

Project Specific SEARs

Request: Scoping Report

Submitted to Department of Planning, Housing and Infrastructure
on behalf of Vasueda Property Ltd

Shop top housing
99-101 Pyrmont Bridge Road & 190-196 Parramatta Road
Annandale
NSW 2038

Project: 25-001
March 2026
Revision B

Prepared by Dickson Rothschild
Suite 1 & 2, Level 5, Grafton Bond Building
201 Kent Street
Sydney NSW 2000



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Dickson Rothschild
D.R. Design (NSW) Pty
Limited
ABN 35 134 237 540

Suite 1 & 2, Level 5, Grafton Bond Building
201 Kent Street
Sydney NSW 2000 Australia
Phone +612 8540 8720
www.dicksonrothschild.com.au



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1. Introduction

This Scoping Report has been prepared by Dickson Rothschild on behalf of our client, Vasudeva Property Pty Ltd, to request the issue of Project-Specific Secretary's Environmental Assessment Requirements (SEARs) for a future State Significant Development Application (SSDA) for a shop top housing development with infill affordable housing at 99-101 Pyrmont Bridge Road and 190-196 Parramatta Road, Annandale, NSW 2038.

This scoping report has been prepared with consideration of the Department of Planning, Housing and Infrastructure's (DPHI) *State Significant Development Guidelines – Preparing a Scoping Report* (October 2022).

This Project-Specific SEARs request provides an overview of the Proposal, its objectives and benefits, its eligibility for State Significant Development assessment, identifies key environmental matters requiring assessment in the Environmental Impact Statement (EIS) stage(s). This report should be read in conjunction with the following attached documentation:

- Survey Plan (**Attachment A**); and
- Architectural Drawings (**Attachment B**);

1.1. Applicant Details

The applicants' details are presented in Table 1 below:

Detail	
Proponent Name	Vasudeva Property Pty Ltd (Registered Proprietor)
ABN	78 678 203 855
Address	653 New South Head Road, Rose Bay, NSW 2029

Table 1: Applicant Details

1.2. Site in Context

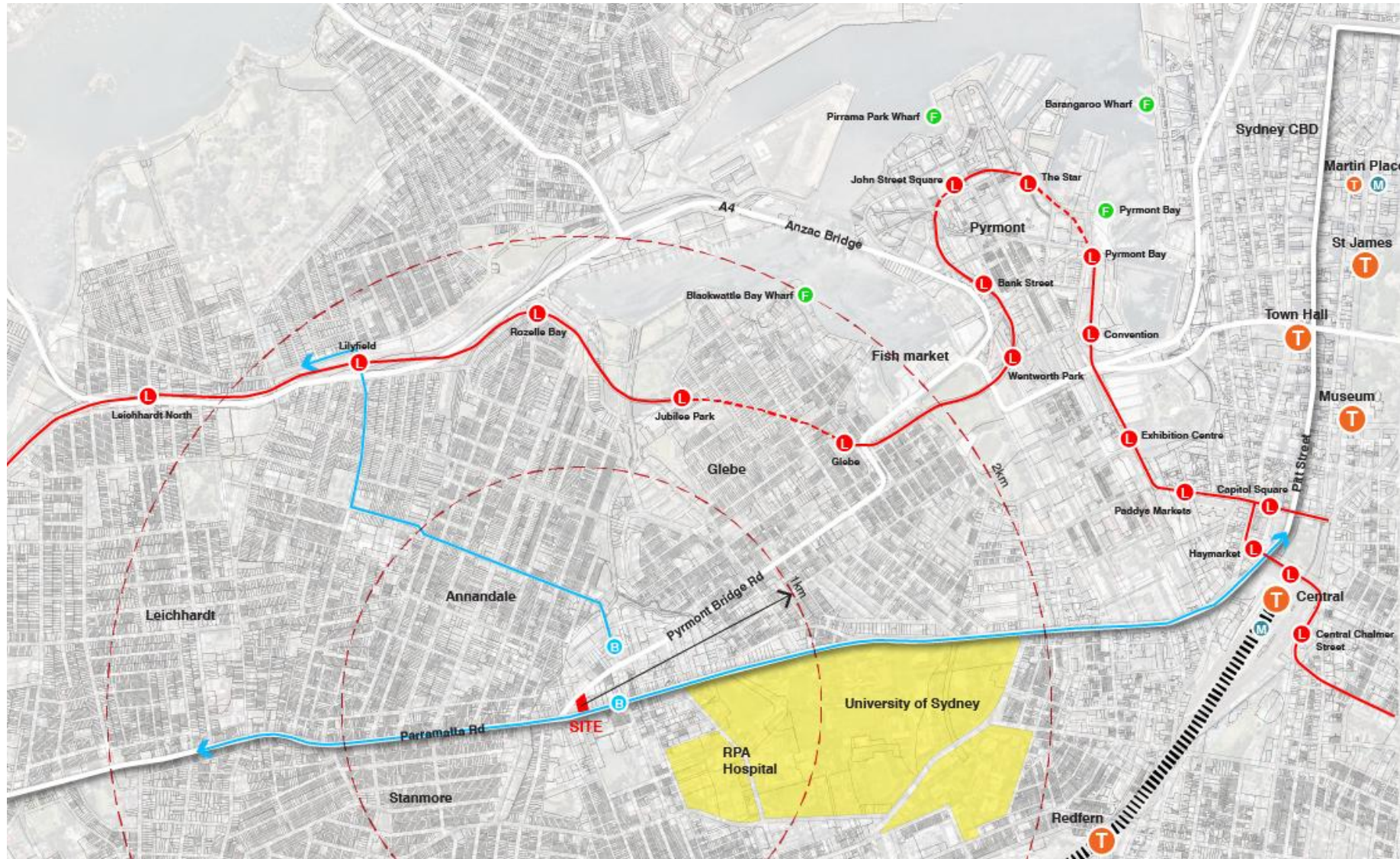


Image 1: Wider Strategic Context (Dickson Rothschild)

Wider strategic context

The site is in close proximity to many services and amenities on Pyrmont Bridge and Parramatta Road. The site is also within close proximity to bus links, Light Rail Stations, such as Glebe and Lilyfield, as illustrated in image 1 on page 6.

The bus links are within a few hundred meters of the site, providing bus links to Pitt Street in the CBD, Central Station, Bondi Junction, Rozelle, Strathfield Station, Lilyfield Light Rail station and Martin Place in the CBD.

The site is also within walking distance to Royal Prince Alfred Hospital and University of Sydney.

Overall, the site is well located in close proximity to major transport links to all areas within the Greater Sydney region, and major infrastructures.

