

LAWSON SQUARE
PTY LTD

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urban planning +
development

Preferred Project
Report
MP 08_0112

7-9 Gibbons Street
Redfern
Mixed Use
Development

Major Project
Part 3A
Environmental
Planning and
Assessment Act

July 2010



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EXECUTIVE SUMMARY

i. THE SITE

The subject site is located at 7-9 Gibbons Street Redfern. It is approximately 1,618sqm in area and zoned "Business Zone-Commercial Zone" under the provisions of the Major Project SEPP 2005 - Schedule 3 - Redfern Waterloo Authority Sites. The proposed mixed use residential/retail/commercial development is consistent with the zone objectives and is permissible with consent.

ii. PROPOSED DEVELOPMENT

The proposed development comprises the demolition of the existing building on the site and the construction of an 18 storey mixed use development at an FSR of 7:1 comprising 149 residential units (31 x 2 Bedroom Units, 89 x 1 Bedroom Units and 29 x 1 Studio Units), approx 1590 sqm of retail, 902 sqm of commercial floorspace. The development also incorporates 177 carparking spaces for the subject development and 80 car spaces for the tenants of the Lawson Square towers; consistent with the terms of the original consent for the Lawson Square Towers development.



Photomontage of proposed development from the south-west illustrating refined elevation details

iii. KEY ISSUES

a. FLOOR SPACE RATIO IS EXCEEDED

The proposed development originally incorporated 152 sqm of community recreational space for the residential component. Consent was sought to have this floorspace excluded from FSR calculations; consistent with the provisions of the Sydney LEP 2005. However the Department of Planning advised that there was no mechanism to have regard to the City of Sydney LEP. As a consequence the maximum FSR of 7:1 was exceeded by the inclusion of the 152 sqm of community floorspace in FSR calculations.

The plans of the development have been revised to remove the community recreational space as part of the Preferred Project Report submission.

The development now complies with the maximum permissible FSR of 7:1.

b. HEIGHT IS EXCESSIVE AND NOT CONTEXTUALLY COMPATIBLE

Public submissions commented that the height of the development is excessive and out of scale with the surrounding buildings.

The height of the development which is the maximum permissible for the subject site has been established by the Redfern Waterloo Built Environment Plan and Schedule 3 (Redfern Waterloo Authority Sites) of the Major Project SEPP. The height of the proposed development at 18 storeys is consistent with consistent the BEP and the Major SEPP controls.

The Redfern Waterloo Built Environmental Plan (RWBEPlan) encourages the intensification of development and identifies the heights of development within the area ranging from 3 storeys, adjacent to the Redfern Railway Station, to 18 storeys for 3 nominated sites along Gibbons St, including the subject site.

The height of 18 storeys of the subject development is consistent with the BEP and is therefore considered to be appropriate and compatible with the desired future character of the area.

c. CARPARKING

(i) GENERAL CARPARKING PROVISION IS INSUFFICIENT/EXCESSIVE

Submissions commented that the proposed carparking on-site was insufficient and that this would give rise to an overflow of demand for on-street carparking, thus reducing on-street carparking for local residents. Other submissions commented that carparking should be reduced given the proximity of the site to public transport.

The quantum of on-site carparking spaces is in compliance with South Sydney DCP 11. The carparking provision, under DCP 11, is neither a maximum nor minimum provision but a balance compromise which inherently satisfies both car reduction objectives of Council and the minimisation of unreasonable on-street overflow parking.

It is therefore considered that the proposed on-site carparking provision is appropriate and satisfactory

(ii) EXCESSIVE SUPERMARKET CARPARKING

The carparking provision was claimed by the City of Sydney to be excessive.

The report of the Traffic Consultant establishes that the rate of carparking provision, at 4.2cars /100 sqm of retail floorspace, is generally consistent with every comparable supermarket approved by the City. **Consequently, it is considered that the carparking provision for the Supermarket component of the development is appropriate and satisfactory.**

(iii) LAWSON SQUARE TOWERS CARPARKING WITHIN THE SUBJECT DEVELOPMENT

Approval was given in 1970 and 1972 to incorporate 156 carparking spaces on the subject site for the tenants of Lawson Square Towers located on the corner of Gibbons and Lawson Square.

