

Block 3A Central Park – Response to Submissions

Project Application (MP_11_0089)

Issues Raised by Agencies	Proponent Response
NSW Department of Planning & Infrastructure (also addressed in detail as part of Preferred Project Report document proper)	
Visual Bulk	
Concern is raised in relation to the apparent bulk from the proposed new level above the existing Clare Hotel. Consideration should be given to the recommendation from City of Sydney Council's request to increase the setback from the Northern boundary and realignment of the addition, to follow the building footprint of the existing building.	Frasers note that the proposed addition to the Clare Hotel is entirely consistent with the Concept Plan approved envelope, which was considered appropriate by the Department and Council at the time the Concept Plan was assessed. Notwithstanding this, Frasers is willing to increase the setback from a minimum of 3.6m (from the Broadway alignment on the eastern edge) to 5m. This is reflected in the revised Architectural Drawings (refer to Appendix B).
The proposed roof addition should be illustrated with the use of additional photomontages, showing the proposal when viewed from Carlton Street (including views both northwards and south) and should allow for interpretation of materials.	TZG has prepared additional photomontages to demonstrate the visual impact of the proposed lift overrun from Carlton Street (refer to Appendix B). The photomontages demonstrate that the visual impact of the lift overrun will be negligible when viewed from Carlton Street (when viewed looking both north and south).
Noise / Management	
Concern is raised in relation to potential impacts on amenity of surrounding land uses, particularly given the potential cumulative impact of developments on Kensington Street. Additional detail should be provided in relation to likely acoustic impacts on surrounding uses from the future operation of the development. This should specifically include uses fronting Kensington Street and should consider any cumulative impact as part of related developments on Kensington Street.	The management of future uses within the Kensington Street precinct is addressed at Section 2.2 of the PPR. It is noted that the uses within the Kensington Street precinct are consistent with the approved Concept Plan. In developing the Concept Plan, the Department requested that Frasers create a vibrant retail and dining precinct in this part of the site. The desire to activate the precinct has been enforced by the Department as part of each subsequent Project Application, with the need to activate Kensington Lane included as one of the Director General's Requirements. The number and variety of uses proposed will result in a sustainable mix of uses, and will directly contribute to the creation of a lively and activated site more broadly. Further, the uses contribute towards the creation of a balanced, mixed use site and are consistent with the Concept Plan approved 70:30 split of residential to non-residential uses. The style of uses which are proposed within the Kensington Street precinct, being boutique retail, food and drink premises (including restaurants, cafes / coffee shops and small bars) and small scale commercial uses, are consistent with the Concept Plan approval and will assist in activating the precinct as required by the Director General's Requirements. The cumulative impact of these uses were assessed as part of the Concept Plan approval, and were considered consistent with the precinct's location at the edge of the site, near Broadway, Central Station and nearest to the City. Further, the design of the Kensington Street precinct, including the height, bulk and massing of the various buildings, will help to moderate between the high rise and high density scale of Blocks 2 and 5 and neighbouring (off-site) residential uses. The development of the Kensington

	Street precinct for these uses will also help to preserve the highly important heritage value of the area. Acoustic Impacts The acoustic impacts of the Central Park development as a whole were considered as part of the Concept Plan Approval. Background noise data was measured as part of the Frasers Broadway Site Concept Plan Acoustic Report, with noise limits for all equipment on site derived using the NSW Industrial Noise Policy. This approach was previously accepted, and so has been used as the design criteria of each block. Council's draft conditions of consent for Block 3A (refer to condition 5b) state that noise emitted from the use of a commercial property must not exceed the background noise level by more than 3dB at any noise sensitive receptor. The background noise measurements have been taken as part of the Frasers Broadway Site Development Assessment by Heggies Pty Ltd, issued 7 May 2008 and provide a baseline for the design of all of the buildings on the site. Therefore, all noise emitted from the development will be designed to this condition as a baseline, and little to no accumulative effect should occur. Management A number of concerns have been around the capacity of the premises within the Kensington Street precinct, and how these tenancies will be managed to mitigate any amenity impacts associated with late night trading and the sale of alcohol. With respect to the future use and management of each tenancy, it is noted that: ■ Not all of the proposed food and drink premises will sell alcohol. Due to the size of many tenancies (some of which are as small as 36m²) many are expected to operate as small cafes and coffee shops, and will operate during business hours only. ■ Notwithstanding this, a level of night time activity (in addition to uses which operate throughout the day) is required to support the Kensington Street precinct as a vibrant, mixed use locality, as required by the DP&I. ■ Some of the larger food and drink premises will operate as restaurants (notably those on the ground floor of boutique hotel at Block 3A) where the primary purpose is the sale of food, not alcohol. ■ The patron capacities outlined in the respective Environmental Assessment Reports are maximum capacities, and were primarily provided for BCA / servicing purposes. In all likelihood the capacity of each tenancy will be lower, and when taking into account actual occupancy rates, the number of patrons will be fewer still. ■ The fit-out and use of all future tenancies will be the subject of a separate DA to the City of Sydney Council. As part of each future application the relevant provisions of Council's Late Night Trading DCP will be considered (where relevant) with potential amenity impacts managed via a Plan of Management (if applicable). ■ All tenancies wanting to sell alcohol will be required to obtain a license from the Office of Liquor, Gaming and Racing. As part of this process, consultation will be undertaken with Council and the Police. As part of any license, future tenants will be required to comply with strict licensing conditions, including the RSA.
Access & Pedestrian Safety	Concern is raised with the proposed single loading dock for the hotel and restaurant uses. Justification is requested for the proposed loading dock for a single service vehicle, in terms of the number of, size and type of service vehicles expected to visit the site to cater for the hotel and restaurant uses. It is proposed to provide a drop-off zone on the western side of Kensington Lane immediately adjacent to the proposed hotel lobby. The drop-off/loading zone would have a length of two or three on-street parking spaces i.e. approximately 13.0m. The City of Sydney development control plan relevant to the Central Park development site is the Central Sydney Development Control Plan 1996 (DCP1996). This document stipulates required loading provisions for delivery and service vehicles. For a hotel use, DCP1996 requires one loading space per 50 hotel rooms. In relation to food and drink premises, DCP1996 does not have any specific loading provision requirement other than a general rate under the category of "Other Uses". This specifies loading provision to be provided at a rate of one space

