

1 May 2025

Our Ref: R/2025/9
File No: 2025/251654

Thomas Piovesan
Senior Planner
Department of Planning, Housing and Infrastructure

via Major Projects Planning Portal

Dear Thomas,

Request for Advice – Exhibition of [Hudson Vine Mixed Use Redevelopment](#)

Thank you for your correspondence dated 2 April 2025 inviting the City of Sydney (the City) to comment on the exhibition of the Hudson Vine Mixed Use Redevelopment at 2-14 Vine Street, 16-30 Vine Street and 32-34 Eveleigh Street.

We have considered the information provided and the City provides the assessment commentary at **Attachment 1**. The most pressing issues for the City are:

- the removal of street trees, and
- waste truck access and waste removal, and
- inadequate solar access to the residential communal open space.

Based on the above issues and the detailed items below, the City **objects** to the proposed development if trees are to be removed or heavily pruned. Subject to street tree retention, a suitable waste collection design and adequate solar access to the residential communal open space, and 4 hours of winter sunshine to 50% of the grass area of Hugo Street Reserve, the City would withdraw the objection and provide this submission as **comment**.

1. Trees

The nine trees located outside the site's boundaries and at the street frontages have been considered in Appendix L – Arboricultural Impact Assessment (AIA). The City does not support the removal of T2, T3, T4, T6, T7, T8, T9.

- a) Tree 1: *Robinia pseudoacacia* 'Frisia' (Black Locust)
The proposal seeks to retain this tree. The City supports this trees retention.
- b) Tree 2: *Liquidambar styraciflua* (Sweet Gum)
The proposal seeks to remove this tree given the significant pruning (>40%) of the canopy that would need to occur to accommodate the proposed building envelope. This level of pruning would necessitate the removal of the tree.

The removal of the tree is not supported, and the City recommends that this tree is retained, and Building B is setback further from level 1 and above. Root

mapping of this tree is recommended to understand tree protection measures through the construction process.

c) Tree 3: *Liquidambar styraciflua* (Sweet Gum)

The proposal seeks to remove this tree given the significant pruning (~20%) of the canopy that would need to occur to accommodate the proposed building and that new stormwater infrastructure will be installed around the perimeter of the site.

The removal of this tree is not supported, and the City recommends that this tree is retained. A pruning specification plan and relocation of stormwater infrastructure is recommended.

d) Trees 4-9: *Tristaniopsis laurina* (Water Gum)

The proposal seeks to remove trees 4 – 9 given the location of proposed stormwater infrastructure.

The removal of these trees 4,6,7,8,9 are not supported, and the City recommends that these trees are retained, and the stormwater infrastructure relocated.

The removal of tree 5 is supported given that it is located at the proposed driveway crossing.

e) An amended AIA must be prepared to assess the impact of the proposed works on the street trees and outline tree protection measures. The AIA should be prepared by a qualified Arborist with a minimum Australian Qualification Framework (AQF) of Level 5 in Arboriculture, be written in accordance with the Australian Standard AS 4970 2009 Protection of Trees on Development Sites (AS4970) and include the following:

- Where a Major Encroachment has been determined for any tree, root investigation must be undertaken to determine if the tree will remain viable.
- Recommendations of any design modifications, construction techniques and/or other protection methods required to minimise adverse impact on trees that should be retained during the demolition & construction works, and into the long term.
- Information on the Arborist's involvement during the works is also required.
- Details of the tree protection measures in accordance with AS 4970 2009 Protection of trees on development site.
- Any other works that must be prohibited throughout construction and development on site.

A 'Pruning Specification Plan' must also be included within the AIA report. The Pruning Specification Plan' should include as a minimum:

- Details of the diameter of each branch to be pruned.
- The overall percentage of canopy to be pruned noting only minor pruning with a maximum of

- 10% canopy removal and maximum of 50mm diameter branches will be permitted by Council
- Photos with individual branches which are recommended for pruning/removal to be clearly marked.
- Hoarding and scaffolding clearances are to be accounted for.
(Please note reports which include photos with a single vertical line as the area recommended for pruning will not be accepted).
- The pruning must be specified in accordance with the Australian Standards AS4373 'Pruning of Amenity Trees'.

