial direction does not apply. This planning proposal has no impact on these land uses.
P3.6 Mine Subsidence and Unstable Land	This ministerial direction does not apply. There is no land within a declared mine subsidence district in the City of Sydney, and no land has been identified as unstable during the preparation of this planning proposal.
P4.1 Integrating Land Use and Infrastructure	The planning proposal is consistent with this ministerial direction. It intensifies land use in a location already serviced by utilities including electricity, gas, water, sewerage and ICT. It does not compromise any identified future infrastructure in the vicinity. The location is well serviced by public transport, is in close proximity to identified cycle paths, and is within walking distance of the University of Sydney and Royal Prince Alfred Hospital.
P5.1 Strategic Conservation Planning	This ministerial direction does not apply. There is no land identified as avoided land, strategic conservation area or certified urban capable land as defined by SEPP (Biodiversity and Conservation) within the City of Sydney.
P5.2 Conservation	This ministerial direction does not apply. The planning proposal does not affect land containing environmentally sensitive areas, is not within an existing or proposed conservation zone, and has not been identified for conservation or protection purposes in Sydney LEP.
P5.3 Foreshores and Water Catchment Areas	The planning proposal is consistent with this ministerial direction, which applies as the site is located within a regulated catchment (Sydney Harbour Catchment). The site is located in an already highly modified and urbanised environment and the redevelopment of the site in the manner facilitated by this planning proposal is not expected to have downstream impacts on Johnstons Creek, Rozelle Bay or Sydney Harbour. As the existing site consists almost entirely of impervious area, it is anticipated there will not be any increased runoff from the proposed development compared with existing conditions. The applicant has prepared a Water Cycle & Stormwater Management Technical Memo which is attached to this planning proposal at Attachment A18, which assesses existing stormwater infrastructure and flood behaviour. This document includes a post-development stormwater management concept plan which contains a proposed site stormwater draining network identifying the locations of retained and new discharge points, and a summary of potential stormwater quality management strategies. This concept plan will be refined following the design excellence process as part of a future detailed DA. The memo also includes records of correspondence with Sydney Water confirming, at this stage, no need to provide On-Site Detention if the stormwater drains to

Ministerial Direction	Comment
	Johnstons Creek. This matter will also be subject to further discussion as part of the future detailed DA.
P5.4 Contaminated Lands	The planning proposal is consistent with this ministerial direction. There will be no excavation of the site currently occupied by the Veriu Serviced Apartments at 84-86 Parramatta Road as the existing structure and basement are to be retained. 88-94 Parramatta Road is currently being used for research and education purposes, and this land use is to continue with any new development facilitated by this planning proposal. The applicant has prepared a Preliminary Site Investigation, available at Attachment A15, which identifies potential sources of historical contamination; most notably former industrial land uses associated with the motor industry. The assessment did not find the potential for gross or widespread contamination. It expects that any contamination encountered can be addressed with commonly used methods and should not represent a significant barrier to the future development of the site. A detailed site investigation will be required as part of any future detailed DA, and a remediation action plan prepared based on those findings.
P5.5 Acid Sulfate Soils	This ministerial direction does not apply. The site is not located on land that has been identified as having a probability of containing acid sulfate soils as shown in the Acid Sulfate Soils Map in Sydney LEP.
P5.6 Threatened species, threatened ecological communities and their habitat	This ministerial direction does not apply. This planning proposal does not impact on an area mapped on the Biodiversity Values Map nor exceeds the area clearing threshold.
P5.7 Flooding	The planning proposal is consistent with this ministerial direction. The applicant has prepared a Flood Risk Assessment, at Attachment A11, which has assessed the existing and future conditions, and relevant state flooding policies, and has made recommendations for future responses and flood emergency management. This assessment also finds that all finished floor levels are above the applicable flood planning levels for the proposed uses. The site would be vulnerable during a PMF event, as demonstrated in Figure 34. Regarding the serviced apartment building at 84-86 Parramatta Road, the existing residential lobby for the serviced apartments is well above the 1% AEP level + 50cm as required for the land use (as demonstrated in Table 8), but 12cm below the PMF. The Flood Risk Assessment has assessed a range of different flooding scenarios, including climate change scenarios, and has concluded that given the low probability of flooding affecting the raised ground floor areas of the serviced apartment building (flood immunity of greater than 0.05% AEP event), it is anticipated that the

Ministerial Direction	Comment
	flood risk to the existing building can be addressed through operation and emergency risk management plans for the building. In particular, a shelter-in-place strategy consistent with the Shelter in Place Guideline for Flash Flooding, would be prepared and reviewed as part of any future detailed DA. All pedestrian entrances to the proposed life sciences building at 88-94 Parramatta Road achieve the flood planning levels required by Sydney DCP, and during a PMF event there remain pathways unaffected by floodwater to evacuate from the building to an off-site location. The vehicle entrance to the basement is 1 metre above the PMF level. All lift shafts connecting the ground floor with the basement levels will be located above the PMF level. None of the proposed land uses for this site are considered sensitive uses. Any future detailed DA facilitated by this planning proposal must consider appropriate design measures consistent with the requirements of Sydney DCP, including flood-compatible materials, to address the risk of flooding along the Parramatta Road frontage.
P5.8 Coastal Management	This ministerial direction does not apply. This planning proposal does not affect land located within the coastal zone.
P5.9 Planning for Bush Fire Protection	This ministerial direction does not apply. This planning proposal does not affect land mapped as bush fire prone land nor is the City of Sydney required to prepare such a map for this planning proposal.
P6.1 Reserving Land for Public Purposes	This ministerial direction does not apply. This planning proposal does not affect land reserved or proposed to be reserved for public purposes.
P6.2 Willandra Lakes Region	This ministerial direction does not apply to the City of Sydney.
P7.1 High Pressure Dangerous Goods Pipeline	This ministerial direction does not apply. The planning proposal does not affect land within the application area of relevant pipelines.

Is the planning proposal consistent with applicable SEPPs?

Table 7. Alignment with relevant SEPPs

SEPP	Comment
Biodiversity and Conservation	The planning proposal is consistent with the SEPP. The site is located in an already highly modified and urbanised environment and the redevelopment of the site in the manner facilitated by this planning proposal is not expected to have downstream impacts on Johnstons Creek, Rozelle Bay or Sydney Harbour. As the site is located with a regulated catchment (Sydney Harbour Catchment), it must respond to relevant sections in Part 6.2 Development in regulated catchments. • **section 6.6 Water quality and quantity –** the applicant has prepared a Water Cycle & Stormwater Management Technical Memo, at Attachment A18, which assesses existing stormwater infrastructure and flood behaviour. This document includes a post-development stormwater management concept plan which contains a proposed site stormwater draining network identifying the locations of retained and new discharge points, and a summary of potential stormwater quality management strategies. This concept plan will be refined following the design excellence process as part of a future detailed DA. The memo also includes records of correspondence with Sydney Water confirming, at this stage, no need to provide On-Site Detention if the stormwater drains to Johnstons Creek. This matter will also be subject to further discussion as part of the future detailed DA. • **section 6.7 Aquatic ecology –** the development is not expected to cause adverse impacts on animals, vegetation, wetlands or aquatic reserves, nor cause erosion of land abutting a natural waterbody, nor sedimentation of a natural waterbody. • **section 6.8 Flooding –** the development is not expected to have any impact on any periodic flooding experienced in the Johnstons Creek catchment. The Water Cycle & Stormwater Management Technical Memo discusses potential stormwater quality management strategies, and any future development will need to satisfy the requirements of Sydney DCP with regard to the quality of stormwater and runoff. • **section 6.9 Recreation and public access** – the development will have no impact on recreational land uses or public access to waterbodies in the catchment.
Exempt and Complying Codes	The planning proposal is consistent with this SEPP.
Housing	The planning proposal is consistent with this SEPP.
Industry and Employment	The planning proposal is consistent with this SEPP.

SEPP	Comment
Planning Systems	The planning proposal is consistent with this SEPP. Any future DA for 88-94 Parramatta Road which seeks to apply the maximum height of buildings and floor space ratio controls established by this planning proposal will be State significant development, consistent with Schedule 1, Section 14(1)(c) of the SEPP, as it would be considered a "health, medical or related research facility". • **section 4.5 Airspace operations –** The planning proposal would facilitate a maximum building height that would penetrate the OLS for Sydney Airport. The planning proposal will be referred to Sydney Airport and other relevant aviation authorities as part of the public exhibition process. • **section 4.30 Traffic generating development –** The planning proposal will be referred to the Development Coordination Authority for comment, as it is commercial premises with access to a classified road with more than 2,500 square metres in gross floor area.
Precincts – Eastern Harbour City	The planning proposal is consistent with this SEPP.
Resilience and Hazards	The planning proposal is consistent with this SEPP. The site is not located within the coastal zone and does not propose land uses associated with hazardous or offensive development. • **section 4.6 Contamination and remediation to be considered in determining development application –** The applicant has prepared a Preliminary Site Investigation, available at Attachment A15, which identifies potential sources of historical contamination; most notably former industrial land uses associated with the motor industry. The assessment did not find the potential for gross or widespread contamination. It expects that any contamination encountered can be addressed with commonly used methods and should not represent a significant barrier to the future development of the site. A detailed site investigation will be required as part of any future detailed DA, and a remediation action plan prepared based on those findings.
Resources and Energy	This planning proposal is consistent with this SEPP.
Sustainable Buildings	The planning proposal is consistent with this SEPP. The proposed amendments to Sydney LEP do not conflict with the standards for non-residential development required by the SEPP.
Transport and Infrastructure	The planning proposal is consistent with this SEPP. • **section 2.119 Development with frontage to classified road –** Vehicular access to the site is obtained via Sparkes Street, there are no vehicle entrances onto Parramatta Road. The applicant has prepared a Transport Impact Assessment, at Attachment A7, which assess that the

SEPP	Comment
	proposal is expected to generate a net increase of 105 vehicle trips in the AM peak and 90 vehicle trips in the PM peak, which is considered modest compared to the existing and future background traffic in the network. The traffic generated by the development is not expected to affect the safety, efficiency and ongoing operation of Parramatta Road. • **section 2.120 Impact of road noise or vibration on non-road development –** Parramatta Road is a road with an annual average daily traffic volume exceeding 20,000 vehicles, but the planning proposal does not facilitate any of the sensitive land uses described in this section. • **section 2.122 Traffic-generating development –** The planning proposal will be referred to the Development Coordination Authority for comment, as it is commercial premises with access to a classified road with more than 2,500 square metres in gross floor area.