	per 1,750m². On this basis, the proposal would require the following loading provisions: 60-room boutique hotel @ 1.0 space per 50 rooms = 1.2 spaces 600m² food and drink premises @ 1.0 space per 1,750m² = 0.3 spaces - Total requirement = 1.5 spaces The loading area has a length of 13.0m, and is sufficient to accommodate a large rigid truck, or a medium sized truck plus a van or two small rigid trucks. In addition, there would be additional loading areas along Kensington Lane and other internal streets within the wider Central Park site. On this basis, the proposed drop-off/loading zone will be adequate to serve the proposed development.
Additional Information	
The following additional information is requested: - Additional information regarding the proposal to convert Kensington Street to a shared pedestrian / traffic zone, as described in the Transport Assessment Report; - The resulting impacts on the proposed delivery & loading / unloading arrangement and customer drop-off, should Kensington become a shared zone; and - The likely impacts on pedestrian safety given the proposed uses fronting Kensington Street and the relationship with the public domain including the width of pedestrian footpaths and the retention of one lane of traffic and one lane of on-street parking.	It is still Frasers' intention to convert Kensington Lane into a shared zone, where vehicular traffic will be required to give way to pedestrians. Frasers is continuing to consult with Council and RMS to achieve this, and both authorities are largely supportive of the proposal. Even if the shared zone is realised, some vehicle movements will be required along Kensington Lane for emergency vehicles, hotel drop off, service and supply vehicles. Servicing will continue to be via the site's Kensington Lane frontage, with a new loading dock proposed in the south-eastern corner of the building. The management of deliveries and loading will be restricted to outside of peak times, in accordance with the Hotel Management Plan. Servicing has been provided on Kensington Lane as Carlton Street only provides for one lane of traffic (south bound) between Broadway and Regent Street. A footpath exists between the lane and the face of the existing building (i.e. there is no room for a parking bay or loading dock, or any kind of on-street parking on Carlton Street). The site's heritage constraints have also resulted in the loading dock being located at the south-eastern rather than the south-western corner of the building. Notwithstanding the above, it is noted that in the longer term, service vehicles will be permitted to park in the service vehicle bays within the east basement loading areas beneath Blocks 2 and 5. The combined basement for Block 2, 5 and the Kensington precinct can be accessed from either Carlton Street or O'Connor Street. The Block 3A development proposes two restaurants fronting Kensington Lane. The restaurants within Block 3A will be contained within the building (no outdoor seating is proposed) and so will not result in any impacts on pedestrian safety. Pedestrians will be able to access the restaurant from within the Hotel, and from the footpath on Kensington Lane. With respect to other uses within the Kensington Street precinct and the future shared zone, it is noted that vehicles will be required to drive at 10km/hr or less, and will be required to give way to pedestrians. Pedestrians will have to exercise due caution (as would normally be the case) when crossing Kensington Lane, and whilst no separated pedestrian footpaths will be provided, the entire road reserve would be a pedestrian area. This is very similar to the way Pitt Street Mall operates, but on a smaller scale.

Heritage Council of NSW	
It is noted that the subject buildings are not listed on the State Heritage Register. However, they are listed on the Local Environmental Plan as local heritage items. Therefore, the Heritage Council does not have a formal approval role under the Heritage Act.	Noted.
Office of Environment and Heritage	
OEH has no interest in this project and does not need to be consulted any further on it.	Noted.
City of Sydney Council (CoS)	
Building Envelope	
The proposal is considered generally consistent with the relevant Concept Plan Approvals for Block 3A with the exception to the height control. It is noted that noncompliance with the height control is a result of proposed heritage conservation commitments, compliance with Building Code of Australia requirements and provision of equitable access to the proposed roof top deck.	Noted.
Given that the proposal will not result in any significant increase in visual bulk or overshadowing from Broadway and Kensington Lane, the increase in building height is acceptable in principle, subject to further details being submitted to demonstrate that the proposal will not have any adverse impacts when viewed from Carlton Street. In this regard, it is recommended that photomontages showing sightlines to the site from Carlton Street be submitted for consideration.	TZG has prepared additional photomontages to demonstrate the visual impact of the proposed lift overrun from Carlton Street (refer to Appendix B). The photomontages demonstrate that the visual impact of the lift overrun will be negligible when viewed from Carlton Street, looking both north and south.
Building Setback (Clare Hotel Addition)	
The proposed form and setback of the additional floor above the Clare Hotel contribute to visual bulk particularly when viewed from the north. An increase in the northern setback and realignment of the addition to be parallel to the alignment of the Clare Hotel will reduce the visual impact of the when viewed from Broadway. It is therefore recommended that a minimum setback of 5 metres from the northern boundary be considered.	Frasers note that the proposed addition to the Clare Hotel is entirely consistent with the Concept Plan approved envelope, which was considered appropriate by the Department and Council at the time the Concept Plan was assessed. Notwithstanding this, Frasers is willing to increase the setback from a minimum of 3.6m (from the Broadway alignment on the eastern edge) to 5m. This is reflected in the revised Architectural Drawings (refer to Appendix B).
Heritage Impact	
No allowance has been made to conserve the executive passenger lift and enclosure on Level 2 in the Administration Building in the design and construction methodology to preserve significant spaces and fabric.	Noted. It is unfeasible to maintain the executive passenger lift in its current location. Notwithstanding this, the lift will be preserved and relocated to a publicly accessible part of the building.
It is important to ensure that the significant interior spaces of the Administration Building, (i.e. the former ground floor entrance G.20, the level 1 'Heritage Bar Room' 1A.05, the	Noted. Implementation of the conditions of consent proposed by Council (which Frasers is willing to adopt) would ensure that the significant

