



Scoping Report

63-65 Pyrmont Bridge Road, Camperdown

Submitted to Department of Planning, Housing and Infrastructure
on behalf of Nascon Pty Ltd

Prepared by Colliers Urban Planning

17 March 2026 | 2240885



'Gura Bulga'

Liz Belanjee Cameron

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



'Dagura Buumarri'

Liz Belanjee Cameron

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



'Gadalung Djarri'

Liz Belanjee Cameron




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

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

We pay our respects to their Elders past and present.

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

Contact	Bernard Gallagher Managing Director	Bernard.Gallagher@colliers.com
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This document has been prepared by	This document has been reviewed by
	 

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1.0 Introduction

This Scoping Report has been prepared by Colliers Urban Planning on behalf of Nascon Pty Ltd (the applicant) for a State Significant Development Application (SSDA) to facilitate a mixed-use development (the proposal) on land at 63-65 Pyrmont Bridge Road, Camperdown (the site).

The purpose of this Scoping Report is to inform the Department of Planning, Housing and Infrastructure (DHPI) of the proposed development and request Project-Specific Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) and concurrent Rezoning Proposal that will accompany a SSDA.

The site is located at 63-65 Pyrmont Bridge Road, Camperdown and is 2,120m² in size and L-shaped. It is legally described as Lot 1, DP126586 and is owned by the applicant. The site is located in the Inner West local government area (LGA).

The development application pathway for the project will consist of a singular SSDA pursuant to section 4.36(3) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and a concurrent Rezoning Report. The site was nominated as State Significant Development (SSD) by a Ministerial Order (State Significant Development Declaration Order 2025 (No 8) dated 27 May 2025), for development specified in the Housing Delivery Authority (HDA) Expression of Interest (EOI) application 244679. The pathway to enable its assessment will consist of:

- State Significant Development Application.
- Concurrent Rezoning Proposal facilitating amendments to the *Inner West Local Environmental Plan 2022* (IWLEP 2022).

The proposal will increase the local area's housing supply and diversity, whilst providing some capacity for non-residential uses. The area is experiencing a high degree of change, transitioning towards residential uses. State-led rezonings along the Parramatta Road corridor within the Inner West and City of Sydney LGAs, as well as the approval of recent developments within the vicinity of the site, specifically Landcom's the Joinery development, are evidence the site is no longer suitable for industrial uses.

This Scoping Report is supported by an overview of the project, sets out the strategic and statutory context, and identifies the key likely environmental and planning issues associated with the proposal. This Scoping Report has been prepared in accordance with DPHI's State Significant Development Guidelines (2022).

It should be noted that the site address pertinent to this SEARs request has changed from 63-77 Pyrmont Bridge Road, Annandale (as outlined in the HDA briefing and subsequent Ministerial Order) to 63-65 Pyrmont Bridge Road, Camperdown. This change reflects the outcomes of further design testing, which identified two of the properties at 67-77 Pyrmont Bridge Road contain registered boarding houses, creating additional planning complexity due to the loss of existing affordable accommodation. In parallel, ongoing engagement and negotiations with the landowners of these properties at 67-77 Pyrmont Bridge Road have not resulted in an agreed redevelopment arrangement, meaning the intent of a consolidated development across the whole site is no longer achievable. As a result the SEARs request now focuses solely on the land at 63-65 Pyrmont Bridge Road, which is in single ownership and is able to progress independently. Furthermore, the yield proposed on the site will remain consistent with that proposed and declared under the HDA Expression of Interest submitted on 6 March 2025.

1.1 Applicant Details

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

Table 1 Applicant Details

Applicant:	Nascon Pty Ltd
Address:	Suite 401, 16 Railway Parade, Burwood NSW 2134
ABN:	21 087 779 673

1.2 Project Description

1.2.1 Objectives

The NSW Government has acknowledged the imperative to address the State's growing population by enhancing housing supply and the delivery of affordable housing. To respond to this, this project seeks to provide additional housing in a well-located area, currently undergoing transition. The objectives of the proposed rezoning and development are to:

- Demonstrate the Rezoning Proposal and development has both strategic and site-specific merit;
- Respond to the housing crisis facing Sydney through boosting the delivery of market and affordable housing in an accessible and amenity rich location;
- Establish a building height and density that is consistent with other infill renewal sites along the Parramatta Road corridor and is responsive to the site's context;
- Create an amenity rich development that is appropriate for its location, given its close access to major transport avenues and high frequency bus routes, linking key destinations such as the Sydney CBD and nearby local centres;
- Deliver a vibrant mixed-use development that promotes active street frontages; and
- Appropriately respond to neighbouring development and the public domain through built form with appropriate setbacks, height transitions and massing, protecting solar access and minimising environmental impacts.

1.3 Background

1.3.1 Housing Delivery Authority and Planning Pathway

The site was nominated as SSD by the State Significant Development Declaration Order 2025 (No 8) for development specified in the HDA EOI application 244679. This was described as:

Development for the purpose of shop top housing with provision of affordable housing...

The HDA aims to address the current housing crisis and meeting Housing Accord targets by facilitating a new streamlined SSD pathway with a concurrent rezoning process. To facilitate the development, the following planning pathway is identified to be undertaken:

- A project specific SSDA for a mixed-use development on the site; and
- A Concurrent Rezoning Proposal facilitating amendments to the IWLEP 2022.

A meeting was held with the Housing Delivery Assessments (HDA) team on 6 March 2026, during which the Applicant outlined its intention to remove the terrace properties located at 67-77 Pyrmont Bridge Road, Annandale from the HDA application. It was agreed with the DPHI that the Ministerial declaration should be amended to reflect the revised site. A request to remove the properties at 67-77 Pyrmont Bridge Road from the declaration was submitted to DPHI on 11 March 2026.

2.0 The Site

2.1 Site Location and Context

The site is located at 63-65 Pymont Bridge, Camperdown and is situated directly adjacent to the former WestConnex dive site located at 160-186 Parramatta Road and 69-77 Pymont Bridge Road. The site is located within the Inner West LGA, where the traditional custodians of the land are the Gadigal and Wangal People.

The site is very well located with easy access to existing local open space. Camperdown oval is 280m walking distance from the site. Multiple primary schools and childcare facilities are within 750m walking distance of the site. Health facilities and higher education are all available via walking, cycling and/or public transport.

As discussed above, it should be noted that the site address pertinent to this SEARs request has changed from 63-77 Pymont Bridge Road, Annandale (as outlined in the HDA briefing and subsequent Ministerial Order) to 63-65 Pymont Bridge Road, Camperdown. This change reflects the outcomes of further design testing, which identified two of the properties at 67-77 Pymont Bridge Road contain registered boarding houses, creating additional planning complexity due to the loss of existing affordable accommodation. In parallel, ongoing engagement and negotiations with the landowners of these properties at 67-77 Pymont Bridge Road have not resulted in an agreed redevelopment arrangement, meaning the intent of a consolidated development across the whole site is no longer achievable. Significantly, the yield proposed on the site will remain consistent with that proposed and declared under the HDA Expression of Interest submitted on 6 March 2025.