The subject development proposed reducing the number of carparking spaces from 156 to 80 spaces. The City of Sydney commented that the provision of 80 car spaces is arbitrary and that it should be based on the South Sydney DCP 11.

An assessment was undertaken of the Lawson Square Towers under DCP11 and it was found that the DCP generated a carparking provision of 87 spaces. Having regard to the general desire of Council to reduce on-site carparking due to the site's proximity to Redfern Railway Station, it is considered that the provision of 80 cars paces is appropriate and satisfactory.

d. UNIT MIX

Comments were received which requested further justification the unit mix; including consideration of some 3 bedroom units. The proposed unit mix of 31 x 2 Bedroom units, 89 x 1 Bedroom units and 31 Studio units.

Neither the Redfern Waterloo Built Environment Plan (BEP) nor the Major SEPP controls contain any explicit unit mix requirements.

The BEP identifies the desired future housing characteristics as follows:

*“Around 2,000 new dwellings will be developed in Redfern-Waterloo under Stage One of the Plan reflecting a potential population increase of around 4,000 residents. The dwellings will be located throughout the RWA’s strategic sites and include low, medium and high-rise apartment development, town houses and terraces. **The increase in dwelling numbers, diversity and tenancy mix will provide greater housing choice and contribute to the creation of a more socio-economic diverse community**”.*

The proposed unit mix is considered to be consistent with the above objective by providing an increase in dwellings and a tenancy mix that reflects the anticipated demand in the area having regard to the site’s proximity to the CBD and to the university.

e. OVERSHADOWING

Comments have been received from surrounding residents in Regent St, Turner St, Margaret St and Cope St on the impact of overshadowing.

The extent of overshadowing is consistent with that generated by the building envelope controls established by the Redfern Waterloo Built Environment Plan by way of its FSR, height and podium setback controls.

An analysis of shadow diagrams indicate that the shadow of the proposed development will travel across any individual affected site generally between 1 hour and 2.5 hours. Some properties in Regent St will be affected up to 3 hrs in mid winter. The impact of overshadowing on living areas of affected sites is approximately half this period (ie generally between 0.5hours to 1.25hrs; and 1.5hrs for properties in Regent St). This is considered to be acceptable and consistent with the extent of overshadowing anticipated by the Built Environment Plan.

f. ARCHITECTURE AND URBAN DESIGN

Issues:

Refinements to the architecture detail of the building to address

- Articulation of southern facade of the podium;
- Improve visual surveillance of Marian Stand William Lane;
- Modification of the vertical elements on the southern and eastern elevations; and
- The provision of separate residential and commercial entrances and lobbies.

Comment:

The plans of the development have been modified to address the above matters with the exception of activating the ground level of William Lane as the ground level of the subject development contains a the loading dock.

iv. CONCLUSION

The Preferred Project Report has addressed all the issues raised by the Department of Planning as well as those arising from submissions of government agencies and the general public (**Attachment C**).

The development is considered to be of a high standard in terms of urban design and architecture. It complies with the development standards in Schedule 3 (Redfern-Waterloo Authority Sites) of SEPP Major Projects, the urban design controls of the Redfern Waterloo Built Environment Plan. It is considered to result in beneficial economic and social impacts and no significant detrimental environmental impacts.

It is therefore considered that the proposed development is in the public interest and, as a consequence, should be approved.

PREFERRED PROJECT REPORT

1.1. BACKGROUND

Lawson Square Pty Ltd, is the owner of the subject site and submitted an application with the Minister for Planning under Part 3A of the Environmental Planning and Assessment Act for the demolition of the existing building on the site and the construction of an 18 storey mixed use development at an FSR of 7:1 comprising 149 residential units (31 x 2 Bedroom Units, 74 x 1 Bedroom Units and 44 x 1 Studio Units), approx 1690 sqm of retail, 750 sqm of commercial floorspace and 152 sqm of community space associated with the residential use, The development also incorporates 177 carparking spaces for the subject development and 80 car spaces for the tenants of the Lawson Square towers.