5.3 – Section C – environmental, social and economic impact

Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

The planning proposal applies to a site in inner Sydney, currently occupied by 3-to-7-storey buildings with full site coverage and minimal vegetation within its boundaries. Any redevelopment would be an intensification of existing uses and consistent with the context of Parramatta Road. It is highly unlikely for any adverse impact on a critical habitat or threatened species, population or ecological community to take place as a result of this proposal.

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

Floor Space Ratio

This planning proposal will insert site-specific floor space ratio (FSR) controls in the LEP for 2 properties on this site, 84-86 & 88-94 Parramatta Road.

84-86 Parramatta Road

The planning proposal increases the maximum FSR on the site from 2.5:1 to 4:1, for the purposes of ~~**serviced apartments**~~ **tourist and visitor accommodation** only. This floor space ratio has been tested to ensure that it can be accommodated within the maximum building height of 30m and the building envelope as defined in the draft DCP, at Attachment B, and illustrated in Figures 20-26. This envelope features an increased setback to the northern boundary for the additional storeys, to ensure sufficient separation (18m) to the residential building at 23-25 Larkin Street. This FSR is lower than the request made by the applicant of 4.5:1. Following assessment by City staff, it was not considered possible for any future detailed DA to provide a design that would achieve the higher FSR while demonstrating compliance with the requirements of the Apartment Design Guide regarding sun access. According to section 7.28 of Sydney LEP, “development for the purpose of serviced apartments [must provide] the same level of amenity as that provided by development for the purpose of residential flat buildings.”

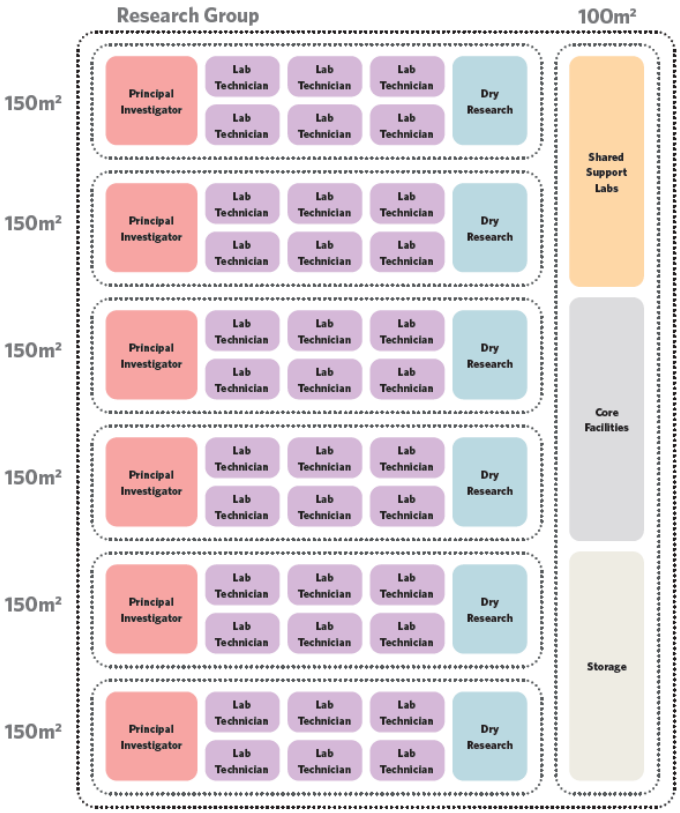
88-94 Parramatta Road

The planning proposal increases the maximum FSR on the site from 2.5:1 to 6.5:1, inclusive of end of journey floor space or floor space awarded for achieving design excellence. A Planning Proposal Justification Report and Urban Design Report, prepared by Colliers and HDR respectively on behalf of the proponent, are at Attachment A1 and A2. They detail how the amount of floor space to be delivered on the site is consistent with the emerging context for Parramatta Road and Camperdown and will result in additional floor space for research and commercial purposes while minimising adverse impacts to surrounding residents and public places.

An FSR of 6.5:1 is substantially lower than what could be achieved on the site for a standard commercial office building of 80m. The lower FSR reflects the specific needs of laboratory spaces in the life sciences, including:

– 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 City’s standard requirements for floor-to-floor heights in commercial buildings is 3.6m.
– the floorplate size is based off the typical research group structure requiring 120m^2 plus 30m^2 of dry research space, with 6 research groups per floor, including shared support labs, core facilities and storage. This results in a 1000m2 floorplate that can accommodate up to 42 researchers inclusive of 6 primary investigators and 36 laboratory technicians.

Figure 18. Typical research floorplate size



– the reference design prepared by HDR features an average efficiency rate in the proposed tower of 20% which is substantially higher than standard commercial buildings of similar height, reflecting the increased servicing and plant needs of the life sciences land use.

The reference design prepared by HDR and available for review in the Urban Design Report at Attachment A2, proposes a total Gross Floor Area (GFA) for the site of 34,332m^2, split between 27,685m^2 for life sciences uses and 6,647m^2 for supporting commercial uses (offices, education and retail). The ratio of life science floor space to general commercial floor space will be confirmed as part of the future Development Application, however the FSR control established as part of the planning proposal is consistent with a development where a majority of the floor space is inhabited by life sciences and research uses.

Figure 19. Reference scheme - vertical arrangement looking north

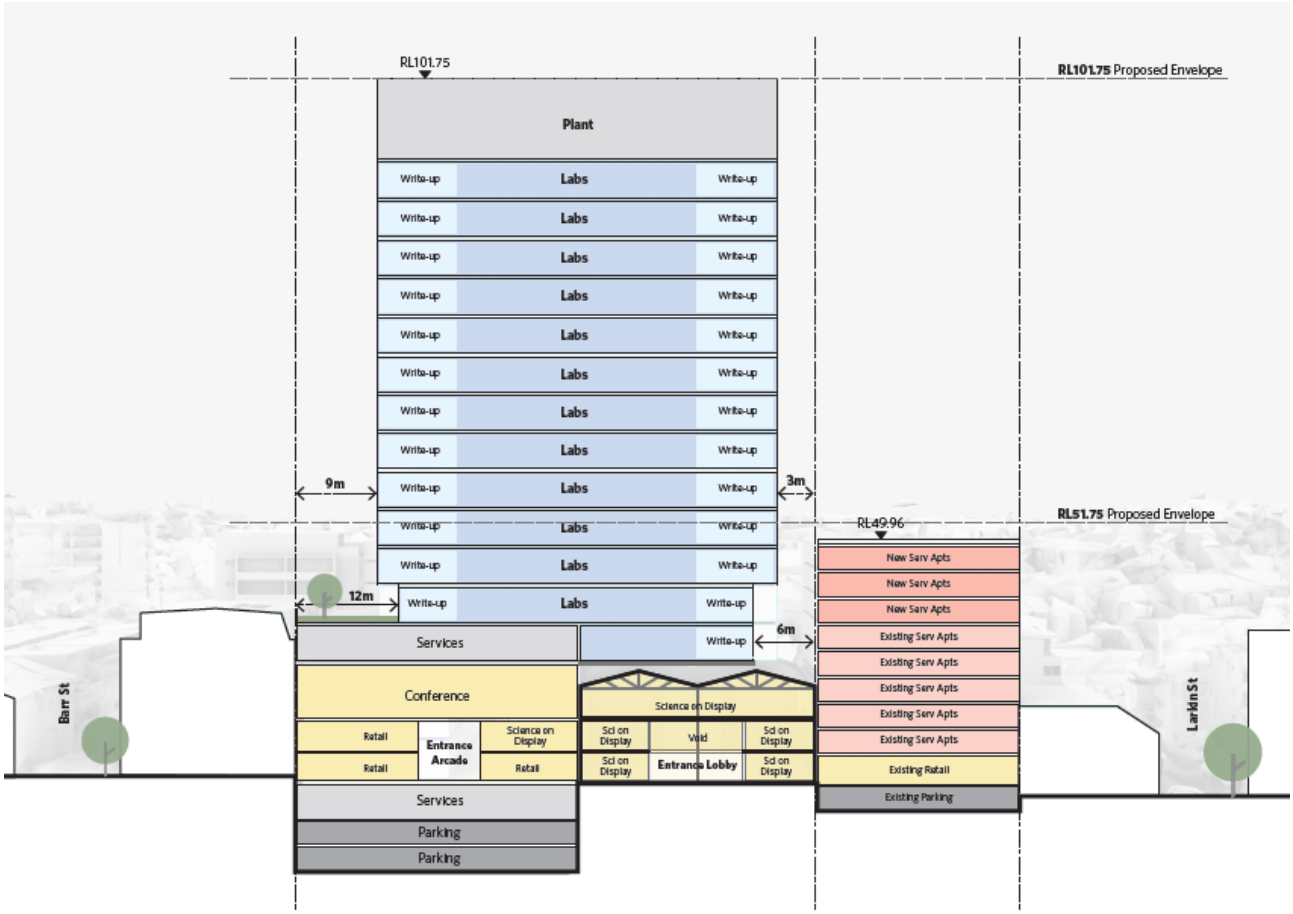
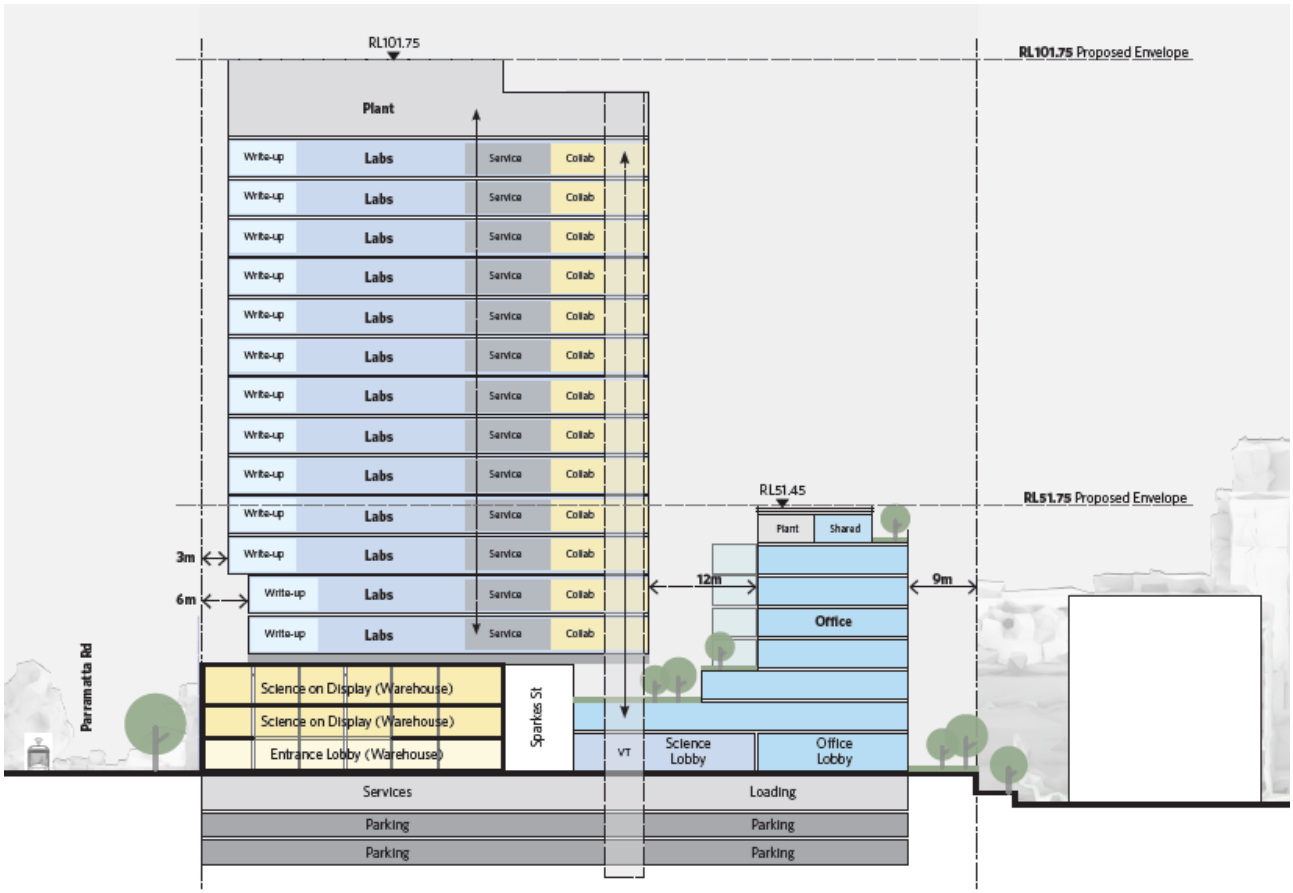