Site context

The subject site is zoned E4 General Industrial. The site is surrounded by a mixed use, commercial core and educational core on both Pyrmont Bridge and Parramatta Road.

The existing site has a collection of industrial / commercial buildings, which range between 1 to 3 storeys and have frontages with multiple building entries on both Pyrmont Bridge and Parramatta Road with varied roof forms.

Emerging context

The immediate context to the site is changing with a residential character emerging at increased heights.

Immediately adjacent to the east is a SSDA for 21 storeys which is presently at the determination period (SSD-82714716). Within the same urban block, another site has been declared SSDA and is presently at the SEARs request stage for a proposed 18 storeys.

To the northwest of the site on the adjacent side of Pyrmont Bridge Road, an SSDA is presently on exhibition for 22 storeys (SSD-84024470).

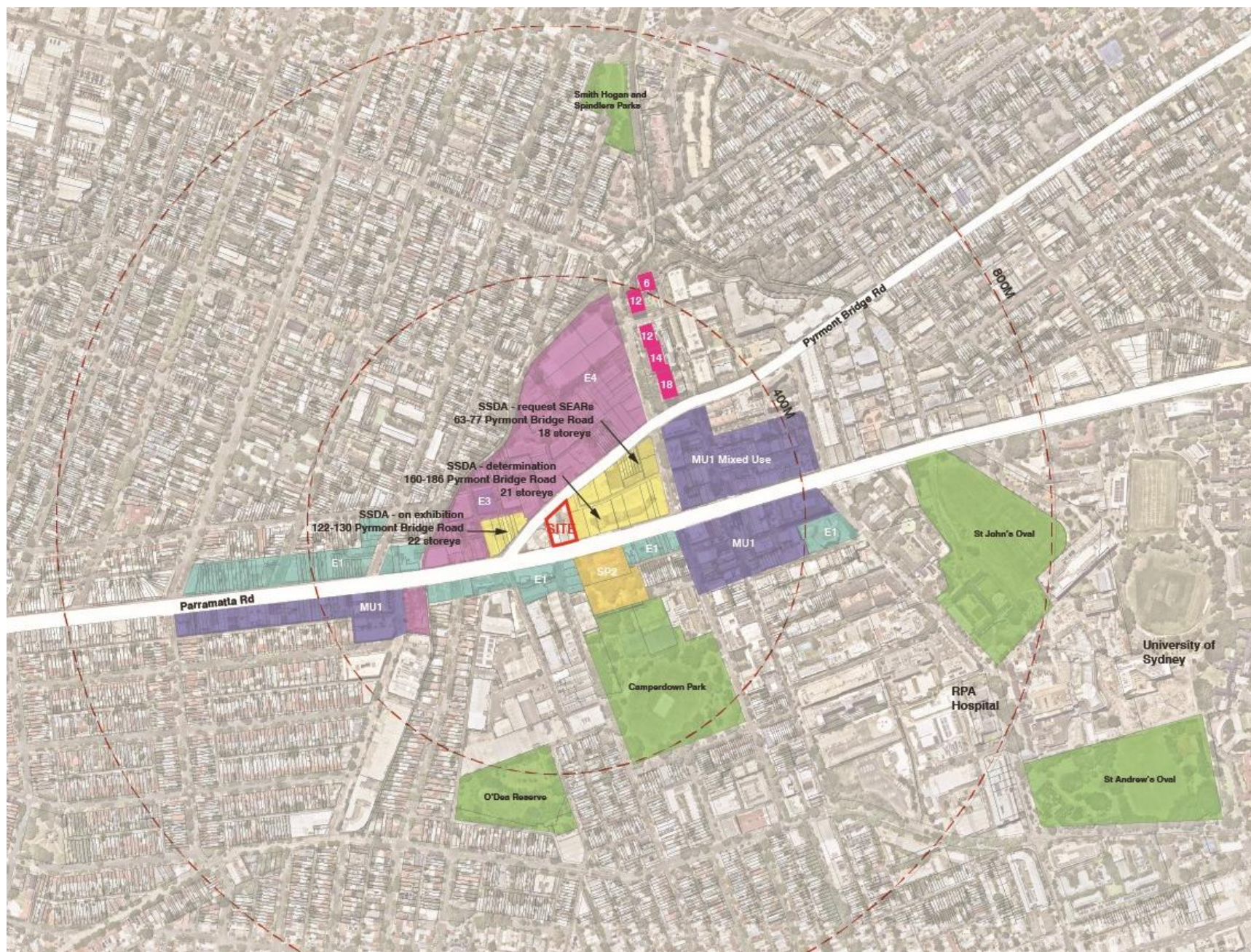


Image 2: Surrounding Context (Dickson Rothschild)

1.3. Site Location

The subject site comprises Lot 10 in DP1148569, Lot 1 in DP723878 and Lot 1 in DP51258 located at 99-101 Pyrmont Bridge Road and 190-196 Parramatta Road, Annandale.

The site is 2,161.6sqm.

A detailed level and feature survey was prepared by ISA Surveyors (July 2025), confirming existing structures, RLs, pavements, vegetation and service locations across the site (Attachment A).

The existing industrial and commercial uses surrounding the site range from 1 to 6 storeys in height. There is existing residential surrounding the site on Parramatta Road at 5 storeys. There is also existing residential on Pyrmont Bridge Road ranging from 6 to 18 storeys, as illustrated on image 2 on page 8.

