



**MAJOR PROJECT ASSESSMENT:  
Concept Plan for a Studio and Office  
Complex at the Australian Technology  
Park, Eveleigh**

Director-General's  
Environmental Assessment Report  
Section 75I of the  
*Environmental Planning and Assessment Act 1979*  
(the Act)

January 2007



Figure 1. Perspective of proposed building from Central Avenue

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## 1. EXECUTIVE SUMMARY

### 1.1 The Original Proposal

Architectus (the Proponent), on behalf of Sydney Broadcast Property Pty Ltd, submitted a Concept Plan application on 5 September 2006 for consideration of the proposed development of land owned by the Redfern-Waterloo Authority at the Australian Technology Park, Eveleigh for the purposes of a media studio and office complex in a campus style, with car parking to be used by Channel 7 ("the proposal") refer to Figure 1.

The original proposal comprised of the construction of a commercial building as follows:

- Twelve (12) storeys including office space and plant room, and part five (5) storey associated low-rise building for office and other uses, including a child care centre.
- Four (4) large studios and associated warehousing
- 44,000m<sup>2</sup> of gross floor space.
- Two levels of basement car parking (697 spaces), one level (347 spaces) to provide carparking for the subject development, with the remaining level (350 spaces) to be managed by the landowner being Redfern Waterloo Authority and to cater for demand generated by the existing heritage buildings on the wider ATP site and to provide car parking for visitors to the ATP.
- A roof sign, and satellite communications facilities to the roof of the building.

The estimated project cost of the development is \$123 million. Up to 600 "job years" during construction (i.e. if construction takes two years it would result in 300 jobs), with up to 60 construction jobs for indigenous workers, and 2000 full time equivalent operational jobs will be created by the proposal.

### 1.2 Concept Plan - Exhibition and Approval Process

The Proponent prepared a Concept Plan which was publicly exhibited between 14 September 2006 and 13 October 2006. Four public submissions were received, one of which contained twenty signatures, relating to concerns regarding traffic, noise, Section 94 contributions, security, scale, landscaping, car parking, height, views, signage, plant rooms and construction impacts. Five submissions were received from the following agencies: NSW Heritage Office, the Redfern-Waterloo Authority, City of Sydney Council, RailCorp and the RTA.

### 1.3 Preferred Project Report

Architectus (the Proponent), on behalf of Sydney Broadcast Property Pty Ltd, submitted a Preferred Project Report on 1 December 2006 in response to concerns raised by the public, agencies and the Department in relation to the project. The main changes were the deletion of the child care centre (due to egress/safety), revised signage/roof element and deletion of the fifth storey of the low rise component. The following amendments to the original proposal were made:

Element	Modification
Car Park Level 1	<ul style="list-style-type: none"> <li>• Disabled car spaces nominated</li> <li>• Revised substation and car park layout</li> <li>• Bicycle storage and change rooms added</li> <li>• Plant rooms added</li> <li>• New car park entry to plaza added</li> </ul>
Ground floor (Central Avenue)	<ul style="list-style-type: none"> <li>• Revised lift cores (to all floors)</li> <li>• Child care access and fire isolated stair deleted</li> <li>• Revised loading dock</li> </ul>
Car Park Level 2	<ul style="list-style-type: none"> <li>• Revised car park layout</li> <li>• Disabled car spaces nominated</li> <li>• Addition of mid terrace plaza level with stair</li> </ul>

	access from lower plaza
Level 2 Floor Plan	<ul style="list-style-type: none"> <li>• Revised entry from plaza area</li> <li>• Revised fire stair locations (to all floors)</li> <li>• Upper plaza detail added</li> <li>• Awning (to Central Avenue) detail added</li> </ul>
Level 3 Floor Plan	<ul style="list-style-type: none"> <li>• Fire stair locations altered</li> <li>• Revised lift cores</li> </ul>
Level 4 Floor Plan	<ul style="list-style-type: none"> <li>• Revised runway length (Studio 1)</li> </ul>
Level 5 Floor Plan	<ul style="list-style-type: none"> <li>• Child care facility deleted</li> <li>• Fire stair access altered</li> <li>• Accessible landscaped area</li> <li>• Slight reduction in western extension of the tower building.</li> <li>• Deletion of fifth level from the low rise component of the development.</li> </ul>
Levels 6-11 Floor Plan	<ul style="list-style-type: none"> <li>• Revised fire stair access (core alterations)</li> </ul>
Plant Room (roof)	<ul style="list-style-type: none"> <li>• Revised Plant Room layout</li> </ul>
Roof detail	<ul style="list-style-type: none"> <li>• Revised roof detail</li> <li>• Deletion of satellite dish(es) – deferred for subsequent application with EMF report.</li> </ul>
Sections	<ul style="list-style-type: none"> <li>• Reduced height (from RL 64.78 to RL 63.430)</li> <li>• Studio plant roofs now curved</li> <li>• Signage now deleted from communication tower</li> <li>• Slight increase in width (to compensate for reduction in length of tower)</li> </ul>
Elevations	<ul style="list-style-type: none"> <li>• New elevations added (no elevations submitted with original application, other than in perspective images).</li> <li>• Alternative sign locations shown to north and north east elevations at the plant room level.</li> </ul>

#### 1.4 Early Works

Architectus (the Proponent), on behalf of Sydney Broadcast Property Pty Ltd, have concurrently submitted Project Application MP06\_0294 for 'Early Works' in relation to the proposed development, including bulk and detailed excavation, dewatering, decontamination drainage works and a basement slab. The estimated project cost of the Early Works component is \$11 million. This application is the subject of a separate assessment report.

#### 1.5 Key Issues

- Building design with regard to the existing and future character of ATP;
- Material and finishes/design excellence;
- Height non-compliance;
- Floor space ratio;
- Overshadowing;
- Wind impacts;
- Reflectivity;
- Noise impacts;

The assessment also considers the heritage impacts of the development, treatment of public domain areas, signage and advertising and ecologically sustainable measures. The car parking and traffic impact have been examined and as well as impacts during construction works.

The Department's assessment of these key issues can be found in Section 6 of this report.

## **1.6 Conclusion**

The documentation submitted with the Concept Plan is of a substantially comprehensive and detailed nature in terms of architectural and construction detail, such that it would be possible for no further Environmental Assessments to be required. Section 75P(1)(c) of the Act allows the Minister to approve the Concept Plan and to determine that no further Environmental Assessment is required for the project. It is recommended that this part of the Act be utilised, which would allow for the approval of a Project under Section 75J of the Act to be issued.

This report documents an assessment of the Concept Plan and Preferred Project Report and concludes that the proposal's potential environmental impacts can be mitigated to an acceptable level by adopting the draft Statement of Commitments identified by the Proponent and imposed in the Recommended Conditions of Approval, pursuant to Section 75J of the Act. It is recommended that the proposed Concept Plan be approved by the Minister.

## 2. BACKGROUND

### THE SITE

The Proponent is proposing to develop land owned by the Redfern-Waterloo Authority and known as the Australian Technology Park (ATP), Eveleigh. The site is located approximately 4 kilometres south of the Sydney GPO in the suburb of Eveleigh. The ATP itself has an area of 13.89 hectares and is described as Lots 50 and 51 in DP 859192.

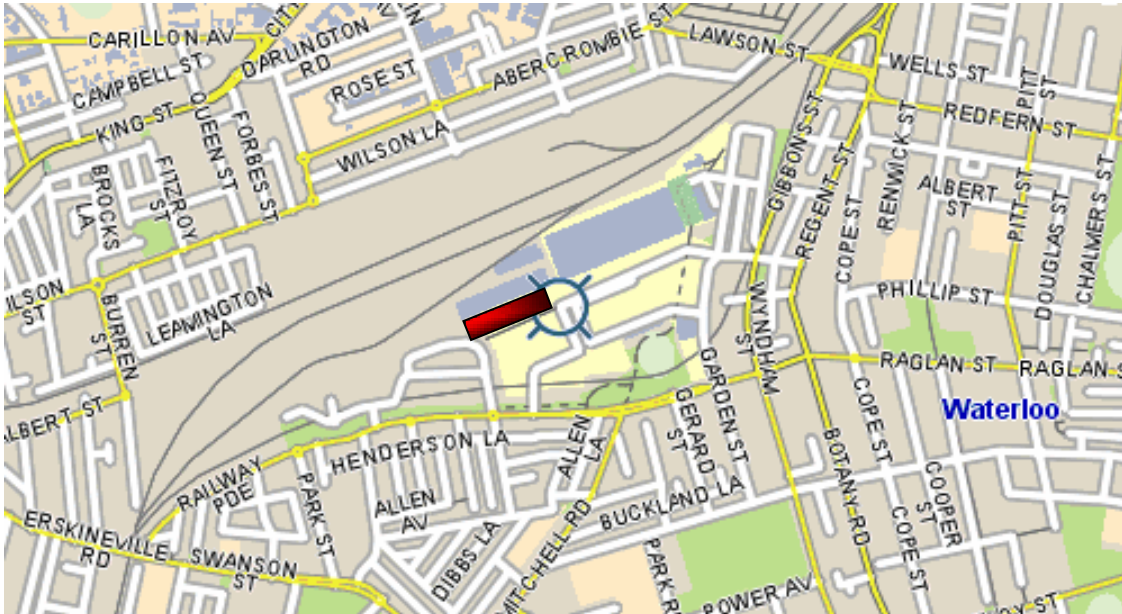


Figure 2. Site Location (red box provides indicative location of site)

The location of the proposed building forms part of Lot 500 DP1033739 within the broader site and is between the proposed access roads known as Locomotive Street to the north, Central Avenue to the south, Alexander Street to the west and extends over part of the extension of Davy Street to the east.

Locomotive Street is located to the north of the subject site. Beyond Locomotive Street lies the existing Large Erecting Shed, and further to the east, the Locomotive Workshops. These buildings are located to the south of the existing railway line.

The extension of Davy Street, which is to incorporate an open plaza, (approved by the Redfern Waterloo Authority under Development Application No. 194-9-2005) is adjacent to the east of the site. Beyond Davy Street is a development site which has the potential under the controls of the Major Project SEPP to accommodate a multi storey building of similar scale to the subject application.

Central Avenue is located to the south of the site and beyond Central Avenue is a development site for a building of similar proportions to that which is proposed in this application. An existing child care facility owned and operated by the City of Sydney Council is located to the south-west of the subject site, whilst an existing medium density residential development is located to the west of the site, beyond Alexander Street.

Access to the site is available by rail, bus, car, and pedestrian links. Redfern Railway Station lies approximately 400m to the north-east. Vehicular access is available from a number of entry points into the ATP site, with the primary vehicular access to the site being from Central Avenue, whilst heavy vehicle access is available via Locomotive Street to the north. Bus facilities are available to the west of the site on Henderson Road.

THE AUSTRALIAN TECHNOLOGY PARK - Land Use Plan



- Existing Building to Remain
- Predominately Business
- Main site entry point
- Proposed secondary access point
- Potential pedestrian/cycle access route
- Proposed road bridge
- Shared vehicle/pedestrian cycle route
- Existing open space

Figure 3. Location plan within ATP Site

The site is currently used as a carpark for the occupants of the other buildings within the Park and for visitors to the Park, containing approximately 75 of the existing 648 car parking spaces at the ATP, and is divided into two sections by a brick retaining wall along an east/west axis which is approximately 3.5m in height. The higher portion of the site was occupied by storage sheds, however these have recently been removed. The two car parking areas, on the northern and southern parts of the site, are accessed via a ramp near the northeast corner of the site. A significant proportion of the site is currently grassed and a mature tree exists in the centre of the site near the retaining wall.

The development will be visible in the context of the Australian Technology Park from the immediately surrounding suburbs as well as from the southern end of the Sydney CBD.

### 3. PROPOSED DEVELOPMENT

#### 3.1 Nature of Proposal

The amended proposal as described in the Preferred Project Report seeks approval for the construction of a building as follows:

- Twelve (12) storeys including office space and plant room.
- Four (4) large television studios and associated warehousing
- 41,800m<sup>2</sup> of gross floor space.
- Two levels of basement car parking (697 spaces), one level (347 spaces) to provide carparking for the subject development, with the remaining level (350 spaces) to be managed by the landowner being Redfern Waterloo Authority and to cater for demand generated by the existing heritage buildings on the wider ATP site and to provide car parking for visitors to the ATP.
- A communications tower (of polycarbonate material) which extends approximately 15m above the roof of the building.
- The ground floor includes an open plaza at the south-eastern end of the building adjacent to a proposed café, retail shops and entry foyers as well as various storage and utility rooms. The car park is located to the north of these areas.
- The levels above ground floor are proposed to be general office area.
- The primary tenants for the building are Channel 7 and Pacific Publications.

#### 3.2 Use of the Building

The primary uses for the building are as a television production facility, commercial offices in association with the television studios and for general use, media management and publishing. Retail and café uses are proposed at the ground floor level of the building.

The studio facilities portion of the building proposed to operate 24 hours seven days a week at varying levels of intensity. However, most late night and early morning periods the majority of site will be relatively inactive. When there are special event needs there may be more intensive activity within the studios which will mostly curtail by midnight. The office areas will generally operate to a normal business schedule.

#### 3.3 Numerical Overview

The following table provides a general numerical overview of the proposal presented in the Preferred Project Report:

Element	Proposed Development	MP SEPP Controls
Site Area	15600m <sup>2</sup>	N/A
Floor Space Area (GFA)	41,800m <sup>2</sup>	N/A
Floor Space Ratio	2.68:1 (site specific FSR)	2:1 for Area H
Height	12 storeys (max) Plant Room RL 63.43 AHD	12 storeys
Car Parking	697 spaces (347 tenant spaces, 350 dedicated to landowner)	Max 1600 spaces for Area H

Figure 4. Numerical overview of proposed building.

#### 3.4 Design Details

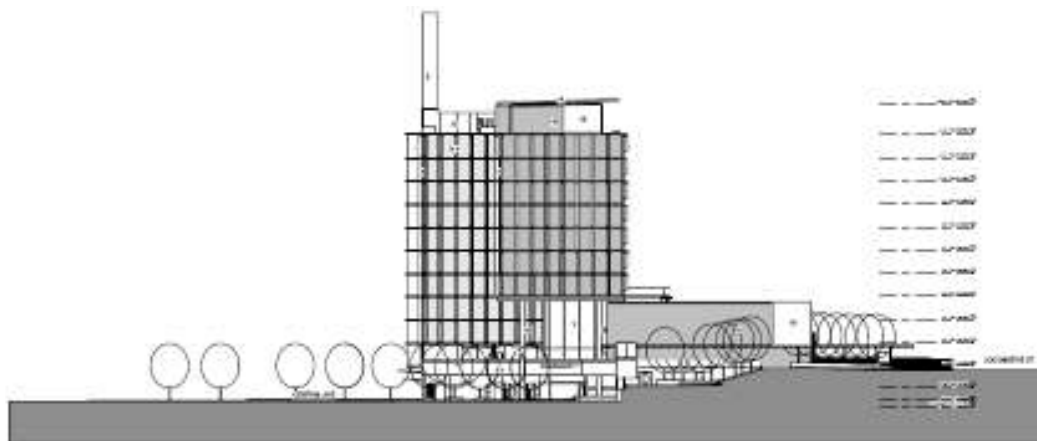
The proposal consists of three predominant built-form elements. The building comprises of a primary tower element to the south-east of the site, a low-rise associated structure to the western end of the site, and the four lower studios to the north of the site which sit immediately adjacent to the tower building and part of the four storey component of the building. The lower studios provide a transition to the existing three storey high Large Erecting Sheds which exist to the north of the site, some of which have undergone adaptive re-use development for uses associated with the technology theme of the park, whilst others are in a dilapidated state. (see Figures 5 and 6 below).



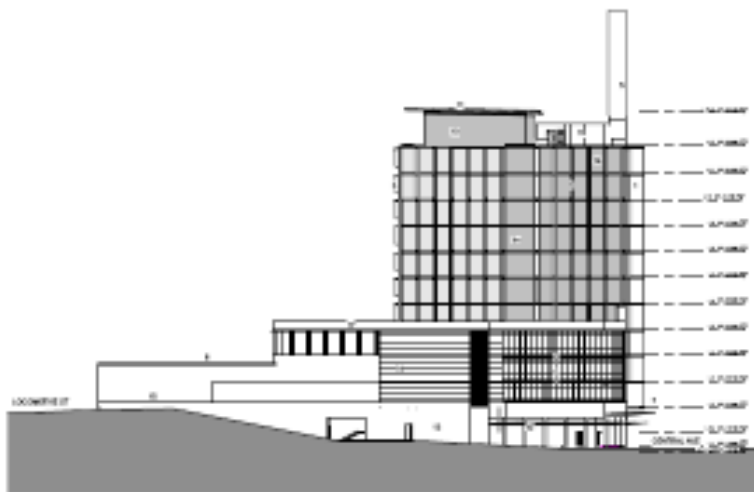
North Elevation



South Elevation



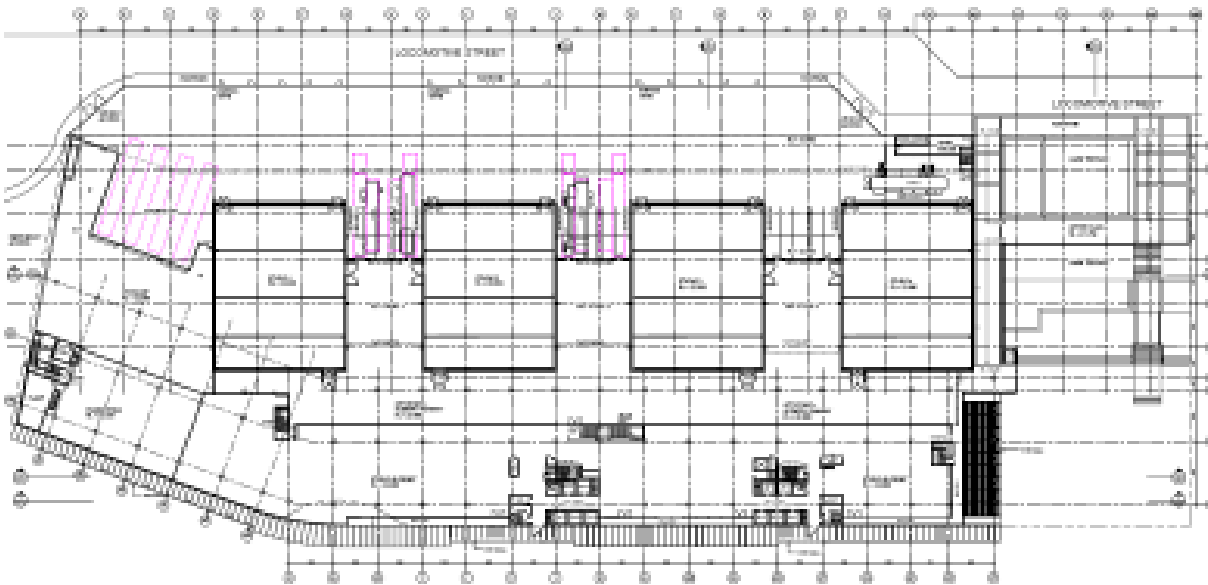
East Elevation



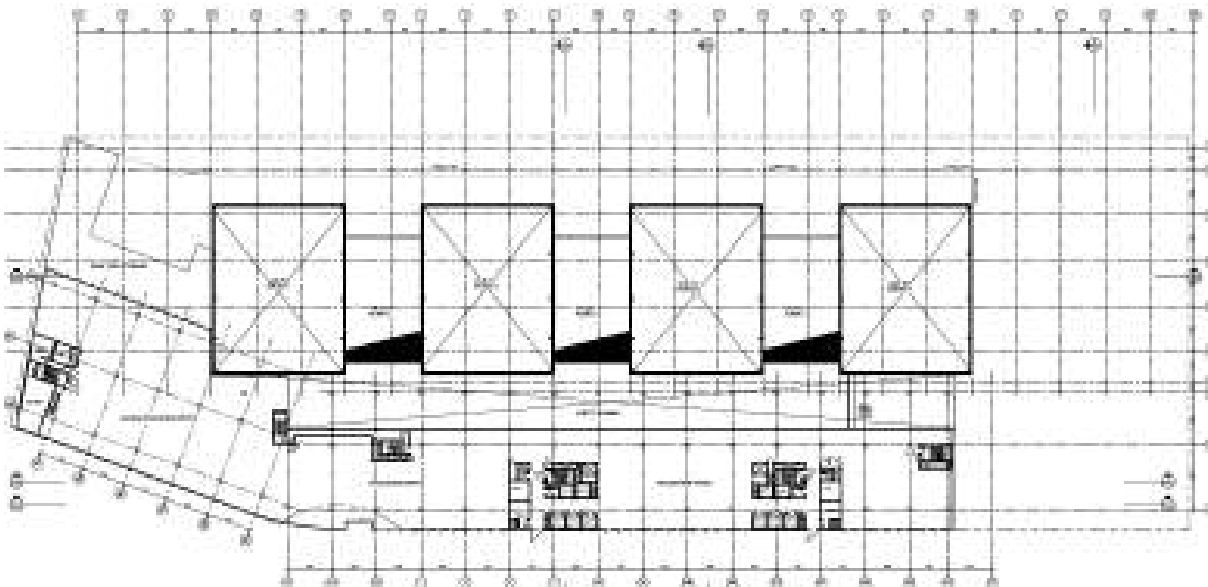
West Elevation

Figure 5. Indicative elevations of proposed building.

