The response has been prepared by Anthon Crozier, 17 Mathieson Street Annandale.

RESPONSE TO PROPOSED PRIVATE HOSPITAL, 122-130 PYRMONT BRIDGE ROAD & 206 PARRAMATTA ROAD, ANNANDALE. SSD-59354958

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Acknowledgement

We are Inner West, land of the Gadigal and Wangal peoples, whose rich cultures, heritage and history we acknowledge and respect. We are defined by our diversity of people, places and ideas. We are an inclusive, vibrant, caring and progressive community where everyone is welcome, people and nature live in harmony, and creativity is a way of life.

This report is based on land under traditional ownership that has never been seeded and we pay our respects to elders past and present.

Forward

This response has been prepared in response o the SEARS documents issued on the DPIE planning portal of the NSW state government for the proposed hospital development proposed for 122 – 130 Pyrmont bridge road AND 206 Parramatta Road Annandale.

I have been a permanent resident of Matheson Street since purchasing in late 2010. I have always lived in the inner west since moving to Sydney from the country for employment and education benefits offered in the city, as I enjoy the vibrancy of the local area.

During this time the property has moved from the suburb of Camperdown to Annandale at the time of the inner west council amalgamation, the urban environment is in a constant change as the suburbs have evolved to develop a fine grain of residential intermingled with light industrial through a slow ever evolving process. Some buildings have been modified from warehouse to suit residential dwellings adding to the mix on building typologies giving the local area a character distinctive to inner city living.

I have worked professionally as an architect on major projects nationally and internationally since graduating UTS in 2002, I am not anti-development, I am however certainly reacting to a poor design response presented in these documents.

The Proposed development is a continuation of continued urban regrowth of the area, made possible by the implementation of the Parramatta Road Corridor Urban Transformation Strategy.

This has allowed for the amalgamation of :-

122 - 128 Pyrmont Bridge Road, Annandale	Lot 3 – 6 and 12 Sec 1 DP 976387,
130 Pyrmont Bridge Road, Annandale	Lot 100 DP 1101482 and
206 Parramatta Road, Annandale	Lot 1 DP 539271

As identified on Figure 1 Site location and lot amalgamation The site has an area of approximately 2,570 sqm and is located on the northern side of the intersection of Parramatta Road and Pyrmont Bridge Road. Figure 1 Site location and lot amalgamation

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) objectives seek to transform the local Camperdown precinct due to its adjacency to Sydney University, UTS and Royal Price Alfred hospital, Its primary objectives are listed below

1. To support the transition of Camperdown into an innovation and technology precinct with a focus on health, education, technology, and research uses.
2. To achieve architectural and urban design excellence.
3. To encourage active transport and support public transport mode share.
4. To positively contribute towards public domain upgrades and new active transport connections.
5. To provide appropriate and safe access arrangements for efficient operations on the site.
6. To maintain adequate solar access and amenity to the development and neighbouring properties.
7. To ensure that the development exhibits a high level of environmental performance.
8. To safeguard the potential redevelopment of surrounding sites in the precinct.

This document seeks to illustrate that the proposed amended development fails to meet these simple objectives, and the objectives of the Development control plan issued by Inner west city council dated March 2023 and in fact fails on many of these planning requirements

Figure 1 Site location and lot amalgamation

1 Planning instruments

The proposed site is subject to the following development planning instruments: -

Parramatta Road Corridor Urban Transformation Strategy PRCUTS

Inner west Local environmental plan

Inner west site-specific development control plan

The Parramatta Road Corridor Urban Transformation Strategy was developed by Urban Growth NSW in 2016 it is the primary document that has allowed the proposed development to occur.

It should be noted that it is a strategy document for the urban renewal of Parramatta Road, by identifying key sites along the road that could provide uplift, it is an incomplete planning document and is still undergoing revision currently with inputs from community consultation. Draft development control plans have been issued by inner west council in response to PRCUTS for Kings Bay, Leichhardt and Taverners Hill, but has yet submitted a considered development control plan that considers the impact of the development at the Camperdown site that this development is proposed for.

Inner west council has issued and amended site specific development control plan dated March 2023 following the application of the proponent, which this application fully rejects totally.

INNER WEST

SITE-SPECIFIC DEVELOPMENT CONTROL PLAN

Amendment to Leichhardt Development Control Plan 2013

122-130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale

March 2023

Inner West Local Environmental Plan 2022, The proposed development site has been identified on the LEP under control of inner west council and has already been modified to suit the development. Part 8 206 Parramatta Road and 122–128 and 130 Pyrmont Bridge Road, Camperdown The LEP for the site applies to the following land in Camperdown, identified as “Area M” on the Key Sites Map