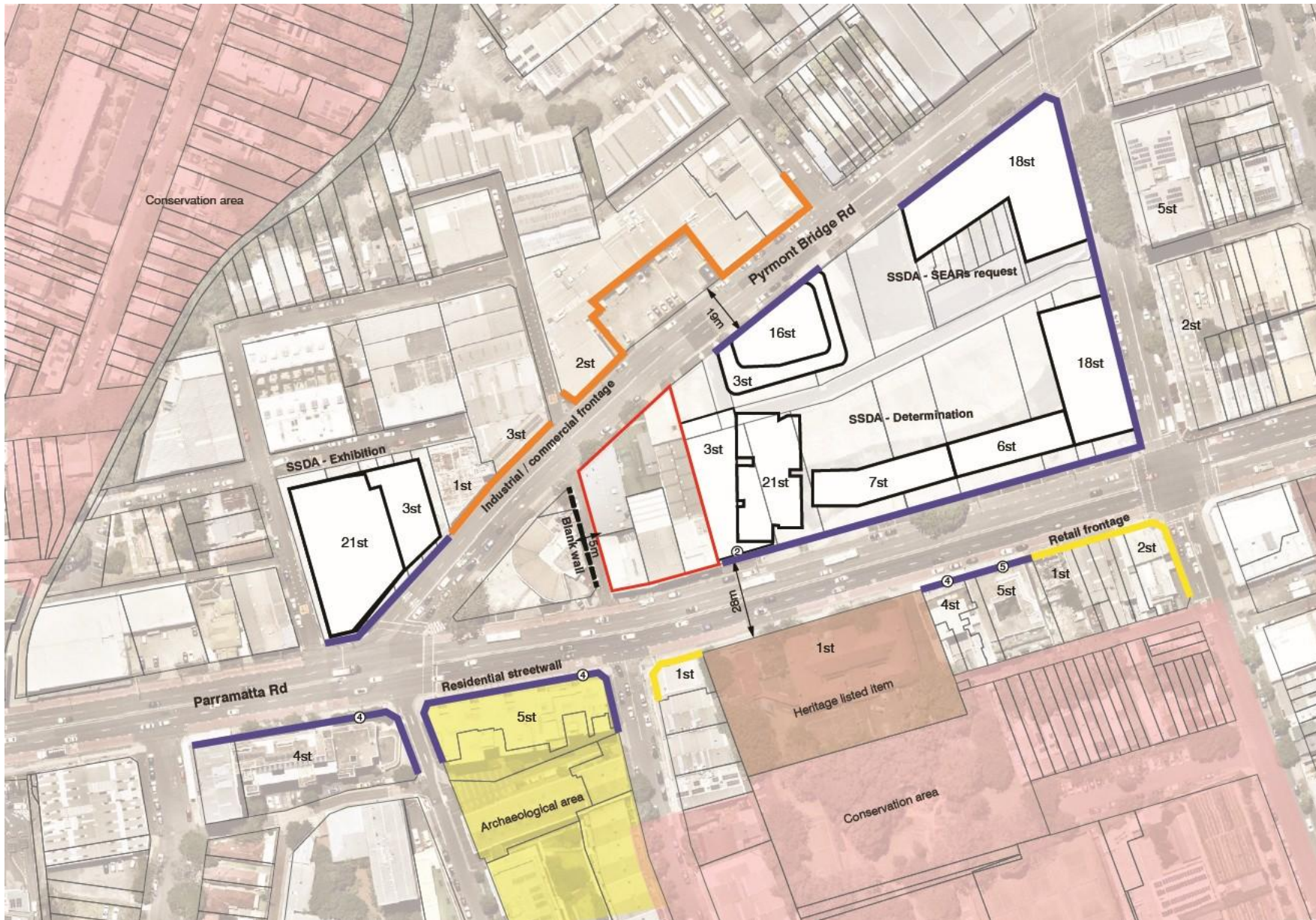


Image 3: Site conditions (Dickson Rothschild)

2. Suitability of the Site

2.1. Strategic Alignment

The proposed redevelopment of underutilised land that is an area of residential growth to deliver affordable housing will contribute to alleviating the housing affordability crisis in NSW, which is a common goal and objective across several Federal and State government initiatives, including the following:

- National Housing Accord 2022;
- NSW State and Premier's Priorities;
- Inner West Local Strategic Planning Statement;
- Housing 2041 – NSW Housing Strategy;
- Our Inner West Housing Strategy;
- Future Transport;
- Better Placed;
- Greener Places; and
- NSW Connecting with Country Framework.

Critically, the proposal aligns with the overall aims and objectives of the Inner West Local Strategic Planning Statement and Housing Strategy by providing:

- High quality, accessible and sustainable housing growth in appropriate locations integrated with infrastructure provision with respect for place, local character and heritage significance; and
- An increase in the supply of affordable housing at 15% of the development.

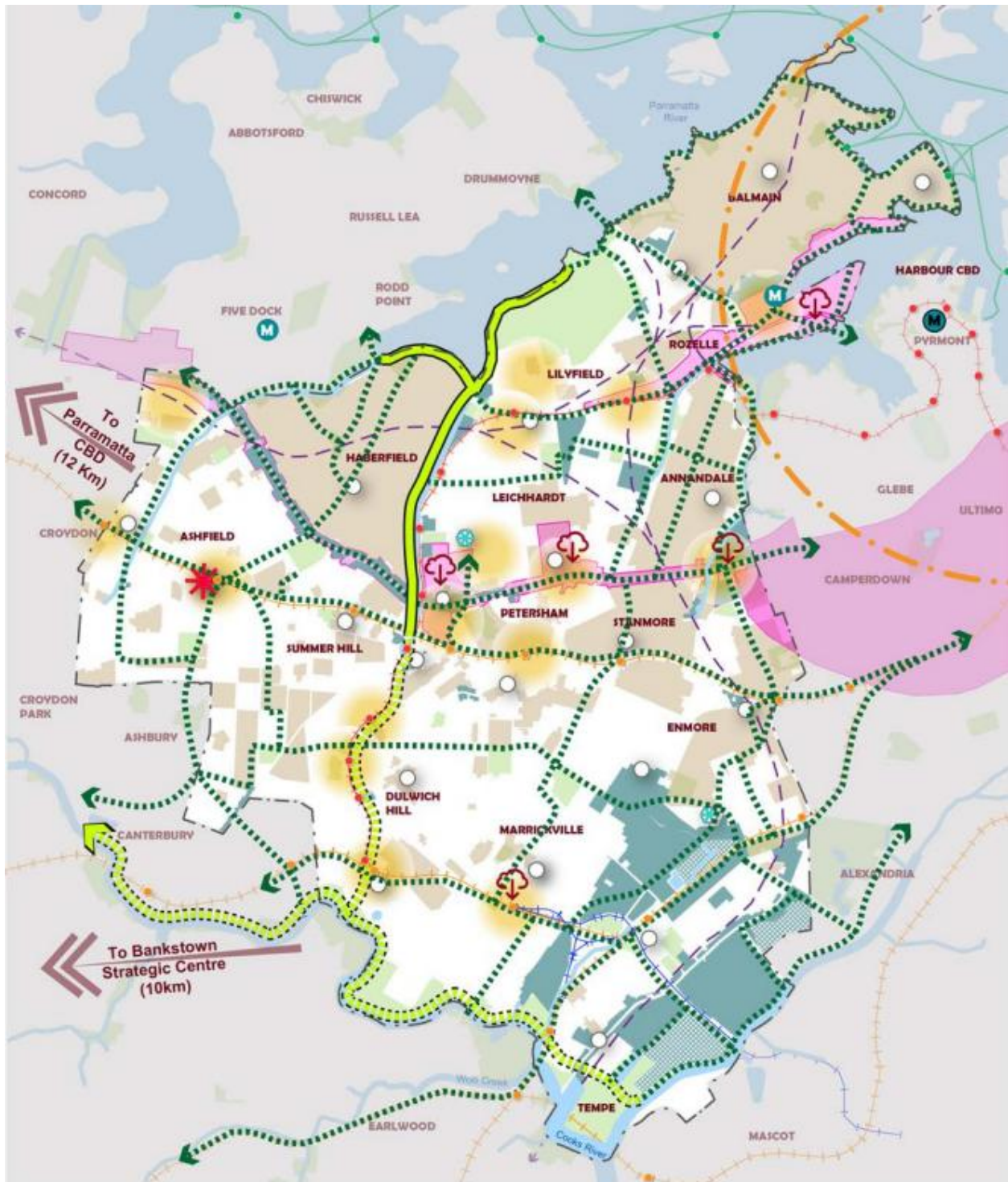


Figure 10: Structure Plan 2019



Image 4: Structure Plan (Source: *Our Place Inner West, Local Strategic Planning Statement*, pg. 215)