Figure 20. Reference scheme - vertical arrangement looking west



Urban design

The reference design demonstrates how the development at 88-94 Parramatta Road, with an FSR of 6.5:1 and maximum height of 80m, can be achieved while minimising impacts to neighbouring residents and nearby public places. The draft DCP, at Attachment B, defines a maximum building envelope, providing guidance to the future consent authority.

Figure 21. Building envelope - axonometric south east view

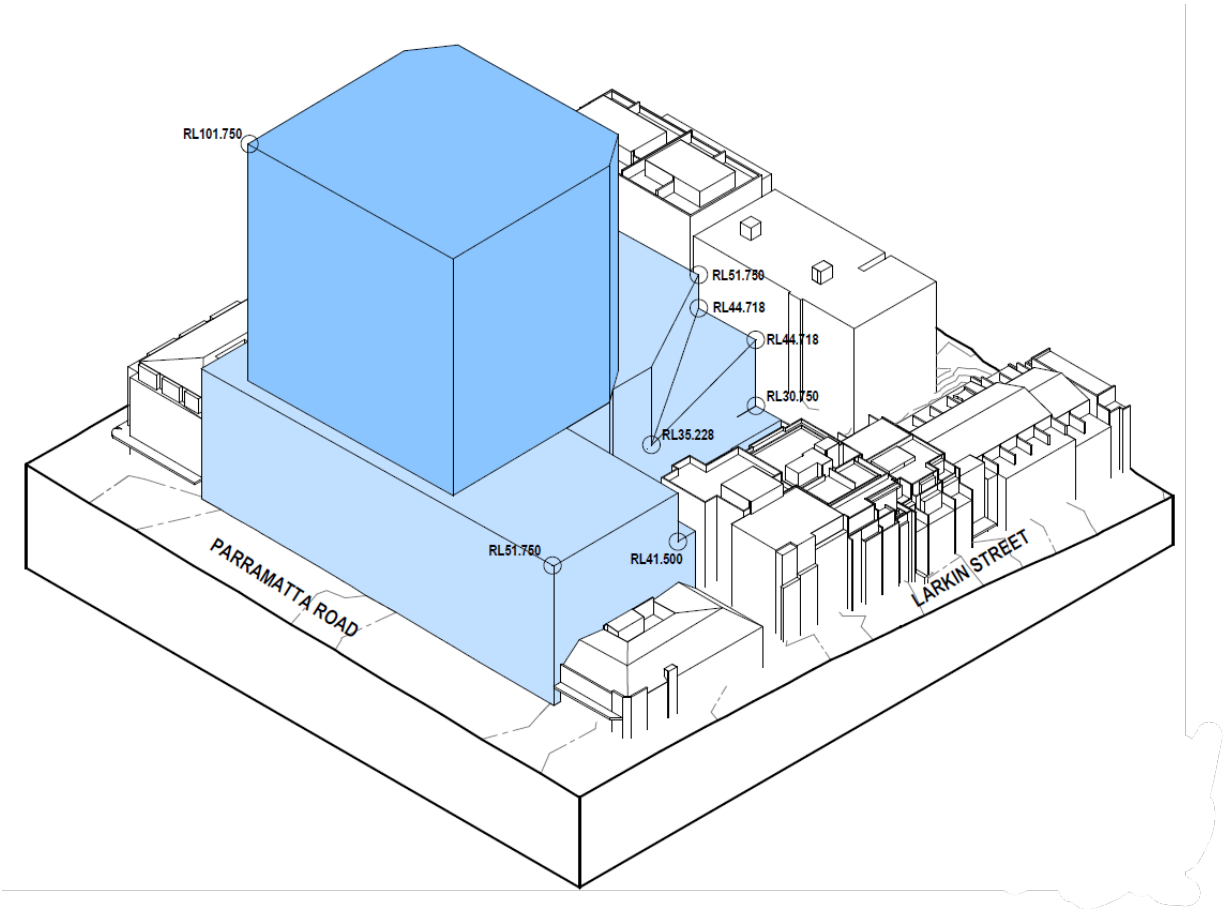


Figure 22. Building envelope - axonometric south west view

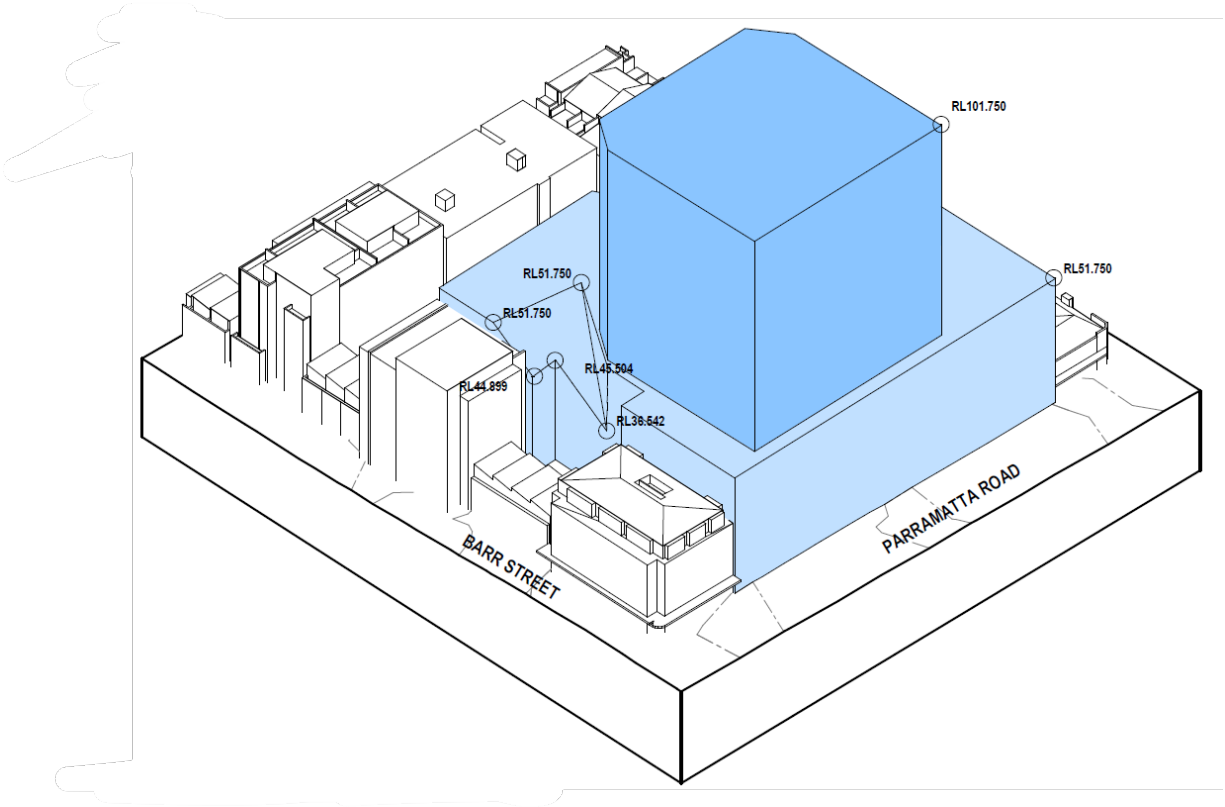


Figure 23. Building envelope - north elevation

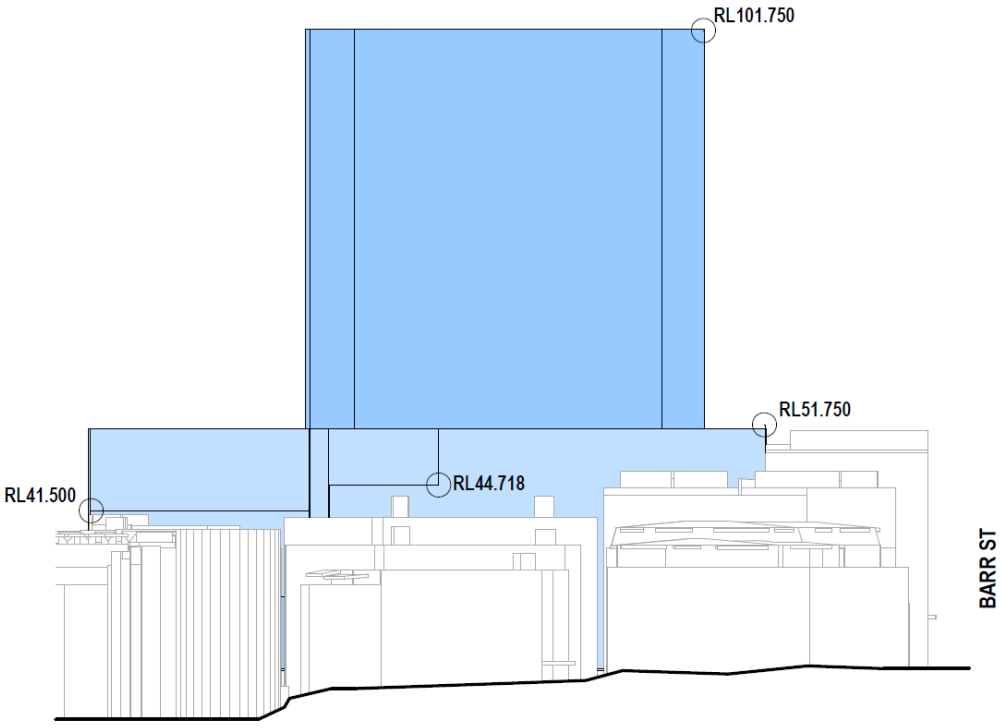


Figure 24. Building envelope - east elevation

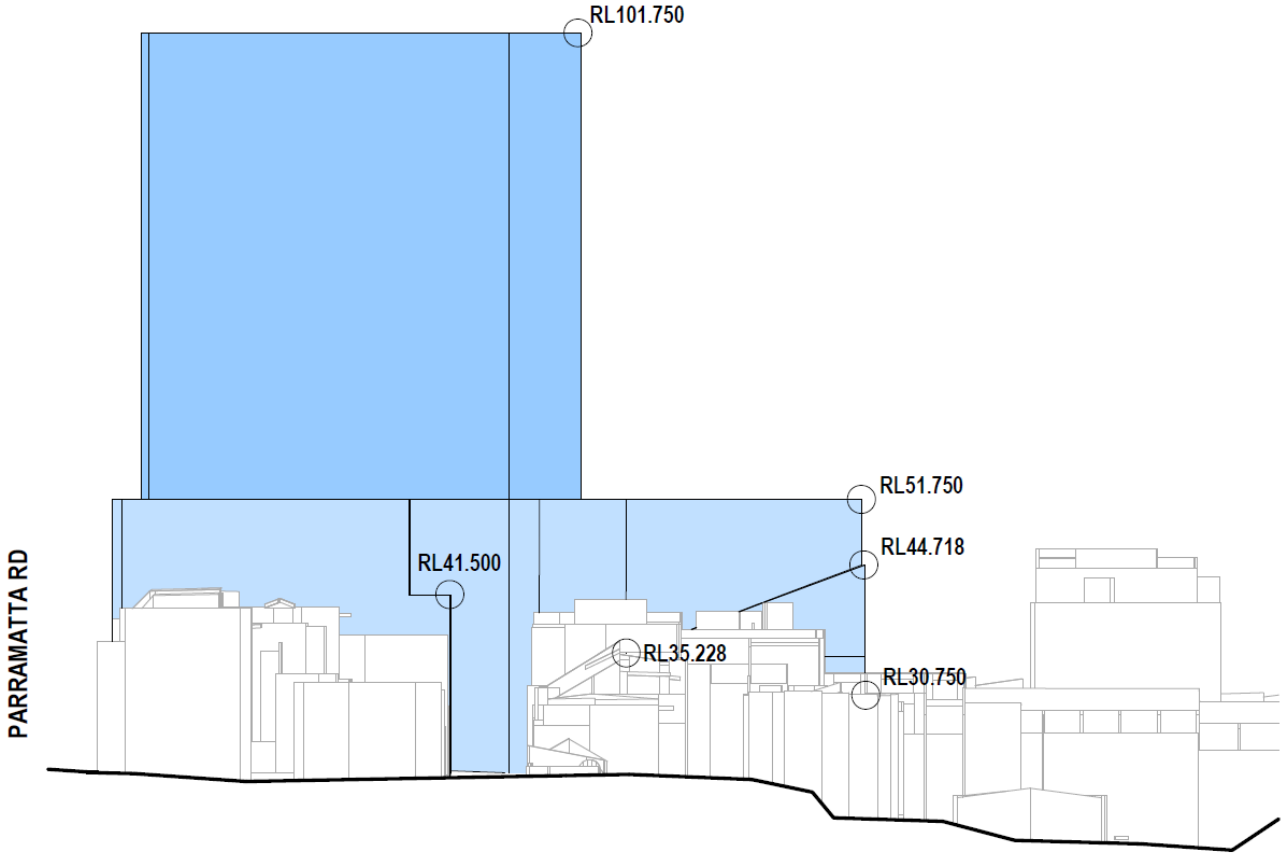


Figure 25. Building envelope - south elevation

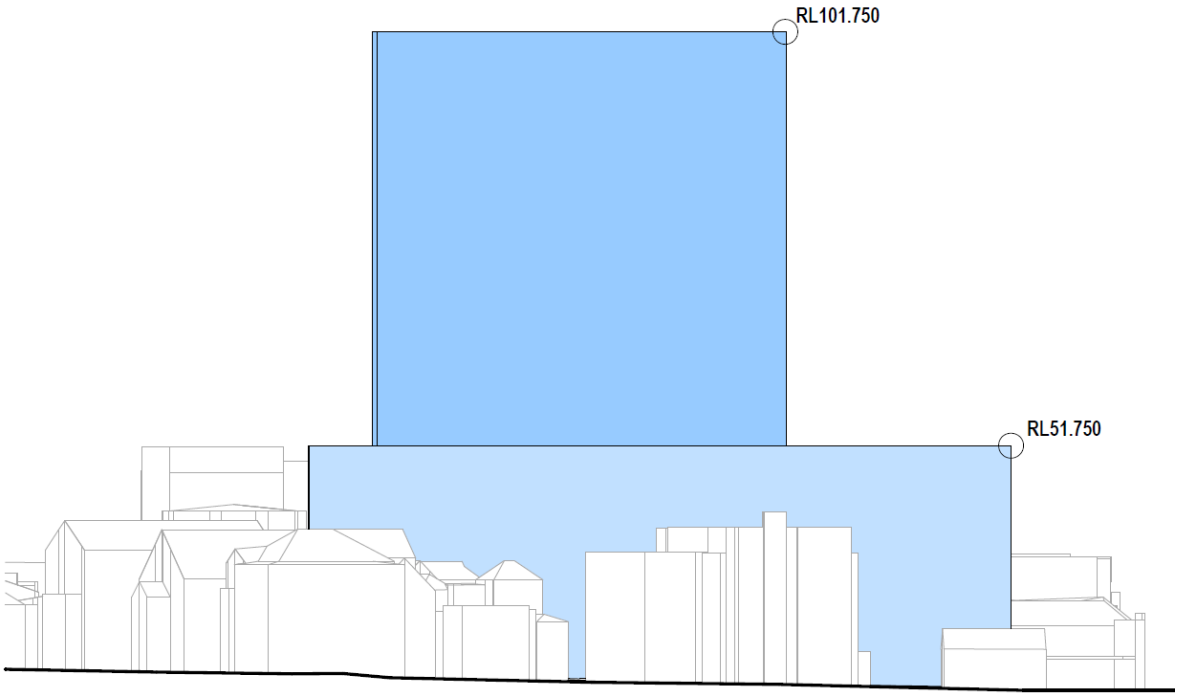


