

Appendix B

Detailed Response to Submissions

This section provides a detailed summary of the Applicant’s response to the matters raised in submissions received. For ease of navigation and to reduce repetition, this section also addresses matters upon which DPHI have requested further information or clarification.

1.1 Department of Planning, Housing and Infrastructure

The Applicant’s response to DPHI’s ‘Additional Matters for Response to Submissions Report’ is outlined in **Table 1** below.

Table 1 Department of Planning, Housing and Infrastructure Matters

Item	Summary of Matters Raised	Responses
Built form, urban design and overshadowing		
DPHI-1	<i>The Department does not consider that Building G would result in an appropriate transition between the highest portion of the site and the single storey dwellings on Sydenham Road. Additionally, the shadow diagrams show that increasing the height of buildings beyond the maximum development standard will cause measurable shadow impacts on nearby residential properties. The Department requests a reduction in the height of Building G to achieve both a noticeable reduction in overshadowing and a more suitable height transition.</i>	The revised Architectural Drawings have been prepared by Design Team at Appendix C . Building G has been markedly reduced in scale. The highest point is reduced from being 17m exceedance to 15.5m or 8 storeys to 5-7 storeys total, with a tapered roof form that further reduces the scale of the building towards Sydenham Road that provides a suitable height transition to existing dwellings on Sydenham Road. In addition, facing Farr Street, a 9m setback has been introduced above Level 4, consistent with the upper level setback proposed to Buildings A and F facing Farr Street. The architectural expression of the building has changed. The ‘top’ of the building is distinguished from the ‘base’ of the building which is facilitated by the inclined roof and change in materiality, which further reduces the bulk and scale of this building. Further discussion in relation to overshadowing is provided in the response to item DPHI-2 below. Additionally, refer to the revised Design Report at Appendix F .
DPHI-2	<i>To comprehensively assess overshadowing impacts to nearby residential properties and public open space:</i> <ul style="list-style-type: none"> • <i>update the Sydenham Road Overshadowing Analysis (Appendix 111) and the Wicks Park overshadowing study to quantify shadow impacts during the spring and autumn equinox, or other relevant time period. This is requested to determine the length of time each year that parts of a property/park may be in shadow</i> 	As requested, the following have been revised to include the Spring and Autumn equinox, and also to reflect the design changes made to the scheme to address submissions: <ul style="list-style-type: none"> • the Sydenham Road Overshadowing Analysis prepared by Ethos Urban at Appendix D. This includes an assessment of residential properties north of Sydenham Road (within the Corner Site), and to the private open space of Sydenham Road properties.

- include an assessment/discussion of impacts on residential properties at 111-119 Sydenham Road and Wicks Place during alternative time periods
- include a discussion on the shadow impacts to private open spaces for affected properties on Sydenham Road.

- The Overshadowing Diagrams (including Wicks Park and Wicks Place) within the revised Architectural Drawings prepared by Design Team at **Appendix C** and in the revised Design Report prepared by the Design Team at **Appendix F**.

Further discussion is provided in **Section 3.3.2** of the Response to Submissions (RTS) Report.

DPHI-3

Update the Clause 4.6 Variation Request for height (Appendix YY of the EIS) to vary the maximum building height under Clause 16(3) of the State Environmental Planning Policy (Housing) 2021 (Housing SEPP), and not Clause 4.3 of the Inner West Local Environmental Plan 2022. In the five-part test section, please address both the LEP and Housing SEPP objectives.

Note: this is requested for consistency with other in-fill affordable housing projects.

The Clause 4.6 for height variation has been revised by Ethos Urban and is provided at **Appendix E**. Variation is now sought under the Housing SEPP, nevertheless objectives of both the Housing SEPP and the Inner West LEP 2022 are addressed in the five-part test as requested.

The revised Variation Request also accounts for the reduced exceeding height of Building G and discusses the reduced impacts to neighbouring amenity and visual bulk and scale that result.

DPHI-4

Compliance with Apartment Design Guide (ADG) with building separation was raised an issue during both State Design Review Panel sessions. The project currently has unresolved non-compliances between buildings A, B, E, F, and G (Figure 1). Provide amended plans with greater building separation or implement appropriate mitigation measures to ensure a satisfactory level of amenity for the affected apartments.

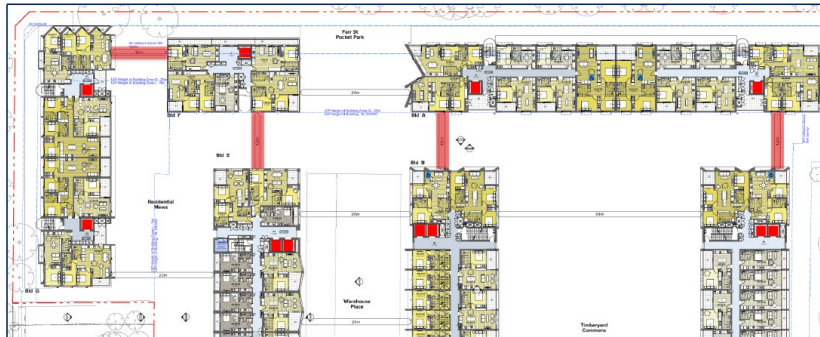


Figure 1: Building separation

Amendments have been made to the façade of the identified buildings to achieve the ADG objective for privacy. Refer to the revised Architectural Drawings at **Appendix C** and the ADG Compliance Assessment contained within the revised Design Report at **Appendix F**.

While the lower four storeys strictly comply with the ADG criteria for building separation, specific apartments (rather than the entire building or the overall separation between buildings) at storeys 5 to 8 meet the ADG objective to achieve internal and external visual privacy through appropriate design measures.

The orientation of apartments have typically been designed with dual aspect (the primary outlook is not directly to an opposite building). Measures have been integrated into the design to typically have a primary outlook away from adjacent apartments in other buildings. This includes balconies and larger openings (windows) away from opposite building.

Further discussion, regarding amendments made to the design in relation to privacy is provided in **Section 3.2.3** of the RTS Report.

DPHI-5

Provide an updated ADG assessment against key criteria and guidance. The updated assessment must:

- provide compliance tables with ADG guidance
- clearly identify where the project does not meet the criteria or guidance
- quantify any inconsistencies with guidance or criteria
- provide appropriate justification as to why any guidance or criteria is not met.

Note: several inconsistencies with criteria have been identified and some inconsistencies have not been adequately addressed, for example:

A revised Design Report, including ADG assessment, has been prepared by the Design Team at **Appendix F**. Justification of minor ADG departures is provided.

Notably, Section 75 of the Housing SEPP states that the consent authority must be flexible in applying the design criteria set out in the ADG, particularly the design criteria set out in Part 4, items 4E, 4G and 4K, when determining an SSDA for build-to-rent housing to reflect the community orientated nature of such developments. Further, Section 147 of the Housing SEPP sets out that compliance with the ADG design criteria is not required.

Notwithstanding this, the proposed development seeks to provide a high standard of residential amenity within each of the dwellings, consistent with RTL

- some building separation distances between Buildings G, F, A and B do not meet ADG criteria.
- where inconsistencies have been identified e.g. 4E-1 Private Open Space and Balconies, the inconsistencies have not been adequately quantified or justified
- the design report does not discuss items such as car parking exceeding 1m above the existing ground level or the level change between private terraces and the street level.

Co.'s vision to deliver a high quality BTR living model that embodies a quality residential product.

A Design Verification Statement has been prepared by the Design Team at **Appendix F**, confirming that the proposal has been designed by a registered architect and that it meets the design quality principles set out in Chapter 4 of the Housing SEPP.

The Design Report at **Appendix F** includes discussion of level change between private terraces and the street, and car parking portion above ground.

DPHI-6

Include an additional view point from the eastern corner of Frampton Ave and Sydenham Road looking toward Building G as shown in Figure 2. Building G proposes the largest variation to the maximum height of buildings development standard and is directly opposite to a low height residential zone.

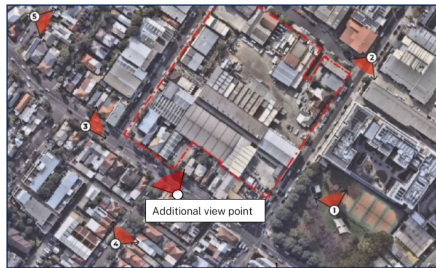


Figure 2: Additional view point

A revised Visual Impact Assessment has been prepared by Ethos Urban at **Appendix H**, to include the additional viewpoint requested with a photomontage of the proposed development. Further discussion is provided in **Section 3.3.3** of the RTS Report.

DPHI-7

To assess the safety of Hardware Lane in line with crime prevention through environmental design principles confirm:

- times the lane will be open and closed to the public
- lighting to be installed.

A revised Crime Prevention Through Environmental Design (CPTED) Report has been prepared by Ethos Urban at **Appendix I**, to confirm the following:

- Hardware Lane will be open to the public between 8am and 7pm. A gate will be provided which automatically locks outside of these hours to improve security for residents. Residents will be able to access the gate at all times with their RFID.
- Lighting along Hardware Lane will be provided in accordance with Australian Standards AS/NZS 1158 which provide requirements for outdoor lighting. This will enable adequate illumination during the early mornings and nighttime to ensure safety and visibility.

Site Isolation

DPHI-8

The Department does not consider that the "Adjacent Development Opportunities" (5.5 of Appendix J) has sufficiently addressed future development potential of the site. Provide:

- an ADG compliance table for the corner site at 109-119 Sydenham Road and 199-203 Victoria Road. Include a solar analysis with reference floor plans showing the percentage of potential balconies or living rooms able to achieve 2 hours of direct sunlight between 9am and 3pm mid-winter

The revised Design Report has been prepared by the Design Team at **Appendix F**, to include a revised indicative scheme for the Corner Site, with greater detail as requested. A detailed overview of the indicative scheme and response to each of these items is provided in **Section 3.3.1** of the RTS Report.

A Flood Impact Risk Assessment has been prepared by Mott MacDonald, which confirms developability of the Corner Site with respect to the considerations identified by DPHI. Refer to **Appendix Y**.

- a discussion on why the "Adjacent Development Opportunities" has only shown the scheme at an FSR of 2.09:1 when the Inner West Local Environmental Plan 2022 allows for up to 3:1
- an updated the Flood Impact Risk Assessment (FIRA) to evaluate the developability of the site at 109-119 Sydenham Road and 199-203 Victoria Road. This should include considerations for minimum habitable floor areas, potential evacuation routes, and basement access.

Note: The corner of Sydenham and Victoria Road appears to be the most flood affected area within the direct vicinity of the site during rare flood events.

Affordable Housing Unit Mix

DPHI-9	Of the 115 affordable housing dwellings, 80 (69.6%) are proposed as studio and 1-bedroom units, while only 4 (3.5%) are 3-bedroom units. Consider amending the affordable housing mix to include additional 2 and 3-bedroom units. Alternatively, provide adequate justification for the proposed mix, including evidence from the Applicant's nominated community housing provider to confirm that the proposed mix will adequately meet future affordable rental housing demand in the area.	A letter of support has been prepared by City West Housing, the community housing provider, at Appendix K , to confirm their support for the proposed affordable housing mix, for reasons summarised below. City West Housing identifies an increasing shift of demand towards one-bedroom apartments, which currently has the longest wait times due to insufficient supply. Driven by single-person households, young professionals and a larger proportion of smaller families, 74.6% of all affordable housing applicants seek one-bedroom apartments. The affordable housing dwelling mix as proposed responds to this by reflecting live demand.
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Co-Living

DPHI-10	Confirm that the net internal area for Co-living dwellings in Part 4 of the SSDA Design Report (Appendix J) excludes private kitchen and bathroom facilities in accordance with Section 69 of the Housing SEPP.	The revised Design Report has been prepared by the Design Team at Appendix F , to provide confirmation that internal areas of co-living dwellings accord with Section 69 of the Housing SEPP. Additionally, refer to the revised Architectural Drawings prepared by Design Team at Appendix C .
DPHI-11	Provide clarification as to how CL03 dwellings meet maximum room size requirements under Section 69 of the Housing SEPP.	

BASIX Certificate

DPHI-12	Provide a dated BASIX certificate for the project in line with the requirements of Section 27 of the Environmental Planning and Assessment Regulation 2021. Note: a BASIX report (not certificate) has been submitted.	A BASIX Certificate is provided at Appendix L .
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Groundwater/Contamination

DPHI-13	The Geotechnical Investigation (Appendix U) indicates that a tanked or drained basement design would be possible on the site (subject to approval from WaterNSW and Council and design criteria). The Human Health Risk Assessment (Appendix K) notes that the underside of the basement may will be tanked within 1m of the existing ground surface. Please indicate which basement design the application seeks consent for.	A Dewatering Management Plan has been prepared by Tetra Tech Coffey at Appendix N , to confirm that the basement is proposed to be tanked following construction, with a hydrostatic wall and base slab proposed below the design water table level (refer to Figure 3-4 in the Dewatering Management Plan).
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DPHI-14	<i>Confirm the proposed timing and approach of the additional data gap investigation of the site as indicated in Appendix K, W and X.</i>	The Environmental Investigation Memo to the Sampling Analysis and Quality Plan prepared by EDP Consulting at Appendix U states the following: <i>Before the data gap investigation can be undertaken, the investigation strategy and quality assurance framework need to be outlined in a sampling and analysis quality plan (SAQP), in accordance with NSW EPA Consultants reporting on contaminated land – Contaminated Land Guidelines (NSW EPA, 2020). The SAQP has been prepared by EDP Consultants Pty Ltd and reviewed by a NSW EPA Accredited Auditor, Rowena Salmon of Ramboll Pty Ltd (accreditation no. 1002). The SAQP details the investigation program with the objective to address key data gaps raised in the previous detailed site investigation prepared by JK Environments (Ref E36478PTrpt3) around contaminated groundwater and vapour risks, as well as provide more a comprehensive assessment of soil and groundwater across the site. Investigation works to implement the SAQP commenced in May 2025 and are expected to be complete in June 2025.</i>
Flooding		
DPHI-15	<i>Provide a Flood Emergency Response Plan for assessment in line with the requirements provided from Department of Climate Change, Energy, the Environment and Water.</i>	A Flood Emergency Response Plan has been prepared by Mott MacDonald and is contained within the revised Flood Impact Risk Assessment at Appendix J , as per DCCEEW requirements.
Utilities		
DPHI-16	<i>Confirm whether the existing powerlines in front of the site will be relocated underground as part of the project.</i>	RTL Co. confirm that the existing overhead Ausgrid network assets along the site frontages (site side of the roads) are to be removed and relocated underground, with the installation of new Ausgrid steel column streetlights. This was stated in the originally lodged Infrastructure Delivery Report prepared by ADP (Environmental Impact Statement (EIS) Appendix UU).
DPHI-17	<i>Demonstrate through amended plans or documentation how the substation kiosks can be integrated into the design of the buildings and/or landscaped setbacks, in consultation with Ausgrid.</i>	As confirmed in the originally lodged Infrastructure Delivery Report prepared by ADP (EIS Appendix UU), the proposed electrical infrastructure supply is for a 3 x 1,500kVA firm (5500 Amps) Ausgrid chamber substation to be serviced and maintained by Ausgrid. Access to the chamber substation has been designed to accord with Ausgrid requirements, with direct access off Mitchell Lane. Refer to the revised Architectural Drawings prepared by Design Team at Appendix C . Further detail is provided in the response to item AG-3 below.
Social Impact Assessment (SIA)/Construction Noise		
DPHI-18	<i>Provide an updated SIA that considers the impacts on the most noise-affected receivers during construction (R6 and R7 in the Acoustic Assessment by Acoustic Logic). The updated SIA should include any recommended mitigation measures in consultation with a suitably qualified acoustic consultant. This could include acoustic walls during construction, respite periods, time limitations on noisy activities, etc.</i>	The revised Acoustic Report has been prepared by Acoustic Logic at Appendix S , to provide a recommendation to mitigate potential noise impacts on receivers, being the installation of a solid acoustic barrier (2m high solid barrier by 18mm plywood or equal) along boundaries to Farr St, Mitchell St, Victoria Rd and southern boundaries.

Note: Mitigation measures need to be practical and enforceable by any conditions of consent.

The revised Social Impact Assessment has been prepared by Ethos Urban at **Appendix M**, to include this mitigation measure in the assessment.

DPHI-19

The Department has concerns that the extend construction hours would negatively impact the amenity of nearby receivers, especially given that the acoustic Assessment predicts construction noise may exceed the high limit (75db). Provide additional justification for the proposed construction hours including any proposed mitigation measures. Justification should consider the Interim Construction Noise Guideline (2009).

Note: Mitigation measures need to be practical and enforceable by any conditions of consent.

No changes to the extended construction hours are proposed, as the hours proposed will allow for a shorter overall construction period. However, additional recommendations have been made in the revised Acoustic Report prepared by Acoustic Logic at **Appendix S**, to address noisy activities during construction, which have been reflected in the revised Social Impact Assessment prepared by Ethos Urban at **Appendix M**. This includes:

- Respite periods during key periods activity:
 - Min. 2hr respite periods for high intensity works, such as rock breaking, heavy earthmoving.
 - Min. respite period duration can be adjusted based on community consultation (to be undertaken later), if deemed feasible and practical. It is noted in the Acoustic Report that longer respite periods could lead to a longer general construction work program, increasing the length of construction and therefore disruption to nearby sensitive receivers for a longer period of time.
 - Saturday 7am-8am and 1pm-6pm: No high noise activity (Piling/Skid/Truck/ concrete pump/Concrete agitate/ Saw cut/ Jack Hammer/Welder) is allowed along Victoria Rd and southern boundary.
- Regular and clear communication of proposed construction activity, noting progress and work schedules. A clear and effective communication management system is to be established between the nearest receivers and the head contractor throughout construction, including but not limited to:
 - regular communication with relevant stakeholders to be in place to discuss relevant impacts of the project into stakeholder activities.

Architectural Plans

DPHI-20

RL levels do not appear on key areas of the floor plans, which restricts a complete assessment of the plans. For example, the Department is unable to assess the finished floor level of units A1.01.10 to A2.01.04 compared to the street level (see Figure 3). Please review all of the floor plans to ensure that RL levels are placed at key points.

The revised Architectural Drawings have been prepared by Design Team at **Appendix C**, to include RL levels on the floor plans.



Figure 3: Upper ground level – Far Street

DPHI-21 Provide additional elevation/section plans showing the public interface between Buildings G and Sydenham Road, Buildings A and F with Farr Street, and Building B with Mitchell Street.

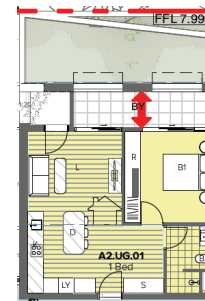
The revised Architectural Drawings have been prepared by Design Team at **Appendix C**, to include additional plans to illustrate the public interface between Buildings G and Sydenham Road, Buildings A and F with Farr Street, and Building B with Mitchell Street. Additionally, refer to the revised Design Report at **Appendix F**.

DPHI-22 Discuss why unit A2.UG.01 does not have direct street access (see Figure 3).



Figure 3: Upper ground level – Far Street

The revised Architectural Drawings have been prepared by Design Team at **Appendix C**, to include direct street access as per below image. Additionally, refer to the revised Design Report at **Appendix F**.



DPHI-23 As indicated in your Design Report (Appendix J), confirm that 2.4m ceiling heights within open plan living rooms are limited to areas directly above the kitchen.

The revised Design Report has been prepared by the Design Team at **Appendix F**, to confirm the limited extent of 2.4m ceiling areas.

DPHI-24 The affordable housing diagrams (DA-785-001 and DA-785-002) show 113 affordable housing units, not 115. Please confirm if this is an error. Note: there may be two units not correctly highlighted on level 6.

The revised affordable housing diagrams (DA-785-001 and DA-785-002) within the revised Architectural Drawings have been prepared by Design Team at **Appendix C**, to ensure consistency with the proposed delivery of 115 affordable housing units.

DPHI-25 Page 32 of the Pedestrian Wind Environmental Study (Appendix EE) lists mitigation measures that are yet to be addressed in the architectural design. Please confirm if these measures will be included in any revised architectural plans submitted with the Submissions Report.

The revised Architectural Drawings have been prepared by Design Team at **Appendix C**, to address the mitigation measures listed in the Pedestrian Wind Environmental Study. Further discussion is provided in **Section 3.2.5** of the RTS Report.

Commercial Floor Area

DPHI-26	<i>Consider relocating the first floor commercial floor area within Building E to Building C or D to more closely align with the objectives of the MU1 Mixed Use zone.</i>	The Design Team has reviewed options and determined that this location is a best fit for purpose, and as such RTL Co. propose to retain the commercial floor area in this location, which is supportable by means of Clause 5.3 of the Inner West LEP 2022. Notwithstanding commercial premises located in this area, it is within 25m of the zone boundary to the MU1 zoned land and is desirable due to compatible land use planning, as detailed in the EIS prepared for the SSDA. Importantly, 'Commerce Lane' is intended to be a vibrant retail strip on the ground plane. Commercial space located on the first floor is complementary and serves as a buffer between the active ground plane and the residential at Level 2 above. Additionally, this corner of Building E prominently presents to Warehouse Place and is therefore an ideal location to comprise space that services the everyday retail and commercial needs of residents on site. It is envisaged to be a co-working space available for use by both residents on site and in the local area.
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Landscaping/Tree Preservation

DPHI-27	<i>Explore ways to increase seating areas within the proposed pocket park whilst maintaining tree canopy cover.</i>	The revised Landscape Plans have been prepared by Arcadia at Appendix Q , to provide additional seating to the proposed pocket park, enhancing the opportunity for the public to engage in passive recreation to this space. Further discussion is provided in Section 3.2.4 of the RTS Report.
DPHI-28	<i>Provide additional details on the proposed playground spaces for children, including their location and proposed equipment. Consistent with the recommendations of the SIA and the State Design Review Panel, providing useful private play spaces within the direct vicinity of units would be beneficial to the project.</i>	The revised Landscape Plans have been prepared by Arcadia at Appendix Q , to provide additional playground details, with respect to location and the equipment proposed. Further discussion is provided in Section 3.2.4 of the RTS Report.
DPHI-29	<i>Update the Arboricultural impact assessment (AIA) to include an assessment of impact to trees to be retained. The assessment should be in the form of a table that includes:</i> <ul style="list-style-type: none"><li data-bbox="353 1082 1187 1139">• <i>details of any proposed incursion or disturbance to the tree protection zone or structural root zone</i><li data-bbox="353 1145 1187 1171">• <i>details of any pruning, if required</i><li data-bbox="353 1177 1187 1208">• <i>any tree protection measures, if required.</i>	The requested assessment is provided in Appendix 4 of the originally lodged Arboricultural Impact Assessment prepared by Naturally Trees (EIS Appendix KK). Additionally, the trees to be retained are identified in the Tree Management Plan at Appendix 9 of the originally lodged Arboricultural Impact Assessment.

1.2 Inner West Council

The Applicant's response to Inner West Council's submission is outlined in **Table 2** below.

Table 2 Inner West Council Submission

Item	Summary of Matters Raised	Responses
IWC-1 Building Height		
IWC-1(a)	<i>Lack of building height transition to surrounding lower density residential zones</i>	The revised Architectural Drawings have been prepared by Design Team at Appendix C . Building G has been markedly reduced in scale. The highest point is reduced from being 17m exceedance to 15.5m or 8 storeys to 5-7 storeys total, with a tapered roof form that further reduces the scale of the building towards Sydenham Road that provides a suitable height transition to existing dwellings on Sydenham Road. In addition, facing Farr Street, a 9m setback has been introduced above Level 4, consistent with the upper level setback proposed to Buildings A and F facing Farr Street. The architectural expression of the building has changed. The 'top' of the building is distinguished from the 'base' of the building which is facilitated by the inclined roof and change in materiality, which further reduces the bulk and scale of this building. Further discussion is provided in the response to item DPFI-1 above. Additionally, refer to the revised Design Report prepared by the Design Team at Appendix F .
IWC-1(b)	<i>Building height variation for Buildings A, C and D supported</i>	
IWC-1(c)	<p>Clause 4.6 Compliance</p> <ul style="list-style-type: none"> <i>Extent of variation beyond the flexibility recommended under direction of 2018 Planning Proposal</i> <i>Development has not satisfied Test 1 under Wehbe, proposed variation does not achieved Objectives (b) and (c) reduction in proposed building height at Building G, shift in massing of Building E, and further analysis of building separation is required.</i> 	A revised Clause 4.6 Variation Report has been prepared by Ethos Urban and is provided at Appendix E . Further discussion is provided in the response to item DPFI-3 above.
IWC-2 Site Isolation		
IWC-2(a)	<p>Nos. 109-119 Sydenham Road, Nos. 199-203 Victoria Road (Corner Site)</p> <ul style="list-style-type: none"> <i>Assessment of Corner Site identified as potentially forming part of a future application. An assessment is to be made against the Planning Principle established in Karavellas v Sutherland Shire Council [2004] NSWLEC 251 (Karavellas) for site isolation .</i> <i>Appendix FF – Acquisition offer to adjacent lots referred in the submitted EIS cannot be found on the NSW Major Projects Website. Therefore, Council is not satisfied that principle established in Karavellas has been demonstrated.</i> <i>Schematic analysis shown in Appendix J – Design Report demonstrates that the site could be reasonable developed in the future but does not adequately demonstrate that the site could support future development consistent with relevant planning controls, including the Indicative Masterplan.</i> 	<p>The revised Design Report has been prepared by the Design Team at Appendix F, to provide a revised indicative scheme for the adjacent Corner Site. This scheme demonstrates orderly and economic development of that site, consistent with the relevant planning controls (LEP and DCP), as well as demonstrating a commensurate approach to the proposed development on the subject site. Further discussion is provided in Section 3.3.1 of the RTS Report. An assessment was made against the Planning Principle established in <i>Karavellas v Sutherland Shire Council [2004] NSWLEC 251 (Karavellas)</i> for site isolation in Section 6.16 in the EIS.</p> <p>Notwithstanding this, a revised assessment against the Planning Principle is provided below:</p>

Submitted schematic analysis not demonstrated orderly and economic use could be achieved if acquisition not pursued.