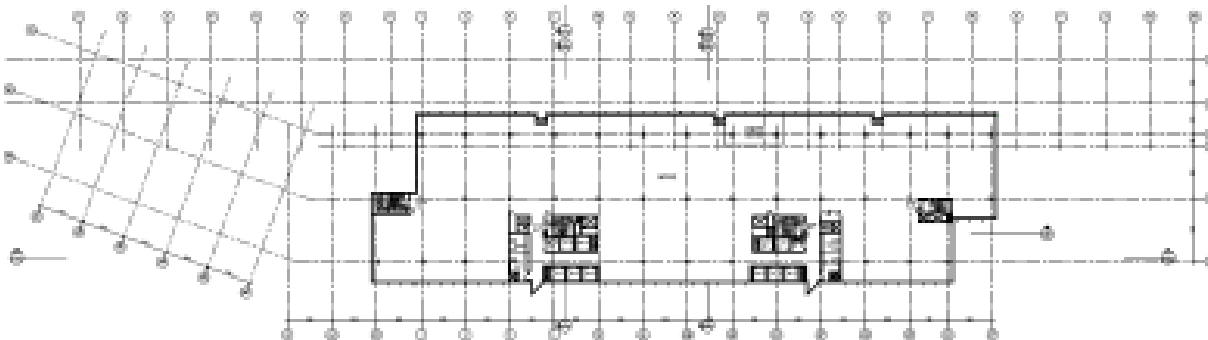
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Indicative Plan – Level 2



Indicative Plan – Level 4



Indicative Plan – Levels 6-11

Figure 6. Indicative floor plans of proposed building.

Figure 7. Perspective drawings of proposal.





### 3.5 Parking and Access

The building proposed within the Preferred Project Report will be served by the road network from Central Avenue and Locomotive Street.

Heavy commercial vehicles will access the rear studios via Locomotive Street and a turning area is provided at the western end of Locomotive Street to avoid commercial vehicles needing to travel south along Alexander Street. It is intended that Alexander Street will provide emergency access only. Accordingly, loading areas to service the studios are proposed on the northern side of the site adjacent to Locomotive Street.

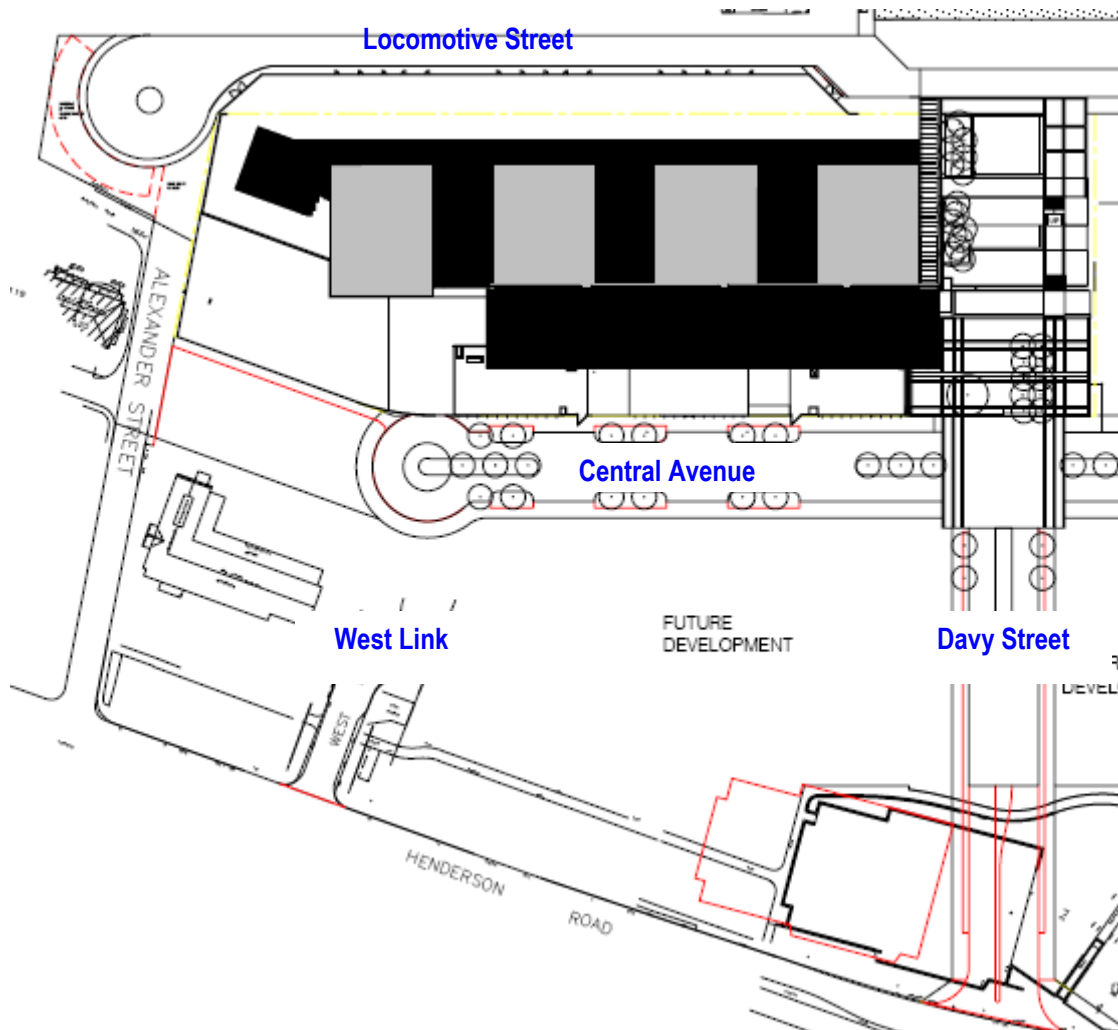


Figure 8. Site Plan and Surrounding Roads

Central Avenue will serve as the main car entry and exit points for the car park areas, and the loading area for the office tower and warehouse is located adjacent to the proposed turning circle in Central Avenue. This will cater for smaller commercial vehicles.

Access for pedestrians to the proposed development will be via Central Avenue, Alexander Street and Davy Street, whilst cycle access will be provided from all streets, including from Alexander Street to Locomotive Street and Central Avenue.

The site will be accessed via West Link roadway during construction, which is proposed to remain open for construction purposes until the proposal is complete, upon which it will be closed under Development Application 194-9-2005 approved by Redfern Waterloo Authority. The Davy Road connection to Henderson Road, will be commenced in the near future and will likely be completed well before the construction works associated with the Concept Plan proposal are complete. The new Davy Road will not be used for any

construction access to the site, the preference being for the West Link road to remain open for construction access for the duration of the construction work.

### 3.6 Public Domain and Landscaping

The ground floor level of the proposal includes an open plaza at the south-eastern end of the building adjacent to a café and retail shops. Entry foyers are located on the southern side of the building accessed via Central Avenue. An awning extends along the entire Central Avenue alignment and overhangs the footway by between approximately 2m to 4m.

The open plaza of approximately 950m<sup>2</sup> is located at the northern end of Davy Road and it is designed to create a series of spaces of different sizes and character to accommodate the differing needs of potential users. At the lower level is a large gathering space of approximately 260m<sup>2</sup> with integrated outdoor café area and public seating, a reflective pool at the mid-level, and a tilted grass lawn at the upper level. A further park is provided to the south-west of the building and is defined by a diagonal walkway along the same alignment as Central Avenue's footpath. The walkway provides access for adjacent residents.

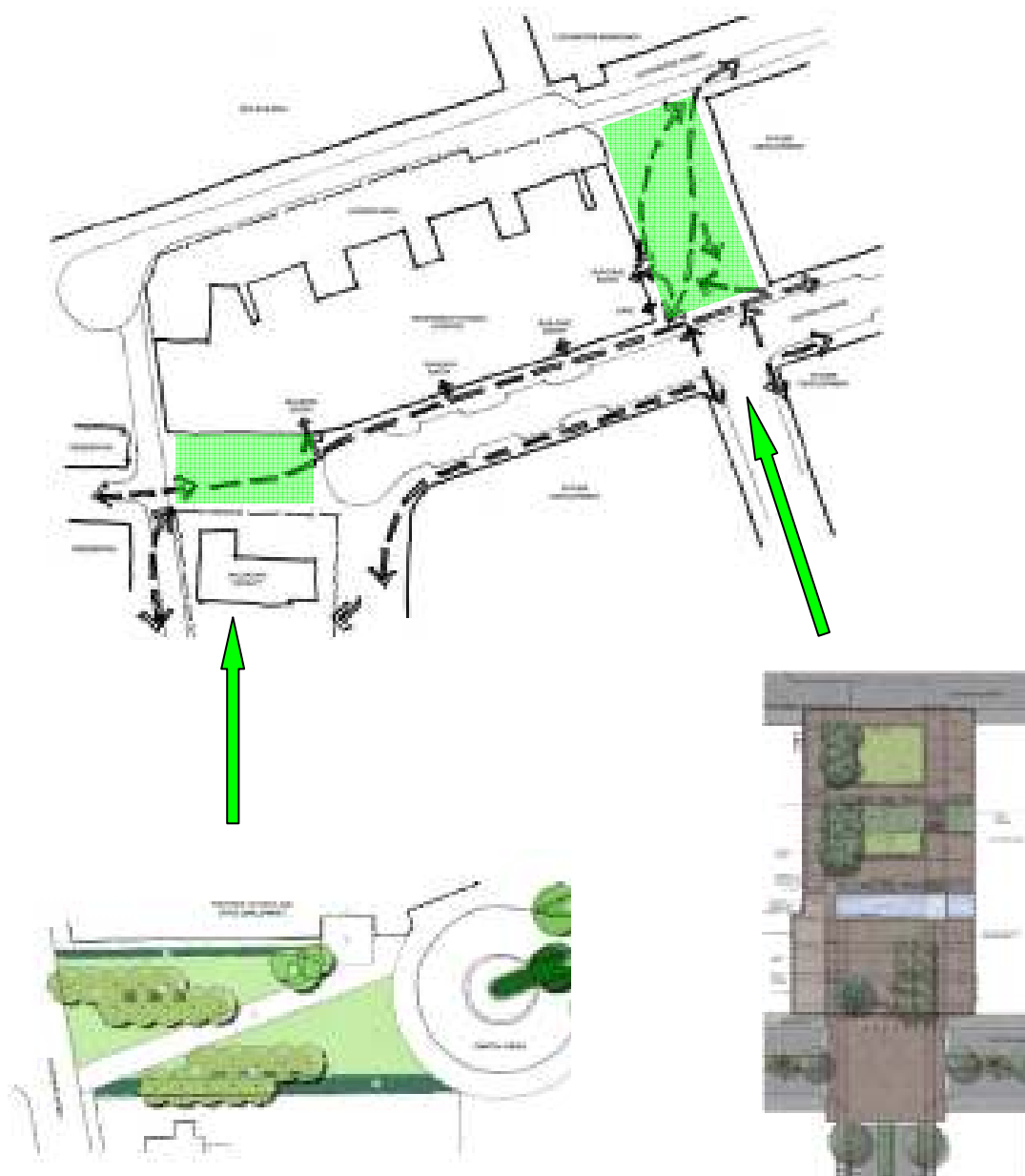


Figure 9. Plaza and park concept plan.

## 4. STATUTORY CONTEXT

### 4.1 Major Project

The proposal is subject to assessment under Part 3A of the Act and the approval of the Minister for Planning is required to carry out the project. On 19 May 2006, the Director-General as delegate for the Minister, formed the opinion that the project is one to which Part 3A of the Act applies under Schedule 2, Clause 13 of the Major Project SEPP (Clause 13 of Schedule 2 has since been repealed, and the project is a major project under Part 3 of Schedule 3 of the Major Projects SEPP). The Minister authorised the submission of a Concept Plan with respect to the site, pursuant to section 75M of the Act on 5 June 2006. Consequently the Proponent has sought the Minister's approval for the Concept Plan under Section 75M of the Act.

### 4.2 Permissibility

The site is located within the Australian Technology Park which is within Map 3 to Schedule 3 of *State Environmental Planning Policy (Major Projects) 2005*. The site is within Zone C – Business Zone – Business Park, and the proposed development for the purposes of a media studio and office complex is permissible according to the provisions of Part 3, Division 3, Clause 8(3). The proposal is consistent with the objectives for the zone as stipulated in Part 3, Division 3, Clause 8(1), and is therefore permissible subject to the Minister's approval.

### 4.3 Minister's power to approve

The Department has exhibited the Concept Plan in accordance with Section 75N of the Act (which refers to Section 75H (3) of the Act) as described in Section 5 below. The Preferred Project Report does not significantly alter the project and as such was not required to be further exhibited. Additionally, the project is entirely permissible and meets the requirements of the Major Projects SEPP. Therefore, the Department has met its legal obligations and the Minister has the power to determine this project.

The documentation submitted with the Concept Plan is of a substantially comprehensive and detailed nature in terms of architectural and construction detail, such that it would be possible for no further Environmental Assessments to be required. Section 75P(1)(c) of the Act allows the Minister to approve the Concept Plan and to determine that no further Environmental Assessment is required for the project. It is recommended that this part of the Act be utilised, which would allow for the approval of a Project under Section 75J of the Act to be issued.

### 4.4 Environmental Planning Instruments

To fulfil the requirements of Section 75I Clause 2 (d) and (e) this report includes references to the provisions of any environmental planning instruments that substantially govern the carrying out of the project and have been taken into consideration in the assessment of the concept plan.

The assessment of the proposed development is subject to the following environmental planning instruments:

- *State Environmental Planning Policy (Major Projects) 2005;*
- *State Environmental Planning Policy No. 64 (Advertising and Signage); and*
- *Sydney Regional Environmental Plan No. 26 (City West).*

The Department has considered the proposed concept plan against the objectives and aims of these instruments, and is satisfied that the proposed project, subject to the implementation of the recommended conditions of approval, is generally consistent with the provisions of these instruments (refer **Appendix E**).

## 4.5 Other Controls

The State Environmental Planning Policy (Major Projects) 2005 gives effect to the Redfern-Waterloo Built Environment Plan (Stage One) which was created pursuant to Part 4 Clause 27(1) of the Redfern-Waterloo Authority Act 2004. It included controls relating to zoning, FSR, height, car parking, open space and transport strategies.

The Australian Technology Park, Eveleigh 2005 Master Plan was created in accordance with the requirements of Sydney Regional Environmental Plan No. 26 (City West).

Both of these Plans provide guidance in the consideration of proposals for the development of the subject site. The Department has considered the proposed concept plan against the objectives and aims of these Plans, and is satisfied that the proposed project, subject to the implementation of the recommended conditions of approval, is generally consistent with the provisions of these Plans (refer **Appendix E**).

## 5. CONSULTATION AND ISSUES RAISED

On 5 September 2006, the Proponent lodged a Concept Plan application for the proposal with the Department.

The Department subsequently:

- notified all residents in the vicinity of the site who could be affected by the proposal;
- notified City of Sydney Council and all the relevant State government agencies;
- advertised the exhibition of the Concept Plan application in the Sydney Morning Herald and The Sydney Central Courier on 13 September 2006;
- advertised the Concept Plan on the Department of Planning website; and
- exhibited the Concept Plan application from 14 September 2006 until 13 October 2006.

The Preferred Project Report does not significantly alter the appearance or impacts of the building and therefore, exhibition of the Preferred Project Report is not required.

This satisfies the requirements for public participation in the EP&A Regulation.

### 5.1 Submissions Received

During the period after lodgement and the exhibition period, the Department received nine submissions comprising five submissions from public authorities and four submissions were received from the general public, one of which contained twenty signatures.

### 5.2 Concept Plan Exhibition

The Proponent prepared a Concept Plan application which was publicly exhibited between 14 September 2006 and 13 October 2006. Four public submissions were received. Five submissions were received from agencies as follows:

- Redfern-Waterloo Authority;;
- The Heritage Council of NSW;
- City of Sydney Council;
- RTA; and
- RailCorp.

Summaries of these agencies' responses and public submissions is included in the Department's assessment of key issues and also listed at **Appendix B**. The Proponent responded to the issues raised in the submissions on 1 December 2006 in the Preferred Project Report as attached at **Appendix C**.

## 6. ASSESSMENT OF ENVIRONMENTAL IMPACT

The assessment of the proposal has been undertaken with regard to the Director General Environmental Assessment Requirements for the development. The proposal is considered satisfactory in respect of these requirements, subject to the imposition of conditions of approval.

Key issues raised in the submissions and/or identified during the Department's assessment included:

- Building Design with regard to the existing and future character of the Technology Park;
- Signage and advertising;
- Height;
- Floor Space Ratio;
- Heritage impacts;
- Car parking provision;
- Traffic impacts;
- Public Domain and Pedestrian Amenity;
- Ecologically sustainable development;
- Solar access;
- Noise impacts;
- Wind impacts;
- Reflectivity;
- Rail impacts;
- Drainage;
- Microwave transmissions;
- Impacts during construction works;
- Air quality;
- Child care centre;
- Approval of the Concept Plan with no further need for a Project Application;
- Materials and finishes;
- Acoustic wall;
- Design Excellence.

All of the above matters have been considered in the assessment. The primary issues are further discussed below.

### 6.1 **Key Issue**      **Building Design with regard to the existing and future character of the Technology Park**

**Raised By**      Urban Assessments, RWA, Public

**Consideration**      The assessment of the building must consider the visual impact of the proposal in the context of the adjoining development as currently exists and also the future built environment of the ATP site. The proposed building mass must also be considered when viewed from the surrounding public areas. The proponent has provided visual aids which demonstrate the visual impact. It is noted that the building is visually dominant within its setting and characterised by significant scale which is juxtaposed against the smaller scale surrounding development. However it is the first of several significant buildings envisaged for the Park by the Redfern Waterloo Built Environment Plan and the Major Projects SEPP, which is effectively a 'brownfield' development site. Accordingly, the visual impacts of the building are important. The development is generally consistent with the built form permissible for the site under the MP SEPP and provides a modern interpretation of the elements of the existing heritage buildings including the Locomotive Workshop and Large Erecting Shop, via the four studio buildings on the northern side of the site which are of a similar bulk, scale and height to the Large Erecting Shop.

A public concern from a resident has been raised regarding potential view loss from Sydney Park to the CBD as a result of the building. However, it is inevitable that some view loss resulting from the development of the Australian Technology Park may occur. The building has been designed in accordance with the relevant controls for the site and within a site nominated for development and as such the proposal maintains the view corridors nominated for retention by the controls for the site.

The design of the building ensures that it has an alignment to Central Avenue, and activates the ground level street frontage and new open spaces through the provision of cafés, lobbies and retail areas that provide direct access to and from Central Avenue.

The RWA has raised concern regarding the roof plant which is not considered to be successfully integrated into the building in a manner which does not increase the apparent visual bulk and scale of the building, and also in relation to the proposed "landscaped accessible roof" with respect to design and privacy impacts.

Resolution

In response to the concerns of RWA, the Proponent has provided a Statement of Architectural Intent which states that the roof-top plant rooms are well setback from the primary frontage at Central Avenue, with a light-weight cantilever roof in deep profile metal sheeting providing a legible industrial reading. It is considered that the setback of the roof plant from Central Avenue and considerable distance from the Locomotive Street, and the design of the roof plant is adequate and due to the height of the building does not result in any significant increase to the apparent bulk and scale of the building. The proposed "landscaped accessible roof" is not refined on the submitted plans. This area was originally provided to service the child centre which has since been deleted by the Proponent. As such, clear linkages with the revised building design are not evident. The proposed accessible roof has the potential to result in excessive privacy impacts and is not a necessary element to the development and a condition of approval shall be imposed to delete this element.

