



URBIS

SUBMISSIONS REPORT

104-116 Regent Street,
Redfern

Prepared for

**THE TRUST COMPANY (AUSTRALIA) LIMITED ATF
WH REDFERN TRUST**

15 June 2022

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EXECUTIVE SUMMARY

This Submissions Report has been prepared on behalf of The Trust Company (Australia) Limited ATF WH Redfern Trust (the **Applicant**) to address the matters raised by government agencies, local Council, the community and relevant stakeholder groups during public exhibition of the proposed development at 104-116 Regent Street, Redfern.

The State Significant Development Application (**SSDA**) (SSD- 12618001) was lodged with the Department of Planning and Environment (**DPE**) in December 2021 in accordance with Schedule 2 of *State Environmental Planning Policy (Planning Systems) 2021*. This Submissions Report outlines the proposed refinements and clarifications and responds to all concerns raised within submissions.

Overview of Submissions

The SSDA was on public exhibition between 25 January 2022 to 21 February 2022. A total of thirteen (13) submissions were received from NSW government agencies, Council, special interest groups and individuals, including:

- NSW government agencies NSW Environment Protection Authority
 - NSW Heritage (Aboriginal Heritage)
 - DPE – Environment, Energy and Science Group (EES)
 - Heritage Council of NSW
 - Transport for NSW
 - Sydney Trains
 - Sydney Airport Corporation
 - Government Architect NSW
- City of Sydney (**Council**)
- Three public submissions including:
 - 1 Margaret St Owners Corporation
 - D&A Markakis Pty Ltd
 - One (1) individual submission.

DPE issued a letter to the Applicant on 23 February 2022 requesting the preparation of a Response to Submissions. A further letter was issued by DPE on 8 April 2022 identifying concerns regarding the proposed tower heights, building separation, wind impacts, overshadowing, active frontages and loading and waste collection.

This Submissions Report has been prepared to respond to each of the submissions and the DPE correspondence in a holistic manner. The submissions from public authorities and the public have been categorised in a systematic way and in accordance with current DPE guidelines.

- The Project:
 - Concerns were raised by the DPE, the Council and public submissions regarding the scale, bulk and size of the development and its implications for both the locality and St Luke's Church.
 - The DPE and Council raised concerns the proposed building design reads as a 19 storey building due to the plant area on the roof
 - Concerns were raised about the proposed setbacks and building separation between the proposed development and the northern neighbour (90-102 Regent Street, Redfern).
 - The DPE and Council questioned the layout of the ground floor and opportunities for passive surveillance due to the location of the bicycle parking facilities.
- Economic, environmental and social impacts:

- Concerns about the wind environment and wind impacts on the Level 2 and 16 terraces.
- Overshadowing impacts to 1 Margaret Street and the playing field at National Centre of Indigenous Excellence.
- Inadequate parking provision.
- Cumulative construction traffic impacts.
- The operation of the loading and waste collection and loading and service management.
- Justification and evaluation of the project as a whole:
 - The public submissions raised concerns regarding the concentration of high density student accommodation and general overdevelopment within the precinct, including the cumulative impacts of higher density development on the character of Redfern.

A response to each of the stakeholder submissions is provided within **Section 4**.

Actions Taken Since Exhibition

Since the SSDA was publicly exhibited, the Applicant has undertaken further consultation with DPE and Council to discuss the issues raised within their submissions. The Applicant met with DPE on 29 April 2022 and Council on 10 May 2022.

Additional assessments have also been prepared to respond to the issues raised within the submissions and are attached to this report. These include:

- Amended Architectural Plans
- Amended Landscape Plans and Report
- Flooding Statement
- Loading and Service Management Plan
- Amended Waste Management Plan
- Amended Ventilation Strategy Report
- Wind Statement
- Crime Prevention Through Environmental Design Statement
- Services Statement
- BASIX Certificate and Report
- Survey.

Response to Submissions

The Applicant has amended the design of the proposal in response to the submissions and stakeholder consultation. The key changes are summarised as follows:

- **Reduction in building height:** Significant changes have been made to the siting and design of the rooftop plant and equipment to minimise potential visual impact and avoid the perception of this forming an additional storey. The rooftop plant has been setback from the perimeter and the parapet height reduced from 3.55m to 1.5m. Metal louvre screens have been included around the equipment to conceal the visible portion of the plant equipment behind.
- **Removal of the north western room from Levels 4-18:** The revised design has increased the northern tower setback from 0.3m to 2.65m, increasing the building separation from 8.3m to 10.9m, improving visual privacy and separation.
- **Amendments to the ground floor to increase passive surveillance and ground floor activation:** The design of the ground floor has been amended to increase active street frontages and passive surveillance. This includes:

- Splitting the bicycle storage between the Regent Street and William Lane frontages. This has increased the visibility along Regent Street and reduced ‘concealment areas’ around the bicycle storage area.
- Relocation of administration and office to near the Regent Street frontage to improve passive surveillance.
- Relocation of the games area to the ground floor to further activate the communal area on the ground floor and increase passive surveillance.
- Skylights have been included in the Margaret Street undercroft to increase natural light at the entry.
- **Incorporation of privacy louvres:** External privacy louvres have been incorporated into the northern façade to increase visual privacy to the northern neighbour (90-102 Regent Street).

Updated Justification and Evaluation

- The updated proposal remains aligned with the strategic policy objectives as it will contribute to a 30-Minute City and facilitate reduced reliance on private vehicles and increased use of public transport and active transport.
- The proposal satisfies the applicable state planning policies, and relevant environmental planning instruments that apply to the site:
 - The proposed uses are permitted with consent and meet the objectives of the Business Zone - Commercial Core in accordance with the *State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021*.
 - The updated proposal complies with the 18 storey maximum height control and the 7:1 maximum floor space ratio control. The minor noncompliance to the tower component setback height is fully justified with the Clause 16A Variation request submitted with the EIS (**Appendix Q** to the EIS).
- The updated proposal will have an acceptable level of environmental impact for the following reasons:
 - The redesigned proposal reduces the building height and increases tower separation to the northern boundary.
 - The proposal has no unacceptable traffic impacts and will facilitate increased use of walking, cycling and public transport as a means of travel.
 - The proposal is sympathetic to the heritage items in the vicinity of the site, including St Luke’s Presbyterian Church.
 - Overshadowing impacts to the surrounding properties (including 1 Margaret Street and the National Centre of Indigenous Excellence) is minimised by the proposed narrow building.
 - The ground level is activated through the retail tenancy, communal spaces and public domain improvements along the street frontages. The revised ground floor layout and awning design will provide for an improved streetscape and pedestrian amenity.
- The proposal will support the tertiary education sector, one of Australia’s major international exports, both now and into the future by delivering additional student housing close to major institutions. The proposal will also support local employment during the construction and operation phases and contribute to future increases in local spending, economic growth and development of the precinct.

Having considered all relevant matters, the proposed development is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

1. INTRODUCTION

This Submissions Report relates to the proposed 18 storey mixed use student accommodation building at 104-116 Regent Street, Redfern (**the site**). On behalf of The Trust Company (Australia) Limited ATF WH Redfern Trust (**the Applicant**), this Submissions Report has been prepared to address the matters raised by DPE, public agencies, local Council, the community and other relevant stakeholders throughout the public exhibition period.

The State Significant Development Application (**SSDA**) was lodged with the Department of Planning and Environment (**DPE**) in December 2021 (SSD- 12618001). The SSDA was placed on public exhibition from 25 January 2022 to 21 February 2022.

This Submissions Report has been prepared in accordance with the DPE *State Significant Development Guidelines – Preparing a Submissions Report (Appendix C) November 2021*.

1.1. EXHIBITED PROJECT

The SSDA seeks consent for:

- Construction of a part 3 storey, part 16 storey and part 18-storey building comprising a total of 9,562m² gross floor area with a mix of land use activities including:
 - Ground (Level 1): 72m² of retail floorspace, 490m² of communal area for the student accommodation, 102 bicycle parking spaces, waste management facilities and ancillary services and facilities.
 - Upper levels: student accommodation providing a total of 408 beds, including en-suite rooms, studios and two-bedroom configurations, with outdoor communal spaces on Levels 2, 4 and 16 and indoor communal areas on Levels 2 and 4.
- Hard and soft landscaping within the outdoor communal terraces on the roof-top of the podium level and Levels 4 and 16.
- Public domain improvements including provision of a landscaped through-site link connecting William Lane to Margaret Street and associated improvements to the Regent Street and Margaret Street frontages, including awnings and footpath upgrades. It is noted the landscaped through-site link connecting William Lane to Margaret Street forms part of 13-23 Gibbons Street which will be addressed via a separate application.

The proposed student accommodation will operate 24 hours per day, seven days per week. The retail component will operate 7am-10pm, seven days per week.

The development will generate 220 jobs during construction and five jobs during the operational phase. The proposed ground floor plan is extracted in the figure plan. The proposal is described in further detail within the following sections of this report.

1.2. SUPPORTING DOCUMENTATION

This Submissions Report is supported by the following technical reports and documentation.

Table 1 Supporting Documentation

Appendix	Report	Prepared By
Appendix A	Submissions Register	Urbis
Appendix B	Amended Architectural Plans	Antoniades Architects
Appendix C	Amended Urban Design Report	Antoniades Architects
Appendix D	Amended Landscape Plans and Report	RPS
Appendix E	Flooding Statement	WMA Water

Appendix	Report	Prepared By
Appendix F	Loading and Service Management Plan	The Transport Planning Partnership
Appendix G	Waste Management Plan	Waste Audit
Appendix H	Amended Ventilation Strategy Report	Vipac
Appendix I	Wind Statement	SLR Consulting
Appendix J	Crime Prevention Through Environmental Design Statement	WSP
Appendix K	Services Statement	SureSearch Underground Services
Appendix L	Cardno TIA	Cardno
Appendix M	BASIX Certificate and Report	Vipac
Appendix N	Survey Plan	SureSearch Underground Services

2. ANALYSIS OF SUBMISSIONS

This section provides a summary of the submissions received including a breakdown of respondent type, nature/ position and number of submissions received.

2.1. BREAKDOWN OF SUBMISSIONS

The SSDA was publicly exhibited from 25 January 2022 to 21 February 2022. There were ten (10) submissions received from public agencies (including Council) and three (3) submissions from members of the local community.

All submissions were managed by DPE, which included registering and uploading the submissions onto the 'Major Projects website' (SSD-12618001). A breakdown of the submissions made by group and issues raised is provided in **Table 2** overleaf.

Table 2 Breakdown of Submissions Received

Submitter	Category of Issues Raised						
	The Project	Procedural Matters	Impacts			Justification and Evaluation of the Project	Issues Beyond the Scope of the Project
			Economic	Environmental	Social		
Department of Planning and Environment	X			X	X		
Public Authorities (State or Commonwealth Agencies and Council)							
NSW Environment Protection Authority	No concerns raised						
Government Architect NSW				X			
Heritage NSW (Aboriginal Heritage)	No concerns raised						
DPE – Environment, Energy and Science Group (EES)				X			
Heritage Council NSW	No concerns raised						
Transport for NSW				X			
Sydney Trains	No concerns raised						

Submitter	Category of Issues Raised						
	The Project	Procedural Matters	Impacts			Justification and Evaluation of the Project	Issues Beyond the Scope of the Project
			Economic	Environmental	Social		
Sydney Airport Corporation	No concerns raised						
Local Council City of Sydney Council	X			X	X		
Stakeholder Groups							
1 Margaret Street Owners Corporation	X		X	X	X		X
D&A Markakis Pty Ltd	X			X	X	X	
Individuals – (Local <5km)	X			X	X	X	X
TOTAL	5	0	1	8	5	2	2

2.2. CATEGORISING KEY ISSUES

Since only a relatively modest number of individual submissions were received, a separate response has been provided to each within the Response to Submissions at **Section 4**. The key issues raised in the submissions include:

- The Project:
 - Concerns were raised by the DPE, the Council and public submissions regarding the scale, bulk and size of the development and its implications for both the locality and St Luke's Church.
 - The DPE and Council raised concerns the proposed building design reads as a 19 storey building due to the plant area on the roof
 - Concerns were raised about the proposed setbacks and building separation between the proposed development and the northern neighbour (90-102 Regent Street, Redfern).
 - The DPE and Council questioned the layout of the ground floor and opportunities for passive surveillance due to the location of the bicycle parking facilities.
- Economic, environmental and social impacts:
 - Concerns about the wind environment and wind impacts on the Level 2 and 16 terraces.
 - Overshadowing impacts to 1 Margaret Street and the playing field at National Centre of Indigenous Excellence.
 - Inadequate parking provision.
 - Cumulative construction traffic impacts.
 - The operation of the loading and waste collection and loading and service management.
- Justification and evaluation of the project as a whole:
 - The public submissions raised concerns regarding the concentration of high density student accommodation and general overdevelopment within the precinct, including the cumulative impacts of higher density development on the character of Redfern.