The SEARs require the proponent to:

*Provide details of negotiations between the owners of adjacent properties (199-203 Victoria Road & 103-117 Sydenham Road), including details, independent valuations and offers to acquire the properties. Where amalgamation is not possible, demonstrate the future development potential for the site/s. This should have regard to the Land and Environment Court (LEC) Planning Principle for Redevelopment, expressed in *Karavellas v Sutherland Shire Council* [2004] NSWLEC 251 (*Karavellas*).*

In response, the proponent provided information in the EIS and provided a confidential appendix, *Appendix FF – Acquisition offer to adjacent lots*. The RTS Report includes additional information to address the planning principles in *Karavellas* (further discussion is provided below) and discussion on technical matters in relation to ADG compliance, development opportunities and flood risk, as addressed in the indicative scheme. The latter is discussed in **Section 3.3.1** of the RTS Report.

The proponent has had regard to the planning principles in *Karavellas* as the proposal adequately addresses those principles. The Commissioner in *Karavellas* described the general questions to be answered when dealing with amalgamation of sites or when a site is to be isolated through redevelopment are:

- First, is amalgamation of the sites feasible?
- Secondly, can orderly and economic use and development of the separate sites be achieved if amalgamation is not feasible?

These questions pre-suppose that the Corner Sites are going to be “isolated”. In the *Karavellas* case, the site that was “isolated” and did not form part of the proposed development was below the minimum lot size required under the relevant local environmental plan for residential flat building development in that zone. That is not the case in relation to the Corner Site. Although the Corner Site does not form part of the proposed SSD, it is not subject to a minimum lot size that would prevent its development. It is not “isolated” in that sense.

Nevertheless, to address the matters raised by Inner West Council and the questions the court adopted in *Karavellas*:

1. Amalgamation of the sites was attempted, but not ultimately reasonably feasible

The proponent submitted with its EIS, *Appendix FF – Acquisition offer to adjacent lots* detailing offers made to and negotiations with neighbouring lots. These offers and negotiations are confidential and revealing them by making that appendix publicly available on the Major Projects portal could jeopardise ongoing negotiations and release other commercial in confidence information of both the proponent and the other owners.

The proponent has provided sufficient information to the consent authority for it to determine that amalgamation of the Corners Site was attempted but not ultimately reasonably feasible. The consent authority (DPH) has access to all the relevant information to address the proponent’s attempts to acquire the Corner Site.

2. The sites can be developed in an orderly and economic way as demonstrated by the indicative scheme prepared by the Design Team at Appendix F

The principle in *Karavellas* refers to the decision in *Cornerstone Property Group Pty Ltd v Warringah Council* [2004] NSWLEC 189 which requires an analysis of whether both sites can achieve a development that is consistent with the planning controls. That analysis may include an envelope for the isolated site which indicates height, setbacks, resultant site coverage, schematic but of sufficient detail to understand the relationship between the subject application and the isolated site and the likely impacts the development will have on each other.

The principle is not whether amalgamation of the sites would achieve a better planning outcome, but whether the orderly and economic use and development of the separate sites can be achieved if amalgamation is not feasible.

The schematic design prepared by the Design Team demonstrates that the Corner Site can achieve development consistent with the planning controls and the proponent’s proposed SSD does not prevent the Corner Site’s orderly and economic development. This is discussed at **Section 3.3.1** of the RTS Report.

IWC-2(b)

Corner Site Potential ADG Compliance

- *Schematic design burdens the Corner Site with responsibility to provide compliance building separation distances with the ADG, given that these buildings have only provided a minimum of 3 metre setbacks from shared boundary.*

The revised Design Report has been prepared by the Design Team at **Appendix F**, to provide a revised indicative scheme for the adjacent Corner Site. This scheme demonstrates compliance with the ADG, consistent with the relevant planning controls (LEP and DCP) as well as demonstrating a commensurate approach to the proposed development on the subject site. Further discussion is provided in **Section 3.3.1** of the RTS Report.

- *Unlikely that Corner Site could provide sufficient communal open space that would receive minimum 50% solar access for 3 hours on June 21, or receive compliant solar access to proposed residential units.]*
- *If the sites are excluded from the SSDA and underdevelopment, they will be entirely overshadowed by the proposal on June 21*

The revised Overshadowing Diagrams within the revised Design Report have been prepared by the Design Team at **Appendix F**, to demonstrate that the Corner Site will achieve minimum solar access in accordance with the requirements of the ADG.

IWC-2(c)

Corner Site – Road Issues

- *Section of Nos. 201-203 Victoria Road zoned SP2 Future Road Corridor reduces potential scale of development once compliant building separation requirements are applied. Although upgrading of intersection is no longer required by TfNSW, SP2 zoning still applies.*
- *Section 6.31(3)(a) of the IWLEP 2022 requires upgrading of road intersections be included in the Indicative Masterplan. Corner Site needs to be included in development for the SSDA to comply with the subclause.*
- *Alternative vehicle routes could be proposed in the SSDA to allow the Corner Site to not rely solely on Sydenham Road e.g. shared path from Farr Street through the site*

The revised Design Report has been prepared by the Design Team at **Appendix F**, noting that SP2 zoning remains applicable, and this is accounted for in the revised indicative scheme prepared for the adjacent Corner Site.

With respect to Council's comment on 6.31(s)(a), please refer to response to item MLG-4 below.

With respect to provision of alternative vehicular access, the Transport and Accessibility Impact Assessment RTS Response prepared by Ason Group at **Appendix Z** notes that:

This comment is noted and imposing a right turn ban on ingress and egress is common for developments with access to State roads. The corner site comprises land zoned both MU1 and R4. Development on this site must include commercial premises (retail) to the Victoria Road frontage, which is not a permissible use in the R4 zone. The commercial premises component requires parking spaces and loading. Access to parking and loading for commercial premises must be located within a zone that permits commercial premises, as it forms part of that use. Therefore, the suggestion to provide vehicular access via a shared path from Farr Street, across R4 zoned land (where commercial premises is not permitted), cannot be supported from a statutory planning perspective. Alternatively, the suggestion to not solely have access off Sydenham Road (i.e. commercial premises loading and parking off Sydenham Road and residential parking via shared path from Farr Street) is a substantially onerous design change for only 35 residential parking spaces. Access to 35 residential parking spaces from Sydenham Road, in addition to the commercial premises parking and loading, does not materially increase the impact to Sydenham Road.

IWC-3 Solar Access & Overshadowing

IWC-3(a)

Overshadowing

- *Shadow impacts fail to achieve Objective (b) of Clause 4.3 of IWLEP 2022, 'minimise adverse impacts on local amenity'. Building G variation results in additional shadowing to Nos. 110-114 Sydenham Road and Building E will have direct impacts to buildings on Sydenham Road. Any future redevelopment at 109-119 Sydenham Road will have little to no solar access as a result of the development*
- *Extent of height variation limits transition between zones, contributes to additional-shadowing impacts to properties on Sydenham Road*

Substantial modifications have been made to Building G, including the reduction in the number of storeys by 1 to 3 storeys to create a tapered massing form. This addresses solar access to Sydenham Road properties, as discussed in **Section 3.3.2** of the RTS Report.

The revised Architectural Drawings have been prepared by Design Team at **Appendix C** to reflect these changes. This is also discussed in the revised Design Report prepared by the Design Team at **Appendix F**. Further discussion is provided in the response to item DPHI-2 above.

A revised indicative scheme has been prepared for the adjacent Corner Site, demonstrating achievable ADG solar compliance, as discussed in **Section 3.3.1** of the RTS Report.

- Unlikely development adequately affords reasonable and compliant building separation for 110-114 Sydenham Road for overshadowing considerations

IWC-4 Public Domain Works

Works within Council verge IWC-4(a)

Upgrading of signalised intersection of Victoria and Sydenham Road must be delivered upon completion of first stage of redevelopment. As property at Southeast corner is required to provide road widening, it must be included in the proposal.

The Transport and Accessibility Impact Assessment RTS Response has been prepared by Ason Group at **Appendix R**, to provide the following response with respect to the intersection of Victoria and Sydenham Roads:

Ason Group prepared the Victoria Road Precinct, Marrickville Voluntary Planning Agreement and Transport Context letter (dated 29 April 2024) which detailed that traffic volumes through the Victoria Road/Sydenham Road have experienced a decline of 12.6% and 10.6% during the AM and PM peak hours, respectively based on historic traffic counts (this analysis was similarly reproduced within Section 2.6 of the TAlA). Following consultation with stakeholders, TfNSW stated they were amenable to DPHI removing the State Voluntary Planning Agreement (SVPA) for the upgrades to the Victoria Road/Sydenham Road intersection provided the applicant produce a Green Travel Plan (GTP) focused on travel demand management, with evidence of this correspondence from TfNSW included in Attachment 1.

Ason Group provided a Preliminary GTP as part of the TAlA with its intention to detail a 'preliminary' framework of potential green travel initiatives and travel demand measures that could be implemented for the development.

In summary, the applicant has committed to a variety of measures to encourage alternative travel modes including, but not limited to:

- Reduced on-site parking provision in line with the Housing SEPP 2021.
- Well-managed and generous site managed car share.
- Signalised midblock crossing on Victoria Road.
- Electric vehicle charging facilities.
- Abundant supply of resident, staff and visitor bicycle parking.
- Improved public domain, wider footpaths along site frontages and through-site links aligned with Council precinct planning.
- Overall design intent focused on encouraging active and public transport use and pedestrian amenity generally to ensure equitable use of public transport infrastructure (including Sydney Metro).

A Detailed GTP is typically prepared following approval, providing greater clarity and expanding on the measures outlined in the Preliminary GTP. However, to ensure Council is satisfied with the proposed measures, Ason Group has expanded on these initiatives in advance. This information has been compiled in a separate document, included as Attachment 2.

Works within Council verge IWC-4(b)

Public domain along all frontages to site must be reconstructed and upgraded as per Street Tree Master Plan and IWC Public Domain Design Guide.

The Landscape Plan and RTS Response Report prepared by Arcadia at **Appendix Q** confirms that that site frontages will be consistent with the Guide. Detailed Public Domain design will follow SSDA consent in accordance with conditions of consent.

Works within Council verge IWC-4(c)	<i>SP2 Zone, including Nos. 199-203 Victoria Road, is to be dedicated as public road widening, with existing footpath widths to be maintained.</i>	The SP2 zoned land within the subject development site will be dedicated to Council as per the draft subdivision plan submitted with the SSDA.
Works within Council verge IWC-4(d)	<i>1.5m activation area along Victoria Road must be provided and kept clear of all obstructions including LV electrical pillars. High quality paving as per new verge paving material selection of MDCP is to be provided.</i>	The Landscape Plan and RTS Response Report prepared by Arcadia at Appendix Q confirms that that the proposed activation zone width exceeds 1.5m. Detailed design of the public domain will be prepared as public domain plans in line with conditions of consent.
Works within Council verge IWC-4(e)	<i>Sydenham Road paving selection is to be consistent with the future Sydenham Road strategy.</i>	The Landscape Plan and RTS Response Report prepared by Arcadia at Appendix Q confirms that that the paving selection will be consistent with the Strategy. Detailed Public Doman design will follow SSDA consent in accordance with conditions of consent.
Mitchell Street IWC-4(a)	<i>Unnamed laneway connected to the site off Mitchell Street to be incorporated into the development. Acquisition should be explored with Council's Property Team.</i>	The acquisition of Mitchell Lane is subject to ongoing discussion with Council in relation to establishing a Voluntary Planning Agreement.
Mitchell Street IWC-4(b)	<i>Kerb line to southern side of Mitchell Street to be re-aligned to be straight by dedication of land on development site as to maintain existing footpath widths</i>	Noted. To reiterate the development complies with Housing SEPP 2021 parking rates for BTR and co-living housing. The proposed development results in a consolidation of 22 existing driveways across all frontage streets into three well located and separated accesses, with a corresponding increase in on-street car parking.
Mitchell Street IWC-4(c)	<i>Angle parking options at a widened Mitchell Street should be investigated</i>	Widening of Mitchell Street to accommodate angled parking is not practical for several reasons, including: <ul style="list-style-type: none"> • Wider roads do not align with the aim to improve pedestrian amenity nor Council's broader Precinct 47 Planning intent. • Would require loss of land currently planned to form part of the proposed development (a 3m wide section along the northern boundary). • Would limit the ability to include meaningful activation of Mitchell Street, as currently achieved with the submitted SSD. • Would result in a reduction of landscaping and deep soil zones, footpath and overall pedestrian amenity. • Would impact the intended pedestrian desire lines, especially considering the future pocket park (approved under DA/2022/1164) at 37-47 Farr Street (at the western end of Mitchell Street). • May impact heavy vehicle access to and from the existing properties on the northern side of Mitchell Street. • Does not result in a meaningful improvement in the existing 'kink' in Mitchell Street west of Mitchell Lane.
Mitchell Street IWC-4(d)	<i>Proposed footpath along Mitchell Street is to be for public use and ensure that footpath, landscape and movement is coordinated with pocket park approved under development consent DA/2022/1164 at 37-47 Farr Street</i>	Public use of the footpath, as well as coordination of landscape and movement with the approved pocket park (DA/2022/1164) is illustrated in the landscape plans submitted with the SSDA.

Existing Infrastructure IWC-4(a)	<p><i>Provided Infrastructure Report does not include investigation of adequacy of stormwater infrastructure in Farr Street, Sydenham Road, Victoria Road or Mitchell Street.</i></p> <p><i>All drainage systems within the precinct are to be upgraded to a 5% AEP capacity as per the MDCP. Stormwater drainage shall be provided within road reserve of Victoria Road at 40m intervals from intersection of Mitchell Street to Sydenham Road, and within road reserve of Farr Street for at 40m intervals.</i></p>	<p>Mott MacDonald confirm in their revised Flood Impact Risk Assessment at Appendix J that:</p> <p><i>It is outside the scope of works to reduce the overall flood risk around The Timberyards due to its brownfield location. Options to reduce overall flood risk have been assessed as part of the Marrickville Valley Floodplain Risk Management Plan consist of a suite of stormwater upgrades across the catchment.</i></p> <p><i>The only connection point / legal point of discharge for the entire site is located adjacent to the southeast corner of the development, at the intersection between Victoria Road and Sydenham Road. On Site Detention is adequate to maintain existing flow rates; therefore, it is not necessary to include additional drainage around the perimeter of the site.</i></p>
Existing Infrastructure IWC-4(b)	<p><i>All overhead power lines adjacent to the site should be repositioned underground. Multi-function pole lighting shall be provided on Victoria Road, Sydenham Road and Mitchell Street frontages. Any electrical pillars to be provided should be clear of the road reserve and 1.5m footpath Activation Zone.</i></p>	<p>Multi-function pole lighting is proposed on Victoria Road, Sydenham Road and Mitchell Street frontages. Undergrounding of lighting was confirmed in the Infrastructure Services Report lodged with the original SSDA.</p> <p>Details of the public domain design (electrical pillar locations etc) will be provided in a Detailed Public Domain Plan following as per conditions of consent.</p>
Existing Infrastructure IWC-4(c)	<p><i>Minimum 3mx3m splay to be provided at all intersections of the development and the land dedication to the public as road widening.</i></p>	<p>Noted. This will be addressed as part of the updated architectural pack.</p>
Accessibility and internal site circulation IWC-4(a)	<p><i>Landscape plans need to be amended to indicate outcome of requested 90-degree parking/kerbline adjustments on the southern side of Mitchell Street.</i></p>	<p>90-degree parking does not form part of the proposal, as discussed in review by Ason Traffic at Appendix R and Arcadia at Appendix Q.</p> <p>Vehicular circulation off Farr Street is discussed in the response to TfNSW matters below.</p>
Accessibility and internal site circulation IWC-4(b)	<p><i>Landscape proposals and movement planning for the Mitchell Street frontage shall be coordinated with design plans for pocket park approved under DA/2022/1164 at 37-47 Farr Street.</i></p>	<p>Additional details indicating the extent of the accessible pedestrian movement network across the internal site are provided in the Accessibility Report prepared by Architecture and Access for the original SSDA.</p> <p>Opportunities for 90-degree parking were closely considered during the SSDA design development, however the proposal would require the development boundary to be reduced and materially impact the current public domain and building design along Mitchell St.</p>
Accessibility and internal site circulation IWC-4(c)	<p><i>Shared zone off Farr Street appears to indicate a dead-end. Vehicular circulation function and traffic management measures are unclear.</i></p>	<p>Refer to response to TfNSW-2. Ason advises the following:</p> <p><i>This comment is noted and the function of the shareway has been revised to support access for bump in/ bump out activity, waste collection and removalist vans/ trucks only. With access limited to these vehicles and with management practices in place, there would be no risk of queuing nor impacts to Farr Street of the Farr Street/ Sydenham Road intersection.</i></p> <p><i>Implementation of a LDMP to efficiently manage use of all on-site loading (including the Farr Street shareway) would include the need for vehicles to be</i></p>

pre-booked and limited to defined timeslots. Further details on loading requirements, other referenced material and loading dock management/ dock booking systems would form part of the future LDMP. With appropriate management measures in place, this area is expected to generate only minor traffic activity. This includes removable bollards in place at the Farr Street crossover to prevent unauthorised access.

Accessibility and internal site circulation IWC-4(d)

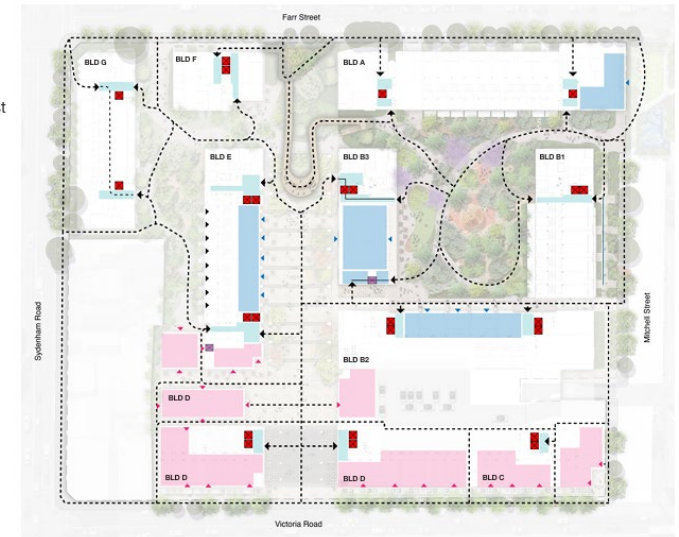
Additional details indicating extent of accessible pedestrian movement network across internal site are to be provided, with potential obstacles to be identified e.g. wheelchair access along proposed footpath on Mitchel Street

The Design Report at **Appendix F** provides a detailed overview of the accessible pedestrian movement network, refer excerpt below.

Site Accessibility Diagram
Response to Inner West Council Matter 4(d)

- Accessible Pedestrian Movement
- Retail Tenancies
- Commercial Indoor Space
- Public Lift
- Private Residential Lift
- Private Residential Lobby

Refer to SIDA Drawings and Accessibility Report prepared by Architecture and Access for further information addressing the matter.



This is supported in the Accessibility Statement prepared by Architecture and Access at **Appendix V**.

IWC-5 Traffic and Parking

IWC-5(a)

Should Corner Site not form part of site redevelopment then vehicle and future basement access should be provided from development via a right of way.

Development of the site is envisaged to be standalone, which has been supported by the traffic engineer at **Appendix Z**.

IWC-5(b)

As per the SIDRA analysis the intersection works have failed to meet their aim of increasing capacity by revolving issues through providing dedicated right turn bays on the Sydenham Road east approach and Victoria Road north approach and plus a left turn slip lane on the Sydenham Road west approach. Provided intersection works should meet objectives and become part of the proposal and be delivered upon completion of the first stage of any redevelopment.

As discussed, TfNSW was amenable to removal of the SVPA for the upgrades to the Victoria Road/ Sydenham Road intersection following review of historic traffic count data which detailed a steady decline of traffic volumes through the Victoria Road/ Sydenham Road intersection together with detailed additional modelling to confirm intersection operation. DPHI similarly removed the obligation for intersection upgrades under the new SVPA for the Timberyards development.

There has been several revisions to the Victoria Road/ Sydenham Road intersection layout however, it is understood that the intersection upgrades

required under the SVPA included a dedicated right turn bay on Victoria Road (north) and left turn slip lane on Sydenham Road (west) only, with the approved layout shown in Figure 2. It is understood that the SVPA at the time did not formally include provision of right turn bays on Sydenham Road. The original SVPA upgrades (prior to their removal from the SVPA) were also confirmed by TfNSW, as detailed in Attachment 1.

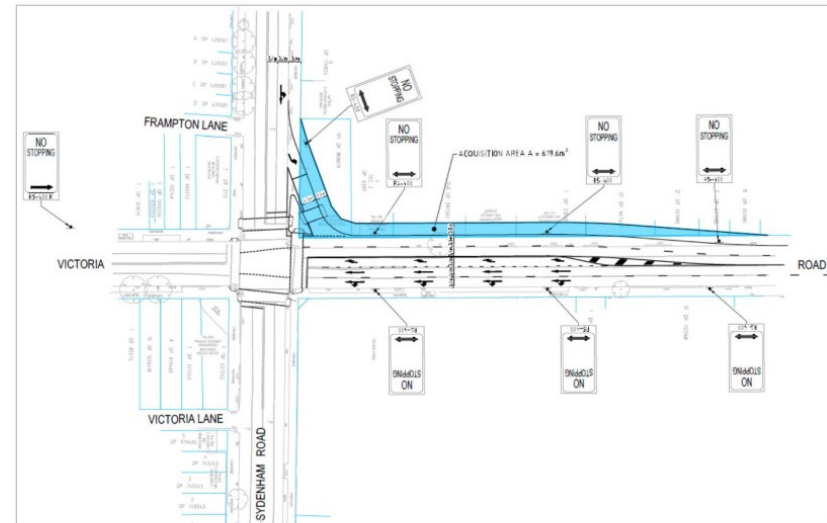


Figure 2: SVPA Victoria Road/ Sydenham Road Intersection Layout

Source: Victoria Road and Sydenham Road Intersection Plan, Drawing Number 18-530 SKC02 prepared by at&i dated 10 May 2018.

IWC-5(c) The TAIA is to be amended to provide sensitivity analysis on different growth scenarios.

As discussed, the TAIA detailed that traffic volumes through the Victoria Road/ Sydenham Road have experienced a decline of 12.6% and 10.6% during the AM and PM peak hours, respectively based on much data collection over several years. The data highlights the ongoing declining trend in traffic volumes through the area in part due to other major infrastructure projects such as WestConnex and Sydney Metro Southwest. It also reflects the changing nature of work (due to work from home and general flexible workplaces) where people travel outside peak periods or don't travel at all together with changing land uses in the local and regional area that will tend to continue to generate lower traffic volumes.

Considering the above it is not considered appropriate to include a growth scenario in future modelling year scenarios

IWC-5(d) Proposed new pedestrian signals at mid-block should be relocated to Mitchell Street. Current location is within the current queue length from the Victoria Road/Sydenham Road intersection at PM peak and Saturday Peak.

The exact location of the proposed signalised midblock crossing is subject to stakeholder engagement. In this regard, it can be relocated with ease to be minimum 110 metres north of the Victoria Road/ Sydenham Road intersection to ensure appropriate separation. The location also needs to consider the Wicks Place entry shareway on the eastern side of Victoria Road further to the north.