Figure 26. Building envelope - west elevation

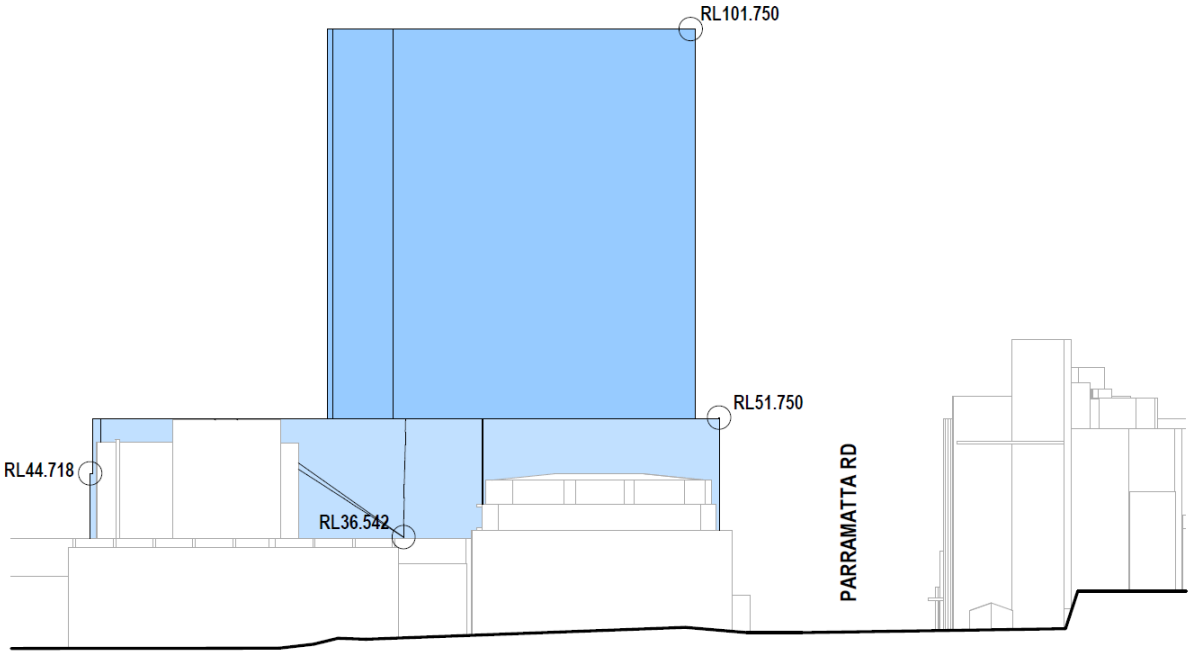
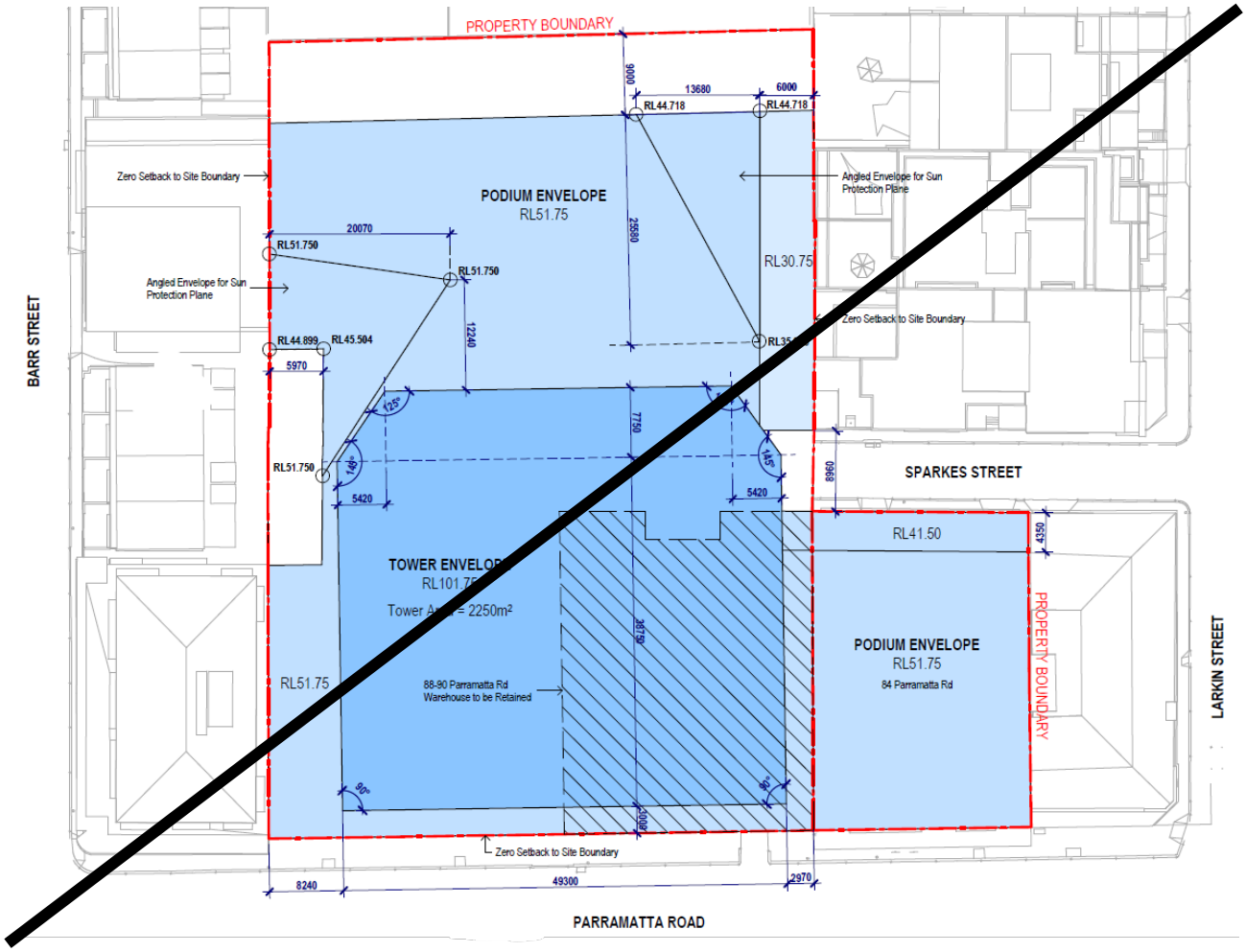
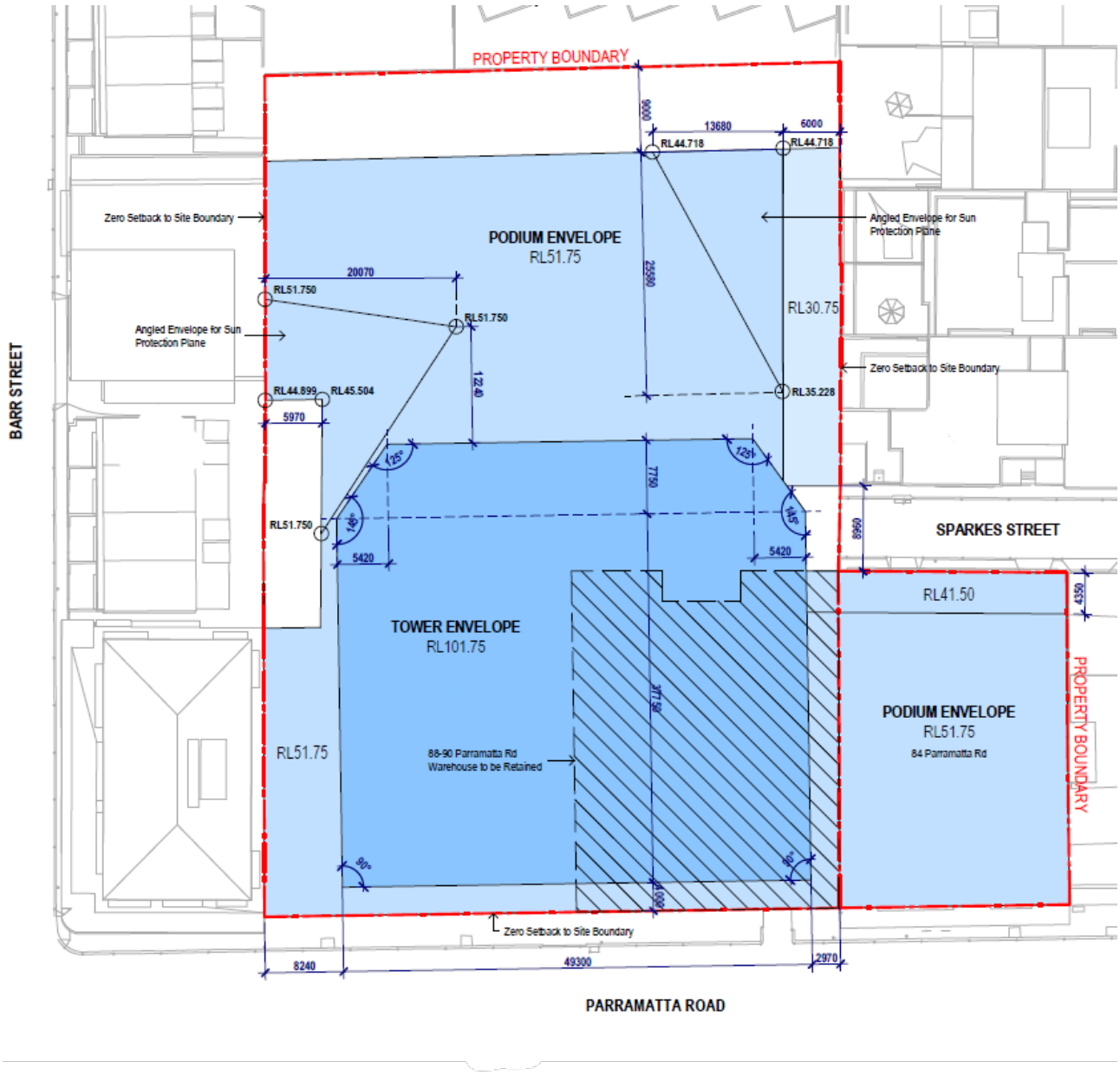


Figure 27. Building envelope - plan





The existing building has zero setback to its western, northern and eastern boundaries. The building envelope and reference design requires a 9m setback to the northern boundary and a partial 6m setback to the western boundary, increasing building separation and introducing opportunities for deep soil and landscaping.

The tower form has been placed close to the southern boundary of site to increase separation to residential properties on Barr Street, Pyrmont Bridge Road and Larkin Street.

Site context

The site is located in an area undergoing substantial change with regard to building heights and densities. Figure 28 illustrates some of the developments proposed for the University of Sydney campus and Royal Prince Alfred Hospital, including the Sydney Biomedical Accelerator. Figure 29 illustrates the immediate vicinity along Parramatta Road, with the subject site in green. Sites coloured in red represent future residential development – either as part of the West Connex dive site with a maximum height of 80m or have had an Expression of Interest accepted by the Housing Delivery Authority for high-density residential between 12 and 22 storeys (approximately 40m to 70m). The purple line refers to land in the Inner West LGA incorporated into the State-led Rezoning for the Parramatta Road corridor. Sites in blue represent an area identified in the City's Housing Discussion Paper as an opportunity for renewal. This idea received strong support from the community, and the City will proceed with rezoning in the near future.