A summary of the history of the development assessment processes is presented below:

- **June 2008:** An application was submitted to the Department of Planning in 2008, comprising:
 - Re-use of the existing 4 level carpark with alterations to accommodate pedestrian entry, new retail areas at ground level and new facades and lift core;
 - Addition of 1 new commercial level above the existing carpark; and
 - The addition of 13 levels of Residential/Serviced apartments above the commercial floor;
- **7 August 2008:** The Director General issued his requirements which, amongst other things, opposed the retention of the existing 4 storey carparking structure.
- **September 2008:** a new architect and consultant team were engaged and a new proposal developed which proposed the demolition of the proposed building on the site and the construction of a mixed use retail/commercial and residential building; the subject of this report;
- **October – December 2008:** Officers of the Department of Planning were briefed on the new proposal which had addressed the prime concerns with the original scheme;
- **19 February 2009:** Revised plans were submitted in a Test of Adequacy submission to the Department of Planning;
- **25 March 2009:** Amended Director General's Requirements were issued (**Attachment B**);
- **15 April 2009-13 January 2010:** Consultation on the proposed development was undertaken with various government bodies and community organisations;
- **19 February 2010:** A Draft Environmental Assessment was submitted to the Department of Planning (DOP) for a Test of Adequacy assessment;
- **4 March 2010:** the DOP advised that the application was in a form suitable for submission for assessment;
- **17 March 2010:** the Environmental Assessment was submitted to the Department of Planning;
- **24 March 2010 to 23 April 2010:** Environmental Assessment was placed on public exhibition between as well as being referred to various government agencies;
- **26 May 2010:** the Department of Planning issued a letter to the proponent detailing its comments on the development together with the comments of government agencies, Council and the general public;

- **8 June 2010:** the proponent met with officers of the Department of Planning to brief them on the manner in which the issues raised during the exhibition of the Environmental Assessment had been addressed.

The Environmental Assessment application has been modified to address the matters identified by the Department as summarised below:

1. Reduction of Floor Space Ratio to 7:1; being the maximum permissible under the Redfern Waterloo Built Environment Plan and the development standards within Schedule 3 of SEEPP Major Projects;
2. External refinements to the architecture detail of the building to address
 - Articulation of southern facade of the podium;
 - Improve visual surveillance of Marian Stand William Lane;
 - Modification of the 4 vertical elements on the southern and eastern elevations;
 - The provision of separate residential and commercial entrances and lobbies;
3. The provision of Bicycle parking spaces in accordance with DCP11
4. The provision of toilets and shower facilities for cyclists; and
5. A Signage Strategy which identifies areas on the building for future signage;

This report presents the modified and Preferred Project, incorporating the above revisions, for the consideration of the Minister. It has been prepared by Kass-Hermes on behalf of Lawson Square Pty Ltd.

1.2. THE PREFERRED PROJECT

Approval is sought under section 75J of the Environmental Planning and Assessment Act for a project at 7-9 Gibbons St Redfern comprising:

1. the demolition of the existing building on the site and
2. the construction of an 18 storey mixed use development of 149 residential units (31 x 2 Bedroom units, 89 x 1 Bedroom units and 29 Studio units), approx 1590 sqm of retail, 920qm of commercial floorspace;
3. 177 basement car spaces (109 residential, 53 retail and 5 commercial) and 80 Bicycle spaces;
4. 80 car spaces for the exclusive use of the tenants of the Lawson Square Towers; and
5. Signage Strategy;

..... in accordance with the following plans prepared by Candalepas Associates:

Drawing Description	Drawing Number	Date
Cover Page & Drawing Schedule	DA -1000 – C	30 June 2010
Site Analysis	DA – 101 – C	5 June 2010
Basement Levels 2-8	DA -1101 – C	5 June 2010
Basement Level 1 & Ground	DA -1102 – C	5 June 2010
Level 1 & Level 2 Supermarket & Commercial	DA -1103 – C	5 June 2010
Levels 3-8 Residential Plans	DA -1104 – C	5 June 2010
Levels 9-17 Residential	DA -1105 – C	5 June 2010
Level 18 & Roof Plan	DA -1106 – C	5 June 2010
Section A-A	DA -1201 – C	5 June 2010
Gibbons St (West) Elevation	DA -1301 – C	5 June 2010
Marian St (South) Elevation	DA -1302 – C	5 June 2010
William Lane (East) Elevation	DA -1303 – C	5 June 2010
North Elevation	DA -1304 – C	5 June 2010
Shadow Diagrams	DA -1501 – C	5 June 2010
Development Calculations	DA -1502 – C	5 June 2010
View Analysis Sheet 01	DA -1503 – C	5 June 2010
View Analysis Sheet 02	DA -1504 – C	5 June 2010
Elevation Analysis 01	DA – 1505 - C	22 June 2010