		As noted, SIDRA modelling has been updated in response to minor comments received from TfNSW and to reflect this relocated midblock crossing. The SIDRA movement summaries, including queue lengths, delay and level of service are discussed later in this letter
IWC-5(e)	<i>Car rate of 0.5 spaces per unit (MDCP rate for boarding houses) should be adopted instead of 0.2 per unit. When this rate is adopted it results in 356 extra space to be accommodated within surrounding road network, this is unsatisfactory.</i>	Noted. However, Housing SEPP 2021 includes a non-discretionary development standard for build-to-rent developments on land within an accessible area. Should parking be provided at a rate of at least 0.2 spaces per dwelling, the consent authority is not permitted to enforce more onerous parking requirements. No visitor parking rate is stipulated in the Housing SEPP 2021. On this basis, the submitted SSD is not required to propose additional parking over and above the maximum Housing SEPP rates. Furthermore, the proposal will be supported by a variety of active travel measures and objectives (as defined in the TAIA) and further detailed in the GTP included as Attachment 2. The GTP would naturally be expanded and expected to be required as part of any such conditioned approval.
IWC-5(f)	<i>Clause 73 under SEPP (Housing) 2021 requires that BTR housing is only mandatory for 15 years. Parking issues will be compounded once development is converted to Strata Title.</i>	Noted.
IWC-5(g)	<i>Estimated car parking spaces required for retail and commercial uses do not align with proposed number of spaces. TAIA is to be amended to detail how retail and commercial parking figures were calculated. New level of basement parking is to be provided below existing retail parking.</i>	Noted. Non-residential parking has been provided in accordance with the Marrickville DCP rates for the Parking Area 2 category, being: <ul style="list-style-type: none"> • Retail Premises (750-1,000m2 GFA): 12 + 1 per 35m2 GFA over 750m2 GFA. • F&B: 1 space per 80m2 GFA. • Office: 1 space per 80m2 GFA. Refer to the TAIA included a detailed assessment of the expected mix of retail and F&B tenants, as well as coworking areas to ensure a practical and 'real' estimate of parking demand. The proposed non-residential parking supply is compliant with the DCP parking requirements.
IWC-5(h)	<i>Parking rates must comply with Area 2 of Part 2.10-Parking of MDCP. If not complying, justification is to be provided via use of parking and car ownership surveys of similar co living developments.</i>	
IWC-5(i)	<i>Transport and Accessibility Impact Assessment is to include on street parking utilisation surveys. Look for opportunities to increase on street parking.</i>	This detail is addressed as part of the above responses. Parking has been provided in accordance with the Housing SEPP 2021 and DCP requirements, where applicable. The TAIA includes details of the significant reduction in driveway crossovers across the consolidated site, with a corresponding improvement in the parking supply along the frontage streets and public domain generally.
IWC-5(j)	<i>Analyse car ownership rates from latest census date for the suburb to determine impacts on 'on-street' parking.</i>	Furthermore, the proposal introduces new housing alternatives attracting a significantly different demographic to the area. This mostly includes a diverse, younger and increasingly mobile demographic that does not rely on private vehicles for daily travel. Active travel and public transport use are the primary travel mode choice with TfNSW highlighting the need for a travel demand management approach where sustainable travel initiatives are key (as detailed in the above responses).

On this basis, detailed parking utilisation surveys are not required with historical local area car ownership rates not relevant. It is also understood that Council has been investigating opportunities to assess on-street parking within Precinct 47 for some time, with a resident parking scheme the obvious solution to the low turnover of parking historically evident in the area. This is not the responsibility of the applicant though we note that future residents of the development would not be permitted access to any such future implemented resident parking scheme.

IWC-5(k) *Swept paths provided with the TAIA show site servicing is constrained, service area is to be redesigned to allow heavy vehicle to access loading dock in maximum of 2 manoeuvres. All site servicing to be in and out in a forward direction without need for a turntable.*

Noted. However, the additional single short manoeuvre only relates to large waste collection vehicles and is well removed from all publicly accessible areas by being purposely constrained to the confines of the loading dock apron only. These vehicles would similarly only access the site during non-peak periods at times when the retail car park is closed. Overall, the layout effectively balances the provision of adequate loading bays, manoeuvring areas, and access to and from the retail car park. This would also be controlled through site management measures which would be detailed in a separate Loading Dock Management Plan (LDMP) and endorsed by relevant stakeholders prior to occupation.

IWC-6 Stormwater Management & Water Sensitive Urban Design

IWC-6(a) *All basements must be fully tanked.*

A Dewatering Management Plan has been prepared by Tetra Tech Coffey at **Appendix N**, to confirm that the basement is proposed to be tanked following construction, with a hydrostatic wall and base slab proposed below the design water table level (refer to Figure 3-4 in the Dewatering Management Plan).

IWC-6(b) *If WaterNSW permits a drained basement, groundwater will only be permitted to be discharged to Council's stormwater system if it meets the following water quality requirements:*

The revised Flood Impact Risk Assessment has been prepared by Mott MacDonald at **Appendix J**, to explore the opportunity to increase the capacity of existing stormwater networks to and around the site to 5% AEP. However, this would be a major undertaking involving Council, Sydney Water and Transport for NSW and hence lies beyond the scope of the development project.

- *Water must be treated to meet ANZECC (2000) 95% Marine Water Guidelines;*
- *Where the ANZECC (2000) Marine Water Guidelines are silent on any elements or chemicals present in testing samples the water discharge is to comply with endorsed guidelines and recommendations issued by the EPA;*
- *The water shall have a pH of between 6.5-8.5*
- *The water to be discharged must contain no visible oil or grease; and*
- *The water must not contain any substances known to be toxic to aquatic life.*

Drainage systems and groundwater are discussed in further detail in the response to item DPHI-13 below.

IWC-6(c) *All drainage systems within the precinct including the road reserve are to be upgraded to a 5% AEP capacity.*

Stormwater plans address soft landscaped water treatment measures as set out in the Marrickville Council Water Sensitive Urban Design (WSUD) Reference Guideline. Refer to **Appendix J**. This is confirmed by the Landscape Architect at **Appendix Q**, which states:

IWC-6(d) *The stormwater plans shall be amended as to introduce raingardens or other soft landscaped water treatment measures as per the Marrickville Council WSUD Reference Guideline.*

The Public Domain and Landscape Design will implement best practice Water Sensitive Urban Design Principals [with] a series of solutions that look to manage the stormwater to both passively irrigate the landscape and treat the water in a high flow event.

We have identified water sensitive urban design site-wide opportunities and constraints through design including the overview of safety, capital management, water quality, urban content, impervious catchment and geology and soils.

The use of on-site detention, bioretention, urban basins, porous and permeable pavements all contribute to a cohesive water sensitive urban design outcomes. Water re-use and integration within is made visible, demonstrating sustainability and linking directly to the historic narrative of the site.

IWC-7 Flood Planning

IWC-7(a)	<i>All floor levels of the proposed development commercial and residential must be set at the Flood Planning Level</i>	Habitable floor levels have been set at a minimum of the Flood Planning Level as the DCP. Retail has been placed at the 1% AEP level, with the provision of a back of house area at the FPL to allow locating more sensitive features such as kitchens and storeroom. The Engineer confirms this meets the Council DCP requirements C13 (Floor levels (except for access-ways) must be at least 500mm above the 1% AEP flood level, or the buildings must be flood-proofed to at least 500mm above the 1% AEP flood level) as flood-proofing is provided by the raised back of house areas
IWC-7(b)	<i>FIRA shall assess a range of storms to determine the level of service of the major intersections impacted by flooding and measures to improve the level of service to a minimum 5% AEP event.</i>	The FIRA considers a range of storm events (10%, 1% and PMF). It is not feasible to achieve 5%AEP serviceability of intersections due to the constraints of the existing stormwater networks, which reach capacity in the 50% AEP (1 in 2yr) storm. Achieving 5% serviceability would entail major upgrades to the networks under Sydenham Road, increasing the capacity of the Sydenham Pit, upgrading the Sydenham Pit pumping capacity and potentially upgrading the channel between the Pit and Cooks River. It is not in the scope of The Timberyards SSDA to consider these measures. The revised Flood Impact Risk Assessment has been prepared by Mott MacDonald at Appendix J , to assess a range of storm events for serviceability impact at major intersections.

IWC-8: Tree Management

IWC-8(a)	Arboricultural Compliance <ul style="list-style-type: none">• <i>Arboricultural Impact Assessment and Method Statement doesn't address the Remediation Action Plan and the impacts that any such work will have on trees located on adjoining property</i>• <i>It is unclear why trees at adjoining property and majority of street trees as "Category Z "Unimportant trees not worthy of being a material constraint".</i>• <i>Insufficient details have been provided confirming tree protection measures that are required to ensure the viable retention of trees 48-53 during construction. The following protection measures have not been addressed:</i><ul style="list-style-type: none">- <i>Will fencing or trunk protection be installed, and why.</i>- <i>Impacts that the installation of hoarding will have.</i>- <i>Whether pruning will be required</i>	Impacts of the proposed works on trees located on the adjoining property are addressed in the Arboricultural Impact Assessment lodged with the original SSDA (EIS Appendix KK). The criteria for assessment of above-ground and below-ground characteristics of tree stock to be supplied for landscape use are specified in AS2303. The requirements of AS2303 will be complied with. RTL Co. confirm that the existing overhead Ausgrid network assets along the site frontages (site side of the roads) are to be removed and relocated underground, with the installation of new Ausgrid steel column streetlights. This was stated in the originally lodged Infrastructure Delivery Report prepared by ADP (EIS Appendix UU).
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- All replacement planting must comply with AS2303-Tree stock for landscape use. Council will require certification that all street tree plantings comply with this standard.
- The existing overhead electrical infrastructure located on the Victoria Road and Farr Street frontages must be re-directed underground.

IWC-9: Acoustic Impacts

IWC-9(a)

Mechanical Plant – Residential & Commercial Components

- Consideration of alternative and natural ventilation is required due to acoustic limitations at affected residential apartments/living spaces
- When selecting mechanical plant for installation, cumulative impact of all new plant should be assessed against noise emission criteria to avoid risk of noise creep
- The submitted Acoustic Report has not included any discussion of noise from the proposed communal facilities for residents

The revised Acoustic Report has been prepared by Acoustic Logic at **Appendix S**, to address noise mitigation measures in response to these matters.

IWC-9(b)

Commercial Tenancies

- Submitted Acoustic Report recommends that a separate acoustic assessment is required when any licensed premises/entertainment premises are proposed for the commercial spaces

Noted.

IWC-9(c)

Traffic Generation, Car Park & Loading Dock

- Minimal consideration has been provided towards traffic noise within the submitted Acoustic Report. Recommendations to be made 'where-feasible' is unenforceable, and are not reinforced in the submitted Plan of Management (POM)
- POM is to be amended to recommendations for managing noise from the loading dock

The revised Acoustic Report has been prepared by Acoustic Logic at **Appendix S**, to address potential traffic noise as well as providing recommendations to mitigate these impacts.

The Plan of Management submitted with the SSDA includes noise mitigation measures and can be further refined subject to conditions of consent.

IWC-10: Land Contamination

IWC-10(a)

Environmental Management Plan

- The RAP advises that a detailed soil vapour/sub-slab vapour investigation be carried out along with a groundwater monitoring program. This will need to be captured in an Environmental Management Plan (EMP)
- EMP will need to include materials to be dealt with on site via containment cells.
- The EMP will need to be legally enforceable and be publicly notified via either a notation on the planning certificate and/or registration on the land title.

EDP advise at **Appendix AA** that:

An environmental management plan (EMP) or long term EMP (LTEMP) is prepared to ensure a site remains low risk from a human health or environmental perspective from any potential or known contamination. The site assessment process for the Project will first involve a data gap assessment, followed by review and update of the current remediation action plan (RAP), if required, to address the identified contamination with respect to the proposed development. Upon completion of the remediation and validation works in accordance with the RAP, if residual contamination remained which could pose an ongoing risk to human health or environment, then at this time an EMP/LTEMP may be required. In this respect, preparation of a management plan is not considered to be required at this stage.

IWC-11 Waste Management

IWC-11(a)

Commercial waste

- *Waste and Recycling Management Plan and architectural drawing indicate long route of transfer from retail tenancies to the commercial storage area in Building B2.*
- *Architectural plans are to be amended to include the temporary storage area in retail/commercial lobbies or Back of House to be provided as per Page 26 of the Waste Management Plan. Plans are to demonstrate that they are to be inaccessible from residential back of house areas.*

The revised Waste Management Plan prepared by MRA at **Appendix G** identifies support for waste transfer and storage areas proposed.

IWC-11(b)

Residential waste and recycling capacity

- *For the co-living units it is suggested that capacity is still provided for 80L-120L landfill/unit/week, not just 40L of garbage and 40L of recycling per unit per week as per the MDCP. This has been recommended previously at a pre-planning meeting and the previous response from Council in November 2024.*
- *To accommodate adequate waste capacity, there will need to be additional bins and associated storage.*

The revised Waste Management Plan has been prepared by MRA at **Appendix G** and the revised Architectural Drawings have been prepared by Design Team at **Appendix C**, to demonstrate that there is sufficient bin and storage capacity to enable 80L-120L landfill/unit/week.

IWC-11(c)

Food organics recycling (FOGO)

- *Council recommends one 240L bin be shared between 10 units to accommodate maximum servicing.*

The revised Waste Management Plan prepared by MRA at **Appendix G** sets out that FOGO waste has been derived at a rate of 10L/unit/week. Based on the actual number of 240L bins allocated for each building, each FOGO bin will be shared by an average of 20 units. This lower rate is considered appropriate since no garden organics will be generated due to the type of development. There is sufficient room in the space allocated (Table 10) to supply additional bins if required once operational. Also, noting FOGO waste has alternative collection days to other streams.

IWC-11(d)

Collection frequency

- *The waste management plan collection times are inconsistent with Council's maximum residential servicing of collected once per week and recycling collected once per fortnight.*

The revised Waste Management Plan prepared by MRA at **Appendix G**, sets out that MRA was advised by Council in Nov 2024 that the collection frequencies can be applicable to a site of this size to avoid excessive manual handling.

IWC-11(e)

Bin movement between buildings

- *Bin movement between buildings pose a safety concern in areas with high foot traffic, this has not been adequately addressed in waste management plan.*
- *Council Waste Supervisors have recommended a second loading dock to split up collections and reduce bin movements between different buildings. In the case of a single loading dock, a plan of management for bin manoeuvring is recommended*

The circulation of bins has been reviewed to ensure safe movement in high traffic areas. These have been reflected in the Waste Management Plan prepared by MRA at **Appendix G**.

IWC-11(f)	<p>Litter prevention</p> <ul style="list-style-type: none"> <i>Litter bins are to be provided in publicly accessible spaces. The waste from these bins is not to be emptied by Council and is to be included by the property's commercial waste contractors.</i> <i>Consider having Return and Earn baskets for accepted Container Deposit Scheme containers.</i> 	<p>The revised Waste Management Plan has been prepared by MRA at Appendix G, to demonstrate that closed litter bins will be provided in publicly accessible areas. These bins will be emptied internally and not by Council.</p>
IWC-12: Planning Agreement		
IWC-12(a)	<p>Voluntary Planning Agreement</p> <ul style="list-style-type: none"> <i>VPA discussions are ongoing regarding payment of local infrastructure contributions and potential divestment of Mitchell Lane and valuation of public benefit on offer.</i> <i>A VPA must be finalised prior to the determination of the application.</i> 	<p>RTL Co are actively participating with IWC to resolve the VPA.</p>
IWC-13: Section 7.11 Contributions		
IWC-13(a)	<p>Section 7.11 Contributions</p> <ul style="list-style-type: none"> <i>The below citation is quoted from a recently approved SDD-68067459 issued by the Department, dated 20 December 2024 (see page 7, Condition A9), Council requests that this condition is replicated if approving this application: Prior to the issue of the first Construction Certificate, the Applicant must provide written evidence to the Certifier that a monetary contribution pursuant to the provisions of Council's Section 7.11 Development Contribution Plan – Inner West Local Infrastructure Contribution Plan 2023, has been paid to Council. Council must be contacted for calculation of required contributions.</i> 	<p>RTL Co are actively participating with IWC to resolve the VPA.</p>
IWC-14: Urban Design		
IWC-14(a)	<p>Building Separation Distances</p> <ul style="list-style-type: none"> <i>Building separation strategy for Buildings G and D towards adjoining properties is to be resolved considering amenity impacts. Inconsistent with NSW ADG Part 3F guidance</i> <i>Proximity of Buildings G and D limit the future re-development potential of the adjoining properties at 109-119 Sydenham Road and 199-203 Victoria Road.</i> 	<p>The revised ADG Compliance Table within the revised Design Report has been prepared by the Design Team at Appendix F, to demonstrate that building separation distances meet the objective of the ADG. Further discussion is provided in the response to item DPHI-4 above.</p>
IWC-14(b)	<p>Landscape Design Quality</p> <ul style="list-style-type: none"> <i>Applicant should confirm consistency with the NSW Apartment Design Guide in terms of Part 3E - 15% genuine deep soil area (Excluding planting on structures) and Part 3D 25% communal open space requirements, including the mid-winter solar access for the minimum 2 hours.</i> 	<p>The RTS Response Report prepared by Arcadia at Appendix Q demonstrates that deep soil and communal open space provision meets the objectives of the ADG.</p>

IWC-14(c)	<p>Re-entrant Corners in Building B</p> <ul style="list-style-type: none"> • <i>Screening devices, angled walls or a relevant design strategy should be implemented to eliminate potential cross-viewing issues</i> 	<p>The revised Design Report has been prepared by the Design Team at Appendix F and includes details of refinement of privacy measures for internal corner apartments. Refer to the revised Architectural Drawings at Appendix C.</p>
IWC-14(d)	<p>Concerns for Building G</p> <ul style="list-style-type: none"> • <i>Consider reconfiguration strategies where the primary balcony orientation and address is either to the street or to the internal courtyard</i> • <i>All habitable rooms should have primary address to the street and/or the internal courtyard.</i> • <i>Only secondary windows to the side boundaries are acceptable, if a reduced building separation distance</i> 	<p>The revised Architectural Drawings have been prepared by Design Team at Appendix C, to revise the layout of Building G apartments, as well as window locations, following general update to Building G massing.</p>
IWC-14(e)	<p>Concern for Building D</p> <ul style="list-style-type: none"> • <i>Separation distance of Building D to the side boundary should be confirmed. It is preferred that a minimum 4.5m side setback should be established in this instance</i> 	<p>As part of the detailed response to site isolation a 'concept plan' with indicative massing and level by level plans has been prepared to illustrate the flexibility and amenity available to future development of the Corner Site (109-119 Sydenham Road) adjacent to Building D. This detailed study confirms that the proposed 3.0m setback to Building D when taking into consideration the reciprocal setback to the future site, 3m to 9m is satisfactory and provides flexibility for future development opportunities.</p> <p>Refer to the Design Response Report for further information and detail at Appendix F.</p>
IWC-14(f)	<p>Ground Floor Configuration</p> <ul style="list-style-type: none"> • <i>The G1 lobby appears disconnected from the nearest footpath and the courtyard entries, and further refinement should be considered. Similarly, G2 lobby entry from the footpath relies on a set of stairs, however a pedestrian ramp appears to be missing.</i> 	<p>The revised ground floor plans within the revised Architectural Drawings (Appendix C) illustrate that all lobbies provide direct barrier-free pedestrian access from the street, with the exception of G2 in Building G. In this case, accessible entry is provided via the northern lobby (G1), which is a design response to site-specific flooding constraints that prevent direct access from Sydenham Road.</p> <p>This matter has been reviewed by the Access Consultant and considered appropriate under the specific circumstances. Refer to the updated Access Statement at Appendix V for further information.</p>
IWC-14(g)	<p>Building B Pedestrian Arrival Experience</p> <ul style="list-style-type: none"> • <i>It is currently unclear as to how the B2 and B3 Lobbies are accessed from the public domain, as these lobbies appear to be accessed via Hardware Lane. Additional section plans across Building B are required to provide clarification on this matter.</i> 	<p>The revised Architectural Drawings have been prepared by Design Team at Appendix C, to demonstrate access to the Building B lobby from the public domain.</p>

1.3 Government Agencies

The Applicant's responses to the received government agency submissions are outlined in **Table 3** below. It is noted that the responses provided below are generally quoted from the associated technical appendices.

Table 3 Government Agency Submissions

Item	Summary of Matters Raised	Responses
Transport for NSW		

TfNSW-1 **Sydenham Road and Victoria Road classification**
It is noted that Sydenham Road is a state classified road and Victoria Road is a regional classified road under the care, control and management of the Council. Concurrence from TfNSW under Section 138 of the Roads Act 1993 will be required for any works within both the Sydenham Road and Victoria Road road reserves (e.g. for the removal of existing driveways, connection to the drainage network, etc).

Noted and agreed.

TfNSW-2 **Intersection modelling**
The traffic signals that have been modelled, currently operate with a maximum 100 sec cycle length during peak periods and the Sidra modelling is to be amended accordingly.

The Transport and Accessibility Impact Assessment RTS Response has been prepared by Ason Group at **Appendix R**, to review detailed SCATS data as part of the completed SIDRA modelling. While the identified cycle time is more than 100 seconds, the SIDRA model has been adjusted to reflect a cycle time of 100 seconds at all signalised intersections.

The revised existing intersection operation is summarised below with detailed SIDRA outputs provided in Attachment 4 of the Transport and Accessibility Impact Assessment RTS Response.

TABLE 1: REVISED EXISTING INTERSECTION OPERATION

Intersection	Peak	Degree of Saturation	AVD (seconds)	95 th Percentile Queue	Level of Service
Sydenham Road/ Victoria Road	AM	0.71	29	153	C
	PM	0.78	31	143	C
	SAT	0.79	33	171	C
Sydenham Road/ Farr Street	AM	0.38	8	57	A
	PM	0.60	8	106	A
	SAT	0.60	8	101	A
Victoria Road/ Mitchell Street	AM	0.03	24	1	B
	PM	0.06	24	2	B
	SAT	0.09	15	2	B
Sydenham Road/ Fitzroy Street	AM	0.81	129	22	F
	PM	0.87	90	36	F
	SAT	0.91	84	41	F

Section 8 of the Transport and Accessibility Impact Assessment RTS Response details the various estimates and methodology adopted as part of the detailed traffic assessment. Ason Group has revised the post-development traffic model to include the above change to the cycle times and relocation of the proposed Victoria Road signalised crossing 110m north of Sydenham Road in response to both Council and TfNSW comments. All other assumptions remain consistent with the traffic modelling assessment completed as part of the originally lodged Traffic Report (EIS Appendix RR).

The revised post-development intersection operation is summarised below.

TABLE 2: REVISED POST-DEVELOPMENT INTERSECTION OPERATION					
Intersection	Peak	Degree of Saturation	AVD (seconds)	95 th Percentile Queue	Level of Service
Sydenham Road/ Victoria Road	AM	0.73	33	156	C
	PM	0.80	28	143	B
	SAT	0.86	32	186	C
Sydenham Road/ Farr Street	AM	0.41	10	63	A
	PM	0.69	10	127	A
	SAT	0.66	11	117	A
Victoria Road/ Mitchell Street	AM	0.04	35	1	C
	PM	0.20	32	5	C
	SAT	0.22	20	5	B
Sydenham Road/ Fitzroy Street	AM	0.83	134	23	F
	PM	0.93	111	43	F
	SAT	0.97	107	52	F
Victoria Road Mid-block Crossing	AM	0.30	2	47	A
	PM	0.35	4	44	A
	SAT	0.40	3	68	A

The revised modelling is generally consistent with that detailed as part of the Transport and Accessibility Impact Assessment RTS Response and indicates the following (with detailed SIDRA outputs included in Attachment 4 of the Transport and Accessibility Impact Assessment RTS Response):

- The Victoria Road/ Sydenham Road intersection is expected to operate at LoS C post-development consistent with existing conditions, with negligible increases to average delay across the intersection during the AM and Saturday peak hours. There would be minor reductions to average delay during the PM peak hour, primarily due to improved coordination with the adjacent midblock crossing on Victoria Road and slight variations to signal phasing in response to changing traffic volumes post-development. 95th percentile queues on the Victoria Road north approach are estimated to extend up to 105 metres and therefore not queue through the proposed signalised midblock crossing which has been relocated to 110 metres.
- The Sydenham Road Road/ Farr Street intersection is expected to operate at LoS A post-development, consistent with existing conditions. During the AM peak hour, a queue of up to five vehicles is expected on Farr Street due to increased traffic associated with departing residents. This is considered acceptable and shown to not noticeably impact overall intersection operation.
- The Victoria Road/ Mitchell Street intersection would continue to operate well with a minor increase in delays for vehicles on Mitchell Street, noting that queues are shown to be minor during all peak hours and extending up to one vehicle. The modelling results confirm no requirement of traffic signals at this intersection as a result of the proposed development.
- The Sydenham Road/ Fitzroy Street intersection would continue to operate at LoS F during all peak hours, with the right turn from Fitzroy Street remaining the critical movement. The proposal is only anticipated to contribute at most an additional 15 vehicles in each direction during the Saturday peak hour (with volumes during the AM and PM peak hours about 45% to 60% of these

volumes, respectively). Overall, the intersection is expected to continue operating similar to existing conditions.

- The proposed midblock pedestrian crossing is anticipated to operate well, with no noticeable queuing along Victoria Road on account of the expected need to link signal timing with the Victoria Road/ Sydenham Road traffic signals. The northbound 95th percentile queue is estimated to extend up to 40 metres during any peak and would therefore not impact the operation of the Sydenham Road/ Victoria Road intersection.

Overall, the proposed development is not expected to have a material impact on the surrounding road network. Notwithstanding, the existing site contains several industrial, residential and commercial lots which naturally contain some level of existing traffic. Modelling has conservatively not considered any discounts through removal of these existing land uses.

The SIDRA network modelling diagrams show parking on Sydenham Road between Victoria and Farr Street in both directions for both existing and future PM scenarios however, the current parking restrictions are a mixture of No Parking and No Stopping during peak times. It is noted that the surveyed weekday PM peak hour was 5:15pm to 6:15pm and confirmation is to be provided that parking occurred during the peak hour or the modelling is to be amended accordingly.

Sydenham Road currently provides a variety of no stopping and no parking restrictions between Farr Street and Victoria Road. A further review of the parking restrictions (during the PM peak hour in particular) indicates the following:

- Parking is permitted from about 100m west of Victoria Road to about 5m east of Farr Street on the northern side of the road.
- Parking is permitted from about 110m west of Victoria Road to about 15m east of Farr Street on the southern side.