3. ACTIONS TAKEN SINCE EXHIBITION

In response to the key issues raised within the submissions, design refinements and clarifications have been made to the proposed development since public exhibition.

This section summarises the changes that have been made to the project since its public exhibition. It also outlines the additional assessment undertaken to respond to the concerns raised with the public agency, organisation and public submissions outlined in **Section 2**.

3.1. FURTHER ENGAGEMENT

Since the public exhibition of the SSDA, the Applicant has undertaken further consultation with DPE and Council, as outlined in the sections below.

3.1.1. Department of Planning and Environment

The project team met with DPE on 29 April 2022 to discuss the proposal. In preparing for the meeting, the Applicant prepared a list of questions for further clarification, with an emailed response provided by DPE prior to the meeting (on 2 April 2022). The key issues addressed within the emailed correspondence and the subsequent meeting are summarised below.

- Further details regarding the proposed design amendments and responses to the DPE feedback (both during and prior to the meeting) are provided in **Section 4.1**. DPE raised concerns about the overall height of the building being read as a 19-storey building due the plant and lift overrun. The Department recommended minimising the plant so the building does not read as a 19-storey building.
- The Department supports increased setbacks at the southern boundary. The Department's main concern is the 0.3 m setback from 90-102 Regent Street in the north-western corner which is maintained from Levels 5 to 18 of the development. The Department recommends this setback be reconsidered.
- The Department's raised concerns about the design of the ground and recommended further consideration be given to increasing the amount of retail space and repositioning the bicycle parking spaces to William Lane.

3.1.2. City of Sydney

The project team met with the City of Sydney Council on 10 May 2022 to discuss the proposal and the City of Sydney's objection letter. The key issues discussed within the meeting and a summary of the associated responses are provided below.

- Council recommended a revised wind assessment against the Sydney DCP 2012 criteria.
- Council recommended the retention of the existing street tree on Regent Street
- Council were supportive of splitting the bicycle storage between the Regent Street and William Lane frontages. Council requested no reduction in bicycle parking rates.
- Council's waste officer recommended the separation of the retail and residential bins and the provision of bulky waste for the retail uses.
- Council raised concerns about the overall height of the building being read as a 19-storey building due the plant and lift overrun.
- Council recommended the Applicant aligns the podium height with 90-102 Regent Street neighbouring development and reduce the podium height towards the Church. Council were supportive with the reduction in podium to Margaret Street.
- Council's team raised concerns about potential overshadowing impacts to 1 Margaret Street and the playing field at National Centre of Indigenous Excellence.
- Council raised concerns about the 0.3m tower setback to the northern boundary.

- Council was also concerned about opportunities for concealment within the bicycle storage area.
- Council recommended the incorporation of murals or public art to increase building expression.

3.2. REFINEMENTS TO THE PROJECT

The following table summarises the minor refinements and clarifications proposed since public exhibition and in response to submissions made, and as a result of further engagement with DPE and City of Sydney.

Importantly, these refinements are changes that fit within the limits set by the project description. These refinements do not change what the application is seeking consent for, and therefore an amendment to the proposal is not required.

Table 3 Design Refinements to Proposed Development

Location	Proposed Refinements
Level 1 (Ground)	<p>Antoniades Architects have amended the design of the ground floor to increase active street frontages and passive surveillance. This includes:</p> <ul style="list-style-type: none"> ▪ Splitting the bicycle storage between the Regent Street and William Lane frontages. This has increased the visibility along Regent Street and reduced 'concealment areas' around the bicycle storage area. ▪ Relocation of administration and office to near the Regent Street frontage to improve passive surveillance. ▪ Relocation of the games area to the ground floor to further activate the communal area on the ground floor and increase passive surveillance. ▪ Skylights have been included in the Margaret Street undercroft to increase natural light at the entry.
Level 2-3	<ul style="list-style-type: none"> ▪ Study rooms relocated to Level 2. ▪ The location of the study area and games area has been swapped. ▪ Reconfiguration of the landscaping on Level 2 to respond the introduction of skylights to the Margaret Street entry.
Level 4 -18	<p>Removal of the north western room from Levels 4 to 18 is proposed to increase the northern tower setback from 0.3m to 2.65m. This has increased the building separation from 8.3m to 10.9m, improving visual privacy and perceived bulk.</p>
Roof	<p>Significant changes have been made to the siting and design of the roof-top plant and equipment including:</p> <ul style="list-style-type: none"> ▪ The rooftop plant is further setback from the perimeter of the building. ▪ The parapet height reduced from 3.55m to 1.5m. ▪ Metal louvre screens have been included around the equipment to conceal the visible portion of the plant and equipment behind.

Location	Proposed Refinements
North Elevation	External privacy louvres have been incorporated into the northern façade to the retained north-eastern window, providing greater privacy between 90-102 Regent St and the site.
East Elevation	<p>The proposed changes along the eastern elevation include:</p> <ul style="list-style-type: none"> ▪ Retention of the existing street tree along Regent Street. ▪ Stepping down of the podium brick wall to relate to the topography of Regent Street. ▪ Parapet height reduction of the north tower
West Elevation	The top of building signage zone is to be relocated to the centre of the development.
South Elevation	<p>The proposed changes along the southern elevation include:</p> <ul style="list-style-type: none"> ▪ A new artwork zones on the top of the southern façade. ▪ Stepping down of the podium brick wall to relate to the topography. ▪ Podium façade has been lowered to respond to St Luke's Church at 118 Regent Street.

Refer to the revised Architectural Plans (**Appendix B**) and the updated Design Report at **Appendix C**. for further details on the design refinements made since public exhibition.

3.3. ADDITIONAL IMPACT ASSESSMENT

Additional assessments have been prepared to respond to the issues raised within the submissions. These include:

- Amended Architectural Plans
- Amended Landscape Plans and Report
- Flooding Statement
- Loading and Service Management Plan and Construction Traffic Management Response
- Amended Waste Management Plan
- Amended Ecologically Sustainable Design Report
- Wind Statement
- Crime Prevention Through Environmental Design Statement
- Services Statement
- BASIX Certificate and Report
- Service Location Survey.

The findings and recommendation of the additional assessments are discussed in detail within **Section 4** of this report.

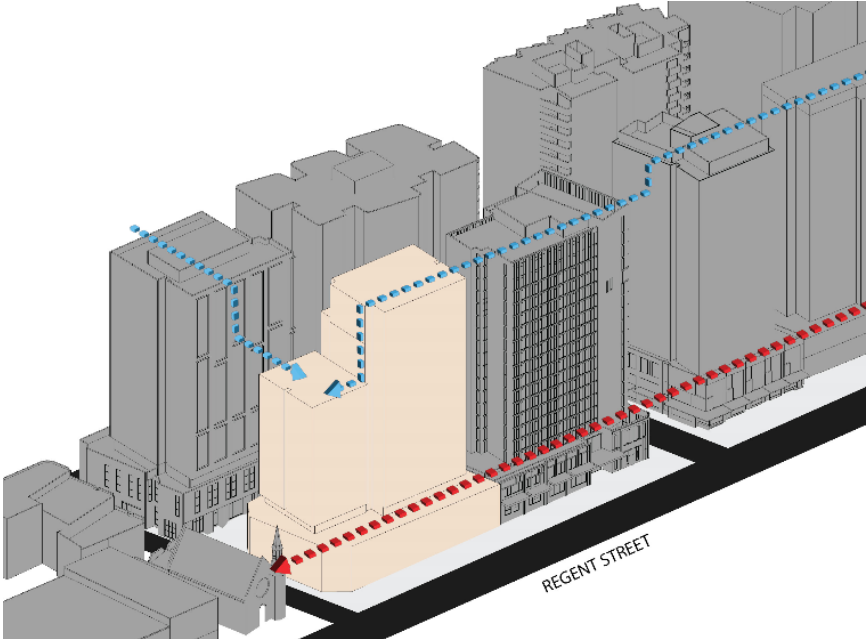
4. RESPONSES TO SUBMISSIONS

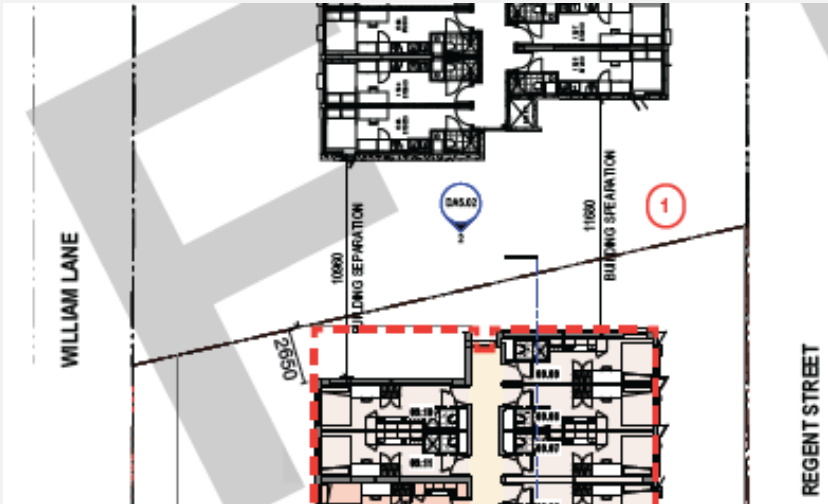
This section provides a detailed summary of the Applicant's response to the issues raised by DPE in their correspondence and the issues raised in the other public authority and community submissions. Since only a small number of community submissions were received during the public exhibition process, a response to each individual submission is included in the sections below.

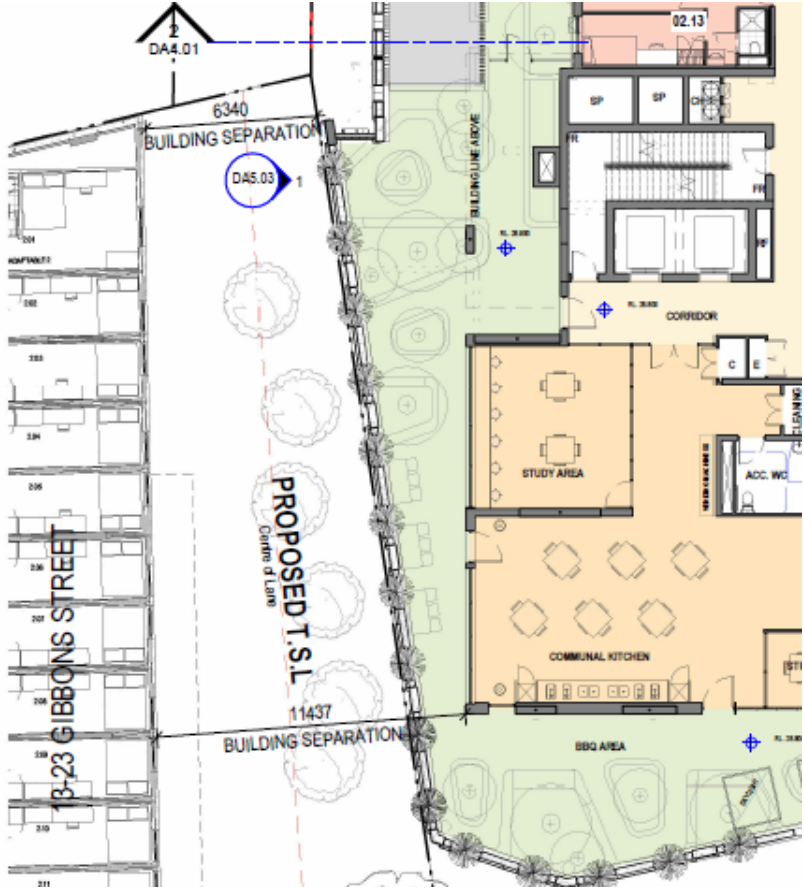
4.1. DEPARTMENT OF PLANNING AND ENVIRONMENT

