City of Sydney
Town Hall House
456 Kent Street
Sydney NSW 2000

+61 2 9265 9333
council@cityofsydney.nsw.gov.au
GPO Box 1591 Sydney NSW 2001
cityofsydney.nsw.gov.au

Megan Fu
Department of Planning and Environment
via Planning Portal

Our reference: R/2022/2/A

Your reference: SSD-38600121

Subject: Advice on EIS - Alexandria Health Centre - 28-32 Bourke Road, Alexandria

Dear Megan,

Thank you for your correspondence dated 20 July 2022 inviting the City of Sydney (the City) to comment on the EIS for the Stage 1 Concept SSD (SSD-38600121) relating to Alexandria Health Centre.

The proposal seeks consent for Stage 1 (concept) approval for a mental health hospital and medical centre, including:

- in principle agreements for the demolition of existing structures and excavation
- a building envelope to a maximum height of 45m (RL 53.41) and a podium with a maximum height of RL 28.41
- a maximum GFA of 11,442.2sqm which equates to a maximum FSR of 3.85:1. This includes a base FSR of 2:1, community infrastructure bonus of 1.5:1 and a 10% design excellence bonus
- basement car parking, ground level reception/ lobby and pharmacy, medical centre uses on levels 1-4 and mental health hospital at levels 5-7
- principles for future vehicular ingress and egress from Bourke Road
- land dedication on Bourke Road, along the western boundary and the southern boundary.

The subject site is located within the Southern Enterprise Area, which is one of the most strategically located enterprise and economic areas in Australia, being of local, metropolitan, state and national economic significance. The City has recently reviewed the employment lands strategy and the planning controls that apply to this enterprise area. An enterprise area review Planning Proposal was exhibited in late 2021 and included appropriate land use and built form controls to facilitate desirable non-residential uses within business park zoned land in North Alexandria. This includes amendments to the

Sydney LEP 2012 and the Sydney DCP 2012 to specify new controls for the Southern Enterprise Area area. These planning controls were adopted by Council in May 2022 and are in the process of being finalised.

While the above mentioned controls including the draft DCP (referred to as the draft SDCP 2012 - Southern Enterprise Area) are not yet in force, the subject SSD seeks to utilise these draft controls.

The City has reviewed the submitted documents for the concept SSD and provides the following comments for consideration.

1. Street wall and interface with Bourke Road

Provision 5.8.4.3(1) of the draft SDCP 2012 - Southern Enterprise Area states that setbacks are to be provided as follows:

- 4 storey street frontage height on Bourke Road and the rear lane.
- 12 metre upper level setback on Bourke Road and a 4m upper level setback at the rear lane.

Figure 1 below demonstrates the anticipated built form for the site outlined in the draft DCP, which includes a 4 storey street wall built to the Bourke road frontage with a 12 metre upper level setback behind. This site is not specified in the DCP as requiring a landscape setback.