A context map is provided at **Figure 1**.

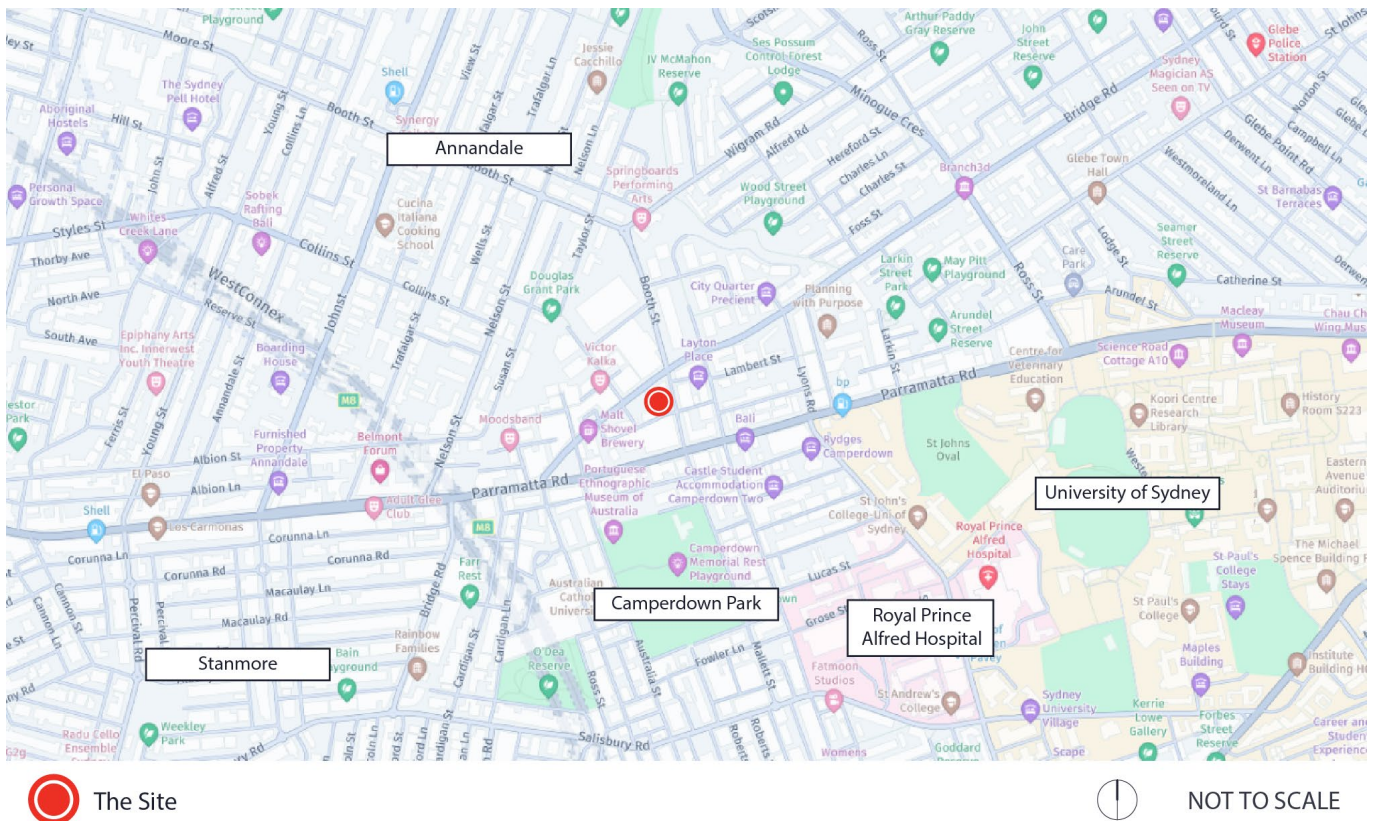


Figure 1 Site context map

Source: Nearmap, edits by Colliers Urban Planning

2.2 Key Features of Site and Surrounds

2.2.1 Site description

The site is L-shaped and has an area of 2,120sqm. The site is currently benefitted by vehicular and pedestrian access via Bignell Lane and Mallett Street which have approximate frontages of approximately 60m and 55m respectively. The site is also pedestrian accessible from Pymont Bridge Road which has a frontage of approximately 30m. A site survey will provide further details regarding lot area and frontage width in the future SSDA. The site is legally described as Lot 1 in DP719887. A site aerial is provided in **Figure 2**.



 The Site



NOT TO SCALE

Figure 2 Site aerial map

Source: Nearmap, edits by Colliers Urban Planning

2.2.2 Existing development

The site is currently occupied by a two-storey commercial building (63-65 Pymont Bridge Road) containing a gym – Camperdown Fitness, on the ground floor. Images of the site's existing development is provided below in **Figure 3** and **Figure 4**.



Figure 3 View of existing development as viewed from corner of Pymont Bridge Road and Mallett Street looking southwest



Figure 4 View of existing development as viewed from corner of Bignell Lane and Mallett Street looking northwest

Source: Google Maps

2.2.3 Surrounding development

The site is surrounded by a mix of residential and commercial uses, open space and transport infrastructure.

- **North:** Immediately north of the site, opposite Pymont Bridge Road, is a large commercial building currently occupied by a self-storage facility, National Storage. Further north of the site is another large storage facility occupied by Kennards Self Storage. Beyond this facility is a large stretch of public open space which includes Douglas Grant Park and Badu Reserve; further north is characterized by low density semi-detached and detached residential dwellings.
- **South:** Immediately south of the site is Bignell Lane and the Landcom's recently approved redevelopment of former West Connex Dive Site (the Joinery) which received approval on 23 December 2025. The project will deliver a total of 220 units across the site in the form of a 20-storey development. Further south, opposite Parramatta Road is a range of uses including medium density residential, retail, local shops and sports facilities including Camperdown Tennis and Camperdown Park.
- **East:** Directly east of the site is characterised by a mix of medium density commercial buildings with some retail uses such as a laundromat and café. Further east is a mix of low to medium residential and non-residential development, including residential flat buildings, commercial developments, and food and beverage premises. Both the Royal Prince Alfred Hospital and The University of Sydney Campus are located approximately 500m southeast of the site.
- **West:** Immediately adjoining the site to the west are a row of attached dwellings. Further west, along Pymont Bridge Road are low to medium density general industrial sites, including vehicle repair shops, a local brewery, and a petrol station. Beyond the general industrial sites, the area consists of numerous low to medium density forms of residential development.

2.2.4 Parramatta Road Corridor Urban Transformation Strategy 2016

The site is located within the Parramatta Road corridor. The Parramatta Road Corridor Urban Transformation Strategy 2016 (PRCUTS) was adopted in 2016 by the NSW Government to guide the redevelopment of the Parramatta Road corridor over a 30-year period, with a focus on enhancing the amenity of the area and its surrounding communities. PRBUTS is supported by a range of documents including the corresponding Parramatta Road Corridor Implementation Plan, Infrastructure Schedule and Planning and Design Guidelines which inform and facilitate the delivery of a renewed and revitalised corridor.