'Heritage Boardroom Suite' and ante spaces 2A.08 to 2A.11, and the main stair panelling, and the executive passenger lift) are adequately recorded prior to any dismantling and, protected and adequately supported throughout the construction phases of the development.	interiors are adequately recorded prior to and during the construction process.
It is recommended that a protection methodology and construction methodology be developed and submitted to Council for approval.	Noted.
Publicly Accessible Thoroughway	
It is noted that the Concept Plan approval for public domain works under MP06_0171 nominates part of the area between the Clare Hotel and the Administration Building as a publicly accessible thoroughway from Kensington Lane and Carlton Street. Council is not aware of any application or approval modifying public domain plan.	Noted. The proposed modification has been incorporated into Concept Plan MOD 8, which is currently under assessment by the DP&I.
Notwithstanding this, the proposal to construct a lightweight and predominantly transparent link between the Clare Hotel and the Administration Building in the location of the publicly accessible thoroughway is considered generally acceptable.	Noted.
The proposal is unlikely to have any adverse impact on pedestrian accessibility through Central Park as it is in close proximity to the intersection with Broadway and the approved through site link to the south, between Blocks 3A and 3B.	Noted.
Additionally, the nature of the use of the link as a foyer to the hotel and ground floor restaurant/lounge areas will maintain some degree of public access and is supported.	Noted.
Hotel and Food and Drink Premises Use	
The proposed use of Block 3A as a boutique hotel, restaurants and a lounge is permissible within the Central Park development and will contribute to the activation of surrounding streets. Proposed fit out and use of individual tenancies should be subject to separate development applications	Noted.

Issues Raised by the Community / Public Submissions	Proponent Response
Proposed Uses, Licensing and Amenity / Social Impacts	
The Kensington Street precinct was first put forward as an artistic, boutique area, supposedly comprising bookshops, cafés and artisan type shops.	As noted above and at Section 2.2 of the PPR, the uses within the Kensington Street precinct are consistent with the approved Concept Plan. In developing the Concept Plan, the Department requested that Frasers create a vibrant retail and dining precinct in this part of the site. The desire to activate the precinct has been enforced by the Department as part of each subsequent Project Application, with the need to activate Kensington Lane included as one of the Director General's Requirements. The number and variety of uses proposed will result in a sustainable mix of uses, and will directly contribute to the creation of a lively and activated site more broadly. The style of uses which are proposed within the Kensington Street precinct, being boutique retail, food and drink premises (including restaurants, cafes / coffee shops and small bars) and small scale commercial uses, are consistent with the Concept Plan approval and will assist in activating the precinct as required by the Director General's Requirements. Notably, the application for Blocks 6 & 7 comprises 13 small retail tenancies which will provide opportunities for boutique shops, galleries etc. The smaller food and drink premises proposed as part of Blocks 6 & 7 will provide opportunities for a number of small cafes and restaurants. Due to the scale of these properties and the site's heritage constraints, there are limited opportunities to create large format retail premises.
By submitting the proposed buildings as separate DA applications it detracts from the cumulative and social impact of the now proposed multiple late night venues with large numbers of patrons.	Separate Project Applications have been submitted for each development block, in accordance with the Concept Plan staging.
The developers are withholding the true scale of projected patrons, number of licensed premises, hours of trading and number of student accommodations.	Population / Occupancy The anticipated number of patrons / students to be accommodated within each development block has been outlined in the various Project Applications. With respect to the population of the hotel, student accommodation and food and drink premises, it is noted that the figure provided for each tenancy represents a maximum rate (which were assumed for BCA and planning / design purposes) and are unlikely to reflect the actual occupancy of each tenancy. In all likelihood the capacity of each tenancy will be lower, and when taking into account actual occupancy rates, the number of patrons will be fewer still. For example, no restaurant or hotel operates to 100% occupancy at all times. Hotel occupancy Australia wide averages approximately 75%. Whilst restaurant occupancy statistics are not available, it is envisaged that they would be lower than those figures given for hotels. As outlined in the relevant Environmental Assessment Reports, each block has the following capacity: Block 3A – maximum 240 people within the three restaurants and lounge. <i>Clare Hotel Lounge:</i> Associated with the hotel lobby but also available to the general public allowing this significant heritage space to be experienced by the local community. It is anticipated that the lounge will serve coffee, cake and wine in a quiet environment of lounge chairs and bar stools. Although more people could potentially fit into this space, an occupancy in excess of 30 people at any one time is not anticipated. <i>Restaurants 1 and 2:</i> The expected patronage of these spaces is based on the considerable experience of the applicant, who owns a number of similar restaurants worldwide. Although not the subject of this application, reference should be made to unlistedcollection.com for an understanding of the type of venues proposed. Part of the ground level space will be allocated to finishing kitchens, circulation and small bars, hence the population estimate shown on the submitted plans.