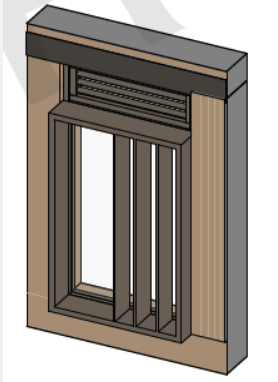
Table 4 Response to Department of Planning Submission

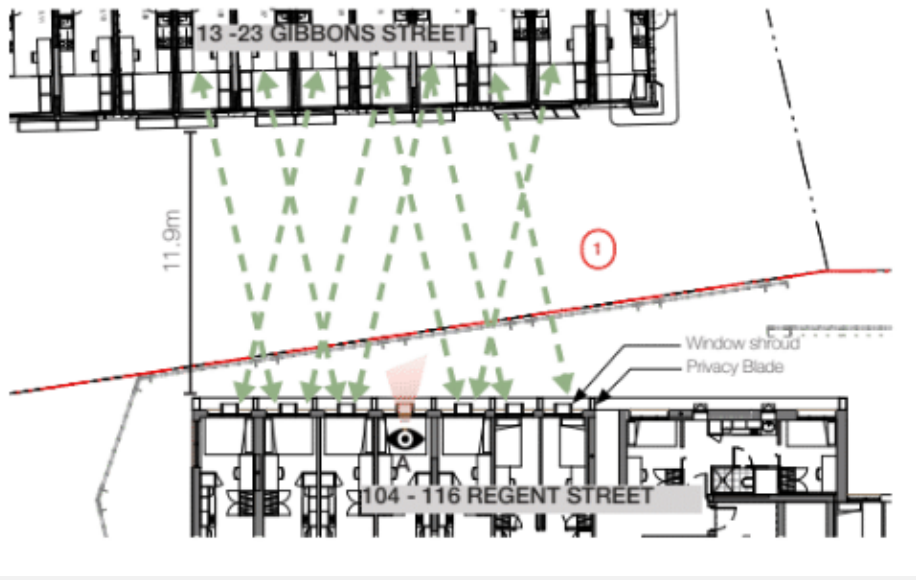
Item	Issue	Response
Building Height	Reduce the height of the building to comply with the 18-storey height limit (noting the proposal currently reads as a 19-storey building) and ensure roof top plant is integrated into the design of the building or appropriately screened.	<p>Significant changes have been made to the siting and design of the roof-top plant and equipment to minimise potential visual impact and avoid the perception of this forming an additional storey. The proposed changes include:</p> <ul style="list-style-type: none">▪ The rooftop plant is setback from the perimeter.▪ The parapet height reduced from 3.55m to 1.5m.▪ Metal louvre screens have been included around the equipment to conceal the visible portion of the plant equipment behind. <p>The revised design is shown on Page 2 of the Design Report at Appendix C.</p> <p>The proposed amendments have sought to reduce the bulk and minimise the visual impact of the roof top plant. The revised proposal has a maximum building height of RL85.1 (a reduction from RL 87.15). Further, the height of the tower is now lower than the adjoining building to the north at 90-102 Regent Street.</p>
Height transition to heritage listed church	Reconsider the height of the shorter tower element to provide an improved height transition to the Heritage listed church	<p>The tower massing of the southern tower decreases in scale to signify the end of the transitional precinct. The southern tower is 15 storeys with an open roof top communal space positioned on Level 16, providing a more compatible massing relationship with the podium and northern tower form.</p>

Item	Issue	Response
		<p>Antoniades Architects explored the options of a shorter, wider tower as part of the State Design Review Panel (SDRP) meeting process. However, it was concluded the reduced south tower height would result in a disproportionate outcome as shown in the extract below.</p>  <p>The proposed south tower height and massing creates a compatible pattern in the overall transitional context along the streetscape. The slender tower form creates a preferred design outcome compared to a shorter, wider tower. Accordingly, no changes are proposed to the southern tower form and height. It is considered the southern tower creates an appropriate transition outcome between the taller northern tower form and the 2-3 storey podium. The proposed podium design has been revised to step down to relate to the Regent Street topography and to St Luke's Presbyterian Church.</p>

Item	Issue	Response
Tower separation – northern boundary	Increase the tower separation along the northern boundary between the proposed development and 90-102 Regent Street	<p>Following consultation with DPE and Council, Antoniades Architects have removed the north western room from Levels 4 to 18. The revised design has increased the northern tower setback from 0.3m to 2.65m. This has increased the building separation from 8.3m to 10.9m, improving visual privacy and perceived bulk. Visual privacy to 90-102 Regent Street to the north has been further improved through the removal of corner windows from Level 4 to Level 18. The proposed changes have resulted in a total (net) reduction in GFA by 20m². The proposed development complies with the maximum FSR of 7:1.</p> <p>The revised design is shown on Page 4 of the Design Report at Appendix C and as per the following reduced sized extract (nb the original building outline is shown by the red hatching).</p> 
Podium separation – western boundary	Increase the podium separation along the western boundary between the proposed development and 13-23 Gibbons Street.	<p>The SDRP indicated greater focus should be placed on the Margaret Street setback to provide for increased separation from the heritage listed church and a stronger pedestrian connection along Margaret Street to Gibbons Street and beyond to Redfern railway station. It was also recommended a reduced emphasis should be placed on the potential opportunity for William Lane to</p>

Item	Issue	Response
		<p>provide for informal gathering and social interaction between the adjoining buildings.</p> <p>The proposed building separation distances between the proposal and 13-23 Gibbons Street range from 6.3m to the podium to the north and 11.4m to the southern part of the building as shown in the plan extract below.</p>  <p>The plan extract shows a section of a building with rooms numbered 204 to 211 along Gibbons Street. A 'PROPOSED T.S.L. Centre of Lane' is indicated by a red dashed line. Building separation distances are marked: 6.340m to the north and 11.437m to the south. Internal areas include a 'STUDY AREA', 'COMMUNAL KITCHEN', 'BBQ AREA', 'CORRIDOR', and 'ACC. WC'. A 'BALCONY ABOVE' is also shown. A north arrow and 'DA4.01' are at the top left.</p>

Item	Issue	Response
		<p>The proposal will provide sufficient visual privacy to the neighbouring bedrooms on Level 2 of 13-23 Gibbons Street through the following measures:</p> <ul style="list-style-type: none"> ▪ Privacy louvres are proposed on the western facing bedrooms to 13-23 Gibbons Street. ▪ The planter beds along the western edge of the communal terrace screen views to and from the neighbouring building and mitigates overlooking and privacy impacts. <p>Accordingly, no changes are proposed to the western setbacks or elevational treatments. The proposal responds to the urban context and will allow for satisfactory visual privacy to 13-23 Gibbons Street.</p>
Privacy treatments	Install appropriate privacy treatments within the northern and western elevations of the proposal.	<p>External privacy louvres have been incorporated into the northern façade, providing greater privacy between 90-102 Regent St and the site. Privacy louvres are also proposed on the west facing bedrooms to 13-23 Gibbons Street. As outlined on Page 7 of the Design Report, the louvres will angle sight lines in a diagonal direction, to increase visual privacy.</p> <p>Refer to Pages 6-7 of the Design Report at Appendix C and the plan extracts on the following page.</p> 

Item	Issue	Response
		
Three storey podium	Provide further justification for a three-storey podium along Regent Street and amend the podium to step down in height towards the Church.	<p>The height of podium (2-3 storeys) screen has been developed to reflect the historical context of Regent Street with the following considerations:</p> <ul style="list-style-type: none"> ▪ The massing of podium integrates with the finer grain and scale of street scape pattern emerging on Regent Street. ▪ The podium design emphasises the pattern exhibited in grouping of terraces/parapet alignment across each block with modest stepping to relate to topography. ▪ The podium design maintains the alignment with the neighbouring development 90-102 Regent Street both on Regent Street and William Lane.

Item	Issue	Response
		Overall, the podium is considered appropriate as maintains the established character and scale of the Regent Street frontage by incorporating a 2-3 storey podium.
Active street frontages	Provide enhanced active street frontages with good levels of passive surveillance.	<p>Antoniades Architects have amended the design of the ground floor (also referred to as Level 1) to increase active street frontages and passive surveillance. This includes:</p> <ul style="list-style-type: none"> ▪ Splitting the bicycle storage between the Regent Street and William Lane frontages. This has increased the visibility along Regent Street and reduced 'concealment areas' around the bicycle storage area. ▪ Relocating the administration and office to near the Regent Street frontage to improve passive surveillance. ▪ Relocating the games area to the ground floor to further activate the communal area on the ground floor and increase passive surveillance. ▪ Skylights have been included in the Margaret Street undercroft to increase natural light at the entry. ▪ A retail/café space has been incorporated on Regent Street, activating the streetscape for pedestrians. <p>As detailed in the amended CPTED Statement (refer Appendix J), the proposal provides 115m of building and street frontage, of which the majority is activated through retail space (mixed land uses), glass, natural surveillance and building entries. This allows for the ground floor of the development to provide active visual engagement between street pedestrians and those within the building. The proposal provides building entries along Regent Street and Margaret Street activating these frontages with high pedestrian activity.</p>
Wind	Demonstrate compliance with the wind impacts' criteria outlined in in the Sydney Development Control Plan 2012.	An Amended Wind Report has been prepared (Appendix I) which addresses Sydney Development Control Plan 2012.

Item	Issue	Response
		The Wind Report confirms the proposal complies with all relevant City of Sydney criteria.
Loading and waste collection	Provide adequate loading and waste collection for the development.	<p>A Loading and Servicing Management Plan has been prepared by TTPP that considers loading management of both this development and the adjacent development at 90-102 Regent Street (Appendix F).</p> <p>An updated Waste Management Plan has been prepared by Waste Audit (Appendix G) which details the waste collection for the proposal.</p>
Additional architectural plans	Provide architectural plans for all levels, elevations and sections, including the approved podiums and towers of the developments at 13-23 Gibbons Street and 90-102 Regent Street.	Additional architectural plans have been prepared by Antoniades Architects (Appendix B) including all levels, elevations and sections, including the approved podiums and towers of the developments at 13-23 Gibbons Street and 90-102 Regent Street.
Overshadowing plans	Provide updated overshadowing diagrams which illustrate the full extent of overshadowing impacts (including to public open space) during summer and winter solstice and spring and autumn equinox at hourly intervals between 9 am and 3 pm in accordance with the SEARs.	<p>Updated overshadowing diagrams have been prepared by Antoniades Architects (Appendix B). The plans illustrate the full extent of overshadowing impacts (including to public open space) during summer and winter solstice and spring and autumn equinox at hourly intervals between 9 am and 3 pm.</p> <p>The shadow diagrams show the proposal has a minor additional impact on 1 Margaret Street – limited to the south eastern corner of the site, as shown on Figure 15 of the Design Report at Appendix C.</p> <p>The shadow diagrams also show the amended proposal will result in a minor overshadowing impact on the playing field at National Centre of Indigenous Excellence between 2.30-3.00pm on 21 June (the 'worst case' scenario).</p> <p>Overall, it is considered the proposed overshadowing is minor and acceptable as they will not result in an unreasonable impacts on the amenity of the surrounding properties or the playing field.</p>

Item	Issue	Response
Loading and service management.	Provide further details on loading and service management.	A Loading and Servicing Management Plan has been prepared by TTPP (Appendix F). The Plan provides details of the operation of the loading dock and its interaction with other users of the site and of proposed management procedures.
Cardno report	Provide the Cardno report referenced in the Traffic Impact Assessment prepared by The Transport Planning Partnership, dated 6 December 2021.	The Cardno report has been provided at Appendix L .