2. Landscaping

- a) Tree canopy coverage – the proposed tree planting on site is encouraged. To confirm that the proposed tree canopy coverage complies with the minimum 15% required by the Sydney Development Control Plan 2012, the tree canopy calculation plan in the *Black Beetle* landscape plans should be amended to only include those trees on the site. Any street trees are not to be included in the calculation.
- b) Street tree planting - the proposed street tree species of *Tristaniopsis laurina* *Luscious* (Water Gum) on Hudson Street are not recommended for the site conditions. The more appropriate street tree species selection around footpaths would be *Harpullia pendula* (Tulipwood) or *Fraxinus velutina* (Arizona Ash) as outlined in the City's Street Tree Masterplan.
- c) Soil volumes – the ground level soil depths above the basement structure is not adequate to accommodate the 4 x *Stenocarpus sinuatus* and 2 x *Angophora costata*. Typically, soil volumes on structures require 35m³ for medium trees and 150m³ for large trees.

Additionally, the raised garden beds on levels 2-5 also do not meet the minimum requirements of soil volume of 9m³ and depth of 800mm as outlined in City of Sydney Landscape Code Volume 2 p.37.

The proposed mounding of soil is up to 450mm, this should be amended so that soil mounding not exceed 200mm to ensure tree vitality over time.

The design should be amended to ensure that adequate soil depths can be provided and review the species selection for the raised garden beds to ensure species selection has suitable soil volume. When assessing suitable species selection and canopy spread classifications the City of Sydney Tree Species List should be utilised - <https://www.cityofsydney.nsw.gov.au/lists-maps-inventories/tree-species-list>

- d) Balconies – NCC compliant balustrading is required and needs to be made clear in the architectural plans and sections. All perimeter planter beds must be located on the inside edge of the balustrading to remove the need for external maintenance and access once the building is occupied.

3. Access & Transport

It is important to coordinate the project with City of Sydney traffic calming measures and public domain upgrades planned for the area. With regard to the proposal:

Vehicular Access

- a) Driveway crossover width is not documented. Sydney Streets Technical Specifications – Standard Drawings (2.2.10) require a maximum width of 5.4m for a dual lane crossover.

The architectural plans show the driveway to Hudson Street labelled 'NEW DRIVEWAY CROSSOVER'. If this is a new crossover, drawings must document full dimensions of the proposed new driveway. If this design plans to reuse the existing crossover, it should be identified as being drawn from surveyed data and not be labelled as 'NEW'.

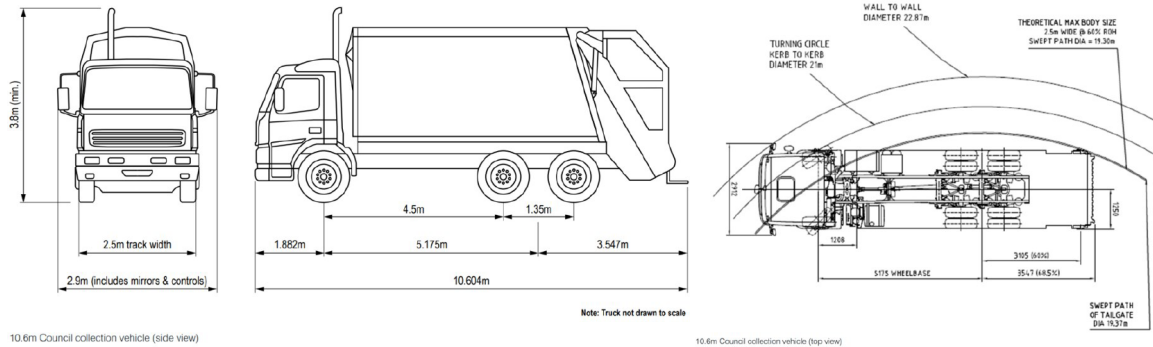
- b) No driveway access is shown for the proposed Loading Dock at the Hudson Street frontage. The placement of the Loading Dock alongside the driveway suggests plans to widen the existing driveway to provide a single driveway crossover servicing both the Loading Dock and Parking areas. This lengthened crossing distance presents an increased conflict risk for pedestrians. The proposal needs to be revised to separate the driveways by a minimum of 2m to provide a safe pedestrian space between crossings (see DCP 2012, General Provisions section 3.11.10 part 1j).
- c) Vertical clearance to OSD – the basement level plan show 'OSD above' in the circulation lane but neither the drawings nor the Traffic Assessment shows a vertical section at this location to demonstrate that minimum clearance is retained beneath the OSD.

Waste Collection Vehicle

- d) The City's waste vehicle will be 10.6m long, not 9.25m as currently designed in the swept path analysis in the Appendix M Traffic and Parking Assessment. An amended design to accommodate a 10.6m long x 3.9m high waste truck is required. A forward-in, forward-out Loading Dock access is required. The Traffic and Parking Assessment proposes a reverse-in arrangement for 9.25m long waste collection vehicle. Where this is not achievable, the City's Cleansing and Waste team should be consulted with - WastePlanning@cityofsydney.nsw.gov.au

The design must be revised to facilitate turning of the vehicle to enable both forward-in and forward-out movements. Swept paths indicate the roller door as shown is wider than required.