Figure 2 PRCUTS masterplan recommended modification of land use plan

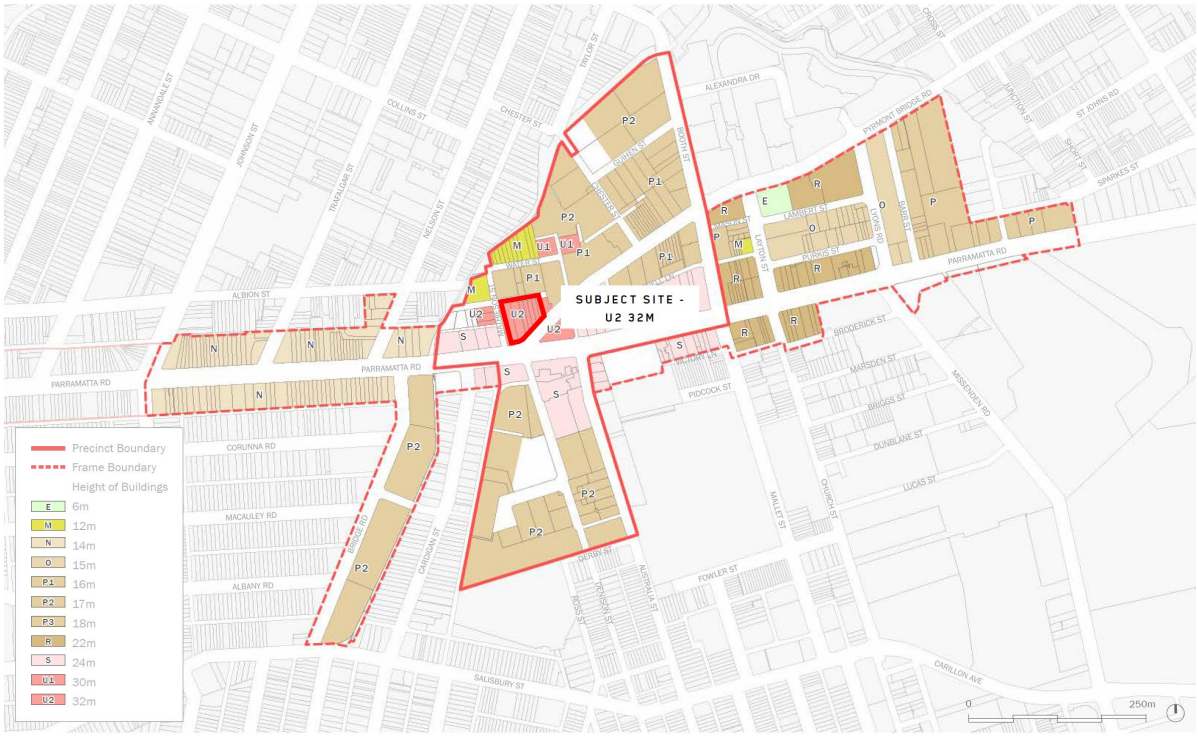


Figure 3 PRCUTS masterplan recommended increase height of buildings plan

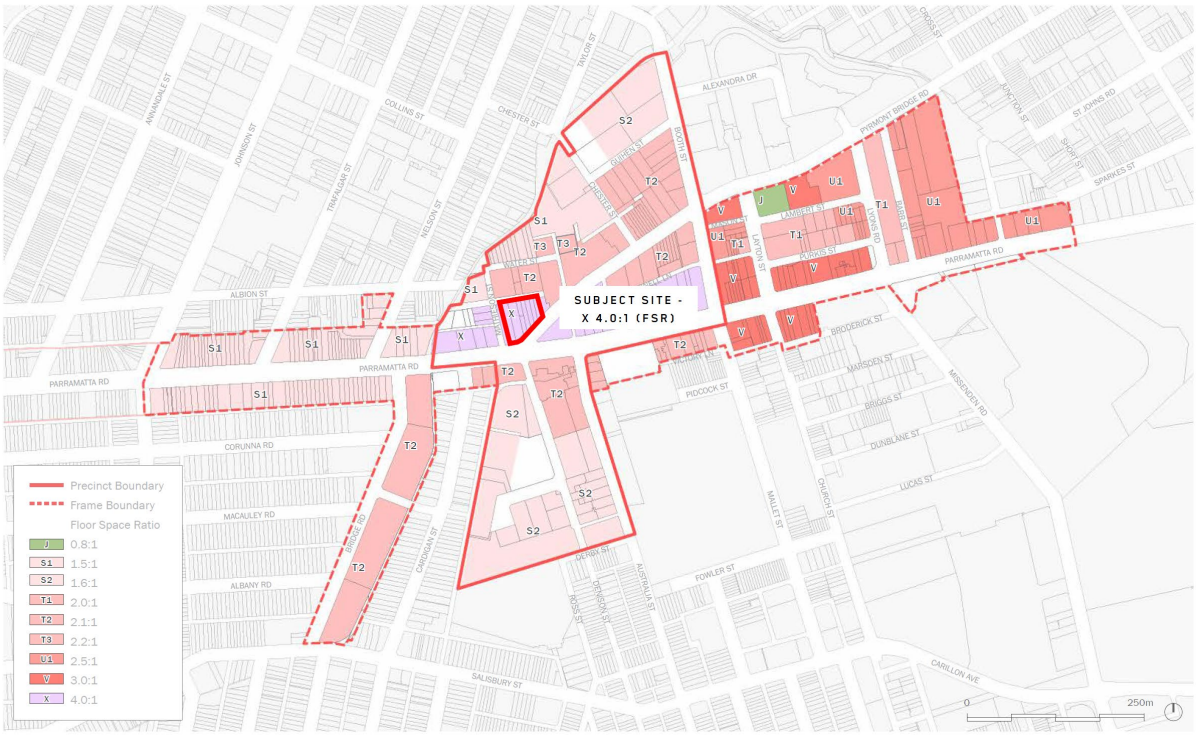


Figure 4PRCUTS masterplan recommended increased density FSR plan

The proposed development seeks to amend the proposed planning controls from

• FSR of 4:1 increased from 4.0 Inner West Local Environmental Plan 2022 (4170_COM_FSR_008_010_20230224)

The request for The extent of the FSR non-compliance is not minor as it is noted in the Clause 4.6 Variation Request – FSR, with the exceedance of the FSR control being 627sqm or a variation of 6% of the overall GFA, but this request also equates to 24.3 of the buildings site area, resulting in more mass being located where it impact is felt the greatest on local residents casting shadows over private and public land.

• Maximum height of 35m the previous Inner West Local Environmental Plan 2022
Had the site nominated for 32m maximum height of building limit. This has already been increased to a maximum height of 35m as illustrated on the amended LEP (4170_COM_HOB_008_010_20230224)

The request for the addition of 3 meters from the originally recommended 32m of PRCUTS to 35m in this application should be rejected on the basis that the location of this additional height has resulted in poorer urban outcomes with respect to overlooking and overshadowing to local residential properties.

The bulk and form generated from this additional request should be reassessed in its placement on the site in relationship to neighbouring properties.

I would support a rethinking of masing to the proposed development to allow a taller slab building of up to 10 stories to the alignment of Pyrmont bridge road to reinforce the gateway

2 Modified development application is non-compliance to Draft Site specific DCP Inner west city council March 2023

The proposed development in both plan and section as outlined by the amended Development control plan issued by inner west city council has significantly increased outside of the

The elements of the building footprint have been overlayed on the proposed development control plan issued by Inner west city council in the attached item below with the areas outside the DCP hatched as noted in the legend. *Figure 2 Proposed plan overlayed on DCP*

The modification to the ground plane proposed from the proposed development seeks to take significantly more of the area that is noted on the DCP provided from inner west city council and effectively privatises it on roof terraces throughout the development.

Figure 5 Proposed plan overlayed on DCP

Even though the proposed ground plane is smaller than that which is illustrated on the Figure 2 Proposed plan overlayed on *DCP*, the remaining space that was identified for public urban uses has been utilised instead for facilitating access roads through the development to allow for drop off and service access, with the remaining being given as hard paving leaving very

little for landscape to soften the development and provide amenity for local residents and users if the facility.

3 Modified bulk and form aligned to Mathieson Street increasing shadowing and overlooking of private property

The proposed development has realigned most of its bulk and form to align with Mathieson and Cahill streets further promoting overlooking and additional overshadowing to of private residential property of Mathieson and Cahill Streets as well as over the wider public pedestrian and open space network as illustrated in Figure 6 Section through 17 Mathieson Street and new Park illustrating impacts of overshadowing and overlooking of public space generated from scale and alignment of development

