

24 June 2020

Our Ref: R/2019/17/A
File No: SSD 10376

James Groundwater
Key Sites
Planning Services
Department of Planning, Industry and Environment

By upload to Major Projects website

Dear James

Pitt Street South Over Station Development Stage 2 – SSD 10376

Thank you for your correspondence dated 4 June 2020 seeking comment on the detailed design of the Pitt St South OSD. The following comments are provided by the City of Sydney (the City) for your consideration:

1. Loading, Servicing and Access

- a) The site proposes residential uses and must accommodate a Council waste truck. However, the height restriction of the proposed driveway is 2.6m which prohibits council collection. The City requires clearance height for access by collection vehicle to be no less than 4m at any point if the vehicle is required to enter site to service bins.
- b) 5 loading bays are required for the site, plus 1 for the servicing of the metro. The proposal only allows for a maximum of 2 bays being used at one time, due to the following:
 - i. One loading bay is for exclusive use of Metro;
 - ii. The Swept Path Analysis does not demonstrate clearly the ability for the site to accommodate two SRVs simultaneously – particularly if a garbage truck is using the site – then only one other bay is accessible.
- c) A revised Waste Management Plan is required. The generation waste rates - residential waste storage room, and residential and commercial - are insufficient. Commercial collection on a daily basis is not supported and should be reduced to 3 x weekly as a maximum. The waste management plan must comply with the criteria in City of Sydney *Guidelines for Waste Management in New Developments 2018*.

All loading and servicing should be provided for on-site.

2. Awnings and Signage

- a) To provide adequate weather protection, it is recommended that a downturned edge to the awning (rather than stepping the awning) would provide a continuous awning along Pitt Street as required by the provisions of the SDCP 2012.

- b) The OSD substation is located on Level 1. The drawings show doors opening outwards above the awning – is this to hoist a transformer over the awning? A sturdy material for the awning must be proposed as such.
- c) The proposed signage above Bathurst St facade is not consistent with the SDCP 2012. This should not be approved and instead a Signage Strategy for the site for the City's approval should be required as a condition of consent.

3. Natural Ventilation and Maintenance of Windows

- a) The proposed full height casement (operable) windows to the residential living rooms do not provide adequate natural ventilation, as the opening is only 125mm and is obstructed by the deep reveal within 2m of the opening. The window design should be revised to provide the maximum natural ventilation possible whilst reducing external noise.
- b) Does the plenum opening allow access from the inside for maintenance?

4. BASIX and NatHERS

- a) The architectural drawings do not reference BASIX commitments as required. They must include a dedicated plan sheet 'BASIX Commitments', reflecting BASIX commitments and NatHERS modelling inputs.
- b) The commitments of the PV areas on the rooftop must be marked numerically in kWp. It is unclear whether the architects have signed off on the specific design elements (e.g. additional insulation, glazing) marked on the NatHERS stamped plans, which are not the formally submitted DA drawings.
- c) Any stamped set of drawings must be the NatHERS stamped plans.

5. Bike Parking

- a) There is a shortfall in the required bike parking provision both for residents and for visitors. 234 residential, 23 visitor, 3 staff and 8 customer bike parking is required in accordance with Section 3.11.3 of the SDCP 2012. The bike parking must be separate to the 10 bike spaces in Bathurst Street for Metro customers.
- b) The warning system and convex mirror proposed for the bike access to the parking area is not supported. The use of flashing lights, audible signals or other measures that reduce the pedestrian amenity should be avoided and an alternative safety measure explored.

6. Heritage

- a) The Heritage Interpretation Plan (HIP) should clearly state its relationship with the heritage interpretation plan for the Metro Station Project CSSI. It is unclear how the two heritage interpretation plans will coordinate.
- b) It is unclear whether an archaeological study and excavation has been carried out on the development site and whether any archaeological finds have been incorporated into the Metro Station project. If there is no HIP for the Metro Station Project, the City recommends that a display or interpretation of the

archaeological finds (if they have been discovered by archaeological work on site) be considered in current interpretation plan.

7. Water Quality

The City of Sydney has adopted MUSIC-link for assessing Water Sensitive Urban Design (WSUD) compliance for developments. A stormwater quality assessment for the proposed development must comply with the City's specific modelling parameters as adopted in MUSIC-link. A certificate and/or report from MUSIC-link and the electronic copy of the MUSIC model must be submitted for review and approval with the stormwater quality assessment report.

8. Flood Impact Assessment

The Flood Impact Assessment report must be amended to determine the flood planning levels (1% AEP & PMF) compliant to City's Interim Floodplain Management Policy requirements and accordingly set the finished floor levels.

9. Levels & Gradients

Plans are to be submitted to the City to ensure that ground floor levels and entrances are designed to achieve required flood levels and that any DDA compliant entrances can be achieved. It is to be noted that level changes required to achieve DDA compliance at entrances for retail, residential and commercial are to be achieved within the boundary, not within the public domain.

Other matters/recommended conditions

- A condition requiring detailed landscape designs to ensure the quality and intent of the concept report is carried through should be included on any consent;
- Construction Traffic Management Plans for the City's review and approval must be submitted;
- The public domain plans as presented are not approved or endorsed as they form part of a separate approvals process. A detailed public domain plan and all relevant documentation must be submitted to and approved by the City's Public Domain Unit prior to the construction of any public domain works. A recommended condition is provided as Attachment A.
- Hostile Vehicle Mitigation should occur within the property boundary//building line, not within the public domain.
- Bollards within the public domain should be consistent with the City's streets code. This allows them to perform the anti-vehicular function whilst minimising obstruction to pedestrian movement.

Should you wish to speak with a Council officer about the above, please contact Amy-Grace Douglas, Specialist Planner, on 9265 9333 or at adouglas@cityofsydney.nsw.gov.au

Yours sincerely,



Andrew Rees
Area Planning Manager

ATTACHMENT A – RECOMMENDED CONDITIONS

PUBLIC DOMAIN PLAN DETAILED DOCUMENTATION FOR CONSTRUCTION

The submitted public domain concept plans and proposed bollards are not approved. A detailed public domain plan and all relevant documentation must be submitted to and approved by the City's Public Domain Unit prior to the construction of any public domain works. This Plan must document all works required to ensure that the public domain complies with the City of Sydney's *Public Domain Manual*, *Sydney Streets Code*, *Sydney Street Tree Masterplan*, *Sydney Lights Design Code*, *Sydney Streets Technical Specification* and *Sydney's Parks Code*. The plan must consider road pavement, traffic measures, footway pavement, kerb and gutter, drainage, vehicle crossovers, pedestrian ramps, lighting, street trees and landscaping, signage and other public domain elements. The documentation must be *checked, accurate, and comply with specified requirements*. Plans must be based on an accurate survey, to scale and fully coordinated across all disciplines and submissions. The supplied documentation must be to construction standard and will be approved under Section 138 of the Roads Act.

The Public Domain Manual and all other relevant documents are available for download from Council's website at <https://www.cityofsydney.nsw.gov.au/>.

The Public Domain Plan documentation must be submitted with an *Application for Public Domain Plan Assessment* and include the approved Public Domain Levels and Gradients documentation. If the proposed detailed design of the public domain requires changes to any previously approved levels, an *Application for Public Domain Levels and Gradients* must be submitted to and approved by the Public Domain Unit to reflect these changes prior to an approval being issued for the construction of public domain work.

Note: Stamped plans will be issued for construction and approved under Section 138 of the Roads Act.