**6.2 Key Issue Signage and advertising**

Raised By

Urban Assessments, RWA, Public Submission

Consideration

The proposal initially included significant blade elements to the roof of the building which stood 11.4m above the plant room roof and was approximately 2.5m wide and 10m deep, to provide for the proposed roof signage. The element did not adequately satisfy the objectives and design provisions for such signage as prescribed in the Australian Technology Park, Eveleigh 2005 Master Plan. Section 4.7 Signage of the Master Plan specifically limits roof top signs to those which are integrated within the building envelope. Furthermore, the submitted justification for the proposed roof sign fails to adequately address the criteria of Schedule 1 of SEPP No. 64 - Advertising and Signage.

In addition, the polycarbonate material proposed for the blade element is considered a sub-standard material when proposed for such an expansive area, contributing to concern regarding the initially proposed blade element.

A blade structure above the roof line used for signage is considered acceptable in principle. However, the scale and height of the element is excessive and the height of the roof sign needs to be reduced.

Resolution

The Proponent has removed the Channel 7 logo from the upper section of the blade design upon the roof and referred to the element as a 'communications tower' in the

Preferred Project Report. However, there have been no details provided regarding the specific nature of communications facilities which are associated with the tower. The proposed polycarbonate material for the element nonetheless appears to primarily be a 'lightbox' for building advertising.

The blade design/communications tower is considered excessive and approval of the Concept Plan is recommended subject to the reduction in this element such that it does not extend beyond 5m above the roof of the building, which will allow it to integrate more successfully with the envelope of the building. Furthermore, it is noted that whilst some signage is displayed in the photomontages, the application does not provide specific details concerning signage for the building. Accordingly, a condition shall be imposed deferring consideration of all signage for the building to a further development application to be lodged with Redfern Waterloo Authority.

### 6.3 Key Issue Height

Raised By Urban Assessments, RWA, Public submission

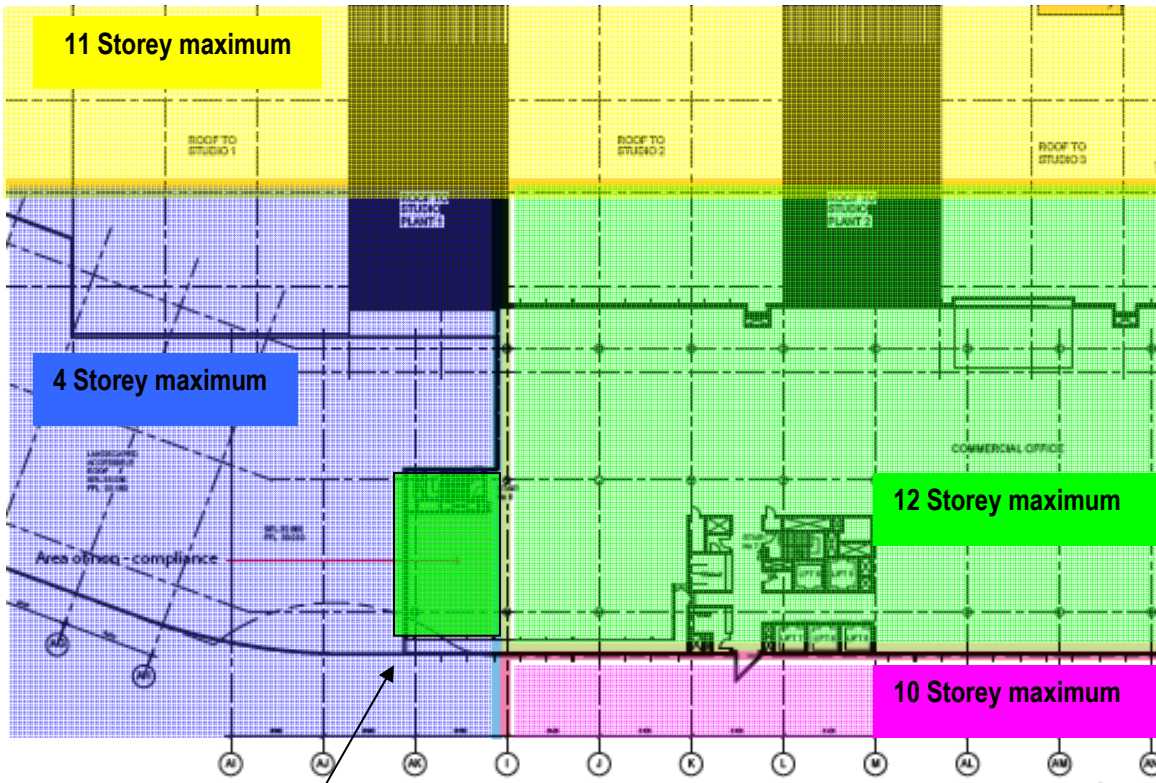
Consideration The height of the building needs to ensure compliance with the height controls in the map marked "Redfern-Waterloo Authority Sites Height Map" pursuant to the MP SEPP.



Figure 10. Excerpt from MP SEPP - Redfern Waterloo Authority Sites: Building Height Map

The height map provides for a twelve storey height in the southern and central portion of the site, an eleven storey height to the north and east of the twelve storey zone, with a lower four storey limit to the western end of the site. The four storey limit is intended to ensure that any building erected on the site does not compromise the solar access provision to the existing child care centre to the south-west of the site and to provide an appropriate transition in scale to the built form to the west. The proposal provides four studios to the northern portion of the site which are considerably lower than the twelve storey maximum height allowed for by the Major Projects SEPP. The studios provide an appropriate transition between the subject development and the existing Large Erecting Sheds located to the north of the site which are of approximately three storeys in height.

The proposal seeks a twelve storey building for the eastern end of the site and generally conforms to the height controls of the MP SEPP. However, an approximately 15m deep section of the eleven storey element extends 8.4m into the four storey height zone, raising a non-compliance with this control.



Area of non-compliance – 12 storey element protruding into 4 storey maximum area

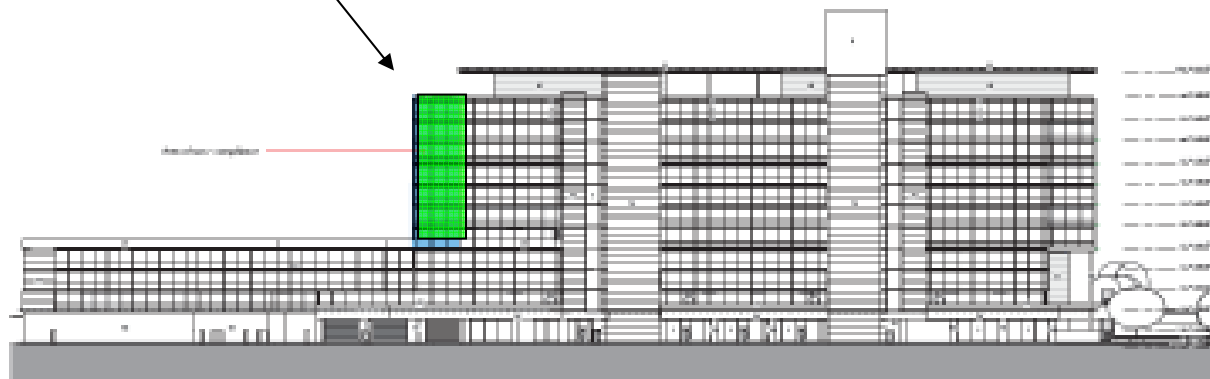


Figure 11. Illustrations of the extent of building height non-compliance

The Proponent is seeking variation to the height requirement on the following grounds:

- The proposed non compliance with the height control does not generate significant overshadowing impact to the public domain or the nearby childcare facility.
- The non complying element is in the form of an encroachment – comprising a contextually minor element of the main tower that is for the most part located within a 12 storey height control zone.
- The area (in plan) of the non compliance comprises a fire stair and small adjacent office area on each floor. This area is very small by comparison with the remaining area of the site which could otherwise be developed to a permitted height of 11 or 12 storeys, but which is being utilised for the studios that have a

much lower height (equivalent to 3 or 4 storeys). This arrangement makes for a more sensitive scale of development along the Locomotive Street frontage where the interface with nearby heritage items is the most sensitive.

**Resolution**

The mechanism provided by State Environmental Planning Policy No. 1 – Development Standards (SEPP No. 1) is not required to vary a control contained within an Environmental Planning Instrument (in this case, the MP SEPP) for an assessment carried out under Part 3A of the Act. Nonetheless, the principles of SEPP No. 1 are considered relevant in the consideration of variation to a development standard. That is, where strict compliance with the subject standard would, in any particular case, be unreasonable or unnecessary or tend to hinder the attainment of the objects specified in section 5 (a) (i) and (ii) of the Act, variation is considered acceptable.

The proposed variation to the maximum permissible height is minimal relative to the overall context of the site and proposed building and does not generate an excessive increase in the bulk and scale of the development, nor will the proposed non-compliance be discernible on the site. Further, the non-compliance does not prevent the development from achieving compliance with the solar access controls which protect the child care centre to the south of the site from excessive overshadowing. Therefore, given the minor nature of the variation to the height controls and the mitigation of impacts upon the locality, strict compliance with the height control is considered unreasonable and unnecessary in this instance, and as such the proposed variation to height is considered acceptable.

**6.4 Key Issue**

**Floor Space Ratio**

**Raised By**

Urban Assessments

**Consideration**

The subject site is located within 'Site H' of the "Redfern-Waterloo Authority Sites Floor Space Ratio Map" pursuant to the MP SEPP, which has a maximum floor space ratio of 2:1. (It is noted that there is not a floor space ratio applying to individual development sites, rather the floor space ratio for the 'Site H' must be shared among all individual sites)

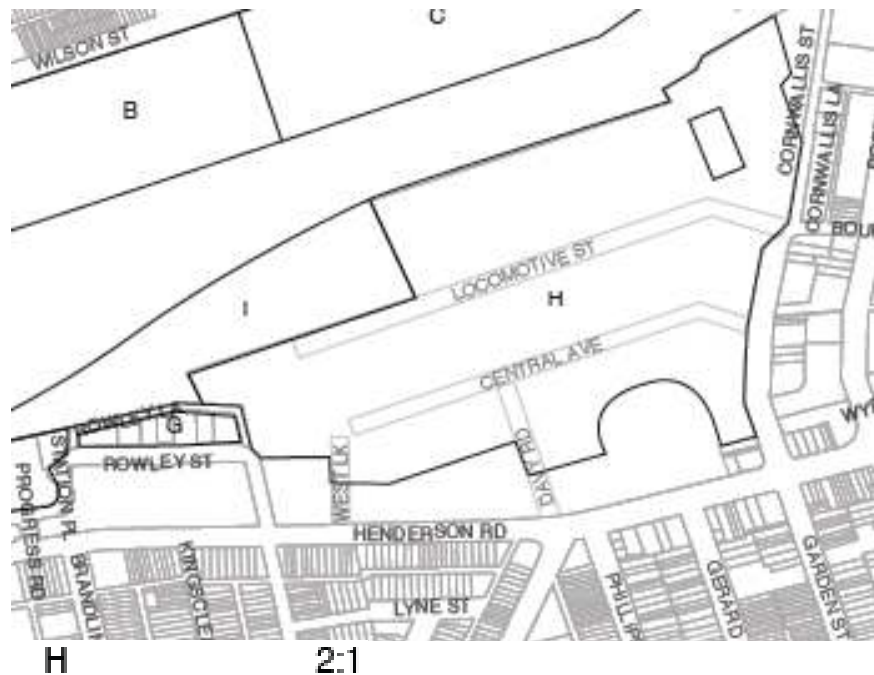


Figure 12. Excerpt from MP SEPP - Redfern Waterloo Authority Sites: Floor Space Ratio Map

The total site area of ATP is approximately 136,000m<sup>2</sup>. 'Site H' has an area of approximately 108,000m<sup>2</sup>, as it primarily excludes land within ATP that is zoned for public open space. The 2:1 floor space ratio therefore results in maximum yield of approximately 216,000m<sup>2</sup> of gross floor area across 'Site H'.

Approximately 70,500m<sup>2</sup> of this available gross floor area has already been consumed by other developments and existing buildings within 'Site H'. This proposal consumes a further 41,800m<sup>2</sup> of gross floor area which leaves approximately 103,700m<sup>2</sup> of available floor area for the remaining undeveloped land within 'Site H'.

This remaining unused 103,700m of gross floor area provides ample capacity to develop the remaining development sites within 'Site H' to provide buildings which are consistent with the density and development objectives of the MP SEPP and Master Plan for the ATP.

Resolution

The proposed studios to the north of the site are substantially below the permissible heights for the northern component of the subject site and the justification for the proposed gross floor area provided by the Proponent is considered sound.

The bulk and scale of the proposed building is considered appropriate with respect to the context of the site and the relevant development controls. The remaining gross floor space is sufficient to provide for buildings to be constructed on the remainder of 'Site H' which will be able to achieve their full development potential and the density objectives of the MP SEPP and Master Plan for the ATP.

**6.5** Key Issue

**Heritage Impacts**

Raised By

Urban Assessments, Heritage Office

Consideration

The site is located within the former Eveleigh Railyards which are listed on the State Heritage Register. The Locomotive Workshop to the north east and the Large Erecting Shop to the north are existing heritage buildings adjoining the site. The Proponent has provided a Statement of Heritage Impact prepared by Otto Cserhalmi + Partners PL, and an Archaeological Assessment & Research Design prepared by Austral Archaeology.

The Statement of Heritage Impact recommends that: photomontages be developed by the Proponent to illustrate and consider the impact on views and to ascertain how the tower visually impacts on the heritage buildings on the site; that the colours and character of the new building should make it distinct from the brick gables of the Locomotive Shop so this can still be seen clearly in views from the north and east of the rail corridor; the detailed design of the proposal should be developed further taking references from the industrial character of the site, historical use of materials and structure and the scale, rhythm, proportions and spatial arrangement; consideration should be given as to whether any sections of the retaining wall can be retained, likewise the retaining wall and historical change in level should be interpreted; the heritage values of the site should be considered with regard to street furniture and signage; and, care should be taken in the detailed design of the fence and yard on Locomotive Street to retain the railway/industrial character and not impede views from the east.

The Archaeological Assessment & Research Design concludes that the potential for intact archaeological resources on the site is low and recommends that the Proponent engages a qualified archaeologist to undertake monitoring of the bulk excavations and record the archaeological resources before they are destroyed. Where the

resources are considered to be state significant, work is to be halted and consultation with NSW Heritage Office and the Redfern-Waterloo Authority is undertaken.

The NSW Heritage Office has reviewed the above documents and recommended that a more appropriate visual analysis should be undertaken to assess the impact of the proposed building envelope on the significant views to and from the nearby significant heritage items. It was also recommended that alternative design options should be explored for the retention (wholly or partly) of the existing brick wall, the architectural vocabulary of the development should be carefully considered to allow a sympathetic relationship between the dominant industrial character of the existing heritage buildings and the proposed development, and the conclusions of the Archaeological Assessment and Research Design are supported and the Heritage Office should be contacted immediately should any archaeological relics be discovered during the monitoring of excavation works.

#### Resolution

The Proponent has provided additional photomontages with the Preferred Project report which provide a comprehensive representation of the proposed building in relation to the significant views to and from the site and the relationship of the building in terms of scale, articulation, design references and finishes, to the nearby heritage items. The proposed building is considered to represent an appropriate response to its context and allows for the retention of view corridors within the site, also having regard to the planning controls which apply.

The design of the proposed building comprises of two distinctly differing elements in terms of scale, modulation and architectural language, being the television studios to the northern side of the site, and the office tower element to the south of the studios. The proportions of the television studios combined with their repetition and industrial character, respond to the scale and design elements of the Large Erecting buildings to the north. However, the tower office element provides a juxtaposition to the heritage items due to its significant scale and contemporary design utilising a glass and powdercoated finish. This juxtaposition allows for a individual interpretation of the heritage items within the setting of the Australian Technology Park.

The existing brick wall is unable to be practically retained due to the design of the slab for the building, however, the design of the plaza to the east of the building provides an interpretation of the step which currently dissects the site. A Statement of Commitment ensures that the 'Early Works' will be undertaken in accordance with the recommendations of the Archaeological Assessment & Research Design.

### 6.6 Key Issue

#### **Car Parking Provision**

#### Raised By

Urban Assessments, RWA, Public Submission

#### Consideration

The MP SEPP restricts the maximum number of car parking spaces within Area H of the "Redfern-Waterloo Authority Sites Floor Space Ratio Map" to 1600. The Master Plan applying to the Park is more specific and suggests a provision of 1337 carparking spaces should be provided across the two sites to the north of Central Avenue, the subject site comprises one of these two sites.

The proposal includes car parking provision for 697 vehicles located within two basement levels which are accessed via Central Avenue at the south-western corner of the building. One level of the basement carparking is for the occupants/tenants of the proposed building, containing 347 car spaces, whilst the remaining level is provided to the landowner, containing 350 car spaces, to be used in part for existing heritage buildings in the ATP for which car parking is unable to be provided due to the impact this would have on their fabric, and also for visitors to the Park. It is noted that

the existing ATP contains 648 hard stand car parking spaces, of which approximately 75 which are on the subject site which be displaced by the proposed development.

A Traffic Report prepared by Masson Wilson Twiney Traffic and Transport Consultants for the project states that the provision of 700 (sic) car parking spaces for the subject building is consistent with the car parking provision forseen by the Master Plan which suggests some 1337 spaces should be provided on the sites to the north of Central Avenue. The subject site is marginally larger than the site to the east, and therefore the provision of a correspondingly larger proportion of the 1337 spaces to the subject site is considered appropriate. Accordingly, the provision of 697 spaces on the subject site represents a consumption of 52% of carparking capacity available to the north of Central Avenue.

Resolution

The proposed provision of 697 spaces as indicated on the plans for the site does not exceed the maximum of 1600 car parking spaces permitted for Area H of the "Redfern-Waterloo Authority Sites Floor Space Ratio Map". The proposed number of spaces is considerably below this threshold and is consistent with the car parking provisions of the Master Plan. Therefore, the proposed number of car parking spaces is acceptable, and a condition of approval shall be imposed limiting car parking provision to 697 spaces.

Furthermore, a condition of approval will be imposed to ensure that the car parking arrangements and management for the parking dedicated/provided to the landowner is considered and approved by the Department prior to the occupation of the building.

**6.7 Key Issue Traffic Impacts**

Raised By

Urban Assessments, RWA. Public Submission

Consideration

The assessment of the building must consider the traffic impacts both within the site and upon the surrounding road network and intersections, including existing traffic volumes both with and without the development and 10 year projected volumes. The proposal must be consistent with the Roads and Traffic Authority's in principle agreement to the proposed access to the ATP from the existing Henderson and Mitchell Road intersections. Furthermore, a traffic impact assessment must consider the cumulative impacts of adjoining and adjacent developments and detail measures to be implemented to mitigate such impacts.

The traffic study undertaken for the Master Plan for the ATP in 2002 concluded that with the provision of 1600 car spaces on the site, at a conservatively high 0.6 vehicle trips per space, and the resulting peak hour generation of 400 vehicle trips per hour, the intersections around the site would operate at satisfactory levels of service at peak hours.

A Traffic Report has been prepared by Masson Wilson Twiney Traffic and Transport Consultants in relation to the subject development. This Report finds that the nature of the uses within the development, including parking for the other uses within the ATP and visitor parking to be accommodated within the second level basement, result in a vehicle trips per hour figure of around 0.33 in the morning peak period and 0.28 in the afternoon peak period, resulting in a peak hour generation of 230 and 195 vehicle trips per hour respectively, for the proposed 697 car spaces. Therefore, the traffic generation resulting from the development is considerably below the threshold of what was considered acceptable in the preparation of the Master Plan for the ATP.

To ensure that the data relied upon in the 2002 traffic study has not become outdated and can be relied upon, the submitted Traffic Report includes traffic counts for the

intersections directly adjoining the site, concluding that they currently have good levels of service with spare capacity. The traffic consultant has also confirmed that the comparison with the more recent surveys confirms that there has been negligible traffic growth in the peak hour traffic conditions and that the submitted Traffic Report provides an adequate assessment of the impacts of the proposal upon the surrounding road network using current data.

The application does not provide specific details concerning the extension of Locomotive Street in terms of technical data/drawings for the turning circle, or details of pedestrian and cycle access along this road. These details need to be resolved prior to construction of the development.

Consistent with the provisions under State Environmental Planning Policy No. 11 – Traffic Generating Developments, The Road and Traffic Authority's (RTA) Sydney Regional Development Advisory Committee (SRDAC) provided recommendations in relation to the proposed development with suggested conditions of approval, and the examination of the need for possible traffic calming devices within Garden Street.