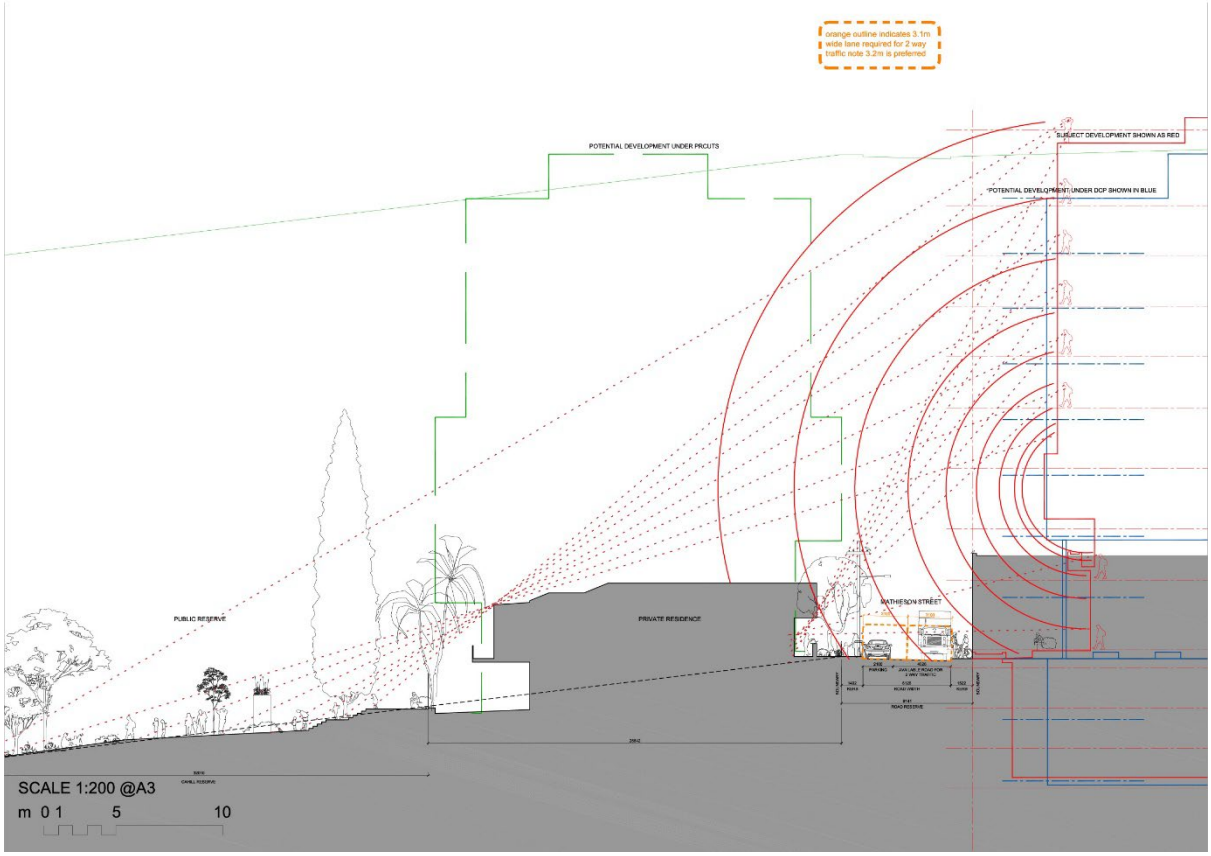


Figure 6 Section through 17 Mathieson Street and new Park illustrating impacts of overshadowing and overlooking of public space generated from scale and alignment of development

The form of the previous application sought to break up the massing along Mathieson Street in response to the DCP Figure 7 Previous SSD submission Illustrating buildings bulk and form along this street alignment

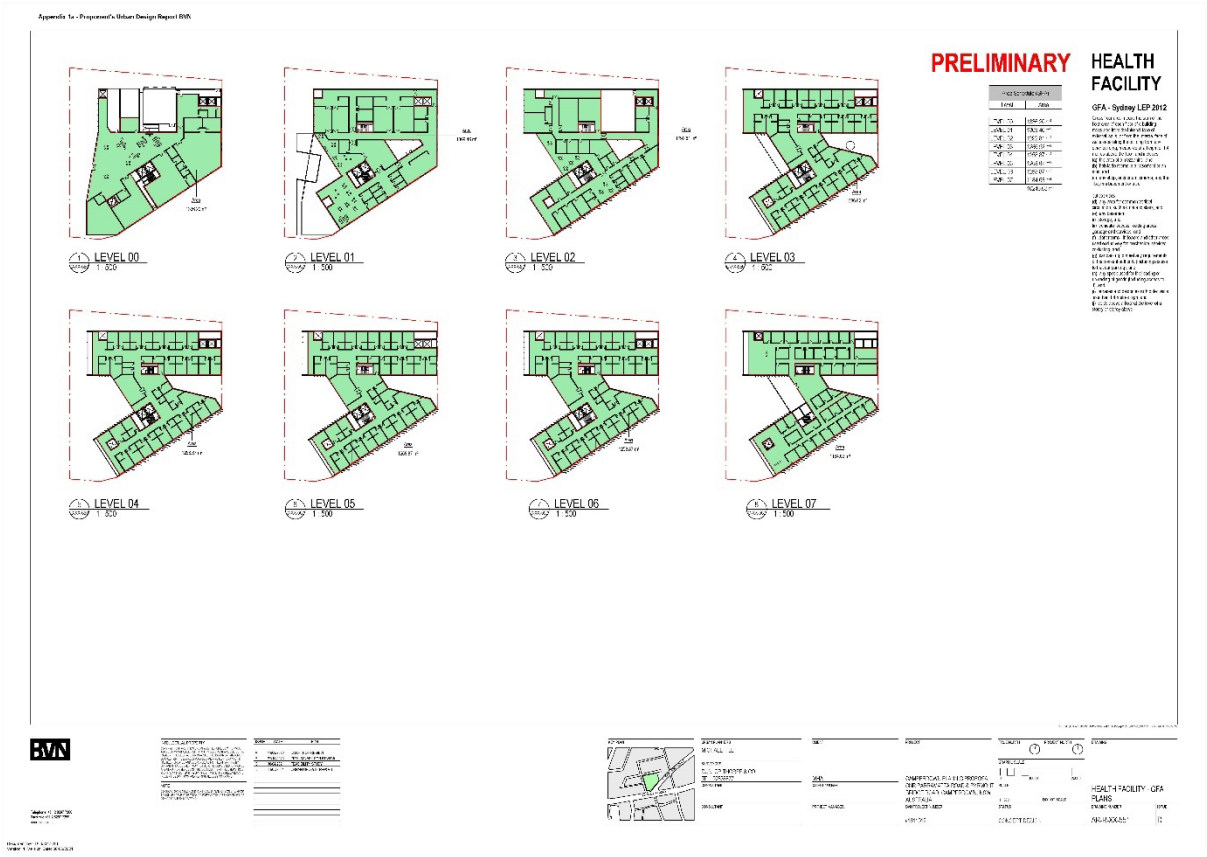


Figure 7 Previous SSD submission Illustrating buildings bulk and form

Figure 8 Proposed SSD illustrating ion modification of proposed buildings bulk and form built to edge of site.