Figure 5.203 Indicative street section – Bourke Street (B), North Alexandria

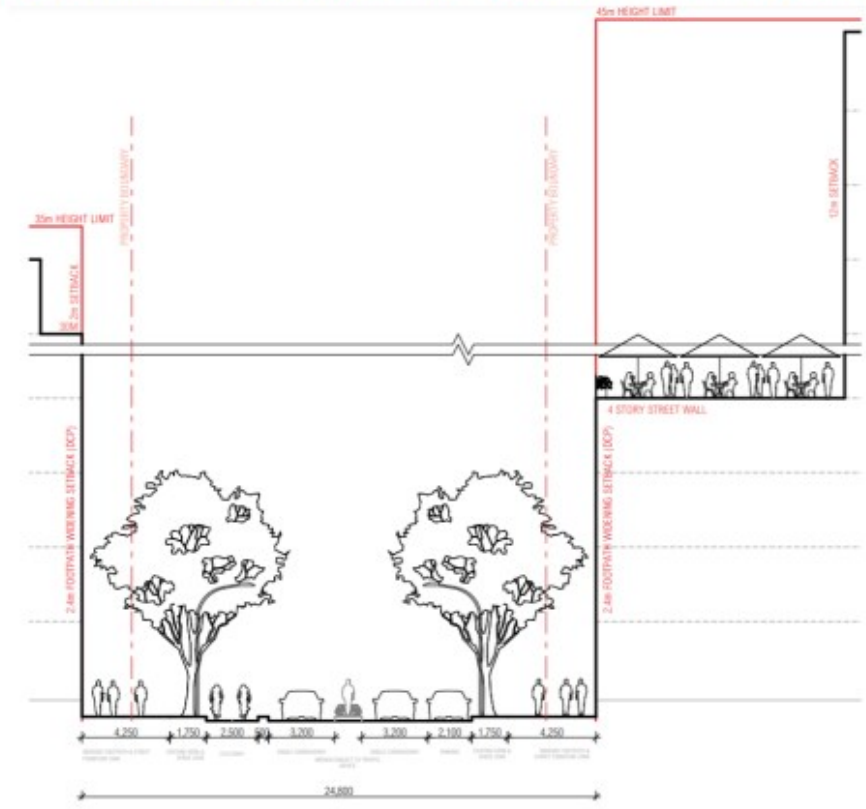

Figure 1: Indicative street section for Bourke Street, showing the 4 storey street wall behind the 2.4m footpath widening, and the 12m upper level setback behind (draft SDCP 2012 - Southern Enterprise Area)

The proposed reference scheme does not follow the setbacks envisaged in the DCP. Instead, it proposes a 12 metre setback on the ground floor and above, with deep soil and landscaping within the front setback. The Urban Design report states that the 4 storey street wall is achieved through an architectural screen, which building users will pass under as they enter the building and the landscaped area would sit behind this screen.

The absence of providing the 4 storey street wall on Bourke Road risks the building not adequately relating to the adjacent future development along Bourke Road. The street wall plays an important role in defining the spatial structure of a place. It defines the 'space' of the street, provides visual cut off from the street to the taller building behind the setback, creates a consistent built form along the street by linking one building to another and minimises 'perceived' density by creating a continuous wall along the street with appropriate articulation. In addition, the street wall avoids the negative impact of exposed boundary walls for 12 metres in the view along the street and strengthen legibility by clearly indicating 'gaps' in the street wall where the cross streets and lanes are located.

The street wall is an important mechanism for defining space in an urban area and cannot be resolved through an architectural screen. The City does not support the proposed architectural screen and this should be removed from the concept proposal.

If the 4 storey street frontage height is not pursued, then the following issues must be resolved:

- The proposed lift at the front of the site on Bourke Road is not supported. This area is flood prone and is therefore a poor location for a lift. Further, the City considers these types of lifts to be a very poor way of providing equitable access for all people and this is particularly problematic given the use of the building as a hospital. As a minimum, the lift should be relocated to be inside the building. Alternatively, replacing the lift with a ramp system inside the building would provide a far superior outcome for future users of the site.
- The power supply kiosks must be relocated. They are currently located within the deep soil zone and in a flood prone part of the site.
- The deep soil zone must be increased (see Point 4 below) and the basement wall facing Bourke Road will need to be relocated.
- The architectural screen must be removed.

2. Urban design

In addition to the above comments on the built form, the following additional urban design issues must be addressed:

- There is a wall of 6 levels on the eastern boundary, with terraces located on levels 6 and 7. There is no information to show how this boundary condition can relate to future development on the adjacent site in plan or section.
- The western and southern walls of the proposed building are to define the proposed laneway network. This does not occur on the western boundary because the cantilever of the upper levels over the driveway weakens the definition of the lane.
- The colonnade created by the large upper levels over the northern and part western boundaries is not appropriate. The building is a stand alone building and not part of a continuous colonnade. The building should come straight to the ground.
- The southern boundary wall is to define the proposed laneway network. The 500mm setback for greenery is not supported and the building should be located on the boundary.

3. Western laneway

The draft SDCP 2012 - Southern Enterprise Area requires future laneway dedications on the western and southern boundaries of the site. The intention of these laneways is to provide permeability at a human scale throughout what is currently a landlocked area, with the only pedestrian access currently via main roads. The draft DCP controls intend for these laneways to be shared zones with pedestrian priority and one-way for vehicles (north towards Bourke Road).