As part of the PRCUTS, an Implementation Plan was developed to detail the short-term rezoning strategy for precincts within the corridor. The planning framework for the PRCUTS precincts aims to provide a robust foundation for transitioning these areas into high-amenity urban environments that leverage their access to services, employment, and public transport. The proposal site is located within the Camperdown Precinct and proposed to be zoned B5 Business Development (E3 Productivity Support following NSW employment zone reforms) with a maximum height of building of 16m and FSR of 2.1:1.

3.0 Strategic Context

This section sets out the strategic context that is relevant to the project justification and evaluation. It is noted that these matters will be investigated in more detail in the EIS.

3.1 Project Justification

A summary of the key strategic plans that identify the strategic context of the project is provided in **Table 2**.

Table 2 Summary of Alignment with Key Strategic Plans

Strategic Plan / Strategy	Analysis
NSW Housing Strategy: Housing 2041	The NSW Housing Strategy supports the provision of new housing stock in NSW. Within the Strategy, in-fill affordable housing is identified as a housing typology to support the diversity and affordability of the rental market. This helps meet two of the four key pillars of the NSW housing system, demonstrated in Figure 5 below:



Figure 5 NSW Housing Strategy Key Pillars

Source: Housing 2041, NSW Government

National Housing Accord 2022	<p>The Federal Government announced the National Housing Accord in October 2022, which committed to delivering 1.2 million houses in well-located areas in 5 years starting from July 2024. The Accord lays the groundwork to improving affordability by addressing Australia’s housing supply challenges and enabling the delivery of more social and affordable housing. The Housing Accord includes:</p> <ul style="list-style-type: none"> • An initial, aspirational national target of delivering a total of one million new, well-located homes over 5 years from 2024, and • Immediate and longer-term actions for all parties to support the delivery of more affordable homes. <p>The proposed development is aligned with the National Housing Accord as it seeks to deliver additional housing in a well-served location.</p>
NSW Housing Target	<p>The NSW Government has recently released 5-year housing completion targets for 43 councils across Greater Sydney, Illawarra-Shoalhaven, Central Coast, Lower Hunter and Greater Newcastle and 1 target for regional NSW.</p> <p>These targets have been updated to reflect NSW’s commitment to deliver 377,000 new homes across the state by 2029 under the National Housing Accord. A 5-year target of 7,800 new dwellings has been identified for the Inner West LGA, the achievement of which will be assisted by this proposal.</p>
Draft Sydney Plan	<p>The draft Sydney Plan was introduced in December 2025 and intends to replace the Greater Sydney Region Plan – A Metropolis of Three Cities (2018) upon finalisation in later 2026. The plan sets out the State government’s approach to Sydney’s growth over the next 20 years providing guidance for population growth, housing, employment and services. The plan highlights seven key priorities to support a changing Sydney, as outlined below:</p> <ul style="list-style-type: none"> • Aboriginal outcomes – promoting self-determination and improving social, economic, cultural and environmental outcomes.

- Housed – managing affordability and increasing housing stock in well-located areas.
- Prosperous – providing jobs where they are needed and supporting diverse employment.
- Connected – enabling compact and walkable urban form through well located amenity and high-quality transport.
- Resilient – retention and improvement of natural assets and promoting resilience and sustainability.
- Liveable – facilitating diverse and vibrant communities with access to amenity and services.
- Coordinated – implementing infrastructure where it is needed.

Greater Sydney Region Plan
– A Metropolis of Three Cities

The Greater Sydney Region Plan establishes a 40-year vision to 2056 for Greater Sydney to be a metropolis of three cities, enabling most people in Greater Sydney to get to their nearest strategic centre within 30 minutes by public transport. The Region Plan is supported by five district plans that guide the implementation of the Regional Plan at a district level and act as a bridge between regional and local planning. The site is located within the Eastern City District and is included in the Eastern City District Plan.

Eastern City District Plan

The District Plan contains the planning priorities and actions for implementing the Regional Plan at a district level. The Regional Plan sets the 20-year vision for the District through 22 ‘Planning Priorities’ that are linked to the Region Plan. The purpose of the District Plan is to support councils in planning for growth and to align the Local Strategic Planning Statements (LSPS) with place-based outcomes. The strategic intent of the District plan is to provide for services, shops, cultural infrastructure, education and transport within close reach of residents.

To enable the sustainable growth of Leichhardt, relevant priorities will be targeted. These include:

- **Planning Priority E3:** Providing services and social infrastructure to meet people’s changing needs.
- **Planning Priority E4:** Fostering healthy, creative, culturally rich and socially connected communities.
- **Planning Priority E5:** Providing housing supply, choice and affordability, with access to jobs, services and public transport.
- **Planning Priority E6:** Creating and renewing great places and local centres, and respecting the District’s heritage.
- **Planning Priority E10:** Delivering integrated land use and transport planning and a 30-minute city.
- **Planning Priority E11:** Growing investment, business opportunities and jobs in strategic centres.

Future Transport Strategy

The Future Transport Strategy 2056 sets the vision and direction for NSW transport investment by providing a comprehensive plan that emphasises the creation of connected 30-minute cities and convenient 15-minute neighbourhoods. It includes a movement and place framework to ensure that transport supports the character of the place and community. The key guiding principles for future transport relevant to the site include:

- **Successful places:** The liveability, amenity and economic success of communities and places should be enhanced by transport.
- **Accessible services:** Transport should enable everyone to get the most out of life, wherever they live and wherever they age, ability or personal circumstances.

Draft Statewide Policy for
Industrial Lands

The draft Statewide Policy for Industrial Lands is a framework aiming to manage industrial lands across NSW by clearly categorising industrial land. The Statewide Policy for Industrial Lands is currently in draft and upon finalisation will replace the Retain and Manage Policy. However, given the site is part of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and was identified to be rezoned to B5 Business Development, the retain and manage does not apply to any rezoning of the site.

NSW Government Directions:

- Retain and Manage
Industrial Land Policy

As part of the release of the Region Plan and District Plans in 2018, the Greater Cities Commission (GCC) adopted the ‘Retain and Manage’ Policy which sought to halt the rezoning of industrial zoned lands within Greater Sydney. Since the adoption of this policy, the rezoning of industrial land for an alternate land use zone has been significantly limited, with many councils adhering to the policy without compromise. In 2022, the GCC released its Industrial Lands ‘Retain and Manage’ Policy Review Findings Paper, which was intended to inform the next iteration of the Greater Sydney Region

