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17 January 2020

Ms Prity Cleary
Infrastructure Assessments
Department of Planning, Industry & Environment
320 Pitt Street
Sydney NSW 2000

Dear Prity,

RESPONSE TO REQUEST FOR INFORMATION - SCEGGS DARLINGHURST SSD-8893

1. INTRODUCTION

This letter has been prepared in response to the requests for additional information, dated 12 December 2019 and 13 January 2020, as it relates to the State Significant Development Application (SSDA) at SCEGGS Darlinghurst (**SSD-8893**).

On behalf of SCEGGS Darlinghurst (**the applicant**), this letter has been prepared in response to the issues raised by the Department of Planning, Industry & Environment (**DPIE**). This letter is accompanied by the following documentation which comprehensively addresses the issues raised by DPIE:

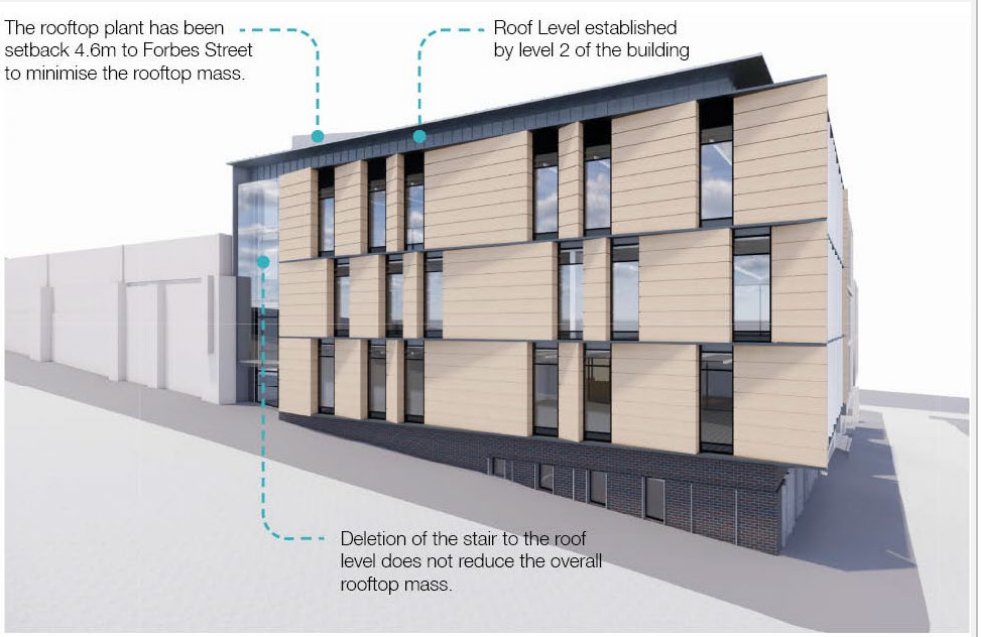
- Additional CIV Information prepared by Altus Group (**Attachment A**);
- Amended Architectural Plans prepared by TKD Architects (**Attachment B**);
- Additional Architectural Information prepared by TKD Architects (**Attachment C**);
- Clarification on the DESI prepared by Douglas Partners (**Attachment D**);
- Additional Traffic Information prepared by Traffix (**Attachment E**);
- Draft Construction Traffic Management Plan prepared by Traffix (**Attachment F**);
- Amended Landscape Plan prepared by Context (**Attachment G**); and
- Amended Traffic and Parking Plan prepared by TKD Architects (**Attachment H**).

2. REQUEST FOR INFORMATION

The following tables provide a response to each of the items raised within the request for additional information.

Table 1 – DPIE RFI – 19 December 2019

| Request | Response |
|--|--|
| Council and Transport for NSW (Roads and Maritime Services) (TfNSW (RMS)) Submissions on RtS | |
| 1. Please review and comment on the objections and issues raised in Council's submission to the RtS. | Refer to Table 3 . |
| 2. The Department notes the comment made by TfNSW (RMS) at point three of its submission on the RtS. The Department requests that a draft construction traffic management plan be provided. | Traffic have prepared a Draft Construction Traffic Management Plan to accompany this RFI, refer Attachment F . |
| Built form | |
| 3. Justify the need to provide a fully covered stair core and lift access to the roof level of Wilkinson House. In the interest of reducing the rooftop mass, the Department recommends these accesses be removed and replaced with either a hatch or more discrete access arrangements. | <p>The lift will not provide access to the Level 3 roof level. The lift shaft continues into the Level 3 plan in order to accommodate the lift overrun within the existing mass of the rooftop plant and so that it does not project above this (Figure 1).</p> <p>Stair access is required to provide adequate and safe access to the roof plant level for the maintenance and servicing of plant, equipment and the roof. Stair access is also required in order to provide egress from the roof plant room and meet the requirements of the BCA (a hatch or ladder does not comply with BCA D1.16).</p> <p>Removing or relocating the stair does not reduce the overall mass. The overall mass of the building has been defined by the roof level above Level 2 and to accommodate the Level 3 roof plant. The stair has been designed to fit within this envelope and the deletion of the stair to the roof level does not reduce or change the overall rooftop mass.</p> |