#### Resolution

Given that the predicted 400 vehicle trips per hour were not considered to result in an unsatisfactory impact upon the surrounding intersections (findings of the traffic study prepared for the Master Plan), the reduced peak hour generation of 230 vehicle trips actually generated by the proposed development is considerably below this threshold and will therefore also not result in an unsatisfactory impact upon the surrounding intersections.

A condition of approval is recommended requiring specific details concerning the extension of Locomotive Street in terms of technical data/drawings for the turning circle, and details of pedestrian and cycle access along this road.

The subject application is not considered the appropriate avenue to implement the suggestion by the SRDAC to investigate the need for possible traffic calming devices within Garden Street, which is external to the ATP. This is an issue to be explored jointly by the Redfern Waterloo Authority, City of Sydney Council and the RTA and does not warrant prevention of the implementation of the subject development, particularly with regard to the low traffic generation resulting from the proposed building. Other recommendations of the SRDAC have been incorporated.

### **6.8 Key Issue Public Domain and Pedestrian Amenity**

Raised By Urban Assessments/RWA

Consideration The design of the development needs to: maximise safety and security within the public domain, particularly for pedestrians travelling to the site from the railway station, ensure access for people with disabilities; minimise potential for vehicle and pedestrian conflicts, particularly along Locomotive Street; and demonstrate good urban design and quality landscaping of the public domain.

The ground floor of the proposal includes an open plaza at the south-eastern end of the building and to the north of Davy Road adjacent to a café and retail shops. Entry foyers are located on the southern side of the building accessed via Central Avenue. An awning extends along the Central Avenue alignment.

The design of the open plaza at the northern end of the Davy Road creates a series of spaces of different sizes and character to satisfy the differing needs of potential users, typically office workers. The lower level is a large gathering space with integrated outdoor café area and public seating, the mid level area contains a reflective pool,

whilst the upper level contains a tilted grass lawn. A further park is provided to the south-west of the building and is defined by a diagonal walkway along the same alignment as Central Avenue's footpath. The walkway provides access for adjacent residents. The layout and arrangement of the public domain areas demonstrates good urban design with the incorporation of a variety of elements including a water feature, the provision of various areas to suit varying needs of users, and the landscaping provision is of high quality. It is noted that these public domain areas remain in the ownership of the Redfern Waterloo Authority and are available to the public.

The Proponent has provided documentation with the Preferred Project Report detailing Crime Prevention Through Environmental Design in relation to the development. The development will incorporate CCTV which integrates with an existing system within the ATP and the building encourages natural surveillance through the activation of ground floor uses and extensive use of glazing for the lower levels. The proposal incorporates a lighting strategy to assist in natural surveillance.

The Proponent has provided an Access Report which adequately demonstrates that appropriate access for people with disabilities is provided around the site and within the building. The Report confirms that access arrangements comply with the requirements of the Building Code of Australia and the Disability Discrimination Act.

The Traffic Report provided with the application indicates that the proposal is likely to increase pedestrian traffic to the train station along Central Ave, rather than the route along Locomotive St which was envisaged by the ATP Masterplan.

#### Resolution

The Proponent has provided explanation for the anticipated additional pedestrian use of Central Avenue instead of Locomotive Street. The basis for this assumption is that Locomotive Street is likely to be used for pedestrians entering the site from the east, whilst Central Avenue is more likely to be used by pedestrians exiting the site to the east due to an easier grade. This assumption is considered satisfactory and unlikely to significantly alter the pedestrian flows within the site from those anticipated by the Master Plan. The development of the site provides areas for pedestrian activity with weather protection around the building and entering and exiting the site which are separated from vehicle routes and therefore appropriately minimises potential for vehicle and pedestrian conflict. The public domain areas are well considered and demonstrate good urban design creating ease of use and comfortable areas for future users of these areas.

### **6.9 Key Issue Ecologically Sustainable Development**

Raised By Urban Assessments

Consideration The development must incorporate ESD principles in the design, construction and ongoing operation phases. Details shall be provided of sediment and erosion control and other measures during construction and water conservation and minimisation practices. The building design shall incorporate passive design principles; the building will be designed to achieve a minimum 4.5 Star Australian Building Greenhouse Rating (ABGR) for the office component; the building will be designed to achieve 4 Green Stars as defined by the Green Building Council of Australia rating tool; and, efficient waste management practices during construction and ongoing operation. (The ABGR scheme and the Green Star Scheme are the two currently available rating schemes for office buildings in Australia).

The proponent has provided an ABGR & Green Star Rating Scheme Compliance Analysis prepared by Bassett Applied Research, which demonstrates the ability for the proposed building to achieve the targeted ratings. The building will be designed to

achieve a minimum 4.5 Star AGBR rating for the office component. The building will also be designed to achieve 4 Green Stars as defined by the Green Building Council of Australia rating tool. A Statement of Commitment has been provided by the proponent stating that the building will be designed to achieve the targeted ratings.

The proponent has also provided a Waste Management Plan which outlines the various measures to be implemented within the building to ensure waste minimisation and environmentally sound disposal of waste. A Statement of Commitment has been provided by the proponent to submit a Waste Management Plan for approval by the Redfern Waterloo Authority prior to release of the Construction Certificate for the proposed building or any other stage of the proposal that involves demolition, construction or excavation. The proponent is to also submit a Waste Management Plan for the operation of the building for approval by the Redfern Waterloo Authority prior to occupation of the building.

Adequate details regarding sediment and erosion control have been provided by the Proponent.

Resolution The details provided by the proponent in relation to implementing ESD principles within the building are considered satisfactory. On a wider perspective the provision of employment generating development on land in close proximity to public transport facilities, is a positive outcome in terms encouraging the use of energy efficient transportation.

**6.10 Key Issue Solar Access**

Raised By Urban Assessments/RWA

Consideration The design of the building should ensure that overshadowing of the childcare centre, public open space and adjacent residential areas is minimised. The Australian Technology Park, Eveleigh 2005 Master Plan provides specific controls regarding overshadowing relative to the existing child care centre to the south-west of the proposed building, as stipulated under the provisions of Section 4.3.2 Built Form and Building Envelopes. The control states:

*Building siting and heights are to be arranged so that a minimum of 2 hours sunlight access between 9.00 am and 3.00 pm is available to the child care site and existing housing. The shadow diagrams are to be measured at the winter solstice (21 June) and equinox (21 March / September) at 9am, 12 noon and 3pm or in more detail if requested by the consent authority. Building siting and heights are to be arranged to ensure that overshadowing impacts to the child care site and existing housing are measured at the winter solstice.*

Resolution The originally submitted shadow diagrams did not provide sufficient information to allow an assessment of the proposal against the above control. However, the Proponent has provided amended shadow diagrams with the Preferred Project report. During the winter solstice the child care centre is significantly overshadowed throughout the morning period, however the overshadowing reduces so that the child care centre is very marginally overshadowed between 12pm and 2pm. From 2.30pm onwards, the overshadowing continues to increase so that by 3pm approximately one third of the site is overshadowed. During the equinox the proposed building does not result in any overshadowing of the child care centre, and it is noted that the proposal does not generate any overshadowing of the surrounding residential properties throughout the year.

The building generally complies with the height controls of the MP SEPP and the amended shadow diagrams are of sufficient clarity to determine that the overshadowing produced by the proposed building generally complies with the solar access provisions of The Australian Technology Park, Eveleigh 2005 Master Plan. Only a very marginal overshadowing of the child care centre site occurring between 12pm and 2pm and in this regard, the overshadowing impacts of the development are considered acceptable with regard to the context of the site and the relevant provisions applying to the development and do not result in any excessive impacts to the surrounding development.

**6.11 Key Issue Noise Impacts from Use of the Building and Site**

Raised By Urban Assessments, Public Submissions

Consideration The proponent must demonstrate that the proposal will be designed, constructed, operated and maintained so that there is no unacceptable level of noise impacts (including traffic noise) on the amenity in the locality.

The proponent has provided an Acoustic Report prepared by Bassett Acoustics. The acoustic report concludes that the activities undertaken on the site are not likely to cause significant noise impacts upon the locality. The report states that generally the studio environment will be insulated from external noise sources which will provide for an effective attenuation from any internal noise sources. Other general office noise sources such as air conditioning and plant will be designed to achieve compliance with noise criteria standards.

The noise generated by traffic arriving, manoeuvring and departing the site is also assessed as unlikely to exceed established criteria. (The issue of vehicle noise is further considered in Section 6.23 of this report). Potential construction noise impacts are considered to be short duration and will be subject to a noise management plan that will be submitted with the relevant project application(s).

Resolution The operation of the development will not cause any unacceptable noise impacts upon the surrounding locality. A condition of approval is to be imposed to ensure that the air conditioning and plant will not exceed the relevant noise criteria.

**6.12 Key Issue Acoustic Wall**

Raised By Urban Assessments

Consideration The development initially included the provision of a 10m high acoustic wall at the western end of the cul-de-sac in Locomotive Street to mitigate any potential noise impacts from truck movement around the cul-de-sac to nearby residents. Due to the limited information regarding the design and appearance of the wall and concern regarding the visual impact of the structure, the proponent was requested to provide additional details.

The proponent has provided additional acoustic advice with the Preferred Project Report which concludes that the acoustic wall is no longer required subject to several operational restrictions and assumptions, as follows:

- *No truck movements are proposed during the night-time period (10:00pm to 7:00am to access the SW roundabout);*
- *No garbage collection is proposed during the night-time period;*
- *One garbage collection per week is proposed during the daytime period (7:00am to 6:00pm); and*

- A 'worst case' 15 minute scenario, during the daytime, assumes that a maximum of 4 trucks will access the roundabout in the 15 minute period with one truck collecting garbage.

The acoustic advice concludes that the predicted noise levels without the acoustic wall at the end of the roundabout are in the order of 53dBA which is 1dBA above the established intrusiveness criteria. The proponent considers that this slight exceedance is negligible and as such no acoustic mitigation is required at the end of the roundabout.

#### Resolution

The Traffic Report prepared by Masson Wilson Twiney Traffic and Transport Consultants for the project finds that the number of truck movements associated with the ongoing use of the completed building per day along Locomotive Street (which are likely to use the roundabout) varies between 4 to 10 on weekends, and between 46 and 80 on weekdays with an average of 65 movements on weekdays.

One of the restrictions outlined in the acoustic advice limits truck movements to a maximum of 4 trucks per 15 minute interval, which allows for 16 truck movements per hour, and 240 truck movements per day (7.00am to 10.00pm). Therefore, it is considered that the anticipated truck movements included in the Traffic Report (65 per day) are well below the assumptions used by the acoustic engineer and are unlikely to exceed the worse case 15 minute scenario and the noise levels predicted. Accordingly, the justification for deletion of the acoustic wall is generally considered sound, however, it is considered appropriate to impose a further limitation on the hours for which the roundabout can be used such that it is between 8.00am and 9.00pm (providing for a maximum of 208 truck movements per day) in the interests of protecting the amenity of the nearby dwellings. Subject to these restrictions, the removal of the acoustic wall is not anticipated to result in any excessive noise impacts upon the surrounding locality.

### 6.13 **Key Issue**

#### **Wind Impacts**

#### Raised By

Urban Assessments, RWA

#### Consideration

The massing and design of the buildings must minimise wind impacts on pedestrian amenity. In this regard, wind modelling needs to be undertaken to determine the existing and future wind conditions on site in relation to the proposed development.

The proponent has provided a Wind Environment Statement prepared by WindTech which concludes there will be acceptable wind environment subject to the landscaping treatment of Central Avenue and the public open space area. However, the RWA has considered the Wind Environment Statement and concluded that it does not adequately demonstrate that the proposed development can achieve acceptable wind conditions at street/ground level to ensure pedestrian amenity within the public domain surrounding the site, particularly within the eastern plaza.

The Statement indicates that downwash generated by the proposed development, in conjunction with sidestreams generated by the southerly winds may produce unacceptable wind conditions at the south-eastern corner of the development in the location of the café and public plaza. The Statement indicates that this potential problem can be ameliorated with the use of treatment solutions, such as localised planting or localised awnings/canopies, or a combination of these. However, the effectiveness of these treatments can only be determined with wind tunnel testing.

#### Resolution

The Proponent has subsequently undertaken wind tunnel testing and presented the conclusions in the Preferred Project Report. The testing concludes that the wind impacts resulting from the building are acceptable subject to several mitigating devices

including planting and baffles being implemented. The data from the wind report indicates that the wind levels around the outdoor dining area of the plaza peak for a southerly wind at approximately 11m/s (test Point 10). However subject to mitigation measures, the winds impacting upon the outdoor dining area and the footpath on the southern side of the building generally do not exceed 'Davenports Short Exposure Criterion' (i.e. between 3.5m/s and 5.5m/s), and Point 10 is subjected to a significantly reduced wind speed of approximately 2.5m/s. It is noted that the mitigation baffle screens and planting are not consistent with the landscaping plan, and accordingly a condition of approval requires amendment to the landscaping plan to incorporate the measures of the Wind Environment Statement.

The wind impacts to the south-eastern side of the plaza adjacent to Central Avenue are marginally higher than within the outdoor dining area, however, they generally do not exceed the 'Davenports Comfortable Walking Criterion' and are therefore considered acceptable. Wind tunnel testing for the "landscaped accessible roof" demonstrates excessive wind impacts. However, the "landscaped accessible roof" is to be deleted via a condition of approval as previously discussed in Section 6.1 of this report.

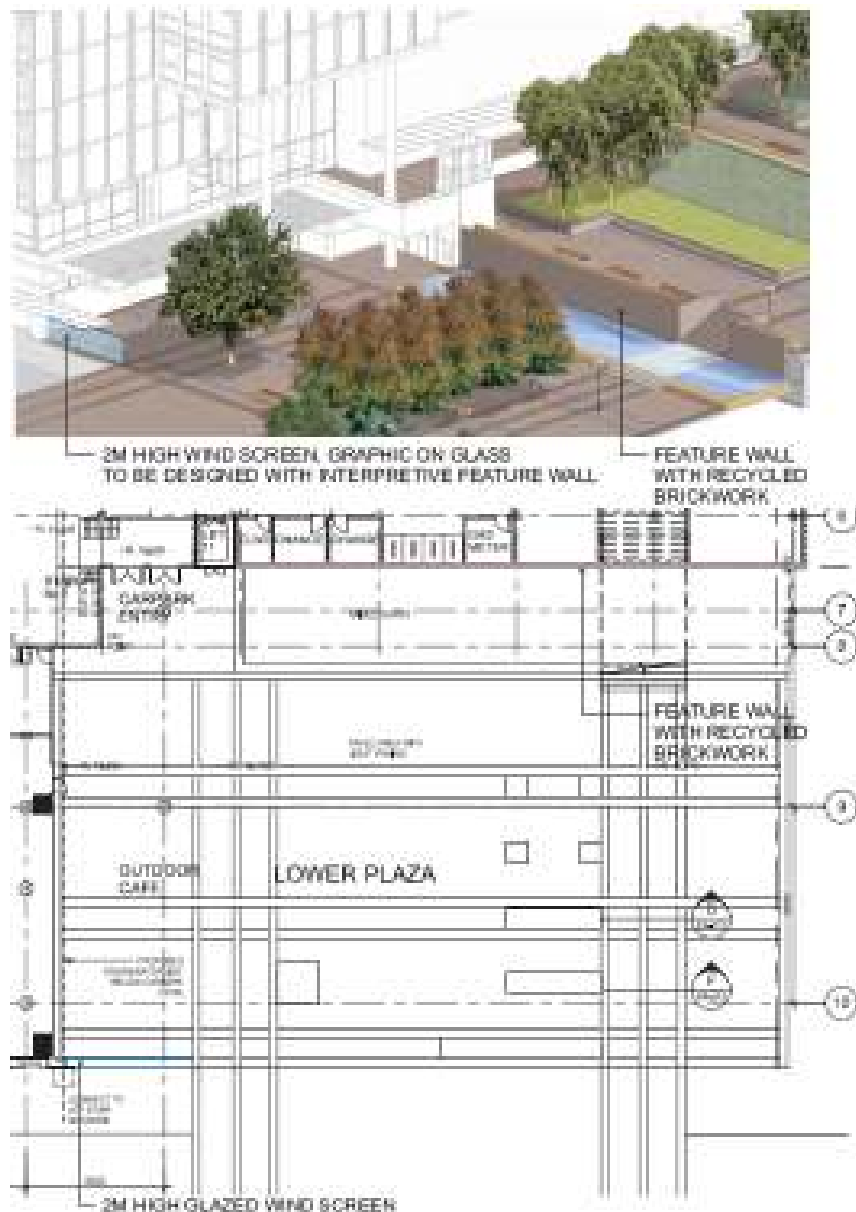


Figure 13. Illustration of proposed wind baffling

<b>6.14</b>	<b><u>Key Issue</u></b>	<b>Reflectivity</b>
	<u>Raised By</u>	Urban Assessments
	<u>Consideration</u>	<p>The assessment of the proposed development needs to ensure that the selection of materials for the building minimises glare reflectivity impacts on users of the public domain, occupants of adjacent buildings and motorist visibility.</p> <p>The proponent has attempted to address the issue of reflectivity with a statement of commitment which states:</p> <p><i>The proponent is to provide a Reflectivity Study of the building façade that demonstrates compliance with an overall maximum 20% reflectivity to support the use of the specified façade materials for the proposed building. Details (including a sample board and photographs/images) of proposed materials are also to be provided for approval by the RWA prior to the release of the Construction Certificate for construction of the relevant parts of the building</i></p>
	<u>Resolution</u>	A condition of consent shall ensure that the reflectivity of the external faced of the building does not exceed the maximum of 20% reflectivity.
<b>6.15</b>	<b><u>Key Issue</u></b>	<b>Rail Impacts</b>
	<u>Raised By</u>	Urban Assessments; RailCorp
	<u>Consideration</u>	<p>The proponent must address noise and vibration impacts from adjacent rail activities, including mitigation and monitoring measures where appropriate, consistent with guidance published by Rail Corp including <i>Interim Guidelines for Applicants – Consideration of Rail Noise and Vibration in the Planning Process</i> and <i>Interim Guidelines for Councils – Consideration of Rail Noise and Vibration in the Planning Process</i>.</p> <p>The Proponent must also identify the existence of any existing RailCorp services (such as pipes and cables) and structures within the development area by initiating the appropriate service searches. Where RailCorp services exist, an agreement must be made with RailCorp regarding the accommodation of the services.</p>
	<u>Resolution</u>	<p>The Proponent has provided supplementary acoustic advice with the Preferred Project Report which details noise and vibration impacts from the adjacent rail activities and provides noise criteria which are appropriate for the development. The supplementary advice concludes that the building will be designed to comply with the prescribed criteria.</p> <p>A condition of approval has been included to require specific details of compliance with the prescribed criteria at the Construction Certificate stage.</p> <p>The Proponent has provided documentation from RailCorp dated 24 October 2006 which details RailCorp's general satisfaction with the development and nominates their preference to impose conditions which require the Proponent to undertake surveys to identify any existing RailCorp's services.</p>
<b>6.16</b>	<b><u>Key Issue</u></b>	<b>Drainage</b>
	<u>Raised By</u>	Urban Assessments
	<u>Consideration</u>	Consideration of the project must address drainage issues associated with changes

in the hydrological regime of the catchment as a result of the development.

The proponent has provided a Stormwater Management Report and a stormwater drainage concept plan prepared by Woolacotts Consulting Engineers. The proponent has stated that the proposal is consistent with stormwater and drainage retention and/or detention systems both existing and proposed within the ATP. Furthermore, the proponent has stated that a Statement of Commitment has been provided in relation to the implementation of appropriate drainage of the site.

Resolution Contrary to the Proponent's claim, there is no Statement of Commitment provided regarding the implementation of appropriate drainage on the site. Nonetheless, it is considered that an adequate stormwater drainage solution for the development can be achieved, and imposition of a condition will suffice to ensure this issue is appropriately addressed for the development.

#### 6.17 **Key Issue** **Microwave Transmissions**

Raised By Sydney Ports

Consideration Sydney Ports advised, prior to the issuing of Director General's Environmental Assessment requirements (DG EARs) for the application, that ATP is traversed by the Port Radar microwave transmission projecting from Port Botany to the Harbour Control Tower at Miller's Point. Development within 30m of either side of the transmission 'line of sight' and with a height of RL 55.0m and over (height is the top of the tallest structure including lift shafts, telecommunications equipment etc) has the potential to impact on the Port Radar. Impacts on the Radar can generally be addressed through the installation of microwave repeaters on top of the building to Port's satisfaction and at the developers cost.