Sydney Streets Code (section E4) and DCP 2012 (General Provisions Section 3.1.11 part 7) states a maximum width of 3.6m for a single crossing is to be applied wherever practicable. There are no apparent restrictions in this location to justify the need for a wider Loading Dock driveway crossover.



Car Parking

- e) Two accessible bays are proposed (number 4 and 5 in the basement level), however there is no commentary on how this number was derived or who they are provided for. It should be made clear if these spaces are for a commercial tenancy or allocated to a residential apartment.
- f) The division of commercial and residential car parking needs to be delineated on plan and identified how allocation will be maintained during use.
- g) Tandem car parking bays are proposed; however, it is not clear which user class the bays are designed for. A tandem pair should be assigned to a single residence or commercial tenant so that vehicle access to the two bays can be internally managed.
- h) Access to basement appears to be unmonitored and unsecured. Solutions should be explored so that the basement car parking is secured.
- i) Electric charging bays are not allocated. Is it intended that these spaces are allocated to residential or commercial tenancies or managed by the strata corporation?

Bicycle Parking

- j) Commercial and residential bicycle parking should be provided in a secure, access-controlled location, close to entry/exit points and should be accessible via a ramp (see DCP 2012, General Provisions section 3.11.3 parts 4, 5 and 6).
- k) If bicycles must be transported via stairs, a wheel rail must be supplied to allow bikes to be rolled between the street and storage. For the bicycle parking located on the basement level, the Traffic and Parking Assessment fails to provide any commentary how this access is provided.
- l) Visitor bicycle parking (DCP 2012, General Provisions section 3.11.3 part 7), requires "bike parking for visitors is to be provided in an accessible on-grade location near a major public entrance to the development and is to be signposted." Based on calculations in Appendix M Traffic and Parking Assessment, 21 visitor parking spaces should be provided (2.3 residential, 8.5 office visitors, 10.3 retail visitors). The architectural drawings show 5 bicycle hoops (capacity of 10 bicycles) on Vine Street, just south of the Residential lobby. The number of visitor bicycle parking spaces in an accessible on grade located is not achieved.

Shared Zones

- m) The proposed to removal of the Shared Zone along Vine Street is not supported. The City does not support the removal of this Shared Zone and the City's preference is to retain and upgrade the existing Shared Zone to comply with the NSW Speed Zoning Standard (TS 03631:1.0, Section 10.3).
- n) The City is supportive of the creation of an additional shared zone along Eveleigh Street. However, the length of the Eveleigh Street shared zone should extend to the southern side of the intersection with Vine Street, thereby combining the two shared zones into a contiguous raised roadway section.

This shared zone will need to be fitted with marked parking bays, differentiated surface treatment, signage and other measures described in the NSW Speed Zoning Standard to clearly identify it as a pedestrian priority zone.

4. Waste

- a) Residential floor to floor waste design should co-locate general waste chutes and recycling bins.
- b) It is proposed that waste bins will be transported from the basement residential waste room, up the vehicle entrance ramp, into the public domain and swing into the loading dock for collection. For safety reasons, the City's preference is for all waste bins to be transported via a goods lift and negate the need to pull bins up the vehicle ramp, and into the public domain. Further information should be provided to document how waste bins are being moved from the basement residential waste room to the loading dock for collection. If a bin tug is proposed, this needs to be detailed, and a storage room allocated for the machine.
- c) Loading dock – consideration should be given to designing a waste bin holding area in a room adjacent to the loading dock. Note that the maximum manual handling distance for the collection of residential bins and bulky waste is within 10m of the back of the waste collection vehicle.
- d) Basement – corridors will need to demonstrate that they are designed to allow for efficient and safe movement of 1,100L bins and the bulky waste room should be designed with 180-degree outward swing doors.
- e) Waste management plan – should be updated to delineate the clear bin paths of travel from basement to loading dock and comment on how bulky waste will be moved and collected.

5. Communal Open Space (COS)

- a) The residential COS is located at Building B level 2 and has a south facing orientation. This space is severely compromised and receives no solar access. The applicant's argument that a secondary COS space (being the pocket park fronting Eveleigh Street) is provided, is not supported by the City, as this pocket park is physically disconnect from the residential lobbies and units and does not offer a functional COS for residents.

An alternative design to locate the COS where at least 2 hours of solar access is achieved is required. An option may be to relocate the COS to the Building B roof

top in place of Unit B.05.02 or reduce this Unit B.05.02 to a 2-bedroom unit with smaller balcony area.