The proposal includes two stages for the future development of the site:

- Stage 1 - Given the site is the first among its neighbours to be developed, the full laneway width will not be able to be achieved when this use commences. Therefore, both vehicle ingress and egress from Bourke Road is proposed, with an additional 3 metres provided in addition to the 3 metres required for laneway dedication. The City does not raise any concerns at this time with regard to the proposed arrangement for Stage 1.
- Stage 2 - Once the full laneway is able to be constructed, two options have been proposed, being Option A and B. The EIS states that further discussions will occur with the City has part of the VPA discussions in relation to the future design of the laneways once Council's envisaged laneway network is fully developed.

It is noted that the options for stage 2 do not meet the intent of the DCP for the treatment and use of these laneways as 6 metre wide, shared laneways with one-way vehicular traffic. The City will continue to engage in discussions with the applicant on this matter.

4. Landscape

Deep soil

Provision 5.8.4.6.1 of the draft SDCP 2012 - Southern Enterprise Area requires deep soil planting to

be provided to 10% of the site. Deep soil is a landscaped area with a minimum dimension of 3 metres that is unimpeded by any building, structure or surface (including permeable unit paving or similar) above or below ground, with the exception of minor structures such as fence footings and minor pits up to 300mm. Deep soil zones allow sufficient space for the planting and healthy growth of new trees that provide canopy cover and assist with urban cooling and infiltration of rainwater to the water table.

A review of the proposal indicates the following:

- The envelope plans do not locate deep soil.
- The reference scheme basement and ground floor plans indicate a deep soil zone on the Bourke Road frontage that is encumbered by several structures. Substations are not supported in deep soil zones, nor in flood prone land, and allowance should be made for chamber substations within the building.

The envelope plan is to be amended locating a minimum of 10% deep soil and provide an alternate location for substations. Once this is updated, the envelope plans should be stamped and a concept condition imposed that ensures that 10% of the total site area (after dedication) achieves deep soil in accordance with the SDCP 2012 and a plan must be submitted demonstrating this prior to the issue of a design competition brief/ detailed development application.

Green roof

If there is a minor deep soil shortfall, the proposal must provide an inaccessible and extensive green roof to a minimum 30% of the available rooftop space, as required by Section 5.8.4.6.2 of the draft SDCP 2012 - Southern Enterprise Area.

Landscape on slab

The reference scheme includes landscaping on structure, including:

- Ground floor - shallow planters 450mm high located over the basement and for green walls on the western boundary
- Level 4 - narrow 1m depth perimeter planters on the western and southern edges
- Level 6 and 7 - east facing rooftop courtyards with seating areas, freestanding pots, 550mm depth planters and artificial turf

The design layout is basic and requires refinement in the competition and Stage 2 SSD to demonstrate design using biophilia principles, outlook, textures and natural materials, with a range of amenity with a high standard of finishes and materials. With regard to biophilia in hospitals, the design must create rooms with views of nature, atriums, outdoor areas with greened outlook, access to sunlight and shade for wellbeing and recovery.

The success of landscape on slab requires great design, coordinated services, soil depth and soil volume, drainage, watering systems and ongoing maintenance. In the Stage 2 DA, all landscape on

slab for all planters and freestanding pots must be designed to design to ensure landscape areas on slab achieve the minimum soil depths and soil volumes in accordance with the Sydney Landscape Code Volume 2.

Urban canopy

The development should provide 15% canopy coverage of the site within 10 years from the completion of development, per Section 3.5.2 of the SDCP 2012.

Artificial turf

The rooftop areas include artificial turf surface finish. Recent research findings by Dr Sebastian Pfautsch show that in warmer months, unshaded artificial turf installed in schools and playgrounds recorded 60-100°C surface temperatures. This synthetic surface finish becomes a heat trap, can cause serious burns, and result in unusable outdoor spaces. Further, the plastic finish of synthetic turf and its artificial nature does not contribute any biophilic and biodiversity outcomes, and is likely to end up in landfill in the future.

The City recommends a full review of surface finishes and limiting the use of synthetic surface materials (turf and modular timber decking) and allowing for natural surfaces and natural shade.

Landscape strategy

The landscape plans are too detailed based on the reference scheme with levels, planting design and construction details. The landscape report does not outline a landscape strategy suitable for inclusion in a design completion brief.

It is recommended that the supporting landscape strategy (Appendix K) be updated to relate to the amended envelope. It notes areas of deep soil, locations of communal open space and setbacks. When this is updated, it is recommended that the landscape strategy be attached to the design competition brief and a condition be imposed on the concept SSD to reference the landscape strategy.