Resolution Subsequent advice has been received from the Sydney Ports Authority, following their review of the EA, that the proposal does not impact on the radar facility.

#### 6.18 **Key Issue** **Impacts during construction works**

Raised By Public Submission

Consideration Concern has been raised regarding potential impacts during construction. The proponent stated that a Construction Plan of Management has been provided with the Early Works Project Application (MP06\_0294) which addresses impacts during construction. Furthermore, several reports including the Acoustic Report and Traffic Impact Report conclude that impacts during the construction phase are able to be managed to mitigate these impacts to a reasonable level, with respect to the short term nature of the construction works.

Resolution It is considered that the implementation of a Construction Plan of Management, to be addressed by the Early Works Project Application, will adequately control and mitigate impacts relating to the construction of the building.

#### 6.19 **Key Issue** **Air Quality during Construction**

Raised By Urban Assessments

Consideration An appropriate level of air quality impact assessment prepared in accordance with *Approved Methods for Modelling and Assessment of Air Pollutants in NSW* (EPA).

The proponent has stated that the issue of air quality has been addressed in the Construction Management Plan to be submitted with the Early Works project application (MP06\_0294) for the building.

- Resolution The details provided by the proponent in relation to remediation of the site and controlling the air quality during the construction process are considered satisfactory with respect to the subject application. Likewise, the documentation submitted with the Early Works application are also considered satisfactory.
- 6.20 Key Issue Child Care Centre within the Proposal**
- Raised By City of Sydney Council
- Consideration The City of Sydney Council have raised concern regarding the proposed location of a child care facility within a multi-storey building. The provision of a child care facility is generally welcomed, however the egress of children from the fifth level of the building in the event of an emergency is considered problematic.
- Resolution The proponent's Preferred Project Report has deleted the originally proposed child care centre. Given the location of an existing child care centre adjoining the site, this is considered acceptable.
- 6.21 Key Issue Approval of the Concept Plan with no further need for a Project Application**
- Raised By Urban Assessments
- Consideration The Minister may exercise his authority under Section 75P(1)(c) of the Act to not require the submission of a further Environmental Assessment for the development. However, further conditions would need to be imposed if this were the case in order that all levels of detail are satisfied and to guide the construction process. In this regard, Section 75P(1)(c) provides the Minister with the power to grant project approval to a concept plan under Section 75J of the Act, and as such can impose conditions via Section 75J(4) of the Act.
- Resolution The documentation provided with the Concept Plan is comprehensive and of Project Application standard and detail, such that it is considered appropriate in this instance for the Minister to enliven his discretion under Section 75P(1)(c) to approve all aspects of the project without the need for any further environmental assessment.
- 6.22 Key Issue Materials and Finishes**
- Raised By Urban Assessments
- Consideration The proponent has provided a materials and finishes board with the Preferred Project to address amelioration of visual impacts through design, use of appropriate colours and building materials. The four television studios are to be finished in industrial themed metal sheeting, each studio to be a different colour from the spectrum of red, yellow, blue and green. The office tower element comprises of several facade materials, including powercoated metal cladding in off-white, grey tint glazing, and horizontal sunshades in aluminium finish. The plaza area also includes a face brickwork feature wall and the Central Avenue façade incorporates cream textured paint on precast panels.
- Resolution The Department has reviewed the submitted materials and finishes and is satisfied with they will ensure an appropriately high standard of external finish to the building, subject to conditions.

**6.23 Key Issue Section 94 Contributions**

Raised By Public Submission

Consideration A public submission has raised an issue regarding the likely Section 94 Contributions which would be levied for the subject development. There is no current Section 94 Plan which applies to the Australian Technology Park, and whilst a draft Plan is on exhibition at the time of writing, it is yet to be adopted. The Redfern Waterloo Authority has advised that given the draft nature of the Contributions Plan, it would be premature and is not considered appropriate impose levies pursuant to the draft at the time of writing.

Resolution The proposed development provides significant areas of public domain and is assisting in achieving the vision of the Built Environment Plan for the ATP, and as such is considered to contribute significantly to the area and the State objectives for employment growth. In this regard, whilst it is considered premature to impose a levy pursuant to a draft Section 94 contribution plan, the proposal is considered a positive outcome for the local community and Sydney.

**6.24 Key Issue Design Excellence**

Raised By Urban Assessments

Consideration Consideration of the project includes ensuring the proposed building exhibits design excellence having regard to whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved, whether the form and external appearance of the building will improve the quality and amenity of the public domain, and whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resource, energy and water efficiency.

Resolution The overall design of the project represents an appropriate response to the controls for the site and the context of the building. The proposal provides a transition in height to the existing Locomotive Sheds to the north and provides basement level carparking which utilises the fall of the site. The materials and finishes submitted with the application are satisfactory in that they will ensure an appropriately high standard of external finish to the building.

The proposed public domain works will result in a significant contribution to the ATP site and will provide a high level of amenity to the future users of these spaces.

The building is designed and constructed in a manner which adequately achieves the principles of ecologically sustainable development.

**6.25 Other Matters****(i) Issues raised in public submissions**

There were 4 public submissions, one of which contained 20 signatures, made in response to the public exhibition of the major project relating to concerns regarding traffic, noise, Section 94 contributions, security, scale, landscaping, car parking, height, views, signage, plant rooms and construction impacts. A summary of these issues and the Proponent's responses has been included at Appendix B and Appendix C.

These issues have been discussed earlier in this report and where appropriate, conditions of approval have been recommended to address particular issues.

**(ii) Public interest**

In the Concept Plan application, the Proponent provides that the proposal will have the following benefits:

- The proposal will provide stimulation of commercial interest and encouragement of associated industries seeking synergies with Channel 7 to locate within the ATP;
- Provide for high quality public domain in areas adjacent to the main entries and public circulation spaces linking to other planned open space areas;
- Provide car parking provision for existing heritage buildings in the ATP for which car parking is unable to be provided without undue impact on their fabric;
- Provide up to 600 "job years" (i.e. if construction takes two years it would result in 300 jobs, or if construction takes one and a half years it would result in 400 jobs for the duration of construction) during construction with up to 60 construction jobs for indigenous workers, and provision of 2000 ongoing jobs;
- The studios themselves share an industrial interpretation of their architecture and location, facing the railway workshops to the north, along Locomotive Street and as such preserve the heritage values and significance of the locality; and
- The public interest is served by the proposal promoting a successful implementation of planning objectives for the ATP area as well as general consistency with controls, and mitigation of identified impacts.

It is considered that this assessment of the public interest benefits of the proposal are sound. The proposed building is generally in accordance with the development envisaged for the site under the Built Environment Plan and also the controls of the Major Project SEPP and the proposal will result in a significant economic contribution to the area. Furthermore, the proposal achieves a significant improvement to public domain with the ATP and provides defined paths of travel for pedestrians linking surrounding properties to Redfern town centre and train station. Therefore, the proposal is considered to be within the public interest.

**(ii) Public benefits**

The Department considers that the public benefits of this development are:

- The project is generally consistent with the planning controls and objectives for Australian Technology Park and assists the Redfern-Waterloo Authority in attaining the objectives for the Australian Technology Park to provide for a business and technology environment that fosters global competitiveness within key growth sectors in the State's economy;
- The proposed building will promote further investment in the Australian Technology Park which will assist in promoting the concept for the site and will encourage businesses seeking synergies within the ATP environment;
- The proposal contributes to a significant increase in employment opportunities within the area; and
- The design of the proposal is considered to be a positive addition to the Park and the public domain will benefit significantly from the proposed landscaping and plaza works.

**(iii) Suitability of the site**

The site is considered suitable for the proposed development for the following reasons:

- The site is currently vacant and has been identified in the Redfern-Waterloo Built Environment Plan and Australian Technology Park, Eveleigh Master Plan for redevelopment for business and commercial purposes;
- The site is considered appropriate for development for the purposes of a media complex and offices as this will assist in creating a 'technology' precinct; and

- Proximity of the site to significant public transport infrastructure will minimise the development's impact on the existing road network.

**(iv) Future opportunities**

The proposal will provide opportunities for future development as follows:

- The proposed development will encourage additional investment within the Australian Technology Park and surrounding area; and
- The proposed development will achieve improvement to the public domain within the area and will provide improved access from surrounding areas to Redfern Train Station.

## CONCLUSION

The Department has assessed the Concept Plan application, and considered the submissions on the proposed concept plan. The key issues raised in submissions related to building design with regard to the existing and future character of the Park, height, floor space ratio, heritage impacts, car parking provision, traffic impacts, public domain, ecologically sustainable development, solar access, noise impacts, wind impacts, reflectivity, remediation, rail impacts, drainage, Sydney Ports, signage and advertising, impacts during construction works, materials and finishes, the acoustic wall, and the manner in which the application is to be approved.

The documentation provided with the application is comprehensive and well resolved, such that it is considered appropriate in this instance for the Minister to use his discretion under Section 75P(1)(c) to approve all aspects of the project without any further environmental assessment, and therefore impose conditions of approval pursuant to Section 75J to ensure impacts from the proposal and practical details are adequately managed.

In addition, to mitigate likely and potential impacts the Proponent proposes to implement a range of measures that are described in the Statement of Commitments (Appendix A). The Department accepts this Statement of Commitments and recommends that they be adopted with the following amendments set out in the recommended Conditions of Approval.

The proposed media and office complex development is consistent with the use proposed for the site in the Australian Technology Park, Eveleigh Master Plan and the urban form of the proposal is consistent with the objectives and desired future character of the zone outlined in the State Environmental Planning Policy (Major Projects ) 2005 (Amendment 7). The Park is developing as a technological centre and the proposal will provide opportunities for further investment in the area. Given these benefits, the Department believes the proposal is in the public interest, and recommends approval of the Concept Plan, without the need for any further environmental assessment and subject to conditions.

## RECOMMENDATION

### Recommendation

It is recommended that the Minister for Planning under Part 3A of the *Environmental Planning and Assessment Act, 1979* (as amended) determine:

- (A) to **approve** the Concept Plan for a studio and office complex at the Australian Technology Park, Eveleigh and where amended by the Preferred Project Report, including plans and documents by signing and dating the Approval of Concept Plan **tagged 'A'**
- (B) that under Section 75P(1)(c) of the *Environmental Planning and Assessment Act 1979*, **the project described by the Concept Plan requires no further environmental assessment;**
- (C) pursuant to Section 75J of the *Environmental Planning and Assessment Act 1979*, **approve** the project referred to in Schedule 1 of this Instrument, subject to the Statement of Commitments (Appendix A), and the Conditions of Approval (Schedule 2 of this Instrument) by signing and dating the Approval of Major Project **tagged 'B'**, and
- (D) authorise the Department to carry out post-determination notification.

For Ministerial Approval

Prepared by:

Endorsed by:

Aaron Sutherland  
**Planner**  
**Urban Assessments**

Josephine Wing  
**A/Team Leader**  
**Urban Assessments**

Jason Perica  
**Executive Director**  
**Strategic Sites and Urban Renewal**

## APPENDIX A. STATEMENT OF COMMITMENTS

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### 1. APPROVED CONCEPT PLAN

This Concept Plan, of itself does not enable the construction or demolition of any structure without an approval under a Project Application being first obtained. Project Application(s) to be submitted are to be generally in accordance with the Concept Plan documentation provided in the proposed Concept Plan ref: 06\_0149 and accompanying reports and documentation provided in support of the Concept Plan and in accordance with any accompanying documentation referenced in the Statement of Commitments prepared by Architectus dated August 2006 (as modified by this Preferred Project Report dated November 2006) and the drawings numbered CA-000 to CA-015 (Revision F) inclusive prepared by PTW Pty Ltd dated 14 July 2006 and as amended by any additional conditions of this approval:

### 2. ENVIRONMENTALLY SUSTAINABLE DESIGN

The proposed buildings is to be designed to achieve a:

- 4.5 Star AGBR rating for the office component.
- 4 Green Stars as defined by the Green Building Council of Australia rating tool.

A report that demonstrates the building's compliance with these star ratings shall be forwarded to RWA prior to the release of the Construction Certificate for the main building (not for early works).

*Purpose: to achieve acceptable ESD Principles for the development*

### 3. REFLECTIVITY

The proponent is to provide a Reflectivity Study of the building façade that demonstrates compliance with an overall maximum 20% reflectivity to support the use of the specified façade materials for the proposed building. Details (including a sample board and photographs/images) of proposed materials are also to be provided for approval by the RWA prior to the release of the Construction Certificate for construction of the relevant parts of the building.

*Purpose: to minimise impacts to traffic and the public domain from uncontrolled reflected glare from the building.*

### 4. WASTE MANAGEMENT

Prior to the release of the relevant Construction Certificate the proponent is to submit a Waste Management Plan for approval by the Redfern Waterloo Authority that addresses demolition, construction or excavation waste. The proponent is to also submit a Waste Management Plan for the operation of the building for approval by the Redfern Waterloo Authority prior to occupation of the building.

*Purpose: To minimise waste generated during construction and to ensure that waste is disposed of appropriately and with the maximum amount of recycling possible, thus avoiding unnecessary use of landfill as a waste disposal option*

### 5. LANDSCAPING AND PUBLIC DOMAIN PLAN

The proponent is to submit for approval of the Redfern Waterloo Authority prior to construction of the landscaping works a detailed landscaping plan based on the principles of the design concept provided in the report dated 21 November 2006 prepared by Context landscape architects.

*Purpose: To provide for an acceptable public domain surrounding the site*

### 6. SITE CONTAMINATION AND REMEDIATION

The project application for the excavation and construction of the basement and any early works or preliminary works that may disturb soil other than for archaeological investigation purposes shall be carried out in accordance with a Remediation Action Plan prepared by Douglas Partners and dated August 2006.

*Purpose: To provide for a safe work and public domain environment*

## **7. RAILCORP OCCUPATIONS AND EASEMENTS**

The project application for excavation shall provide for an acceptable resolution of all easements, occupations and services belonging to or servicing the needs of RailCorp to the satisfaction of RailCorp.

*Purpose: To provide for protection of RailCorp services requirements.*

## **8. PARKING**

The proponent is to submit a Plan of Management for the car park to the Redfern Waterloo Authority for approval prior to the issuing of an occupation certificate for the building. The Plan is to address items 1, 2, and 3 of the SRDAC letter dated 19 October 2006.

*Purpose: To provide for appropriate traffic and parking management.*

## **9. PARKING**

The layout of parking areas is to be in accordance with AS 2890.1-2004 and AS 2890.2-2002 (for heavy vehicle parking areas) where appropriate.

*Purpose: To ensure access within the parking areas is sufficient.*

## **10. CONSULTATION WITH UTILITIES**

The proponent shall provide evidence to RWA of compliance with the requirements of all utility suppliers for the main building prior to commencement of construction works .

*Purpose: To ensure adequate utility services for the building.*

## **11. SIGNAGE**

A signage strategy for the building will be prepared and submitted for approval of the Redfern Waterloo Authority prior to the occupation of the building by tenants.

*Purpose: To provide for co-ordinated signage for the building.*

## **12. CONSTRUCTION MANAGEMENT PLAN**

Before construction commences the proponent will prepare a Construction Management Plan for approval of RWA that (as well as other relevant matters) takes into account the foreseeable status of other construction activities and conditions of the ATP site and local roads as well as the recommendations of the Varga Traffic Report dated August 2006.

*Purpose: To provide for coordination of construction activities on the ATP site and surrounding streets, especially in relation to construction traffic impacts.*

## APPENDIX B. SUBMISSIONS

Summary of agency submissions received after lodgement of Environmental Assessment for this application:

Date	Issue	Agency Comment
<b>Heritage Council of NSW</b>		
11/10/06	Height	The proposed development substantially exceeds the height limits of the Master Plan.
	View Corridors	More appropriate visual analyses should be undertaken to assess the impact of the proposed building envelope on the significant views to and from the nearby significant heritage items. If the visual analysis suggest there are adverse visual impacts on the heritage significance of the site, some design modifications should be foreshadowed as an option.
	Retaining wall	Recommendation that alternative design options be explored for the retention (wholly or partly) of the existing brick wall.
	Architectural vocabulary	The architectural vocabulary of the development should be carefully considered to allow a sympathetic relationship between the dominant industrial character of the existing heritage buildings and the proposed development.
	Archaeological monitoring	The conclusions of the Archaeological Assessment and research Design are supported and the Heritage Office should be contacted immediately should any archaeological relics be discovered during the monitoring of excavation works.
<b>RailCorp</b>		
24/10/06	Property/Title Searches and Survey	Request for a condition of approval to require the proponent to accurately define and locate the property boundaries between the development and RailCorp's facilities to protect such facilities.
	Services Search	Request for a condition of approval to require the proponent to identify the existence of any existing RailCorp services and structures such as pipes and cables within their development area. Where RailCorp services exist within the development site, the proponent must enter into discussion, and reach agreement with RailCorp regarding the accommodation of the services.
	Noise and vibration	The provided 'Noise and Vibration' assessment report does not detail how the proposed buildings comply with the standards detailed in RailCorp's <i>Interim Guidelines for Councils – consideration of rail noise and vibration in the planning process</i> and <i>Interim Guidelines for Applicants – consideration of rail noise and vibration in the planning process</i> .
	Stray currents and Electrolysis	The proponent should consider the possible impact of stray currents and electrolysis from rail operations and engage an expert consultant when designing its buildings. It is requested that the proponent provide an electrolysis risk and mitigation report to later stage application for this project.
<b>City of Sydney Council</b>		
16/10/06	Visual Impact	Inadequate visual impact assessment which fails to clearly demonstrate the relationship between the proposal and the adjoining heritage items.
	Signage	Signage is excessive and should be integrated into the envelope of the building, and should not extend above the building parapet.
	Shadow Impacts	The shadow diagrams provided with the application demonstrate that part of Council's child care centre at 41 Henderson Road, Alexandria will be in shade from the morning through to the afternoon on 21 June. In mid-winter, the amenity of the outside play areas will be substantially reduced as a consequence of the proposed development. Any design modifications

	capable of being made to improve this situation are requested to be considered.
Remediation	The proponents "Remediation Action Plan and Acid Sulphate Soil Management Plan" makes no specific mention of impacts to occupants of adjoining land which may arise during the remediation of the site. Concern is raised regarding the potential impacts upon the occupants of the child care centre.
Public Domain	Conditions are provided for imposition dependant upon whether or not any area of works are to be dedicated to the Council.
Satellite Dish	A report should be prepared regarding the potential electromagnetic radiation exposure from the proposed satellite dish to the existing child care centre.
Child Care Centre	The location of the child care centre within the multi-storey building is considered inappropriate due to limited egress in the event of an emergency.
Traffic	It may be appropriate to include a condition of approval which limits the number of tenant car parking spaces within the carpark and which also sets rates of payment for public car parking to discourage use by commuters.
Early Works	No objection raised to early works. However, it is recommended that Redfern-Waterloo Authority enter into a deed of agreement with the proponent which enables site rectification to take place in the event that the substantive building does not proceed.

#### **Roads and Traffic Authority**

19/10/06	Transport Management & Accessibility Plan	A condition should be imposed to ensure that the objectives and recommendations within the ATP – Transport Management and Accessibility Plan (TMAP) are appropriately implemented.
	Davy Road link	It is noted that the works for the Davy Road leg at the intersection of Mitchell Road/Henderson Road have commenced. These works should be completed prior to the issue of the Occupation Certificate for the subject development.
	Parking	The proposed parking areas for tenant and general public parking must be clearly segregated and signposted. The layout of parking areas shall be in accordance with AS 2890.1-2004 and AS 2890.2-2002 for heavy vehicles.
	Construction Management Plan	Where relevant, the findings and recommendations within the ATP – Traffic and Parking Construction Management Plan by Varga Traffic Planning Pty Ltd must be appropriately implemented.
	Traffic	The developer should examine and implement appropriate strategies to minimise the additional traffic impact to residents in Garden Street. This could include but is not limited to directional signposting within Central Avenue and Davy Road. It is also recommended that the Department discuss implementation of possible traffic calming measures within Garden Street with the City of Sydney Council's Local Traffic Committee if required.
	Costs	The developer shall be responsible for all public utility/relocation works as required by various public utility authorities. All works/regulatory signposting associated with the proposed development shall be at no cost to the RTA.