<ul style="list-style-type: none"> Industrial Lands Action Plan 	<p>Plan. The policy review maintained the GCC's view on industrial lands to protect and ensure employment lands to ensure they are not easily transferable to alternate land uses.</p> <hr/> <p>In January of 2025, DPHI released the Industrial Lands Action Plan which outlines priorities to:</p> <ul style="list-style-type: none"> 1. Deliver a statewide policy for industrial lands based on the categorisation of areas and precincts as state significant, regionally significant, locally significant and other industrial lands. 2. Investigate planning and policy interventions to support intensification of state and regionally significant industrial lands. 3. Finalise and release a statewide approach for an industrial lands supply pipeline. 4. Create an Employment Land Development Program to manage supply and coordinate infrastructure investment. <p>Upon completion and implementation of the new statewide policy (as discussed above), the existing Retain and Manage Policy would no longer apply.</p>
<p>Our Inner West Local Strategic Planning Statement 2020</p>	<p>The Local Strategic Planning Statement (LSPS) is a 20-year planning vision, emphasising land use, transport, and sustainability objectives to demonstrate how the Inner West Local Government Area will change to meet the community's needs over the next 20 years. The LSPS is made up of four themes, which mirror that of the Sydney Region Plan and the District Plan.</p> <p>The key Local Priorities within the LSPS include the following:</p> <ul style="list-style-type: none"> Planning Priority 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. Planning Priority 7: Provide a rich diversity of functional, safe and enjoyable urban spaces connected with an enhanced by their surroundings.
<p>Inner West Employment and Retail Lands Strategy</p>	<p>The Inner West Employment and Retail Lands Strategy provides a strategic approach for the management of land in the Inner West LGA including outlining priorities to maximise productivity, facilitate job growth, and contribute to the broader LGA's economic functioning. During a Council meeting on 21 May 2024, the Inner West Council has outlined an interest in reviewing the Strategy to consider a more up to date approach to employment land uses and reflect outcomes from recent changes to the strategic framework and policy settings. The strategy outlines four key principles. These largely revolve around the retention of current industrial zoned land such as the site of this proposal. However, the proposal is located within the PRCUTS corridor and identified for rezoning. Further, the site shows strong strategic merit to provide housing and exhibits responsible intentions for the land which are compatible with the current and emerging character of the area.</p>
<p>Our Inner West Housing Strategy 2020</p>	<p>The Our Inner West Housing Strategy sets out Council's vision for housing in the Inner West LGA, aligning with visions for housing set by the community, local and state governments. The Strategy's 20-year vision to respect the character of the area, create well connected and diverse areas, and promote sustainability is informed by various existing documents and forms the following priorities relevant to the proposal:</p> <ul style="list-style-type: none"> Principle 3: Provide for a diverse mix of housing typologies, sizes and tenures that cater to the needs of people at all stages of their lives. Principle 4: Start to close the affordability gap between housing need and provision for very low, low and moderate income households. Principle 5: Locate the majority of new housing opportunities in areas that are within a 10-minute walk of centres, transport and services, supporting their vibrancy and aligning with infrastructure provision and growth. Principle 6: Design quality housing and surrounding public spaces to maximise amenity, safety and security for residents and provide a positive contribution to its neighbourhood.

3.1.1 Ministerial Planning Directions

The rezoning will be required to address the applicable Ministerial Directions. The following points provide a summary response indicating how the Planning Proposal will address the relevant Ministerial Directions:

- Direction 1.1 (Implementation of Regional Plans)** – The proposal is consistent with the Greater Sydney Region Plan.
- Direction 1.4 (Site Specific Provisions)** – The proposal will not create unnecessarily restrictive or complicated planning controls.

- **Direction 1.5 (Parramatta Road Corridor Urban Transformation Strategy)** – The proposal is part of the Parramatta Road Corridor Urban Transformation Strategy and will help facilitate the growth of jobs and housing in alignment with the changing nature of the area and delivery of infrastructure.
- **Direction 4.1 (Flooding)** – The proposal will consider the impacts of flooding on the development, and the impacts of the development on flooding events in the area. The SSDA and concurrent rezoning report will be informed and accompanied by flood management assessments where necessary.
- **Direction 4.4 (Remediation of Contaminated Land)** – The proposal will undertake the necessary investigations to demonstrate the site, if contaminated, will be made suitable through remediation works (as necessary) for its intended use.
- **Direction 4.5 (Acid Sulfate Soils)** – The proposal is located on acid sulfate soils and will avoid adverse environmental impacts through effective management of the land on which development will occur.
- **Direction 5.1 (Integrating Land Use and Transport)** – The proposal improves access between housing and jobs by locating housing near transport, taking into consideration the proximity of the site to existing networks. Increasing density at this location also contributes towards a reduction in car dependency as alternative transport modes are readily available, including the nearby bus stops and active transport networks.
- **Direction 6.1 (Residential Zones)** – The proposal provides for a diversity of housing types and makes efficient use of existing infrastructure by increasing density at a suitable location, where it can be accommodated without any significant environmental impacts.
- **Direction 7.1 (Employment Zones)** – The proposed development intends to rezone E4 General Industrial to MU1 Mixed Use. A significant portion of non-residential land uses are proposed as part of the development which will preserve employment uses on the site and co-locate employment opportunities with new housing.

3.1.2 Cumulative Impacts

In accordance with the *Cumulative Impact Assessment Guidelines for State Significant Projects* document dated October 2022 by the DPPI, cumulative impacts can be caused by the compounding effects of multiple projects in an area.

The LGA's alternative approach to the TOD and LMR Programs intends to establish the applicable planning controls and desired character for the LGA once exhibition feedback has been considered.

An assessment of the cumulative impacts associated with these projects are considered under the relevant issues in **Section 7.0**. The nearby relevant and potential future projects are summarized in **Table 3** below and identified in **Figure 6**.

Table 3 *Surrounding Future Projects*

Development	Description	Address	Status
1 SSD-82714716	A state significant development for construction of a shop top housing development comprising ground floor commercial uses, build-to-rent units and one level of basement parking. The project comprises a concurrent state-led rezoning and detailed DA for the delivery of 220 built to rent apartments at the Annandale WestConnex dive site. This process has occurred through the Accelerated Social and Affordable Housing Rezoning Pathway, applicable only to state housing agencies that deliver social and affordable housing.	160-186 Parramatta Road & 79-95 Pyrmont Bridge Road, Annandale This project adjoins the proposal site to the south.	Approved on 23/12/2025