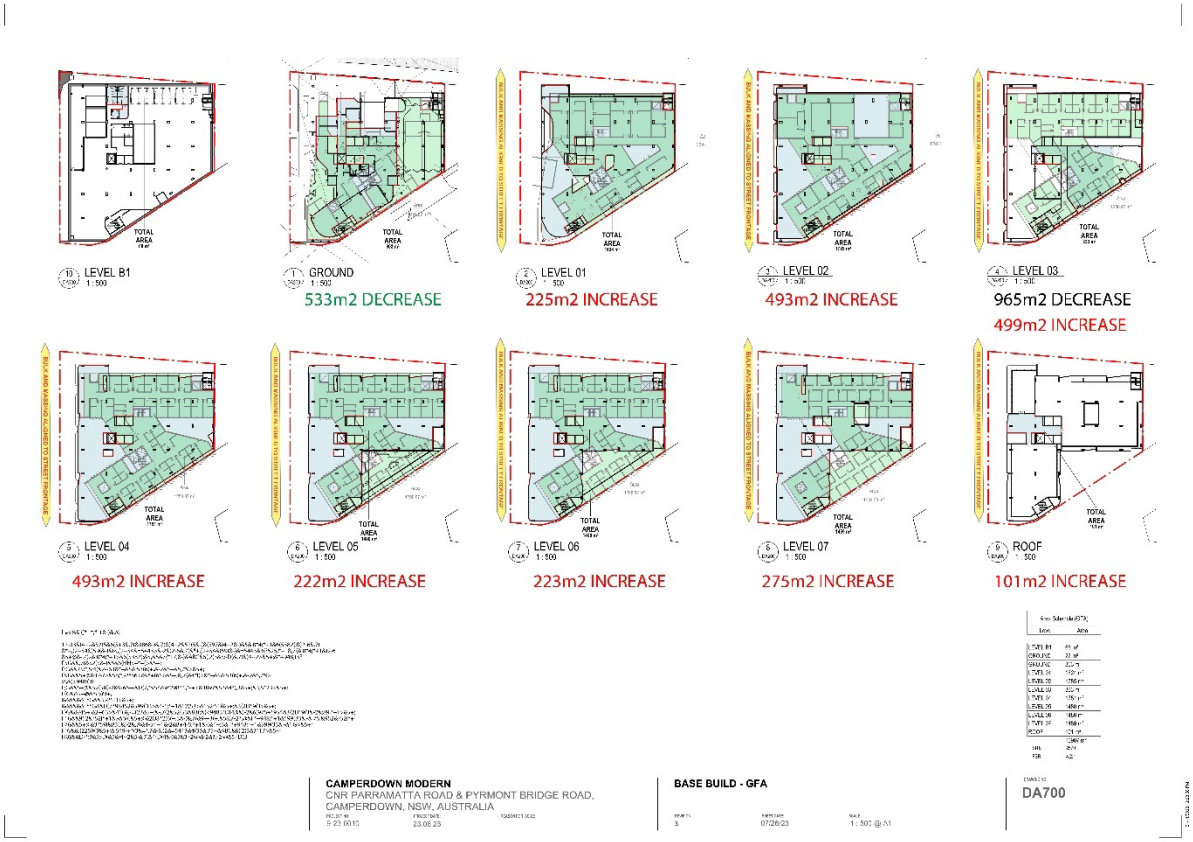


Figure 9diagram illustrating increase to GFA from proposed development

Where the original application responded to the DCP issued from inner west council as illustrated in Figure 4 Previous SSD submission Illustrating buildings bulk and form the revised submission Figure 5 Proposed SSD illustrating ion modification of proposed buildings bulk and form built to edge of site. Redefines the massing of the building to the Northern and Western boundaries of the site adopting a build to boundary mentality to the development. This approach significantly takes a backward step in its design quality and massing in response to the urban fabric of adjacent properties.

It should be noted that all windows facing the development along Mathieson street are bedroom windows, as are windows and doors facing the development along Cahill street. The development has located significant plant supporting the hospital areas on Level 3 facing these properties. This application is for a 24hr operating facility, this resolution of services is inappropriate and should be located on the roof to relocate this acoustic imposition away from sensitive residential areas.

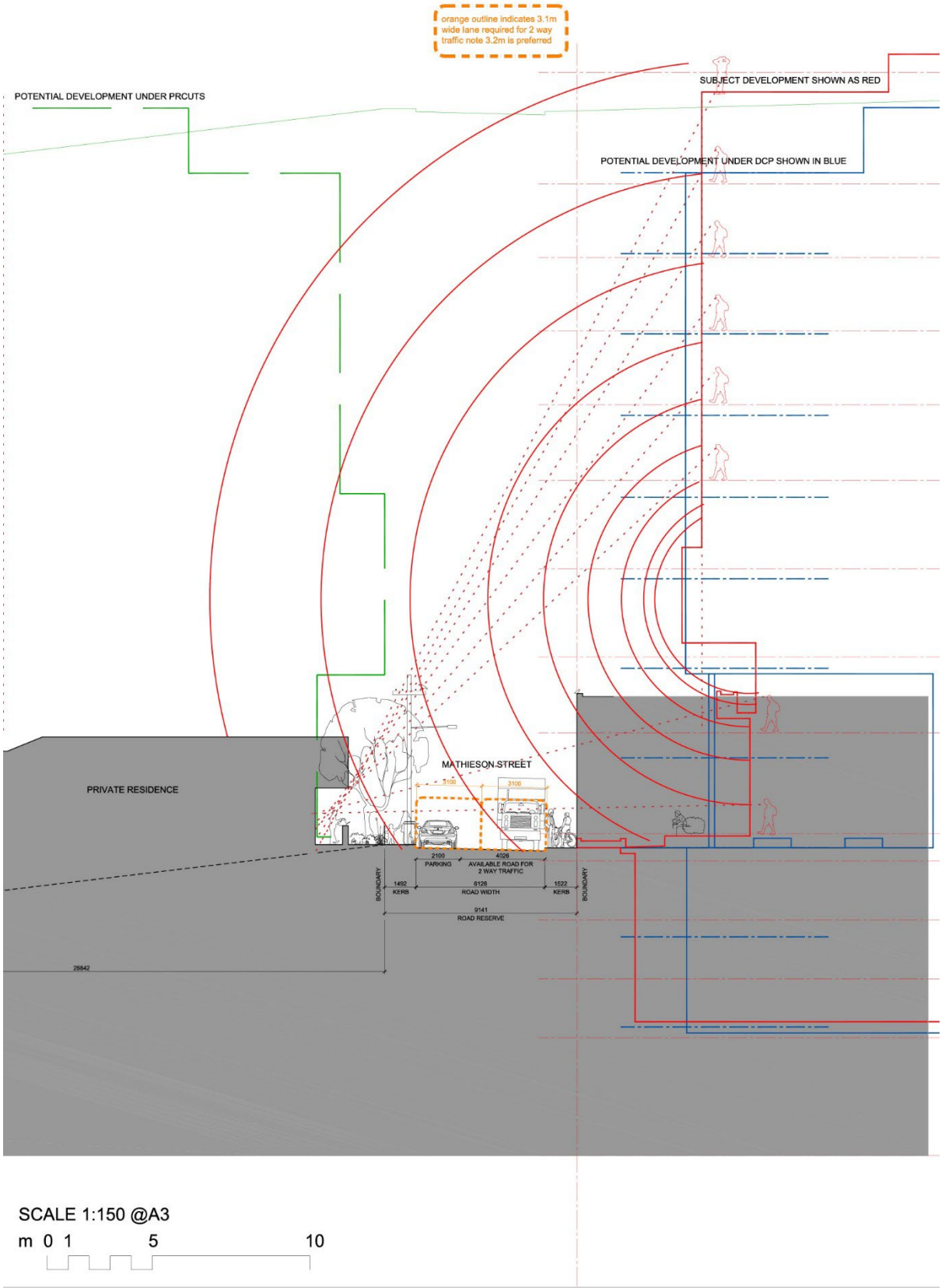


Figure 10 Road section at Mathieson Street and proposed development illustrating increase in bulk and scale overlooking property and overshadowing private residential property