5. Public domain

Additional information about flooding, stormwater, levels and gradients and information is required and outlined as follows:

Flood assessment

The Flood Study must include a post development flood study to demonstrate that new development will not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties. The post-development flood assessment shall be in line with a proposed concept design for new roads surrounding the site (please refer to requirements for

Levels and Gradients).

Levels and gradients

The EIS has referenced the Detailed Maps and Plans in Appendix B, however Appendix B has not been provided to the City. The following information is required:

- A longitudinal section is required for the new road along the western boundary. It is to be extended along the southern side of the site up to the connection point with the surrounding Bourke Road & O'Riordan Street. The section must start from the ridge point of Bourke Road and continue through the centre line of the new road along the western side, then to O'Riordan Street centre line. In addition, a longitudinal section through the future Through Site Link between the site and Ashmore Connector is required. The section is to be taken along the centre line of the Link.
- An additional long section is to be taken from the ridge point of Bourke Road and continue through the centre line of a new road (required further east from the site) to the above long section.
- Sections must include existing and proposed levels and must indicate longitudinal gradient/slope and vertical curve (***IP*** "Ingress Protection"), allowing a vehicle to negotiate the elevation rate change at a gradual rate rather than a sharp cut.

The City has previously advised the applicant in pre-application discussions of the minimum extent of master grading work that will need to be undertaken to support future development on the site (shown in red in the figure below). In addition to this, the above mentioned longitudinal master grading exercise will need to be undertaken for the entire block, as shown in blue below.

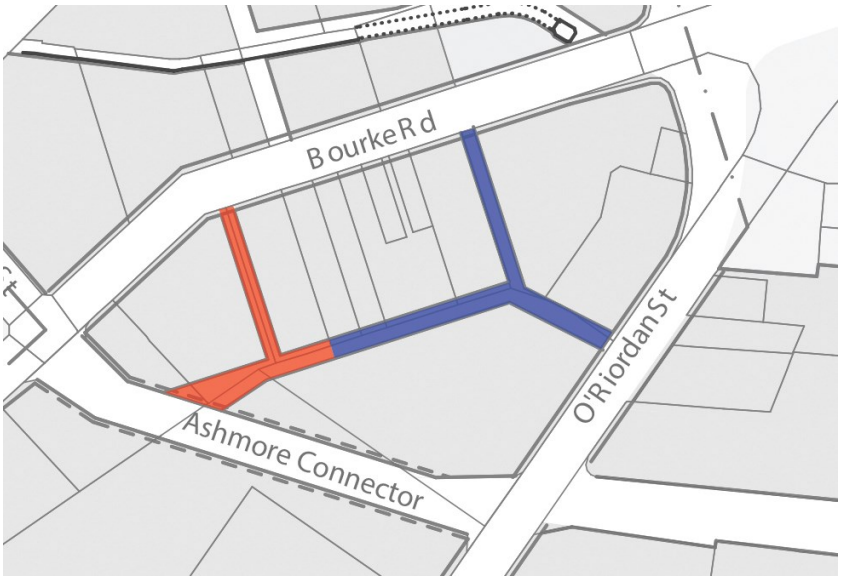

Figure 2: Extent of minimum required master grading work (shown in red) and longitudinal master grading exercise scope (shown in blue).

Stormwater drainage

The proposed Stormwater Management Plan – Figure 6 of the report has not included the minimum relevant information. The following is required:

- The proposal for drainage of the site shall include drainage of internal part of laneway that will not be dedicated to Council. Drainage of laneway section that will stay private shall connected to internal Stormwater system. In addition, a separate drainage shall be proposed for the future Laneway section that will be dedicated and shall be discharge directly to Council system.
- The proposed stormwater concept plans shall indicate levels at the OSD orifice, control pit (upstream and downstream) and at connection to a new kerb inlet pit (to front the site), to demonstrate gravity discharge. A new pipeline (between new kerb inlet pit and existing Council pit downstream) shall be DN375mm RCP with a minimum of 1% fall.
- Hydraulic modelling shall be provided to demonstrate that the connection of the proposed development to the Council's system will not exceed an increase of 10% flow to the downstream system.
- Surcharging of the network is not permitted.
- Control pit shall be located within the property adjacent to the boundary. A non-return valve shall be provided immediately prior to discharge to ensure that the public network does not surcharge into the property.