4.2. RESPONSE TO PUBLIC AUTHORITY SUBMISSIONS

4.2.1. DPE – Environment, Energy and Science Group (EES)

Table 5 Response to EES Submission

Item	Issue	Response
Flooding	<p>EES notes that the project site is surrounded by overland flows. The assessment should demonstrate that the relevant floor levels comply with City of Sydney Development Control Plan 2012 by providing a table listing all relevant entry points or floor levels, the associated flood levels (1% AEP and PMF, possibly climate change) and any required freeboard.</p> <p>Flood risk management for the project relies on the construction of a new flow path in the adjacent lot (13-23 Gibbons Street). The conditions of approval should include provisions to ensure the flow path is completed and operational before occupation of the proposed development.</p>	<p>The internal space at each door, the finished floor level and the 1% AEP and PMF flood levels are listed in the Flood Statement at Appendix E. All proposed floor levels comply with Council's requirements. The construction of new flow path can be included as condition of consent.</p>

4.2.2. Government Architect NSW

The Government Architect NSW (**GANSW**) highlighted the following improvements in the design:

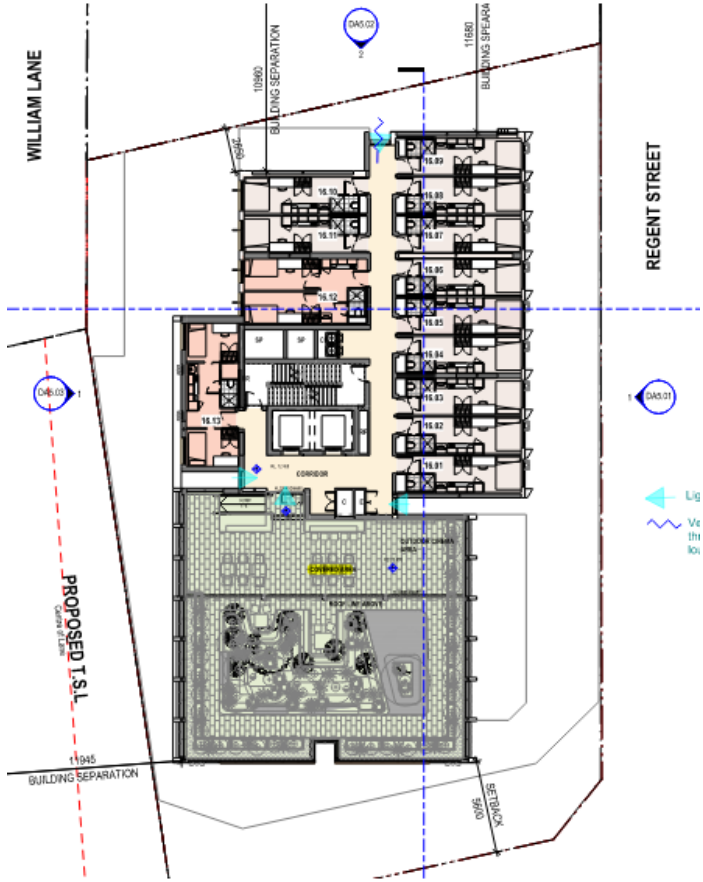
- **Increased setbacks:** the north and south setbacks have increased, notably those south to Margaret Street; this includes the podium generally and the south western corner of the tower; this offers minor amenity and urban design improvements to the site's relationship to streetscape of Margaret Street, Regent Street, church adjoining site to the north.
- **Tower setbacks to William Lane:** reduced setbacks balance the distribution of GFA across the site; in the context of the limited opportunities for high-level amenity to publicly accessible space in this location and the preference for promoting the public domain of Margaret Street, this outcome is in-line with SDRP advice.
- **Relocation of lift cores:** the relocation and associated corridor circulation provide the following benefits:
 - freeing up the ground floor communal space;

- improved visual and physical access to both podium and rooftop landscaped terraces
- **Podium reconfiguration:** the revised perimeter shape and entrances provide an improved relationship with the public domain (e.g. entrances that are more legible in the streetscape).
- **Podium setbacks to improve landscape terraces:** the increased southern tower setback has generated, a more functional arrangement between internal and external spaces, increased opportunity for movement between different external spaces and offers more diverse use of external space for residents relative to conditions (solar access, wind etc)
- **The upper roof terrace:** this space has benefited from relocation of plant and a greater diversity of gathering spaces.
- **Relocation of bike storage to the Regent St frontage:** improves the safety and CPTED considerations in after-hours scenarios in lieu of William Lane access, however further improvements are recommended (refer below).
- The increase in consultation with the local aboriginal community is supported, acknowledging that this has assisted in refining the building's expression, its use of materials and planting strategy.

GANSW also provided additional advice and recommendations which are listed and responded to in the following table.

Table 6 Response to Government Architect Submission

Item	Issue	Response
Ventilation	<p>The design development of the non-mechanical ventilation system remains unconvincing since SDRP proposal for a ceiling plenum to attenuate traffic noise. It is unclear from the design report if this is still being considered, barriers to achieving the SDRP proposal from recent precedent in the City of Sydney (CoS) LGA include:</p> <ul style="list-style-type: none"> a. the proposed 3100mm floor to floor height b. augmentation with vertical plenums; that will significantly impact the spatial planning of individual dwellings. <p>GANSW recommends that CoS advice in this regard be sought, as they are leading the government expertise in this space. The EIS approach cannot be supported without further evidence of balancing noise with ventilation.</p>	<p>Vipac Engineers have prepared an updated statement (Appendix H) which confirms all rooms are supplied with air-conditioning and ducted ventilation.</p> <p>Opportunities for natural ventilation are limited due to the acoustic impacts of Regent Street, therefore ducted ventilation is provided to ensure occupants' comfort and access to fresh air.</p>

Item	Issue	Response
		<p>Antoniades Architects have reconfigured the services risers and cupboards to allow light from the east and west frontages.</p> <p>Refer to Amended Architectural Plans (Appendix B) and the plan extract below which shows Level 16 with the light access shown in light blue.</p> 

	<p>b. It is recommended to provide visual connections between the bike store and the ground floor communal space; noting that shared facilities are often spaces where users may feel ‘at risk’. For example, a visual connection from the service desk/ reception and from the entrance areas of the communal space.</p> <p>c. The long-term flexibility of the ground floor communal space can be improved with greater consideration for the location of services and the accessible ramp.</p>	<p>Antoniades Architects have amended the design of the ground floor (also referred to as Level 1) to increase active street frontages and passive surveillance. This includes:</p> <ul style="list-style-type: none"> ▪ Splitting the bicycle storage between the Regent Street and William Lane frontages. This has increased the visibility along Regent Street and reduced ‘concealment areas’ around the bicycle storage area. ▪ Relocating the administration and office to near the Regent Street frontage to improve passive surveillance. ▪ Relocating the games area to the ground floor to further activate the communal area on the ground floor and increase passive surveillance. ▪ Skylights have been included in the Margaret Street undercroft to increase natural light at the entry. ▪ A retail/café space has been incorporated on Regent Street, activating the streetscape for pedestrians. <p>As detailed in the amended CPTED Statement (refer Appendix J), the proposal provides 115m of building and street frontage, of which the majority is activated through retail space (mixed land uses), glass, natural surveillance and building entries. This allows for the ground floor of the development to provide active visual engagement between street pedestrians and those within the building. The proposal provides building entries along Regent Street and Margaret Street activating these frontages with high pedestrian activity. The redesign of the ground floor has allowed for greater multifunctional use, improved sight lines between the two entries and improving long term flexibility of the communal space. The accessible ramp positioned along the gym glazing allows the multifunctional space to be more flexible.</p>
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Item	Issue	Response
Shading rooftop terraces	Consider opportunities for shading at rooftop terraces	Approximately one third of the rooftop terraces have provision for shading which is considered appropriate based on the indoor-outdoor communal spaces which are to be provided and the opportunity for future residents to enjoy sunshine access at different times of the year.

4.2.3. Transport for NSW

Table 7 Response to Transport for NSW

Item	Issue	Response
Civil works on Regent Street	<p>TfNSW recommends that Department includes the following condition in any determination issued:</p> <p>Prior to the issue of any construction certificate, the Applicant shall obtain concurrence under section 138 of the Roads Act 1993 and enter a WAD for the civil works on Regent Street.</p> <p>Please contact development.sydney@transport.nsw.gov.au for TfNSW requirements under the Roads Act and WAD process.</p>	Noted and accepted – can be addressed as condition of consent.
CBDRL corridor protection	<p>It is requested that the applicant be conditioned to provide the final drawings and reports that are in relation to CBDRL corridor protection for TfNSW endorsement, prior to the issue of the construction certificate.</p> <p>TfNSW recommends that Department includes the following condition in any determination issued:</p> <p>Prior to the issue of any construction certificate, the applicant shall provide final drawings and reports that are in relation to CBD Rail Link</p>	Noted and accepted – can be addressed as condition of consent.

Item	Issue	Response
	(CBDRL) corridor protection for the Transport for NSW (TfNSW) endorsement.	
Active frontages	<p>The built edges of all street frontages at the ground floor level should be designed to maximise activation with clear glazing and active uses, to contribute to vibrancy of the area and passive surveillance.</p> <p>The proposed southern setback and western through site link should be designed as welcoming, attractive, and accessible public spaces, maximising permeability and connectivity.</p> <p>TfNSW recommends that the Applicant addresses the above matters as part of the Response to Submissions (RtS)</p>	As detailed in the amended CPTED Statement (Appendix J), the proposal provides approximately 115m of building and street frontage, of which a majority is activated through retail space (mixed land uses), glass, natural surveillance and building entries. This allows for the ground floor of the development to provide active visual engagement between street pedestrians and those within the building. The proposal provides building entries along Regent Street and Margaret Street activating these frontages with high pedestrian activity.
Construction management	<p>TfNSW recommends that Department includes the following condition in any determination issued: Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:</p> <p>Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW</p> <p>Submit a copy of the final plan to TfNSW for endorsement via development.sco@transport.nsw.gov.au and</p> <p>Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW to resolve issues relating to traffic, public transport, freight, servicing, and pedestrian access during construction in real time. The Applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.</p>	Noted and accepted – can be addressed as condition of consent.

4.2.4. City of Sydney Council

Table 8 Response to City of Sydney Submission

Item	Issue	Response
City of Sydney		
Urban Design	<p>a. Building Height</p> <p>The site prescribes a height of buildings of 18 storeys under SEPP (State Significant Precincts) 2005. The proposal does not comply with the height control and presents a 19-storey development as plant is distributed across the full extent of the tower and contributes to a whole storey of visible bulk and scale. The maximum height is also higher than the development at 90-102 Regent Street, despite being lower in the street due to the fall of the topography.</p> <p>The City strongly recommends that the maximum height of the tower be lowered to match the neighbouring development, with plant to be designed into an 18-storey tower or substantially setback from the perimeter of the tower to reduce bulk and scale. The development also provides a consistent single height podium, which makes the site appear as monolithic with no correlation to the topography and fine grain character of the locality.</p> <p>The podium height is recommended to step in elevation to relate to the topography of Regent Street and the through site link, and to be consistent with neighbouring consents in the streetscape to modulate the scale and bulk.</p>	<p>Significant changes have been made to the siting and design of the roof-top plant and equipment to minimise its potential visual impact and avoid the perception of this forming an additional storey. The proposed changes include:</p> <ul style="list-style-type: none"> ▪ The rooftop plant is setback from the perimeter. ▪ The parapet height reduced from 3.55m to 1.5m. ▪ Metal louvre screens have been included around the equipment to conceal the visible portion of the plant equipment behind. <p>The revised design is shown on Page 2 of the Design Report at Appendix C.</p> <p>The proposed amendments have sought to reduce the bulk and minimise the visual impact of the roof top plant. The revised proposal has a maximum building height of RL85.1 (a reduction from RL 87.15). Further, the height of the tower is now lower than the adjoining building to the north at 90-102 Regent Street.</p>
	<p>b. Tower Separation</p> <p>Greater setbacks are critical to the northern and western boundaries to create a tower clearly discernible in the round with sufficient space between towers, with improved amenity and view sharing as</p>	<p>The north western room has been removed from Levels 4 to 18. The revised design has increased the northern tower setback from 0.3m to 2.65m, increasing the building separation from 8.3m to 10.9m. Visual privacy to 90-102 Regent Street to the north has been further improved through removal of corner windows and installation of</p>