2	HDA EOI 266911	<p>Development for the purpose of shop top housing with provision of affordable housing at 52-54 Pyrmont Bridge Road, Annandale has been declared SSD in State Significant Development Declaration Order (No 13) 2025.</p> <p>As noted within HDA Briefing dated 29 August 2025, the project will deliver approximately 600 apartments (including 15% affordable housing for 15 years) with commercial and health services across three buildings of up to 22 storeys. The proposal includes a concurrent rezoning.</p>	<p>52-54 Pyrmont Bridge Road, Annandale</p> <p>This project is directly north of the proposal site, opposite Pyrmont Bridge Road.</p>	<p>Declared SSD by Minister (HDA Pathway) in HDA meeting on 29 August 2025</p> <p>No SEARs request</p>
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3	SSD-84024470	<p>Construction of a 22-storey mixed-use development and concurrent rezoning consisting of shop top housing for 281 build-to-rent units, 15% affordable housing, ground floor retail premises and associated site works.</p> <p>The proposal was declared SSD by Minister through the HDA Pathway in HDA Meeting on 4 April 2025 under HDA EOI 238363.</p>	<p>122-130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale</p> <p>This project is approximately 200m west of the proposal site.</p>	<p>Exhibition Ends 18/02/2025</p>
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4	HDA EOI 242754	<p>Development for the purpose of shop top housing and serviced apartments with provision for affordable housing at 99-101 Pyrmont Bridge Road and 190-196 Parramatta Road, Annandale has been declared SSD in State Significant Development Declaration Order (No 7) 2025.</p> <p>As noted within HDA Briefing dated 2 May 2025, the project will deliver approximately 99 residential apartments including unspecified affordable apartments, and 92 serviced apartments and commercial GFA over part 6 and part 15 storey buildings. The proposal includes a concurrent rezoning.</p>	<p>99-101 Pyrmont Bridge Road, 190-196 Parramatta Road, Annandale</p>	<p>Declared SSD by Minister (HDA Pathway) in HDA meeting on 2 May 2025</p> <p>No SEARs request</p>
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Figure 6 Cumulative Impacts Map

Source: Nearmaps, edits by Colliers Urban Planning

4.0 Project Description

As detailed above, the project comprises a concurrent Rezoning Proposal and SSDA. The Rezoning Proposal seeks to amend the planning controls under the IWLEP 2022 to facilitate the delivery of the proposed development sought under the SSDA. The following sections outline the details of each planning component.

4.1 Rezoning Proposal

The principal environmental planning instrument that applies to the site is the *Inner West Local Environmental Plan 2022* (IWLEP 2022), which currently zones the site as E4 General Industrial and prescribes a maximum floor space ratio (FSR) or 1:1. It is noted that the site is not prescribed a maximum building height.

To facilitate the proposed development, a Rezoning Proposal will be prepared and will seek the following amendments to the IWLEP2022:

- Rezone the site from E4 General Industrial to MU1 Mixed Use.
- Introduce a maximum height of building of 80m.
- Increase maximum FSR from 1:1 to 8.5:1.

4.1.1 Objectives and intended outcomes

The objective of this Rezoning Proposal is to facilitate the future renewal and revitalisation of the site into a vibrant mixed-use development that will deliver housing and employment opportunities to the local area.

The objectives and intended outcomes of the Rezoning Proposal will include:

- Facilitate the delivery of housing in well-located areas of high amenity including open space and employment.
- Significant increase of both market and affordable housing supply in a location that is in close proximity to public transport, open space and centres.
- Contribute to and enhance employment and economic opportunities by facilitating a diverse range of non-residential uses co-located with residential development and amenity.
- Ensure new planning controls will support desirable urban design outcomes, that stimulate urban renewal and a tailored, built-form response.

4.1.2 Strategic and site-specific considerations

A range of strategic and site-specific considerations will form the assessment of the Rezoning Proposal, as described at various sections throughout this report. This includes assessment against various plans, policies and guidelines, the built form and density proposed for the site and its relationship to surrounding development. The assessment will also consider a range of technical assessments and justifications in support of the proposal.

4.2 Proposed Development

The proposed planning amendments outlined above will facilitate the following development, which will form part of a concurrent SSDA.

The proposal, which is currently in design development, will consist of a mixed-use development comprising the following. Detailed architectural plans will be provided at the SSDA stage.

- Site preparation works including demolition, remediation, excavation and enabling works;
- Construction of a single mixed use building with a height of 24 storeys totalling 18,000m², comprising:
 - 180 dwellings including 15% affordable housing dwellings for 10 years, including:
 - 26 one-bedroom apartments.
 - 117 two-bedroom apartments.
 - 27 three-bedroom apartments
 - 1350m² of ground floor non-residential uses.

- Basement levels incorporating 226 car parking spaces.
- Creation of integrated communal and private open space and associated landscaping embellishments.
- Utility and stormwater augmentation and connections.

Preliminary Concept Plans have been prepared by Turner and are provided at **Appendix B**. A development footprint plan and indicative 3D massing of the proposed development is provided at **Figure 7** and **Figure 8** below.

The built form massing is indicative and will be subject to further design testing and refinement during the preparation of the SSDA. This process can involve the redistribution of building bulk and scale across the site, which could result in localised increases and/or decreases in height. This design development will seek to optimise built form outcomes for the site, provide appropriate transitions to the surrounding context, and ensure suitable amenity impacts are achieved. The massing will also be refined through the careful application of articulation and modulation strategies to improve the proposal's visual composition and contribute to a sensitive interface to adjoining properties, specifically the terrace properties at 67–77 Pymont Bridge Road.

As part of this process, consideration of site isolation matters will be incorporated to ensure that the built form does not constrain the adjoining terraces to the west, and that these properties retain a reasonable capacity to redevelop in accordance with their applicable planning controls.