1.3. SUBMISSIONS ARISING FROM EXHIBITION OF ENVIRONMENTAL ASSESSMENT

The subject Environmental was placed on public exhibition between 24 March 2010 and 23 April 2010 as well as being referred to various government agencies. The Department of Planning has by letter dated 26 May 2010 provided its comments on the application together with submissions from government agencies and the general public (**Attachment B**)

A summary of issues raised together with responses to those issues is at **Attachment C**.

1.4. KEY ISSUES ARISING FROM EXHIBITION OF CONCEPT APPLICATION

1.4.1. EXCESSIVE FLOOR SPACE RATIO

Issue: FSR of building exceeds FSR provisions under Major Development SEPP. A variation to this provision is only possible under a Concept Plan or SEPP amendment. Application should be amended to ensure compliance with this provision

Comment:

The proposed development originally incorporated 152 sqm of community recreational space for the residential component.

As it was considered likely that the subject site (and all sites within the Redfern Waterloo Authority area) would eventually be amalgamated with the City of Sydney, consent was sought to have the area of the community recreational space excluded from FSR calculations; consistent with the provisions of the Sydney LEP 2005.

However the Department of Planning advised that there was no mechanism to have regard to the City of Sydney LEP. As a consequence the maximum FSR of 7:1 was exceeded by the inclusion of the 152 sqm of community floorspace in FSR calculations.

The development has been modified to delete the community space such that the development now complies with the 7:1 development standard.

1.4.2. EXCESSIVE HEIGHT OF DEVELOPMENT

Issue: Submissions from the general public state that the height of the development is excessive and out of scale with the surrounding buildings.

Comment:

The maximum height of 18 storeys for the subject site has been established by the Redfern Waterloo Built Environment Plan and Schedule 3 of the Major Project SEPP. The height of the proposed development at 18 storeys is consistent with consistent the BEP and the Major SEPP controls.

The subject site is a Significant Site (Site E; Redfern Railway Station, Gibbons St and Redfern St) within the RWBEP and within a broader area that is in a transition phase of significant growth as part of the redevelopment of the Redfern-Waterloo. Other than the Lawson Street Towers at 12 storeys, the existing built form is characterised primarily by low rise 2-3 storey commercial, retail, residential and industrial uses.

The Redfern Waterloo Built Environmental Plan (RWBEP) encourages the intensification of development and identifies the heights of development within the area ranging from 3 storeys, adjacent to the Redfern Railway Station, to 18 storeys for the 3 nominated sites, including the subject site, along Gibbons St.

The height of 18 storeys of the subject development is consistent with the BEP and is therefore considered to be appropriate and compatible with the desired future character of the area.

1.4.3. CARPARKING

1.4.3.1. GENERAL CARPARKING PROVISION IS INSUFFICIENT/EXCESSIVE

Issue: The RTA and submissions from members of the general public submit that the proposed number of car spaces provided on site is insufficient for the proposed development and that on-street carparking will be used by occupiers of the subject development.

Other submissions recommend a minimal provision of car spaces.

Comment:

The quantum of on-site carparking spaces is in compliance with South Sydney DCP 11.

DCP 11 nominates a rate of carparking which "offers a balanced compromise by satisfying a large proportion of parking demand on-site, addressing car reduction objectives of Council's strategy, and minimising the unreasonable overflow of parking onto surrounding streets".

The carparking provision, under DCP 11, is neither a maximum nor minimum provision but a balance compromise which inherently satisfies both car reduction objectives of Council and the minimisation of unreasonable on-street overflow parking.