Item	Issue	Response
	<p>recommended by the RCUDP. Should DPE support the proposed setbacks, the City recommends the following to improve the outcomes for residents:</p> <ul style="list-style-type: none"> ▪ Install fixed external privacy treatments to north facing corridor windows ▪ Install operable external privacy treatments to west facing rooms opposite 13-23 Gibbons Street ▪ Submit revised architectural plans for all levels, elevations, and sections to accurately show built and approved layouts of surrounding development. There are likely multiple separation concerns with visual and acoustic privacy impacts, and loss of view sharing from the proposal which are not apparent due to the insufficiently detailed documentation provided. 	<p>external privacy louvres on the northern façade. The proposed changes have resulted in a total (net) reduction in GFA by 20m². The proposed development complies with the maximum FSR of 7:1.</p> <p>The revised design is shown on Page 4 of the Design Report at Appendix C and as per the following reduced sized extract (nb the original building outline is shown by the red hatching). The external privacy louvres are on Page 6 of the Design Report.</p> <p>Privacy louvres are proposed on the west facing bedrooms to 13-23 Gibbons Street. As outlined on Page 7 of the Design Report, the louvres will angle sight lines in a diagonal direction, to increase visual privacy.</p>
	<p>c. Wind</p> <p>The Environmental Wind Tunnel Test Report, prepared by SLR Consulting, uses the 'Melbourne' wind criteria for its assessment stating that this is currently referenced by many Australian LGA DCPs. It requires:</p> <ul style="list-style-type: none"> - 10m/sec Dining in Outdoor Restaurant - 13m/sec Standing, Waiting, Window shopping - 16m/sec Comfortable Walking <p>However, the above criteria are not applied as a maximum and the Report outlines that some relaxation of the criteria may be acceptable</p>	<p>An amended Wind Assessment has been prepared by SLR Consulting (Appendix I). The assessment concludes:</p> <ul style="list-style-type: none"> ▪ All locations (external and internal) comply with the Sydney DCP 2012 24 m/s Safety Criterion; ▪ All surrounding footpath areas comply with the DCP2012 Walking Comfort Criterion and the DCP2012 Standing Comfort Criterion at building entry points; ▪ The wind criteria in the Sydney DCP 2012 be used to ensure that the development provides a safe and comfortable wind environment for users and pedestrians.

Item	Issue	Response
	<p>for small areas under investigation provided the general site satisfies the relevant criteria.</p> <p>Overall, the RCUDP requires active uses to be provided to all street frontages, which implies that the 10m/s (CoS) or 13m/s (Melbourne) more stringent criteria should be adopted for these three frontages, not the less stringent “Comfortable walking” criteria. A combination of a fine continuous awning, greater tower setbacks, and, possibly amended tower geometry to Margaret Street are to be investigated to ameliorate the exceedances of the above requested criteria. The conclusions of the wind report do not verify that suitable wind conditions are achieved for the intended uses of the site. It is recommended that the City’s wind criteria in Sydney DCP 2012 be used to ensure that the development provides a safe and comfortable wind environment for users and pedestrians.</p> <p>Further testing is to be undertaken to ameliorate wind impacts to the levels 2 and 16 terraces, given these are the major outdoor communal space for students, and will be subject to long duration stationary use where 10m/s maximum criteria would be appropriate. The following recommendations in the wind report to are not yet reflected in the design and need be addressed in combination with the above:</p> <ul style="list-style-type: none"> - The awning to Regent Street is to be continuous for wind effects mitigation - The existing street tree to Regent Street is proposed to be removed. Therefore, the report recommends planter boxes to the entry on Regent Street to mitigate wind effects, however, this is not implementable as these would sit outside of the site extent on the public footpath. 	<p>SLR Consulting conclude that the proposed removal of the north western unit from Levels 4 to 18 will have no impact on the wind tunnel results.</p>

Item	Issue	Response
	<p>- Therefore, the existing street tree is required to be retained to achieve required wind mitigation.</p> <p>- No new trees are proposed to Regent Street. As such, if relied upon to mitigate wind effects they need to be included in the proposal.</p>	
	<p>d. Overshadowing</p> <p>The overshadowing analysis confirms that the proposal would cast a large shadow over properties to the southwest, south and southeast in mid-winter. The analysis does not consider the specifics of any overshadowing on individual properties nor does it capture the full extent of the overshadowing impacts with cropped shadow plans omitting the full shadow extent.</p> <p>The impact must be quantified, in terms of both the measurable criteria in the RCUDP controls, and any impacts justified. Of particular concern is the impact to 1 Margaret Street and the playing field at National Centre of Indigenous Excellence at 160-202 George Street.</p> <p>Additional information, which quantifies resulting solar access, the overshadowing impact, and adequate justification is required for these sites in half hourly views from the sun.</p>	<p>Additional shadow diagrams have been provided with the amended Architectural Plans (Appendix B). The shadow diagrams show the proposal has a minor additional impact on 1 Margaret Street – limited to the south eastern corner of the site, as shown on Figure 15 of the Design Report at Appendix C.</p> <p>The shadow diagrams also show the amended proposal will result in a minor overshadowing impact on the playing field at National Centre of Indigenous Excellence between 2.30-3.00pm on 21 June (the 'worst case' scenario).</p> <p>Overall, it is considered the proposed overshadowing is minor and acceptable as they will not result in unreasonable impacts on the amenity of the surrounding properties or the playing field.</p>
	<p>e. Active Frontages</p> <p>The proposed development has frontages to Regent and Margaret Streets as well as the future through site link and provides opportunities for street activation. However, the development does not provide a genuine active frontage with good levels of passive surveillance. The Regent Street entry provides minimal passive surveillance as a result of the location of the bicycle parking facilities that occupy the majority of frontage. It presents areas of concealment</p>	<p>Antoniades Architects have amended the design of the ground floor (also referred to as Level 1) to increase active street frontages and passive surveillance. This includes:</p> <ul style="list-style-type: none"> Splitting the bicycle storage between the Regent Street and William Lane frontages. This has increased the visibility along Regent Street and reduced 'concealment areas' around the bicycle storage area.

Item	Issue	Response
	<p>with Crime Prevention Through Environmental Design (CPTED) concerns for both residents and the public.</p> <p>A small area of retail is located on the north-east corner. It provides a 3.8 metre floor to floor height and 2.8-metre-high window, which presents a more residential scale than commercial and does not maximise a genuine active frontage. A large fire booster cabinet is provided on the Regent Street elevation and does not adequately integrate with the façade. The Margaret Street facade includes a recessed secondary entry, which sits in an under croft of the podium. This fails to positively reinforce the street edge, would receive no natural light due to its orientation, and creates CPTED concerns for both residents and the public. The though site link facade also includes large areas of services with no entry point for activation.</p> <p>The City recommends that these street frontages be redesigned to create safe and welcoming entrances with good passive surveillance, which positively contributes to the street. A more generous provision of retail area to the Regent Street frontage is also encouraged to increase genuine activation with increased floor to floor heights and glazing.</p> <p>An entrance point is recommended to be investigated on the through site link frontage to assist in activation of William Lane along with some food and beverage offering which has significantly more appealing acoustic environment away from traffic noise from the heavy traffic corridors of Regent Street and Gibbons Street.</p>	<ul style="list-style-type: none"> ▪ Relocating the administration and office to near the Regent Street frontage to improve passive surveillance. ▪ Relocating the games area to the ground floor to further activate the communal area on the ground floor and increase passive surveillance. ▪ Skylights have been included in the Margaret Street undercroft to increase natural light at the entry. ▪ A retail/café space has been incorporated on Regent Street, activating the streetscape for pedestrians. <p>As detailed in the amended CPTED Statement (refer Appendix J), the proposal provides 115.44m of building and street frontage, of which the majority is activated through retail space (mixed land uses), glass, natural surveillance and building entries. This allows for the ground floor of the development to provide active visual engagement between street pedestrians and those within the building. The proposal provides building entries along Regent Street and Margaret Street activating these frontages with high pedestrian activity.</p> <p>The Margaret Street Entry has been designed to be short and obtuse in recess. The Entry provides a positive street edge element which would result in street activation and the maximising of passive surveillance into and out of the building onto Margaret Street.</p> <p>The entire façade has been designed with a ‘permeable edge’, which will increase the sense of being seen from within the building and seeing out of the building. This allows for the upper levels of the podium to see out of the building onto Margaret Street.</p>

Item	Issue	Response
		The Entry way includes external windows that are transparent in material which provide adequate passive surveillance into Margaret Street.
	<p>f. Building Expression</p> <p>The proposed development presents large expanses of tower to the south and north which are of plain paint finish walls. The site will be the terminating tower of the block, which transitions to much lower scale development to the south.</p> <p>Therefore, the southern tower walls will be highly visible from multiple long views for the long term and as proposed, do not demonstrate design excellence in architectural design. The building needs to architecturally address the corner, provide greater articulation, and propose improved materiality to the south and the possible incorporation of public art.</p> <p>Similarly, the northern tower parapet and plant room wall treatment are a painted finish, which appear unintegrated with the tower and are not of high quality. The RCUDP skyline and rooftop design provisions regarding roof mounted plant have not been satisfactorily addressed. The brick podium effectively acts as a screen to empty space behind it on levels 2 and 3, therefore, the design, depth, and detailing of this wall are key to delivering a good outcome adjacent the public domain.</p> <p>The City recommends that an improved design, articulation, materiality and public art be considered to all south and north facing tower walls that are indicated as paint finish as well as to the paint finish walls at Levels 3 and 4.</p> <p>Further details is requested in the form of 1:20 wall sections and elevations detailing the brick and construction elements of the podium</p>	<p>Antoniades Architects have further articulated the southern facade by incorporating a texture treatment of Reckli formliner pattern. The Reckli formliner pattern will create pleasant surface modulation and shaping of exposed concrete.</p> <p>The public art will be designed in the Reckli pattern, refer to the extract overleaf as an example.</p> <p>The treatment to the tower façade walls will be mineral stained or integrated pigment colour. This will be of high quality and will integrate into the tower.</p> <p>Similar treatment will also apply to northern tower parapet and plant room wall treatment.</p>

Item	Issue	Response
	<p>and screen. The quality, materiality and finishes of all ground level services is recommended to match the façade quality and not be the contrasting paint finish to the brick colour.</p>	<div data-bbox="1249 260 2000 1233">  <p>The architectural drawing shows a building elevation with a brick facade. A red line at the top indicates 'MIN FROM NATURAL GROUND'. A 'SIGNAGE' area is marked on the upper part of the facade. A blue dashed box highlights a section of the brickwork, with 'BRICK' labels pointing to it. To the left of the building, the text 'WILLIAM LANE' is written vertically. To the right, there are three material samples: a close-up of a brick face, a close-up of a brick joint, and a vertical section of a brick wall. Below these samples, the text 'Art work TBA above are examples only' is present. Further down, there is a section titled '1/31 Rippe Type C' with a web link 'Web Link: www.reckitt.de/1_31.1'. At the bottom right, there is a small technical drawing of a brick joint with dimensions.</p> </div> <p>Refer drawings DA 5.01 and DA 5.03 in the amended Architectural Plans (Appendix B) for details of the brick on the elevation and 1:20 wall section.</p>

Item	Issue	Response
	<p>g. Signage</p> <p>The RCUDP requires a signage strategy be prepared for the entire development. The Regent Street podium signage is not supported as it is not in accordance with RCUDP 3.4.2 signage requirements. An under-awning sign would be supported which assists identifying the entry to pedestrians. Two top of building signs are proposed which contribute to visual clutter. The William Lane signage is recommended to be removed as this will be partially blocked by the Gibbons Street towers. The colour of the proposed signage is not supported as it highly contrasts and is not sympathetic with the proposed colour palette</p>	<p>Drawing DA 7.03 at the Amended Architectural Plans (Appendix B) details the updated signage zones for the building. The revised proposal includes:</p> <ul style="list-style-type: none"> ▪ Under awning signage on Regent Street, replacing the previous podium signage. ▪ New podium signage on William Lane over the new bike entry to assist in identifying the William Lane entry. ▪ Top of building signage on the southern elevation (Margaret Street). ▪ Top of building signage on the western facade (William Lane) repositioned for visibility. <p>The proposed colour palette (and other detailed signage features) will be provided in the future detailed DA seeking consent for the proposed signs.</p>
2. Noise and Ventilation	<p>There are conflicts in the information provided between the submitted Acoustic Report, prepared by Acoustic Logic and the Alternative Ventilation Solution Report, prepared by Vipac.</p> <p>The Acoustic Report assumes that windows will be closed for all eastern and southern habitable rooms to meet the stated acoustic criteria while windows on the western facade will be opened to also meet the stated acoustic criteria.</p> <p>However, the ventilation report is unclear about whether air conditioning is proposed and provides no summary of which rooms are proposed as alternatively ventilated in line with the acoustic report recommendations. The ventilation report does not provide sufficient</p>	<p>Vipac Engineers have prepared a statement in response to Council's comments (Appendix H). Vipac confirm all rooms are supplied with air-conditioning and ducted ventilation.</p> <p>Opportunities for natural ventilation are limited due to the acoustic impacts of Regent Street, therefore ducted ventilation is provided to ensure occupants' comfort and access to fresh air.</p> <p>The proposed Solar PV system is not a BASIX requirement (i.e. the development achieves BASIX compliance without Solar PV with Energy score of 28 out of 25).</p>