2.2. SSD qualification

The proposal meets the SSD Pathway criteria as the project was recommended to the Minister that the project be declared SSD under S4.36(6) of the EP&A Act, as the HDA EOI submission satisfied the objectives and criteria required, therefore, the project has SSD qualification.

The proposed development will have a CIV exceeding \$60 million with 100+ apartments.

2.3. Capacity to Accommodate Height and FSR Bonus

The combined site provides a large format and can assist in creating a new hub at this key intersection with the other developments that have been declared SSD.

The local character is currently small footprint lots which are difficult to be redeveloped, the site offers the opportunity to consolidate commercial at ground providing compatible uses and floorspace with the required needs.

The site also proposes three active frontages, with a corner turning building and activation on each side of the Pyrmont Bridge, Parramatta Road and the laneway.

The proposed Gross Floor Area (GFA) is 14,101sqm which results in a total proposed FSR of 6.63:1.

The proposed Height of Building (HOB) is 73m to lift overrun. There is no HOB control for the site under the LEP.

The FSR uplift from the LEP Control of 1:1 will provide a variation of 563% (including 30% bonus for the provision of affordable housing).

This scoping report and Architectural Set (Attachment B) illustrate that the site is suitable and practical for a development uplift of this nature, and, therefore, a concurrent rezoning is required to uplift the FSR control and implement a HOB control.

3. Strategic Context

3.1. Strategic Alignment

This section identifies the key strategic matters for consideration that are likely to be relevant to the justification and evaluation of the project and will be detailed further in the EIS Stage of works. The table below outlines at a high level how the proposal is consistent with the relevant Strategic Context.

Table 2: Strategic Context

Strategic Context		
NSW Strategy: 2041	Housing Housing	The Strategy supports the provision of new housing stock in NSW and In-Fill Affordable Housing is identified as a housing typology to support the diversity and affordability of the market. The proposed development meets these key pillars set out within the NSW Housing Strategy Key Pillars illustrated below; Supply, Diversity, Affordability, and Resilience Image 5: NSW Housing System Pillars (Source: <i>Housing 2041 – NSW Housing Strategy</i>, pg. 8) <u>Supply</u>: The proposal will deliver approximately 187 apartments with 15% affordable within a well connected location, along a corridor that is designated for growth with good transport links with Bus links, the Light Rail, Rail Stations and existing services and amenities within close proximity to the site. <u>Diversity</u>: The proposal will provide a diverse housing offer that will support a demographically diverse resident base.

	<u>Affordability:</u> The proposal will assist with delivering affordable housing stock to the area, by providing 15% of the overall GFA as affordable housing for 15 years. The proposal through its mix will offer an affordable housing choice suitable for key workers for important institutions such as the university and hospital. <u>Resilience:</u> The proposal will be constructed to the highest standards such as building performance, materiality, sustainability which can be demonstrated within the EIS process in more detail.
National Housing Accord 2022	The Federal Government announced the National Housing Accord in October 2022, to deliver 1 million houses in well-located areas in 5 years starting from 2024. The Accord sets out improving affordability by addressing Australia's housing supply challenges and enabling more social and affordable housing delivery. The Housing Accord includes: — An initial national target of delivering a total of one million new, well located homes over 5 years from 2024; and — Immediate and longer-term actions to support the delivery of more affordable homes. The proposed development is aligned with the National Housing Accord because it seeks to deliver additional housing in a strategic location, with 15% of the total GFA being affordable. The site is in a strategic location and a contextually appropriate location for residential development.
NSW Government Housing Targets	The NSW Government 5-year housing completion targets have Inner West LGA as a key authority to deliver 7,800 new dwellings by 2029. The proposal will contribute to this target by 187 dwellings, including affordable housing within that, as previously mentioned at 15% of the GFA.
Future Transport 2056	The Future Transport Strategy sets out a 40-year vision and framework for customer mobility in NSW. The vision is to enhance transport investment over the longer term and considers events such as the COVID-19 pandemic, drought, bushfires, floods, alongside population growth and global megatrends. The vision focuses on the six cities region, seeking to revitalise and connect communities, encourage successful places, and support a strong economy. The proposal is consistent with the Strategy by delivering residential accommodation within a highly accessible location, which has excellent access to transport, jobs, education and health services. The proposal does not prevent the objectives of the Strategy from being achieved.

DRAFT The Sydney Plan (2025)

Published in December 2025, the Draft Sydney Plan has been updated to replace the Sydney Region Plan – a Metropolis of Three Cities Plan. This Plan sets out the projected growth, priorities and objectives for the next 20 years.

Inner West is still identified as a key area for growth for both commercial and residential, with a target of 7,800 new dwellings by 2029, which is the same target as the previous plan set out. The proposal is in line with these objectives and targets and will be a positive contribution to the Inner West LGA area and the wider strategic goals.