It is therefore considered that the proposed on-site carparking provision is appropriate and satisfactory.

1.4.3.2. EXCESSIVE SUPERMARKET CARPARKING

Issue: The City of Sydney comments as follows:

"The car parking provision is suggested to comply with the requirements of Council's Development Control Plan No. 11 — Transport Guidelines for Development 1996 (DCP 11). Whilst the car parking provision for the residential, retail and commercial elements comply with DCP 11, the car parking for supermarket has not been determined in accordance with DCP 11. Specifically, the DCP requires car parking provision for supermarkets to be based upon a survey of similar supermarket located in similar circumstances.

Contrary to the assertion in Section 6.6.1 of the Environmental Assessment (EA) that this supermarket is a 'car based model', its size is less than half the size of a full-line supermarket and is not appropriately categorised as such. In addition, having regard to its close proximity to Redfern train station and its urban context, car parking provision should be reduced. The assertion of a 'car based model' for the supermarket is also contradicted in Section 1.4.16 of the EA which states:

It is anticipated that a significant portion of supermarket customers will either work or live in the vicinity of the site and as a consequence, the use will promote walking/cycling as well as the use of public transport.

Further, the assertion in Section 6.6.1 that Council consistently approves car parking for supermarkets in excess of the RTA rates is incorrect and has successfully contested such applications in the Land & Environment Court (10521 of 2008 Artro Management Pty Limited v City of Sydney)."

Comment:

The traffic consultant states that the parking provision is compliant with Council's DCP which promotes a survey-based approach.

With regard to the supermarket, he states that the adopted rate (4.2/100) is generally consistent with every comparable supermarket recently approved by Council, including Coles at Crown Square (4.5/100m²), Woolworths on the former St. Margaret's site (4.5/100m²) and Aldi at Danks Street (4.4/100m²). This reflects the more car-dominant nature of supermarkets compared with other retail uses, particularly Aldi supermarkets which involve bulk purchases.

The cited example of a grocery store at Erskineville Road is quite different. The traffic consultant was involved in that appeal and states that the store was a different 'model' in that there were no trolleys, it was small (850m²) and it drew on passing pedestrians accessing two nearby railway stations (some 4,000 per day) who already walk directly past the site. It is more like the Fratelli's or Coles stores at Pott's Point (which provide no parking) and are more for small convenience shopping serving locals...not what Aldi has in mind and the prospect of Aldi customers walking to the store is reasonably limited, though it is still likely to be significant in this location. I also acted for Sydney City Council on a recent appeal in Fountain Street for a Woolworth's store, which was successfully defended for providing insufficient parking and again, a rate of 4.2 spaces/100sqm was indicated as being appropriate.

In that appeal, the traffic consultant surveyed the existing Aldi supermarket at Canterbury which is adjacent to the railway line and bus services and is within the town centre. That survey also showed a peak demand of 4.1/100m². The survey was undertaken in November 2009 and is arguably the most comparable supermarket in all respects to our proposal, with an area of 1,200m².

Consequently, it is considered that the carparking provision for the Supermarket component of the development is appropriate and satisfactory.

1.4.3.3. JUSTIFICATION OF LAWSON SQUARE TOWERS CARPARKING

Issue: The Council of the City of Sydney made the following submission:

"It is noted that the proposal seeks to provide 80 car parking spaces for the Lawson Square Towers as that development relied upon car parking provision on the subject site which was dictated via conditions of consents from 1970 and 1972 which require 156 car parking spaces.

In this first instance, the proposed provision of 80 spaces for the Lawson Square Towers does not 'comply' with the requirement for 156 spaces as imposed some 40 years ago. The shortfall in spaces is to such an extent that 80 car spaces cannot reasonably be construed as being provided to comply with the 1970's requirement. It is acknowledged that the Lawson Square Towers relies upon car parking provision on the subject site, however the provision of 80 car parking spaces is an arbitrary amount of car parking. Car parking provision for the Lawson Square Towers should be based upon policy, being the car parking requirements in Council's current planning controls for the quantum and nature of GFA in the Lawson Square Towers, namely DCP 11. This reflects Council's current approach to car parking provision in the City which encourages a reduction in car dependency"

Comment:

The comments of the City that the number of 80 car spaces does not comply with the 156 approved car spacesand that the carparking provision is therefore non-compliant with the 1970 consent is noted.