Item	Issue	Response
	<p>detail on how air is supplied or how the design of the ducts is integrated into the design of building and its interface with the facade.</p> <p>These additional details are critical and could impact on the design and height of buildings that are already concerns raised for this development.</p>	
3. Landscaping and Tree Management	<p>There are discrepancies in the submitted architectural plans, landscape plans, Arboricultural Impact Assessment Report and Environmental Wind Tunnel Test Report regarding trees and landscaping on the site.</p> <p>The City does not support the removal of the street tree. It is in good health, condition, provides great amenity to the streetscape and forms part of an avenue planting along Regent Street.</p> <p>It is strongly advised that all plans be amended to show the mature size of the existing and proposed street tree species. This should then be used to inform the design of the elements such as awnings, furniture, footpath upgrades within the public domain to ensure that appropriate setbacks are provided from existing street trees to allow maturity of the trees to be achieved.</p> <p>Six Tristaniopsis laurina (Water Gum) street trees are proposed on Margaret Street. Adequate spacing between the new street trees must be in accordance with the City's Sydney Street Tree Master Plan.</p> <p>With regards to the landscaping on the proposed development, the accessible roof terraces are acceptable in principle, but require detailed designs to confirm the quality, soil depth and overall quality and viability of the detailed scheme. Detailed designs will also need to</p>	<p>Tree removal: The street tree is now proposed to be kept with pruning as per the arborist's recommendation.</p> <p>Mature tree sizes: An Amended Landscape Report has been prepared by Appendix E which shows the proposed street trees in mature size. The amended plan shows the proposed tree canopies and how this will result in a pleasant outcome.</p> <p>Six street trees: The six water gum trees will be spaced in accordance with Council's Sydney Street Tree Master Plan. This can be appropriately conditioned with consent.</p> <p>Detailed designs: An Amended Landscape Report has been prepared by RPS (Appendix E) which includes detailed designs to confirm the quality, soil depth and overall quality and viability of the detailed scheme. Planting beyond the balustrades is not proposed.</p> <p>Edge conditions: Detailed landscape sections are provided on Page 15 of Appendix E which clarifies the typical edge conditions.</p> <p>Narrow planters: Further details are provided in the Landscape Report that on the dimensions and the design intent of the narrow planters on Level 2.</p>

Item	Issue	Response
	<p>consider tree spacing and ensure all wind mitigation requirements are incorporated.</p> <p>Some detailed landscape sections must also be provided to clarify the typical edge conditions, ensuring all planting is safely and easily accessible from within the roof terraces. Planting beyond a balustrade is strongly discouraged, particularly at these heights and at such windy conditions.</p> <p>In addition, some narrow planters are indicated to portions of the Level 2 perimeter. Further detail is required on this element including dimensions and the design intent.</p>	
4. Transport and Access	<p>The City recommends that a monitoring system be put in place for when the bicycle parking demand grows, additional facilities can also be provided.</p> <p>Loading and servicing is a big concern if it is to be carried out by a single SRV for 800 students within two building with retail uses.</p> <p>A loading and service management plan will also need to be prepared for both sites.</p>	<p>The SSD package included a Green Travel Plan and Travel Access Guide. The Green Travel Plan noted that ‘monitoring’ of demand was included as part of the ongoing management of the Plan. This would include the demand for bicycle parking. Bicycle parking monitoring will be included and undertaken and part of the implementation of the Green Travel Plan.</p> <p>TTPP have prepared a Loading and Service Management Plan, refer to Appendix F.</p>
5. Public Domain	<p>The existing public domain is in poor condition and is not to the City’s standards. The new development will intensify use and increase pedestrian movement and as such, the public domain will need to be upgraded.</p> <p>The proposed public domain upgrades on Regent Street and Margaret Street must comply with The Sydney Street Code 2020. The paving material and details must align with the Part D – The City</p>	<p>The proposed public domain upgrades on Regent Street and Margaret Street will comply with The Sydney Street Code 2020 and this can be addressed as a conditioned with consent.</p> <p>The public domain lights will be upgraded in accordance with the Sydney Streets Technical Specification A5: Street Lighting Design and the relevant Australian Standards. This can be addressed as a condition of consent.</p>

Item	Issue	Response
	<p>Palette, so that the public footpaths can look and feel as public and distinguished from the private areas.</p> <p>New street trees are strongly recommended on Regent Street. The statement of “no street trees proposed on Regent Street due to existing services” needs to be further demonstrated.</p> <p>The removal of the existing mature street tree on Regent Street is not supported, as detailed elsewhere in this submission.</p> <p>In addition to the kerb and gutter reconstruction and new footpath pavement on Regent and Margaret Streets, the improvement of the existing crossing on Margaret Street should be part of public domain upgrade works in this application. This includes the reconstruction of the kerb ramps, restoration of the cobb stone road pavement. Public domain light upgrades are also required for this development and must be in accordance with the City’s Sydney Streets Technical specification A5: Street Lighting Design and the relevant Australian Standards.</p>	<p>The retention of the existing of street tree on Regent Street is proposed.</p> <p>The Services Report (Appendix L) and Service Location Survey (Appendix N) shows extensive gas, water, electricity, stormwater and TPG services and utilities that run along Regent Street, limiting the planting of additional street trees.</p> <p>The footpath along Margaret Street is being upgraded and will be subject to further approvals as part of the public domain works.</p>
<p>6. Waste Management</p>	<p>The City has reviewed the proposed waste arrangement for the subject site and raises the following preliminary issues based on the information provided:</p> <ul style="list-style-type: none"> - Clear and separate waste storage areas for the commercial and residential aspects of the development have not been provided. A separate bulky waste storage for the commercial tenancy is also lacking. - The City recommends that food waste must be stored within bins no larger than 240L. Larger bins will be too heavy to transfer, especially considering bins are proposed to be transferred to the neighbouring loading dock for collection. 	<p>An Amended Waste Management Plan has been prepared by Waste Audit (Appendix G).</p> <p>Separate waste storage areas for commercial and residential aspects of the proposal have now been provided. A separate bulky waste storage area has been provided for the commercial tenancy. Refer to the Amended Architectural Plans at Appendix B. All food waste bins will be no larger than 240L capacity.</p> <p>Wee Hur staff will be responsible for the day-to-day management of all bins within the chute discharge room, including removing full bins from the linear track system and placing empty bins under the chute outlets.</p>

Item	Issue	Response
	<p>- The proposed chutes do not comply with the chute room requirements and do not provide spare mobile garbage bins in case of chute failure.</p> <p>The City recommends that the proponent investigate chute rooms on all floors. If this cannot be rectified, the waste management plan must include procedures for managing bulk cardboard from residents as well as how the building will manage a chute failure as residents would not be able to access a waste area due to chute discharge.</p>	<p>For maintaining the chute access rooms on each residential floor, the following systems will be implemented to ensure efficient uninterrupted operations:</p> <ul style="list-style-type: none"> Residents will be required under house policy to not leave waste or recycling outside the hopper door if the chute is blocked and retain materials until the blockage has been fixed. CCTV will be installed in each access room to enforce this requirement and identify any residents that are not complying. In the event of prolonged chute failure, 240L mobile garbage bins (MGBs) will be provided in each chute access room. <p>Waste Audit conclude the measures listed in the Amended Waste Management Plan will be sufficient to ensure efficient operation of the chute system.</p>
<p>7. Sustainability</p>	<p>The SEARs set out clear sustainability requirements to be addressed in the EIS. The EIS and accompanying appendices do not address any of these matters in detail, nor has consideration been made to embodied emissions resulted from the construction and operation of the development.</p> <p>Further, there are discrepancies with the information submitted regarding the development's photovoltaic system. The submitted architectural plans indicate solar panels to be located on the roof.</p> <p>However, the BASIX requirements of 40- kilowatt peak capacity will require approximately 280 square metres of roof area. This is confirmed in Vipac's Ventilation Report, that suggests 130 panels are needed. The Report also indicates that the development will house an on-site battery system to store renewable energy. The proposal must verify this intent and confirm that there is adequate roof area to</p>	<p>Vipac Engineers have prepared a statement in response to Council's comments (Appendix H). Vipac Engineers conclude the proposed Solar PV system is voluntary and not a BASIX requirement. The development outperforms the BASIX energy compliance requirements without the Solar PV, achieving an energy score of 28 out of 25.</p> <p>Based on Council's comments, the PV system size has now been reduced to 17.2 kW (38 panels x 455W). The solar PV system remains in the proposal and has been removed from the BASIX certificate to demonstrate that the development will achieve BASIX compliance without the PV System.</p>

Item	Issue	Response
	<p>accommodate the required solar panels. The system size in kilowatt peak is defined by BASIX and is not negotiable. Accordingly, the exact system sizing and configuration of the required solar panels must be confirmed and depicted in the architectural plans. Overall, the commitment and demonstration of sustainability is lacking.</p> <p>The City strongly recommends that the online 'Design for Environmental Performance Template' be completed for this development.</p>	

4.3. RESPONSE TO COMMUNITY CONCERNS

Public Submission – D&A Markakis (St Luke's Church)		
Size, Bulk and Scale	<p>In order to achieve design excellence, in line with the Redfern Centre – Urban Design Principles (RC-UDP) and Clause 22 in Part 5 of Schedule 3 of State Environment Planning Policy (Major Projects) 2005, it is essential to note the following:</p> <ul style="list-style-type: none"> The requirement that 'the form and external appearance of the building will improve the quality and amenity of the public domain' (Clause 22(b), Part 5, Schedule 3, SEPP Major Projects 2005) and the design principle that 'Built form and massing of new development is to respond to the immediate context and character of the site and should provide a transition between scale' (Page 26 of RC-UDP). We urge that more can be done to bridge the impacts between the southern low scale development and northern high scale developments for a positive planning outcome and that significant consideration should be given to this by the applicant. For instance: 	<p>The Applicant has amended the design of the proposal in response to the submissions and stakeholder consultation. The key changes are summarised as follows:</p> <ul style="list-style-type: none"> Removal of the north western room from Levels 4-18: The revised design has increased the northern tower setback from 0.3m to 2.65m. This has increased the building separation from 8.3m to 10.9m, improving visual privacy and perceived bulk. Reduction in building height: Significant changes have been made to the siting and design of the roof-top plant and equipment to minimise potential visual impact and avoid the perception of this forming an additional storey. The proposed changes include: <ul style="list-style-type: none"> The rooftop plant is further setback from the perimeter. The parapet height is reduced from 3.55m to 1.5m.