Figure 28. Parramatta Road context at time of lodgement

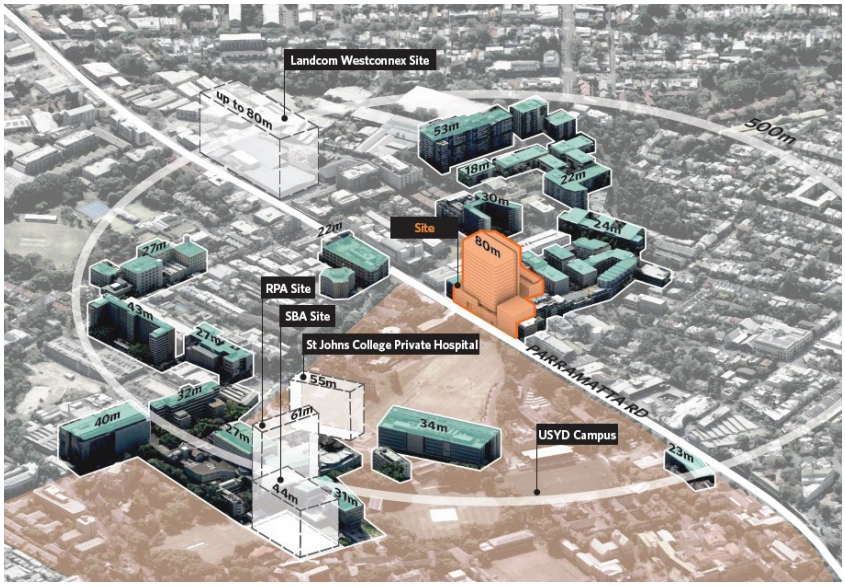


Figure 29. Proposed high density residential along Parramatta Road (planning proposal site in green)

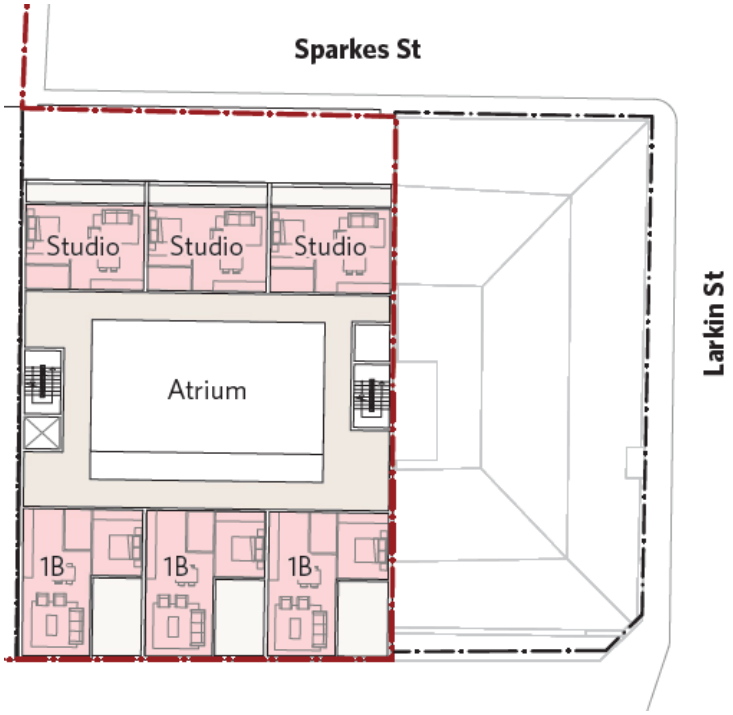


Residential amenity

As required by section 7.28 of Sydney LEP, serviced apartment buildings are required to provide the same level of amenity as that provided by development for the purpose of residential flat buildings. The existing serviced apartment building at 84-86 Parramatta Road is consistent with the Apartment Design Guide with regard to natural ventilation, but only half of the apartments are consistent with the requirement to enjoy a minimum of 2 hours direct sun access to living spaces at the winter solstice.

The reference design provided by the applicant as part of the Urban Design Report at Attachment A2 and illustrated at Figure 30, showed 3-level extensions to both the northern and southern wings of the existing building, retaining the central courtyard providing light and air. However, it was not demonstrated that the vertical extrusion of the northern wing would not worsen amenity for existing apartments on the southern wing with regard to sun access. As a result, the increase in FSR proposed for the site has been capped at 4:1, which would allow for the vertical extrusion of the southern wing only. Continued protection of solar access to existing apartments as well as all the new apartments being consistent with the Apartment Design Guide with regard to sun access, would increase the overall level of compliance in the building.

Figure 30. Reference design of additional storeys at 84-86 Parramatta Road

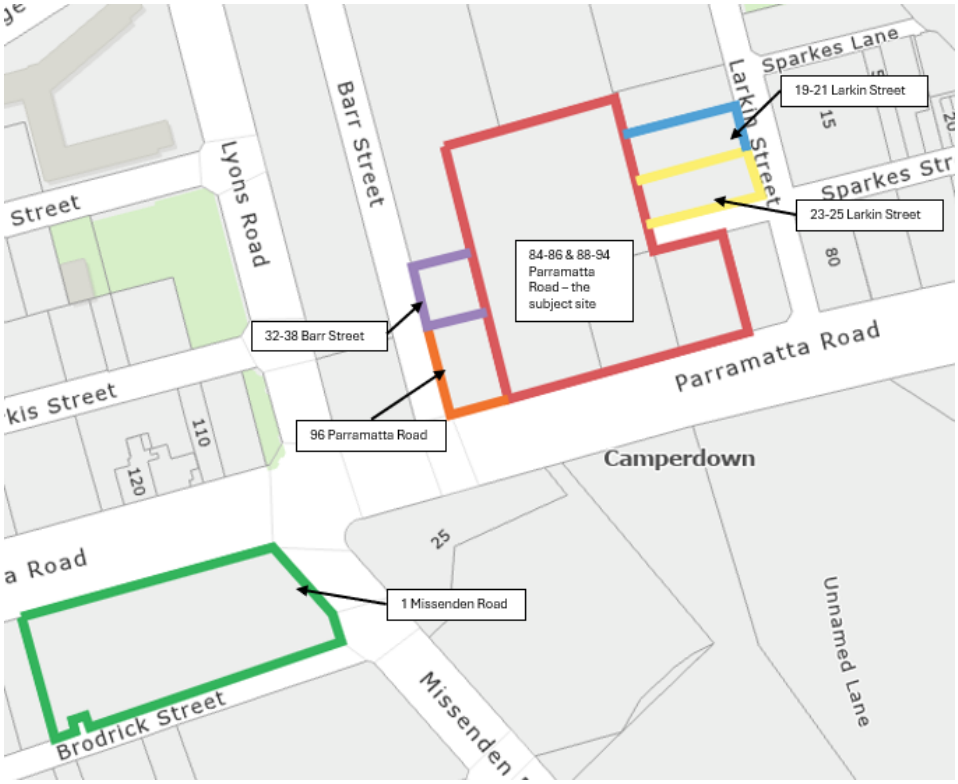


The building envelope for the development, in the draft DCP at Attachment B, requires a minimum 4.35m setback to the northern boundary, creating a minimum 18m separation to 23-25 Larkin Street which is consistent with Apartment Design Guide requirements for building separation.

Sun access

Positioning the tower at 88-94 Parramatta Road along the southern boundary minimises the potential number of residential properties affected by a loss of sun access. The properties identified in Figure 31 were assessed for impact on sun access; other residential properties on Barr Street, Pyrmont Bridge Road and Larkin Street are in line with or located to the north of the subject site and will not have their sun access affected.

Figure 31. Neighbouring properties assessed for sun access



The residential properties at 1 Missenden Road will lose direct sun access between the hours of 9-10:30am at midwinter but will still enjoy more than 2 hours of sun access which is consistent with the requirements of the Apartment Design Guide (ADG).

32-38 Barr Street are a row of 3-storey terraces with ground floor living spaces opening onto a rear courtyard facing east. These courtyards currently receive no direct sunlight at midwinter. The proposal will not change their condition. The existing building currently has no setback along the boundary with 32-38 Barr Street. The reference design proposes a 6m setback along this portion of the western boundary of the site, increasing building separation and introducing opportunities for landscaping and deep soil.

96 Parramatta Road is a residential building with 26 apartments, which is currently ADG non-compliant with less than 70% of apartments receiving 2 hours of direct sun access at midwinter. However, there are 4 north-facing apartments on Levels 2-5 that currently enjoy at least 2 hours of direct sun at midwinter to their living spaces and balconies. The building envelope, defined in the draft DCP at Attachment B, requires the northwestern corner of the tower to be chamfered and the maximum height of the podium along the western boundary to be reduced. This is illustrated in Figure 19. This ensures that these 4 apartments retain 2 hours of direct sun access at midwinter.

19-21 & 23-25 Larkin Street are 2 residential buildings where west-facing apartments face the subject site. Under current conditions, none of the west-facing apartments at 23-25 Larkin Street receive direct sun access to living spaces at midwinter. 2 of the west-facing apartments at 19-21 Larkin Street receive less than 1 hour of direct sun access at midwinter. These 2 apartments will not be affected by the proposal. Any setback to the eastern boundary of the site will improve

current conditions regarding sun access for 19-21 & 23-25 Larkin Street, and this issue can be explored as part of the future design competition.

Non-residential properties on the southern side of Parramatta Road will be affected by a loss of sun access at midwinter, including Saint Joseph's Catholic Church, parts of Sancta Sophia College and St John's Oval. However, in all cases these properties should receive in excess of 5 hours of direct sun access at midwinter, and it should be noted that in the case of Sancta Sophia College and St John's Oval, these properties share the same landowner as the subject site (the University of Sydney).