Figure 18: Sydney's employment network



Image 6: The Sydney Plan (Draft) (Source: NSW Planning, Housing and Infrastructure, pg. 24)

Greater Sydney Region Plan – A Metropolis of Three Cities and Central City District Plan (in the process of being superseded by the Draft Sydney Plan set out before)	The Greater Sydney Region Plan sets out a wide variety of objectives around infrastructure; housing; place; well-connected city; jobs and skills; landscaping; efficiency and resiliency. The proposal will assist in supporting the delivery of the wider objectives of the plan, by offering increased residential accommodation which offers diversity and affordability, is well-connected to public transport links and local services and amenities, as well as job opportunities.
Eastern City District Plan	The Eastern City District Plan identifies the Camperdown-Ultimo Health and Education Collaboration Area comprising the RPA Hospital, Sydney University, UTS, Notre Dame University, TAFE Ultimo and medical research institutions. The Site is located within the Camperdown-Ultimo Collaboration Area (now known as Tech Central). The plan highlights existing constraints to the Collaboration Area is the following: - A lack of affordable residential floorspace; - Limited opportunity to create new residential floorspace; and - The need for suitably zoned land that provides residential for students and key workers working in the PRA Hospital precinct. The Plan sets out clear priorities for the Camperdown-Ultimo Collaboration Area: - Housing opportunities for students and workers within the precinct; - Opportunities for co-location of health, education facilities and supporting services; and - Workspace for associated businesses, industries and commercialisation of research The proposal is consistent with the priorities in the Eastern City District Plan for the area. The proposal will support the priorities by delivering on the following: - Support residential growth through the provision of 187 apartments; - Provision of affordable housing at 15% within the development; and - Support health, education and associated uses through the provision of commercial / retail floor space
Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)	The PRCUTS sets a vision, land use and transport principles to accommodate 27,000 new homes and 50,000 new jobs in a range of industries across the Corridor over the next 30 years.

	The PRCUTS is given statutory force by a Ministerial direction under Section 9.1 of the Environmental Planning and Assessment Act 1979 (EP&A Act). The PRCUTS identifies eight precincts along the corridor which are proposed for renewal, and the Site is located within the Camperdown Precinct. The Camperdown Precinct has been adopted for 10 years now and may be considered to have been superseded by newer State Government policies around housing. For example, within the PRCUTS the site is suggested to be zoned B5 Business Development zone, and the subject site is proposing shop top housing under a MU1 Mixed use zoning, which is a more appropriate outcome that aligns with the current State Government policies and housing objectives. The Precinct is already in the process of becoming a future high density residential and mixed use area with the surrounding sites emerging as shop top housing sites with building heights up to 22 storeys.
Camperdown- Ultimo Place Strategy	The strategy sets out a vision for 2036 which states the following: <i>"In 2036, Camperdown-Ultimo Collaboration Area is Australia's innovation and technology capital. Industry, business, health, education and skills institutions work together, and talent, creativity, research and partnerships thrive. Low carbon living, green spaces, places for people and easy connections support resilience, amenity, vitality and growth."</i> (Camperdown-Ultimo Place Strategy, 2019, pg. 6) The site is located within a study area that is from Camperdown to Haymarket and the strategy outlines how workers and students in the area should have the opportunity to live close to where they work and study. The site is in close proximity to RPA Hospital and can provide much needed housing for workers here. Two specific actions 14 and 15 which require the provision of affordable housing and provision of diverse housing, respectively, is achieved within the subject sites proposal that will deliver on both of these actions.
Inner West Local Strategic Planning Statement	The LSPS highlights that housing affordability is a significant issue and notably states that Council cannot fix the affordability gap alone. The proposal is in line to assist with delivering on these concerns for the local community by providing 15% affordable housing. The LSPS sets out the key priorities for the LGA (as illustrated in the image below) and a key priority is liveability, the direction for liveability sets out the following – "6 Plan for high quality, accessible and sustainable housing growth in appropriate locations integrated with infrastructure provision and with respect for place, local character and heritage significance" (pg. 6).

	The proposal will deliver on providing high quality, accessible and sustainable housing growth in an appropriate location where high density residential is emerging and will enhance and aid the future character this section of Pyrmont Bridge and Parramatta Road.  Image 7: Strategic Themes in LSPS (Source: <i>Inner West Local Strategic Planning Statement</i>, pg. 3) The project is consistent with the Inner West LSPS with a proposal that can deliver housing within the housing growth area, as illustrated.
Inner West Housing Strategy	Similarly to the Local Strategic Planning Statement, the Local Housing Strategy is concerned with housing growth and delivery in Inner West LGA. The proposal will deliver on this objective as set out in the above justification that demonstrates the proposal is contextually appropriate.

4. The Proposal

This proposal is seeking SSDA Consent for a 21-storey shop-top housing development at the key intersection where Pyrmont Bridge and Parramatta Road join, the proposal includes 187 apartments, 872sqm commercial space at ground floor and 1 level of basement parking.

4.1. Overview of the Proposal

The scoping proposal is to support a shop-top housing development, which comprises of a commercial / retail ground floor with residential above. A portion of the residential will be affordable and managed by a CHP for a period of 15 years. The proposal comprises the following:

- 21-storey shop-top building;
- 187 apartments;
- 70x Studio, 73x 1-bedroom, 26x 2-bedroom and 18x 3-bedroom apartments;
- 872sqm of commercial/retail ground floor space;
- 15% affordable (28 apartments) as affordable housing for 15 years;
- 1 basement level with 60 car parking spaces, 5 motorbikes and 11 bicycles;
- An active frontage to both Pyrmont Bridge and Parramatta Road with the principal access on Parramatta Road aligning with the emerging streetscape, access, streetwall context of the adjacent SSD application; and
- The proposal respects the existing fabric of the site and proposes to retain and enhance the traditional facades.