Site contamination and remediation

The Framework Remediation Action Plan (RAP) does not address the future land dedication areas of the 2.4m footpath widening and 3m future laneways to the boundary areas. The requirement will be that land to be dedicated to the City of Sydney must not be encumbered by an Environmental Management Plan or Long Term Environmental Management Plan. An updated RAP and Site Audit Statement should be provided clearly separating out the land to be dedicated to be remediated to an extent to not require a LTEMP.

6. Transport and access

Parking quantity

The hospital has a maximum capacity of approximately 56 patients and 60 staff and the 40 rooms in the medical centre could have 1 patient and 1 doctor each, resulting in approximately 80 people. Adding pharmacy and general support staff, the maximum number of people on the site would likely be between 200-230 excluding visitors.

In general, the City maintains a position of seeking to minimise car parking provision in order to reduce the use of private vehicles. However, in the case of health facilities it is acknowledged that several other factors need to be considered. This includes ill patients being less likely to travel via public or active transport and shift workers tending to prefer to drive for overnight shifts.

The proposed 70-74 spaces represent capacity for around a third of the expected population on site,

which is considered to be reasonable given the above circumstances. The City supports the proposed quantity of parking, noting that this total is to include staff parking, visitor parking and patient transport (ambulance) parking.

Parking layout

Servicing vehicles accessing the loading dock must cross in front of the pedestrian entrance from the carpark. This conflict could make the entry point dangerous and unpleasant for staff, patients and visitors arriving via car. In addition, the swept paths provided in Appendix D of the Traffic Assessment show that larger vehicles accessing the loading dock will impinge on the waiting space and ambulance zone. Given the constrained ground plane, this arrangement may be unavoidable, but options such as scheduling servicing and waste collection for outside of core hours should be considered.

Bike parking and end of trip facilities

The Traffic Assessment has only proposed bike parking for medical practitioners at the hospital and does not provide bike parking for consulting rooms, pharmacy or support staff. This is not acceptable. All staff should have the opportunity to cycle to work if they choose.

The intent of the bicycle parking rates in the Sydney DCP are to provide sufficient facilities to encourage all staff to cycle. The land use classifications are indicative only and if the land use proposed does not have a specific bike parking rate set out in the DCP, this does not mean bike parking should not be provided for this land use. In these situations, a first-principles assessment is better suited.

The hospital has 60 staff and consulting rooms will have at least 1 per room (40) so there is likely to be a minimum of 100 medical staff in the building. Assuming an additional 20 support and pharmacy staff, this equates to 120 employees. Applying the rate to the whole staff population gives 24 spaces.

Recommendations:

- Additional bike parking for employees should be provided - approximately 20-25 total. These are to be of Class 2 (secure room or cage). End of trip facilities are to be increased accordingly.
- The 38 visitor spaces are supported. These are to be provided in the form of Class 3 U rails in an accessible on-grade location near a major public entrance to the development and is to be signposted. Exact location is to be confirmed as design progresses.
- Staff and visitor bike parking are not to be combined.

Electric vehicle facilities

There is an increasing demand for electric vehicle charging facilities. Future proofing the development by providing infrastructure to allow future installation of charging is recommended. While the current DCP does not specify EV charging rates, the revised DCP (under development currently) will.

In this development, the City recommends 50% of parking spaces for employees to be EV ready, that is, capable of supporting electric vehicle chargers. 15-25% of visitor parking should be fitted with Level 2 chargers or higher

Traffic assessment

The road layout assumed as the future scenario is incorrect - there is no commitment or funding to upgrade the Wyndham Street/ Bourke Road/ Bourke Street / Botany Road intersections to a 'H' shape as pictured in Section 3.6 of the Transport Assessment.

The traffic assessment using SIDRA appears to only assess the existing conditions and only looks at the intersection of Wyndham Street and Bourke Road. The point of a SIDRA assessment is to determine the impact of the development on the road network, so assessing the only existing situation is trivial. Also, considering the complexity and proximity of the Wyndham Street / Bourke Road / Bourke Street / Botany Road intersections, assessing only part of this would miss the interactions and queuing effects.