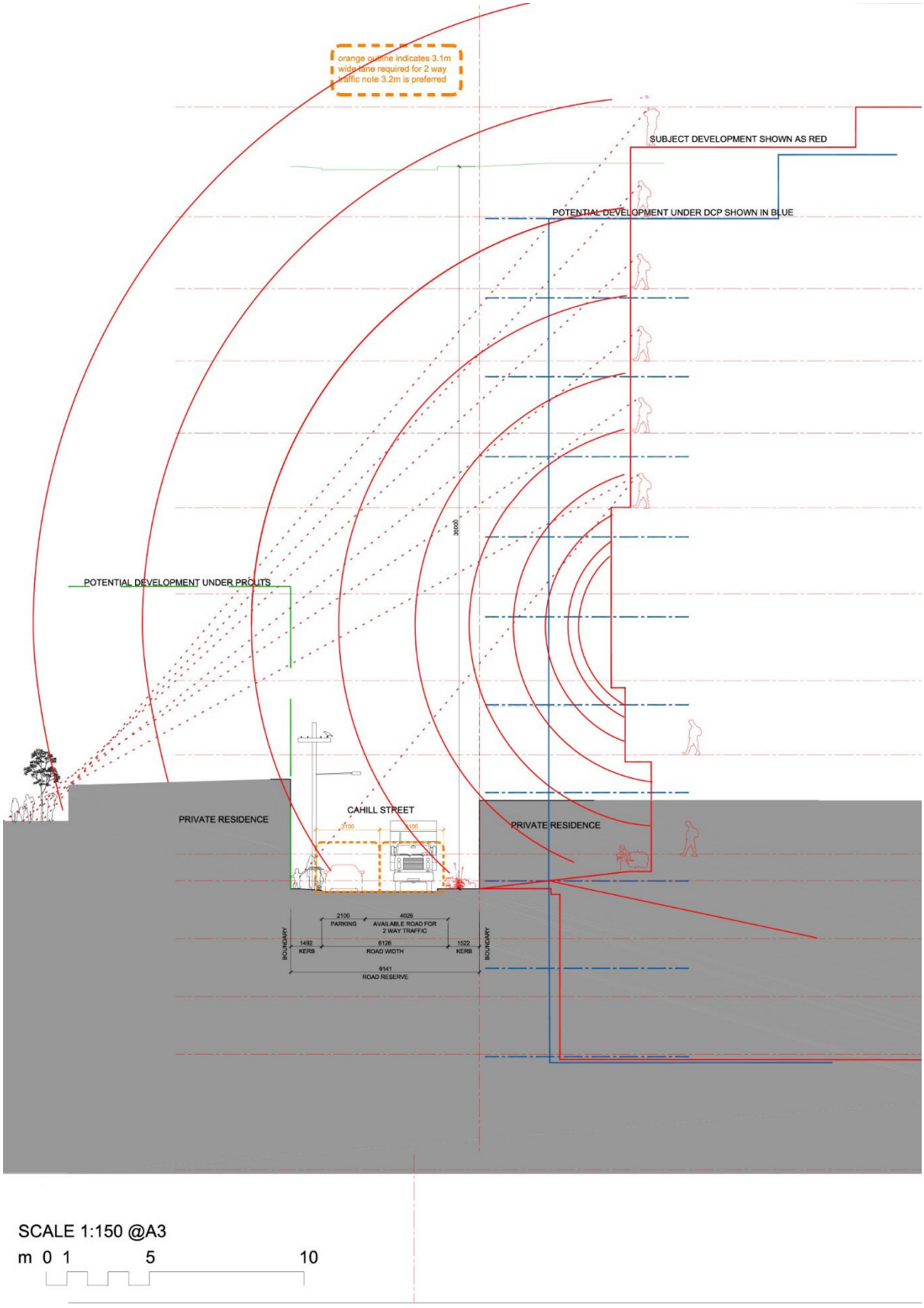


Figure 11 Road section at Cahill Street and proposed development illustrating increase in bulk and scale overlooking private residential property

4 Modified development application results in loss of public amenity and deep soil planting opportunities

(COUNCIL, March 2023) Excerpt from the Site Specific DCP - 122-130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale Objectives listed below for clarity

4.6. Deep soil and landscaping

Objectives

O1. To integrate high quality landscaping into the development by maximising provision of tree canopy cover and deep soil provision on the site.
O2. To provide landscaping deep soil zones on Mathieson Street that supports the growth of substantial trees as well as a diverse range of planting, including native species.

Controls

C1. A minimum of 10% of the site area is to be provided for deep soil planting generally within the area shown in Figure 9.
C2. At least 15% of the site must be covered by tree canopy when trees reach maturity,
C3. A landscape plan prepared by a suitably qualified Landscape Architect is to be submitted with the development application showing the:
total area and deep soil area of the proposed for the ground level public domain and shared zone area,
levels adjacent to the public domain,
planting schedule with numbers and species of plants (botanical and common name), and
number and name (botanical and common name) of mature trees on site by type, and detail of paving, seating, walling, fencing and other details of external areas of the site, including the plaza.
C4. Incorporate advanced containerised trees (greater than 200 litre) capable of achieving a generous canopy that will:
a. achieve 50% of their potential at maturity within 10 years
b. achieve a minimum height of 10m at maturity.

The proposed basement development extends beyond the proposed deep soil planting diagram as noted in the site specific DCP noted below in Figure 9 Proposed Basement overlayed on DCP deep soil planting diagram illustrating impacts of basement on urban realm.

The failure to comply with the requirements set out in the controls of the DCP results in a loss of quality urban spaces this development should be delivering as required to under the objectives set out in the DCP. Whilst the landscape plan does illustrate planting along Mathieson Street, the remainder of the deep soil planting area has been given over to hard paving to negotiate level changes in the public realm to reach the proposed secondary entry to the building.

This key site should be delivering a higher example of urban excellence with a realm providing pocket parks connecting to pedestrian networks planned along Johnstone's Creek enhancing the Urban lung objectives of PRCUTS and Inner West Council.

Figure 12 Proposed Basement overlayed on DCP deep soil planting diagram illustrating impacts of basement on urban realm

5 Long-term adaptive reuse opportunities for building should building be subject to design practitioners act

As is the nature of the local area and changes in demands in building assets adapting to pressures in the constant demand for residential property in the inner west is very evident, it is a prime example of adaptive reuse of buildings.

The proposed development could potentially be adapted to housing over time as the structure and services would be suitable for such an adaptive reuse of the building fabric as a resilience in design, therefore should the building be subject to the design practitioners act as part of a larger strategy for the NSW government to facilitate the long-term resilience of building stock to adapt to changes in urban areas of Sydney.

Any good design practitioner could modify this development to satisfy the need for residential property to cope for aged care, student housing for local universities or low cost housing for essential workers, all these typologies are required to built to a higher standard

of quality to cater for such a resilience desired in building stock under the design practitioners act.

I propose that as a key gateway site, and as an example and precedent to all buildings under the control of PRCUTS, to be subject to this method of building evaluation to allow for such a long-term view by both the Inner West Council but also of Planning NSW and the NSW state government. This single adaptation of existing legislation to these types of buildings would allow for long term environmental benefits through the adaptive reuse of building stock providing resilience to the long-term community benefits.

There are many examples also in the local area where building stock wasn't able to be adapted, and therefore lay empty and in some cases open for vandalism and decay. They poorly contribute to the local community, which could use such buildings to cater for people with need in the inner city.

6 Response to PRCUTS and implications to height planes generated from public open space network.

The proposed development should be reassessed with the implication on sun access planes generated from open space. Open space is a critical element for quality of life in urban areas of the inner west, and the newly redeveloped park Cahill reserve is a prime example of this, it should be noted that it was developed significantly after the authorship of the PRCUTS, and so didn't have any bearing on the impact on proposed massing expressed in this planning document. The original planning document from PRCUTS Figure 13 PRCUTS planning document issued for proposed development site indicating stepped nature to proposed development, specifically goes through the subject site illustrating the intent to provide a stepped alignment to urban edges whilst providing stronger building forms to reinforce Parramatta road.

The intent of this section whilst basic in its form, conveys a strong planning objective based on developments being subject to sun angle planes to allow for good urban outcomes as opposed to the build to the boundary option the proposed development has taken in this application.

I am not aware if the Inner west council has such a covenant covering the new developed parkland at Cahhill reserve, but I strongly recommend that the assessment of the development in this application be paused so true consideration can be given to the implications of sun angles generated from public open space onto heights of developments surrounding it. Under the PRCUTS and illustrated in Figure 6 Section through 17 Mathieson Street and new Park illustrating impacts of overshadowing and overlooking of public space generated from scale and alignment of development, the 8 floor height limit used to justify the height of the proposed hospital development in this application can also be built hard up against this newly developed park. I would recommend that the height and alignment of the proposed

development be modified to not overshadow the parkland as has been illustrated in the Environmental impact statement of this application.

This rigorous process is evident in the recent development and modification control plans initiated for the other sites along PRCUTS corridor in order to deliver a high-quality design that responds to the site's prominent gateway location and desired future character and emerging high density urban context.