If compliance was sought, the full 156 carparking spaces could be provided.

However, as the subject development is well served by public transport (nearby Redfern railway station and numerous bus routes, it was considered appropriate to reduce the carparking provision by approximately 49% to 80 spaces.

This number is derived from the terms of current tenancy lease provisions with the Police Force and other government and private organisations as follows:

- Police Force: 30
- Premiers Department: 8
- PRA: 22
- Redkite: 2
- Redfern Waterloo Authority: 6

• Bridge Housing:	10
• Group Colleges Australia:	5
• Travelex:	2

TOTAL SPACES	85
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Having regard to the current tenancy requirements and the potential future tenants of the building, **it is considered that 80 car spaces are sufficient and appropriate.** An analysis of the applicable current carparking provisions **under DCP 11** has also been undertaken. The GFA of the Lawson Square Towers is approx 10,800 sqm. The permissible carparking provision on the basis of 1 car space per 125 sqm of GFA is 86.4, say **87, car spaces**

Moreover, the site of the Lawson Square Towers is identified for redevelopment under the Redfern Waterloo Built Environment Plan. The FSR for the site is 7:1. The maximum GFA for future development on the site is 11,816 (on site area of 1,688sqm). Consequently, **under DCP 11**, the carparking provision for a commercial development is (94.5) **95 spaces.**

Therefore, in summary, the current on-site provision of carparking for the Lawson Square Towers is 156 spaces (located on the subject site at 7-9 Gibbons St). The current tenant allocation is 85 spaces.

The proposed allocation of car spaces for the Lawson Square Towers as part of the redevelopment of the subject site is 80 spaces.

DCP 11 nominates a rate of carparking which “offers a balanced compromise by satisfying a large proportion of parking demand on-site, addressing car reduction objectives of Council’s strategy, and minimising the unreasonable overflow of parking onto surrounding streets”

Under DCP11, the carparking provision (which caters for carparking reduction) is :

- **86 spaces for the existing Lawson Square building is and**
- **95 spaces for the redevelopment of the Lawson Square site in accordance with the BEP.**

It is therefore considered that the provision of 80 spaces is satisfactory, appropriate and represents a significant reduction of on-site carparking, on any assessment of the merits of case.

1.4.4. JUSTIFICATION OF UNIT MIX

Issue: Further justification for the proposed dwelling mix, including consideration of some three-bedroom apartments in order to diversify the likely resident population.

Comment:

Neither the Redfern Waterloo Built Environment Plan (BEP) nor the Major SEPP controls contain any explicit unit mix requirements.

SEPP65 identifies the principles for housing as follows:

New developments should optimise the provision of housing to suit the social mix and needs in the neighbourhood or, in the case of precincts undergoing transition, provide for the desired future community.

The BEP identifies the desired future housing characteristics as follows:

“Around 2,000 new dwellings will be developed in Redfern-Waterloo under Stage One of the Plan reflecting a potential population increase of around 4,000 residents. The dwellings will be located throughout the RWA’s strategic sites and include low, medium and high-rise apartment development, town houses and terraces.

The increase in dwelling numbers, diversity and tenancy mix will provide greater housing choice and contribute to the creation of a more socio-economic diverse community”.

The proposed unit mix of 31 x 2 Bedroom units, 89 x 1 Bedroom units and 31 Studio units is considered to be consistent with the objective of providing an increase in tenancy mix and reflects the anticipated demand in the area having regard to the site's proximity to the CBD and to the university.

The developer of the subject site considers that there is limited demand for 3 Bedroom units as exhibited by their difficulty to sell; based on his experience with similar units in the southern precincts of the Sydney CBD.

The proposed mix is considered to reflect the future needs of residents in the area and is considered to provide a satisfactory mix of housing choice.