	<i>Restaurant 3:</i> This restaurant (which also accommodates a Signature Wine and Dessert Bar and operates over two levels) is expected to be a high-end fine dining restaurant relying on high prices rather than high turnover, again with a finishing kitchen in the space catering to a small number of discreet patrons and Hotel guests. - Block 6&7 – maximum 699 within the food and drink premises As outlined above, the occupancy of these spaces are unlikely to reach 100%. Similarly, the food and drink premises will have different opening hours, and therefore not all premises will be open simultaneously. - Block 3B, 3C and 10 – 271 (student beds) Future Uses and Hours of Operation As tenants have not yet been identified for the food and drink premises within the Kensington Street precinct, the exact nature of each use, hours of operation and licensing arrangements are not yet known. It is noted that the fit-out and use of all future tenancies will be the subject of a separate DA to the City of Sydney Council. As part of each future application the relevant provisions of Council's Late Night Trading DCP will be considered (where relevant) with potential amenity impacts managed via a Plan of Management (if applicable). All tenancies wanting to sell alcohol will be required to obtain a license from the Office of Liquor, Gaming and Racing. As part of this process, consultation will be undertaken with Council and the Police. As part of any license, future tenants will be required to comply with strict licensing conditions, including the RSA.
Also concerning is the report that the Redfern Police have not supported the late night trading or licensed premises in this area, stating that there is already enough trouble with existing premises in the Broadway area, and expressing concern about the lack of consultation.	Elton Consulting met with a Crime Prevention Officer from the Redfern Local Area Command on 30 March 2012. The purpose of this meeting was to provide NSW Police with details of the Block 3B, 3C and 10 proposal as it dealt with student accommodation. During the meeting, general Crime Prevention Through Environmental Design (CPTED) issues that relate to the eastern portion of the site (including Blocks 6&7 and Block 3A) were discussed and this feedback was carried forward to all subsequent Safety Management Strategy and Safety Management Plans. Feedback from the Crime Prevention Officer related to on-going management and operation of the student accommodation uses, as well as a recommendation that consultation with the Local Area Command occur prior to any organised events in the area. Attempts were made in October 2012 to consult further with local police during preparation of the Safety Management Strategy & Plans for Blocks 3A and Blocks 6&7. Copies of the architectural plans were issued to the Police together with a description of the proposals, prior to the preparation of the Safety Management Strategy and Safety Management Plans to obtain comments or feedback relating to CPTED issues. At that time the Police representative had no further comments. It is noted that the development of Block 3A will significantly improve security in the locality, with CCTV surveillance operating 24 hours a day and the building being prominently lit and staffed through the day and night.
The addition of the hotel / venue complex and proposed changes to Blocks 6 & 7, suggest that Chippendale is being turned into a 'destination suburb', with an extensive night time economy. This differs from previous representations given to the wider residential community.	The Kensington Street precinct has always been intended as a public space, available for use by the wider community. Notwithstanding this, it is anticipated that a large number of patrons will be future residents of Central Park, as well as hotel visitors. A number of Project Applications have been approved on the Central Park site, with several thousand new residents anticipated in more than 1,400 residential apartments which have already approved. Further, this figure does not take into consideration the commercial precinct, which will also bring in several thousand workers.
It is imperative that the cumulative impact is considered as part of this, and any application process i.e. the actual number of patrons, intended use and timing hours are disclosed.	The proposed number of patrons is outline above, noting that the cumulative impacts of the proposed uses was considered as part of the approved Concept Plan and subsequent modifications. As noted above, tenants have not yet been identified for the food and drink premises within the Kensington precinct, and so the nature of the uses, hours of operation and licensing arrangements are not yet known. It is noted that the fit-out and use of all future tenancies will be the

	subject of a separate DA to the City of Sydney Council. As part of each future application the relevant provisions of Council's Late Night Trading DCP will be considered (where relevant) with potential amenity impacts managed via a Plan of Management (if applicable).
Five floors or retail / food and beverage venues has already been approved for Building 1. This alone provides sufficient facilities for the incoming residential and student community (as well as existing residential population base).	It is assumed that this submission is referring to the Block 2 retail precinct. Block 2 is primarily intended as a retail centre, with an even split of food and non-food uses to serve the building's commercial and residential population as well as the local community. The style of retail offered in the centre includes both casual dining / restaurants (approximately 2/3rd) and food court style eating (approximately 1/3rd). The type of retail and food uses proposed for the Kensington Street precinct is more fine grain / boutique, and smaller scale in comparison to the Block 2 retail which will accommodate large format retail spaces. Notwithstanding this, it is noted that the proposed quantum of non-residential floor space is consistent with the Concept Plan approval.
It appears as though there will be at least 20 food and beverage venues along Kensington Street.	Noted. It is important to note that not all of the proposed food and drink premises will serve alcohol. It is anticipated that many of the tenancies will operate as small cafes / coffee shops and other non-food retail uses due to their limited size.
The plans show 3 food and beverage venues opening / accessible to Kensington Street. Whilst not the subject of this application, the plans suggest these venues will be late night eating / drinking venues. In addition the plans show another 2 venues internally plus a roof top / bar deck. These are also a terrace area to the Clare Hotel.	As detailed above, the Clare Hotel contains 3 restaurants (2 at ground level and one across Levels 2-3) and one lounge within the Hotel lobby (also at ground level). These venues will be contained within the building (no outdoor seating is proposed) and will be accessible from Kensington Lane. Whilst it is intended that these premises will serve alcohol, the primary purpose will be the sale of food and the venues will be consistent with the boutique nature of the hotel. In addition to this, it is intended that alcohol will be served on the roof top deck (subject to a separate DA). This space will be for the use of Hotel guests only, and will not be open to the public. The roof deck will be managed in accordance with the Hotel Management Plan and will be closed at night. Further, it is noted that it is in the hotel manager's best interests to strictly limit noise and any other antisocial behaviour emanating from restaurants within the building. There will be paying guests staying in nearby hotel rooms, and it is not consistent with the nature of the hotel to accept any disruptive behaviour.
In addition, the plans now show another 2 venues internally.	Noted. Refer to above.
In addition is a terrace area to the Clare Hotel.	The external terrace to the Clare Hotel will not be used for additional restaurant seating.
The Consultants Reports indicates subsequent applications will be made for 'food and beverage' venues. The reports indicate that the three venues at Ground Level will be managed independently and directly accessible from Kensington Street.	Noted. Refer to above.
Significantly, a number of 'food and beverage' venues will be located in addition, i.e. directly opposite these premises at 10-14 Kensington Street. Some new venues will be along the Street (see application for Blocks 6 and 7). Further, 'food and beverage' venues are likely under the proposed student housing (i.e. Blocks 3B, 3C on Kensington Street – the consultant's perspectives show).	Noted. Approximately 20 food and drink premises of varying sizes are proposed in the Kensington Street precinct. The food and beverage tenancies shown in the perspective for Blocks 3B, 3C and 10 is indicative only. The ground floor of the student accommodation building will contain uses which are complimentary to the student housing above. Whilst food uses may be proposed, non-food uses are possible in order to accommodate both student accommodation and neighbours/visitors. These spaces are currently approved as retail tenancies and will be subject to future DAs to Council.
We note the application for Blocks 6 & 7 indicates 485 people will be accommodated at 10 – 14 Kensington Street, a 5 storey multi storey food and beverage venue. The addition of terraces will also overlook the street.	Noted. The Project Application shows that approximately 490 people will be accommodated at 10-14 Kensington Lane. A separate development application will be submitted to Council for the fit-out and use of these tenancies. As outlined above, these figures are given as an absolutely maximum number of people, and are provided in order to ensure that there are