Figure 50. Camperdown Study sites key plan

Camperdown Precinct Section

Water Street to O'Dea Reserve - Indicative

Figure 51. Camperdown Precinct Section - Section A-A - part 1

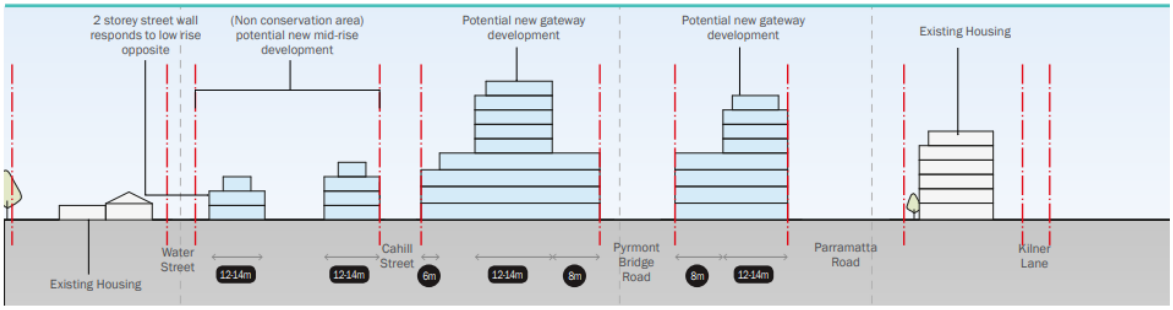


Figure 52. Camperdown Precinct Section - Section A-A part 2

Figure 13 PRCUTS planning document issued for proposed development site indicating stepped nature to proposed development

7 Review of traffic generated from proposed development on local community.

7.1 Introduction

I have reviewed the TIA for the proposed Camperdown Modern Private Hospital, prepared by Stantec Australia Pty Ltd, dated October 2023. It is recognised that the proposal is a State Significant Development, within a site zoned B5 Business Development Zone.

The location is characterised by a mix of older industrial developments with traditional workers cottages on the fringes. The terrace houses on Cahill Street and Mathieson streets are at a site very sensitive to the impact of the proposed development.

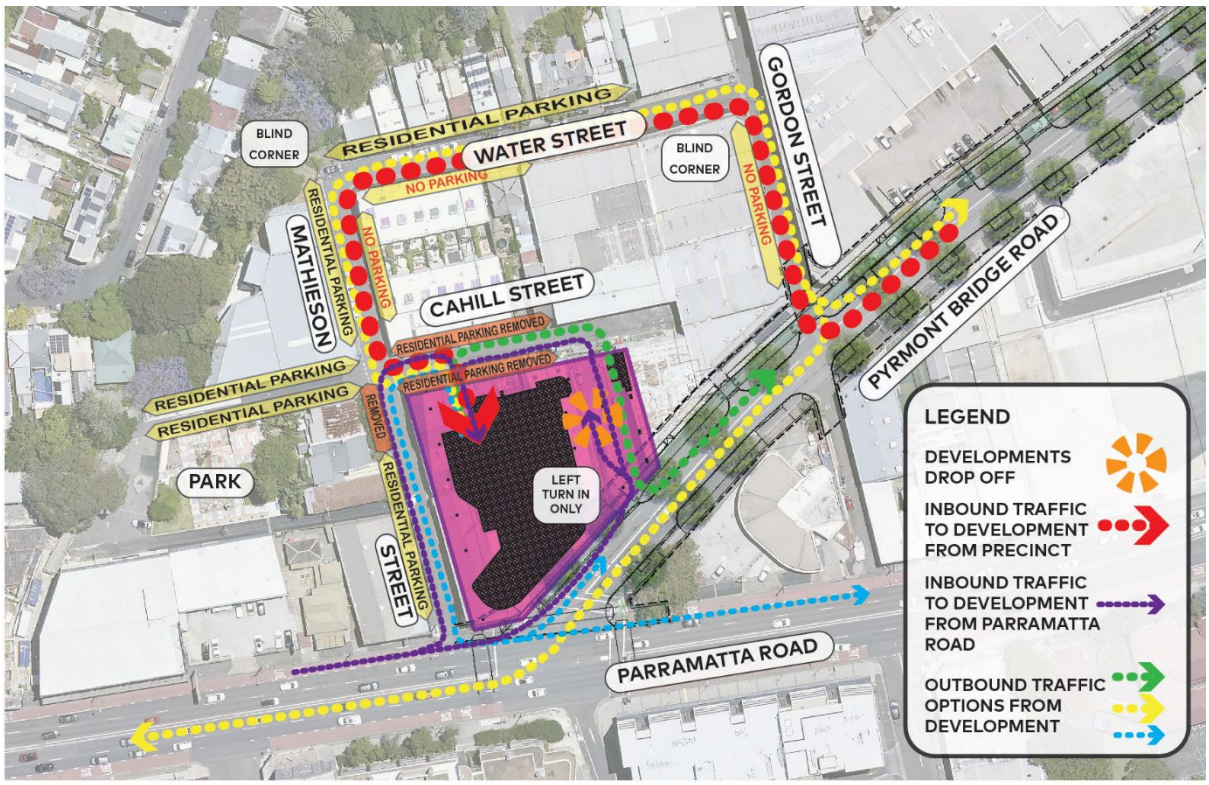
7.2 Site Access

With the front of the site located at the junction of two major roads, Parramatta Road and Pyrmont Bridge Road, it is evident that vehicular access to the site will be problematic. Standard practice is to provide access off the minor road, in preference to access off the major road. However, the minor roads are narrow and utilised for parking. As noted in part 3.2 of the TIA An assessment of Gordon Street and Water Street confirms those streets are also too narrow to provide service vehicle access to the site with connection to Mathieson Street and Cahill Street, with their junctions (Gordon and Mathieson streets,) with the major roads desirably restricted to left turn movements only. With residential development along the western side of Mathieson Street and in Water Street, these streets are sensitive to any significant traffic flow increases given that they struggle to cope with 2-way traffic and parking

A section through the local residential roads has been provided to illustrate the pressure on these streets Figure 9 Sections through local residential streets highlighting RTA requirements for 2 way traffic are insufficiently designed to cope with 2 way traffic as well as support service vehicles and parking, it should be noted that all the 90degree corners are blind due to warehouses built to the street corner with limited safe pedestrian access provided, with no safe pedestrian access provided to Gordon street.

The proposed site access focusses on a left-turn IN and OUT on Pyrmont Bridge Road, which is appropriate, but the proposal then uses all of Cahill Street as its internal circulation road, with multiple driveways requiring the prohibition of existing on-street car parking and with Cahill Street the necessary link between the main basement carpark and the loading dock, with the drive-through access to Pyrmont Bridge Road. These movements should be catered for within the boundaries of the site. The proposed use of Cahill Street for this circulation indicates that this proposal is an over-development of this site.

With the access restrictions off the major road network, this minor road network is required to provide this access which is not achieved through the design of the development.



IMPACTS ON LOCAL ROAD NETWORK GENERATED FROM DEVELOPMENT

Figure 14 Diagram illustrating traffic impacts generated from proposed development on local roads

It should be noted that Pyrmont bridge road is to have its available width to traffic reduced under the proposed changes in the Parramatta Road Urban amenity Improvement Plan, where cycle lanes and pedestrian upgrades proposed between Parramatta Road and Mallet streets. As noted in Figure 11 Proposed modification to Pyrmont Bridge Road Image Source Parramatta Road Urban Amenity Improvement Plan Inner West Council November 2023Figure 12 Proposed revised section to Pyrmont Bridge Road Image Source Parramatta Road Urban Amenity Improvement Plan Inner West Council November 2023

Figure 15 Proposed modification to Pyrmont Bridge Road Image Source Parramatta Road Urban Amenity Improvement Plan Inner West Council November 2023