Figure 7 Proposed development footprint plan

Source: Turner

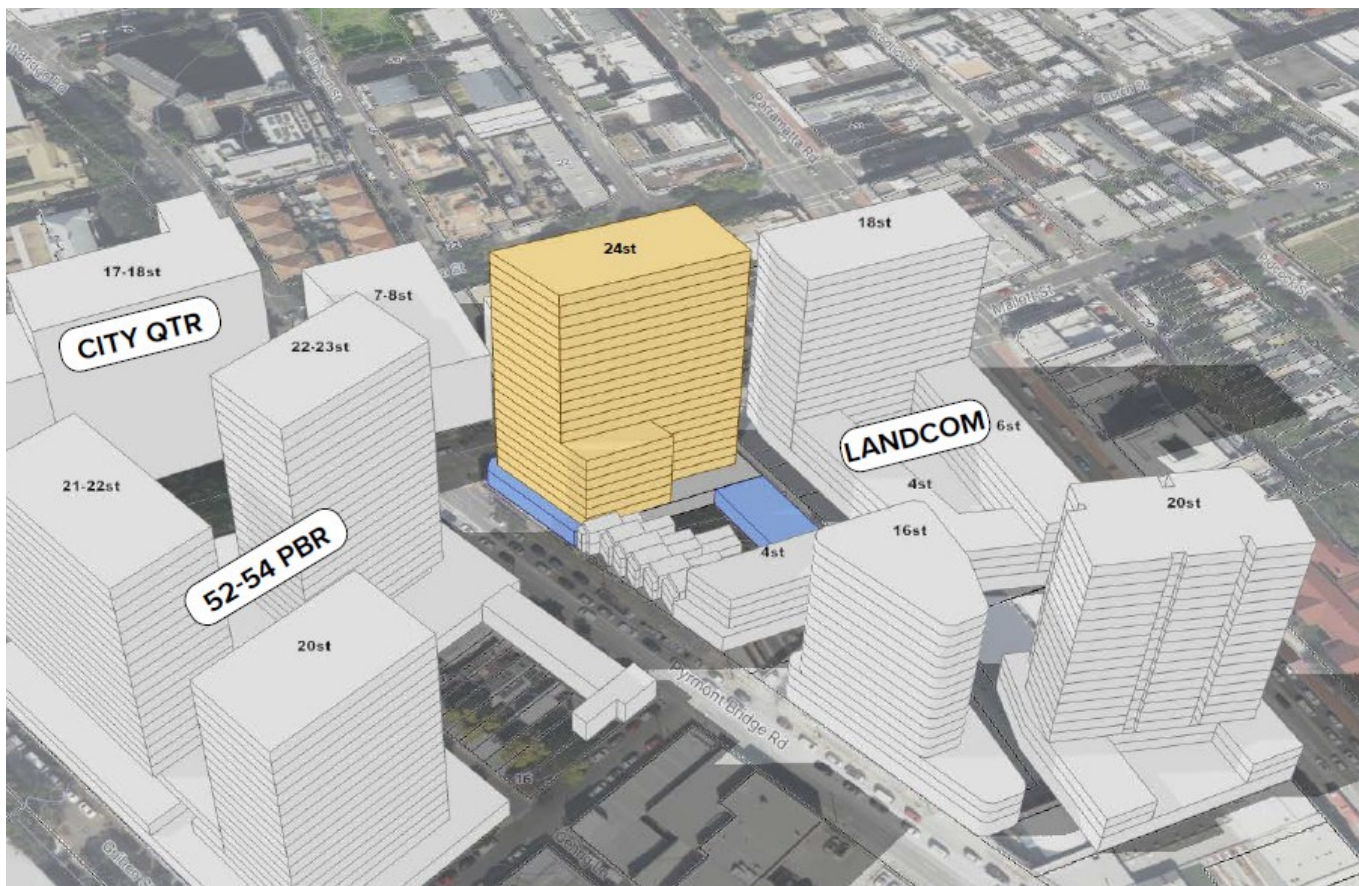


Figure 8 *Indicative 3D Massing of proposed development*

Source: Turner

4.3 Overview of Alternatives

In deciding whether the appropriate path for the proposed development, several options and alternatives were presented and considered. The development of the project was driven by the focus to provide the most appropriate design response to the environmental opportunities and constraints of the site.

An overview of alternatives considered is provided in **Table 4** below.

Table 4 *Overview of Alternatives*

Alternative	Consideration
'Do Nothing'	Leave the site as it currently exists, where the site, buildings and its strategic positioning within the context are underutilised and do not contribute to the vitality of the area and will continue to detract from the public domain. This scenario would represent a failure to optimise the benefits provided by the site's location within the Parramatta Road corridor and boost housing supply.
Delaying the Development	Considering the current demand for housing in areas close to centres and high frequency public transport, delaying the development is contrary to housing delivery objectives of the state and federal governments.
HDA SSDA and Rezoning (this proposal)	The proposed development represents the most suitable and appropriate pathway to achieve strategic objectives and statutory controls for the site. The proposal will align with the emerging high-density mixed-use character that the surrounding area is experiencing as a result of the introduction of PRCUTS and the NSW Government's rezoning of the Parramatta Road corridor between Camperdown and Leichhardt. Additionally, there are two other HDA projects located proximate to the site (52-54 Pyrmont Bridge Road and 122-130 Pyrmont Bridge Road & 206 Parramatta Road), further evidencing the locality's changing nature.

5.0 Statutory Context

A summary of the relevant statutory requirements for the project are identified in **Table 5** below.

Table 5 Relevant Statutory Requirements

Matter	Consideration
Power to Grant Consent	<p>Development consent will be sought under 'Division 4.7 – State Significant Development' of the EP&A Act. Section 4.36(2) of the EP&A Act states that:</p> <p><i>The Minister may, by a Ministerial planning order, declare any development on specified land to be State significant development.</i></p> <p>The Ministerial Planning Order State Significant Development Declaration Order (No 8) 2025 published 27 May 2025 lists development that is declared SSD. Part 2 Declaration of State Significant Development states:</p> <p><i>(f) development specified in EOI application 244679 dated 6 March 2025 including development for the purpose of shop top housing with provision of affordable housing at 63-77 Pyrmont Bridge Road, Pyrmont</i></p> <p>As the proposed development is for the purposes of the relevant use on land identified in this provision, it is declared SSD. Before SSD can be determined, it is subject to a comprehensive assessment under the EP&A Act.</p> <p>It should be noted that the site address pertinent to this SEARs request has changed from 63-77 Pyrmont Bridge Road, Camperdown (as outlined in the HDA briefing and subsequent Ministerial Order) to 63-65 Pyrmont Bridge Road, Camperdown. This change reflects the outcomes of further design testing, which identified two of the properties at 67-77 Pyrmont Bridge Road contain registered boarding houses, creating additional planning complexity due to the loss of existing affordable accommodation. In parallel, ongoing engagement and negotiations with the landowners of these properties at 67-77 Pyrmont Bridge Road have not resulted in an agreed redevelopment arrangement, meaning the intent of a consolidated development across the whole site is no longer achievable. As a result the SEARs request now focuses solely on the land at 63-65 Pyrmont Bridge Road, which is in single ownership and is able to progress independently. A request to amend the Ministerial Declaration to remove the properties located at 67-77 Pyrmont Bridge Road, was submitted to DPHI on 11 March 2026.</p> <p>Section 4.5 of the EP&A Act and Section 2.7 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> stipulate that the consent authority is the Minister for Planning and Public Spaces (or the DPHI as their delegate) unless the development triggers the matter set out in Section 2.7(1) in which case the consent authority will be the Independent Planning Commission.</p>
Permissibility	<p>The proposed development will likely constitute the following uses as defined under the Standard Instrument:</p> <ul style="list-style-type: none"> • Shop top housing • Commercial premises <p>The site is zoned E4 General Industrial under the <i>Inner West Local Environmental Plan 2022 (IWLEP 2022)</i>. The proposed land uses are not permissible under the current zoning. Section 4.38(5) of the EP&A Act states that:</p> <p><i>A development application in respect of State significant development that is wholly or partly prohibited may be considered in accordance with Division 3.5 in conjunction with a proposed environmental planning instrument to permit the carrying out of the development. The Planning Secretary may (despite anything to the contrary in section 3.32) undertake the functions of the planning proposal authority under Part 3 for a proposed instrument if it is initiated for the purpose of permitting the carrying out of the development (whether or not it contains other provisions).</i></p> <p>A Concurrent Rezoning Proposal facilitating amendments to the IWLEP 2022 will be undertaken under Division 3.5 of the EP&A Act to enable the permissibility of the proposed development at the site.</p>
Other Approvals	<p>Approvals not required for SSD, otherwise required</p> <ul style="list-style-type: none"> • Fisheries Management Act 1994 – No • Heritage Act 1977 – No

- National parks and Wildlife Act 1974 – No
- Rural Fires Act 1997 – No
- Water Management Act 2000 – No

EPBC Act Approval

- The Project is not likely to impact a matter of National Environmental Significance. Therefore, the Project is not required to be referred to the Federal Department of the Environment to determine if it constitutes a controlled action and the bilateral agreement applies.