These parking restrictions are represented appropriately in the SIDRA model during the PM peak hour and were observed on-site during this period.

Following updating of the modelling, consideration should be given to the need for banning parking where the development is likely to result in increased queues on Sydenham Road and Victoria Road. The movements which may be affected include the right turn into Farr Street and the right turn into Mitchell Street.

Noted. Sydenham Road does not currently permit kerbside parking in the vicinity of Farr Street, which allows westbound vehicles to pass vehicles waiting to turn right into Farr Street. The right turn volumes relative to through movements are minor, with the proposal anticipated to add a maximum additional 30 movements during the weekday PM peak hour.

The proximity of Mitchell Street to the future midblock crossing and the Victoria Road/ Sydenham Road intersection would also result in gaps for right turning traffic to enter Mitchell Street. SIDRA modelling also confirms minimal queues for right turning traffic (at most one or two vehicles during any peak hour).

Insufficient information has been provided regarding the likely traffic generation of the proposed vehicular access on Farr Street designed to facilitate bump-in/ bump-out activities and small deliveries such as uber eats, home deliveries etc. It is noted that parking is provided on the western side of Farr Street at this location and queues on the north approach of the Sydenham Road / Farr Street intersection past this driveway, would result in a vehicle turning right into the site blocking all traffic on Farr Street. Additional information on the risk of traffic queueing to Sydenham Road is required considering any platoons of vehicles turning right from Sydenham Road into Farr Street. Mitigation measures may be required to reduce this risk.

Noted. The function of the shareway has been revised to support access for bump in/ bump out activity, waste collection and removalist vans/ trucks only. With access limited to these vehicles and with management practices in place, there would be no risk of queuing nor impacts to Farr Street of the Farr Street/ Sydenham Road intersection.

Implementation of a LDMP to efficiently manage use of all on-site loading (including the Farr Street shareway) would include the need for vehicles to be pre-booked and limited to defined timeslots. Further details on loading requirements, other referenced material and loading dock management/ dock booking systems would form part of the future LDMP. With appropriate

management measures in place, this area is expected to generate only minor traffic activity. This includes removable bollards in place at the Farr Street crossover to prevent unauthorised access.

TfNSW-3

Signalised pedestrian crossing

TfNSW does not support the proposed pedestrian crossing 90m north of the existing signals at Sydenham Road / Victoria Road as it does not comply with Traffic Signal Design – Section 2 Warrants v1.4 which requires a minimum 130m distance from existing signals and 30m from any side streets. Installing an additional set of traffic lights is expected to be a safety risk as there is a potential for motorists travelling southbound on Victoria Road to fail to stop at the signals due to concentrating on the display of the second signal at Sydenham Road (called the ‘see through effect’).

As discussed above, the midblock crossing can be relocated to be about 110 metres north of Sydenham Road to increase separation from the Victoria Road/ Sydenham Road intersection. This location also provides appropriate spacing from the Wicks Place shareway, located around 140 metres north of Sydenham Road. The Traffic Signal Design – Section 2 Warrants v1.4 also states that *signalised mid-block marked foot crossings must be located a minimum of 30m from any side streets. This is to avoid side-street traffic misinterpreting the traffic signals as controlling their movement.* This is relevant with respect to Mitchell Street, further to the north. The location of the crossing also corresponds with key desire lines between the proposed development and Wicks Park and Wicks Place development on the eastern side of Victoria Road.

Overall, the revised location offers a balance between ensuring appropriate separation to nearby signalised intersections, priority-controlled intersections and other development accesses, while supporting future pedestrian connectivity and convenience. Such design principles aim to increase walking and cycling in accessible areas and further encourages the continued mode shift away from private vehicles.

No formal warrant assessment has been undertaken, and the pedestrian volume identified within the EIS prepared by Ethos Urban dated 3 February 2025 of 100 pedestrians per hour does not meet the warrants.

While the midblock crossing may not formally meet the warrants detailed in the Traffic Signal Design – Section 2 Warrants v1.4, it will provide broader benefits for not only the proposed development but also surrounding developments (existing and planned), the local community and further encourages better activation and through site links – all priorities as defined in Council’s Precinct 47 planning.

While current or future pedestrian volumes in the short term may technically fall short of the formal warrant thresholds, it is important to consider that ongoing development within the broader Precinct 47 would contribute to increasing housing and population density, employment opportunities and general activation. All are expected to further contribute to more pedestrian activity over time. It would form a key safe crossing point and key connection through Wicks Park to and from Sydenham Metro.

Mitchell Street is also expected to experience higher pedestrian activity once the future pocket park (approved under DA/2022/116) at 37-47 Farr Street is constructed. This would tend to divert existing pedestrian activity on Farr Street, through the pocket park, and along Mitchell Street. Considering surrounding land uses such as Wicks Park, Wicks Place, Sydenham Metro Station, and Marrickville Public School, the midblock crossing would be ideally located for many users across the day and night. Considering the above, the future pedestrian travel paths through and surrounding the site utilising the proposed midblock crossing are shown in the figure below.

It is also important to recognise that the nearest signalised crossing is 250m further to the north (at Chapel Street).

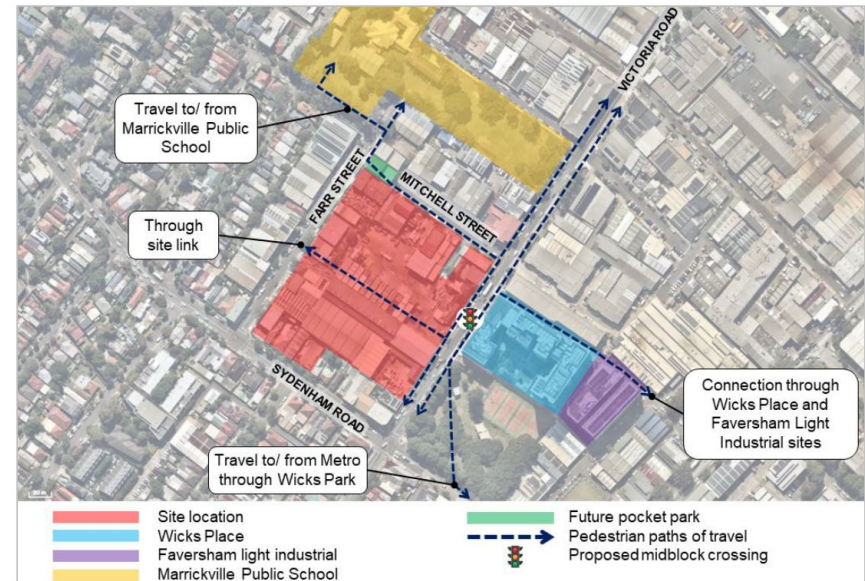


Figure 4: Estimated future pedestrian travel paths

The Transport and Accessibility Impact Assessment prepared by ASON Group 2549r02v05 dated 17 January 2025 (TIA) states that “early TfNSW engagement indicating general support for such initiatives given the scale of the development and future population. The signals would need to ensure separation from adjacent intersections and appropriately accommodate the future pedestrian desire lines through Wicks Park and connection with the Wicks Place development on the eastern side of Victoria Road”. Additional information regarding this previous engagement is to be provided.

This comment is noted. Engagement with the TfNSW development assessment team on this detail was informal with no formal minutes available. In a phone discussion with Pahee Rathan (Senior Land Use Assessment Coordinator, TfNSW), preference was noted for 130 metre separation between signals, though noted there are locations where the separation can potentially be assessed to lessen the distance should specific circumstances support. The responses above note the ability to slightly relocate the proposed midblock crossing to allow for 110 metre separation (an increase on the 90-100 metre separation included in the submission), with further consultation key to reaching any such formal agreement.

TfNSW-4

Walkability

The project relies on future residents and visitors having access to nearby public transport options. While TfNSW note the additional footpath width, the upgraded laneway off Mitchell Street and the 1.5m pedestrian activation zone on Victoria Road, Council and DPHI will need to be satisfied that walkability to and from nearby public transport options is satisfactory for the needs of future residents and visitors to the proposed development.

The applicant is committed to providing several green travel initiatives and travel demand management measures as stipulated in the Transport and Accessibility Impact Assessment RTS Response (and further detailed in Attachment 2 of the Transport and Accessibility Impact Assessment RTS Response).

The figure below illustrates the key pedestrian routes to and from the site and Sydenham Metro Station. The proposed improvements to the surrounding network are highlighted, together with the potential future upgrades to enhance such connectivity. These include:

- Lighting and footpath upgrades within Wicks Park which is expected to form a key desire line between the site and Sydenham Metro Station.

- An upgrade to the existing zebra crossing on Fitzroy Street, which spans a 14-metre-wide carriageway. The current arrangement raises potential pedestrian safety concerns and contributes to vehicle delay on the Fitzroy Street approach. Signalisation of this intersection could be considered under a future Development Contributions Plan to support continued growth in Precinct 47 while improving pedestrian safety and amenity.
- General improvements to the shared path along the northern side of Sydenham Road where uneven pavement and footpath obstructions from parked vehicles have been observed, particularly outside local businesses.



Figure 5: Pedestrian Connectivity to Sydenham Metro/ Train Station

TfNSW-5

Delivery and servicing loading space quantum

The formal loading dock has been designed to accommodate four service vehicles, including one SRV, two MRVs, and one for Council's 9.5 metre refuse truck. An additional four designated loading areas are provided in the undercroft car park adjacent to building lift cores providing additional loading capacity for smaller vehicles (vans, utes, etc.). The shared area with access via Farr Street for bump-in/ bump-out requirements can accommodate a single rigid truck (up to an 8.8m MRV) to stand independent of other vehicle movements in the area. The proposed number of spaces for delivery and servicing is lower than the recommended number calculated by the TfNSW Urban Freight Forecasting Model (UFFM). Council and DPHI will need to be satisfied as to the loading and delivery impact on the local street network.

Overall, the proposed development includes a total of 12 loading spaces distributed across the site, compared to the UFFM which recommends a provision of 18 spaces.

The UFFM does not distinguish between residential land use types. For example, the co-living dwellings are expected to comprise half the total residential yield and understood to be fully furnished and maintained by RTL Co. as the precinct manager (i.e., not by individual tenants or landlords). Furthermore, a portion of the BTR units are also expected to be fully furnished and similarly maintained by RTL Co. Hence, loading demand will be significantly reduced, particularly compared to that of a build to sell development which would experience higher demand associated with residents moving in and out. Less people per dwelling (and less families) further contributes to less demand for day-to-day deliveries such as food delivery services and couriers etc. The site would also be subject to

daily management to ensure realistic greater efficiency for service vehicle activity and time of day demand.

The proposed site loading strategy positively responds to the challenges associated with facilitating service vehicle access given the significant development size. Logical and efficient placement of loading areas throughout the site has been considered without detracting from the public domain and communal areas which boast considerable benefits for residents and the general public.

Overall, the proposed loading provision is considered appropriate given the proposed land uses, differing population density and overall use of the proposed dwellings that make up the proposal.

TfNSW-6

On-site shared area access from Farr Street

A shared area is proposed off Farr Street which has been designed to facilitate bump-in/ bump-out activities and small deliveries (Uber eats, home deliveries, etc.) with capacity for all vehicles up to MRVs.

Insufficient information has been provided regarding how this area would operate and the likely traffic generation of this area during road network peak and off-peak periods, such as on a Saturday. Additional information is to be provided estimating the likely traffic generation by MRVs, vans, cars and smaller vehicles such as motorcycles.

Noted. The Farr Street shareway would not be permitted for use by services such as home and food delivery services. With appropriate management measures in place (such as an online booking system), this area is expected to generate minimal traffic. Further information regarding usage of the Farr Street shareway would be detailed in the LDMP with no material impact on Farr Street expected. maneuvering by any vehicles, especially larger service vehicles would be managed to always ensure pedestrian safety.

Refer also to the responses to TfNSW-6 and TfNSW-7.

TfNSW-7

Swept path assessment

Insufficient information has been provided regarding how vehicles entering the Farr Street drop-off area are able to pass vehicles coming in the opposite direction and turn around to exit in a forward direction. The TIA states that vehicles up to and including MRVs will access this area however, no swept path assessment has been provided to show how MRVs would be able to access this area passing an exiting vehicle. TfNSW is seeking to understand the risk of vehicles queuing back from the entrance, located 25m north of Sydenham Road, affecting the operation of the intersection of Sydenham Road / Farr Street.

In addition, more information is required to demonstrate the following:

- how the shared area will operate safely, whether any vehicle reversing manoeuvres are required and the space available for pedestrians to pass parked vehicles loading and unloading.*
- management of vehicles that the area is intended to be used for, including queuing within the shared area and where vehicles may have to wait to pass each other.*

The swept path assessment provided for the largest vehicle to enter and exit the loading dock has been undertaken on separate plans, and it is not clear whether two garbage vehicles can pass each other with appropriate clearance while turning into and out of the Mitchell Street access. Additional information is to be

Practical dock management measures, including use of an online booking system would ensure equitable use of the formal loading dock. With these measures in place and coupled with low activity across the day and night, especially larger waste collection vehicles, simultaneous entry and exit

	<i>provided demonstrating the largest vehicles that can pass each other entering and exiting the loading dock on Mitchell Street.</i>	movements are highly unlikely. Again, practical management can avoid any such risk of this occurring.
TfNSW-8	<p>Other comments</p> <ul style="list-style-type: none"> <i>State Planning Agreement 2018/9539: TfNSW notes the road works at the intersection of Victoria Road and Sydenham Road as required by the PA cannot be physically achieved, due to the need for third party land components being required. At this time TfNSW has taken the view that due to the change of land use to for-rent apartments and affordable housing, combined with the site being within walking distance of the new Metro, the focus should be on Travel Demand Management Measures (TDM) that encourage active and public transport trips in lieu of road works to provide additional road capacity. Insufficient details on adequate measures to satisfy the above have been provided at this time. TfNSW seeks further details on how the above has been addressed as part of the current application.</i> 	Noted. Refer to the responses to TfNSW comments above.
	<ul style="list-style-type: none"> <i>SP2 Zoned Land: DPHI will need to be satisfied that all development is clear of the SP2 zoned land along the Victoria Road frontage of the development site and the location of the SP2 zoned land is correctly identified on the submitted plans.</i> 	Noted.
	<ul style="list-style-type: none"> <i>End of trip facilities: Clarification is required on the location of the end of trip facilities to service visitors and occupants of the development (e.g. retail staff). This includes, but is not limited to, the location, number, etc.</i> 	The Traffic Report lodged with the original SSDA (EIS Appendix RR) details the proposed number of staff end of trip facilities. It is noted that these facilities are limited to retail and commercial staff only. Residents will use personal facilities and there is therefore limited demand for residential end of trip facilities. The revised Architectural Drawings have been prepared by Design Team at Appendix C to detail the location and number of end of trip facilities.
	<ul style="list-style-type: none"> <i>Construction Access: TfNSW notes that during construction, left in access is proposed from Sydenham Road. Additional details are required on how this will be managed (i.e. the right turn movement prevented).</i> 	Construction details will be included as part of a detailed Construction Pedestrian and Traffic Management Plan (CPTMP) following any such approval. Any necessary turn restrictions will be informed by construction vehicle swept paths and subject to the appointed contractor(s) construction methodology. Contractors would need to adhere to the defined approach and departure routes as enforced by traffic controllers.
NSW State Emergency Service		
SES-1	<p>Flash Flooding</p> <p><i>Note the site is isolated by flash flooding as frequently as 10% Annual Exceedance Probability (AEP) event, with surrounding streets inundated by flooding reaching depths of up to 0.3 metres and reaching Hazard Level 5 (H5). During the Probable Maximum Flood (PMF) Hazard on surrounding streets reaches H6, with flooding on the site itself reaching up to H43 and 1 metre in depth.</i></p>	Noted.
SES-2	Shelter in Place Strategy	Sheltering in Place is recommended by the Marrickville Valley Floodplain Risk Management Plan and is a suitable strategy for Timberyards. The flooding

	<p><i>Emphasise that NSW SES does not support shelter in place as a strategy for new development or the imposition of development consent conditions requiring private flood evacuation plans rather than the application of sound land use planning and flood risk management.</i></p>	<p>characteristics of the site meet the criteria for sheltering in place as described in the Shelter-in-Place Guideline for flash flooding. These are:</p> <ul style="list-style-type: none"> • the site is at risk from flash flooding (Marrickville Valley Floodplain Risk Management Study and Plan) • floods occur in less than 6 hours and last no longer than 12 hours • the development is not subject to high flood hazard • the Marrickville Floodplain Risk Management Plan (2017) concluded that "While not the preferred form of emergency response, the review conducted in the FRMS found that shelter-in-place is a feasible form of emergency response for the new development in the catchment through development controls. <p>Further to this, the following constraints limit the potential for evacuation to be used as an emergency management measure:</p> <ul style="list-style-type: none"> • surrounding streets enroute to potential evacuation centres are inundated to unsafe depths • there are no formal evacuation centres in the Marrickville Valley <p>The revised Flood Impact Risk Assessment has been prepared by Mott MacDonald at Appendix J, to include evacuation procedures which have been provided to support flood risk management.</p>
<p>SES-3</p>	<p>Flood Maps</p> <p><i>Request the flood maps listed as Appendix D of the Flood Impact and Risk Assessment, but not included in the report are provided.</i></p>	<p>The revised Flood Impact Risk Assessment has been prepared by Mott MacDonald at Appendix J to include the flood maps.</p>
<p>SES-4</p>	<p>Basement Openings to be above the PMF</p> <p><i>Recommend ensuring that all openings to the basement (ramp, vents, etc) are situated above the Probable Maximum Flood (PMF), or reconsidering basement carparking if this is not feasible to reduce risk to life and property.</i></p>	<p>The revised Flood Impact Risk Assessment has been prepared by Mott MacDonald at Appendix J, to confirm that the main vehicle basement entry located on Farr Street is above the PMF. The assessment concludes that it is not feasible to achieve levels above the PMF for lift shafts located along Victoria Road due to the depth of the PMF.</p> <p>Note that Council allows some basement entries to be below the PMF as emergency access can be provided from Farr Street at a level above the PMF.</p>
<p>SES-5</p>	<p>Site Design and Stormwater Management</p> <p><i>Recommend pursuing, where relevant, site design and stormwater management that reduces the impact of flooding and minimises any risk to the community. Any improvements to flood resilience that can be made to reduce flood risk will benefit the community.</i></p>	<p>Noted.</p>
<p>SES-6</p>	<p>Climate Change Impacts</p> <p><i>Recommend considering the impacts of climate change. It is estimated that the actual probability of a 1 in 100 AEP for this catchment area is approximately a 1 in 43 AEP event for the current 2024 scenario. For the proposed development site, this could result in more frequent inundation and/or isolation than what is currently expected based on previous modelling.</i></p>	<p>The Council-approved flood model for the area predates the latest ARR19 guidelines for climate change. Updating the model (particularly its hydrology) to the latest ARR19 methods is a major undertaking and one that would need to be undertaken by Council as part of a wider upgrade of the Marrickville flood model. Doing so would also put the model at odds with the Council Flood Planning maps upon which the Flood Impact Risk Assessment is based.</p>

Additionally, the DCP does not stipulate any climate change uplifts to the Flood Planning Levels are required.

Nevertheless, the revised Flood Impact Risk Assessment has been prepared by Mott MacDonald at **Appendix J**, to review the sensitivity to climate change using the available information in the flood model.

SES-7

Advice from DCCEEW

Recommend seeking advice from the Department of Climate Change, Energy, the Environment and Water (DCCEEW) regarding the impact of the proposed development on flood behaviour for adjacent and downstream areas.

Noted. DCCEEW have provided advice which the applicant responds to below.

Department of Climate Change, Energy, the Environment and Water (Water)

Water take and licencing

DCCEEW-W-1

Requests the proponent demonstrates the ability to acquire sufficient water entitlement in the relevant water source/s unless an exemption applies.

A Water share technical memorandum has been prepared by EDP at **Appendix AA**, to respond to available share allocation and purchase through a water NSW accredited share broker. Acquisition of the required water shares in the Sydney Basin Central Groundwater Source is ongoing and based on the inflow assessment of the DMP, 18 share components will likely be procured in the Sydney Basin Central Groundwater Source.

Groundwater impact assessment and management

DCCEEW-W-2

Requests the proponent assesses the impacts due to aquifer interference activities in accordance with the NSW Aquifer Interference Policy (2012) (AIP).

A Dewatering Management Plan (DMP) has been prepared by Tetra Tech Coffey at **Appendix N**, to confirm that the development is assessed to induce “minimal” impact upon groundwater resources, in accordance with the NSW Aquifer Interference Policy.

DCCEEW-W-3

Requests the proponent prepare a Dewatering Management Plan in consultation with DCCEEW Water, addressing the requirements set out in Attachment B of the submission.

The Dewatering Management Plan has been prepared by Tetra Tech Coffey at **Appendix N**.
It is noted that the basement is currently proposed to be tanked following construction, with a hydrostatic wall and base slab proposed below the design water table level. The post construction water take is therefore anticipated to be negligible. However, value engineering is currently being undertaken by RTL to assess:

- The potential for reduced socket depths of the secant piles.
- The feasibility of a drained basement.
- Mitigation measures to reduce inflow if a drained basement were adopted.

Department of Climate Change, Energy, the Environment and Water (Conservation Programs, Heritage and Regulation)

DCCEEW-CPHR-1 Flooding

Refer to the response to item SES-6 above.

Proponent recommended to evaluate flooding impacts under baseline and post-development conditions coupled with climate change impacts under projected scenarios.

DCCEEW-CPHR-2

Climate change considerations

Proponent recommended to apply the requirements from ARR2019 Version 4.2 Guidance on climate change considerations for flood impact assessment.

Refer to the response to item SES-6 above.

DCCEEW-CPHR-3

Planning controls

Proponent recommended to investigate the anticipated hazard levels at the basement carparks based on the proposed development layout and nominate appropriate entry levels to these carparks to mitigate and/or eliminate the risks of inundation during major flooding events.

Proponent also recommended to review the FPA and FPL of the development site in consultation with Council.

Refer to the response to item IWC-7 and SES-4 above.

DCCEEW-CPHR-4

Emergency risk management

Proponent recommended to develop a FERP in consultation with SES and Council, considering on-site refuge and retreating from the site to flood free areas, located in the north-western portion of the site and adjoining areas.

Proponent also recommended to implement flood emergency management measures along with the SES and Council and in accordance with EM01 Guideline for the development.

A Flood Emergency and Response Plan is contained within the Flood Impact Risk Assessment prepared by Mott MacDonald at **Appendix J**. The Shelter in place strategy has been recommended in the FERP as an appropriate flood emergency response strategy. Evacuation isn't an option due to inundation of local streets. Further discussion is provided in the response to item SES-2 above.

Ausgrid

AG-1

Connection application to Ausgrid

Ausgrid has reviewed "B Architectural Drawings 1" and advise the proponent must discuss disconnection of existing infrastructure and any new connections and load requirements to the site directly with Ausgrid and submit a connection application to Ausgrid as soon as practicable

ASP3 applications to Ausgrid will be submitted by DEP Consulting for the disconnection, relocation, temporary site power and permanent site power requirements of the Marrickville Timberyards development in June 2025.

AG-2

Ausgrid underground cables are in the vicinity of the development

Special care should be taken to ensure that driveways and any other construction activities do not interfere with existing underground cables located in the footpath or adjacent roadways.

It is recommended that the developer locate and record the depth of all known underground services prior to any excavation in the area. Information regarding the position of cables along footpaths and roadways can be obtained by contacting Before You Dig Australia (BYDA).

Following receipt of the Design Information Package (DIP) from Ausgrid and if required, non-destructive surface feature and service locating along new trench routes around the site, may be undertaken to ensure future designs are adequately informed by existing infrastructure locations. ASP1 contractors will obtain BYDA plans prior to commencing sit works.

AG-3

Ausgrid Kiosk Substation in the vicinity of the development

The substation ventilation openings, including substation duct openings and louvered panels, must be separated from building air intake and exhaust openings, natural ventilation openings and boundaries of adjacent allotments,

The revised Architectural Drawings have been prepared by Design Team at **Appendix C**, to demonstrate that the substation ventilation openings will be positioned a minimum of 6m from other building air intakes and exhaust openings, natural ventilation openings and boundaries to adjacent allotments.

by separation distances which meet the requirements of all relevant authorities, building regulations, BCA and Australian Standards.

Ausgrid requires the substation ventilation openings, including duct openings and louvered panels, to be separated from building ventilation system air intake and exhaust openings, including those on buildings on adjacent allotments, by not less than 6 metres.

Additional building material requirements apply for any part of buildings located within 3 metres in any direction of a kiosk substation. The development must generally comply with fire Reference Levels and any other requirements.

AG-4	New Driveways – Proximity to Existing Poles <i>Proposed driveways shall be located to maintain a minimum clearance of 1.5m from the nearest face of the pole to any part of the driveway, including the layback, this is to allow room for future pole replacements. Ausgrid should be further consulted for any deviation to this distance.</i>	Proposed driveway locations will be confirmed during the detailed design stage. These requirements will accordingly be complied with.
AG-5	New or modified connection <i>To apply to connect or modify a connection for a residential or commercial premises. Ausgrid recommends the proponent to engage an Accredited Service Provider and submit a connection application to Ausgrid as soon as practicable.</i>	Noted. DEP Consulting is the nominated ASP for the development.
AG-6	Easements <i>Existing Ausgrid easements, leases and/or right of ways must be maintained at all times to ensure 24-hour access. No temporary or permanent alterations to this property tenure can occur without written approval from Ausgrid.</i>	All easements will be identified prior to commencing works onsite. 24-hour access will be maintained at all times.