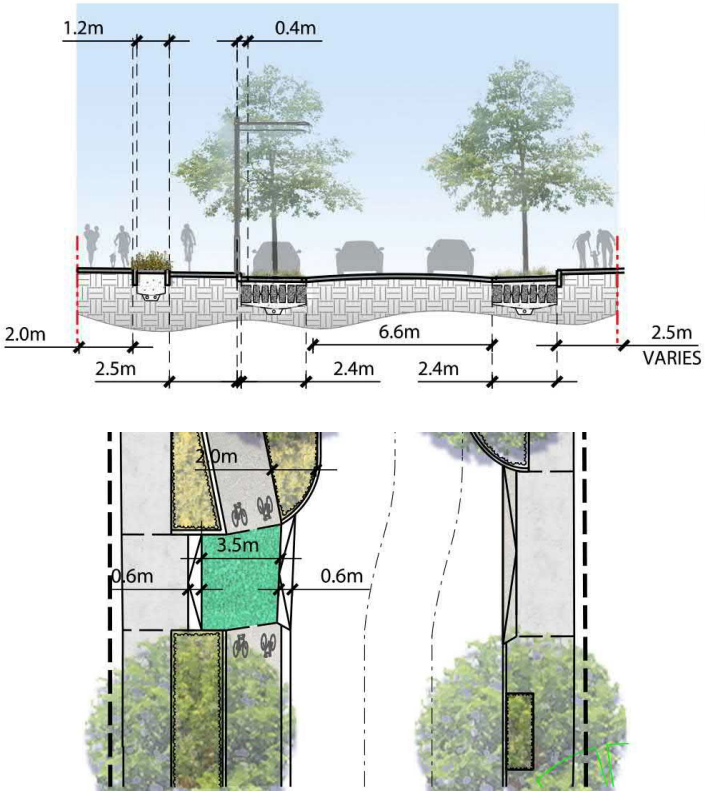


Figure 16 Proposed revised section to Pyrmont Bridge Road Image Source Parramatta Road Urban Amenity Improvement Plan Inner West Council November 2023

It should be noted that the application requests for a 4-lane entry and exit into Pyrmont Bridge Road as opposed to the 2 lane entry exit proposed under this planning document, resulting in the driveway being twice as wide as the roadway it servs.

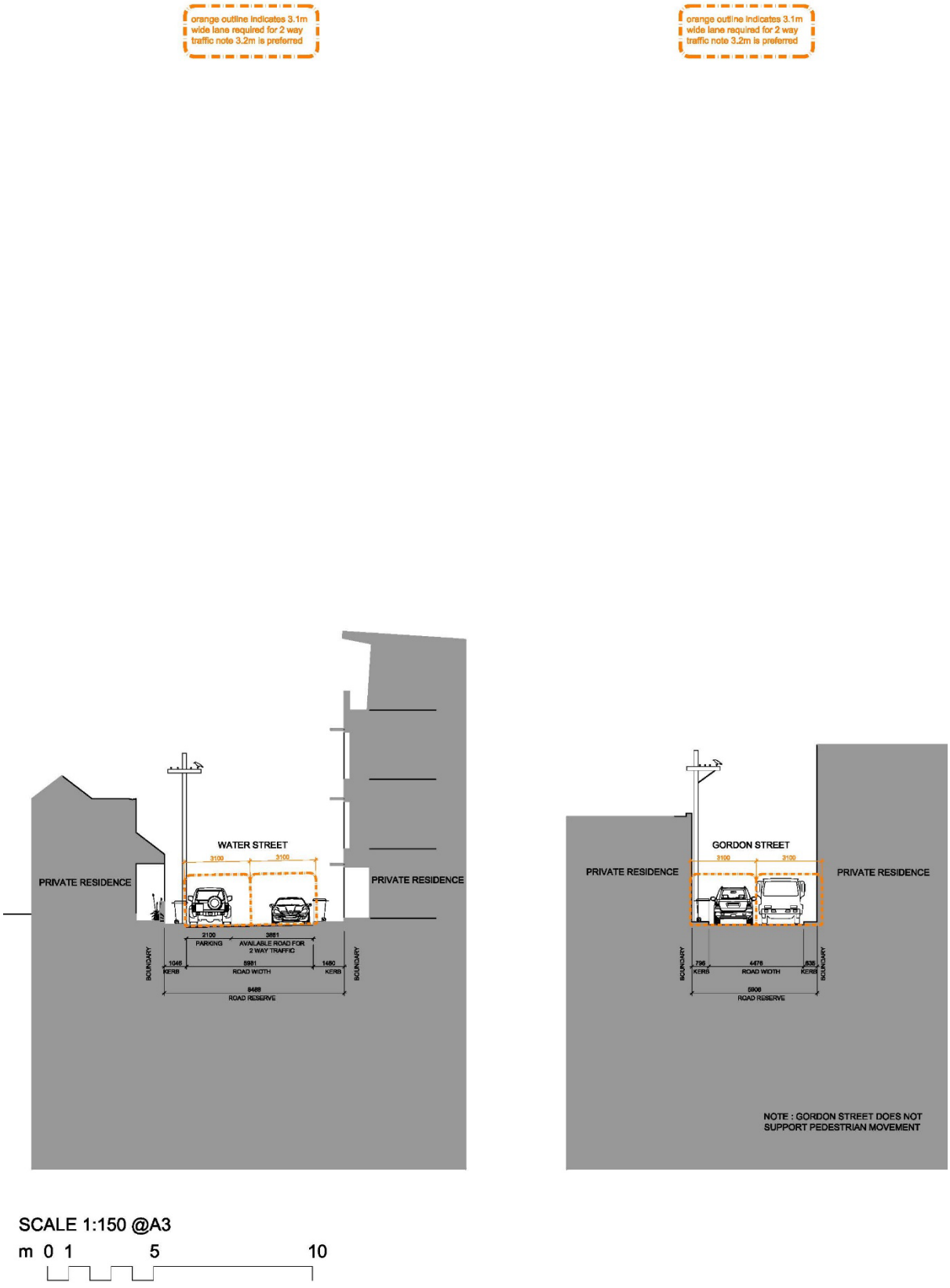


Figure 17 Sections through local residential streets highlighting RTA requirements for 2 way traffic

7.3 Traffic Impact

The LEP amendment for the site *notes Development consent must not be granted to development on land to which this part applies unless the consent authority has considered the impact of the development on vehicular traffic on Cahill Lane, Cahill Street, Gordon Street, Mathieson Street, Parramatta Road, Pyrmont Bridge Road and Water Street.*

On this point the Traffic impact assessment fails significantly

Extensive traffic counts have been undertaken of intersections on the major road network, but with little information provided on current traffic flows on the local road network of Mathieson Street, Cahill Street, Water Street and Gordon Street, with the exception that at the count of Parramatta Road/Mathieson Street, left turn movements into and out of Mathieson Street are recorded, with two-way flows of 22-25 veh/hr in the peak hour. Similarly, at the PBR/Gordon Street intersection, the current two-way flow in Gordon Street is 4 veh/hr in the AM and 12 veh/hr in the PM peak hours. These local road flows are very low.

One issue I noted with the counts and the traffic data used in the analysis is that at the intersection of PBR/Gordon Street, the eastbound and westbound flows along Pyrmont Bridge Road have apparently been transposed, for the AM and PM. This can very simply be checked by looking at the flows along PBR at both its junctions with Parramatta Road and Booth Street. The consultant should have done a reality check on these flows, to confirm that eastbound flows are higher in the AM than the PM and westbound flows are higher in the PM than the AM. These incorrect assumptions also appear in the SIDRA modelling inputs. While it could be that a revised intersection analysis *might* draw the same conclusions, nevertheless, it does raise a question about the adequacy of the rest of the report.

The estimate of peak hour traffic generation appears to follow standard practice in the methodology. The assumptions on the distribution of traffic to and from the site appear logical, given the difficulty in correctly estimating such distributions.