Views

The proponent has undertaken a visual impact analysis which forms part of the Urban Design Report at Attachment A2. This analysis finds that no key view corridors are impacted as a result of the development. In particular, public views of the heritage-listed St John's College and St John's Oval are not affected. Views of the sky are maintained from nearby streets and parks.

Figure 32. View of Parramatta Road with building envelope looking west



Figure 33. View of Parramatta Road with building envelope looking east



Figure 34. View of St John's College & Oval with building envelope looking northwest



Wind

A quantitative wind effects report has been prepared, at Attachment A19, which is consistent with the requirements of Sydney DCP 2012. This analysis, based on wind tunnel testing of the building envelope as defined in the draft DCP at Attachment B, finds no exceedances of the Wind Safety Standard in any public place surrounding the site as a result of the development.

The analysis finds that the locations of two bus stops on Parramatta Road (one opposite the site on the southern side of Parramatta Road and another located approximately 65m to the east) see their mean wind speed exceed the Wind Comfort Standard for Standing though remain within the Wind Comfort Standard for Walking. There is no exceedance of Wind Safety Standards and opportunities remain for further refinement of the proposal to improve wind conditions through the design excellence process and subsequent lodgement of a development application. This planning proposal will be referred to the Development Coordination Authority with regard to transport issues and feedback will be sought on this question.

The analysis finds acceptable wind comfort conditions in the locations proposed for landscaping and deep soil along the northern and western boundaries of the site. There is the potential for wind safety exceedances in any proposed upper level balcony or terrace in the development along the southern boundary and Parramatta Road frontage. These conditions could be improved following the design excellence process, and the final design can ensure no public access to areas that may experience unsafe wind conditions.

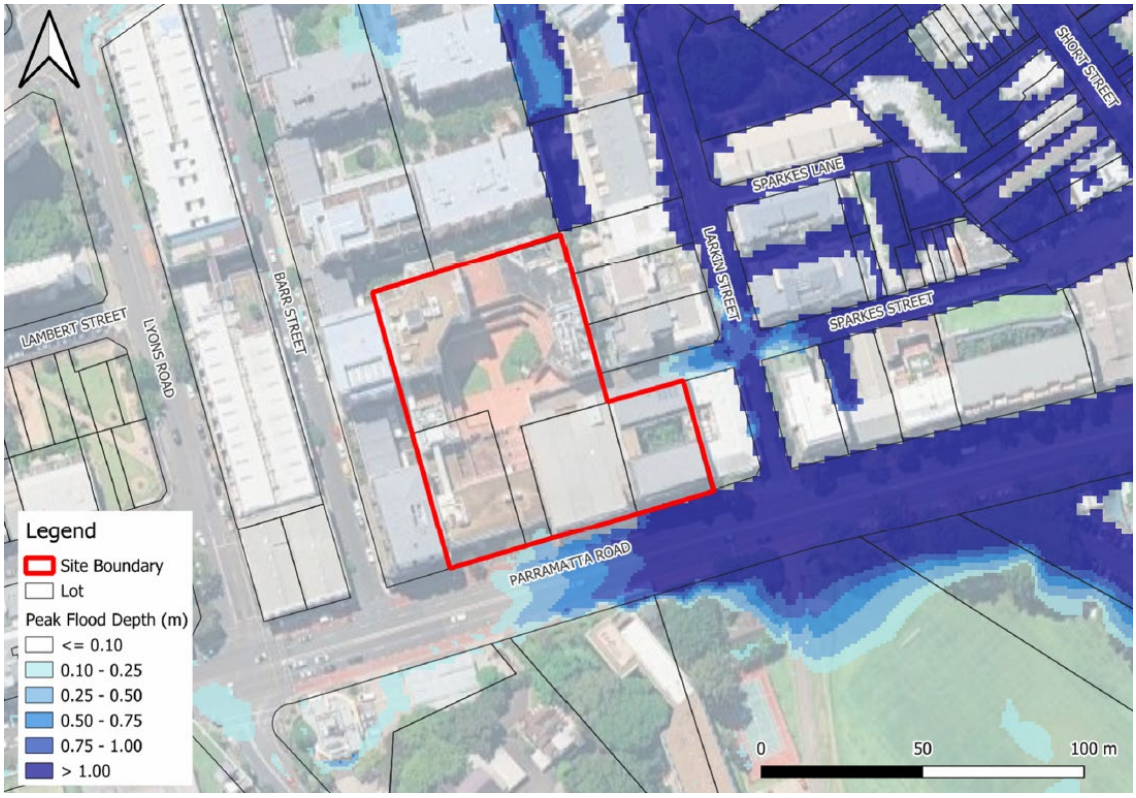
Flooding

The Flood Risk Assessment, at Attachment A11, provides an updated baseline flood model which demonstrates that the site is above the 1% AEP level but vulnerable in a PMF event.

Figure 35. Revised baseline flood model peak flood depths - 1% AEP event



Figure 36. Revised baseline flood model peak flood depths - PMF event



The flood model shows that the serviced apartment building at 84-86 Parramatta Road is vulnerable to flooding from Parramatta Road in a PMF event. The table below shows that the finished floor levels at ground are above the required flood planning levels for the site as stated in section 3.7.1.2 of the Policy and Housekeeping Amendments to Sydney DCP.

Table 8. Flood planning levels for 84-86 Parramatta Road

Location	Finished floor level	Flood planning level
Parramatta Road frontage and retail floor level	20.66m	20.30m (1% AEP level)
Raised residential lobby and lift shaft floor level	21.60m	20.80m (1% AEP + 50cm)

Under the baseline PMF scenario, the peak flood level is approximately 12cm above the raised residential lobby (21.72m). Given the low probability of flooding affecting the raised residential lobby (estimated as a 0.05% AEP event), the flood risk assessment prepared by the applicant concludes that flood risk to the serviced apartment building can be managed through an emergency risk management plan and shelter-in-place plan aligned with shelter-in-place guidelines released by DPHI.

The flood risk assessment also contains additional modelling to take into consideration future climate change scenarios. Under the most severe climate change scenario simulated for this

assessment (SSP3 7.0 Year 2100), the 1% AEP flood level is 20.55m AHD, still below all finished floor levels for the building.

Vehicle entrance points to the basement of 84-86 Parramatta Road remain above the PMF level.

The flood model shows that the life sciences development at 88-94 Parramatta Road, while vulnerable to flooding from Parramatta Road in a PMF event, still has street frontage unaffected in such an event, allowing for evacuation off site. The reference design for the proposal shows all entrances exceed the relevant flood planning level as required by Sydney DCP. The proposed internal walkway level of 21.75m AHD is above the PMF level from Parramatta Road of 21.72m AHD, which would facilitate evacuation off site. All lift shafts connecting the ground floor to the basement can be located above the PMF level. The vehicle entrance to the basement off Sparkes Street is 1.07m higher than the PMF level, preventing water ingress. These design points will be confirmed as part of any future detailed DA, however the reference design provided as part of the planning proposal confirms that a design consistent with State Government and City of Sydney flooding controls and guidance can be achieved at 88-94 Parramatta Road.

Heritage

Part of the site is currently occupied by a 3-storey brick warehouse constructed in the Inter-War period (c. 1927) as a motor-car showroom and possibly a service station (see Figure 6. 88-90 Parramatta Road looking north). In more recent years the site has been used as a warehouse and as retail space. The ground floor has been considerably altered, but the first and second floors retain some original timber flooring, columns, beams and joists. A Heritage Impact Statement has been prepared by the applicant and is at Attachment A10.

In line with material provided by the applicant to retain the warehouse building, the draft DCP accompanying this planning proposal, at Attachment B, has an objective to “[maximise] opportunities to retain significant portions of the warehouse building at 88-90 Parramatta Road, including façade, columns, roof form and wooden floors, beams and trusses”. This objective is supported by additional guidance with regard to the legibility of the building from Parramatta Road, and the location of any additional structural supports, new building services and access points.

Sustainability

The draft DCP accompanying this planning proposal, at Attachment B, has guidance requiring development at 88-94 Parramatta Road to achieve a 5-star Green Star Buildings rating. A public benefit offer prepared by the applicant, accompanying this planning proposal at Attachment C, states their intention to enter into a planning agreement with the City of Sydney to make the achievement of this award a requirement for any future DA.

The draft DCP also has guidance for landscaped open space with adequate deep soil to be provided along the northern boundary of the site. The building envelope as defined in the draft DCP features a 9m setback from the northern boundary and a partial 6m setback from the western boundary, which would facilitate the installation of deep soil while improving the site’s relationship with neighbouring residential properties. This is demonstrated in Figure 25.

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

Traffic generation

A Transport Impact Assessment for the serviced apartment building at 84-86 Parramatta Road, at Attachment A8, found that the site would generate an additional 7 vehicle trips during the PM peak and no trips during the AM peak. These additional trips represent approximately 0.17-0.29% of traffic at each of the three nearby signalised intersections, all of which operate with excess capacity. The additional traffic caused by any development at 84-86 Parramatta Road facilitated by this planning proposal is not expected to materially affect the operation of the network.

The Transport Impact Assessment for the life sciences development at 88-94 Parramatta Road, at Attachment A7, found that the site would generate an additional 105 vehicle trips in the AM peak and 90 trips in the PM peak. The assessment concludes that these impacts are considered modest compared to existing and future background traffic in the network. The surrounding road network is

expected to accommodate the additional traffic generated by the proposal, with all assessed intersections continuing to operate at acceptable levels of service.

Parking

The serviced apartment building at 84-86 Parramatta Road currently has 17 car parking spaces at ground floor and a basement level, which is above the maximum of 10 spaces currently allowable under Sydney LEP. The current proposal assumes the retention of the existing structure with no change to ground floor or basement layout. Following lodgement of a detailed DA, car parking spaces can be converted to provide additional service vehicle parking, bicycle parking and waste storage to accommodate the increase in ~~**serviced apartment**~~ floor space and inherent waste generation.