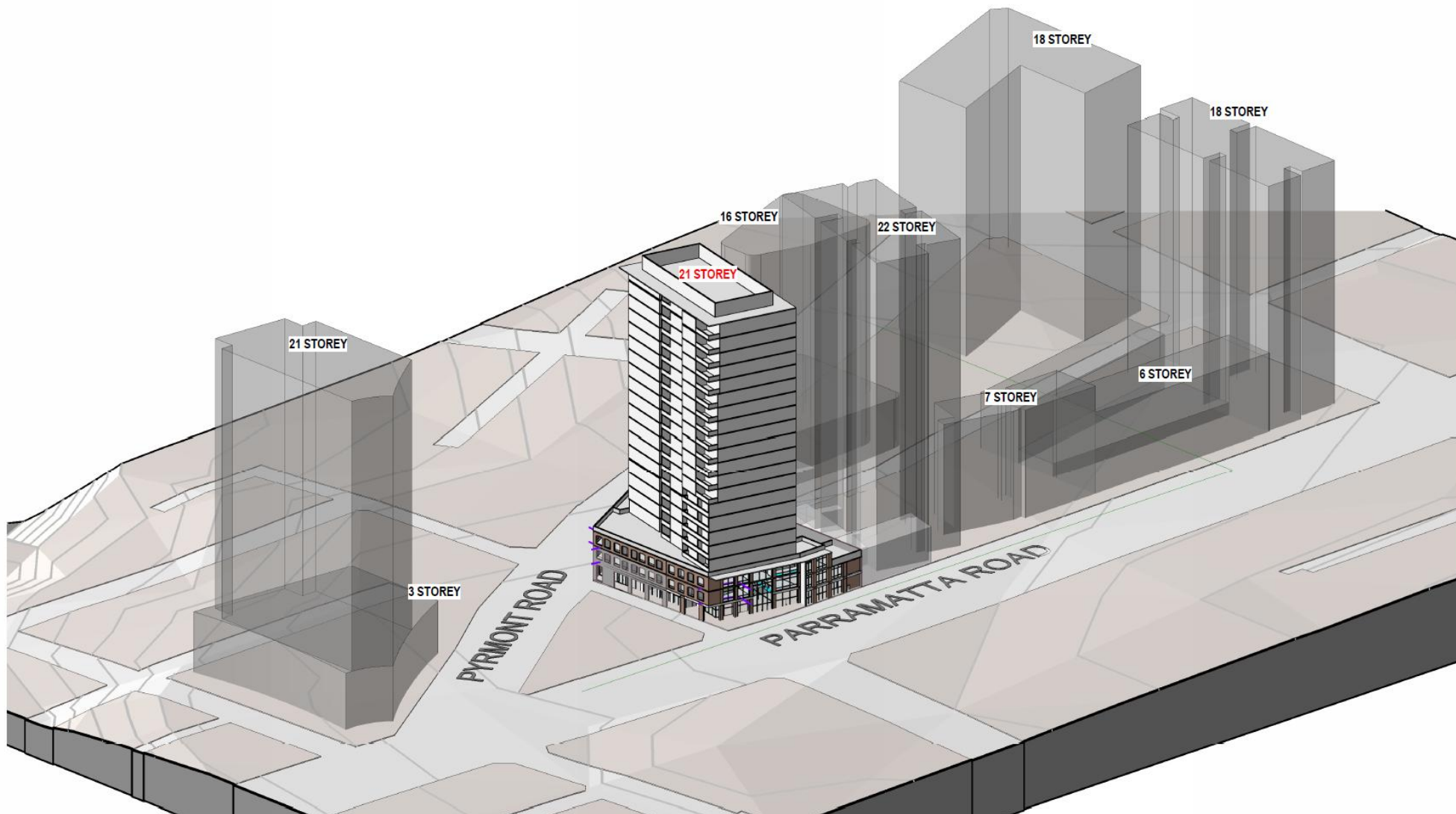


Image 8: Proposal and surrounding emerging built form (Dickson Rothschild)

4.2. Consideration of Alternatives

This proposal has been developed through a thorough design development process, that has taken into consideration different options and the proposed scheme is based on an evaluation of the most appropriate outcome for the site, immediate and wider context.

Option 1: Do Nothing

The outcome of option 1 would be to retain the site in its current use and built form. This option is an underutilisation of the site and its locality, given the site's walking proximity to its transport connections and local amenities, services and jobs, such as the University of Sydney and Royal Prince Alfred Hospital Precinct.

The site would not contribute to housing supply and would be inconsistent with Strategic Objectives, Local Visions and Frameworks; therefore, re-development of the site for a shop-top housing development is appropriate.

Option 2: Develop the Site in accordance with the Inner West LEP controls

Developing the site in accordance with the LEP controls for height (N/A) and FSR (1:1) would not utilise the potential capacity of the site, given the context and site's location and proximity to transport links, amenities, services and jobs. The outcome would result in substantively less housing and less affordable housing.

An LEP compliant proposal is not in line with the strategic and growth goals for the corridor.

Option 3: The Proposal

After consideration of the above and alternate options, the proposed re-development and concurrent re-zoning is the most efficient utilisation of the site to deliver much needed housing in the locality. The development will bring a higher-density residential accommodation to the Camperdown-Ultimo Precinct area, as mentioned, in close proximity to transport and amenities. As well as creating a development that creates an active ground floor and creates retail/commercial space on both Pyrmont Bridge and Parramatta Road.

The development has taken into consideration the existing context and future emerging context of the increased building heights and density surrounding the site to the north-west on Pyrmont Bridge Road with the proposal for 22 storeys, and to the east where a collection of buildings are proposed ranging from 18 to 21 storeys.

To summarise, the proposal is the most contextually appropriate outcome for the site regarding growth and delivery of housing within a condensed area of housing growth, density and building heights.

5. Statutory Context

Key considerations of the proposed development in the context of statutory requirements which will be considered in the EIS.

Table 3: Key Statutory Requirements

Statutory Context		
Mandatory Matters for Consideration: Inner West Local Environmental Plan 2022	2.1 Land Use Zone	
	The site is zoned E4 General Industry, with Shop Top Housing proposed, a rezoning of the land will be required through a Concurrent Rezoning.	
	4.3 Height of buildings	
	The site presently has no height control. The proposed development is proposing 73m in height. The proposal will be applying for a concurrent rezoning to uplift the building height controls on the site whilst utilising the infill affordable bonus under the SEPP (Housing) 2021.	
	The immediate site to the east has been rezoned at 59 and 77m.	
	4.4 Floor space ratio	
	The site has a mapped maximum FSR of 1:1. The development is proposing an FSR of 6.63:1. The proposal will be applying for a concurrent rezoning to uplift the FSR control on the site whilst utilising the infill affordable bonus under the SEPP (Housing) 2021.	
	The immediate site to the east has been rezoned at 4.9:1.	
	6.9 Design Excellence	
	(1) <i>The objective of this clause is to ensure that development to which this clause applies exhibits the highest standard of architectural and urban design as part of the built environment.</i> (2) <i>This clause applies to development involving the construction of a new building, or external alterations to an existing building, that will result in a building that is equal to, or greater than, 14m in height.</i> (3) <i>Development consent must not be granted for development to which this clause applies unless the consent authority considers that the development exhibits design excellence.</i> (4) <i>In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters—</i> (a) <i>whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,</i>	

	(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain, (c) whether the development detrimentally impacts on view corridors and landmarks, (d) whether the development detrimentally impacts on land protected by solar access controls established in the relevant development control plan, (e) the requirements of the relevant development control plan, (f) how the development addresses the following matters— (i) the suitability of the land for development, (ii) existing and proposed uses and use mix, (iii) heritage issues and streetscape constraints, (iv) the relationship of the development with other existing or proposed development on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form, (v) bulk, massing and modulation of buildings, (vi) street frontage heights, (vii) environmental impacts, including sustainable design, overshadowing, wind and reflectivity and visual and acoustic privacy, (viii) the achievement of the principles of ecologically sustainable development, (ix) pedestrian, cycle, vehicular and service access, circulation and requirements, including the permeability of any pedestrian network, (x) the impact on, and proposed improvements to, the public domain, including landscape design, (xi) the relationship of the development with the street and building frontage. The EIS and accompanying Urban Design Report will demonstrate the Design Excellence of the proposal and the design principles and evolution of the design. 6.33 Affordable Housing Affordable housing will be provided under the Housing SEPP (2021) and supply 15% affordable.
Mandatory Matters for Consideration: State Environmental Planning Policy (Housing) 2021 - (Housing SEPP)	The SSD Application will provide an assessment against the relevant Chapters set out within the Housing SEPP, which are the following: Chapter 2: Affordable Housing Section 16 and 18 set out the requirements for additional FSR and Height of Building, respectively. These bonus uplifts have been applied to the proposal.