6. Flooding

- a) Appendix S Flood Impact and Risk Assessment Report (FIRA) covers modelling flood behaviour in 1% AEP and PMF events only and does not include minor events. The FIRA should address the impacts of the proposed development based on changes in flood levels, duration of flooding, depth & velocity, flood warning & evacuation time, frequency of inundation, flood function categorisation and flood hazards for full range of events up to and including PMF.
- b) The development recommends flood control devices such as flood barriers / flood gates as flood risk management measures to comply with City's flooding related development controls. However, reliance on structural flood control devices to manage flood risk is neither desirable nor considered as a best floodplain management practice and cannot be supported. The City does not permit flood barriers particularly for residential occupant parking as it cannot be guaranteed that they will operate as designed when required.

Considering the development involves demolition and construction of new buildings, the applicant should use all possible design solutions to mitigate the flood risk rather than relying on flood control devices. Further, use of flood control devices puts unnecessary pressure on the property owner/ strata management where compliance to flood planning levels could be achieved with design changes.

- c) The development proposes a commercial tenancy (359m² in area) in the basement with an opening along Hudson Street side and staircase to the TSL. The FIRA at Section 5.3 states that "...*Flood modelling results confirm that the proposed well light is flood-free during all storm events including the PMF....*". The applicant is proposing a 17m³ underground storage tank (based on 2hr storm duration) to cater for atmospheric rainfall and a pump-out system as emergency backup. The FIRA should consider longer duration storms to assess flood risks and demonstrate that there is no risk to life in the major events if pump-out system fails.
- d) The proposal involves realignment of City's stormwater drainage infrastructure as shown in Figure 30 of FIRA. The applicant should explore the option of connecting drainage in Vine Street into existing stormwater pipe in Eveleigh Street and upgrading the pipe further to connect into Sydney Water trunk main in Hudson Street in order to optimise the stormwater asset network from asset management point and improve hydraulic performance by minimising 90-degree bends in the system.
- e) The subject site is surrounded by PMF from both Hudson & Vine Street. The FIRA should include a comprehensive flood emergency response plan (FERP). The FERP should consider recently released NSW Shelter in Place guidelines and address all emergency management issues associated with all storms up to PMF and shall be placed on the property title to ensure that the information is effectively transmitted to users and is reviewed and updated, as necessary. The FERP should also address secondary risks such as medical emergencies, building fires, health and wellbeing.
- f) A MUSIC model flood report should be submitted for assessment by the City.

7. Ecologically Sustainable Development

The proposed development has not demonstrated ESD or satisfied the ESD criteria within the SEARs, specifically the following has not been submitted;

- BASIX certificate,
- NABERS Embodied Emissions Materials Form,
- NABERS Agreement to Rate for water and energy commitments,
- Net Zero Statement.

This information is required as per the SEARs and once received the City will be able to recommend conditions in relation to ESD.

8. Dedication of Land

The applicant appears to offer the following three public benefits with this application:

- a public access easement for a through-site link (TSL), and
- a pocket park adjacent to Eveleigh Street, and
- conversion of Eveleigh Street into a shared zone.

It is not clear if the applicant is seeking to enter into a Voluntary Planning Agreement (VPA) for these areas to be taken over by the City for its long term maintenance. If so and a VPA is proposed, a Public Benefit Offer must be made to the City to be considered as soon as possible.

These works cannot be offset against any developer contributions as these works are not scheduled in Council's Contribution Plan.

9. Contamination

A Preliminary and Detailed Environmental Site Investigation report (Appendix R) has been submitted which has been reviewed by a consultant who is certified under the Certified Environmental Practitioner (CEnvP) scheme recognised by the NSW EPA.

The report provides recommendations to ensure that the site is made suitable for the proposed development. No objection is raised by the City subject to the recommendations at Section 10.2 of the report being conditioned.

10. Public Art

The proposed development does not include any public art, and no preliminary public art plan has been submitted. The City will require by condition that a public art plan is required for the development. The applicant is encouraged to consider this in the Response to Submissions period.

As the matters listed in above are not considered by the City to be resolved at this stage, detailed recommended conditions relating to stormwater, public domain, vehicular access, tree protection, landscaping are not provided at this time.

Should the applicant address the City's issues in the Response to Submissions period, the City expects to be able to provide additional recommended conditions relating to the above.

Should you wish to speak with a Council officer about the above, please contact Gavin Ho, Senior Planner, on 9565 9872 or at gtho@cityofsydney.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, appearing to be 'GJahn', written in a cursive style.

Graham Jahn AM LFRAIA Hon FPIA
Chief Planner / Executive Director
City Planning | Development | Transport