The reference design for the life sciences development at 88-94 Parramatta Road proposes 185 parking spaces, which is less than the maximum of 199 parking spaces for industrial land use, which is the relevant parking category for a 'health, medical or related research facility'. The reference design demonstrates that the site has the capacity for car share, EV, motorcycle and accessible parking in compliance with Sydney DCP, and the final design will be confirmed as part of any future detailed DA.

End of journey facilities

End of journey facilities and bicycle parking in the serviced apartment building at 84-86 Parramatta Road are currently below the rates established in Sydney DCP. However, this issue can be revisited as part of any future detailed DA noting that there is capacity in the basement for excess parking spaces to be converted.

For the purposes of bike parking spaces, the life sciences development at 88-94 Parramatta Road is considered to be subject to the industry category of the Sydney DCP and provide 28 employee and no visitor bike parking spaces. However, the development is expected to have a higher employment density than traditional industrial uses, reflecting office, laboratory and research-based activities rather than low-intensity manufacturing, for example. As a result, the draft DCP accompanying the planning proposal at Attachment B requires any new development on this site facilitated by this planning proposal to provide bike parking in accordance with the minimum rates for office premises or business premises. The reference design has demonstrated that the site has the capacity to accommodate these facilities, and this will be confirmed as part of the future detailed DA.

Servicing and waste collection

<u>84-86 Parramatta Road</u>

The serviced apartment building currently has a private waste collection arrangement, collected on street from Sparkes Street once a week. The Transport Impact Assessment at Attachment A8 has concluded that the waste generated by the additional serviced apartments facilitated by this planning proposal would require two collections per week rather than one, which can be accommodated through existing on-street servicing provisions. This collection can be managed to occur outside of peak traffic periods, and the future detailed DA will be required to be accompanied by a waste management plan in accordance with the requirements of Sydney DCP. Transport modelling has also established that the increased number of serviced apartments will result in increased demand for B99 parking for non-waste servicing and deliveries. As there are currently more private parking spaces on site than allowable under Sydney LEP, these can be converted to accommodate the increased servicing demand.

<u>88-94 Parramatta Road</u>

The life sciences development reference design has proposed 5 loading bays in the basement loading dock accessed from Sparkes Street – 1x9.8m bay suitable for a commercial waste vehicle, 2x8.8m medium goods vehicle (MGV) and 2x6m light goods vehicle (LGV). Additional servicing trip generation modelling has been prepared and submitted as part of the Transport Impact Assessment at Attachment A7 to support this approach. Swept path analysis demonstrates that

servicing vehicles are able to enter and exit the site via Sparkes and Larkin Streets. Any future detailed DA will need to be accompanied by a Delivery Servicing Plan in accordance with the requirements of Sydney DCP, once a final design for the loading dock has been completed.

Due to the size of the vehicles and the space constraints on Sparkes Street, vehicle access to the serviced apartments at 84-86 Parramatta Road may also be impacted and any future Delivery Servicing Plan will need to respond to these impacts. Additional guidance for the Delivery Servicing Plan regarding these matters has been included in the draft site-specific DCP at Attachment B.

Economic impact

The applicant has prepared an economic impact assessment, available at Attachment A9, which concludes that the planning proposal will deliver significant and positive economic impacts to the City of Sydney.

During construction, the short-term increase to economic activity has been estimated at:

– $455.5 million in output
– $104.8 million in contributions to GRP
– $83.4 million in incomes and salaries paid to households
– 688 full-time employees.

When operational, the life sciences development is estimated to result in an annual net increase of:

– $440.9 million in additional output
– $215.1 million in additional contributions to GRP
– $110.5 million in additional incomes and salaries paid to households
– 1,225 additional ongoing full-time employees.

In addition to these impacts, the planning proposal (together with the Sydney Biomedical Accelerator, due for completion in 2028) would result in the Camperdown Health, Education and Research Precinct expanding to accommodate more than 190,000 square metres of life sciences floor space. This will reinforce Camperdown as the largest life sciences precinct in New South Wales. It responds to existing demand for life sciences floor space, and provides collaboration opportunities with the University of Sydney and Sydney Biomedical Accelerator – allowing students and startups to begin operations at the University and Accelerator, then migrate to the development at 88-94 Parramatta Road as they mature and seek private investment. This helps to keep more of the potential economic value of the research in Camperdown and the City of Sydney, rather than seek further support for expansion interstate or overseas.

Public benefit offer

The planning proposal is accompanied by a public benefit offer at Attachment C, on behalf of the applicant and the landowner, stating their willingness to enter into a planning agreement with the City to deliver:

– upgrades to Sparkes and Larkin Streets to improve pedestrian amenity with new street lighting and a painted crossing;
– a commitment to achieve a 5-star Green Star Buildings rating; and
– a 0.5% contribution to public art, to be delivered on site.

5.4 – Section D – Infrastructure (Local, State and Commonwealth)

Is there adequate infrastructure (physical and social) for the planning proposal?

The site is located in an area with pre-existing medium and high density development, already well serviced by public transport and utilities. There are 8 bus routes connecting the site with Central Sydney and the Inner West, East and South. There are cycle paths on Bridge Road, St Johns Road and Arundel Street nearby, and the site is within walking distance of major complementary services at the University of Sydney and Royal Prince Alfred Hospital.

The Transport Impact Assessment prepared by the applicant at Attachment A7, assessed that the development is expected to generate a net increase of 105 vehicle trips in the AM peak and 90 vehicle trips in the PM peak, which is considered modest compared to the existing and future background traffic in the network. The traffic generated by the development is not expected to affect the safety, efficiency and ongoing operation of Parramatta Road.

The applicant has prepared a Utility Services Review at Attachment A17, which seeks to identify any potential supply constraints or utility interventions required. There are existing ICT, water and sewerage connections to the site, and no major reconfigurations or upgrades are expected. Preliminary consultation with Sydney Water regarding on-site retention of stormwater has already been conducted. The review anticipates the installation of 3 1500kVA triplex transformer chamber substations to be installed to supply the proposed development, as well as the relocation of an existing Ground Sub transmission panel, which can only occur in consultation with Ausgrid.

As the proposed building is to be designed as a full electric building to meet its sustainability requirements, we do not anticipate any new gas connections. There are existing gas connections to the serviced apartment building at 84-86 Parramatta Road, but the uplift facilitated by this planning proposal is not expected to require substantial upgrades to these connections.

It is not expected that substantial infrastructure investment by the City or the State will be required to service the site. All relevant utilities and government agencies will be contacted during the public exhibition period for feedback.

6. Mapping

This planning proposal does not include any amendments to maps.

Additional building height and floor space ratio is proposed to be included through new site-specific provisions under Division 5 as discussed earlier in this planning proposal.

7. Community consultation

This planning proposal will be exhibited in accordance with a Gateway Determination issued by the Department of Planning, Housing and Infrastructure.

It is anticipated that the Gateway Determination will require public exhibition for a period of no less than 28 days, in accordance with the Environmental Planning and Assessment Act 1979, the Local Environmental Plan Making Guideline and the NSW Community Participation Plan.

Notification of the public exhibition will be consistent with the Gateway Determination and the City of Sydney Community Engagement Strategy.

The proponent has undertaken early consultation with Sydney Water with regard to on-site stormwater retention. Consultation with the Development Coordination Authority and other government agencies will be undertaken in accordance with the Gateway Determination.

8. Project timeline

The anticipated timeline for the completion of the planning proposal is as follows:

Stage	Timeframe
Commencement / Gateway Determination	December 2026
Government agency consultation	January to February 2027
Public exhibition	January to February 2027
Consideration of submissions	March to April 2027
Post exhibition reporting to Council	May to June 2027
Draft and finalise LEP	July 2027
LEP made and forwarded to Department of Planning, Housing & Infrastructure	August - September 2027

Appendix 1

Example clauses

The final version of the clauses to be inserted into Division 5 would be subject to drafting and agreement by the Parliamentary Counsel's Office, but may be written as follows:

Part 6 Local provisions – height and floor space

Division 5 Site specific provisions

6.XX 84-86 & 88-94 Parramatta Road, Camperdown

(1) The provisions of this clause are to provide additional building height and floor space to encourage:

(a) health, medical or related research facilities and complementary and supportive land uses at 88-94 Parramatta Road, Camperdown

(b) serviced apartment land use at 84-86 Parramatta Road, Camperdown.

(2) This clause applies to 84-86 Parramatta Road, Camperdown, being Lot 1 DP 1216911, and 88-94 Parramatta Road, Camperdown, being Lot 1 DP 178634, Lot A DP 402925 and Lot 1 DP 965792.

(3) The maximum height for a building on the land at 84-86 Parramatta Road, Camperdown, to which this clause applies is 30 metres.

(4) The maximum floor space ratio for a building on the land at 84-86 Parramatta Road, Camperdown, to which this clause applies is 4:1.

(5) Subclauses (3) and (4) do not apply unless the consent authority is satisfied that the development will result in a building being used for the purposes of ~~**serviced apartments**~~ **tourist and visitor accommodation** only.

(6) The maximum height for a building on the land at 88-94 Parramatta Road, Camperdown, to which this clause applies is 80 metres.

(7) A building on the land at 88-94 Parramatta Road, Camperdown, to which this clause applies may have a floor space ratio of up to the ratio of the sum of the following to the site area—

(a) the gross floor area permitted as a result of applying the floor space ratio shown for the land on the Floor Space Ratio Map;

(b) the gross floor area resulting from applying a floor space ratio of 3.4:1;

(c) if the building is a building demonstrating design excellence – the gross floor area, determined by the consent authority, of up to 10% of the sum of the amounts specified in paragraphs (a) – (b).

(8) The total floor space ratio under subclause (7) must not exceed 6.5:1.

(9) Subclauses (6), (7) and (8) do not apply unless the consent authority is satisfied—

(a) the development will result in a building, or part of a building, used for the purposes of health or medical related high technology industry, and

(b) the development will not result in a building used for the purposes of residential accommodation or serviced apartments.

(10) Clause 6.21D(3)(a) does not apply in relation to development carried out under this clause.

CITY OF SYDNEY