Pre-conditions to Exercise the Power to Grant Consent

The following sections of legislation are expected to be relevant to the assessment of the EIS:

- *State Environmental Planning Policy (Housing) 2021* – Chapter 2, Chapter 4
- *State Environmental Planning Policy (Resilience and Hazards) 2021* – Chapter 4
- *State Environmental Planning Policy (Sustainable Buildings) 2022*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021* – Section 2.48, Section 2.119, Section 2.120, Section 2.122

Mandatory Matters for Consideration

The following mandatory matters for consideration are expected to be relevant to the assessment of the EIS:

- *Environmental Planning & Assessment Act 1979* – Section 1.3, Section 4.15
- *Biodiversity Conservation Act 2016* – Section 7.9
- *State Environmental Planning Policy (Housing) 2021* – Chapter 2, Chapter 4
- *State Environmental Planning Policy (Sustainable Buildings) 2022*
- *State Environmental Planning Policy (Resilience and Hazards) 2021* – Chapter 4

Inner West LEP 2022

The following key development standards apply to the site and will be considered during the preparation of the EIS:

2.1 Land use zones

As noted above, a Concurrent Rezoning Proposal facilitating amendments to the IWLEP 2022 (to rezone the site from E4 General Industrial to MU1 Mixed Use) will be undertaken under Division 3.5 of the EP&A Act to enable the permissibility of the proposed development at the site.

4.1 Minimum subdivision lot size

The site is not subject to a minimum subdivision lot size under the IWLEP 2022.

4.1A Exceptions to minimum subdivision lot size for certain residential development

The site is not located within “Area 1” or “Area 2” on the Lot Size Map. Therefore, this clause does not apply.

4.3 Height of buildings

The site is not subject to a maximum height of building under the IWLEP 2022. However, as noted above, a Concurrent Rezoning Proposal facilitating amendments to the IWLEP 2022 (to introduce a maximum height of building of 80m to the site) will be undertaken under Division 3.5 of the EP&A Act to enable the delivery of the proposed development.

4.4 Floor space ratio

The site is subject to a maximum FSR of 1:1 under the IWLEP 2022. However, as noted above, a Concurrent Rezoning Proposal facilitating amendments to the IWLEP 2022 (to increase the maximum FSR from 1:1 to 8.5:1 on the site) will be undertaken under Division 3.5 of the EP&A Act to enable the delivery of the proposed development.

5.10 Heritage conservation

The site is not identified as a heritage item, nor is it located within a heritage conservation area. However, the site is located proximate to multiple local heritage items including:

- I79 “Warehouse, including interiors” (Inner West Council) – 30m north of the site.
- I943 “Kerb and gutter” (Inner West Council) – 60m northwest of the site.
- I26 “Kerb and gutter” (Inner West Council) – 120m north of the site.
- I91 “Former Royal Alexandra Hospital for Children boundary landscaping” (City of Sydney – 40m northeast of the site.

-
- I2242 "Former Grace Bros Repository including interiors" (City of Sydney) – 20 east of the site.

The proposal considers the proximity of these heritage items and will be fully addressed in the EIS.

5.21 Flood planning

The proposed development will ensure compliance with the provisions of this clause. This will be fully addressed in the EIS.

6.1 Acid sulfate soils

The site is located in a Class 5 area. Compliance with the relevant controls will be demonstrated in the EIS.

6.2 Earthworks

Development consent for earthworks is sought under this application.

6.3 Stormwater management

The proposed development will consider how drainage and stormwater management is to be effectively provided across the site with increased density in proximity to flood prone land. The EIS will be accompanied by the relevant technical reports to demonstrate the ability of the site to address flooding, drainage and stormwater requirements.

6.8 Development in areas subject to aircraft noise

The site is located in an ANEF contour of 20 or greater. Compliance with the relevant controls will be demonstrated in the EIS.

6.9 Design excellence

The proposal will demonstrate design excellence in accordance with this clause. Compliance will be demonstrated in the EIS.

6.13 Residential accommodation in Zones E1, E2 and MU1

The proposal includes the rezoning of the site from E4 General Industrial to MU1 Mixed Use. The proposal is a mixed use development and will demonstrate compliance with the controls of this clause in the EIS.

6.14 Diverse housing

The proposal is located within "Area 1" of the Key Sites Map. Compliance with the relevant controls will be demonstrated in the EIS.

6.21 Business and office premises in Zones E3 and E4

Whilst the proposal includes the rezoning of the site from E4 General Industrial to MU1 Mixed Use, it is intended that the change in land use zone will not result in the preclusion of the uses listed in this clause.

6.0 Community Engagement

Engagement is proposed to be carried out through the preparation of the EIS prior to submission in accordance with the DPHI's Undertaking Engagement Guidelines for State Significant Development. 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."*

The Applicant will engage with the following organisations and community members.

6.1 Other Agencies and Stakeholders

Consultation is anticipated with the following government and industry stakeholders (as well as the local community):

- Local community, including:
 - Immediate and wider neighbours,
 - Community Action Groups and Residents' Associations, and
 - Local businesses.
- Government agencies, including:
 - Government Architect NSW
 - Department of Planning, Housing and Infrastructure,
 - Inner West Council and elected officials,
 - Transport for NSW & Transdev,
 - Environment, Energy and Science Group, and
 - Service providers such as telecommunication (NBN), gas (Jemena), electricity (Ausgrid) and water (Sydney Water).
- Local Aboriginal Community, including:
 - Registered Aboriginal Parties,
 - Metropolitan Local Aboriginal Land Council,
 - Knowledge Holders and Elders.

The formal public exhibition process will provide further opportunity for agencies and members of the public to provide comment and submissions on the project.

6.2 Proposed Community Consultation

Engagement will be undertaken to inform the preparation of the EIS and on an ongoing basis throughout the life of the project, and details of how issues raised have been responded to will be documented in the Consultation Outcomes Report, which will accompany the EIS.

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 Outcome 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.

7.0 Proposed Assessment of Impacts

This section provides an overview of the key matters requiring and not requiring further assessment in the EIS and the proposed approach to assessing each of these matters. The purpose of considering these factors at this stage is to inform the preparation of the SEARs which will guide the preparation of the EIS.

The following sections should be read in conjunction with the Scoping Summary Table provided at **Appendix A**.

7.1 Matters Requiring Further Assessment in EIS

The following sections provide a high-level overview of the relevant matters and impacts which will be addressed in detail within the EIS. It outlines the matters and impacts of particular concern to the community and other stakeholders and will be supplemented in the detailed report to be submitted to DPHI.

7.1.1 Built Form and Urban Design

The EIS will include a design report and Apartment Design Guide (ADG) assessment that outlines how the proposal will deliver an exemplary built form outcome that responds to the site, the public domain, and its surroundings in a manner that ensure a high quality residential amenity for future occupants. The development will also demonstrate design excellence in accordance with the IWLEP 2022.

The built form will incorporate a suitable transition in scale and massing to the adjoining terrace dwellings, with the interface addressing privacy, overshadowing, visual impacts and overall compatibility with the established character. These matters will be documented in the design report and architectural plans.