	Chapter 4: Design of residential apartment development Chapter 4 requires a Design Verification Statement be prepared along with an ADG Compliance assessment. A document accompanying this report will assess the proposal and should be read in conjunction with this report and Architectural set. A further updated Design Verification and ADG Compliance will be submitted with the EIS Submission.
Power to grant consent	The EP&A Act establishes the framework for assessment and approval of development applications in NSW. Under the EP&A Act various environmental planning instruments fall under this act to deliver growth and housing across the State. Of which, the SEPP Housing (2021) is within and affords the proposal the opportunity to propose increased density. In accordance with Schedule 1, Clause 26A, of the Planning Systems SEPP, the development qualifies as SSDA, as the residential component is located within the Six Cities Region, has an estimated development cost of over \$75 million and no part of the proposed development is prohibited. The Minister for Planning and Homes are the consent authority for this proposed SSDA. Therefore, power to consent is with the Minister, however, the power to consent may be delegated to staff within the DPE.
Permissibility	The Site is zoned E4 General Industry under the Inner West LEP, which does not permit shop top housing. Section 4.38(5) of the EP&A Act allows a development application in respect of SSD that is wholly or partly prohibited to be considered in accordance with Division 3.5 of the EP&A Act in conjunction with a proposed Environmental Planning Instrument (EPI) to permit the carrying out of the development. A Concurrent Rezoning Proposal to rezone the Site and amend the relevant planning controls in the Inner West LEP to facilitate development for an 21-storey shop top housing development, as specified in the HDA EOI, will be progressed concurrently with the SSD application. The proposed planning control amendments are outlined in Section 5.6.
Concurrent rezoning proposal	The Proposal seeks a concurrent amendment to the planning controls in the Inner West LEP to facilitate the proposed development for shop top housing. The Proposal will be supported by a Concurrent Rezoning Proposal to rezone the Site from E4 General Industry to MU1 Mixed Use, amend

	height and floor space ratio controls, and amend the Site-specific provisions. An overview of the proposed amendments is provided below: - Rezone the Site from E4 General Industry to MU1 Mixed Use - Amend the height of buildings control from nil to 73m RL, consistent with the future development proposed by the NSW Government on the former Westconnex Dive Site - Amend the FSR control from 1:1 to approx. 6.63:1 - Amend the site-specific provisions in Part 8 of the Inner West LEP to facilitate development for shop-top housing on the Site. The proposed amendments to the planning controls and justification for the proposed changes will be addressed in the Rezoning Report to be considered concurrently with the SSD application.
Other approvals	Sydney Water will be consulted during the EIS Stage. Other approvals that are required throughout the EIS process will be undertaken as necessary.
Pre-conditions to exercising the power to grant consent	Any pre-conditions that are presently unknown will be investigated thoroughly in the EIS will outline how the site is able to be made suitable for the proposed land use and development. A full site investigation will be undertaken.

6. Engagement

This section sets out the Engagement Strategy for the EIS stage of works.

6.1. Overview

This section describes the proposed community engagement strategy to be undertaken during the preparation of the EIS. The Proponent's approach to community engagement is informed by DPHI's *Undertaking Engagement Guidelines for State Significant Development (2021)*. This includes adopting the following community participation objectives provided in the Guideline.

"Engagement is to be:

open and inclusive,

easy to access,

relevant,

timely, and

meaningful."

6.2. Proposed Engagement and Community Engagement during the EIS coordination

Identification of Key Stakeholders

The proponent proposes to engage with the following stakeholders:

- Relevant Local, State and/or Commonwealth Government authorities including but not limited to:
 - The relevant DPHI assessment team;
 - Inner West Council;
 - Transport for New South Wales; and
 - Sydney Water
- Community Housing Provider;
- Neighbouring landowners;
- Surrounding residents and businesses;
- Local community groups and members;
- First Nations Stakeholders; and
- The local community

Proposed Community Consultation Actions

Engagement will be undertaken to inform the preparation of the EIS and on an ongoing basis throughout the life of the EIS and public exhibition stage(s), as required. The full details of how the engagement process will and would have been undertaken will be submitted in report form in the suite of documentation accompanying the EIS Submission.

The Proponent will continue to engage with community stakeholders following the determination of the DA to provide information and seek feedback on the design process and project delivery phases. The Engagement Report will also include details of strategies to monitor, review and adapt engagement methodologies over the course of the project. This engagement will be complementary to and independent of Department-led consultation during their assessment of the DA.

The engagement techniques adopted during the preparation of the EIS may include letterbox drops, agency and stakeholder briefings and the maintenance of a project email and phone number.

7. Proposed Assessment of Impacts

Based on a preliminary environmental assessment of the proposal, the following environmental assessments matters have been identified for consideration as part of the EIS submission:

- Compliance with strategic and statutory plans;
- Contamination and remediation;
- Urban Design and Built Form;
- Design Excellence;
- Ecologically Sustainable Development;
- View and visual impacts;
- Impacts on public domain;
- Heritage impacts;
- Traffic, access and parking;
- Utilities, infrastructure and services;
- Water management;
- Flood risk;
- Aeronautical impacts;
- Trees and Landscaping;
- Safety and security;
- Social and economic impacts;
- Development contributions;
- Noise and vibration;
- Construction staging;
- Waste Management

7.1. Compliance with strategic and statutory plans

The EIS stage will undertake a comprehensive assessment of the proposal holistically and provide the relevant strategic and statutory compliance as outlined in section 3 and 5.

7.2. Contamination and remediation

The EIS stage will undertake investigations to satisfy SEPP (Resilience and Hazards) 2021 including the preparation of a Preliminary Site Investigation Report and if required a Detailed Site Investigation and Remedial Action Plan.

7.3. Urban Design and Built Form

The proposal is a significant change to the existing built form of the site and surrounding context, however, is aligned with the future emerging residential character and built form. This proposal has been developed following Urban Design principles and informed by the existing context and predicted future context of the site and surrounding area.