The traffic assessment should consider only committed changes to be part of the future road network. The SIDRA traffic assessment should be revised to include at least the Wyndham Street / Bourke Road / Bourke Street / Botany Road intersections (networked to capture queueing), as well as Bowden / Bourke Streets. The future case should be assessed as well.

Indicative CTMP

The Indicative Construction Traffic Management Plan (CTMP) is meant to outline the matters to be addressed within the CTMP to be prepared in accordance with the approved development. The CTMP should follow the format specified by the City, and should include:

- Management of construction vehicles, including description of truck routes, specification of largest vehicle to be used, swept paths, works zones
- Impact of the project on residents, businesses, pedestrians, cyclists, local traffic and emergency services and management of staff parking
- Acceptance of the Standard Requirements for City CTMPs

Note that the approval of Works Zones is a separate process that requires Traffic Committee Endorsement.

7. Tree management

A total of 3 street trees have been identified outside the subject site. The proposal includes removal of 1 street tree (tree 1) located on the western boundary. This tree is located within the footprint of the new laneway under the draft Sydney DCP - Southern Enterprise Area. Therefore, removal of this tree has

been predetermined. The remaining 2 trees can be retained and protected during development.

All remaining trees must be protected in accordance with the Arboricultural Impact Assessment prepared by Arboreport dated 9 July 2022. Advanced trees are to be planted in a minimum container size of 100 litres at the time of planting. All newly planted trees should also be grown to Australian Standard 2303:2015 ‘Tree stock for landscape use’.

8. Contamination

The site has a history of industrial uses including a vehicle spray booth still present on site, lead in soils and issues with sampling protocols for groundwater linked to the lead in soils. The Detailed Environmental Site Investigation (DESI) concludes that the site is not suitable for ongoing commercial/ industrial land use due to the significant lead contamination. The DESI must be amended to address all gaps that are outlined in the Interim Audit Advice 01, by NSW EPA Site Auditor Rod Harwood, dated 8 June 2022.

The amended DESI and a bespoke Remediation Action Plan must be prepared and be peer reviewed by a NSW EPA Accredited Site Auditor and include a a section B Site Audit Statement or a letter of Interim advice from the Site Auditor certifying that the RAP is practical and the site will be suitable after remediation for the proposed use. A copy of the revised DESI, RAP and Interim Audit Advice must be provided to Council.

9. Public art

A Preliminary Public Art Strategy has been prepared to accompany the architectural design competition. The Preliminary Strategy outlines most of the aspects that the City would expect to see from a Preliminary Strategy at this stage, except it does not include a budget. The strategy should be amended to include a budget and to include the submission of an updated Preliminary Public Art Plan following the competition, a Detailed Public Art Plan and then a final public art report as part of the process outlined. It should also be amended to reference the Green Square Public Art Strategy as part of the context or policy alignment. The City requests a copy of the amended strategy prior to determination of the Stage 1 SSD.

10. Ecologically Sustainable Development

Section 6.2.5 of the EIS discusses ESD and lists 5 strategies as mitigation measures. These are vague and use non-committal language, such as 'consider implementing'. It is not possible to determine the level of environmental impact of the proposal due to the lack of clarity around what initiatives will be implemented.

The City requests amended details to include firm commitments to specific ESD initiatives. In addition, the list of potential mitigation measures in the EIS does not include any reference to onsite solar. The ESD Report also does not investigate the potential for onsite solar. This appears to be a major omission. The generation capacity of the available roof space should be assessed and a commitment to providing onsite solar be made.

11. Waste management

Waste generation

- Medical waste should be managed in accordance with the minimum standards provide for in the NSW government policy directive for Clinical and Related Waste Management for Health Services and all relevant legislation pertaining to the management of clinical and related waste.
- As a facility with bulky equipment, additional space must be allocated for bulky waste as a minimum of $8m^2$ is required.

Design of waste storage space

Architectural plans and the waste management plan do not indicate storage space for separate medical waste collection bins. Amended plans are required that clearly outline:

- the location and space of the designated medical waste storage area/s,
- the number of bins required; correctly scaled, distinguishing between sizes (eg 240L, 660L, 1100L)
- the proposed layout of bins within storage areas
- the proposed frequency of collection

Additional design considerations should be shown on the plans in relation to:

- ensuring adequate door width for the size of the bins
- back of house requirements for the location and storage of additional waste storage and waste handling equipment to be used, e.g. compactors, balers, tugs/trolleys, and any other equipment that are likely to be used.