	sufficient kitchen sizes, back of house areas, mechanical ventilation equipment, grease arrestors etc. and are not likely to be reached. Further, it is noted that the capacities proposed are less than what can be accommodated under the BCA.
Whilst it may not be necessary under the legislation, the social context and impact must be considered. As such, this application and the future intended use cannot be considered in isolation, rather the cumulative impact must be considered and the relevant reports and information disclosed for public comment at this time.	It is noted that the cumulative impact of development within the Kensington Street precinct were considered as part of the approved Concept Plan. The Kensington Street precinct has always been identified as an active, lively precinct, consistent with its location at the edge of the Central Park site, near Broadway, UTS, the University of Sydney and Central Station. Further detail with respect to the use and operation of each tenancy will be provided out as part of future DAs to Council .
We note a previous application for the Clare Hotel to trade until 2am was rejected by the CoS specifically due to its impact on residential amenity.	Noted. Residential amenity of any late night trading premises within the Kensington Street precinct will be managed via a Plan of Management .
We note that applications for student housing have already been approved. This includes commercial venues (the perspectives show additional food and beverage venues). The addition of a large number of venues (to the already high concentration of venues on Broadway) is not supported.	The food and drink tenancies shown in the perspective for Blocks 3B, 3C and 10 (student accommodation) are indicative only. The ground floor of the student accommodation building will contain uses which are complimentary to the student housing above. Food uses may be proposed but also non-food uses are possible in order to accommodate both student accommodation and neighbours/visitors. These spaces are currently approved as retail tenancies and details around their use will be subject to future DAs to the City of Sydney Council. As detailed above, the Kensington Street precinct has always been identified as an active, vibrant precinct, consistent with its location at the edge of the Central Park site, near Broadway and Central Station. The cumulative impacts of these uses were considered as part of the Concept Plan approval. The uses will be further assessed as part of future development applications to Council.
We already have numerous eateries and beverage outlets. Large numbers of people coming to Chippendale specifically to drink alcohol results in streets which are not resident friendly or safe.	Noted. The uses are consistent with the approved Concept Plan, and will serve the incoming resident and worker populations, as well as the broader community. Whilst the use of each tenancy is not yet known, not all food and drink premises will serve alcohol. Further, it is noted that activating the Kensington Street precinct (through a shared zone) with active day / night time uses will assist in creating a safer environment.
The community was told that the precinct would be a low rise focuses on small but premium retail, with the interplay of some cafes, galleries and community facilities.	It is noted that the Kensington Street precinct was never intended to accommodate community facilities. These uses will be accommodated elsewhere on the site. The Kensington Street precinct provides 13 small retail tenancies which will accommodate a range of boutique, premium retail uses. There are also a number of small food and drink premises which will provide space for a variety of small cafes / coffee shops. Again, it is noted that the proposed uses are consistent with those approved under the Concept Plan. With respect to the scale of development within the Kensington Street precinct, it is noted that both the student accommodation development and the Blocks 6 & 7 developments are smaller than permitted under the Concept Plan. Frasers' desire to create a low rise development, with a focus on the precinct's heritage significance, has also resulted in the proposed GFA on Blocks 6 & 7 being lower than the Concept Plan approval.
Previous planning controls protected residential amenity and housing stock. However changes to the City's controls in March 2012 have left these residential communities with watered down controls, which makes the integration of applications for commercial and retail premises more important.	The future use and fit-out of each tenancy within the Kensington Street precinct will require a DA to be submitted to the City of Sydney Council. Each DA will be assessed in accordance with the relevant controls relating to food and drink premises and late night trading venues (if applicable).
Over the last 5 years, a number of licensed gallery / restaurants have been introduced into Chippendale. This has introduced evening night time activity into what area largely quiet residential areas. Their introduction, whilst first well received is having a cumulative impact. More recent change as an extension in operating hours is now dividing	Refer to above. The proposed uses are consistent with the Concept Plan approval and the site's location near Broadway, Central Station and nearest to the City.

