

Summary of Submissions - Agency Submissions - MP09-0039 - 157 Redfern Street, Redfern

Submittor	Submissions	Response
Redfern Waterloo Authority (RWA)	The adequacy of the building separation between the proposed building and the building proposed on 7-9 Gibbons Street	See Section 3.1.2 in Preferred Project Report.
	There needs to be certainty concerning the 1.2m setback of the building from Gibbons Street and co-ordination this setback with the development proposed on 7-9 Gibbons Street. The setback should be confirmed with the RTA and Sydney City Council	See Section 3.1.5 in Preferred Project Report.
	Sydney City Council's public domain guidelines for seating, bins and other street furniture have not to be adopted	See Section 3.1.8 in Preferred Project Report. Public domain works are to be carried out in accordance with Sydney City Council's requirements. This can be addressed by an appropriate condition of approval.
	The purpose of the "plant enclosure" structure on Level 3 is unclear and details of the landscape terrace are required, including details of proposed plantings	See Sections 3.1.3 and 3.1.4 in Preferred Project Report. The landscape treatment proposed on Level 3 is shown on the preferred project plans contained in Appendix 1 .
	Landscaping in Redfern and Gibbons Streets is create a more cohesive public domain	Details of the proposed landscaping were provided in the public domain report and plan prepared by Scape in Appendix 6 of the Environmental Assessment.
	Full details and costing of works to be carried out on the public domain in Redfern and Gibbons Streets are required should an off-set against the development levies be approved	Details and costing of the proposed public domain improvements are to be provided. This can be addressed by appropriate conditions of approval.
	An independent wind specialist should review the findings and recommendations of the wind report submitted with the application	See Section 3.1.9 in Preferred Project Report.
	Bicycle parking facilities need to be clarified and confirmed	See Section 3.1.7 in Preferred Project Report. The spaces have been shown on the preferred project plans contained in Appendix 1 .

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RWA (cont.)	The resident entry to the apartments should be located at the Gibbons Street building line	See Section 3.1.6 in Preferred Project Report. The detailing of the entry is shown on the preferred project plans contained in Appendix 1 .
	The depth of some balconies on the Gibbons Street elevation is less than 2m	The plans submitted with the application dimension the proposed balconies at a minimum of 2m. This can be confirmed by appropriate conditions of approval.
	Details of the building's sustainability performance are to be provided and a 4.5 NABERS energy benchmark is to be provided for the non-residential components of the building	See Section 3.1.10 in Preferred Project Report.
	Additional shadow diagrams are requested for 10am and 2pm	Additional shadow diagrams are shown on the preferred project plans contained in Appendix 1 .
Sydney City Council	The design does not exhibit design excellence	The proposal provides an appropriate response to the opportunities and constraints offered by the site and its setting and the site-specific height, bulk and scale standards applying to the development on this land contained in the <i>Major Projects SEPP</i> and the RWA's <i>Built Environment Plan</i> . See also Section 3.1.2 in Preferred Project Report. A design competition is unnecessary in that it would not result in any improvement in the design as submitted.
	An assessment of the proposal against the provisions of the <i>Residential Flat Design Code</i> has not been submitted	An assessment of the proposal against the relevant provisions of the <i>Residential Flat Design Code</i> is contained in Appendix 10 .
	The adequacy of the building separation between the proposed building and the building proposed on 7-9 Gibbons Street	See Section 3.1.2 in Preferred Project Report.
	The internal study to the west-facing apartments and Bedroom 2 to the 2 north-facing apartments on Levels 5-18 provide poor or no outlook	See Section 3.1.11 in Preferred Project Report.

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Sydney City Council (cont.)	The high floor to ceiling height has resulted in a podium height of over 9m, which does not relate to the scale of existing shopfronts along Redfern and Regent Streets and this is compounded by the location of the 'Plant Zone' along the Redfern Street frontage at Level 3 which is setback 1m from the street	See Section 3.1.3 in Preferred Project Report.
	The layout of the RSL Club at the first floor level is unknown and should be determined as part of the application to ensure activation and visual surveillance of the street and an appropriate streetscape presentation	See Sections 3.1.3 and 3.1.6 in Preferred Project Report.
	The extent of the lobby/corridor and commercial entry visible from the street is unacceptable on security grounds and it is preferable for the glass doors to be provided at the perimeter of the building	See Section 3.1.6 in Preferred Project Report. The detailing of the entry is shown on the preferred project plans contained in Appendix 1 .
	The colonnade will offer limited protection for pedestrians from the elements as the colonnade does not form part of the pedestrian desire line from Redfern Station to the Town Centre and consideration should be given to additional protection using an awning or the like	See Section 3.1.3 in Preferred Project Report.
	Access should be provided to the Level 3 landscape area for use by people employed in the building and the area should be adequately landscaped	See Section 3.1.4 in Preferred Project Report. The detailing of the access from the offices to the landscape area and the landscape treatment proposed on Level 3 are shown on the preferred project plans contained in Appendix 1 .
	Public domain areas surrounding the site are to be designed in accordance with the Council's <i>Public Domain Manual</i> and associated policies and a public domain plan should be submitted prior to commencement of works	See Section 3.1.8 in Preferred Project Report. Public domain works are to be carried out in accordance with Sydney City Council's requirements. This can be addressed by an appropriate condition of approval.