Civil Aviation Safety Authority

CASA-1	Aviation operations <i>The AIA describes a change to the HVAC design to safeguard aviation operations. CASA remains prepared to assess exhaust 'plumes'. If the HVAC is designed to safeguard aviation operations, exhausts are unlikely to be an issue (the normal approach slope is 3°).</i>	Noted.
CASA-2	Guideline A: Measures for Managing Impacts of Aircraft Noise <i>For the record, CASA has no regulatory responsibilities regarding aircraft noise and CASA does not comment on aircraft noise. Aircraft noise is a matter for the Planning Authority.</i>	Noted.
CASA-3	Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports <i>The AIA is correct - the development is not within the assessment zone. There is no requirement for a specialist building generated wind effects (windshear and turbulence) assessment.</i>	Noted.

CASA-4	<p>Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports</p> <p><i>There would be more serious bird attractors closer to the airport; for example drains, trees, Cooks River etc. Bird attractors such as open rubbish areas should be avoided.</i></p>	Bird attractors, such as open rubbish areas, are not proposed as part of this development.
CASA-5	<p>Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports</p> <p><i>Guidance is provided for situations within a 6 km radius of an aerodrome. The AIA advised that the site falls into Zone C for lit runway 16R/34L. The maximum intensity of light sources measured at 3° above the horizontal in Zone C is recommended at 150cd. The main aim is not to have security / street lights etc 'shining/spilling upwards' and not to have green or red or white arrays of lights that could be confused with threshold or runway end or runway side lights respectively.</i></p>	Noted. Once a lighting design consultant is appointed to the development, they will comply with these requirements. This will particularly be for any communal rooftops, plant and equipment areas and public open spaces.
CASA-6	<p>Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports</p> <p><i>Refer to comments above.</i></p>	Noted.
CASA-7	<p>Guideline G: Protecting Aviation Facilities — Communications, Navigation and Surveillance (CNS)</p> <p><i>As described in the AIA, Airservices Australia would assess. And no impacts are expected.</i></p>	Noted.
CASA-8	<p>Guideline H (sic): Protecting Strategically Important Helicopter Landing Sites</p> <p><i>The site is not near a hospital helipad. CAS agrees with the AIA that the proposed development will pose no increased risk to helicopter operations.</i></p>	Noted.
CASA-9	<p>Guideline I - Managing the Risk in Public Safety Areas at The Ends of Runways</p> <p><i>The proposed development would not impact the sample representative Queensland PSA described in NASF Guideline I. Public Safety Areas are not an issue.</i></p>	Noted.
Fire and Rescue NSW		
FRNSW-1	<p>No recommendations or requirements</p> <ul style="list-style-type: none"> • <i>FRNSW have reviewed the EIS and submit no comments or recommendations for consideration,</i> • <i>nor any requirements beyond that specified by applicable legislation at this stage.</i> 	Noted.
Sydney Water		

SW-1	<p>Water servicing</p> <ul style="list-style-type: none"> • <i>The development is located within Canterbury Gravity Water Supply Zone. Based on the estimated flow requirement, the current system does not have capacity to service the development.</i> • <i>Extensions and amplifications of watermains will be required to service the development.</i> 	<p>WSce has lodged a Section 73 application to receive a Notice of Requirements (CN223906). The site is currently serviced by a DN200 PW main located in Victoria Road that is deemed by the WSA code to be the minimum reticulation.</p>
SW-2	<p>Wastewater servicing</p> <ul style="list-style-type: none"> • <i>Our preliminary assessment indicates that the proponent needs to carry out additional modelling as relating to the following:</i> <ul style="list-style-type: none"> ◦ <i>There is a category 1 overflow 1115074 downstream of the development.</i> ◦ <i>A hydraulic consultant should be engaged to assess the impact of the proposed development on the system.</i> ◦ <i>If there is increase in overflow volumes or frequencies, the hydraulic consultants will need to undertake an options assessment to mitigate the impact on the overflows.</i> • <i>It is recommended the proponent engages directly with their WSC and Sydney Water Case Manager as soon as possible. Hydraulic modelling can take extensive time and early progression of this will reduce the risk of development delays and progression of their Section 73.</i> 	<p>WSce has engaged an accredited Sydney Water modeller who will commence the modelling once a case officer is assigned to the Section 73 application.</p>
SW-3	<p>Stormwater</p> <ul style="list-style-type: none"> • <i>A 762 X 1219 stormwater channel is along Sydenham Road, adjacent to the development site.</i> • <i>The proponent must ensure that their proposed buildings and permanent structures must have minimum clearances as per the current Specialist Engineering Assessment (SEA) Procedure.</i> • <i>Additional stormwater requirements have been provided under the Advice Letter issued on 5 February 2025 under CN220028.</i> 	<p>WSce will assess the building plans and sections to determine SWC Building Plan Approval requirements. The project surveyor and architect are currently documenting these details for WSce review.</p>
SW-4	<p>Growth information</p> <p><i>Sydney Water supports government-backed growth initiatives within our area of operations, striving to provide timely and cost-effective water and wastewater infrastructure without undue impacts. To offer robust servicing advice and investigate staged servicing possibilities, we require the proponent to provide anticipated ultimate and annual growth data for this development as outlined in the enclosed Growth Data Form.</i></p>	<p>The SSDA has progressed beyond the Feasibility Application to an application for a Section 73 Notice of Requirements. The application was lodged on the 16/05/2025, confirming the dwelling numbers and commercial GFA consistent with the previous Growth Data Form. In addition, the submission also advises of the hydraulic PW flow and WW discharges utilising the SWC flow submission calculator.</p>
SW-5	<p>Next steps</p> <ul style="list-style-type: none"> • <i>Should the Department progress the DA, Sydney Water would require the following conditions in the development consent:</i> <ul style="list-style-type: none"> ◦ <i>Section 73 Compliance Certificate</i> 	<p>Section 73 application for Notice of requirements has been lodged on the 16 May 2025 under CN223906.</p>

- Building Plan Approval
- The proponent to engage with their WSC regarding hydraulic modelling progression.
- Section 73 applications can be registered with Sydney Water once a DA has been lodged.
- Proponent should complete and return the Growth Data Form as part of anticipated section 73 application.
- DPHI is advised to forward the enclosed Sydney Water Development Application Information Sheet (for proponent) to assist the proponent in progressing their development.

Heritage Council of NSW

Heritage Impact Assessment

HC-1	<i>Please provide an assessment of impact on the State significant item 'Marrickville Town Hall (former)' (SHR 00573), which is located within the vicinity of the development site. Please provide photomontages as required to support the assessment.</i>	The revised Heritage Report has been prepared by Urbis at Appendix O , to assess the impact on the state significant item 'Marrickville Town Hall (former)'.
HC-2	<i>Please provide further historical information and assessment of the building at 167 Victoria Road.</i>	The revised Heritage Report has been prepared by Urbis at Appendix O , to provide further historical information and an assessment of the building at 167 Victoria Road.
HC-3	<i>Please provide further historical information and assessment of the two-storey brick warehouse at 183 Victoria Road.</i>	The revised Heritage Report has been prepared by Urbis at Appendix O , to provide further historical information and an assessment of the two-storey brick warehouse at 183 Victoria Road.
HC-4	<i>It is noted that the existing 1970s warehouse structure is to be adaptively reused as part of the development. Please make recommendations regarding any further salvage and reuse of materials at the site, noting that there are a number of historic structures that are likely to be constructed of locally made bricks.</i>	The revised Heritage Report has been prepared by Urbis at Appendix O , to address the adaptive re-use of the existing 1970s warehouse structure, including recommendations regarding any further salvage and reuse of materials at the site.
HC-5	<i>Please make recommendations regarding any movable heritage that may exist at the site.</i>	The revised Heritage Report has been prepared by Urbis at Appendix O , to address the moveable heritage items on the site.
HC-6	<i>Please make recommendations regarding interpretation at the development site.</i>	The revised Heritage Report has been prepared by Urbis at Appendix O , to provide recommendations regarding interpretation at the development site.

Archaeological Assessment

HC-7	<i>Please provide further justification as to assessment of Nil archaeological potential in Zone 1. The historical research indicates a potential for unmapped 19th century structures and/or brickmaking within these lots, with potential for</i>	The revised Archaeological Research Design and Excavation Methodology has been prepared by Urbis at Appendix P , to provide justification on the assessment of nil archaeological potential in Zone 1.
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archaeological resources to be retained below subsequent construction levels or hardstand

Archaeological Research Design

HC-8 An Archaeological Research Design and Excavation Methodology (ARDEM) should be prepared in accordance with the guideline *Archaeological Assessments (Heritage Office and DUAP 1996)* to inform and guide archaeological excavations, which includes test excavations. The ARDEM should:

- Identify research questions to guide the archaeological program
- Propose a methodology for archaeological investigations on site, including a sampling strategy for the test excavations as appropriate.
- consider the inclusion of an artefact discard policy and procedure.
- Include clear triggers and hold points for the identification of substantially intact (and, if present, State significant) archaeological deposits/relics. The hold points should require, and allow for, consideration of redesign to avoid impacts. Heritage NSW would appreciate an opportunity to comment on the proposed management approach decided upon by the proponent.
- Provide a methodology for post-excavation analysis and reporting.
- Include provision for an addendum to the ARDEM if open-area salvage excavation is recommended as mitigation based on the results of the testing. The Addendum should detail the proposed salvage excavations and methodology and should be developed in consultation with Heritage NSW

The ARDEM should be prepared following updates to the archaeological assessment an assessment of significance.

The revised Archaeological Research Design and Excavation Methodology has been prepared by Urbis at **Appendix P**, in accordance with the 1996 archaeological assessment guidelines and presents a set of research design questions (HNSW Advice Item 8a), and a site-specific staged excavation methodology comprising a program of archaeological test excavation (Stage 1; Item 8b) followed by archaeological monitoring and salvage excavation (Stage 2; Item 8f). Undertaking a program of test excavation as the first stage of the archaeological program will still allow for a hold point (Item 8d) for revision or addendum of the Stage 2 monitoring and salvage (open area) excavation methodology proposed in Section 3.6 of the ARDEM based on finds. The results of Stage 1 test excavation will inform any modifications required to the Stage 2 monitoring and salvage program. The standard excavation procedures detailed in Section 3.8 of the ARDEM includes an artefact discard policy (Item 8c) and details surrounding the post excavation analysis and reporting phase (Item 8e).

Nominate an Excavation Director

HC-9 A suitably qualified and experienced Excavation Director should be nominated for test excavations. The nominated Excavation Director is to meet the requirements of *Criteria for Assessing Excavation Directors (Heritage Council of NSW 2019)*.

The ARDEM and nominated Excavation Director should be submitted to Heritage NSW for approval prior to the commencement of test excavations.

Kelly Strickland, Associate Director (Archaeology) at Urbis has been nominated as the Primary Excavation Director. John Sokalik, Senior Consultant at Urbis has been nominated as the Secondary Excavation Director. Strickland and Sokalik will direct and supervise all archaeological works on site in accordance with the endorsed Archaeological Research Design and Excavation Methodology. Refer **Appendix P**.

Undertake test excavations

HC-10 Test excavation should be undertaken prior to project approval to inform the detailed design for the project. The results of the test excavations should be used to inform decision-making and identify appropriate conservation outcomes and mitigation measures commensurate with the assessed significance of the identified archaeological resource.

Following consultation with Heritage NSW, it was mutually agreed that a program of test excavation could not occur prior to project approval. However, a program of archaeological test excavation occurring post demolition, with provision for hold and review points, has been included as part of the site-specific excavation methodology presented in the revised Archaeological Research Design and Excavation Methodology prepared by Urbis at **Appendix P**.

Heritage NSW advises that the current approach for the management of any identified State significant archaeology is preservation and conservation in situ as a preferred heritage outcome.

Heritage NSW

H-1

Draft conditions of consent

Below are the recommended draft conditions of consent for the protection of Aboriginal Heritage:

- 1. All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects except as authorised by this approval.*
- 2. The Registered Aboriginal Parties (RAPs) must be kept informed about the SSD. The RAPs must continue to be provided with the opportunity to be consulted about the Aboriginal cultural heritage management requirements of the SSD.*
- 3. A procedure for the management of unexpected Aboriginal objects and human remains must be developed in consultation with the Registered Aboriginal Parties and Heritage NSW for inclusion in the project's Construction Environmental Management Plan (CEMP). The procedure must be prepared in accordance with Heritage NSW guidelines and codes of practice and must be implemented for the duration of the project*

Noted. Aboriginal community consultation will continue in line with the recommendations of the original lodged Aboriginal Cultural Heritage Assessment Report (EIS Appendix HH).

1.4 Organisations

The Applicant's responses to the organisation submissions received are outlined in **Table 4** below.

Table 4 Organisation Submissions

Item	Summary of Matters Raised	Responses
Marrickville Landowners Group		
MLG-1	<p>Significant density</p> <ul style="list-style-type: none"> 1,188 dwellings is equivalent to 521 dwellings per hectare. Even if adjusted for a standard residential mix, it would be on par with or exceed some of the densest developments in Australia. 	<p>The proposed FSR does not exceed the maximum FSR permitted for the development.</p> <p>The proposed development makes a significant contribution to housing supply in the Inner West, offering diverse rental housing at a precinct-scale. Comparison of dwellings per hectare with build to sell developments (which have a larger quantum of floor space in larger type dwellings) is misleading. The proposed BTR development has a larger quantum of floorspace allocated to smaller type dwellings, which is an increase to the overall number of dwellings and so skews the dwellings per hectare statistic. In a BTR development, the increased number of smaller type dwellings is offset by a significant increase to the communal space. The proposal includes a variety of both internal and external communal areas that foster community interaction and a sense of belonging.</p> <p>Importantly, the dwelling product is aligned to local community needs. As identified in the originally lodged Economic Impact Assessment (EIS Appendix P). Analysis of demographic data indicates that the Primary and Secondary Study Areas (PSA and SSA) can be described as comprising a higher proportion of young working professionals who earn higher household incomes than the comparable Greater Sydney benchmark. Residents in these areas are more likely to live in rented apartments and in non-family households (including lone persons or group-households) – this profile will strongly align with the proposed SSDA which will deliver a rental housing precinct offering alternative housing models, including a higher proportion of smaller-type dwellings, across a range of price points, compositions and sizes.</p> <p>Further, approximately 50% of the site area is to be publicly accessible open space, notwithstanding the proposed density. When compared to the quantum of communal open space offered recently completed Wicks Place development adjacent the site, which provides 6sqm per dwelling open space, the proposed development provides 23sqm per dwelling open space.</p>
MLG-2	<p>Excessive bulk and scale</p> <ul style="list-style-type: none"> Out of character for the Marrickville locality and would likely be excessive in other denser localities such as Waterloo, Green Square or Macquarie Park. The proposal exceeds key provisions of the ADG and DCP, including: <ul style="list-style-type: none"> excessive building heights – not in alignment with the DCP's stepped massing down towards existing low scale residential areas. 	<p>Under Section 2.10 of the <i>State Environmental Planning Policy (Planning Systems) 2021</i> (Planning Systems SEPP), DCP controls do not apply to state significant development. Nevertheless, the street wall height complies with the 5-storey street wall provision under the DCP for Buildings A and F, with levels above either setback or tapered backwards. The 12m wide separation between Building F and Building G, which was not anticipated in the Marrickville DCP 2011's indicative masterplan for the site, significantly improves the compatibility of new</p>

- o an FSR of 3.43:1 – the density is significantly higher than the Stage 2 TOD Sites.

Recommendation:

- Reduce the overall visual bulk through lower street wall heights, greater upper-level setbacks, and enhanced building articulation, particularly given the continuous length and scale of several proposed buildings.
- Adopt a more appropriate built form transition to neighbouring residential areas.

built form with the desired future character of the area. This measure means that a significant volume of building that would otherwise connect these buildings is replaced with open space.

In response to submissions made, the design of Building G has been revised to introduce a 9m setback to Farr Street above 5 storeys, aligning with the upper storey setback condition of Buildings A and F fronting Farr Street. Further, the height of this building has been reduced by one storey in total, with additional volumetric reduction through introduction of a tapered roof form to Sydenham Road.

The highly articulated facades provide relief to mitigate the length of buildings, and indentation has been provided in longer buildings such as at each fire stair in Building A.

MLG-3

Excessive building height on Farr Street and Sydenham Road

- Height exceedances is a 155% variation to the maximum height of building standard.
- Sets an unacceptable precedent for future development in the area.
- Will cause overshadowing and overlooking impacts on residential properties in the locality.
- Does not preserve the existing amenity or enhance the amenity of the area.

Recommendation:

- Amend proposal to comply with the building height development standards.
- Any additional height should be concentrated along the Victoria Road frontage, where the interface with low-scale residential areas is less sensitive.

Building G has been markedly reduced in scale. The highest point is reduced from being 17m exceedance to 15.5m or 8 storeys to 5-7 storeys total, with a tapered roof form that further reduces the scale of the building towards Sydenham Road that provides a suitable height transition to existing dwellings on Sydenham Road. In addition, facing Farr Street, a 9m setback has been introduced above five storeys, consistent with the upper level setback proposed to Buildings A and F facing Farr Street. The architectural expression of the building has changed. The ‘top’ of the building is distinguished from the ‘base’ of the building which is facilitated by the inclined roof and change in materiality, which further reduces the bulk and scale of this building.

In their submission, Council has endorsed the scale and massing of Building A, and Building F presents a commensurate setback to upper storeys.

As a result of the reduction to Building G massing, the overshadowing of properties south of Sydenham Road is decreased. Importantly, the proposed massing changes to Building G ensures that all dwellings on the south-western side of Sydenham Road receive the required solar access at midwinter.

MLG-4

Non-compliance with Clause 6.31 of the Inner West LEP

- Clause 6.31 of the Inner West LEP prohibits development consent unless a DCP addressing key urban design, infrastructure and environmental matters has been prepared for the site.
- Existing DCP does not address these key matters, and no new DCP which responds to the currently proposal has been exhibited.

Clause 6.31(3) of the Inner West LEP 2022 requires that development consent must not be granted for development in “Area 13” unless a development control plan that provides for specified matters has been prepared. The Land the subject of the SSDA is within Area 13.

Section 2.10(2) of the *State Environmental Planning Policy (Planning Systems) 2021* states that:

A requirement of an environmental planning instrument that a development control plan be prepared before development consent can be granted to development does not apply to—

(a) State significant development,

As such, the suggestion that a new DCP must be prepared is incorrect. Notwithstanding this, The *Marrickville Development Control Plan 2011* (as amended) (Marrickville DCP) includes section 9.47 *Strategic Context Victoria Road (Precinct 47)* (November 2019) which applies to the land the subject of the SSDA. The Marrickville DCP addresses the matters set out in clause

6.31(3). Consequently, the requirements of clause 6.31(3) have been satisfied and it is open to the consent authority to grant consent to the SSDA.

In assessing the SSDA, the consent authority will need to have regard to a number of matters. While a DCP may be a relevant planning matter, it does not have the status of an “environmental planning instrument” (as defined in the EP&A Act). The purpose of a DCP is to provide guidance to facilitate development that is permissible under an environmental planning instrument and to achieve the objectives of the zone (s 3.43, EP&A Act). Clause 6.31(1) of the Inner West LEP 2022 provides that the objective of the clause is to manage the transition from industrial land uses to residential and commercial land uses. Clause 6.31 of the Inner West LEP 2022 does not require that development in Area 13 must wholly comply with the DCP. To do so would elevate the status of the DCP in an unintentional way.

It is open to the consent authority to grant consent to the SSDA, which departs from the Marrickville DCP 2011, as long as the consent authority takes into consideration the matters set out in s 4.15(1) of the EP&A Act. It is a matter for the proponent to satisfy the consent authority of those matters. There is no requirement that the proponent prepare a new site-specific DCP that wholly aligns with the proposed development.

MLG-5

Unjustified Clause 4.6 variation request

- *Extent of variation to the maximum building height is beyond the scope of a Clause 4.6 variation and should be assessed under a Planning Proposal.*

There is no legislated limit to the variation that can be supported by a clause 4.6 Variation Request, which demonstrates that the variation is acceptable in the circumstances of the proposed development.

The revised Clause 4.6 Variation Request (Height) has been prepared by Ethos Urban at **Appendix E**. In response to submissions made, the extent of variation originally proposed for Building G (155%) has been reduced (117%), with a tapered roof form that further reduces the scale of the building towards Sydenham Road that provides a suitable height transition to existing dwellings on Sydenham Road.

Importantly, the variation is necessary in the context of the specific site-constraints. All Farr Street buildings are recipients of the redistributed floor space that was unable to be located at the centre of the site due to the OLS. The building height variation arises from the additional floorspace that is incentivised and complies with the Housing SEPP, and in doing so directly supports the provision of additional rental and affordable housing, which is a significant public benefit. A compliant scheme would result in no affordable housing and a minor reduction in rental housing (82% of the utilised bonus floor space is attributed to affordable housing), which is a poorer environmental planning outcome in environmental, social and economic terms.

The proposed and revised building heights transition from the centre of the site toward the surrounding lower density areas, which is consistent with the overarching principle that drives built form in Precinct 47. Design interventions (e.g. upper level setbacks, street wall heights, façade/corner expression) play a pivotal role in aiding a transition between development upon the site and adjacent developments. Redistribution of floorspace to the extent proposed, will

not unreasonably impede the transition in building heights under section 4.3(1)(c) of the Inner West LEP 2022, which is to provide an appropriate transition between buildings of different heights.

MLG-6	Lack of housing diversity <ul style="list-style-type: none"><i>Dwelling mix lacks diversity and does not cater to Marrickville's housing demand which generally encompasses families and larger household sizes.</i><i>The proposal is unlikely to support the government's goal of improving housing affordability.</i> <p>Recommendation:</p> <ul style="list-style-type: none"><i>Include a more diverse range of apartment types and sizes, increasing the proportion of two- and three-bedroom dwellings.</i>	<p>In response to submissions, the overall dwelling mix has been adjusted to increase the number of 3-bedroom apartments from 36 to 47 BTR units. A four-bedroom apartment has also been introduced. Importantly, being a BTR development, as resident needs change there is flexibility to move to an alternate apartment type within the development without compromising the lease agreement.</p> <p>The dwelling product is aligned to local community needs. As identified in the originally lodged Economic Impact Assessment (EIS Appendix P), the demographic profile of the precinct is changing to accommodate a higher proportion of young, relatively affluent white-collar workers and university students. Increasingly, residents are living in share houses and lone-person households. This is the demographic for which the proposed development seeks to service, addressing local need.</p>
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MLG-7	Traffic and vehicular access <ul style="list-style-type: none"><i>Vehicular access via Farr Street is inappropriate as it will likely create further congestion and is the main pedestrian route for children walking to Marrickville Public School.</i><i>The location of high-volume access points on Farr Street presents unacceptable safety and congestion risks and is inconsistent with the DCP's movement network.</i> <p>Recommendation:</p> <ul style="list-style-type: none"><i>All vehicular access points currently proposed along Farr Street be relocated.</i>	<p>The Transport and Accessibility Impact Assessment RTS Response has been prepared by Ason Group at Appendix R, to confirm that the Sydenham Road / Farr Street intersection is expected to operate at LoS A post-development, consistent with existing conditions. During the AM peak hour, a queue of up to five vehicles is expected on Farr Street due to increased traffic associated with departing residents. This is considered acceptable and is not considered to result in adverse impact to pedestrian movement.</p>
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MLG-8	Insufficient carparking <ul style="list-style-type: none"><i>Does not comply with the minimum requirements for the provision of car parking.</i><i>Proposal will exacerbate street parking issues, given the absence of a resident parking scheme and limited availability of off-street parking for existing homes.</i> <p>Recommendation:</p> <ul style="list-style-type: none"><i>Ensure compliance with the minimum car parking requirements under the DCP.</i>	<p>The proposal is compliant with the non-discretionary standard for BTR and co-living, and the 115 affordable housing dwellings are aligned with this same provision (rather than being supplied with more parking than that which is provided for all other dwellings). The BTR model, supported by the excellent proximity to the new metro station, is catering to tenants who live and work in close proximity, and enjoy local amenities, typically with a lower car ownership rate. On this basis, comparison to market housing and the car parking rates associated is out of step with the intent of the BTR model. There will also be 22 shared vehicles available for resident use exclusively, including affordable dwelling residents.</p>
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MLG-9	Social infrastructure <ul style="list-style-type: none"><i>Undue pressure on existing social infrastructure, including Marrickville Public School which is currently operating at capacity.</i>	<p>The originally lodged Social Impact Assessment (EIS Appendix Q) determined that there will be limited pressure on local social infrastructure due to the significant on-site provision of publicly accessible open space and play areas. Therefore, it is assessed to have a Medium (positive) residual impact on social infrastructure provision. RTL Co. met with Marrickville Public School Principal on 6 December 2024 to discuss the development. The Principal noted he was in support of the</p>
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		proposal and urban regeneration in the local area and was of the perspective that the proposal would positively impact the school once operational. Following lodgement RTL Co. provided a development briefing to the Marrickville Public School P&C Committee on 7 April 2025. This briefing was well received by the P&C and school Principal, David Roberts.
MLG-10	<p>Application of clause 4.6</p> <ul style="list-style-type: none"> Clause 6.31 of the LEP relates to land located at Victoria Road, Marrickville and identified within the Key Sites Map. This includes the land subject of this application which is identified as Area 13 of the Key Sites Map. The objective of the clause is to ensure that development on the land occurs in accordance with a development control plan to manage the transition from industrial to residential land uses. In this respect, we query whether Clause 4.6 explicitly excludes variations to any development standards that apply to land identified under Clause 6.31. The implication of applying Clause 4.6 in this circumstance would constitute a legally invalid consent that could be subject to legal challenge. 	Clause 4.6(8)(cd) of the Inner West LEP 2022 has the effect that clause 4.6 cannot be used to avoid the requirement to prepare a DCP for "Area 13" that satisfies the requirements of clause 6.31(3) of the Inner West LEP 2022. (Note that as set out in response to item MLG-4 above, such a DCP has been made). To suggest that clause 4.6(8)(cd) has a broader meaning and excludes the application of clause 4.6 to development in Area 13 more generally is incorrect.
MLG-11	<p>Public Domain and Pedestrian Connectivity</p> <p>Recommendation:</p> <ul style="list-style-type: none"> Incorporate a clearly defined, publicly accessible, open-to-the-sky through-site pedestrian link between Victoria Road and the Farr Street pocket park, as required under the DCP. 	The proposed through-site link is predominantly open to the sky, with the exception of a gateway portal at Victoria Road which is of substantial height and to be embellished with public art to offer a weather-protected zone for public gathering and outdoor dining. Notwithstanding this, the intent of thoroughfare is achieved and is a much better outcome than anticipated in the DCP, where this link (with the exception to the pocket park) is envisaged to be a shared way with vehicles. The proposed arrangement is exclusively for pedestrian movement.
MLG-12	<p>Community Engagement on Revised Proposal</p> <p>Recommendation:</p> <ul style="list-style-type: none"> Provide an opportunity for the local community to review and comment on any revised version of the proposal. 	<p>The RTS Report will be publicly available on the major project portal for viewing, together with revised consultant reports. The opportunity to make comments on any design revisions will be at DPHI's discretion and in accordance with the statutory requirements.</p> <p>Notwithstanding this, RTL Co. has met with various community groups and members prior to submission of this RTS Report, as outlined in Section 3.1 of the RTS Report.</p>
Bick & Steele on behalf of John and Laila Hallam		
B&S-1	<p>Acquisition of the Corner Site</p> <ul style="list-style-type: none"> Offers for acquisition of the Corner Site properties were not made available on exhibition. Willing to sell property to the applicant. Aware that state of affairs applies to a number of other owners of properties within the Corner Site. 	RTL Co. appreciates the sentiment of the landowners. Extensive land owner engagement was conducted for 6-9 months with multiple offers made to acquire the properties. However, no agreements could be reached. As such, extensive analysis has been carried out in relation to site isolation (refer to the Environmental Impact Statement lodged with the original SSDA). It is concluded that the development preserves the future developability of the Corner Site lots. Refer to the response to IWC-2. Refer also to Section 3.3.1 of the RTS Report.
B&S-2	Utilisation of Victoria Road (Precinct 47) Development Control Plan	Refer to the response to items DPHI-8, IWC-2(b), IWC-2(c) and IWC-3(a) above.