An Urban Design Report will be submitted with the EIS, and the Report will set out a detailed site analysis and design principles, specifically the built form, the proposals relationship to the context including components such as public domain relationship and integration; streetwall height; setbacks;

massing; articulation; proposed materiality and further design clarification and justification. The Apartment Design Guide has been a key guidance document to inform the design.

7.4. Design Excellence

The proposal will be accompanied by a Design Excellence Strategy outlining how design excellence will be achieved in accordance with Clause 6.9 of the Inner West LEP 2022.

7.5. Ecologically Sustainable Development;

The proposal will identify how ESD principles (section 193 of the EP&A) act are achieved. It is expected a BASIX certificate will be prepared and an ESD report if required by the Department.

7.6. View and Visual Impacts

The EIS will include a full assessment of any potential visual impact of the proposal from key locations from the public domain and key neighbouring sites. Photomontage images of the proposed building envelope, form and materiality will be prepared to demonstrate that the visual impact of the proposal is acceptable and appropriate for the context of the site.

A full visual impact assessment will be undertaken during the EIS stage to assess all potential impacts in regard to context, visual privacy and alike.

7.7. Impacts on Public Domain

The accompanying Architectural Set with this scoping report has overshadowing analysis drawings which demonstrate the overshadowing impact to the public domain.

The EIS will provide a further detailed overshadowing analysis on design amendments made in the development stage throughout the EIS from the current proposal, should there be any.

7.8. Heritage Impacts

The site is located within a Heritage Conservation area and is surrounded by heritage listed items, with the immediate adjoining site to the south being heritage listed. These heritage items have been considered during the design evolution of the project, and the proposal has taken design cues from the materiality and colour of the heritage building to the south of the site.

The EIS stage will be accompanied by a full heritage assessment and report.

7.9. Traffic, access and parking

A traffic, access and parking assessment will be prepared for the EIS which will consider the potential traffic impacts of the proposed development on Pyrmont Bridge and Parramatta Road.

7.10. Utilities, infrastructure and services

The EIS and relevant site investigations and reports will demonstrate that the site is capable of being serviced by water, electricity, gas, sewerage and other related infrastructure.

7.11. Water management

A detailed drainage design and servicing infrastructure will be incorporated as part of the application including stormwater treatment and water quality management measures.

7.12. Flood risk

The site is located within the Johnsons Creek Catchment. A flood impact study will be prepared to address flood planning levels, mitigation measures and management of any potential flood risks.

7.13. Geotechnical

Given proposed excavation on the site, a geotechnical investigation will be prepared. Should investigations indicate potential impacts on groundwater, a groundwater impact assessment will be prepared. The site is mapped for Acid Sulfate Soils (ASS) Class 5, and will provide a report within the EIS if required.

7.14. Aeronautical impacts

The EIS will identify any impacts of the proposal on the prescribed airspace for Sydney Airport and seek consultation and any necessary approvals required. However, the proposal is under the OLS height limit of RL80 to 90. The EIS will take into consideration impacts on crane requirements during construction, as well as the telecommunications mast.

7.15. Trees and Landscaping

Two existing tree is partially located on the site boundary on Pyrmont Bridge Road. Otherwise, there is no substantial landscape on the subject site or in its immediate context. The EIS will include an Aborigicultural Impact Assessment. A landscape plan will form part of the application including proposed on-site landscape to enhance the landscape quality of the site as well as proposed works in the public domain.

7.16. Safety and security

The EIS will outline how specific Crime Prevention Through Environmental Design (CPTED) principals have been considered in the building design with a CPTED report.

7.17. Social and economic impacts

A social impact assessment (SIA) and economic impacts assessment (EIA) will be submitted with the EIS. However, the proposal has these anticipated social and economic benefits:

- Provision of floorspace for employment generating land uses;
- Activation on to Pyrmont Bridge and Parramatta Road with access to commercial / retail space;
- Employment opportunities during the construction phase and operation phase; and
- Affordable housing will be provided for 15 years.

7.18. Development contributions

The EIS will consider development contributions required by either DPHI or Inner West Council, which can be developed further and agreed through engagement and consultation during the EIS.

7.19. Noise and vibration

Due to the proposed excavation on or near the site boundary and the proximity of the site to sensitive heritage structures, a noise and vibration impact assessment that provides a framework for minimising potential impacts on surrounding building fabric will be undertaken.

Further, Pyrmont Bridge and Parramatta Road are busy roads with the potential to adversely affect the amenity of future residents within the proposed development. An acoustic assessment will consider potential acoustic impacts and mitigation measures to protect residential amenity including provision of natural ventilation in a noisy environment.

7.20. Construction staging

A construction management framework will be prepared for the site. The framework will include items such as traffic management during construction, use of cranes over the height limit, the instalment of a temporary and new Telstra telecommunications mast.

The framework will also set out how construction impacts will be managed and mitigated under each construction stage.

7.21. Waste Management

The EIS will include waste management plan setting out the measures to manage, reuse, recycle and safely dispose of waste, including in accordance with council waste management requirements.

8. Expected Deliverables

To assist in confirming the SEARs, the following are the expected deliverables to support the EIS for the Detailed SSDA (in alphabetical order):

- Acoustic Report including Noise and Vibration
- Architectural Set
- BASIX Certification
- BCA Report
- CPTED Assessment
- Construction Environmental Management Framework
- Design Excellence Strategy
- Design Verification Statement and ADG Compliance Report
- Environmental Impact Assessment Report (EIS)
- ESD Strategy
- Extended and more detailed Site Survey
- Flooding Assessment
- Geotechnical Assessment
- Heritage Impact Statement
- Landscape Plan
- Preliminary Site Investigation (Contamination)
- Quantity Surveyors Report
- Shadow Diagrams and Overshadowing Analysis
- Social Impact Assessment
- Stakeholder and Community Engagement Report
- State Design Review Panel Report
- Stormwater Management Assessment
- Traffic and Parking Assessment
- Visual Impact Assessment
- Waste Management Plan
- Wind Effects Report
- Urban Design Report

9. Conclusion

This Scoping Report has been prepared to request **Project-Specific** SEARs for a shop-top housing development at 99-101 Pyrmont Bridge and 190-196 Parramatta Road, Annandale. The report has outlined preliminary information regarding the site and project, identified the relevant strategic and statutory context, summarised the results of early community engagement, identified the scale and nature of the impacts of the project, and outlined the proposed approach to assessment and community engagement.

This scoping report is accompanied by the following; Survey Plan (Attachment A) and Architectural Set (Attachment B) to support the submission, and this report should be read in conjunction with those attachments.

We trust that the information detailed in this report is sufficient to enable the Secretary to issue SEARs for the preparation of an Environmental Impact Statement.