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Roads and Traffic Authority of NSW (RTA)	Post development stormwater discharge from the site should not exceed pre-development discharge and detailed design plans and hydraulic calculations are to be submitted prior to commencement of works	The proposal will not increase impervious surfaces on the site. The required design and calculations can be required as a condition of consent.
	As a result of potential conflict at the entrance to the basement car park and loading area, a delivery management plan should be developed to limit service deliveries to times of the day when traffic entering the site is at its lowest	The conditions of consent could require the submission of a delivery management plan.
	Landscaping and/or fencing should not restrict sight distance to pedestrians and cyclists using Gibbons Street	This can be addressed by an appropriate condition of consent.
	A construction traffic management plan should be submitted prior to the issue of a construction certificate	A construction management plan was included in Appendix 25 of the Environmental Assessment and any additional requirements can be addressed by an appropriate condition of consent.
	Swept paths of the longest vehicle using the site is to be in accordance with AUSTROADS	Details of the swept paths are shown on Appendix G of the traffic impact assessment contained in Appendix 11 of the Environmental Assessment. Any additional requirements can be addressed by an appropriate condition of consent.
	Car parking is to be provided to Council's satisfaction	Adequate car parking has been detailed in the application. This matter is addressed in the traffic impact assessment contained in Appendix 11 of the Environmental Assessment. See also Section 3.1.7 in Preferred Project Report and Appendix 7 .
	The car park design is to comply with the relevant Australian Standards	The proposal complies with the relevant Australian Standards. This can be confirmed by an appropriate condition of consent.
	The developer is to be responsible for all public utility adjustments/relocation works	This can be addressed by an appropriate condition of consent.

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RTA (cont.)	A road occupancy licence is to be obtained from the RTA for any works that may impact on traffic flows in Gibbons Street during construction activities	This can be addressed by an appropriate condition of consent.
	All demolition and construction vehicles are to be contained wholly within the site and must enter the site before stopping	A construction management plan was included in Appendix 25 of the Environmental Assessment and any additional requirements can be addressed by an appropriate condition of consent.
	A construction zone will not be permitted in Gibbons Street	A construction management plan was included in Appendix 25 of the Environmental Assessment and any additional requirements can be addressed by an appropriate condition of consent.
	Road traffic noise is to be satisfactorily mitigated	An acoustic assessment was included in Appendix 10 of the Environmental Assessment.
	Detailed design drawings and geotechnical reports relating to excavation and support structures are to be submitted to the RTA for assessment	This can be addressed by an appropriate condition of consent.
	Works/regulatory signposting are to be at no cost to the RTA	This can be addressed by an appropriate condition of consent.
Sydney Water Corporation	The impact of development will be assessed when an application is made for a Section 73 Certificate	This can be addressed by an appropriate condition of consent.
Department of Transport	The traffic impact assessment has not adequately addressed measures to promote public transport usage, walking and bicycling	This matter was addressed in the traffic impact assessment contained in Appendix 11 of the Environmental Statement. A supplementary report is contained in Appendix 7 .
	The level of car parking supply is not supported and car parking should be reduced	This matter was adequately addressed in the traffic impact assessment contained in Appendix 11 of the Environmental Statement and Section 3.1.7 in Preferred Project Report.
	Conditions relating to mitigating potential impacts on pedestrians and cyclists during the construction phase and the preparation of a workplace travel plan and a travel access guide should be imposed	These issues can be addressed by appropriate conditions of consent.

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RailCorp	Railcorp is reviewing the impact of the proposal and likely conditions to be imposed	Noted.
	Conditions relating to the impact of rail operations, including stray currents, electrolysis, noise, vibration and electromagnetic fields and providing plans to allow RailCorp to understand the proposal's interaction with the CBD Rail Link should be imposed	These issues can be addressed by appropriate conditions of consent.

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