- *Aware that under Clause 2.10(1) of the Planning Systems SEPP, the Inner West Council's Victoria Road Precinct 47 site-specific DCP does not apply.*
- *However, it is important that the Department consider relevant components of the DCP, which help to inform the intended orderly and economic development of the locality and will render any subsequent redevelopment of the Corner Site wholly inadequate.*

B&S-3	<p>Site Isolation Planning Principle</p> <p><i>The applicant's contention that the planning principle in Karavellas does not need to be addressed because the Corner Site is not subject to a minimum lot size is incorrect. The applicant has not met the two-pronged requirement of the planning principle, which are:</i></p> <ol style="list-style-type: none"> <i>1. Is the amalgamation of the sites feasible; and</i> <i>2. Can orderly and economic use and development of the separate sites be achieved if amalgamation is not feasible.</i> <p><i>In light of this, it is submitted that the scheme lacks proper site analysis and gives rise to serious concerns about the viability of development of the Corner Site if it is excluded from the project. Specifically, this will block solar access, the flooding and traffic impacts have not been properly assessed, development potential of the Corner Site will be reduced, the development will require diversion of a sewer main running through the Corner Site, and the noise and vibration impacts have not been properly assessed.</i></p> <p><i>Accordingly, the application for the Project has not (presently) been completed in a manner that would enable it to be approved, having regard to the site isolation planning principle.</i></p> <p><i>It is also submitted that the Applicant has failed to satisfy the Department regarding SEAR 3.</i></p>	Refer to the response to items DPHI-8, IWC-2(b), IWC-2(c) and IWC-3(a).
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B&S-4	<p>Proposed outcome</p> <ul style="list-style-type: none"> • <i>Not seeking to stop the development of the land on which the Project is proposed.</i> • <i>The impact of the project on the Corner Site (if it is not incorporated) will be devastating, both during construction and as a consequence of the gutting of future development potential.</i> <p><i>Recommendation:</i></p> <ul style="list-style-type: none"> • <i>Applicant should be required to purchase properties within the Corner Site whose owners are willing to sell, to ensure that land is developed in an orderly and economic manner.</i> 	Refer to the response to item IWC-2(a) above.
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DPF Planning Consultants on behalf of John and Laila Hallam

DPF-1	<p>Setbacks/Building Separation</p> <ul style="list-style-type: none"> • <i>Lack of a holistic design approach (i.e. the incorporation of our Clients' Land within the Development Site).</i> 	Refer to the response to item IWC-2(b) above.
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- *Lack of sufficient building setback to acknowledge a future, compliant building form on our Clients' Land.*
- *The architectural drawings do not dimension the setback of Building E from the boundary adjoining our Clients' Land.*
- *The setback to a dotted outline for a potential future building on our Clients' Land scales at 9m from the boundary would suggest a total separation of 21-22m.*
- *It is noted that the dotted line on our Clients' Land is misleading as it shows a building height that exceeds both the 11m LEP height limit and the 13.2m height limit from the application of the affordable housing bonus.*
- *Inconsistency between the architectural plans and design report which shows a building separation of only 19.5m with a 7.2m setback within our Clients' Land.*
- *As currently proposed, the height of Building E and lack of appropriate setback from our Clients' Land will have significant adverse impacts on a future residential building within our Clients' Land in terms of overshadowing (see below), privacy and visual bulk and scale.*
- *Our Clients' Land is unable to provide for greater building separation as this would significantly reduce FSR.*

DPF-2

Overshadowing

Refer to the response to item DPHI-2 above.

- *Drawings do not include analysis of the overshadowing impact on the northern façade of a future building on our Clients' Land or other land in the Corner Site.*
- *Building E will completely block sun to a future building on our Clients' Land between 9am and 2pm at midwinter and almost completely block direct solar access to any building on the Corner Site.*
- *Future residential uses on our Clients' Land would not receive the direct solar access in accordance with Housing SEPP or the ADG.*

DPF-3

Flood

Refer to the response to item SES-1 above.

- *The predicted flood levels and the velocity of flood water would result in a Hazard Category H5 which is unsafe for vehicles and people and all buildings are vulnerable to structural damage.*

DPF-4

Vehicular Access

Refer to the response to item IWC-2(c) above.

- *It is likely that vehicular access to our Clients' Land would not be supported under a standalone DA for the Corner Site as Sydenham Road is flood affected and also carries a considerable volume of traffic.*
- *The current design accentuates the isolation of the Corner Site and warrants either the acquisition of the properties and their consolidation within the DA or, if the Applicant can demonstrate that it has not been able*

to acquire these properties, a redesign to facilitate access to the Corner Site.

Recommendation:

- Provide for vehicular access via Farr Street or Mitchell Street to the land which fronts Sydenham Road.

DPF-5

Site Isolation

Refer to the response to item IWC-2(a) and IWC-2(b) above.

- The Planning Principle derived from the Case Law is not limited to whether or not there is a minimum lot size or preferred amalgamation pattern prescribed by a DCP.
- It extends to whether a proposed development would be prejudicial to adjoining land being able to achieve a development that is consistent with the planning controls. Therefore, the proposed development, specifically Building E, will have the following significant prejudicial impacts on our Clients' Land:
 - Building E will tower over a future development on our Clients' Land and result in adverse visual impacts and adverse overlooking.
 - No residential apartments in a future development on our Clients' Land would receive the 2 hours direct solar access as required by the Housing SEPP and the ADG.
 - Residential apartments with habitable rooms and balconies at Levels 4-11 of Building E will face our Clients' Land.
 - If our Clients' Land were to be developed with a 6m rear setback as the planning controls permit, this would result in a building separation to the proposed Building E of only 18-19m.

DPF-6

Traffic Impacts

Refer to the response to items IWC-2(c) and IWC-5 above.

- The Traffic Impact Assessment (TIA) is not consistent with the SEARs as it does not consider the cumulative impacts of the proposed development and other surrounding developments.
- Proposed vehicular access to the Corner Site and the two levels of basement car parking would result in traffic generation that should be represented in the modelling of road network performance.
- The Applicant should contribute to the upgrade of the Sydenham Road/Victoria Road intersection otherwise this will leave the financial responsibility to smaller development parcels.

Recommendation:

- The TIA should be revised to model an alternate access to the Corner Site via Farr Street or Mitchell Street.

DPF-7

Construction Impacts – Noise, Vibration and Dust

Refer to the response to items DPHI-18 and DPHI-19 above.

- The Acoustic and Vibration Impact Assessment incorrectly assumes that the nearest sensitive receivers to the southwest are on the southern side of

Sydenham Road, when it is our Clients' Land and adjoining properties on the northern side of Sydenham Road.

- There will likely be construction noise, vibration and dust impacts for our Clients.

DPF-8	Construction Impacts – Sewer <ul style="list-style-type: none">• There is an existing sewer main running below the proposed Building G and through the rear of our Clients' Land which will likely require diversion to accommodate the proposed development.• There is no clear detail as to what implications there may be for our Clients' Land, in the short and long term and it is not appropriate to defer such impacts until after consent is granted.	Section 73 application for Notice of requirements has been lodged on the 16 May 2025 under CN223906.
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Marrickville Chamber of Commerce

MCC-1	Insufficient parking provided for the apartments in this development <ul style="list-style-type: none">• The total number of apartments will be 1,188, yet only 216 parking spaces are planned.• Given the limited parking spaces at this development, we believe it will only exacerbate the existing parking for surrounding businesses as the surrounding streets currently face parking shortage.	Refer to the response to items IWC-5 and MLG-8 above.
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Centre for Independent Studies

CIS-1	Increased housing affordability and provision <ul style="list-style-type: none">• This project will provide 1,188 apartments in walking distance of Sydenham Metro Station.• Given Sydney has a crisis of housing affordability due to a shortage of housing, this is exactly the kind of housing needed to make housing more affordable. We need much more of this.	Noted.
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1.5 Public

The Applicant's responses to the public submissions received are detailed in **Table 5** below. Refer to the Submissions Register at **Appendix A** for a list of all the individual public submissions made and considered.

Table 5 Public Submissions

Item	Summary of Matters Raised	Raised in	Response
Housing			
PS-1	<p>Affordable Housing</p> <ul style="list-style-type: none"> • <i>Period of dedication is not in perpetuity. An influx of short-term rental apartments do not support long-term community growth or stability.</i> • <i>There is a need for public housing which the development does not address.</i> • <i>The adverse impacts on living conditions for residents in the local area is not justified by the affordable housing component of the development at a mere 10%.</i> • <i>The unit mix of the affordable housing units are not family-sized and hence do not meet the needs of the local community.</i> 	54 submissions	The significant provision affordable housing for a period of 15 years is in line with State legislation and will assist in alleviating and reducing the pressure of the current housing affordability crisis in NSW.
PS-2	<p>Build to Rent (BTR)</p> <ul style="list-style-type: none"> • <i>The number of BTR apartments (ie, 599) is excessive for an area located within a low-density residential context.</i> • <i>General belief that BTR apartments are unaffordable and inhibits home ownership. Provisions allowing for an increase to building height to accommodate this type of development therefore is not justified.</i> • <i>The high turnover rates of BTR will adversely affect the neighbourhood character by causing decreased social cohesion and long-term investment by residents in the local area.</i> 	9 submissions	<p>The BTR model is a growing asset class which is designed to improve the longevity of rental tenancies and housing diversity. Rather than inhibiting home ownership, they provide an alternative housing option which provides flexibility for renters. The density (floor space) is less than the maximum permitted under the Housing SEPP.</p> <p>Further, as the build-to-rent model means that RTL Co maintains ownership long term, all buildings and public spaces will be maintained by a single owner and not reliant on agreement amongst a strata committee or multiple owners.</p>
PS-3	<p>Dwelling diversity</p> <ul style="list-style-type: none"> • <i>Accommodation for all types of family structure and residents through provision of number of bedrooms and apartment size.</i> • <i>Belief that there is insufficient provision of 3+ bedroom dwellings to house families.</i> • <i>Marrickville has an aging population and provision of co-living apartments does not contribute to meeting the needs of this demographic.</i> 	42 submissions	Refer to the response to items DPHI-9 and MLG-6 above. Refer also to the Community Housing Provider Letter at Appendix K .
Traffic and Parking			

PS-4	Traffic Generation	77 submissions	Refer to the response to items IWC-5 above. Refer also to the Transport and Accessibility Impact Assessment RTS Response at Appendix R .
	<ul style="list-style-type: none"> • <i>The proposed development will cause increased traffic and congestion in an area that is already experiencing these challenges, particularly due to proximity to the town centre and public transport facilities.</i> • <i>The proposed vehicular access points will cause further traffic congestion, creating a safety hazard particularly for vulnerable members of the community (eg, children and elderly residents).</i> • <i>The scale of the development will create an unsustainable burden on the local traffic network.</i> • <i>The Traffic Impact Assessment must consider the cumulative impacts with the Wicks Park development.</i> • <i>Local residents will be increasingly unable to find parking, causing frustration and increased congestion.</i> • <i>Upgrades of local roads and infrastructure will be necessary.</i> 		
PS-5	Insufficient Parking Spaces	111 submissions	Refer to the response to IWC-5 and the Transport and Accessibility Impact Assessment RTS Response at Appendix R .
	<ul style="list-style-type: none"> • <i>Provision of 278 parking spaces for the proposed 1,188 apartments will cause increased demand for on-street parking, contributing to increased traffic and congestion.</i> • <i>General perception that there should be one car space provided per apartment. The limited provision of parking spaces ignores the reality that a large majority of households will own a car and require a parking space. This will most adversely affect existing residents, who already often struggle to find on-street parking.</i> • <i>Roads surrounding the site are not equipped for the volume of street parking that will be caused by this development.</i> • <i>Limited car parks deter people, such as social workers, who require cars from living in the development. This causes detriment to the most vulnerable members in the local area (eg, elderly people).</i> 		
PS-6	Too many car parking spaces	1 submission	Noted.
	<ul style="list-style-type: none"> • <i>Too many car parking spaces will encourage too many drivers and private vehicle usage.</i> 		
PS-7	Traffic report issues	7 submissions	Refer to the response to item PS-5 above and the Transport and Accessibility Impact Assessment RTS Response at Appendix R .
	<ul style="list-style-type: none"> • <i>Belief that traffic report has inaccuracies:</i> <ul style="list-style-type: none"> - <i>Report assumes that BTR developments do not require more vehicle parking which is generally disagreed upon.</i> • <i>Traffic Impact Analysis not detailed enough</i> 		
PS-8	Traffic safety	24 submissions	The safety implications of the development are addressed in the revised Social Impact Assessment provided in Appendix M .
	<ul style="list-style-type: none"> • <i>The increased traffic around Marrickville Public School is a safety hazard for young children and their families.</i> 		

	<ul style="list-style-type: none"> • <i>Farr Street is a major pedestrian thoroughfare for children walking around Marrickville Public School. The proposed residential and delivery driveways on this street increase the likelihood of accidents.</i> • <i>Marrickville Public School does not have the capacity for new students to attend the school.</i> 		
PS-9	<p>Economic impacts of inadequate parking</p> <ul style="list-style-type: none"> • <i>Increased demand for parking with limited provision will have an economic effect on the local community – people will stop visiting the suburb because of inability to find parking and local businesses will suffer.</i> 	3 submissions	The economic impacts of the proposed development have been assessed in the originally lodged Economic Impact Statement lodged with the original SSDA (EIS Appendix P).
PS-10	<p>Emergency vehicle egress</p> <ul style="list-style-type: none"> • <i>Inability of emergency vehicles to access locations in the suburb due to congestion.</i> 	3 submissions	Emergency vehicle egress requirements have been included in the development design. Refer to the Transport and Accessibility Impact Assessment RTS Response at Appendix R .
Height			
PS-11	<p>Height of building</p> <ul style="list-style-type: none"> • <i>The proposed height is excessive and will cause significant overshadowing to surrounding properties.</i> • <i>Proposed height is inconsistent with existing controls and the low-density character of the neighbourhood.</i> • <i>Such overshadowing severely impacts access to natural light and reduces the general liveability of affected properties. This is inconsistent with planning objectives.</i> • <i>There is a lack of transition between the proposed development and the surrounding low density neighbourhood character.</i> • <i>The proposed height impacts the privacy of surrounding residents.</i> • <i>Existing justifications for the proposed height are insufficient to mitigate the negative impacts the development imposes on surrounding residents.</i> • <i>The development will create adverse wind tunnel effects and too much height below the flight path.</i> 	79 submissions	Justification for the height of buildings is provided in the revised Clause 4.6 Variation Request (Height) at Appendix E .
PS-12	<p>Overshadowing</p> <ul style="list-style-type: none"> • <i>Proposed height will result in overshadowing of other residents and public domain. Most significantly, these include residents on Farr Street, Sydenham Road and Victoria Road, and the public open space at Wicks Park.</i> • <i>Adverse health impacts to accompany loss of solar access of adjacent residents.</i> • <i>Worsening of existing problems in an area struggling with damp issues in buildings and on roads.</i> • <i>Overshadowing towards adjacent developments with PV solar panels.</i> 	78 submissions	Refer to Section 3.3.3 in the RTS Report.

	<ul style="list-style-type: none"> • Overshadowing will reduce the solar access of an adjacent property on which solar panels were just installed. This will reduce power saving and result in economic impacts • Proposed overshadowing is not compliant with development standards or local planning objectives. 		
PS-13	Privacy <ul style="list-style-type: none"> • Overlooking from development will reduce privacy of adjacent residents. • Risk to school children at Marrickville Public School in regard to privacy and safety. 	9 submissions	Refer to Section 3.3.4 of the RTS Report. Additionally, the safety implications of the development are addressed in the revised Social Impact Assessment provided in Appendix M .
PS-14	Flight path <ul style="list-style-type: none"> • Excessive building height to interfere with flight path and noise 	4 submissions	The building height will not interfere with flight path. Refer to the Aviation Confirmation Letter at Appendix T .
FSR			
PS-15	Inconsistency with LEP FSR <ul style="list-style-type: none"> • Inconsistency of proposed development with LEP FSR. 	2 submissions	The development does not exceed the applicable FSR control, as established by the Housing SEPP. Refer to Section 4.5.2 of the EIS to the originally lodged SSDA.
Density			
PS-16	Increased density <ul style="list-style-type: none"> • Excessive residential density in a suburb which is already overpopulated. 	5 submissions	Development density is discussed at MLG1 .
Existing Infrastructure			
PS-17	Insufficient existing infrastructure <ul style="list-style-type: none"> • Existing community infrastructure is insufficient to meet the needs of proposal including schools, healthcare, transport, roads, open space, childcare services, cycle ways, and other public amenities. • The proposal does not provide intentions for improvements to existing infrastructure to support the needs of the resulting increased population. • Insufficient investment into essential infrastructure will strain current infrastructure. • Existing public open spaces (eg, Wicks Park) is in poor condition and inadequate to service the surrounding neighbourhood. • Concerns about morning capacity on Metro. • Concerns regarding cumulative impacts with Wicks Park development adjacent. • Long wait times at childcare services. • Existing public school strained for resources. • Bus network is strained due to increased traffic and patrons. 	76 submissions	Refer to the Infrastructure Delivery Report lodged with the original SSDA (EIS Appendix UU) and the revised Social Impact Assessment at Appendix M .

Community Engagement and Consultation

PS-18	<p>Poor community engagement and consultation</p> <ul style="list-style-type: none"> • Poor engagement and inconsistent communication by the Developer in the community consultation process. • Missing consultation updates and information provided. • Material justifying particular aspects of the development were often not publicly available and/or inaccurate and incorrect. • Lack transparency in consultation processes - particularly for residents who were negotiating sale of their properties to the developer. 	17 submissions	RTL Co. has undertaken ongoing consultation with the public. Refer to Section 3.0 of the RTS Report.
Character of Area			
PS-19	<p>Bulk and Scale</p> <ul style="list-style-type: none"> • Visual amenity impacts resultant from scope of works including building envelope and relationship with public domain. • Overdevelopment and design quality compromises leading to and out of scale building that compromises the surrounding low-rise character of the area. • Low housing integrity resulting from fast building and influx of residents. • Destruction of heritage buildings along Illawarra Rd and contrast of industrial design choices to heritage character of the area. • Building lengths exceeding 70m resulting in a visually overwhelming street interface. • Internal amenity compromised due to core/lift structure. • Visual impact images incorrectly represent height. • Loss of sky views. • Detracts from character of Marrickville. 	60 submissions	Refer to the response to items DPPI-1, DPPI-2 and MLG-2 above.
PS-20	<p>Character of site</p> <ul style="list-style-type: none"> • Development does not reference historical uses through materiality IE no timber used throughout proposal. • Development has historical significance, being part of the historic Marrickville brickmaking area. • Apartment buildings attract a more transient population. This will change the character of the local area. 	5 submissions	Historical and heritage character considerations are provided by Urbis at Appendix O .
PS-21	<p>Liveability</p> <ul style="list-style-type: none"> • Cumulative effect of development will significantly reduce the liveability of the site, to the detriment of both existing and future residents. 	7 submissions	The social effects of the development are discussed in the revised Social Impact Assessment provided at Appendix M .
PS-22	Health concerns	1 submission	Subsurface conditions of the site have been considered in the Environmental Impact Statement (EIS) lodged with the

	<ul style="list-style-type: none"> • <i>Marrickville is a historical industrial hub – contaminants may be embedded in the soil. Disturbance of such poses significant health risk.</i> 		original SSDA. Refer to Section 6.7 of the originally lodged EIS and the originally lodged Geotechnical Report and Hydrology Report (Appendix U of original SSDA).
PS-23	<p>Art and performance venues</p> <ul style="list-style-type: none"> • <i>New residents could make complaints about local music venues, local character at risk.</i> 	1 submission	The social effects of the development are discussed in the revised Social Impact Assessment provided at Appendix M .
Planning Controls and Standards			
PS-24	<p>Use of Clause 4.6 Variation to Development Standards</p> <ul style="list-style-type: none"> • <i>Height</i> • <i>FSR</i> 	3 submissions	Refer to the revised Clause 4.6 Variation Request (Height) at Appendix E . There is no proposed exceedance to FSR.
PS-25	<p>Non-compliance with Clause 6.31 of IWLEP</p> <ul style="list-style-type: none"> • <i>Fails to satisfy the clause, which prohibits development consent unless a DCP addressing key urban design, infrastructure, and environmental matters has been prepared for the site. The existing DCP does not meet these requirements, and no new DCP has been exhibited that responds to the current proposal.</i> 	1 submission	Refer to the response to item MLG-4 above.
PS-26	<p>Inconsistencies with ADG, LEP and DCP</p> <ul style="list-style-type: none"> • <i>Exceeds provisions within the ADG, LEP and DCP and without adequate justification to do so.</i> <ul style="list-style-type: none"> - <i>Building height and density violate ADG solar access requirements.</i> - <i>Building height currently proposed goes beyond LEP controls and exceeds the affordable housing bonus provision</i> 	15 submissions	<p>In respect of ADG compliance, refer to the response to item DPHI-5 above.</p> <p>Non-compliances with the LEP provisions have been addressed in revised Clause 4.6 Variation Request (Height) at Appendix E.</p> <p>In respect of DCP compliance, under Section 2.10 of the Planning Systems SEPP, DCP controls do not apply to state significant development. Notwithstanding, assessment against the DCP was provided in the Design Report submitted with the SSDA.</p>
Construction			
PS-27	<p>Disruptions</p> <ul style="list-style-type: none"> • <i>Noise to cause a decreased quality of life for people working from home or studying. These negative externalities are to be experienced for a prolonged and excessive period of time (ie, 3 years).</i> • <i>Extensive level of disruption to local traffic, access, and roads during the construction period.</i> • <i>Safety concerns associated with construction vehicles in a high-traffic and school zone area.</i> • <i>No mitigation strategies or compensation plans to address construction which is to occur six days a week.</i> 	17 submissions	Refer to Section 3.3.5 of the RTS Report. Refer also to the revised Social Impact Assessment at Appendix M and the revised Acoustic Report at Appendix S .