#### **Redfern-Waterloo Authority**

13/10/06	Building Height	The proposal exceeds the 4 storey height applying under SEPP (Major Projects) 2005. A fifth storey is proposed at the western end of the building, to accommodate a child care facility which has approximately 300m <sup>2</sup> of floor space. Inadequate explanation or justification is provided as to why the childcare facility could not be accommodated within the maximum height limits. Furthermore, details of the appearance of the fifth storey element are not provided. It is not visible in any perspectives or montages, and the roof shape is not indicated on plans. Additional detail is required to provide clarity to the appearance of this storey.
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	From the information provided we are unable to determine whether part of the 11 – 12 storey component falls within the 4 storey height limit. Accordingly, details of the proposed building height in relation to the maximum height limits applying under the SEPP are required.
Shadow Diagrams	The shadow diagrams do not provide an adequate assessment of the shadow impacts on the adjacent child care centre. In order to properly assess the extent of shadow impacts of the proposal on the childcare centre, further analysis is required. The shadow diagrams should illustrate the extent of the existing and proposed overshadowing to the outdoor and indoor play areas, particularly during mid winter.
Wind Impacts	The Wind Environment Statement does not adequately demonstrate that the proposal development can achieve acceptable wind conditions at street/ground level to ensure pedestrian amenity within the public domain surrounding the site, particularly within the eastern plaza. Wind tunnel testing should be undertaken to ensure the proposed development can achieve acceptable wind conditions within the public domain around the site for pedestrians.
Pedestrian Amenity and Security	The Traffic Report indicates that only 45% of staff will drive to work. The remainder will catch public transport. The report indicates that the proposal is likely to increase pedestrian traffic to the Station along Central Ave, rather than the route along Locomotive St which was envisaged by the ATP Masterplan. The basis for this assumption is unclear given Locomotive Street provides the most direct link to the site from the Station. Amicable
Traffic Impacts	<ul style="list-style-type: none"> <li>• The existing car parking needs to be clarified.</li> <li>• The assessment of impacts on external roads relies on data from the 2002 Transport Management Plan (TMAP). The assessment of the external road network in the TMAP is based on surveys that predate 2002. Therefore, the traffic assessment does not adequately address the cumulative impacts on the local and arterial roads and intersections from development and changed traffic conditions that have occurred since 2002.</li> <li>• In accordance with the recommendations of Traffic Assessment non-borne modes of travel for staff and visitors should be actively encouraged for the development and support the measures within the TMAP. Details of strategies to encourage this should be provided with the Project Application.</li> </ul>
Plant Rooms	Any proposed roof top plant must be integrated into the overall design of the building. This is not adequately demonstrated in the Environmental Assessment. Setting back the plant and limiting its visibility from foreground will not ensure it is integrated with the building design, as the plant may still be visible when viewed from a distance. Furthermore, there are inconsistencies between montage view, perspectives and plan detail. In this regard additional information should be provided to give clarity to the appearance of the plant rooms. It is preferable that further details of how the roof is to be integrated with the design of the building be provided with the Concept Plan.
Signage	It is unclear from the information provided whether the signage shown in the montages forms part of the Concept Plan application. If this is the case, design details of the signage are required.
Design Excellent Provisions	In accordance with the savings and transitional provisions of Amendments No. 7 Redfern Waterloo to SEPP (Major Projects), the Design Excellence provisions (CI 22) of the SEPP apply to the application. Details of how the proposal exhibits design excellence should be provided.

<b>Office of Community Housing</b>		
9/10/06	Acoustic separation	The design must provide acoustic separation between the turning circle that terminates in Locomotive Street and the nearby Community Housing properties.
	Privacy & solar access	The new building must be designed to prevent overlooking for the adjoining dwellings and minimise overshadowing.

**PUBLIC SUBMISSIONS**

1.	Proposal is welcomed	The proposal is welcomed as it is considered a catalyst for the revitalisation of Redfern-Waterloo
	Traffic	Concern that proposed widening of Garden Street will result in being utilised by through traffic. A central planted median strip and traffic calming devices should be used in Garden Street. Particular attention should be given to reinforcing the new Davy Street entry as the predominant entry.
2. & 3	Noise	Concern is raised regarding the potential noise resulting from the plant associated with the building.
4. (Including 20 signatures)	S.94 contribution	Disclosure of S94 contributions and how these will address the additional usage and stress of existing public space infrastructure adjacent to the site
	Security	Concern raised regarding security measures within the ATP.
	Scale	The scale of development should be sensitive to the surrounding environment to the south.
	Landscaping	The landscaped quality of Henderson Rd should be retained.
	Traffic	The nature of traffic movements during the construction phase should be qualified. The traffic study does not consider the impacts of the nearby development in the Ashmore Estate on Mitchell Road. Impacts on Alexander St south of Henderson Rd have not been considered adequately.
	Car Parking	Concern regarding the number of car parking spaces provided when the site is in close proximity to Redfern Railway Station
	Height	The height of the building is not sensitive to the heights of the single and two storey terraces in the conservation area next to the site.
	Views	The proposed building will block views from Sydney Park to the CBD.
	Signage	The Channel 7 sign is excessive and should be integrated into the building.
	Plant rooms	The plants rooms should not exceed the maximum permissible height for the building.
Construction	The local community are seeking assurances that no construction will occur at weekends before 7.30am or after 4.30pm and that construction vehicles are not allowed to use Henderson Road travelling east from Erskinvile.	

## APPENDIX C. RESPONSE TO SUBMISSIONS

A summary of the Proponent's response to submissions received on 1 December 2006:

### Submission received by Dept of Planning from the Public

Issue	Comment	Response
Concern at the proposal to widen Garden Street. Works are required to Garden Street to effect traffic calming. Davy Street should be emphasised as the main entry to ATP.	RWA to consider if it has an obligation to contribute to works in Garden Street.  Davy Street is to be a main access into the ATP site.	The proponent is not aware of any proposal to widen Garden Street. The proposal itself does not generate a need to widen Garden Street. Any future widening and/or traffic calming of Garden Street requires a whole of government policy response (RTA, Sydney City Council and RWA). The resolution of this issue is not directly consequential to the development of this individual site
Plant room noise	Acoustic Report at Appendix P (S 4.1.1) of the Environmental Assessment (EA) Report addresses general requirements based on accepted standards and principles that are referred to in S 3.1.5 of that report. . Additional supplementary advice has been provided at Appendix O to this report.	The proposal will comply with the standards nominated in the acoustic criteria provided at S 3.1.5 and the principles outlined in Section 4 of the Acoustic Report (Appendix P in the EA Report for the Concept Plan). These standards also apply to mechanical noise (including from the plant rooms).
Details of S94 contributions to compensate for usage stresses on public open space infrastructure	A S94 Plan documents infrastructure requirements that new development may be obliged to contribute towards. The ATP does not have a current S94 Plan, although a Draft S94 Plan has recently been exhibited. However, the proposal includes open space initiatives adjacent to the site that are part of the proponent's lease arrangement with RWA, as landowner.	A S94 Contributions Plan does not apply to the ATP site, although a S94 Plan is currently being exhibited. The Plan, if made into law prior to the determination of the development would, under the draft Plan as exhibited, require a 2% contribution based on the cost of development. Such contribution must be used to specifically implement the works according to the S94 Plan.  It is normal to allow for a set off of such works "in kind" against any S94 contributions otherwise payable.
Security measures throughout the ATP site.	The RWA currently manages security for the ATP site. The proponent will coordinate on site security with that of the RWA.	Advice received from the RWA is that there is planned CCTV coverage to extensive areas of the ATP site. Current security measures include full time security staff manning of CCTV surveillance and regular patrols. The proponent will coordinate security measures within this development with those controlled by the RWA.
Scale of the development should be sensitive to existing development to the south.	The scale of development on the ATP site has been considered in the Built Environment Plan and the SEPP Major Projects 2005 revised controls. The proposal is consistent with the envisaged scale relationship with other existing buildings.	The proposal is generally consistent with the controls provided for under the SEPP (Major Projects) 2005. These controls took into account the sensitivity and proximity of residential zones.
Landscaped quality of Henderson Road should be retained.	The works associated with the proposal are not affecting Henderson Road at all, especially its landscaping.	The proposal does not directly affect landscaping in or around Henderson Road at all, especially its landscaping features.
Traffic impacts (including during construction phase) on nearby Ashmore Estate and Alexander Street south of Henderson Road need to be considered		Before construction commences the proponent will prepare a Construction Management Plan for approval of RWA that takes into account the foreseeable status of other construction activities and conditions of the ATP site and local roads as well as the recommendations of the Varga Report dated August 2006. Refer to Statement of Commitments relating to the Construction Management Plan.
Car parking. Concern over excessive parking provision when the site is close to Redfern Station.	The proposal is consistent with the parking strategy indicated in the ATP Master Plan at S4.10.2. The car parking provision is modest with a 353 space allocation for the studios, the remainder (350 spaces) for RWA use. There are limited places available to implement car parking due to the location of existing heritage items. The employment potential of the ATP site is in the order of 18,000 jobs. The vast majority of employees will use public transport.	The proposal is consistent with the parking strategy indicated in the ATP Master Plan at S4.10.2.

Height of building not sensitive to nearby terraces in Conservation Areas.	The appropriate height of development on the ATP site has been considered in the Built Environment Plan and the SEPP (Major Projects) 2005 revised controls. This took into consideration the planned relationship of the proposal (and other planned buildings) with other lower scaled buildings in the locality.	The permissible heights of development on the ATP site have been formulated in the Built Environment Plan and specified in the recently gazetted SEPP (Major Projects) 2005 revised controls. The proposal is generally consistent with the permitted height (refer also to SEPP 1 Objection at Section 2.4 of this report).
Views to the City from Sydney Park will be blocked.	Sydney park is located some 1200metres to the south east of the site. Redevelopment of the ATP site will see a number of buildings constructed on and around the ATP site. These buildings range from 4 storeys up to 12 storeys with most at or more than 10 storeys. It will be inevitable that some measure of restriction of views will occur. The nominated view corridors in the Built Environment Plan have been complied with.	Redevelopment of the ATP site will see a number of buildings constructed on and around the ATP site. These buildings range from 4 storeys up to 12 storeys with most at or more than 10 storeys. It will be inevitable that some restriction of views will occur as a result, although it is not likely that the visual impact will be a significant factor relative to Sydney Park (some 1.2Km to the south west of the site).  The view corridors nominated in the Built Environment Plan have been complied with.
The Channel 7 sign is excessive and should be integrated into the building.	Following discussion with the Department of Planning who raised similar concerns, alternative roof sign locations have been nominated in the modified plans at Appendix A. The communication tower is integrated into the architecture of the building but could nevertheless be utilised as an opportunity for a building sign.	The sign on the communication tower has been deleted and alternative locations have been shown. Refer to the Plans at Appendix A and montage views at Appendix G.
Plant room should not exceed the maximum permitted height of the building.	The plant room comprises the 12 <sup>th</sup> storey. The proposal complies with the SEPP Major Projects 2005.	The plant room comprises the 12 <sup>th</sup> storey. The roof plant room of the proposal complies with the SEPP (Major Projects) 2005.
Construction hours at week ends not to commence before 7.30am or continue after 4.30pm.	Currently the proposal is for 7am to 5pm on Saturdays. No work is proposed on Sundays	The proposal is to use standard construction hours that apply to the City of Sydney. Acoustic performance requirements or limitations on activities in early morning or late afternoon can be apply to account for sensitivity of these times as well as proximity to sensitive land uses. This would be dealt with in the Construction Management Plan, subject to the approval of the RWA.
Construction vehicles are not to use Henderson Road travelling east from Erskineville.	The proponent's traffic consultant MTW advises that construction traffic route(s) should be the subject of further consideration under a Construction Management Plan, prepared immediately prior to the commencement of construction (and taking into account the recommendations of the Varga Report). Matters such as the status of other construction projects and interaction with new road works on the ATP site may have a bearing on the selection of optimum routes for construction traffic taking into account particular sensitivities.	Before construction commences the proponent will prepare a Construction Management Plan for approval of RWA that takes into account the foreseeable status of other construction activities and conditions of the ATP site and local roads as well as the recommendations of the Varga Report dated August 2006. Refer to Statement of Commitments relating to Construction Management.

## Submissions received from Government Agencies.

Issue	Source	Comment (or Action)	Response
Proposal exceeds height limits in ATP Master Plan	Heritage Council	Proposal substantially complies with height limits in SEPP (Major Projects) 2005.	Proposal substantially complies with height limits in SEPP (Major Projects) 2005. A minor non compliance exists in the storey control as described in the SEPP No 1 Objection at S 2.4 of this report.
Visual analysis should be undertaken to identify and mitigate against visual impact (montages as per Cserhalmi report) and impact on views of heritage items.	Heritage Council	The necessary montages have been identified (and in consultation with the DoP) and are enclosed at appendix G. Note that the scale and bulk of buildings and location of view corridors have been nominated in the Built Environment Plan. These have been used to illustrate (by greyscale in some of the views) the planned built form context.	The montages are supplied at Appendix G. These illustrate an acceptable contextual relationship between the proposal and the existing heritage items, having regard to the planned outcome envisaged by the Built Environment Plan. The montages confirm that the proposal does not impact on the settings or context of the heritage items.
Alternative design options should be explored to allow retention of existing brick retaining wall.	Heritage Council	The retention of the wall is not feasible. The physical re-use of masonry elements of the wall and its interpretation of the wall is proposed in the landscaping design. The recording and interpretation of the wall will be undertaken as part of the archaeological and heritage investigation of the site.	The retention of the wall is not feasible. The physical re-use of masonry elements of the wall and its interpretation of the wall is proposed in the landscaping design (refer to Appendix J).
Final architectural vocabulary should be carefully considered to allow sympathetic relationship with the dominant industrial character of nearby heritage items	Heritage Council	The Architectural Design Statement at Appendix B explains how the proposal relates in both material and scale to the heritage workshops to the north.	Refer to the Architectural Design Statement at Appendix B.
The archaeological investigation proposed by the archaeological report [in the EA report] is supported by the Heritage Council.	Heritage Council		The proponent intends to implement the Archaeological Research Design submitted with the Concept Plan and reiterated in the Early Works Project Application, as soon as possible
Height zones need to be defined	RWA	Interpretation of height zones has been prepared by Architectus at Appendix F. This shows a minor non compliance with the 4 storey zone. The non compliance does not contribute to significant adverse impact. Refer to the SEPP 1 Objection at Section 2.4 of this report.	The height zones have been interpreted as accurately as possible and shown at Appendix F.
Child care facility in 4 storey zone does not comply	RWA	The child care facility has been deleted. The amended plans at Appendix A show a revised layout.	The child care facility has been deleted. Refer to amended plans at Appendix A.
Shadow Diagrams to illustrate impact on existing Child Care facility. Control cited is the City of Sydney Child Care DCP 2005.	RWA	The City of Sydney Child Care DCP does not technically apply to development in the ATP. However, after examination of additional large scaled shadow diagrams the proposal appears to comply, as well as complying with the ATP Master Plan 2005.	The additional shadow diagrams (attached) demonstrate compliance with the shadowing criteria of both the ATP Master Plan which applies to the ATP site as well as the Sydney City Child Care DCP 2005 (which technically does not apply to development within the ATP site).
Wind impacts need to be addressed for the south eastern corner adjacent to café and plaza and public domain. Wind tunnel testing is required.	RWA	A wind tunnel test has been carried out. The Wind Environment Study and Update - supplement advice - is at Appendix D. It advises that the wind environment will be acceptable subject to the incorporation of screens at the Plaza located at the SE corner.	A wind tunnel test has been carried out. The Wind Environment Study and Update - supplement advice - is at Appendix D. It advises that the wind environment will be acceptable subject to the incorporation of screens at the Plaza located at the SE corner.
Wind impact for proposed child care facility	RWA	Child care facility is to be deleted.	The proposed child care facility is to be deleted from the proposal. Refer to amended plans as submitted.
Plant rooms need to be integrated into the design. Additional information and clarification is required.	RWA	Refer to the Architectural Design Statement at Appendix B.	Refer to the Architectural Design Statement at Appendix B and additional montages at Appendix G.

Signage – design details are required	RWA	The montages at Appendix G and the elevations at Appendix A illustrate the alternative locations for building identification signs.	The montages at Appendix G and the elevations at Appendix A illustrate the alternative locations for building identification signs.
Pedestrian amenity and security. Explanation of basis of increase of pedestrian traffic along Central Avenue	RWA	The main front entries to the office are to Central Ave. The easiest grade to Redfern Station is via Central Avenue whereas a climb to Locomotive Street is required through the plaza (via steps). Arrivals to the site may be proportionately higher via Locomotive Street and the plaza but departures to Redfern Station are likely to be via Central Ave and (the extension to) Mitchell Road.	The main front entries to the office are to Central Ave. The easiest grade to Redfern Station is via Central Avenue whereas a climb to Locomotive Street is required through the plaza (via steps or the lift). Arrivals to the site may be proportionately higher via Locomotive Street and the plaza but departures to Redfern Station are likely to be via Central Ave and (the extension to) Mitchell Road given the easier grade and to avoid the need to use the steps or the lift.
Traffic impacts need to use latest data source for evaluation.	RWA	Traffic consultant verifies that the existing numbers of parking on the site was that as existed at the time of the parking survey conducted in March 2006. The determination from the survey was also that the parking demand in the ATP site was <u>well below capacity</u> . The trip generation conclusions stemming from the traffic assessment therefore remain valid.  Comparison of the more recent surveys with TMAP confirms that there has been negligible traffic growth in the peak hour traffic conditions.	The advice from MWT traffic consultants is that the conclusions of their report appended to the Concept Plan EA Report remain valid.
Non borne modes of transport should be encouraged.	RWA	Alternative transport modes other than car use should be encouraged. The proponent will prepare a Parking Management Plan that addresses transport modes and a Work Place Travel Plan.	A Statement of Commitment has been formulated and incorporated to prepare a Parking Management Plan that addresses transport modes and a Work Place Travel Plan.
Visual analysis needs to be supported by additional information especially the relationship with adjoining heritage items	SCC	Additional photomontages have been prepared by PTW – refer to appendix G.	Additional photomontages have been prepared by PTW – refer to appendix G.
Signage should be redesigned to achieve identified criteria (sourced from Council's own DCP)  Overall signage strategy is warranted.	SCC	The proponent will develop a signage strategy for the whole building (other than for the building identification signs which are proposed as part of the Concept Plan). Approval for this signage strategy will be sought from the RWA.	A signage strategy will be prepared and submitted for approval of the Redfern Waterloo Authority prior to the occupation of the building by tenants. A Statement of Commitment has been incorporated in Section 5 of this report.
Shadow impacts over child care facility are excessive. Request design modifications to improve morning and afternoon access to sunlight (because children are taking a nap at noon).	SCC	The additional shadow diagrams at Appendix H demonstrate substantial compliance with ATP and City of Sydney controls. Modifying the building to provide any significant improvement of access to early morning and late afternoon sun would require deletion of floors which would be unreasonable.	The additional shadow diagrams at Appendix H demonstrate substantial compliance with ATP and City of Sydney controls. Modifying the building to provide any significant improvement of access to early morning and late afternoon sun would require deletion of floors which would be unreasonable.
Remediation of site to take into account the proximity of Child Care. Council wishes to have assurance of no negative health implications for the child care facility while the remediation is taking place	SCC	The contamination consultant has examined this request and has previously recommended measures for Remediation Action Plan (RAP) or Construction Management Plan in Early Works PA. Refer to letter at Appendix E.	The contamination consultant has examined this request and has previously recommended measures for Remediation Action Plan (RAP) or Construction Management Plan in Early Works PA. Refer to letter at Appendix E.