	<ul style="list-style-type: none"> Increasing the tower setback from 118 Regent St, Redfern Increasing the podium setback from 118 Regent St, Redfern Further reducing the bulk on the southern side of the proposed development Reducing the total height of the proposed development 	<ul style="list-style-type: none"> Metal louvre screens have been included around the equipment to conceal the visible portion of the plant equipment behind. Incorporation of privacy louvres: External privacy louvres have been incorporated into the northern façade,
Material Increase in Overshadowing	<p>The applicant's previous approved SSDs are situated at:</p> <ul style="list-style-type: none"> 90-102 Regent St, Redfern (408 beds comprising of 338 studio rooms) - 13-23 Gibbons St, Redfern (419 beds) <p>The above SSDs have resulted in material overshadowing from 12pm to 3pm onwards, which did not exist before. The overshadowing plan for SSD-12618001 shows material overshadowing from 10am onwards. Essentially, as a result of the applicant's developments, it is our understanding that solar access to the heritage former church building at 118 Regent St, Redfern has been significantly detrimentally impacted with a devastating cumulative impact as a result of the approved and proposed developments.</p> <p>We further note that 'the massing and design of building must maintain solar access to adjacent development, open space, and the public domain in accordance with best practice' (Page 26 of RC-UDP).</p> <p>In this respect we query if the setback of the tower from the podium will be a minimum of eight metres from all sides in accordance with the RC-UDP? Such appropriate setbacks will both minimise any potential overshadowing and minimise wind impacts to pedestrian amenity in ensuring design excellence for the proposed development.</p>	<p>The tower component is setback part 4m and part 8m to Regent Street and a minimum of 5.6m to Margaret Street, resulting in a variation to the height requirements prescribed by the SSP SEPP. The proposed variation has been justified by preparation of a Clause 16A request and as per the following:</p> <ul style="list-style-type: none"> The proposed built form is compatible and consistent with the approved development to the north along Regent Street. The three storey podium component provides a fine grain architectural outcome and a human-scale pedestrian environment. The proposed setbacks to the tower component will provide an attractive streetscape with a continuous built form along Regent Street. Overshadowing The Wind Impact Assessment confirmed the proposed design complies with adopted wind acceptability criteria at all pedestrian and public access locations within and around the development. The Heritage Impact Statement (Appendix W to the EIS) found the proposal will have an acceptable impact on the ability to understand the former St Luke's Presbyterian Church as an

		<p>example of a Victorian Gothic Church which makes an important contribution to the streetscape and township of Redfern.</p>
<p>Oversaturation of student accommodation</p>	<p>The planned development conflicts with or is detrimental to many of the objectives of 'Zone E – Business – Commercial Core' set out in Schedule 3, Part 5 of the SEPP (Major Projects) 2005, such as:</p> <p>a) The 'facilitation of the development of a town centre' is hindered by the fact that the Redfern town centre precinct currently compromises of an oversaturation of existing and approved student accommodation uses A further student accommodation development would result in significant detriment to the objective of developing a town centre due to a lack of diversity of uses, resulting in a town centre which does not benefit from an influx of diverse development and occupations/uses.</p> <p>(b) 'Encouraging employment generating activities by providing a wide range of retail, business, office, community and entertainment facilities' is another objective which is not met by the proposed development given the context of the existing oversaturation of student accommodation uses in the Redfern town centre. Such a saturation of student accommodation will serve to undermine the diversity of uses and benefit to all in the Redfern community.</p> <p>(c) Approved and existing student accommodation developments in the immediate precinct are located around the site.</p> <p>The 104-116 Regent St site offers the possibility of providing a range of retail, business, office and community uses and facilities, with the proposed student accommodation use (with a single retail premises) being an underutilisation of the diversity a genuine mixed use development could offer to the Redfern township. Given the enormity of the existing and approved student accommodation</p>	<p>The proposed mixed-use development, including retail and student accommodation, is consistent with the land use zoning and other development within the locality.</p> <p>The ground level uses will activate the street frontages and provide passive surveillance of public domain. The ground floor retail/ café space on Regent Street will assist with activating the streetscape for pedestrians.</p> <p>An Operations Management Plan has been prepared (Appendix Z to the EIS) which outlines the proposed management of the proposed student accommodation to avoid detrimental impacts to the amenity of the surrounding landowners, tenants and residents.</p> <p>The proposed increase in the local student population will contribute to increased spending and economic growth within the locality and offer employment opportunities during its construction and operation.</p>

	<p>developments in the precinct, the opportunity for a diversity of retail, business, office, a broader range of residential uses, community and entertainment facilities is immensely undermined to the detriment of the Redfern township.</p> <p>Additional students are not something that the local economy requires as there is already an oversaturation of this use in the township and Redfern precinct. New state significant developments should look to bring different types of demographics, uses, occupations, etc. to the locality. Resulting in a severe lack of vitality and diversity in the precinct (as reflected on the planning map on the previous page).</p> <p>The proposed student accommodation use is not compatible with recently submitted and approved developments to the north and west of the site as it will result in a severe oversaturation of student accommodation in the precinct to the detriment of the diversity and vitality of the township. Compatible developments should be complimentary or functioning cohesively in achieving a range of objectives (retail, commercial, all types of residential, community, etc.) instead of risking the local economy to being overexposed and overreliant on student accommodation - the risks of which we have recently seen and are currently experiencing with the Covid-19 pandemic and its extremely detrimental impact on international student enrolments at local universities and colleges.</p> <p>A diversity of residential housing is essential to ensuring long term growth, stability and vitality in the Redfern township which is not being achieved via another proposed student accommodation development in the Redfern town centre.</p>	
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Other concerns	<p>The proposed student accommodation use would result in a decrease in the amenity to the surrounding area as per our previous submissions through the increase in congestion and detriments due to the student accommodation saturation. Even with an operational management plan to mitigate the impacts of antisocial behaviour, it is still believed that the net effect would still be detrimental to the surrounding area and heritage church building.</p> <p>Given the age, character and architecture of the heritage church, concerns remain over potential construction and vibration impacts as per our previous submissions.</p>	<p>The incoming student population offers increased consumer traffic for local businesses and active nightlife. Students are typically hard working and responsible, offering positivity to the local community.</p> <p>The construction and vibration impacts have been assessed within the Acoustic and Vibration Report submitted as Appendix O to the EIS. These matters will continue to be addressed in further detail in association with the potential impacts on the Sydney Metro tunnel and within the detailed drawings and reports at CC stage.</p>
Public Submission – 1 Margaret Street Owners Corporation (OC)		
1. Community Communication	<p>The OC notes that the proponents' community consultation for SSD-12618001 is a substantial improvement relative to the previous SSD 91994 or SSD10382 (by the same proponent). The OC believes that the majority of the issues raised have been noted (but not addressed) by the proponent on this occasion.</p>	Noted.
2. Cumulative Impacts	<p>The cumulative existing, proposed and planned projects would result in approximately 2,000 student beds in this limited area. Concerns are raised over the impact on cohesion, resident community, integration, pressure on infrastructure, volume of numbers and long term viability/suitability of this student influx in such a concentrated manner.</p> <p>The OC also notes that the proposal does not result in any additional affordable housing capacity (expensive single student rentals of ~\$450-500 per week are budgeted) or result in any meaningful new public space being created.</p> <p>The EIS does not discuss how to ameliorate the impact of either the additional population burden or the intense concentration of usage</p>	<p>The incoming student population offers increased consumer traffic for local businesses and active nightlife. Students are typically hard working and responsible, offering positivity to the local community. The approved and likely future developments have been addressed in the cumulative impact assessment (refer Table 12 of the EIS).</p> <p>The site is subject to the Redfern-Waterloo Development Contributions Plan 2006 and the Redfern-Waterloo Affordable Housing Contributions Plan 2006. Development contributions for the Redfern-Waterloo Development Contributions Plan 2006 will be levied at a rate of 2% of the development cost. This equates to a contribution of \$1,056,000 based on the capital investment value of \$52,800,000. Development contributions for the Redfern-Waterloo Affordable Housing Contributions Plan 2006 are based on a rate of</p>

	<p>monoculture and the impacts this would have on cohesion, amenity, the neighbourhood and dislocation.</p> <p>If the proposal were to proceed, it should be on the condition that the proponent was funding community infrastructure to offset some of the burdens that the project(s) are generating.</p>	<p>\$86.88 per sqm of GFA. The affordable housing contribution will be determined based on the net additional GFA. This will be calculated based on the GFA within the final approved development, less the GFA of the existing development.</p>
3. Misrepresentation of Immediate Surroundings	<p>Table 11 on p32 of the EIS states “South of Margaret Street is the heritage-listed St Luke’s Presbyterian Church and two-storey mixed use terraces with commercial uses along the ground floor.” This is the same error that was included in SSD 91994 EIS and raised by the OC in a prior submission. Immediately south (approximately 12m) of the proposed project is both St Lukes’ Church and Katia - a four storey residential only complex with another four-storey residential only complex immediately to it’s south.</p> <p>Approximately 40 residences are contained in these two buildings. The ongoing mis-representation of the immediate neighborhood is concerning as numerous project design aspects refer to neighbourhood impacts - visual, privacy, wind, solar, traffic etc. The OC requests that the correct residential context be considered in the immediate vicinity of the project . This is critically important for a true analysis of impacts of the project(s).</p>	<p>It is acknowledged the development to the south west along Margaret Street comprises a four storey residential development.</p> <p>Further directly south of St Luke’s Presbyterian Church are two-storey mixed use terraces with commercial uses along the ground floor.</p>
4. Water Service	<p>Table 11 on p33 of the EIS states “Water: The existing 150DICL water main running along Regent Street has insufficient pressure to service the development. Therefore, a Water Services Co-ordinator (WSC) will be engaged to design and project manage the works including a section 73 application to Sydney Water, following lodgement of the SSDA documentation.” Section 25 (Infrastructure and Utilities) of the project SEAR notice states “The EIS must consider and address required utility augmentation to accommodate the proposed development”. The OC needs to stress that</p>	<p>A Water Services Coordinator will be engaged to coordinate the required water main works, including a Section 73 application to Sydney Water, following lodgement of the SSDA documentation.</p>

	<p>inadequate water pressure has been an ongoing issue at Katia for some years and little/no remedies have been implemented.</p> <p>The OC was forced to spend over \$100,000 in 2021 on an upgraded fire mitigation pump and hydrant for Katia due to the decline of water pressure in recent years. This problem has resulted from Sydney Water and/or developers not maintaining adequate services to supply the increasing development in the project precinct. The proponent needs to warrant that adequate capacity is put in place to ensure these problems are not further exacerbated.</p>	
5. Inadequate Parking	<p>The Transport Impact Statement (TIS) produced by ttp refers in multiple places to a “Cardno Report” with data from this report used for most of the justification for the parking decisions proposed. No information is provided on this “Cardno report” other than it was used as part of another proposal in Redfern. The report should be made available on the Planning Portal website and further time allocated for analysis of this issue.</p> <p>Parking in the vicinity of 1 Margaret St has become substantially more difficult in recent years. This is a result of both increased development in the area and the removal of substantial street parking spaces to provide clearways and car sharing spaces.</p> <p>While the goal of car free (or low) inner city environments has many attractions, in practical terms this is many years away from being feasible. A large number of residents and visitors to the area will continue to prefer car transport and will compete for “their share” of this limited infrastructure. These include:</p> <ul style="list-style-type: none"> ● Residents with street parking permits ● Social visits of friends to residents ● Shopping at businesses in the vicinity 	<p>The Cardno report has been provided at Appendix L.</p> <p>The TIA prepared by TTPP (Appendix N of the EIS) concludes the site is well-serviced by high frequency public transport services and the future Sydney Metro Waterloo Station will provide additional travel options. Further, a TTPP study has shown a range of recently approved student accommodation around Sydney that provides no car parking spaces (refer Table 4.1 within the TIA).</p> <p>On this basis, it is considered acceptable and appropriate that the proposed student accommodation development does not provide any on-site car parking. This approach will discourage private car ownership, in alignment with the NSW Government and City of Sydney strategic transport objectives. The provision of 102 bicycle spaces is considered appropriate to encourage active transport.</p>

	<ul style="list-style-type: none"> • Maintenance, repairs and delivery activities • Short term parking for employment • Courier deliveries which are increasing rapidly with demographic changes • Construction workforce/contractors for the three Wee Hur projects (see Point 7 below) <p>The current proposal is to provide 412 beds without any provision for onsite parking. The project will bring the cumulative beds in the 200m x 70m precinct to approximately 2,000. None of these projects provide any on-site parking.</p> <p>The OC accepts the likelihood that the majority of student residents will not own a car, but it seems clear that many would wish to use a car for occasional leisure activities or have friends/family who would wish to use a car for transport to Redfern.</p> <p>The OC believes that the project should incorporate some degree of parking (-20 spaces) in order to accommodate visitors and tradespeople performing maintenance. Furthermore a number of car sharing spaces should be allocated in this parking area hence alleviating the need to remove further public car spaces from the neighbourhood.</p>	
6. Inadequate Feasible Alternatives Consideration	<p>Section 2.4 of the EIS states “Clause 7 in Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (the Regulation) requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.” This EIS is not correct in this instance in that the correct wording of the Clause is “(c) an analysis of any feasible alternatives to the carrying out of the development, activity or infrastructure, having regard to its objectives, including the</p>	<p>In accordance with the <i>State significant development guidelines – preparing an environmental impact statement (December 2021)</i>, Section 2.4 of the EIS included an analysis of feasible alternatives having regard to the objectives of the development, including the consequences of not carrying out the development.</p> <p>The analysis of alternatives explained how the project has ended up in its current form. In summary, the final siting and design responds to</p>