A bin for each waste stream (waste, recycling and food waste) is to be centrally located on each floor (clearly mark on the plans). Details on the changeover/servicing and maintenance of these bins is to be outlined within the waste management plan.

Waste movement and access

- Movement of bins and bulky waste to and from the waste storage area (WSA) or the collection point is to be level, free of steps/stairs, avoid the kerb and does not exceed a grade of 1:14 at any point.

- Swept paths for collection vehicles are required to be submitted, outlining sufficient space for the turning/manoeuvring of the collection vehicle to enter and exit in a forward direction.
- Commercial waste collection vehicle specifications should be matched to Council waste collection vehicle specifications as set out in Design requirements for collection vehicle access within the City of Sydney's Guidelines for Waste Management in New Developments 2018.

Waste collection and servicing

- Details of the ongoing management of the storage and collection of waste, including responsibility for cleaning, transfer of medical and general waste bins between storage areas and collection points, maintenance of signage and security of storage areas is to be detailed in the waste management plan.
- Onsite collection should allow the waste collection vehicle to enter and exit in a forward direction. Vehicle dimensions, vehicle turning/swept path and maximum slope gradient are to be incorporated into the design of the proposed development. This information is outlined within City of Sydney Guidelines for Waste Management in New Developments 2018.

Demolition/ construction

- A Demolition and Construction Waste and Recycling Management Plan is required to be submitted. The plan is to provide details regarding how waste is to be minimised and estimate the quantities and types of materials to be reused or left over for the removal from site.
- A site plan is required, showing waste refuse areas, truck access and storage areas away from public access for reusable materials and recyclables during demolition and construction.

Storage

- The nominated waste and recycling storage areas must be constructed to meet the relevant conditions required by the City of Sydney Guidelines for Waste Management in New Developments 2018.
- Commercial waste and recycling receptacles and any bulky waste must be stored on the property at all times and must not be placed on kerbside for collection.

Waste and recycling collection

- Commercial tenancies must have a commercial waste contract(s) in place prior to commencement of trading.
- Commercial waste service collection services and waste storage arrangements must be conducted in accordance with the City's Waste Policy – Local Approvals Policy for Managing Waste in Public Places (2017).

12. Design excellence

The Design Excellence Strategy prepared by Urbis, dated 9 June 2022, has been reviewed. Recommended changes shown in mark-ups are attached to this letter. It is requested that the strategy be amended and returned to the City's Design Excellence team for review. The final strategy must be approved with the Concept/ Stage 1 SSD.

The following additional comments are made:

- The Strategy refers to City of Sydney Competitive Design Policy (adopted by Council on 9 December 2013). The applicable policy is Sydney Competitive Design Policy December 2020 (adopted by Council on 14 December 2020).
- The EIS states that the Stage 1 envelope can accommodate the additional 10% floor space. This is to be confirmed.
- The purpose of the reference design is to demonstrate land use suitability and test the capacity of the proposed envelope to accommodate 10% additional floor space [or] height having regard to compliance with planning controls
  and environmental impacts. A reference design prepared by NBRS Architecture has been submitted and includes 10%. The applicant should confirm that the indicative design includes the 10% and reflects a compliant scheme. If modifications are required to address non-compliances that will reduce yield, ensure this is flagged in Concept DA report.
- Provision 3.3.2(g) and 3.3.8(1)(h) of the DCP require that a Design Excellence Strategy and Concept DA include target benchmarks for ESD. ESD targets should be included in the Strategy.
- The site is flood affected, however no flood planning levels are shown on the reference plans. Information should be sought on flood planning levels (FPLs) for ground level uses and basement entries that would be required in order to comply with the City’s Interim Floodplain Management Policy.

13. Voluntary Planning Agreement

An offer to enter into a Planning Agreement has been received by the City. A planning agreement is the City's preferred method of securing new community infrastructure including land dedication, developer's works-in-kind and monetary contributions. Therefore, the offer to enter into a planning agreement is welcomed. Discussions will continue between the City and the proponent on this matter.

Please contact Samantha Kruize on ph: 02 9265 9333 if you need to discuss your request.

Andrew Rees
Area Planning Manager