Dedication of public areas to the City	SCC	RWA has been consulted about potential for dedication. The RWA advises that there are no plans for dedication of land or infrastructure in the foreseeable future.	The proposal does not envisage any dedications of land in the ATP site to the Sydney City Council.
Interface of the site with the public domain. NB proximity of awning and overhang to road formation.	SCC	This issue relates to the potential for the awnings and/or the overhang at the turning circle and trafficable part of Central Avenue to pose a traffic hazard. In this respect the height above the trafficable part of Central Avenue is 4.5 metres, well above the height likely to provide any potential hazard.	The height of the awning and overhang above the trafficable parts of Central Avenue is 4.5 metres, well above the height likely to provide any potential hazard.
Satellite Dish – potential exposure to electromagnetic impacts to be assessed and supported by technical advice.	SCC	Satellite dish has been deleted from the proposal. It may be considered separately at some future date, if required. If so it will be accompanied by an EMF assessment report.	Satellite dish has been deleted from the proposal. It may be considered separately at some future date, if required, at which time a full technical (EMF emissions) and environmental assessment report will be provided.
Proposed Child care facility supported, but Council prefers ground floor location.	SCC	Child care facility has been deleted.	The proposed child care facility has been deleted from the proposal. Refer to amended plans at Appendix A.
Council strongly supports encouragement of non-car modes of transport to and from the site.	SCC (refer to SRDAC submission also)	Proponent, in conjunction with RWA, is to formulate transport strategy to encourage non car modes.	A Statement of Commitment has been incorporated to prepare a Parking Management Plan that addresses transport modes and a Work Place Travel Plan.
Conditions should be imposed to limit tenant use of the car park and set rates and charges for the public car park to discourage commuter parking.	SCC	The operation of the car park is to be subject to a Traffic and Parking Management Plan (to be subject to the approval of RWA).	A Statement of Commitment has been incorporated to prepare a Traffic and Parking Management Plan that addresses transport modes and a Work Place Travel Plan.
Early Works proposal for excavation should be controlled by deed of agreement to ensure site security and rectification if main building works are not proceeded with following excavation.	SCC	Similar provisions are incorporated into the lease agreement with RWA.	There is provision in the lease agreement to cater for site rectification.
Items recommended by SRDAC: 1. Provision for Work Place Travel Plan 2. Road works to be completed before Occupation Certificate granted. 3. Segregation of public and tenant parking. 5. Implementation of Varga Report	SRDAC	The advice of the SRDAC has been incorporated into a Statement of Commitment	A Statement of Commitment is incorporated to submit a Plan of Management for the car park to the Redfern Waterloo Authority for approval prior to the issuing of an occupation certificate for the building. The Plan is to address items 1, 2, and 3 of the SRDAC letter dated 19 October 2006. A Statement of Commitment to comply with the Varga Report has also been incorporated.
4. Design layout to be in accordance with listed standards.	SRDAC	The proposal complies with the standards applicable to a commercial car park.	A Statement of Commitment to comply with the required Australian Standards for the layout of the car park has been incorporated.
6. Developer to examine ways of minimising additional traffic to Garden Street.	SRDAC	This is an RTA/RWA/City Council issue that requires a joint examination prior to a fully developed ATP site. It should not prevent implementation of this proposal as the parking being generated is less than 45% of the threshold amount that has been nominated by RWA in the controls for the whole ATP site.	This is an RWA/City Council issue that requires a joint examination prior to a fully developed ATP site. It should not prevent implementation of this proposal as the parking being generated is less than 45% of the threshold amount that has been nominated by RWA in the controls for the whole ATP site.
7 and 8. Developer to responsible for meeting costs of all work and adjustments to public utilities.	SRDAC	Works to areas within the site are subject to a lease agreement. External works around the ATP site are a matter for the RWA and City Council.	Works to areas within the site are subject to a lease agreement. There are no peripheral works outside the ATP site that are required.

Condition requiring full property title boundaries to be defined and all search and other information to be forwarded to RailCorp.	RailCorp	This requirement is to aid in defining where railway boundaries occur.	The proposed RailCorp condition is acceptable.
Condition requiring services searches to be carried out that impact on rail infrastructure on the site or adjacent to the site (rock anchors).	RailCorp	Rock anchors appear to no longer affect RailCorp land.	The proposed RailCorp condition is acceptable.
Noise and vibration details to be provided as to how compliance with RailCorp requirements is achieved.	RailCorp	Means to satisfy the proposed condition supported by acoustic consultant advice will be provided prior to construction works commencing.	The proposed RailCorp condition is acceptable.
Stray currents and electrolysis from rail operations may impact on structures.	RailCorp	RailCorp advises that this is no longer required. Refer to Appendix C. Note that the proponent intends to undertake a routine evaluation of potential electrolytic impact.	RailCorp advises that this is no longer required. Refer to Appendix C.

## APPENDIX D. ENVIRONMENTAL PLANNING INSTRUMENTS CONSIDERATION

Environmental Planning Instruments considered in the assessment of the proposal:

Environmental Planning Instrument	Consideration
<p><i>State Environmental Planning Policy (Major Projects) 2005</i></p>	<p>The project is located within the area identified on Map 16, Schedule 2 of the MP SEPP and satisfies the CIV criteria specified in Clause 13, Schedule 2 of the MP SEPP in that the value of the proposal exceeds \$5m. The project is therefore a kind to which Part 3A applies. (Clause 13 of Schedule 2 has since been repealed, and the project is a major project under Part 3 of Schedule 3 of the Major Projects SEPP).</p>
<p><i>State Environmental Planning Policy (Major Projects) 2005 (Amendment 7)</i></p> <p><b>2 Aims of the Policy</b></p> <p>(a) to provide for the redevelopment of the Redfern–Waterloo area in a manner consistent with the objects of the <i>Redfern–Waterloo Authority Act 2004</i>, and</p> <p>(b) to increase building density around the Redfern town centre, and</p> <p>(c) to provide for a diversity of land uses and to achieve a sustainable, vibrant and safe community, and</p> <p>(d) to encourage the revitalisation of the Redfern–Waterloo area by enhancing employment opportunities in the area, and</p> <p>(e) to provide for development controls in relation to the land to which this Policy applies, whether the development is carried out under an approval under Part 3A of the <i>Environmental Planning and Assessment Act 1979</i> or a development consent under Part 4 of that Act, and</p> <p>(f) to implement the Redfern–Waterloo Plan prepared under the <i>Redfern–Waterloo Authority Act 2004</i>.</p>	<p>The proposal significantly contributes to the creation of additional employment opportunities within the area and is considered to represent a catalyst for future investment and further development within the area.</p> <p>The scheme generally complies with the controls for the development of the site as expressed within the SEPP and also the Redfern-Waterloo Plan as discussed further in this table.</p>
<p><b>Part 3 Division 3 Clause 8 (1) Business Zone-Business Park - Objectives</b></p> <p>The objectives of the Business Zone—Business Park are as follows:</p> <p>(a) to establish business and technology parks to encourage employment generating activities that provide for a wide range of business, technology, educational and entertainment facilities in the Zone,</p> <p>(b) to support development that is related or ancillary to business, technology or education,</p> <p>(c) to support development for retail uses that primarily serve the needs of the working population in the Zone and the local community,</p> <p>(d) to ensure the vitality and safety of the community and public domain,</p> <p>(e) to ensure buildings achieve design excellence,</p> <p>(f) to promote landscaped areas with strong visual and aesthetic values to enhance the amenity of the area.</p>	<p>The proposal is generally considered consistent with these objectives. The proposal significantly contributes to the creation of additional employment opportunities within the area and is considered to represent a catalyst for future investment and further development within the area.</p> <p>The design of the building and public domain are considered to represent an appropriate response to the site and the building will result in a positive contribution to achieving the desired planning outcome for the site.</p>
<p><b>Part 3 Division 3 Clause 8 (2) and (3) Business Zone-Business Park - Permitted Uses</b></p>	<p>The proposed development is permissible on the site under Clause (3) as it is not a prohibited form of development under Clause (2).</p>
<p><b>Part 3 Division 3 Clause 21 Height and floor space ratio restrictions</b></p> <p>(1) The height of a building on any land that is the subject of the map marked “Redfern–Waterloo Authority Sites Height Map” is not to exceed the maximum height shown for the land on that map.</p>	<p>The proposed height and floor space ratio of the development are considered in detail in Section 6 of the main assessment. The height and floor space ratio of the development are considered satisfactory with respect to the controls and</p>

(2) The floor space ratio of a building on any land that is the subject of the map marked "Redfern–Waterloo Authority Sites Floor Space Ratio Map" is not to exceed the floor space ratio shown for the land on that map.

context of the site and do not result in any significant detrimental impacts upon the locality.

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**Part 3 Division 3 Clause 22 Design Excellence**

(1) Consent must not be granted to a new building or to external alterations to an existing building unless the consent authority has considered whether the proposed development exhibits design excellence.

(2) In considering whether proposed development exhibits design excellence, the consent authority must have regard to the following matters:

- (a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,
- (b) whether the form and external appearance of the building will improve the quality and amenity of the public domain,
- (c) whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resource, energy and water efficiency,

The overall design of the scheme is considered to represent an appropriate response to the controls for the site and the context of the building. The proposal provides a transition in height to the existing Locomotive Sheds to the north and provides basement level carparking which utilises the fall of the site. The materials and finishes submitted with the application are satisfactory in that they will ensure an appropriately high standard of external finish to the building.

The proposed public domain works will result in a significant contribution to the ATP site and will provide a high level of amenity to the future users of these spaces.

The building is designed and constructed in a manner which adequately achieves the principles of ecologically sustainable development.

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**Part 3 Division 3 Clause 23 Car Parks**

(1) Development for the purpose of car parks is permissible with consent on land within the Business Zone–Business Park and identified as site H on the map marked "Redfern–Waterloo Authority Sites Floor Space Ratio Map".

(2) Consent may not be granted as referred to in subclause (1) unless the consent authority is satisfied that the number of car parking spaces in the Business Zone–Business Park will not, as a result of the granting of consent, exceed 1,600 car spaces.

The proposed car parking provision of 697 spaces for the development is considered in detail in Section 6 of the main assessment. The car parking provision of the development is considered acceptable with respect to the controls and context of the site.

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**Part 3 Division 4 Clause 26 Notification of advertised development**

The Department has exhibited the Concept Plan in accordance with Section 75N of the Act (which refers to Section 75H (3) of the Act) as described in Section 5 above.

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*State Environmental Planning Policy No. 55 (Remediation of Land)*

**7 Contamination and remediation to be considered in determining development application**

The proponent has provided a Remediation Action Plan and Acid Sulphate Soil Management Plan which concludes that the site can be made suitable for the proposed commercial development subject to remediation of the site. Conditions shall ensure that appropriate remediation works are undertaken.

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*State Environmental Planning Policy No. 64 – Advertising and Signage*

**3. Aims, objectives etc**

(1) This Policy aims:

- (a) to ensure that signage (including advertising):
  - (i) is compatible with the desired amenity and visual character of an area, and
  - (ii) provides effective communication in suitable locations, and
  - (iii) is of high quality design and finish, and
- (b) to regulate signage (but not content) under Part 4 of [the Act](#), and
- (c) to provide time-limited consents for the display of certain advertisements

The proposed roof sign/communications tower is not considered compatible with the desired amenity and visual character of the area. The roof sign is not contained generally within the envelope of the building as required by the ATP Master Plan, as it extends considerably above the roof of the building. Accordingly, a condition of consent shall require that the proposed signage shall be amended to be within the building envelope and the design of any signage for the building shall be subject to a separate application.

## **SCHEDULE 1 – Assessment criteria**

(Clauses 8, 13 and 17)

### **1 Character of the area**

- Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?
- Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?

### **2 Special areas**

- Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?

### **3 Views and vistas**

- Does the proposal obscure or compromise important views?
- Does the proposal dominate the skyline and reduce the quality of vistas?
- Does the proposal respect the viewing rights of other advertisers?

### **4 Streetscape, setting or landscape**

- Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?
- Does the proposal contribute to the visual interest of the streetscape, setting or landscape?
- Does the proposal reduce clutter by rationalising and simplifying existing advertising?
- Does the proposal screen unsightliness?
- Does the proposal protrude above buildings, structures or tree canopies in the area or locality?

### **5 Site and building**

- Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?
- Does the proposal respect important features of the site or building, or both?
- Does the proposal show innovation and imagination in its relationship to the site or building, or both?

### **6 Associated devices and logos with advertisements and advertising structures**

- Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?

### **7 Illumination**

- Would illumination result in unacceptable glare?
- Would illumination affect safety for pedestrians, vehicles or aircraft?
- Would illumination detract from the amenity of any residence or other form of accommodation?
- Can the intensity of the illumination be adjusted, if necessary?
- Is the illumination subject to a curfew?

### **8 Safety**

- Would the proposal reduce the safety for any public road?

1. The proposal is not considered to be compatible with the desired future character of the area as it is not consistent with the signage controls of the ATP Master Plan.

2. The proposed roof sign is of a considerable size and detracts from the visual quality of the Park and dominates the surrounding area. Furthermore, the sign is not sympathetic to the surrounding heritage items.

3. The proposed sign is considered of an excessive size which dominates the skyline.

4. The scale, proportion and form of the proposed roof sign is inappropriate for the location, streetscape and the subject building as it protrudes significantly beyond the building envelope of the development.

5. The proposal is not compatible with the scale, and proportions of the proposed building as it protrudes significantly beyond the building envelope of the development.

6. The proposal does not include any safety devices, platforms or lighting devices.

7. Details of illumination are not included in the proposal.

8. The proposed sign is unlikely to result in any significant impact upon the safety of vehicles and pedestrians.

- Would the proposal reduce the safety for pedestrians or bicyclists?
- Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?

*Redfern-Waterloo Built Environment Plan (Stage one) August 2006*

#### **Chapter 4.1 – Land Use and Design Concepts for RWA's Strategic Sites – Australian Technology Park**

Section 4.1 discusses existing characteristics within the Park, existing land use zones, proposed land use concept, proposed design concept and proposed land use zoning.

The proposed development is consistent with the future desired character for the Park. The building will assist in achieving growth in the innovation and technology sectors and will contribute substantially to job creation.

#### **Floor Space Ratio and Height Controls**

The proposed height and floor space ratio of the development are considered in detail in Section 6 of this report. The height and floor space ratio of the development are considered satisfactory with respect to the controls and context of the site and do not result in any significant detrimental impacts upon the locality.

*Sydney Regional Environmental Plan No. 26 – City West*

#### **4 Aims of this plan**

The aims of this plan are:

- to establish planning principles of regional significance for City West as a whole with which development in City West should be consistent, and
- to establish planning principles and development controls of regional significance for development in each Precinct created within City West by this plan and by subsequent amendment of this plan, and
- to promote the orderly and economic use and development of land within City West.

The proposal assists in achieving these aims by promoting the orderly and economic use of the site in a manner which will facilitate further investment in the region and assist in achieving the vision for the area as envisaged in the controls.

#### **15 Planning principles of regional significance for Precincts**

Before granting consent to a development application relating to land within a Precinct, the consent authority must take into consideration the aim of this plan that development within the Precinct should be consistent with the planning principles set out for the Precinct in the Table to this clause.

#### **Role and Land Use Activities**

Public and private sector high technology industrial enterprises involved in research and development should be promoted within the Precinct.

Development in the Precinct is to include employment opportunities for people residing in, and in the vicinity of, the Precinct.

Development is to provide affordable housing which will supplement the existing housing within the Precinct.

Development is to allow the continued use of land within the Precinct for railway purposes by the State Rail Authority.

Development is to take advantage of Redfern Railway Station as a major regional public transport node.

The provision of on-site car parking within the Precinct is to be strictly limited and the use of public transport maximised.

Development is to make efficient use of surplus Government owned land and any heritage items located on that land.

Development is to incorporate cultural and community facilities to assist in meeting the needs of the various groups constituting the residential and working populations of the locality.

Development is to be compatible with and enhance the surrounding land uses in Waterloo, Redfern and Darlington.

The proposal is considered to be consistent with the principles for the development of the site. The building is to provide for public and private sector technology enterprises and contributes significantly to employment opportunities within the area. Whilst the building itself does not provide affordable housing, the site is zoned for Business uses under the provisions of SEPP (Major Projects – Amendment 7), and as such this is not considered an appropriate use of the subject site.

The design of the building is generally consistent with the relevant development controls applying the site and the scheme respects the scale of the adjoining heritage listed railway erected sheds.

The development incorporates extensive public domain works to provide recreation areas for the residents and workers within the Precinct, and also links for pedestrians, cyclists and disabled people.

#### **Urban Design**

The height of new buildings should reflect and emphasise the topography of the Precinct, at the same time respecting the height and scale of heritage items.

New buildings within the Precinct that are close to the Precinct boundaries are to respect the character and height of buildings in their immediate vicinity.

Higher buildings may be accommodated towards the eastern part of the Precinct to the south of the Locomotive Workshop building and Garden Street, to provide a focus and symbol for development. Any such buildings should not compromise the environmental amenity, heritage significance and general scale of development in their locality.

Development involving former railway buildings and associated items of heritage significance is to result in their conservation and re-use.

### **Public Domain**

Public recreation areas are to provide for a range of recreational opportunities for the residents and workers within the Precinct.

Links for pedestrians, cyclists and disabled people are to provide access to buildings and other places within the Precinct and access across the Precinct from Darlington to the Redfern/Waterloo commercial area.

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### **23 Maximum building heights**

The height of any building must not exceed the maximum building height shown on Map 3

The proposed heights of the development are considered in detail in Section 6 of this report. The heights of the development are considered satisfactory with respect to the controls and context of the site and do not result in any significant detrimental impacts upon the locality.

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### **26 Graduated building heights adjacent to heritage items and conservation areas**

The height of any building adjacent to a heritage item or conservation area must be such as to provide an appropriate transition in height between the building and either the heritage item or the buildings within the conservation area.

The design of the building is generally consistent with the relevant development controls applying the site and the scheme respects the scale of the adjoining heritage listed railway erected sheds. The studios on the northern part of the site provide an appropriate transition in height from the heritage listed erecting sheds to the north, and the proposed 12 storey primary building element to the south.

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### **26A Scale and alignment of building facades**

Before granting consent to the erection of a building, the consent authority must be satisfied that the scale and alignment of the building facades on the street boundary or boundaries respects the width of the street, adjoining heritage items or other contextual elements, as may be defined in an urban development plan prepared and adopted under Division 7 of this plan, or defined in a Master Plan prepared and adopted under Division 8 of this plan.

The proposed scale and alignment of the building is considered satisfactory with respect to the context of the site and the relevant development controls which are relevant to the development.

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### **27B Floor space limits in Eveleigh Precinct**

In the Eveleigh Precinct, the ratio of the business floor space of a building to the site area must not be greater than 1.2:1.

The proposed floor space ratio of the development is considered in detail in Section 6 of this report. The floor space ratio of the development is considered satisfactory with respect to the controls and context of the site and does not result in any significant detrimental impacts upon the locality.

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### **29 General considerations (Heritage)**

Development of or including a heritage item, in the vicinity of a heritage item, or within a conservation area, must be compatible with the conservation of the heritage significance of the item or the character of the conservation area.

The heritage considerations associated with the development are discussed in detail in Section 6 of this report. The development is generally considered satisfactory with respect to surrounding heritage items.

### 33 Potential archaeological sites

Before determining an application for consent to development on land identified in an urban development plan as a potential archaeological site, the consent authority may request a report on the likely impact of the development on any archaeological material.

The proponent has provided an Archaeological Assessment of the site in the Environmental Assessment for the Early Works (excavation of the site) includes a commitment that should any historical relics be discovered during excavation, the Redfern-Waterloo Authority will be advised immediately.

### 48A Flexible building heights on land requiring a Master Plan

For land that is subject to a Master Plan, the Minister may adopt a Master Plan that identifies maximum building heights that exceed the maximum building height limits shown on Map 3.

The Minister may grant consent to the erection of buildings that exceed the maximum building heights shown on Map 3 but do not exceed the maximum identified on the adopted Master Plan. Before granting such a consent the Minister must be satisfied that the relevant adopted Master Plan has demonstrated that:

- a better pattern of building heights will result, and
- there are reductions in building heights on other sites in the Master Plan, and
- the urban design principles for City West and the Precinct set out in clauses 11 and 15 are achieved, and
- the higher heights do not adversely affect the quality of the adjoining public domain.

The proposed heights of the development are considered in detail in Section 6 of this report. The heights of the development are considered satisfactory with respect to the controls and context of the site and do not result in any significant detrimental impacts upon the locality.

### 49 Land decontamination

The consent authority must not consent to development on a site or part of a site unless:

- it has taken into consideration whether there is any risk to public health or safety from contamination of the site or part by past industrial use, and
- where such a risk exists on the site or part, it is satisfied that appropriate remediation measures will be undertaken to remove such a risk before development commences on that site or part.

The proponent has provided a Remediation Action Plan and Acid Sulphate Soil Management Plan which concludes that the site can be made suitable for the proposed commercial development subject to remediation of the site. Conditions shall ensure that appropriate remediation works are undertaken.

### *Australian Technology Park, Eveleigh 2005 Master Plan*

#### 4 Master Plan: Objectives and Provisions

##### Objectives

- To provide space for high tech uses not generally available in the Sydney CBD;
- To provide a density of development that reflects the Site's accessibility and compatibility considerations, i.e. its role as a specialised employment node with high public transport access;
- To allow for temporary residential accommodation uses that are complementary/supportive of the ATP;
- To make provision for other supplementary uses associated with the ATP,
- To provide open space located in a manner appropriate to interface with surrounding areas and provide recreation opportunities for workers on-Site; and
- To encourage activity points at key locations on the Site.