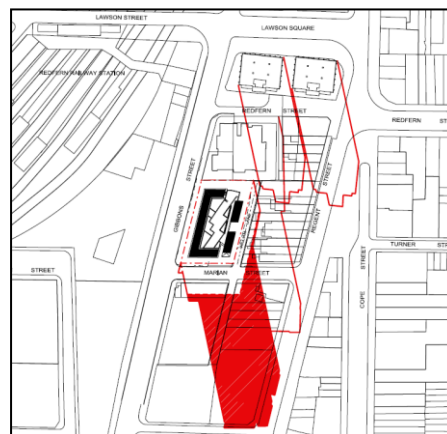
1.4.5. Overshadowing

Issue:

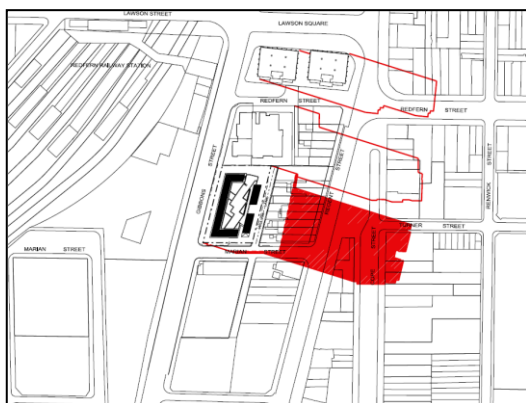
Members of the public who live in Regent St, Turner St, Margaret St and Cope St have submitted that they will be detrimentally impacted by shadows arising from the proposed development.



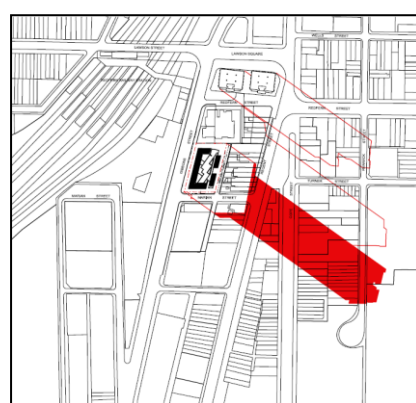
21 March/September Noon



21 June Noon



21 March/September 3pm



21 June 3pm

Shadow Diagrams are in **Attachment A** and are reproduced above.

Comment:

The extent of overshadowing is consistent with that generated by the building envelope controls established by the Redfern Waterloo Built Environment Plan by way of its FSR, height and podium setback controls.

Turner St

- Properties in Turner St will not be affected by shadows from the subject development between 9am and 3pm except for minor overshadowing within the westernmost portion of Turner St after approx 2.30 pm 21st March/September.

Cope St (East)

- affected for approx. 1 to 1.5 hrs in mid winter.

Margaret St

- properties to South of Margaret St are minimally affected for approx 1 hour in mid winter
- properties on North side of Margaret St are affected for between 1.5hrs and 2 hrs in mid winter
- Notwithstanding the impact of the subject development, the block bounded by Margaret, Gibbons, Marian and Regent Streets is planned to be developed to 18 storeys. This will have a significantly greater shadowing impact than the subject development.

Regent St

- properties on West side of Regent St (south of Marian) are affected by the subject development for approx. 1.5 to 3 hours in mid winter
- properties on the West side of Regent St (north of Marian) are affected by the subject development between 12.00pm and 3.00pm, although the additional shadows from subject site are negligible once the shadows of the RSL site redevelopment
- properties on East side of Regent (bounded by Cope) are affected by approx. 1 hr to 2.5 hrs (northern end)

Analysis of the shadow diagrams indicates that shadows from the proposed development will travel across the width of any individual affected allotment generally between 1 hour and 2.5 hours. Some properties in Regent St will be affected up to 3 hrs in mid winter.

However, these periods of overshadowing represent the time during which shadows from the subject development are cast onto the sites of allotments in the area. They do not represent the extent of overshadowing of windows of living rooms on those allotments.

Window openings in walls of buildings in the area generally do not extend for more than 50% of the wall width. This is considered to be a conservative figure; the percentage of wall length occupied by windows is more likely to be around 33% or less. Consequently, on the conservative basis that 50% of the width of a wall is occupied by windows of living rooms, the impact of overshadowing (from the subject development onto windows of those sites within the shadow plane of the development) is generally between 0.5hrs and 1.25hrs in mid winter; with some living room windows in Regent St being impacted for approx 1.5hrs.