However, the next logical step in the traffic impact presentation is missing. There is no diagram to show the additional traffic flows along the minor road network of Mathieson Street, Cahill Street, Water Street and Gordon Street. Figure 8 Diagram illustrating traffic impacts generated from proposed development on local roads The TIA quickly ignores any local impacts on residential amenity and safety and moves onto the assessment of the impact at nearby major road intersections. The 134 space public carpark will be accessed off the western end of Cahill Street. Where it suits drivers, the use of Mathieson Street to access this carpark is logical, as is the use of Water Street and Gordon Street to leave the site. The distribution of egress traffic between these two streets will depend on drivers' destinations. Again, without a diagram showing future traffic flows on the minor road network, the impact on residential amenity is not known. The only information that can be found in the TIA is the input data into the SIDRA analysis. Comparing 2023 current and future flows with the development, the additional traffic in Gordon Street near PBR is +29 veh/hr in the AM and

+41 veh/hr in the PM peak hours. This extra traffic in Gordon Street includes a right turn into Gordon Street of 15 veh/hr (AM) and 7 veh/hr (PM). The current right turn flow from PBR to Gordon Street is zero vehicles in both peak periods. With an estimated peak hour traffic generation of 105-120 veh/hr, there is a lot more traffic needing to find its way to and from the site.

7.4 Car Parking

The proposed supply of 134 car parking spaces, plus motorbike and bicycle spaces appears to follow the guidelines. The TIA comments *"It is anticipated that most of the site's basement parking would be allocated to visitors and patients who are unfit to travel via public transport".* The obvious question is whether these visitors and patients will be required to pay for this parking. If they do, and depending on the cost, some will seek to park on adjacent streets, streets where the TIA is already recommending the removal of parking, to make their proposed traffic access circulation work. A total of 6 parking spaces are recommended to be removed from Cahill Street – all of the spaces in that street – plus 2 spaces removed from Mathieson Street, to improve the turning movements of vehicles moving between Mathieson Street and Cahill Street. This again underlines the problem that the proposal needs to privatise Cahill Street to make this development work.

When applying the suggested numbers for parking and traffic generation as advised under the Guide to Traffic Generating Developments 2002 issued by the then RTA now Transport for NSW. These guidelines suggest a much higher number of traffic is to be expected to be generated by this development. It is a very considered document based on empirical data generated from assessing similar developments the Development Control plan calls for a Site-specific merit assessment

		recommended spaces			
		MIN	MAX	MIN	MAX
Beds	140	3	5	420	700
Staff	144	0.7	1.2	101	173
Sub total				521	873
Accessible spaces provided at 1 space per 50				10	17
Totals				531	890

Figure 18 Assessment of traffic generated and parking numbers on TfNSW guidelines 2002

Even with discounted rates to compensate for its inner city location this is significantly a much higher number that the figures noted in the TIA. This assessment should be judged against figures and assessments that can be substantiated and confirmed.

From my own recent personal experience when I had to visit a private hospital, I took transport share there (uber) so my visit didn't generate parking but generated traffic movement to the front door given the general physical condition I was in. My visit was for a day surgery where I was required by the facility, to be picked up by a friend due to the operation requiring a general anaesthetic. This was typical for my experience.

My own recent personal experience of visiting a family member in hospital, my father was admitted to the Matar hospital in north Sydney. I would travel by public transport, however each other family member travelled by their own private vehicle requiring 3 spaces putting pressure on local road networks due to the carpark provided was full at the time of the visit.

Conclusions

On traffic and parking issues:

1. The information provided in the TIA is inadequate to allow a proper assessment of the traffic implications of the proposal to be made, with the lack of information on future traffic on local streets, and with incorrect traffic modelling assumptions at the junction of Pyrmont Bridge Road with Gordon Street.
2. The proposed development appears to be an over-development of the site because it relies on the effective privatisation of Cahill Street for site traffic circulation.
3. Further information is required on how the basement parking is to be controlled and what fees for parking might be imposed on visitors and patients.
4. Further assessment be made on traffic generated on site given the nature of the development and the potential for generating traffic for patient's and visitors.

8 Design review panels obligations to community

The proposed development is subject to the design review panel due to its significance as a key gateway site of the Camperdown innovation precinct, as such there is an obligation for it to comment and advise on this development to safeguard the urban environment for the long-term benefit of community.

As such the key agenda for this panel is for design excellence, none of which has been adequately described in the supporting documents of this application, in my opinion this development has taken significant backward steps in its design quality and expression, materials used and urban outcomes.

A building of this significance and location should be giving so much more back to the built environment. There are many fantastic examples of this typology on the campuses of Sydney university, UTS and Royal Prince Alfred Hospitals to act as a precedent to this development to reference.

The developer for this site has already modified the design to the detriment of the local environment, as this report has sought to point out, the DRP is obligated to review this proposal to seek better outcomes from its design quality and response to the community it sits in particularly one that is going to be operating 24 hours a day 7 days a week.

If this development is an example of what to expect from this rethinking of placemaking along Paramatta road, then it will be a loss for the

9 Conclusion

The proposed development as submitted for SEARS under SSD 59354958 has not provided sufficient evidence that it has responded to the objectives set out in planning instruments PRCUTS or the DCP from inner west council and fails to illustrate its impact on local residents with regard to overshadowing, overlooking and negative traffic impacts generated on local streets and as such should be rejected on this basis of this non compliance with the planning instruments controlling the development.

There are potential alternate solutions available which could provide a building form that could be both acceptable to local residents and developer alike, that could result in a design that could not only be a positive precedent to future local developments that satisfies the intent of delivering an exceptional building to this gateway site under PRCUTS.

Good design always challenges the prescriptive rules constraining development, it is a negotiation, one in which I am most willing to participate in. But I am, and the local residents are not willing to accept what is contained in this revised application

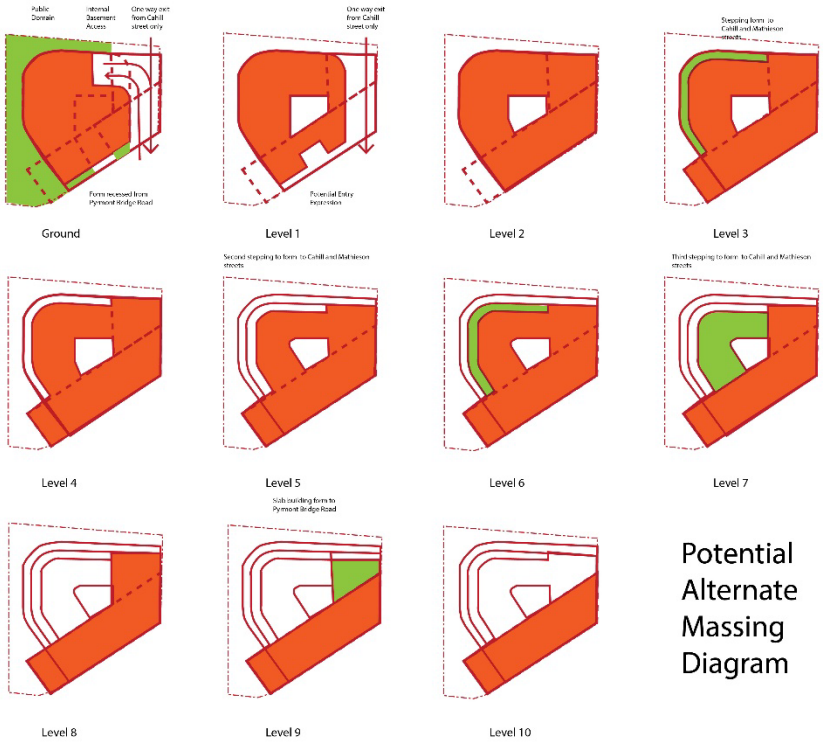


Figure 19 Potential Alternate massing for development