##### Provisions

- a) Provide business floor space to accommodate high technology enterprises involved in research, development and commercialisation and supporting supplementary uses.
- e) Locate child care facilities on Sites which:
  - meet the requirements of the relevant licensing authorities (Dept. of Community Services);

The proposal is generally consistent with these objectives. The proposal significantly contributes to the creation of additional employment opportunities within the area and is considered to represent a catalyst for future investment and further development within the area.

The scheme generally complies with the controls for the development of the site as expressed within the SEPP (Major Projects)(Amendment 7) and also the Redfern-Waterloo Plan.

The building provides for media studios and offices and as such is considered to accommodate high technology enterprises.

The proposed child care facility is deleted.

- have adequate north facing private open space and are close to public recreational space; and
- can have independent public access and vehicular drop off.

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#### 4.2 Development parcels

##### Objectives

- To facilitate the development of the Site based on a number of nominated development parcels, and
- To ensure the future development of the Site is consistent with the delivery of nominated public domain infrastructure elements.

The proposal is for the development of Site 'B'. The proposal includes extensive public domain works to the south-west of the site and particularly to the east of the building with an open plaza scheme.

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#### 4.2.1 Activity strips

##### Objectives

- To provide interest along pedestrian routes;
- To provide convenient and viable services for ATP tenants; and
- To complement and augment services for the local community.

##### Provisions

a) Provide accommodation for such uses as cafes, shops, restaurants, building entries and supplementary uses as listed in 4.1.1 or small businesses that provide active interest for pedestrians in locations shown on Figure 9 as 'mandatory activity strip'.

Central Avenue is identified in Figure 9 as a 'desired activity frontage'. The proposal provides for cafes, lobbies and retail areas that provide direct access to and from Central Avenue

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#### 4.3.1 Floor space

##### Objectives

- To ensure orderly Site development over time, within the environmental constraints of the Site;
- To ensure the retention of the adaptively reused heritage buildings on the Site; and

##### Provisions

- a) Provide business floor space within the areas and building envelopes defined by the Master Plan.
- d) All development applications are required to provide evidence that the proposed development will contribute to an appropriate and coherent development pattern across the Site, that do not exceed the maximum GFA of 166,680 sqm for the Master Plan Site as a whole.

The proposed floor space ratio of the development is considered in detail in Section 6 of this report. The floor space ratio of the development is considered satisfactory with respect to the controls and context of the site and does not result in any significant detrimental impacts upon the locality.

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#### 4.3.2 Built form and building envelopes

##### Objectives

- The built form and circulation should generally respond to historical patterns of development (eg. large east/west oriented blocks as a response to the large east/west oriented buildings previously used on the Site including the current Locomotive building);
- The built form is to respect the scale and character of the retained heritage buildings;
- The built form is to respect the scale and character of surrounding development;
- Linear atrium style 'superstructure' building forms are preferred. Superstructure building forms are buildings that externalise structure, shading and ESD devices to minimise energy use, create visual interest and provide a building form that is generally visually associated with high technology use generally;
- Large floor plate buildings must achieve the public domain objective of visual interest, especially at pedestrian level. (For example, this can take the form of windows at street level so that the public may view parts of the manufacturing process.);
- Encourage the creation of common spaces that promote social interaction;
- Encourage the integration of roof top Plant into the overall design of the building, and

- € The proposed building is located along an east/west axis and accordingly responds to the existing surrounding built form.
- € The proposal respects the scale of the surrounding built form as the studios to the northern side of the development provide a transition in height from the existing erecting sheds to the north, and the proposed twelve storey primary element of the subject development.
- € The built form is beyond the scale and character of the surrounding development, however, this is the result of the 'brownfield' character of the site, and upon the erection of surrounding buildings in accordance with the provisions of the controls applying to the site, the subject building will correspond appropriately with the future desired character for the Park.
- € The proposal includes several public domain areas which create common spaces promoting social interaction.
- € The roof top plant is appropriately integrated into the overall design of the building.

Provide leadership in the provision of energy efficiency in building design.

#### Provisions

a) New buildings should provide a contemporary interpretation of principles inherent in the Locomotive Workshops building such as:

- Visually interconnected atriums / courtyard spaces;
- Abundance of natural light penetrating deep floor plates;
- Repetitive regular bays expressed externally by structure and articulation;
- Prominent roof form;
- Close alignment with the streets;
- Clear demarcation of building entries; and
- Discrete signage.

b) Maximum heights and setbacks from street frontages and adjacent buildings are provided on Figure 15. All maximum heights are measured in RL's and measured to the underside of the top most ceiling of a habitable floor.

c) Buildings are to be built to the mandatory and preferred 'build to lines' defined in Figure 9 in order to define the public domain, but it does not preclude indentations or gaps for entries, articulation or architectural effect.

d) View corridors as described in Figure 8 of Appendix A are to be maintained.

e) Buildings fronting Locomotive Street are to incorporate innovative architectural solutions in the 'Locomotive Interface zone' identified in Figures 13 & 15 which respond to the historic significance and building form of the adjacent Locomotive Workshops. Detailed provisions and examples of solutions are contained in Section 4.3.3.

f) Weather protection design elements are to be provided along the street frontages of buildings wherever possible. Weather protection must be provided for the protection of pedestrians on buildings fronting the south side of Central Avenue and Locomotive Street and the eastern side of Mitchell Way.

g) Roof top Plant rooms are to be designed:

- as an integral part of the design of buildings
- to not significantly increase potential overshadowing of adjoining public or private domains;
- to not significantly increase the visual bulk of buildings as viewed from adjacent streets;
- to display architectural expression in keeping with the style of the building; and
- to be of high design quality in external appearance and may include visual expression of technology components of the building.

h) Roof areas may contain mezzanine areas or floor space to enclose or partially enclose plant having gross floor areas no greater than 50% (including the roof top plant) of the floor of the building immediately below. Any roof top floor space is not to exceed 3m floor to ceiling height. The reason for this provision is to encourage visually interesting roof top treatment that is not dominated by roof top plant.

i) The impact of rooftop plant is to be minimised. Plant is to be located at basement level wherever practicable subject to provision

(j). Full justification for the location of any plant above ground level is to be provided at DA stage.

j) Subject to Provision (l) the GFA for new buildings should not exceed a maximum of 60% of the building envelope, excluding atriums, courtyards and pedestrian circulation areas that are open to skylights

€ The building incorporates ESD measures which are addressed in Section 6 of this report.

€ The proposed building responds appropriately to the existing built form within the area as the studios provide a repetition of regular bays, whilst the remainder of the building presenting to Central Avenue retains a close alignment to the street. The proposed signage is not discreet, however, a condition of approval shall require communications tower to be reduced in size and any signage is the subject of a future application.

€ The proposed heights of the development are considered in detail in Section 6 of this report. The heights of the development are considered satisfactory with respect to the controls and context of the site and do not result in any significant detrimental impacts upon the locality.

€ View corridors are maintained as the building is proposed within the building envelope envisaged under the relevant development controls which apply to the site.

€ The building design incorporates appropriate weather protection measures and devices.

€ The roof top plant is appropriately integrated into the overall design of the building. The roof plant is considered to be discreet and does not significantly increase the apparent bulk and scale of the building.

€ The overall design of the scheme is considered to represent an appropriate response to the controls for the site and the context of the building, and the use of differing colours for the studios and also the panels on the facades of the building are intended to provide an interpretation of the pixels used to provide a television picture. Thus they are designed to be a visual expression of technological components of the building.

€ The floor space on the roof which encloses the plant area is less than 50% of the floor area of the floor below. The impact of roof top plant is considered to be adequately mitigated by the design of the building.

€ The proposal is considered to represent an appropriate building envelope for the site which satisfies the objectives for the development of the subject allotment.

€ A minimum of 2 hours sunlight access between 9.00 am and 3.00 pm is available to the child care site and existing housing.

or sky. Where a building is 1 or more storeys less than the maximum applicable building height, up to 70% of the building envelope may be included in GFA.

k) Subject to Provision (l) the Master Plan provides for flexibility in the application of Provision (j) as demonstrated in Section 5 – Indicative Development Examples. This allows the following range of building envelope controls within the overall limit of GFA for the Master Plan Site as a whole:

- A maximum 60% of the building envelope utilised for GFA, adhering to the building heights indicated in Section 5 Development Example A
- Maximum 70% of the building envelope utilised for GFA adhering to reduced building heights as indicated in Section 5 Development Example B
- And/or a mix of the above maximums as indicated in Section 5 Development Example C

(l) Development applications may apply to vary the envelopes prescribed in j) and k) provided they are able to demonstrate adherence to the following Master Plan controls:

- Height controls under the Master Plan;
- Floorspace provision across the Master Plan area;
- Urban design principles contained within the Master Plan including:
  - through site links;
  - solar access into buildings;
  - pedestrian amenity;
  - break up of building massing and bulk; and
  - high quality architectural treatment

(m) Building siting and heights are to be arranged so that a minimum of 2 hours sunlight access between 9.00 am and 3.00 pm is available to the child care site and existing housing. The shadow diagrams are to be measured at the winter solstice (21 June) and equinox (21 March / September) at 9am, 12 noon and 3pm or in more detail if requested by the consent authority. Building siting and heights are to be arranged to ensure that overshadowing impacts to the child care site and existing housing are measured at the winter solstice.

#### 4.4 Ecologically sustainable development

##### Objectives

- All buildings are to address ESD objectives and requirements thoroughly and provide Australian leadership and best practice in more than one area;
- Overshadowing of major open spaces is to be minimised;
- Require energy efficient developments;
- ATP management to be a focus and facilitator in the dissemination of Ecological Sustainable Development (ESD) principles and information to ATP tenants, users and visitors;
- Implement ESD principles wherever practical and economically feasible;
- Have special regard to the development and use of ESD high technology applications;
- Investigate the practicalities and economic feasibilities of reclaimed water use at the ATP; and
- Actively encourage and participate in the following ESD areas:
  - energy conservation
  - power/energy sharing
  - development and use of alternative (lower polluting) and efficient energy sources/resources
  - efficient waste management (reduction, collection and recycling)

An ESD report has been provided by the proponent, prepared by Bassett Applied Research, which indicates that proposal will incorporate a number of these ESD features, including passive design and water recycling.

Furthermore, a Statement of Commitment is included so as to provide for the achievement of the following:

The building will be designed to achieve a minimum 4.5 Star AGBR rating for the office component, and that the building will also be designed to achieve 4 Green Stars as defined by the Green Building Council of Australia rating tool.

Overshadowing of public open space has been minimised.

- reduce demand on potable water supply
- ESD education and information dissemination
- provide good access to public transport

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#### 4.4.1 Wind & Reflectivity

##### Objectives

- To protect the public domain from the impact of undesirable winds while allowing the penetration of cooling summer breezes, and
- To minimise any adverse wind impacts from the introduction of new structures.
- To protect neighbouring residential areas from possible adverse mirroring effects of building facades.

The proponent has provided a Wind Environment Statement which concludes that there will be acceptable wind impacts subject to the landscaping treatment of Central Avenue and the public open space area.

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#### 4.5 Noise and vibration

##### Objectives

- Minimise the impact of rail and road noise on the functioning of the ATP;
- Minimise the impact of vibration on the functioning of the ATP; and
- Minimise the impact of noise from development within the ATP on the surrounding locality.

The proponent has provided an acoustic report, prepared by Bassett Acoustics, which assesses the impacts associated with traffic generation noise emission, loading dock noise emission, car park noise emission, mechanical services noise emission, as well as aircraft noise intrusion and railway vibration intrusion. The report provides general recommendations to ensure environmental noise emission from mechanical services and the operation of the development does not exceed the relevant criteria as discussed in the report.

The report concludes that there are no acoustic site conditions that would preclude the proposed development from complying with the relevant noise criteria identified in the report. Environmental noise emission from the site will be adequately controlled by standard noise control techniques.

The proposal is not likely to generate unacceptable noise or vibration during the operational phase of the building.

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#### 4.6 Building services

##### Objectives

- To ensure continuous servicing to existing buildings;
- To ensure timely services to Sites for development; and
- To minimise the impact on neighbouring areas.

The proponent has provided an Engineering Services Report which indicates the strategic principles to be implemented for the building. A more detailed and comprehensive assessment will be carried out and reported in the Project Application for the main building.

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#### 4.7 Signage

##### Objectives

- Occupant/tenant signage to reinforce the presentation of the whole ATP; and
- Signage to contribute to a high quality public domain.

##### Provisions

- a) Each building to be restricted to one naming sign on each street facade
- b) The naming sign to be restricted to a logo of up to 4sqm in area and/or up to 4 words of up to 4sqm in area. It is preferred that logos/letters are applied directly to the building in a manner that integrates well with the architecture of the building and is not on a backing panel or part of an illuminated panel. Letters or logos may be internally lit or externally spot lit.

The proposed roof sign/communications tower is not considered compatible with the desired amenity and visual character of the area. The roof sign is not contained generally within the envelope of the building as required by the ATP Master Plan, as it extends considerably above the roof of the building. Accordingly, a condition of approval shall reduce the height of the communications tower and require the signage for the building to be the subject of a future application.

- c) The naming sign is to be located at ground floor or first floor level in order to reinforce the visual interest in the public domain for pedestrians.
- d) Additional single naming rights signage on roof tops may be permitted provided they are integrated into the building envelope.
- e) Ensure the impact of signage on surrounding areas is minimised, particularly close to heritage conservation areas and residential areas.

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#### 4.8 Access and facilities for the disabled

##### Objectives

- Develop the public domain to facilitate ease of movement for people with disabilities, and
- Buildings are to be generally designed to accommodate the needs of people with disabilities.

The proponent has provided a preliminary Access Report which concludes that the proposal will be capable of meeting its obligations under these controls and the Disability Discrimination Act.

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#### 4.9 Site contamination

##### Objective

- To ensure that there is no unacceptable risk to public health or safety from residual contamination on the Site.

The proponent has provided a Remediation Action Plan and Acid Sulphate Soil Management Plan which concludes that the site can be made suitable for the proposed commercial development subject to remediation of the site. Conditions shall ensure that appropriate remediation works are undertaken.

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#### 4.10 Transport and Access

##### Objectives

- Establish a permeable street pattern that provides several links to the surrounding street system and provides an internal grid system;
- Protect existing and proposed residential areas from the impact of increased traffic;
- Protect the ATP from through traffic;
- Ensure that all buildings have easy vehicular access and a street address;
- Ensure safe access and egress from adjacent streets;
- Maintain access to ongoing SRA operations;
- Minimise pedestrian/vehicle conflict;
- Provide adequate service and emergency vehicle access; and
- Develop a vehicular movement system that is consistent with a safe pedestrian and cycle environment.

The proposal is considered to generally satisfy these objectives. The proponent has provided a Traffic Report which concludes that the traffic generation is less than allowed for under the ATP Master Plan and thus reinforces the earlier studies undertaken that local traffic access can be satisfactorily provided for. Traffic Impacts are discussed in detail in Section 6 of this report.

(The proponent has also provided a letter from RailCorp concerning the access for RailCorp. The letter provides for ongoing consultation to achieve the desired outcome).

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##### 4.10.2 Car parking

##### Objectives

- Take advantage of the proximity of Redfern Station and STA bus services to minimise the use of private vehicles by ATP users and therefore minimise the need for ATP workers and visitor parking provision within the ATP;
- Reduce the potential impact of ATP vehicles on neighbouring residential streets;
- Ensure that access to, and provision of, parking is able to meet the reasonable requirements of ATP visitors;
- Provide designated parking for visitors at a fee to the ATP including exhibition and convention facilities, and
- Minimum vehicle entry widths to buildings are desirable to minimise visual impact on the streetscape.

The proponent has provided a Traffic Report which concludes that the traffic generation is less than allowed for under the ATP Master Plan and thus reinforces the earlier studies undertaken that local traffic access can be satisfactorily provided for.

The proposed vehicle entries are the minimum required for access to parking and loading areas.

The proposal incorporates designated car parking provision for visitors to the site.

The proposed 697 car spaces are consistent in terms of the numbers envisaged within the ATP and the nominated siting of the car parking within the ATP Master Plan. The design of the car park takes advantage of the stepped slope of the site, enabling the screening of the car park sub basement area with active uses.

The proposal contributes to the parking needs

of nearby heritage buildings that would not otherwise be capable of providing car parking.

The proposal will provide for an appropriate amount of disabled parking spaces. The car parking access widths are minimised and are located at the cul-de-sac end of Central Avenue, providing for the least disruption to pedestrian traffic.

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#### 4.10.3 Public transport

##### Objectives

- To reinforce the Site's location near rail and bus services by facilitating access to and use of public transport;
- To provide for and encourage cycle and pedestrian access;
- To encourage diversity of arrival and departure times (to avoid exacerbating the peaks of traffic flow);
- To address security issues (particularly in the evening and at weekends);
- To inform visitors to ATP of the practicality of public transport access;
- To reduce car travel and
- To monitor the use of public transport.

The proposal provides for a significant employment generating development in close proximity to major public transport nodes. Accordingly, the proposal is considered to facilitate use of public transport as a more appropriate means of transport than car travel.

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#### 4.11 Public domain

##### Objectives

- Ensure the provision of a high quality pedestrian environment;
- Provide safe, convenient and direct pedestrian routes through the ATP for the public,
- Buildings fronting Central Avenue to have pedestrian entries from Central Avenue,
- Focus pedestrian access ways on building entries, open spaces, community facilities and the Redfern railway station;
- Provide attractive pedestrian environments that encourage social interaction between ATP workers,
- Ensure a direct safe and attractive connection to Redfern Station both in the short term and when a proposed new station is in place;
- Provide access for those with mobility impairments (barrier-free access); and
- Allow for a pedestrian link to North Eveleigh across the rail line.

The development incorporates extensive public domain works to provide recreation areas for the residents and workers within the Precinct, and also links for pedestrians, cyclists and disabled people. The proposal is considered consistent with the objectives regarding public domain considerations.

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#### 4.11.2 Open space

##### Objectives

- Provide open space and recreational facilities for the needs of the ATP workers,
- Reflect the priority of walking, cycling and public transport as the preferred means of access to the ATP;
- Provide public recreational areas, which are accessible to the local community;
- Create a variety of linked open spaces along main pedestrian routes;
- Ensure that new open space on Site (and links to adjoining open space) is designed to promote the safety and security provisions for the ATP, as detailed in Section 4.12 of the Master Plan;
- Develop landscape and street details to unify the area and integrate the ATP with its surroundings.<sup>1</sup>

The development incorporates extensive public domain works which provide open space and recreation areas for the residents and workers within the Precinct, and also links for pedestrians, cyclists and disabled people. The proposal is considered consistent with the objectives regarding open space.

- Provide a variety of passive and active use in public open spaces;
- Utilise the open spaces to enhance the appreciation of the heritage buildings;
- To provide public recreation space that can be used by the public for active and passive recreation;
- To provide outlook and settings for the ATP buildings;
- Maximise personal safety and security in the Public Domain
- Ensure that new open space on the Site (and links to adjoining open space) is designed to promote the safety and security provisions for the ATP, as detailed in Section 4.12 – Security.

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#### 4.11.3 Cycle routes

##### Objectives

- Encourage use of cycles as a means of transport to the ATP and within the ATP, and
- Provide links to adjoining areas for commuter and recreational cyclists.

The development incorporates links for pedestrians, cyclists and disabled people. The proposal is considered consistent with the objectives regarding cycle routes.

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#### 4.12 Security

##### Objective

- To ensure that the ATP is safe to move around on foot at all times of the day or night and is publicly perceived to be so.

The proponent has communicated an intention to coordinate with the Redfern-Waterloo Authority to formulate a Security Management Plan for the ATP area.

The design of the building has taken into account these requirements and a detailed security management plan which responds to the building layout is to be formulated in conjunction with the tenants, Redfern-Waterloo Authority, and local police and submitted prior to occupation of the building.

A report that assesses the proposal against the Crime Prevention Through Environmental Design (CPTED) criteria has been provided and is considered sound.

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#### 4.13 Heritage

##### Objectives

- Evaluate, conserve and re-use nominated heritage items;
- Respect the character of the heritage buildings through the juxtaposition of new buildings, and
- Evaluate and address the appropriate response to archaeological items.

The heritage considerations associated with the development are discussed in detail in Section 6 of this report. The development is generally considered satisfactory with respect to surrounding heritage items.

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#### 4.14 Community facilities

##### Objective

- To provide a range of community facilities on the Site to cater for workers, visitors and the local community.

The plaza area and extensive public domain works provide an area to be used by the community and workers alike.