communities (due to social and residential impact). Noise, the influx of patrons into the area and antisocial behaviour are key concerns from residents across the suburbs. In particular, the inter-lay of low rise terraces homes with often larger commercial buildings alongside of nearby (in the absence of sufficient setbacks between buildings) is exaggerating noise reverberations.	
Previously quiet residential streets (described by many residents as 'quiet havens' were confined and segregated away from late night venues, on arterial roads, such as City Road (Lansdown), Cleveland Street (the Rose) and Broadway (Clare, Sunderland, Union Bar, Bar Broadway and the Abercrombie).	Refer to above. The proposed uses are consistent with the Concept Plan approval and the site's location near Broadway, Central Station and nearest to the City.
The State Government's emphasis on economic activity is being used by businesses as a precursor to argue for greater operator rights in areas that are traditionally quiet local streets. In Chippendale's case, the more recently formed business group (Creative Chippendale Precinct) strategic direction is to 'transform' Chippendale into a New York style destination gallery / restaurant suburb. However, the impact of the size and scale of the transformation is at odds with the sustainability of the existing residential communities (and in particular residents who live in low rise housing). Unfortunately, much of this is happening by stealth, with inadequate resident consultation.	The proposed uses are consistent with the Concept Plan approval, and the desire to create an active, vibrant precinct in this part of the site near Broadway, Central Station and nearest to the City. The Concept Plan was publicly exhibited (and numerous consultation sessions have been held) giving the public the opportunity to comment on the proposed scheme. Frasers has continued to be 100% transparent in its activities, including the Central Park website, Facebook page, community information boards and community open days. With respect to the Creative Chippendale Precinct group, it is noted that a presentation was held at Central Park in 2011, and they have been supportive of the proposed development.
The City of Sydney has traditionally not permitted the expansion of bars (and extended hours) into the immediate area – due to the impact it has on nearby residents and the wider Chippendale residential community. Similarly, the L&E Court has found in residents favour in a number of cases in recent years (e.g. Danger, Meagher and Abercrombie Streets).	The success of the Kensington Street precinct as a lively, active precinct (as required by the Concept Plan approval) is dependent on creating a sustainable mix of retail and commercial uses. This requires a variety of uses which will operate during both the day and night, providing a mix of retail and dining experiences. It is noted that the use of each future tenancy will be subject to a separate DA to Council, irrespective of whether or not they sell alcohol. Council will assess the impact of each use, and will determine appropriate operating hours, as part of this process.
The continuation of the removal of the freeze of Liquor Licensing at the southern end of George Street is having a flow-on impact. Significantly, the cumulative and social impact of these venues has not been considered. In addition, the wider residential community is largely in the dark about these plans.	The cumulative impacts of the proposed uses were considered as part of the Concept Plan approval. Notwithstanding this, each future use (and liquor license, if applicable) will be subject to a separate approval process.
The concept of first occupancy rights as proposed by the City of Sydney under their Open Strategy (fostering night time economies) is viewed as inadequate. Similarly, the ever increasing transient population is adding to tensions.	The Open Sydney Strategy seeks to support Sydney's night time economy. The proposed development is consistent with this strategy.
In particular, the longer term social sustainability of residential communities is critical. Significantly, the State Government's strategy to turn Chippendale into an educational / creative hub has not been adequately considered, nor is the wider residential community aware of these plans.	The proposed uses were approved under the Concept Plan, which gave detailed consideration to the site's strategic context. The proposed development of the Kensington Street precinct will foster the development of Chippendale as an education and creative hub by supporting small retail premises and surrounding educational establishments. Frasers has also supported these outcomes in the lead-up to the redevelopment, with the integration of a number of community and local uses/activities including the Chippendale Food Co – Op, Frasers Studios and using derelict buildings for UTS school of design and architecture exhibitions and workshops.
The influx of young drinkers and the extension of operating hours is already apparent. Encouraging more licensed venues under the night time economy initiatives will have a major impact on residential communities such as Chippendale.	Refer to above. The proposed uses are consistent with the Concept Plan approval and the site's location near Broadway, Central Station and nearest to the City.

More drinking venues only encourage binge drinking. There has to be government initiatives to offer other types of entertainment for young people besides encouraging drinking bouts.	The Kensington Street precinct will contain a range of retail tenancies, as well as food and drink premises. The food and drink premises will accommodate a mix of cafes, coffee shops, restaurants and bars. The details of each tenancy will form part of separate development application to Council. Where the sale of alcohol is proposed, the development application will be accompanied by a Plan of Management to manage social impacts of the development, as well as strict licensing conditions around the responsible service of alcohol.
I read with dismay that there are plans to give licenses for more hotels and clubs in Kensington Street in Chippendale.	It is noted that no approval is sought for licensing as part of this application. Further, none of the tenancies within the Kensington Street precinct will operate as 'nightclubs' or similar. The proposed hotel use within Block 3A will be a small hotel, offering accommodation in 60 hotel suites. It is noted that the incoming hotel operator (Unlisted Collection) focusses on boutique, heritage refurbishment hotels, offering high end accommodation. With respect to other uses in the precinct, Frasers anticipate that those tenancies which will sell alcohol will be boutique style bars and restaurants.
I originally thought that this would be developed as small bars in line with Clover Moore's policies. I don't have any objection to that.	Noted. The proposed developments within the Kensington Street precinct are consistent with this, and will be developed for a range of boutique shops, cafes / coffee shops, restaurants and small bars.
However now I have found out that they want licensing approval for venues that will supply alcohol to around 1,500 people.	Details around the proposed capacity of the various premises within the Kensington Street precinct are outlined above. It is noted that the population figures outlined in each Project Application are unlikely to reflect the actual patronage due to the likely occupancy rates, tenancies having different operating hours etc. Further, it is noted that not all food and drink premises within the Kensington Street precinct will serve alcohol. The precinct has several very small tenancies which will only be capable of accommodating small cafes / coffee shops and will not be capable of accommodating large format bars / restaurants.
We already get woken up on average of once every couple of nights by loud drunks screaming out in the early hours of the morning. I can just imagine that the amount of drunkenness will double or quadruple.	This is not a matter for consideration in the assessment of this application.
There will be more broken bottles in the street and vomit on the footpath. What can ordinary Sydneysiders do to stop this?	This is not a matter for consideration in the assessment of this application.
Please do not allow licenses for large booze barns in my street	Refer to responses above regarding the nature of the proposed uses and the anticipated capacity within each development block. As noted previously, all applications for liquor licenses will be made separate to the Office of Liquor and Gaming.
Chippendale is distinct to other suburbs in the City's LGA – with large parts of the suburb that are mainly residential areas zoned mixed use. The integration of mainly low rise commercial activities has traditionally operated well alongside residential communities – this is largely because the businesses have operated during business hours and not stimulated large numbers of patrons into these areas.	Noted. The operating hours of each tenancy will be subject to separate development applications by individual tenants. It is anticipated that whilst some tenancies will trade late, many of the retail premises, as well as some food and beverage tenancies, will operate during business hours only. It is noted that a vibrant mix of uses (including uses which operate during both the day and night) are important in creating a successful mixed use precinct.
Acoustic Impacts	
The acoustic report is disputed, specifically the base background data at night is disputed and the absence of critical information (necessary to properly assess the impact) queried i.e. patron numbers and operating hours. Further, we note key information about the impact no Goold Street residents has been totally missed.	The acoustic impacts of the Central Park development as a whole were considered as part of the Concept Plan Approval. Background noise data was measured as part of the Frasers Broadway Site Concept Plan Acoustic Report, with noise limits for all equipment on site derived using the NSW Industrial Noise Policy. This approach was previously accepted, and so has been used as the design criteria of each block. Council's draft conditions of consent for Block 3A (refer to condition 5b) state that noise emitted from the use of a commercial property must not exceed the background noise level by more than 3dB at any noise sensitive receptor. The background noise measurements have been