The extent of impact of overshadowing on affected sites is considered to be acceptable and consistent with the extent of overshadowing anticipated by the Redfern Waterloo Built Environment Plan.

1.4.6. ARCHITECTURE AND URBAN DESIGN

Issue: The Department of Planning and Council raised the following issues associated with the architecture and urban design aspect of the development:

- Consideration of further articulation of the southern facade of the podium element;
- Improve visual surveillance and activity along Marian St and William Lane;
- Design refinement to northern, eastern and southern facades of the tower in terms of materials and colours;
- Provision of separate access for residential and commercial component of the development;

Comment:

Design amendments have been made to the developed to address the above matters other than activation along the ground level of William Lane as the ground level at that location contains the loading dock for the development.

1.5. ADDENDUM TO ENVIRONMENTAL ASSESSMENT

The Environmental Assessment has been modified to address the matters raised as a result of the public exhibition of the development as follows:

2. Reduction of Floor Space Ratio to 7:1 being the maximum permissible under the Redfern Waterloo Built Environment Plan and the development standards within Schedule 3 of SEEPP Major Projects;
3. External refinements to the architecture detail of the building to address
 - Articulation of southern facade of the podium;
 - Improve visual surveillance of Marian Stand William Lane;
 - Modification of the vertical elements on the southern and eastern elevations;
 - The provision of separate residential and commercial entrances and lobbies;
4. The provision of Bicycle parking spaces in accordance with DCP11
5. The provision of toilets and shower facilities for cyclists; and
6. A Signage Strategy which identifies indicative areas on the building for future signage.

2. CONCLUSION

The proposed development comprises the demolition of the existing building on the site and the construction of an 18 storey mixed use development at an FSR of 7:1 comprising 149 residential units (31 x 2 Bedroom Units, 89 x 1 Bedroom Units and 31 x 1 Studio Units), approx 1590 sqm of retail, 920 sqm of commercial floorspace and, The development also incorporates 177 carparking spaces and 80 bicycle spaces for the subject development and 80 car spaces for the tenants of the Lawson Square towers; consistent with the terms of the original consent for the Lawson Square development.

The development has been revised to address matters identified by the Department of Planning and are summarised below:

1. Reduction of Floor Space Ratio to 7:1 being the maximum permissible under the Redfern Waterloo Built Environment Plan and the development standards within Schedule 3 of SEPP Major Projects;
2. External refinements to the architecture detail of the building to address:
 - Articulation of southern facade of the podium;
 - Improvement of visual surveillance of Marian Stand;
 - Modification of the 4 vertical elements on the southern and eastern elevations;
 - The provision of separate residential and commercial entrances and lobbies;
3. The provision of Bicycle parking spaces in accordance with South Sydney DCP11;
4. The provision of toilets and shower facilities for cyclists; and
5. The incorporation of a Signage Strategy which identifies indicative areas on the building for future signage;

The development is consistent with the objectives of the Redfern Waterloo Built Environment Plan and the Sydney Metropolitan Strategy as it will:

- o assist in satisfying the demand for new housing by providing 149 new residential units incorporating a variety of unit mix;
- o reinforce Redfern as a commercial centre by the incorporation of approx 902 sqm of commercial floorspace;
- o encourage the use of public transport by virtue of its location adjacent to the Redfern Railway Station and nearby bus routes;
- o encourage cycling and walking to work, particularly the Sydney CBD, because of its proximity to Central Sydney;
- o provide a local supermarket and other retail facilities for the use of residents and workers in the area; and
- o will generate direct employment opportunities for approximately 50 persons and secondary employment associated with servicing requirement of the new residents and office workers within the development

The development is considered to be of a high standard in terms of urban design and architecture. It complies with the development standards in Schedule 3 (Redfern-Waterloo Authority Sites) of SEPP Major Projects and the urban design controls of the Redfern Waterloo Built Environment Plan. It is considered to result in beneficial economic and social impacts and no significant detrimental environmental impacts.

It is therefore considered that the proposed development is in the public interest and, as a consequence, should be approved.