	<p>consequences of not carrying out the development, activity or infrastructure”.</p> <p>The options identified by Wee Hur were limited to leaving the site as it currently is (bare earth post demolition) and two general variations on a student housing project The option of doing nothing was immediately dismissed. But furthermore a summary dismissal is in conflict with project objectives such as: “To develop PBSA with large communal spaces for students to interact and supporting amenities to create a conducive living environment.” p37 Also Section 2 of the EIS contains numerous strategic priorities such as “Well-connected communities with quality local environment” Premier Priorities p16 “Better for Community: Inclusive, connected and diverse” NSW Better Placed priorities p17 “Better Working: Functional, effective and fit for purpose” NSW Better Placed priorities p17</p> <p>The EIS does not meet the requirements of Clause 7 (1) (c) and should be re-submitted with an adequate assessment of Feasible Alternatives - particularly as to how no or limited development that provided both better student/community space/interaction would not be a superior development.</p>	<p>feedback from the SDRP, including detailed commentary following the final meeting. The proposed design satisfactorily responds to the site opportunities and constraints and surrounding developments.</p> <p>The proposal will facilitate the ongoing development of Redfern by providing a high-quality mixed-use building that is compatible and consistent with recent and approved developments in the Redfern Waterloo Authority area. The proposal will provide employment-generating activities and residential development compatible with the surrounding non-residential uses.</p>
7. Cumulative Construction Impacts - Road Construction	<p>Margaret St is an extremely narrow (less than two lanes) thoroughfare that provides the only logical access for Katia residents. In addition many of the residents of William Lane also use Margaret St for car and pedestrian access.</p> <p>The OC is very concerned about the impact on Margaret St of Wee Hur’s three projects “Notably, the subject site is surrounded by a number of existing, under construction or proposed student accommodation sites, including 90-102 Regent Street adjacent to the site and 13-23 Gibbons Street.” P3 ttp Report</p> <p>In Addition the EIS states on p54 “Construction is forecast to start July 2022 and be completed by December 2023 for operational start</p>	<p>The SSD application included a Framework Construction Traffic Management Plan (CTMP) which set out the principles for construction traffic management and potential management / mitigation measures for consideration as part of the development of a detailed CTMP.</p> <p>It is envisaged that the requirement for a detailed CTMP will be included as part of the development consent. The detailed CTMP would address how construction traffic would be managed with regard to general traffic and pedestrian flows as well as other construction site activities should the staging of construction overlap. This would include consideration of existing work zones in streets such as</p>

	<p>in January 2024.” On this basis there would be three concurrent Wee Hur developments from July 2022 through to at least early 2024. While timelines provided by the proponent have historically appeared to be rubbery, the impact of three concurrent projects on resident access would be extreme.</p> <p>The OC believes much better detail on construction traffic management and its impact on residents is required. Regular large vehicle movements would be extremely difficult for resident access and amenity.</p> <p>The OC believes regular updates of the Construction Management Plan and Traffic Management Plan to reflect changing timelines are required and should be prepared to manage the changing construction impacts on residents.</p>	<p>Margaret Street to ensure that traffic and pedestrian flows are maintained.</p>
<p>8. Inadequate Bicycle Infrastructure</p>	<p>At the Webinar 2 held Thursday 15 July 2021, the OC raised the issue that many segments of the bicycle routes in the area - especially those heading towards the Universities - are currently inadequate and would become more so with further increases in usage. Furthermore the OC suggested that it was perhaps appropriate for Wee Hur to assist in remediating this situation. Neither point was registered in the Community Stakeholder Engagement Report.</p> <p>But personal observations of residents is that dedicated bicycle paths and shared paths have become substantially more crowded in recent years (pre-Covid) and a large number of these users appear to be students of overseas origin.</p> <p>The developments will result in additional strain on the existing bicycle network. The Proponent should re-assess and disclose the current/future bicycle requirements in the neighbourhood and participate in the provision of improving the bicycle infrastructure to</p>	<p>Development contributions for the Redfern-Waterloo Development Contributions Plan 2006 will be levied at a rate of 2% of the development cost. This equates to a contribution of \$1,056,000 based on the capital investment value of \$52,800,000.</p> <p>Schedule 1 of the Redfern-Waterloo Development Contributions Plan 2006 provides a detailed works schedule, which includes the general contribution to improvements to bicycle paths</p> <p>It is expected that the development contributions will contribute to the public domain works as per the Redfern- Waterloo Development Contributions Plan 2006.</p>

	at least accommodate the increased usage from their development(s).	
9. Roof Garden Privacy Invasion	<p>The development overlooks a number of residences immediately to the south on Margaret Street and William Lane. Many of these residences have balconies and terraces overlooked by the development.</p> <p>There are substantial concerns about privacy intrusions to these properties as the roof garden will be open until 22:00hrs every day.</p>	The roof top gardens have 1m planters around the perimeter which prohibits access to the perimeter edge and mitigates overlooking impacts.
10. Wind Tunnel Impacts	<p>The OC have a number of major issues with the proponents wind tunnelling methodology;</p> <ul style="list-style-type: none"> ▪ The wind sensors were only placed at street level in Margaret St - a number of residential apartments in Margaret St and William Lane have outdoor balconies / terraces on the 2/3/4 levels. No measurements or assessments were conducted to assess impacts above street level in these residential areas. ▪ There is no commitment provided by Wee Hur for monitoring post construction to assess whether wind tunnelling impacts are acceptable and potentially implement further mitigation measures if required. 	<p>SLR Consulting found that as per the AWES (Australian Wind Engineering Society) Guidelines for Pedestrian Wind Effects Criteria (September 2014):</p> <ul style="list-style-type: none"> ▪ It is common practice to assess the wind impact on communal open spaces of neighbouring buildings within a distance “R” from a proposed development “R” is the minimum of $h/2$ (h = height of proposed development) and $b/2$ (b = largest plan dimension of proposed development) ▪ This is in addition to assessing wind impact on surrounding public access areas, for example, pedestrian footpaths, public parks, etc – (again with a distance “R” from the proposed development) ▪ Private balconies of nearby residential apartments are not assessed in environmental wind reports. <p>The only residential building within “R” of the proposed development is 1 Margaret Street, Redfern, which has a roof level terrace area. SLR has previously assessed the wind impact of the nearby (and now approved) 13-23 Gibbon Street development. This included the roof terrace area of 1 Margaret Street, directly to the south of the 13-23 Gibbons Street development. SLR’s assessment also examined the impact of a “SoC Compliant” bulk envelope building at the same site.</p>

		<p>The study concluded the development performed slightly better than the “Compliant Design” building shape in relation to the 1 Margaret Street roof terrace.</p> <p>Sydney’s wind climate is dominated by northeast, southeast and southerly winds in summer and west quadrant winds in winter. The proposed 104-116 Regent Street development is located to the northeast of the 1 Margaret Street roof terrace area. Northeast winds in Sydney are moderate and accordingly, only minimal impact (other than some sheltering) is expected at 1 Margaret Street. For all other wind directions (southeast, south and west), the proposed development would be downwind, with no additional wind impacts.</p> <p>Accordingly, based on the above, post-construction wind monitoring at 1 Margaret Street is not warranted.</p>
Public Submission – Name Withheld		
General Objection	<p>I am lodging an objection to the project on the basis that it will not facilitate the development of a town centre as stated. This is due to the over supply of already existing student accommodation in the area coupled with the lack of demand from overseas students.</p> <p>The character of the neighbourhood will be lost, with this development adding to the homogenisation of Redfern into a student accommodation neighbourhood.</p> <p>There is already a substantial amount of student accommodation within 150 meters of this development. What the area needs is more affordable and subsidised housing. I would support this project if the accommodation above the retail spaces were solely set aside as affordable housing. This will help maintain the diversity of Redfern and help it retain its character, while addressing the need for more mixed used spaces.</p>	<p>The proposed mixed-use development, including retail and student accommodation, is consistent with the land use zoning and other development within the locality. The ground level uses will activate the street frontages and provide passive surveillance of public domain.</p> <p>Students will increase consumer traffic for local businesses and active nightlife. Students are typically hard working and responsible, offering positivity to the local community.</p> <p>Development contributions for the Redfern-Waterloo Affordable Housing Contributions Plan 2006 are based on a rate of \$86.88 per sqm of GFA. The affordable housing contribution will be determined based on the net additional GFA. This will be calculated based on the GFA within the final approved development, less the GFA of the existing development.</p>

5. UPDATED PROJECT JUSTIFICATION

This Submissions Report has responded to each of the issues raised within the referral authority and community submissions received regarding the proposed redevelopment of 104-116 Regent Street, Redfern. The report is accompanied by:

- Updated architectural drawings and landscape drawings which detail the proposed changes to the original scheme.
- Supplementary reports which provide additional clarification and information regarding technical issues.

The report and the supporting documents have been informed by additional consultation and engagement with key stakeholders, including the Department of Planning and Environment and City of Sydney. This section provides an updated justification and evaluation of the project as a whole. Overall, it is considered the updated proposal is acceptable having regard to the relevant biophysical, economic and social considerations.

Strategic Context

The updated proposal remains aligned with the strategic policy objectives as it will contribute to a 30-Minute City and facilitate reduced reliance on private vehicles and increased use of public transport and active transport.

Statutory Context

The proposal satisfies the applicable state planning policies, and relevant environmental planning instruments that apply to the site:

- The proposed uses are permitted with consent and meet the objectives of the Business Zone - Commercial Core in accordance with the *State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021*.
- The updated proposal complies with the 18 storey maximum height control and the 7:1 maximum floor space ratio control. The minor noncompliance to the tower component setback height is fully justified with the Clause 16A Variation request submitted with the EIS (**Appendix Q** to the EIS).

Likely Impacts of the Proposal

The updated proposal will have an acceptable level of environmental impact for the following reasons:

- The redesigned proposal reduces the building height and increases tower separation to the northern boundary.
- The proposal has no unacceptable traffic impacts and will facilitate increased use of walking, cycling and public transport as a means of travel.
- The proposal is sympathetic to the heritage items in the vicinity of the site, including St Luke's Presbyterian Church.
- Overshadowing impacts to the surrounding properties (including 1 Margaret Street and the National Centre of Indigenous Excellence) is minimised by the proposed narrow building.
- The ground level is activated through the retail tenancy, communal spaces and public domain improvements along the street frontages. The revised ground floor layout and awning design will provide for an improved streetscape and pedestrian amenity.

Suitability of the Site

The proposal is permissible in the 'Zone E – Business – Commercial Core' and is consistent with the objectives. The proposal is considered suitable for the site as it delivers a world class student accommodation which aligns with relevant strategic and statutory planning policies and significant NSW Government investment in public infrastructure.

Public Interest

The proposal will support the tertiary education sector, one of Australia's major international exports, both now and into the future by delivering additional student housing close to major institutions. The proposal will also support local employment during the construction and operation phases and contribute to future increases in local spending, economic growth and development of the precinct.

Summary

Having considered all relevant matters, the proposed development is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

DISCLAIMER

This report is dated 15 June 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Wee Hur (**Instructing Party**) for the purpose of Response to Submissions Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

SUBMISSIONS REGISTER

APPENDIX B

AMENDED ARCHITECTURAL PLANS

APPENDIX C

DESIGN REPORT

APPENDIX D

LANDSCAPE REPORT

APPENDIX E

FLOODING STATEMENT

APPENDIX F

LOADING AND SERVICE MANAGEMENT PLAN

APPENDIX G

WASTE MANAGEMENT PLAN

APPENDIX H

AMENDED VENTILATION STRATEGY REPORT

APPENDIX I

UPDATED ENVIRONMENTAL WIND ASSESSMENT

APPENDIX J

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

APPENDIX K

SERVICES STATEMENT

APPENDIX L

CARDNO TIA

APPENDIX M

BASIX CERTIFICATE AND REPORT

APPENDIX N

SERVICE LOCATION SURVEY