	taken as part of the Frasers Broadway Site Development Assessment by Heggies Pty Ltd, issued 7 May 2008 and provide a baseline for the design of all of the buildings on the site. Therefore, all noise emitted from the development will be designed to this condition as a baseline, and little to no accumulative effect should occur. Further, it is in the hotel manager's best interests to strictly limit noise and any other antisocial behaviour emanating from restaurants within the building. There will be paying guests staying in nearby hotel rooms, and it is not consistent with the nature of the hotel to accept any disruptive behaviour.
Traffic and Parking Impacts	
The additional vehicle traffic that is expected to be generated is disputed, particularly as the patron numbers have not been formally disclosed.	The proposed uses are consistent with those assessed as part of the Concept Plan approval, and were given consideration when determining the parking requirements for the site and traffic impacts associated with the development.
Insufficient parking is provided.	The total number of parking spaces on the Central Park site is capped at 2,000 under the approved Concept Plan. The proposed uses within the Kensington Street precinct were assessed as part of the Concept Plan approval, and the parking arrangements were considered appropriate given the site's location in proximity to rail and bus services and Council's policy of encouraging sustainable transport.
The addition of 400-500 patrons is assumed under this application. In addition, plans show about 900 patrons for Blocks 6 & 7 (as well as 271 beds for students in Blocks 3B, 3C and 10) will have a major impact on residential amenity without adequate parking.	Details around the number of patrons accommodated within each development block are provided above. The proposed uses are consistent with those assessed as part of the Concept Plan approval, and which were given consideration when determining the parking requirements for the site and traffic impacts associated with the development.
To suggest patrons will rely on public transport and walk more than 650m, particularly at night (through the Devonshire tunnel to the local train station, or alternatively catch a bus from Broadway fails to consider what actually occurs to date).	The quantum of parking on the site has considered the site's location in proximity to rail and bus services. It is noted that the Railway Square bus interchange is located 150 metres from the corner of Broadway and Kensington Lane, with Central Station only being another 100m from Railway Square. Further, there are: ■ frequent bus services available along Broadway; ■ a number of Go-get vehicles available for public use; ■ bicycle facilities; and ■ taxis available along Broadway.
Specifically patrons who visit Broadway and Kensington Street already park in local streets, typically in residential areas more than 400m away (eg Wellington, Balfour and Queen are typically parked out at evenings from patrons / students who visit venues on Kensington Street and Broadway).	Noted. The redevelopment of Central Park (and the capping of parking on the site to 2,000 spaces in line with Council's desire to encourage sustainable transport) will require to the public to be re-educated about driving to the site. This is appropriate, and feasible, given the prevalence of public transport in the area.
Previous discussions with Frasers and Council indicated a vehicle free zone and the transformation of Kensington Street into a pedestrian zone.	It is still Frasers' intention to convert Kensington Lane into a pedestrian friendly shared zone, where vehicular traffic will be required to give way to pedestrians. Frasers is continuing to consult with Council and RMS to achieve this, and both authorities are largely supportive of the proposal. It is noted that even if the shared zone is realised, some vehicle movements will be required along Kensington Lane for emergency vehicles, hotel drop off, service and supply vehicles. It is noted that some vehicle movement will help to provide activation and passive surveillance of the precinct. Similarly, the shared zone design will also be designed in such a way as to incorporate street furniture, landscaping, lighting, etc. that will lend itself to a pedestrian dominated and friendly zone.
The access routes to the Hotel and venues (from Kensington Street) prevent the street	It is noted that the loading arrangements for Block 3A will not change if the shared zone comes into place. Servicing will continue to be via the