	<ul style="list-style-type: none"> • Suggested parking restrictions to allow for residents to park on street during construction due to limited private parking. • Concern with truck movement on Edward Street (yield street). 		
PS-28	Structural and Geotechnical Risks <ul style="list-style-type: none"> • Potential structural and geotechnical risks associated with construction, particularly the effects of foundational piling on surrounding terrace houses. 	1 submission	Refer to Section 6.7 of the originally lodged EIS and the originally lodged Geotechnical Report and Hydrology Report (EIS Appendix U).
Safety and Security			
PS-29	<ul style="list-style-type: none"> • Safety and security for local residents caused by development have not been considered. • Potential issues include vandalism, security, noise, light pollution, litter. 	3 submissions	Refer to the revised Social Impact Assessment at Appendix M and the revised Crime Prevention Through Environmental Design Report at Appendix I .
Acoustics			
PS-30	Impact of operational uses <ul style="list-style-type: none"> • Impacted by ANEF 20 – balconies and windows will be impacted which can affect ventilation. • Noise impacts on surrounding development. 	9 submissions	Refer to the revised Acoustic Report at Appendix S .
PS-31	Aircraft noise <ul style="list-style-type: none"> • Development will result in an increase in the number of dwellings affected by aircraft noise as building is proposed to be located under the flight path. 	1 submission	Refer to the revised Acoustic Report at Appendix S .
Flood			
PS-32	Flood impacts <ul style="list-style-type: none"> • The proposed development does not acknowledge the site's location within the flood planning area. This has potential impacts downstream as the development will accelerate flooding through surface runoff and cause unknown impacts to stormwater drainage infrastructure. 	4 submissions	Refer to the revised Flood Impact Risk Assessment provided at Appendix J .
Waste Management			
PS-33	Insufficient waste management consideration <ul style="list-style-type: none"> • Turning circle for garbage trucks does not meet council specifications. • No details are provided regarding the manner by which waste will be managed from buildings that do not have direct access to the carpark. 	1 submission	Refer to the revised Waste Management Plan provided at Appendix G .
Environmental Impacts			

PS-34	Negative impacts to environment <ul style="list-style-type: none"> Proposed development to cause removal of green space, disruption of biodiversity, tree canopy and energy consumption. Development will contribute to the generation of the Urban Heat Island effect. Development is proposed to occur on the Gumbramorra Swamp (Wetlands) which has Aboriginal significance. Increase in non-permeable surfaces negative effects on runoff. 	15 submissions	Refer to the originally lodged Arboricultural Impact Assessment lodged with the original SSDA (EIS Appendix KK).
PS-35	Insufficient environmental assessment <ul style="list-style-type: none"> Arboricultural Assessment is inconsistent with existing trees and vegetation on the suite. Remediation Action Plan (RAP) is flawed. Environmental impact assessment should be conducted on vulnerable populations (eg, children, elderly) in mind. 	5 submissions	Refer to the revised Social Impact Assessment at Appendix M .
Community/Public Benefit			
PS-36	Community/public benefit provision <ul style="list-style-type: none"> Project fails to deliver community benefits. Publicly accessible open space provisions are vague. 	6 submissions	Refer to the revised Social Impact Assessment at Appendix M and the revised Landscape Plan at Appendix Q .
Ecologically Sustainable Development			
PS-37	ESD inconsistencies <ul style="list-style-type: none"> The proposal is not explicit in outlining ESD goals and targets. Disparities between ESD report and EIS. 	1 submission	ESD goals are suitable for the type of development proposed as discussed in the ESD Report lodged with the original SSDA (EIS Appendix QQ).
Precedent for Future Development			
PS-38	Sets a precedent for future development <ul style="list-style-type: none"> Proposal sets a precedent for acceptable development in future. 	5 submissions	Noted.
Surrounding Properties			
PS-39	Impacts to surrounding properties <ul style="list-style-type: none"> Landowners of surrounding properties often mentioned failed negotiations for acquisition, which will cause site isolation, property devaluation and loss of residential amenity for their sites. Concerns regarding connection to sewer main under adjacent properties will be affected by the proposed development. SP2 Road Widening Zoning leading to compulsory acquisition. 	9 submissions	Refer to Section 3.3.1 of the RTS Report.
Aboriginal Heritage			

PS-40	Impacts to significant areas and inadequate consultation <ul style="list-style-type: none"> The development is planned on Gumbramorra Swamp (Wetlands) in Gadigal Country, an area with deep historical significance to Aboriginal communities. Development plan lacks clarity on consultation with Aboriginal groups including who was consulted and the process. Public submissions wish to invite Mr. Dillon Kombumerri to review development scheme. 	2 submissions	Refer to the Aboriginal Cultural Heritage Assessment Report lodged with the original SSDA (EIS Appendix HH).
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Strategic Directions

PS-41	Misalignment with strategic plans <ul style="list-style-type: none"> General misalignment with National Housing Accord 2022, Greater Sydney, Region Plan – A Metropolis of Three Cities, Eastern City District Plan, Inner West Local Strategic Planning Statement. 	1 submission	Refer to Section 2.4 of the originally lodged EIS, which details the strategic merit of the development.
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The Applicant notes the following supporting submissions made in respect of the proposed development, which are outlined in **Table 6** below.

Table 6 Public Submissions in Support

Item	Summary of Matters Raised	Raised In	Response
Economic Benefit			
PS-42	Provision of commercial space <ul style="list-style-type: none"> Provision of commercial space will enable new businesses to be established and drive the economic growth of the local area. Development will create employment opportunities. 	9 submissions	Noted.
Liveability			
PS-43	Improved liveability <ul style="list-style-type: none"> The development provides a large volume of high quality, well-located housing proximate to the town centre, amenities and transport. This supports improved liveability of the local area. 	25 submissions	Noted.
ESD Outcomes			
PS-44	Active transport <ul style="list-style-type: none"> The development's provision of 762 bike spaces and minimal parking (278 spaces) encourages active transport and ESD due to proximity to public transport. Good inclusion of private ride sharing spaces. 	18 submissions	Noted.
Growth capacity of local area			

PS-45	Infrastructure and residential capacity <ul style="list-style-type: none"> Marrickville Public School has capacity to accommodate for increased students and growth – development ensures efficient use of public infrastructure. Development provides opportunity for people wanting to move into the area to compete in the highly-competitive residential market. 	11 submissions	Noted.
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Provision of Affordable Housing

PS-46	Housing supply <ul style="list-style-type: none"> Development increases the housing stock in a highly attractive residential area which is heavily in need of affordable housing. Development is an opportunity to provide a more diverse range of housing in the local area. Increased density supports highest and best use of land (cf. low density residential) and decreases urban sprawl. Provides dense housing with high quality design. 	27 submissions	Noted.
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The public submissions that raised each item listed in **Table 5** and **Table 6** are listed in **Table 7** below.

Table 7 Summary of public that raised the matters listed in tables above

Table 5 Item	Raised by	Table 6 Item	Raised by
PS-1	<ul style="list-style-type: none"> Rachmat Djajadikarta (Marrickville, NSW) Name Withheld (Marrickville, NSW) (Public Submission 1) Name Withheld (Marrickville, NSW) (Public Submission 2) Name Withheld (Marrickville, NSW) (Public Submission 5) Carolyn Craig (Marrickville, NSW) Rhea Liebmann (Marrickville, NSW) Alison Pickel (Marrickville, NSW) Catherine Peters (Enmore, NSW) Jennifer Jamieson (Birchgrove, NSW) Amanda King (Marrickville, NSW) Name Withheld (Earlwood, NSW) (Public Submission 15) Anna Himmelreich (Marrickville, NSW) Rebecca Williams (Newtown, NSW) Melanie Morrison (Marrickville, NSW) Daria O'Neill (Marrickville, NSW) Name Withheld (Marrickville, NSW) (Public Submission 18) 	PS-42	<ul style="list-style-type: none"> Andrea Leong (Marrickville, NSW) Name Withheld (Miranda, NSW) (Public Submission 50) Name Withheld (Glebe, NSW) (Public Submission 62) Andy Leach (Marrickville, NSW) Name Withheld (Marrickville, NSW) (Public Submission 83) Andrea Leong (Marrickville, NSW) Name Withheld (Pyrmont, NSW) (Public Submission 104) Name Withheld (Epping, NSW) (Public Submission 106) Benjamin Cullen (Stanmore, NSW)

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- Jonathan Hirt (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 22)
 - Name Withheld (Alstonville, NSW) (Public Submission 23)
 - Sonia Ferreira (Marrickville, NSW)
 - Peter Jeffrey (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 25)
 - Name Withheld (Marrickville, NSW) (Public Submission 27)
 - Name Withheld (Marrickville, NSW) (Public Submission 29)
 - Name Withheld (Marrickville, NSW) (Public Submission 30)
 - Name Withheld (Dulwich Hill, NSW) (Public Submission 32)
 - Name Withheld (Marrickville, NSW) (Public Submission 33)
 - Georgia Maclean (Marrickville, NSW)
 - Keeley Ray (Marrickville, NSW)
 - Nicole Beasley (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 46)
 - Heather R Davie (Marrickville, NSW)
 - Stephen Asher (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 54)
 - Name Withheld (Marrickville, NSW) (Public Submission 57)
 - Name Withheld (Marrickville, NSW) (Public Submission 65)
 - Therese Hinder (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 80)
 - Name Withheld (Marrickville, NSW) (Public Submission 81)
 - Name Withheld (Marrickville, NSW) (Public Submission 87)
 - Carmel Grimmatt (Marrickville, NSW)
 - Rebecca Hitchmough (Marrickville, NSW)
 - Megan Rhodes (Marrickville, NSW)
 - Maria Stefanopoulos (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 100)
 - Name Withheld (Marrickville, NSW) (Public Submission 101)
 - Name Withheld (Marrickville, NSW) (Public Submission 103)
 - Francis Holmes (Marrickville, NSW)
 - Erin Noble (Marrickville, NSW)
 - Paul Drummond (Marrickville, NSW)
 - Philippa Clark (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 114)
 - Peita Sheperd (Marrickville, NSW)
 - Name Withheld (Clovelly, NSW) (Public Submission 123)
-

PS-2

- Tanaka Marembo (Peakhurst, NSW)
- Name Withheld (Peakhurst, NSW) (Public Submission 3)
- Carolyn Craig (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 6)
- Catherine Peters (Enmore, NSW)
- Amanda King (Marrickville, NSW)
- Daria O'Neill (Marrickville, NSW)
- Katharine Dillon (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 89)

PS-43

- Ryan Kesick (Sydney, NSW)
- Dominic Behrens (Newtown, NSW)
- Emily Lockwood (Summer Hill, NSW)
- Justin Simon (Summer Hill, NSW)
- Name Withheld (Richmond, VIC) (Public Submission 47)
- Name Withheld (Miranda, NSW) (Public Submission 50)
- Anthony Wakulicz (Ashfield, NSW)
- Name Withheld (Glebe, NSW) (Public Submission 62)
- Name Withheld (Arncliffe, NSW) (Public Submission 63)
- Name Withheld (Hurlstone Park, NSW) (Public Submission 64)
- Nicholas Smith (Leichhardt, NSW)
- David Lee (Naremburn, NSW)
- Benjamin Strang (Marrickville, NSW)
- Sharath Mahendran (West Pennant Hills, NSW)
- Andy Leach (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 83)
- Andrea Leong (Marrickville, NSW)
- Name Withheld (Pyrmont, NSW) (Public Submission 104)
- Bryce Carr (Newtown, NSW)
- Name Withheld (Epping, NSW) (Public Submission 106)
- Philippa Clark (Marrickville, NSW)
- Name Withheld (Como, NSW) (Public Submission 111)
- Benjamin Cullen (Stanmore, NSW)
- Daniel Mendes (Chatswood, NSW)
- Phillip Balding (Woonona, NSW)

PS-3

- Petra Jones (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 6)
- Name Withheld (Marrickville, NSW) (Public Submission 7)
- Name Withheld (Marrickville, NSW) (Public Submission 10)
- Alison Pickel (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 13)
- Name Withheld (Marrickville, NSW) (Public Submission 15)
- Rebecca Williams (Newtown, NSW)
- Daria O'Neill (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 18)
- Jonathan Hirt (Marrickville, NSW)
- Elizabeth Hansen (Marrickville, NSW)

PS-44

- Ryan Kesick (Sydney, NSW)
- Emily Lockwood (Summer Hill, NSW)
- Justin Simon (Summer Hill, NSW)
- Name Withheld (Miranda, NSW) (Public Submission 50)
- Name Withheld (Glebe, NSW) (Public Submission 62)
- Victor Leng (Canley Heights, NSW)
- Harrison Ball (Campsie, NSW)
- Name Withheld (Hurlstone Park, NSW) (Public Submission 64)
- Sharath Mahendran (West Pennant Hills, NSW)
- Andy Leach (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 83)
- Andrea Leong (Marrickville, NSW)

- Name Withheld (Marrickville, NSW) (Public Submission 22)
- Name Withheld (Alstonville, NSW) (Public Submission 23)
- Peter Jeffrey (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 29)
- Name Withheld (Marrickville, NSW) (Public Submission 30)
- Name Withheld (Dulwich Hill, NSW) (Public Submission 32)
- Name Withheld (Marrickville, NSW) (Public Submission 33)
- Name Withheld (Marrickville, NSW) (Public Submission 34)
- Name Withheld (Marrickville, NSW) (Public Submission 38)
- Georgia Maclean (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 40)
- Antoinette Ali (Marrickville, NSW)
- Adrian Hinder (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 87)
- Name Withheld (Marrickville, NSW) (Public Submission 88)
- Name Withheld (Marrickville, NSW) (Public Submission 90)
- Rebecca Hitchmough (Marrickville, NSW)
- Megan Rhodes (Marrickville, NSW)
- Maria Stefanopoulos (Marrickville, NSW)
- Josephine Hendriks (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 94)
- Name Withheld (Marrickville, NSW) (Public Submission 99)
- Name Withheld (Marrickville, NSW) (Public Submission 100)
- Name Withheld (Marrickville, NSW) (Public Submission 101)
- Name Withheld (Marrickville, NSW) (Public Submission 102)
- Name Withheld (Marrickville, NSW) (Public Submission 107)
- Paul Drummond (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 108)
- Name Withheld (Marrickville, NSW) (Public Submission 109)
- Stuart Lowe (Marrickville, NSW)

- Name Withheld (Pyrmont, NSW) (Public Submission 104)
- Bryce Carr (Newtown, NSW)
- Name Withheld (Epping, NSW) (Public Submission 106)
- Name Withheld (Como, NSW) (Public Submission 111)
- Benjamin Cullen (Stanmore, NSW)
- Daniel Mendes (Chatswood, NSW)

PS-4

- Rachmat Djajadikarta (Marrickville, NSW)
- Tanaka Marembo (Peakhurst, NSW)
- Debra Psomadellis (Sans Souci, NSW)
- Name Withheld (Peakhurst, NSW) (Public Submission 4)
- Lauren Hofer (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 7)
- Name Withheld (Marrickville, NSW) (Public Submission 8)

PS-45

- Ryan Kesick (Sydney, NSW)
- Emily Lockwood (Summer Hill, NSW)
- Justin Simon (Summer Hill, NSW)
- Name Withheld (Glebe, NSW) (Public Submission 62)
- Victor Leng (Canley Heights, NSW)
- Name Withheld (Arncliffe, NSW) (Public Submission 63)
- Nicholas Smith (Leichhardt, NSW)

-
- Name Withheld (Marrickville, NSW) (Public Submission 9)
 - Rhea Liebmann (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 12)
 - Katharine Dillon (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 20)
 - Name Withheld (Marrickville, NSW) (Public Submission 21)
 - Name Withheld (Marrickville, NSW) (Public Submission 22)
 - Sonia Ferreira (Marrickville, NSW)
 - Peter Jeffrey (Marrickville, NSW)
 - Name Withheld (Sandy Bay, TAS) (Public Submission 24)
 - Name Withheld (Marrickville, NSW) (Public Submission 25)
 - Scott Beveridge (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 34)
 - Amanda Beveridge (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 36)
 - Belinda Weber (Marrickville, NSW)
 - Keeley Ray (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 43)
 - Name Withheld (Marrickville, NSW) (Public Submission 44)
 - Jason Stevenson (Marrickville, NSW)
 - Nicole Beasley (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 45)
 - Name Withheld (Marrickville, NSW) (Public Submission 49)
 - Stephen Asher (Marrickville, NSW)
 - Meri Angelakis (Marrickville, NSW) – We note that this submission included the phrases “The proposed development will generate a substantial increase in traffic flow along [insert local roads]...” and “This area is home to [mention any known endangered species, green spaces or heritage-listed buildings if applicable]...”. This is evidence that it was prepared, at least in part, by Artificial Intelligence. As such, we recommend that DPHI exercise caution in acting upon concerns raised in the submission, or to contact the author for clarification.
 - Name Withheld (Dulwich Hill, NSW) (Public Submission 55)
 - Name Withheld (Marrickville, NSW) (Public Submission 56)
 - Name Withheld (Marrickville, NSW) (Public Submission 61)
 - Name Withheld (Marrickville, NSW) (Public Submission 68)
 - Therese Hinder (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 70)

- Name Withheld (Surry Hills, NSW) (Public Submission 71)
- Sharath Mahendran (West Pennant Hills, NSW)
- Daniel Mendes (Chatswood, NSW)
- Phillip Balding (Woonona, NSW)

-
- Ken Hunyh (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 81)
 - Name Withheld (Marrickville, NSW) (Public Submission 82)
 - Name Withheld (Marrickville, NSW) (Public Submission 84)
 - Name Withheld (Marrickville, NSW) (Public Submission 86)
 - Adrian Hinder (Marrickville, NSW)
 - Raymond Samuel Goodman (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 87)
 - Name Withheld (Marrickville, NSW) (Public Submission 91)
 - Rebecca Hitchmough (Marrickville, NSW)
 - Anthony Mason (Marrickville, NSW)
 - Megan Rhodes (Marrickville, NSW)
 - Maria Stefanopoulos (Marrickville, NSW)
 - Josephine Hendriks (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 94)
 - Name Withheld (Marrickville, NSW) (Public Submission 95)
 - Lynette Stagg (East Gosford, NSW)
 - Name Withheld (Winston Hills, NSW) (Public Submission 97)
 - Erin Noble (Marrickville, NSW)
 - Paul Drummond (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 109)
 - Name Withheld (Marrickville, NSW) (Public Submission 110)
 - Ryan Friend (Marrickville, NSW)
 - Stuart Lowe (Marrickville, NSW)
 - Poppy Savvakis (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 112)
 - Name Withheld (Marrickville, NSW) (Public Submission 113)
 - Name Withheld (Marrickville, NSW) (Public Submission 114)
 - Damien Rhodes (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 115)
 - Peita Sheperd (Marrickville, NSW)
 - Name Withheld (Tempe, NSW) (Public Submission 115)
 - Name Withheld (Marrickville, NSW) (Public Submission 119)
 - Name Withheld (Marrickville, NSW) (Public Submission 120)
 - Name Withheld (Marrickville, NSW) (Public Submission 121)
 - Kellie Jeffery (Marrickville, NSW)
 - Briony Stevenson (Marrickville, NSW) 2
 - William Psomadellis (Marrickville, NSW)
-

-
- Name Withheld (Marrickville, NSW) (Public Submission 124)
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PS-5

- Rachmat Djajadikarta (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 1)
- Name Withheld (Marrickville, NSW) (Public Submission 2)
- Name Withheld (Peakhurst, NSW) (Public Submission 4)
- Petra Jones (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 6)
- Name Withheld (Marrickville, NSW) (Public Submission 7)
- Name Withheld (Marrickville, NSW) (Public Submission 9)
- Rhea Liebmann (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 10)
- Alison Pickel (Marrickville, NSW)
- Sue Griffiths (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 12)
- Name Withheld (Marrickville, NSW) (Public Submission 13)
- Name Withheld (Marrickville, NSW) (Public Submission 15)
- Michael Frost (Marrickville, NSW)
- Rebecca Williams (Newtown, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 18)
- Katharine Dillon (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 18)
- Elizabeth Hansen (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 21)
- Name Withheld (Alstonville, NSW) (Public Submission 23)
- Sonia Ferreira (Marrickville, NSW)
- Name Withheld (Sandy Bay, TAS) (Public Submission 24)
- Scott Beveridge (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 27)
- Name Withheld (Marrickville, NSW) (Public Submission 30)
- Name Withheld (Marrickville, NSW) (Public Submission 31)
- Name Withheld (Marrickville, NSW) (Public Submission 33)
- Name Withheld (Marrickville, NSW) (Public Submission 34)
- Amanda Beveridge (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 36)
- Name Withheld (Marrickville, NSW) (Public Submission 37)
- Name Withheld (Marrickville, NSW) (Public Submission 38)
- Georgia Maclean (Marrickville, NSW)

PS-46

- Name Withheld (Marrickville, NSW) (Public Submission 14)
- Ryan Kesick (Sydney, NSW)
- Dominic Behrens (Newtown, NSW)
- Emily Lockwood (Summer Hill, NSW)
- Justin Simon (Summer Hill, NSW)
- Name Withheld (Richmond, VIC) (Public Submission 47)
- Name Withheld (Miranda, NSW) (Public Submission 50)
- Anthony Wakulicz (Ashfield, NSW)
- Name Withheld (Glebe, NSW) (Public Submission 62)
- Victor Leng (Canley Heights, NSW)
- Harrison Ball (Campsie, NSW)
- Name Withheld (Arncliffe, NSW) (Public Submission 63)
- Name Withheld (Hurlstone Park, NSW) (Public Submission 64)
- Nicholas Smith (Leichhardt, NSW)
- Christian Pagliaro (Bondi Beach, NSW)
- Sharath Mahendran (West Pennant Hills, NSW)
- Felicity Peel (Rozelle, NSW)
- Andrea Leong (Marrickville, NSW)
- Name Withheld (Pyrmont, NSW) (Public Submission 104)
- Bryce Carr (Newtown, NSW)
- Name Withheld (Epping, NSW) (Public Submission 106)
- Philippa Clark (Marrickville, NSW)
- Name Withheld (Como, NSW) (Public Submission 111)
- Brett Pitman (Plumpton, NSW)
- Benjamin Cullen (Stanmore, NSW)
- Mark Newtown (Marrickville, NSW)
- Phillip Balding (Woonona, NSW)

-
- Elizabeth Simic (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 39)
 - Belinda Weber (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 40)
 - Keeley Ray (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 43)
 - Name Withheld (Marrickville, NSW) (Public Submission 44)
 - Jason Stevenson (Marrickville, NSW)
 - Nicole Beasley (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 46)
 - Name Withheld (Marrickville, NSW) (Public Submission 48)
 - Heather R Davie (Marrickville, NSW)
 - Victor Macri (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 51)
 - Name Withheld (Marrickville, NSW) (Public Submission 52)
 - Name Withheld (Marrickville, NSW) (Public Submission 54)
 - Meri Angelakis (Marrickville, NSW) – We note that this submission included the phrases “The proposed development will generate a substantial increase in traffic flow along [insert local roads]...” and “This area is home to [mention any known endangered species, green spaces or heritage-listed buildings if applicable]...”. This is evidence that it was prepared, at least in part, by Artificial Intelligence. As such, we recommend that DPHI exercise caution in acting upon concerns raised in the submission, or to contact the author for clarification.
 - Peter Middleton (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 57)
 - Ethen Gamboa (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 66)
 - Name Withheld (Marrickville, NSW) (Public Submission 68)
 - Name Withheld (Marrickville, NSW) (Public Submission 69)
 - Therese Hinder (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 70)
 - Ken Huynh (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 81)
 - Name Withheld (Marrickville, NSW) (Public Submission 82)
 - Antoinette Ali (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 86)
 - Adrian Hinder (Marrickville, NSW)
-

-
- Raymond Samuel Goodman (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 87)
 - Carmel Grimmett (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 88)
 - Name Withheld (Marrickville, NSW) (Public Submission 90)
 - Name Withheld (Marrickville, NSW) (Public Submission 91)
 - Rebecca Hitchmough (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 92)
 - Anthony Mason (Marrickville, NSW)
 - Megan Rhodes (Marrickville, NSW)
 - Maria Stefanopoulos (Marrickville, NSW)
 - Peter Bownes (Marrickville, NSW)
 - Josephine Hendriks (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 94)
 - Name Withheld (Marrickville, NSW) (Public Submission 95)
 - Lynette Stagg (East Gosford, NSW)
 - Name Withheld (Winston Hills, NSW) (Public Submission 97)
 - Name Withheld (Ashfield, NSW) (Public Submission 98)
 - Name Withheld (Marrickville, NSW) (Public Submission 99)
 - Name Withheld (Marrickville, NSW) (Public Submission 100)
 - Name Withheld (Marrickville, NSW) (Public Submission 101)
 - Name Withheld (Marrickville, NSW) (Public Submission 102)
 - Name Withheld (Marrickville, NSW) (Public Submission 103)
 - Name Withheld (Marrickville, NSW) (Public Submission 105)
 - Name Withheld (Marrickville, NSW) (Public Submission 107)
 - Erin Noble (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 108)
 - Name Withheld (Marrickville, NSW) (Public Submission 110)
 - Ryan Friend (Marrickville, NSW)
 - Sally Lane (Marrickville, NSW)
 - Stuart Lowe (Marrickville, NSW)
 - Poppy Savvakis (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 112)
 - Damien Rhodes (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 115)
 - Peita Sheperd (Marrickville, NSW)
 - Name Withheld (Tempe, NSW) (Public Submission 115)
 - Name Withheld (Marrickville, NSW) (Public Submission 119)
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- Name Withheld (Marrickville, NSW) (Public Submission 121)
 - Kellie Jeffery (Marrickville, NSW)
 - Jazzie Quinn (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 122)
 - Briony Stevenson (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 124)