The potential off-site impacts of the proposal resulting from the built form will be comprehensively considered and assessed in detail in the EIS.

Apartment Design Guide

Preliminary design testing indicates that the proposal can achieve compliant tower massing and ADG outcomes, including a slender and well-oriented floorplate that supports solar access and natural cross-ventilation, and residential floor-to-floor heights that enable compliant ceilings.

Building separation will continue to be refined through further design development, however preliminary massing indicates the ability to meet ADG separation requirements to all boundaries. Importantly, this includes consideration of site isolation matters, ensuring the built form does not constrain the redevelopment potential of the adjoining terrace properties to the west. Communal open space equivalent to 25% of the site area is also proposed and achieves compliant solar access.

7.1.2 Affordable Housing

The project proposes to provide 15% affordable housing contribution for a fixed term of 15 years. The specific allocation of apartments designated for affordable housing, the period of which the affordable housing will be provided for, and the related management measures is subject to ongoing design development and engagement with potential future occupiers (Community Housing Providers (CHPs)).

7.1.3 Environmental Amenity

Due to the proposed development's height and scale, and its context within an area with a mix of residential and non-residential uses, considerations will need to be made for impacts to the surrounding environment and access to amenity on the surrounding locality. The proposed development must not have adverse impacts on environmental amenity for surrounding residential and other sensitive land uses in the form of wind, solar, overshadowing, lighting, and reflectivity impacts.

7.1.4 Transport

The proposed development will be required to consider the relationship between the proposed development and the surrounding transport infrastructure, including the site's immediate proximity to Parramatta Road.

The EIS will be informed by a Transport Impact Assessment which will be carried out to demonstrate both construction and operational traffic on the existing and future road network, as well as the functionality of the site and the surrounding development.

7.1.5 Noise and Vibration

A Noise and Vibration Assessment will be prepared to assess the main noise and vibration generating sources during construction and their impacts upon any sensitive noise receiver, particularly adjacent and nearby residential receivers.

The site is located approximately 5km north of Sydney International Airport and is located within a 20 ANEF zone. The assessment will evaluate and outline measures to minimise the potential noise impacts from the adjacent road infrastructure, and the airport, which may require further consideration in terms of potential noise and vibration impacts. Attenuation measures will be investigated to ensure the appropriate mitigation of such impacts. Additionally, the assessment will consider operational noise impacts from the proposed non-residential uses and recommend measures to minimise impacts on the proposed residential dwellings and surrounding residential developments.

7.1.6 Flood Risk and Water Management

The proposed development will need to consider how drainage and stormwater management will be effectively provisioned across the site with increased density in proximity to flood prone land. The EIS will be accompanied by the relevant technical reports to demonstrate the ability of the site to address flooding, drainage and stormwater requirements.

7.1.7 Other Matters

The following matters will be addressed by project-specific SEARs requirements:

Table 6 *Matters considered to be addressed within SEARs*

Matter	Assessment	Anticipated Deliverable/s
Ground Conditions	The proposed development will be required to consider the relationship between the impacts of the development and soils, specifically consideration of the land's identified on acid sulfate soils.	<ul style="list-style-type: none">• Geotechnical Assessment
Non-Indigenous Heritage	The site is not identified as a heritage item nor is it within a heritage conservation area. However, the site is proximate to heritage items and heritage conservation areas as identified in both the Inner West LEP and Sydney LEP. Consideration of effects of the development on the site will be made.	<ul style="list-style-type: none">• Statement of Heritage Impact
Indigenous Heritage	The development will require Aboriginal heritage assessment to ensure that Aboriginal heritage is protected if it exists on the site.	<ul style="list-style-type: none">• ACHAR
Contamination	In accordance with Chapter 4 of the <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> , the proposed site must demonstrate it is suitable for the development by assessing and quantifying any soil and groundwater contamination. Given the site's existing use as industrial there is potential for contamination.	<ul style="list-style-type: none">• Preliminary Site Investigation Report• Detailed Site Investigation Report (if required)• Remedial Action Plan (if required)
Waste Management	Throughout the site's construction and operation, waste will be produced that will require appropriate measures to be managed, reused, and disposed of.	<ul style="list-style-type: none">• Waste Management Plan
Aviation	The site is inside the Obstacle Limitation Surface (OLS), and sits between the 80m AHD and 90m AHD height	<ul style="list-style-type: none">• Aviation Impact Assessment

	planes. The proposed development (including crane height) and its impacts on airport operations will be considered.	
Design Excellence	The project is committed to achieving design excellence. Review of the proposed development by the State Design Review Panel (SDRP) is welcomed to achieve this aim.	<ul style="list-style-type: none"> • Addressed in Design Report and EIS
Visual Impact	The development may result in visual impacts to private and public spaces that will need to be considered. However, due to the changing nature of the area and the strategic directives to accommodate more housing, it is likely that the proposed development will be consistent with the future character of the area.	<ul style="list-style-type: none"> • Visual Impact Analysis
Commercial and Employment Potential	The proposal will involve rezoning the site from E4 General Industrial to MU1 Mixed Use for the purposes of shop top housing. An Economic Impact Assessment will be prepared to understand the demand for employment land and justify the change in zoning. It should be noted that considering the site was part of PRCUTS and was identified to be rezoned to a B5 Business Development, retain and manage does not apply.	<ul style="list-style-type: none"> • Economic Impact Assessment • QS Report

7.2 Matters not Requiring Further Assessment in the EIS

This section outlines the matters that are not relevant, do not require further assessment and site-specific considerations are considered necessary in the EIS. It is noted that the final deliverables will be confirmed pending the outcome of on-site investigations.

An assessment of the matters not requiring further assessment in the EIS is provided in **Table 7** below.

Table 7 *Matters not Requiring Further Assessment in the EIS*

Matter	Assessment	Anticipated Deliverable/s
Trees and Landscaping, Terrestrial Fauna and Flora	The development is unlikely to require the removal of existing trees or a large amount of vegetation. Due to the nature of the site as an existing commercial building in an urban area, it is unlikely there will be any significant trees on the site nor trees that require retention.	<ul style="list-style-type: none"> • N/A
Bush Fire Risk	The site is not affected by bushfire prone land.	<ul style="list-style-type: none"> • N/A
Biodiversity	The site is not identified on the State's Biodiversity Values Map nor is there any listing of biodiversity maps in the SEPP.	<ul style="list-style-type: none"> • BDAR Waiver

8.0 Conclusion

This Scoping Report has been prepared by Colliers Urban Planning on behalf of Nascon Pty Ltd in support of the proposed development located at 63-65 Pyrmont Bridge Road, Camperdown. It seeks to inform the DPHI to enable the preparation of project-specific SEARs to enable the preparation of an EIS and concurrent rezoning report that will accompany an SSDA. It has outlined preliminary information regarding the project including the site, the proposed development, the relevant strategic and statutory context and planned stakeholder engagement. The scoping of the proposed assessment of impacts within the EIS for the proposal will enable the DPHI with input from other government agencies to prepare and issue project-specific SEARs for the project.



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