from becoming a dedicated pedestrian zone, rather it will be open to traffic. The main access route should be moved to Carlton Street, so that Kensington Street is a dedicated pedestrian zone (with changes to the actual design of Kensington Street incorporated; specifically more greening and trees – as well as a more holistic context in terms of the materials used, so that they better reflect the historic and quirky character of Chippendale versus the City's more commercial look.	site's Kensington Lane frontage, with a new loading dock proposed in the south-eastern corner of the building. The management of deliveries and loading will be restricted to outside of peak times and in accordance with the Hotel Management Plan. Servicing has been provided on Kensington Lane as Carlton Street only provides for one lane of traffic (south bound) between Broadway to Regent Street. A footpath exists between the lane and the face of the existing building (i.e. there is no room for a parking bay or loading dock, or any kind of on-street parking on Carlton Street). The site's heritage constraints have also resulted in the loading dock being located on the south-east rather than the south-western corner. Finally, it is noted that in the longer term, service vehicles will be permitted to park in the service vehicle bays within the east basement loading areas beneath Blocks 2 and 5. The combined basement for Block 2, 5 and the Kensington precinct can be accessed from either Carlton Street or O'Connor Street.
The position of the loading dock opposite a number of food and beverage venues on Kensington Street is not supported. The position of the loading dock should be changed to west side of the Admin Building with access restricted off Broadway (not using Kensington Street).	Refer to above. The proposed location of the loading dock in the south-eastern corner of the building is the only viable location.

Pedestrian Movements

We note Kensington Street has traditionally formed a key pedestrian artery for access to and from Broadway to residential neighbourhoods in Chippendale - this includes the "Dwyer/Goold/Outram Streets" and the east side of Chippendale. These neighbourhoods typically have a low ambient noise threshold at night and have long been "quiet" local havens. Notably patrons/students when visiting Broadway/Kensington Street, park and walk through these streets. The subsequent impact is discussed further in this submission.	A well-connected pedestrian network is one of the key CPTED principles which underpins the Central Park project from a safety and crime prevention perspective, and which is also a feature of the Block 3A and Blocks 6&7 proposals. The road network surrounding the subject blocks provides direct connections that link to surrounding streets outside of the Central Park development, meaning there are multiple access connections through the public areas of the site. Kensington Lane will continue to function as a through-link for pedestrian and cyclists linking Broadway to Outram Street and other to residential areas in Chippendale. This represents a vast improvement over the previous situation, where for 150 years the Brewery prevented any kind of pedestrian permeability through the site. With the new street network and Chippendale Green, pedestrians will have a number of choices when crossing the site, including the Kensington Lane shared zone. Proposed ground floor uses in Blocks 6&7 and Block 3A adjoining Kensington Lane will provide surveillance opportunities, by attracting people to the area and creating active shopfront and building entry points alongside public streets. Activity generators (cafes, restaurant, etc) located alongside the pedestrian network are one of the key ways to achieve the objective: 'Create a safe and easily accessed pedestrian and transport network'. In this regard the proposal will improve the perception of safety for pedestrians using Kensington Lane as an access route. Finally, it is noted that the development of Block 3A will significantly improve security in the locality, with CCTV surveillance operating 24 hours a day and the building being prominently lit and staffed through the day and night.
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Heritage

The loss of heritage in the former admin building is not supported. In particular, areas that have significant heritage merit should be incorporated into public space areas (vs. hotel rooms).	The key heritage rooms and features are being retained, mostly in their present locations. The exception to this is the stair and lift which are being relocated to a more public part of the building. The only reason for dismantling some areas and reconstructing them in their original locations is to achieve BCA compliance for the building. The key heritage rooms have not been identified as public spaces, and have never been publicly accessible. As part of the redevelopment, some elements will remain in guest areas such as foyers and corridors, but the core rooms will form part of the accommodation suites. Within the Hotel, there will be a high level of public access to heritage spaces particularly within the Clare Hotel building.
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	The design approach and the retention of significant fabric has been extensively negotiated with Sydney City Council and the NSW Heritage Office who have been supportive of the resolution of BCA and heritage issues. This is reflected in the submission they made during the public exhibition period. The design approach also retains elements of the spatial arrangement of the complex and allows it to be appreciated and interpreted by the public. This has not been possible with previous uses of the building. Finally, where less significant heritage features occur (such as panelling to some corridors and small fit-out items) they are all being retained and re-incorporated into the fit-out of the building. All heritage features are being carefully re-used and interpreted within the proposal.
Consultation	
Ongoing collaboration with local residents has been minimal in the last 2 years, similarly there has been little if any follow up with Council in the past year.	Frasers Broadway Pty Ltd is committed to an ongoing, transparent public consultation programme, and implements a number of ongoing consultation strategies to keep the community abreast of development on the site. These include: ■ updates to the Central Park Sydney Facebook page; ■ publication of a Gazette, which is circulated to a list of email recipients; ■ updates to the Central Park website, with details about construction road closures, forthcoming applications etc.; ■ following community concerns about the perceived lack of consultation regarding the Kensington Street precinct, a series of community information boards were installed at the Central Park site both in Chippendale Green and Kensington Lane; ■ each application is publicly exhibited by the Department, giving the community the opportunity to respond to each application; ■ Frasers run annual Community Open Days. The last of which was approximately 10 months ago; and ■ all Project Applications are notified in national newspapers and online by the DP&I, as well as on the Central Park website with a link to the DP&I's major project register. Further, Frasers has continued to consult with Council as part of each Project Application on the site.
Construction Impacts	
It is noted that construction activity on Block 1 and 2 is heard up to Meagher Street and Bartley Street. For residents in Dick Street, Wellington, Queen and O'Connor as well as Goold Street, the construction noise into the evening hours has become particularly loud. These concerns are highlighted to raise the Department's awareness of some of the limitation around the current consultation process and ask the Department to consider the potential changes to Kensington Street more holistically.	Future construction on the Kensington Street precinct will be subject to a Construction Management Plan which will contain measures to ensure that construction impacts are appropriately managed, as well as mechanisms to ensure that complaints can be addressed. Further, it is noted that site noise is (and will continue to be) limited by Council and DP&I conditions on each Project Application. Similarly, no noisy activities are carried out on the Central Park site outside of approved work hours. It is noted that external works to roads, infrastructure etc. by utility companies are not controlled by the hours of consent within Frasers' Project Applications.