PS-6

- Name Withheld (Marrickville, NSW) (Public Submission 16)

PS-7

- Rachmat Djajadikarta (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 1)
- Petra Jones (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 33)
- Name Withheld (Marrickville, NSW) (Public Submission 45)
- Peter Bownes (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 95)

PS-8

- Name Withheld (Marrickville, NSW) (Public Submission 12)
 - Name Withheld (Marrickville, NSW) (Public Submission 13)
 - Name Withheld (Marrickville, NSW) (Public Submission 18)
 - Katharine Dillon (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 21)
 - Name Withheld (Marrickville, NSW) (Public Submission 22)
 - Scott Beveridge (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 33)
 - Amanda Beveridge (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 41)
 - Keeley Ray (Marrickville, NSW)
 - Nicole Beasley (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 53)
 - Name Withheld (Marrickville, NSW) (Public Submission 68)
 - Name Withheld (Marrickville, NSW) (Public Submission 69)
 - Name Withheld (Marrickville, NSW) (Public Submission 86)
 - Raymond Samuel Goodman (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 87)
 - Carmel Grimmer (Marrickville, NSW)
 - Megan Rhodes (Marrickville, NSW)
 - Maria Stefanopoulos (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 96)
-

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- Lynette Stagg (East Gosford, NSW)
 - Name Withheld (Ashfield, NSW) (Public Submission 98)
-

PS-9

- Keeley Ray (Marrickville, NSW)
 - Stephen Asher (Marrickville, NSW)
 - Ethen Gamboa (Marrickville, NSW)
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PS-10

- Keeley Ray (Marrickville, NSW)
 - Adrian Hinder (Marrickville, NSW)
 - Josephine Hendriks (Marrickville, NSW)
-

PS-11

- Name Withheld (Marrickville, NSW) (Public Submission 1)
 - Name Withheld (Marrickville, NSW) (Public Submission 2)
 - Name Withheld (Marrickville, NSW) (Public Submission 4)
 - Name Withheld (Marrickville, NSW) (Public Submission 6)
 - Rebecca Fawcett (Marrickville, NSW)
 - Alison Pickel (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 15)
 - Rebecca Williams (Newtown, NSW)
 - Daria O'Neill (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 18)
 - Name Withheld (Marrickville, NSW) (Public Submission 19)
 - Jonathan Hirt (Marrickville, NSW)
 - Elizabeth Hansen (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 21)
 - Name Withheld (Marrickville, NSW) (Public Submission 22)
 - Name Withheld (Alstonville, NSW) (Public Submission 23)
 - Peter Jeffrey (Marrickville, NSW)
 - Name Withheld (Sandy Bay, TAS) (Public Submission 24)
 - Name Withheld (Marrickville, NSW) (Public Submission 26)
 - Scott Beveridge (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 27)
 - Name Withheld (Marrickville, NSW) (Public Submission 30)
 - Name Withheld (Marrickville, NSW) (Public Submission 31)
 - Name Withheld (Dulwich Hill, NSW) (Public Submission 32)
 - Name Withheld (Marrickville, NSW) (Public Submission 33)
 - Name Withheld (Marrickville, NSW) (Public Submission 35)
 - Amanda Beveridge (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 37)
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- Georgia Maclean (Marrickville, NSW)
 - Elizabeth Simic (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 39)
 - Belinda Weber (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 40)
 - Name Withheld (Marrickville, NSW) (Public Submission 41)
 - Keeley Ray (Marrickville, NSW)
 - Jason Stevenson (Marrickville, NSW)
 - Stephen Asher (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 51)
 - Name Withheld (Marrickville, NSW) (Public Submission 52)
 - Name Withheld (Marrickville, NSW) (Public Submission 53)
 - Therese Hinder (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 70)
 - Name Withheld (Marrickville, NSW) (Public Submission 72)
 - Name Withheld (Marrickville, NSW) (Public Submission 73)
 - Antoinette Ali (Marrickville, NSW)
 - Adrian Hinder (Marrickville, NSW)
 - Raymond Samuel Goodman (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 87)
 - Carmel Grimmer (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 89)
 - Name Withheld (Marrickville, NSW) (Public Submission 90)
 - Rebecca Hitchmough (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 92)
 - Maria Stefanopoulos (Marrickville, NSW)
 - Peter Bownes (Marrickville, NSW)
 - Josephine Hendriks (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 93)
 - Name Withheld (Marrickville, NSW) (Public Submission 99)
 - Name Withheld (Marrickville, NSW) (Public Submission 101)
 - Name Withheld (Marrickville, NSW) (Public Submission 102)
 - Name Withheld (Marrickville, NSW) (Public Submission 103)
 - Name Withheld (Marrickville, NSW) (Public Submission 107)
 - Francis Holmes (Marrickville, NSW)
 - Erin Noble (Marrickville, NSW)
 - Paul Drummond (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 108)
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- Name Withheld (Marrickville, NSW) (Public Submission 109)
 - Name Withheld (Marrickville, NSW) (Public Submission 110)
 - Ryan Friend (Marrickville, NSW)
 - Stuart Lowe (Marrickville, NSW)
 - Poppy Savvakis (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 112)
 - Name Withheld (Marrickville, NSW) (Public Submission 114)
 - Damien Rhodes (Marrickville, NSW)
 - Peita Sheperd (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 121)
 - Darren Friend (Marrickville, NSW)
 - Name Withheld (Clovelly, NSW) (Public Submission 123)
 - Name Withheld (Marrickville, NSW) (Public Submission 124)

PS-12

- Name Withheld (Marrickville, NSW) (Public Submission 4)
- Rebecca Fawcett (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 8)
- Name Withheld (Marrickville, NSW) (Public Submission 10)
- Sue Griffiths (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 13)
- Name Withheld (Marrickville, NSW) (Public Submission 17)
- Daria O'Neill (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 18)
- Name Withheld (Marrickville, NSW) (Public Submission 20)
- Name Withheld (Marrickville, NSW) (Public Submission 21)
- Name Withheld (Alstonville, NSW) (Public Submission 23)
- Peter Jeffrey (Marrickville, NSW)
- Name Withheld (Sandy Bay, TAS) (Public Submission 24)
- Name Withheld (Marrickville, NSW) (Public Submission 25)
- Scott Beveridge (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 27)
- Name Withheld (Marrickville, NSW) (Public Submission 30)
- Name Withheld (Marrickville, NSW) (Public Submission 33)
- Amanda Beveridge (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 37)
- Name Withheld (Marrickville, NSW) (Public Submission 38)
- Name Withheld (Marrickville, NSW) (Public Submission 39)
- Christian Pikos (Belfield, NSW)

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- Nathan Friend (Marrickville, NSW)
 - Gabriella Pikos (Belfield, NSW)
 - Norman Pikos (Belfield, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 41)
 - Name Withheld (Marrickville, NSW) (Public Submission 42)
 - Giovanna Leraci (Marrickville, NSW)
 - Jason Stevenson (Marrickville, NSW)
 - Nicole Beasley (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 45)
 - Name Withheld (Marrickville, NSW) (Public Submission 46)
 - Victor Macri (Marrickville, NSW)
 - Amy Huynh (Ermington, NSW)
 - Donal Furlong (Ashfield, NSW)
 - Name Withheld (Dulwich Hill, NSW) (Public Submission 55)
 - Peter Middleton (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 56)
 - Name Withheld (Marrickville, NSW) (Public Submission 57)
 - Name Withheld (Marrickville, NSW) (Public Submission 58)
 - Name Withheld (Marrickville, NSW) (Public Submission 60)
 - Ethen Gamboa (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 66)
 - Name Withheld (Illawong, NSW) (Public Submission 67)
 - Name Withheld (Marrickville, NSW) (Public Submission 70)
 - Name Withheld (Panania, NSW) (Public Submission 74)
 - Name Withheld (Panania, NSW) (Public Submission 75)
 - Name Withheld (Casula, NSW) (Public Submission 76)
 - Name Withheld (Panania, NSW) (Public Submission 77)
 - Name Withheld (Panania, NSW) (Public Submission 78)
 - Ken Hunyh (Marrickville, NSW)
 - Name Withheld (Illawong, NSW) (Public Submission 79)
 - Name Withheld (Marrickville, NSW) (Public Submission 84)
 - Name Withheld (Marrickville, NSW) (Public Submission 85)
 - Name Withheld (Marrickville, NSW) (Public Submission 86)
 - Raymond Samuel Goodman (Marrickville, NSW)
 - Rebecca Hitchmough (Marrickville, NSW)
 - Anthony Mason (Marrickville, NSW)
 - Megan Rhodes (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 93)
-

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- Name Withheld (Marrickville, NSW) (Public Submission 95)
 - Lynette Stagg (East Gosford, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 100)
 - Name Withheld (Marrickville, NSW) (Public Submission 103)
 - Name Withheld (Marrickville, NSW) (Public Submission 105)
 - Erin Noble (Marrickville, NSW)
 - Paul Drummond (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 110)
 - Ryan Friend (Marrickville, NSW)
 - Poppy Savvakis (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 112)
 - Damien Rhodes (Marrickville, NSW)
 - Peita Sheperd (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 121)
 - Darren Friend (Marrickville, NSW)
 - Kellie Jeffery (Marrickville, NSW)

PS-13

- Brian Novanto (Marrickville, NSW)
- Jason Stevenson (Marrickville, NSW)
- Stephen Asher (Marrickville, NSW)
- Rebecca Hitchmough (Marrickville, NSW)
- Josephine Hendriks (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 103)
- Name Withheld (Marrickville, NSW) (Public Submission 110)
- Name Withheld (Marrickville, NSW) (Public Submission 112)
- Damien Rhodes (Marrickville, NSW)

PS-14

- Keeley Ray (Marrickville, NSW)
- Raymond Samuel Goodman (Marrickville, NSW)
- Adrian Hinder (Marrickville, NSW)
- Carmel Grimmett (Marrickville, NSW)

PS-15

- Name Withheld (Marrickville, NSW) (Public Submission 1)
- Name Withheld (Marrickville, NSW) (Public Submission 13)

PS-16

- Keeley Ray (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 43)
 - Name Withheld (Marrickville, NSW) (Public Submission 58)
 - Name Withheld (Marrickville, NSW) (Public Submission 66)
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- Justin Beall (Marrickville, NSW)

PS-17

- Name Withheld (Marrickville, NSW) (Public Submission 2)
- Name Withheld (Marrickville, NSW) (Public Submission 5)
- Carolyn Craig (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 6)
- Rebecca Fawcett (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 7)
- Name Withheld (Marrickville, NSW) (Public Submission 10)
- Name Withheld (Marrickville, NSW) (Public Submission 12)
- Name Withheld (Marrickville, NSW) (Public Submission 13)
- Name Withheld (Marrickville, NSW) (Public Submission 15)
- Rebecca Williams (Newtown, NSW)
- Melanie Morrison (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 20)
- Jonathan Hirt (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 21)
- Name Withheld (Marrickville, NSW) (Public Submission 22)
- Name Withheld (Alstonville, NSW) (Public Submission 23)
- Sonia Ferreira (Marrickville, NSW)
- Scott Beveridge (Marrickville, NSW)
- Name Withheld (Canterbury, NSW) (Public Submission 28)
- Name Withheld (Marrickville, NSW) (Public Submission 30)
- Amanda Beveridge (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 36)
- Name Withheld (Marrickville, NSW) (Public Submission 38)
- Elizabeth Simic (Marrickville, NSW)
- Nathan Friend (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 41)
- Name Withheld (Marrickville, NSW) (Public Submission 43)
- Name Withheld (Marrickville, NSW) (Public Submission 45)
- Name Withheld (Marrickville, NSW) (Public Submission 46)
- Heather R Davie (Marrickville, NSW)
- Donal Furlong (Ashfield, NSW)
- Stephen Asher (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 53)
- Meri Angelakis (Marrickville, NSW) – We note that this submission included the phrases “The proposed development will generate a substantial increase in traffic flow along [insert

local roads]...” and “This area is home to [mention any known endangered species, green spaces or heritage-listed buildings if applicable]...”. This is evidence that it was prepared, at least in part, by Artificial Intelligence. As such, we recommend that DPHI exercise caution in acting upon concerns raised in the submission, or to contact the author for clarification.

- Peter Middleton (Marrickville, NSW)
- Ethen Gamboa (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 66)
- Ken Huynh (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 81)
- Name Withheld (Marrickville, NSW) (Public Submission 82)
- Antoinette Ali (Marrickville, NSW)
- Adrian Hinder (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 88)
- Name Withheld (Marrickville, NSW) (Public Submission 90)
- Name Withheld (Marrickville, NSW) (Public Submission 91)
- Rebecca Hitchmough (Marrickville, NSW)
- Maria Stefanopoulos (Marrickville, NSW)
- Peter Bownes (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 94)
- Name Withheld (Marrickville, NSW) (Public Submission 96)
- Lynette Stagg (East Gosford, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 99)
- Name Withheld (Marrickville, NSW) (Public Submission 100)
- Name Withheld (Marrickville, NSW) (Public Submission 101)
- Name Withheld (Marrickville, NSW) (Public Submission 102)
- Name Withheld (Marrickville, NSW) (Public Submission 103)
- Name Withheld (Marrickville, NSW) (Public Submission 105)
- Name Withheld (Marrickville, NSW) (Public Submission 107)
- Francis Holmes (Marrickville, NSW)
- Paul Drummond (Marrickville, NSW)
- Ryan Friend (Marrickville, NSW)
- Philippa Clark (Marrickville, NSW)
- Sally Lane (Marrickville, NSW)
- Poppy Savvakis (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 112)
- Name Withheld (Marrickville, NSW) (Public Submission 114)
- Damien Rhodes (Marrickville, NSW)

-
- Name Withheld (Marrickville, NSW) (Public Submission 116)
 - Name Withheld (Marrickville, NSW) (Public Submission 117)
 - Name Withheld (Marrickville, NSW) (Public Submission 119)
 - Name Withheld (Marrickville, NSW) (Public Submission 121)
 - Kellie Jeffery (Marrickville, NSW)
 - Helen Castanedo (Marrickville, NSW)
 - Briony Stevenson (Marrickville, NSW)
 - William Psomadellis (Marrickville, NSW)

PS-18

- Rachmat Djajadikarta (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 5)
- Name Withheld (Marrickville, NSW) (Public Submission 6)
- Name Withheld (Marrickville, NSW) (Public Submission 13)
- Catherine Peters (Enmore, NSW)
- Amanda King (Marrickville, NSW)
- Melanie Morrison (Marrickville, NSW)
- Jonathan Hirt (Marrickville, NSW)
- Jason Stevenson (Marrickville, NSW)
- Donal Furlong (Ashfield, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 53)
- Meri Angelakis (Marrickville, NSW) – We note that this submission included the phrases “The proposed development will generate a substantial increase in traffic flow along [insert local roads]...” and “This area is home to [mention any known endangered species, green spaces or heritage-listed buildings if applicable]...”. This is evidence that it was prepared, at least in part, by Artificial Intelligence. As such, we recommend that DPHI exercise caution in acting upon concerns raised in the submission, or to contact the author for clarification.
- Adrian Hinder (Marrickville, NSW)
- Carmel Grimmett (Marrickville, NSW)
- Megan Rhodes (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 102)
- Damien Rhodes (Marrickville, NSW)

PS-19

- gelo Psomadellis (Sans Souci, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 9)
 - Laruen Hofer (Marrickville, NSW)
 - Carolyn Craig (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 6)
-

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- Name Withheld (Marrickville, NSW) (Public Submission 8)
 - Name Withheld (Marrickville, NSW) (Public Submission 9)
 - Alison Pickel (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 13)
 - Catherine Peters (Enmore, NSW)
 - Amanda King (Marrickville, NSW)
 - Daria O'Neill (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 18)
 - Katharine Dillon (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 22)
 - Peter Jeffrey (Marrickville, NSW)
 - Name Withheld (Sandy Bay, TAS) (Public Submission 24)
 - Scott Beveridge (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 27)
 - Amanda Beveridge (Marrickville, NSW)
 - Georgia Maclean (Marrickville, NSW)
 - Belinda Weber (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 41)
 - Name Withheld (Marrickville, NSW) (Public Submission 43)
 - Jason Stevenson (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 45)
 - Name Withheld (Marrickville, NSW) (Public Submission 46)
 - Name Withheld (Marrickville, NSW) (Public Submission 49)
 - Victor Macri (Marrickville, NSW)
 - Donal Furlong (Ashfield, NSW)
 - Stephen Asher (Marrickville, NSW)
 - Peter Middleton (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 57)
 - Name Withheld (Marrickville, NSW) (Public Submission 68)
 - Name Withheld (Marrickville, NSW) (Public Submission 85)
 - Name Withheld (Marrickville, NSW) (Public Submission 86)
 - Adrian Hinder (Marrickville, NSW)
 - Raymond Samuel Goodman (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 87)
 - Carmel Grimmatt (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 89)
 - Megan Rhodes (Marrickville, NSW)
 - Maria Stefanopoulos (Marrickville, NSW)
-

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- Josephine Hendriks (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 95)
 - Name Withheld (Marrickville, NSW) (Public Submission 96)
 - Lynette Stagg (East Gosford, NSW)
 - Name Withheld (Winston Hills, NSW) (Public Submission 97)
 - Name Withheld (Marrickville, NSW) (Public Submission 99)
 - Name Withheld (Marrickville, NSW) (Public Submission 100)
 - Name Withheld (Marrickville, NSW) (Public Submission 102)
 - Name Withheld (Marrickville, NSW) (Public Submission 109)
 - Name Withheld (Marrickville, NSW) (Public Submission 110)
 - Name Withheld (Marrickville, NSW) (Public Submission 110)
 - Name Withheld (Marrickville, NSW) (Public Submission 112)
 - Name Withheld (Marrickville, NSW) (Public Submission 114)
 - Damien Rhodes (Marrickville, NSW)
 - Name Withheld (Tempe, NSW) (Public Submission 115)
 - Briony Stevenson (Marrickville, NSW)
 - Name Withheld (Clovelly, NSW) (Public Submission 123)

PS-20

- Name Withheld (Marrickville, NSW) (Public Submission 9)
- Alison Pickel (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 43)
- Donal Furlong (Ashfield, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 56)

PS-21

- Keeley Ray (Marrickville, NSW)
 - Jason Stevenson (Marrickville, NSW)
 - Meri Angelakis (Marrickville, NSW) – We note that this submission included the phrases “The proposed development will generate a substantial increase in traffic flow along [insert local roads]...” and “This area is home to [mention any known endangered species, green spaces or heritage-listed buildings if applicable]...”. This is evidence that it was prepared, at least in part, by Artificial Intelligence. As such, we recommend that DPHI exercise caution in acting upon concerns raised in the submission, or to contact the author for clarification.
 - Peter Bownes (Marrickville, NSW)
 - Josephine Hendriks (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 96)
 - Helen Castanedo (Marrickville, NSW)
-

PS-22	<ul style="list-style-type: none"> • Jason Stevenson (Marrickville, NSW)
PS-23	<ul style="list-style-type: none"> • Name Withheld (Marrickville, NSW) (Public Submission 103)
PS-24	<ul style="list-style-type: none"> • Rachmat Djajadikarta (Marrickville, NSW) • Name Withheld (Marrickville, NSW) (Public Submission 13) • Victor Macri (Marrickville, NSW)
PS-25	<ul style="list-style-type: none"> • Name Withheld (Marrickville, NSW) (Public Submission 13)
PS-26	<ul style="list-style-type: none"> • Name Withheld (Marrickville, NSW) (Public Submission 13) • Jonathan Hirt (Marrickville, NSW) • Gabriella Pikos (Belfield, NSW) • Keeley Ray (Marrickville, NSW) • Name Withheld (Marrickville, NSW) (Public Submission 44) • Name Withheld (Marrickville, NSW) (Public Submission 49) • Name Withheld (Marrickville, NSW) (Public Submission 53) • Name Withheld (Marrickville, NSW) (Public Submission 54) • Peter Middleton (Marrickville, NSW) • Name Withheld (Marrickville, NSW) (Public Submission 59) • Name Withheld (Marrickville, NSW) (Public Submission 60) • Name Withheld (Marrickville, NSW) (Public Submission 65) • Name Withheld (Marrickville, NSW) (Public Submission 69) • Name Withheld (Panania, NSW) (Public Submission 74) • Name Withheld (Marrickville, NSW) (Public Submission 93)
PS-27	<ul style="list-style-type: none"> • Rachmat Djajadikarta (Marrickville, NSW) • Name Withheld (Marrickville, NSW) (Public Submission 6) • Name Withheld (Marrickville, NSW) (Public Submission 11) • Name Withheld (Marrickville, NSW) (Public Submission 17) • Nathan Friend (Marrickville, NSW) • Name Withheld (Marrickville, NSW) (Public Submission 41) • Name Withheld (Marrickville, NSW) (Public Submission 41) • Keeley Ray (Marrickville, NSW) • Brian Novanto (Marrickville, NSW) • Jason Stevenson (Marrickville, NSW) • Name Withheld (Marrickville, NSW) (Public Submission 48) • Name Withheld (Marrickville, NSW) (Public Submission 56) • Name Withheld (Marrickville, NSW) (Public Submission 69)

	<ul style="list-style-type: none"> • Name Withheld (Marrickville, NSW) (Public Submission 103) • Name Withheld (Marrickville, NSW) (Public Submission 113) • Briony Stevenson (Marrickville, NSW) • Briony Stevenson (Marrickville, NSW)
PS-28	<ul style="list-style-type: none"> • Jason Stevenson (Marrickville, NSW)
PS-29	<ul style="list-style-type: none"> • Brian Novanto (Marrickville, NSW) • Therese Hinder (Marrickville, NSW) • Helen Castanedo (Marrickville, NSW)
PS-30	<ul style="list-style-type: none"> • Rachmat Djajadikarta (Marrickville, NSW) • Name Withheld (Marrickville, NSW) (Public Submission 9) • Daria O'Neill (Marrickville, NSW) • Heather R Davie (Marrickville, NSW) • Josephine Hendriks (Marrickville, NSW) • Lynette Stagg (East Gosford, NSW) • Name Withheld (Marrickville, NSW) (Public Submission 100) • Name Withheld (Marrickville, NSW) (Public Submission 113) • Damien Rhodes (Marrickville, NSW)
PS-31	<ul style="list-style-type: none"> • Name Withheld (Marrickville, NSW) (Public Submission 57)
PS-32	<ul style="list-style-type: none"> • Rachmat Djajadikarta (Marrickville, NSW) • Daria O'Neill (Marrickville, NSW) • Keeley Ray (Marrickville, NSW) • Name Withheld (Marrickville, NSW) (Public Submission 88)
PS-33	<ul style="list-style-type: none"> • Rachmat Djajadikarta (Marrickville, NSW)
PS-34	<ul style="list-style-type: none"> • Name Withheld (Marrickville, NSW) (Public Submission 5) • Name Withheld (Marrickville, NSW) (Public Submission 9) • Nathan Friend (Marrickville, NSW) • Keeley Ray (Marrickville, NSW) • Name Withheld (Marrickville, NSW) (Public Submission 53) • Meri Angelakis (Marrickville, NSW) – We note that this submission included the phrases “The proposed development will generate a substantial increase in traffic flow along [insert local roads]...” and “This area is home to [mention any known endangered species, green spaces or heritage-listed buildings if applicable]...”. This is evidence that it was prepared, at least in part, by Artificial Intelligence. As such, we recommend that

DPHI exercise caution in acting upon concerns raised in the submission, or to contact the author for clarification.

- Therese Hinder (Marrickville, NSW)
- Adrian Hinder (Marrickville, NSW)
- Carmel Grimmatt (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 100)
- Sally Lane (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 113)
- Name Withheld (Marrickville, NSW) (Public Submission 114)
- Damien Rhodes (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 124)

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- Rachmat Djajadikarta (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 9)
- Jonathan Hirt (Marrickville, NSW)
- Adrian Hinder (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 113)

PS-36

- Carolyn Craig (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 13)
- Name Withheld (Marrickville, NSW) (Public Submission 18)
- Katharine Dillon (Marrickville, NSW)
- Peter Jeffrey (Marrickville, NSW)
- Rebecca Hitchmough (Marrickville, NSW)

PS-37

- Name Withheld (Marrickville, NSW) (Public Submission 9)

PS-38

- Name Withheld (Marrickville, NSW) (Public Submission 13)
- Name Withheld (Marrickville, NSW) (Public Submission 22)
- Victor Macri (Marrickville, NSW)
- Name Withheld (Marrickville, NSW) (Public Submission 89)
- Name Withheld (Marrickville, NSW) (Public Submission 95)

PS-39

- Xuan Vu (Marrickville, NSW)
 - Name Withheld (Marrickville, NSW) (Public Submission 17)
 - Sonia Ferreira (Marrickville, NSW)
 - Name Withheld (Sandy Bay, TAS) (Public Submission 24)
 - Nathan Friend (Marrickville, NSW)
 - Brian Novanto (Marrickville, NSW)
 - Victor Macri (Marrickville, NSW)
-

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- Josephine Hendriks (Marrickville, NSW)
 - Robert Guirguis (Sylvania Waters, NSW)
-

PS-40

- Adrian Hinder (Marrickville, NSW)
 - Carmel Grimmett (Marrickville, NSW)
-

PS-41

- Peita Sheperd (Marrickville, NSW)
-