| Request | Response |
|---------|--|
| | <p>The overall scale of the rooftop plant has been reduced by including a significant 4.6m setback to Forbes Street, meaning that its mass has been significantly reduced as viewed from the public domain.</p> <p>The overall mass of the building lift and stair fits within the permitted 15m height limit.</p> <p>Figure 1 – Rooftop Mass</p>  <p>The rooftop plant has been setback 4.6m to Forbes Street to minimise the rooftop mass.</p> <p>Roof Level established by level 2 of the building</p> <p>Deletion of the stair to the roof level does not reduce the overall rooftop mass.</p> |

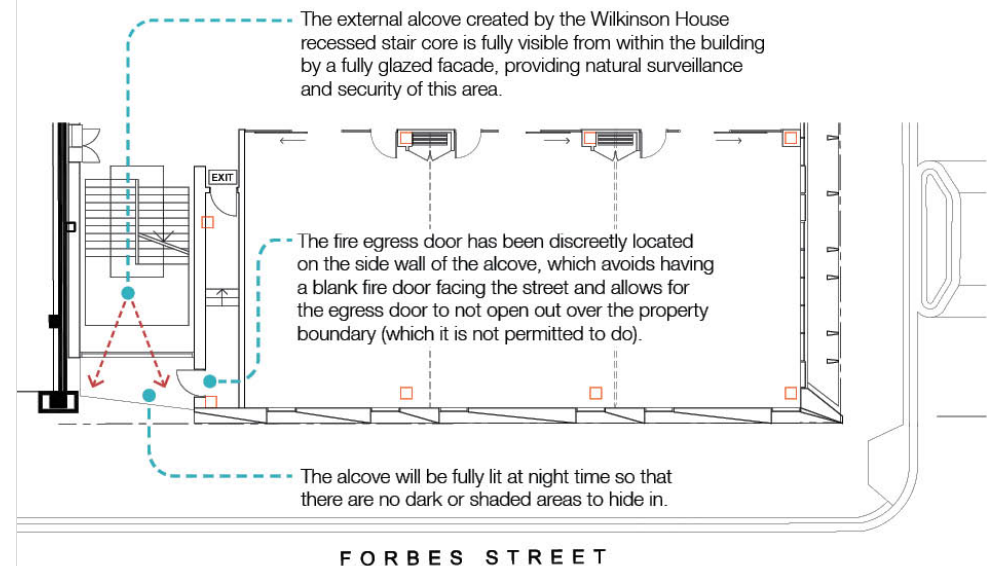
| Request | Response |
|--|---|
| | <i>Source: TKD Architects</i> |
| <p>4. Confirm how the alcove created by the Wilkinson House recessed stair core on the Forbes Street frontage would be treated to prevent anti-social behaviour / litter and the like.</p> | <p>The stair core has been recessed from the Forbes Street Boundary in order to:</p> <ol style="list-style-type: none"> 1) Create a visual separation between the building and the adjacent Centenary Sports Hall and modulate the high-quality façade; and 2) Allow for the fire egress door to be discreetly located on the side wall of the alcove, which avoids having a blank fire door facing the street and allows for the egress door to not open out over the property boundary (which it is not permitted to do by BCA). <p>The external alcove created by the Wilkinson House recessed stair core is fully visible from within the building by a fully glazed facade, providing natural surveillance and security of this area (Figure 2). The alcove will also be lit at night-time so that there are no dark or shaded areas to hide within.</p> <p>The school take pride in maintaining their buildings and keeping the campus clean and litter would be cleaned away as part of the school's daily maintenance and cleaning regime.</p> <p>The alcove is similar to the alcove located at the entry to the Joan Freeman Building on St Peter's Street, which similarly has good natural surveillance and lighting. The school have had no issues here with anti-social behaviour or litter.</p> |

Request

5. Provide justification for not including a green roof on the roof and/or roof plant enclosure of Wilkinson House.

Response

Figure 2 – Wilkinson House Ground Level



Source: TKD Architects

A roof plant enclosure has been provided at the roof level and is shown on Architectural Drawing AR.DA.2015. The roof plant takes up approximately half of the roof area. The majority of the remaining roof area has been used to accommodate PV panels meeting the environmental initiatives of the project (**Figure 3**).

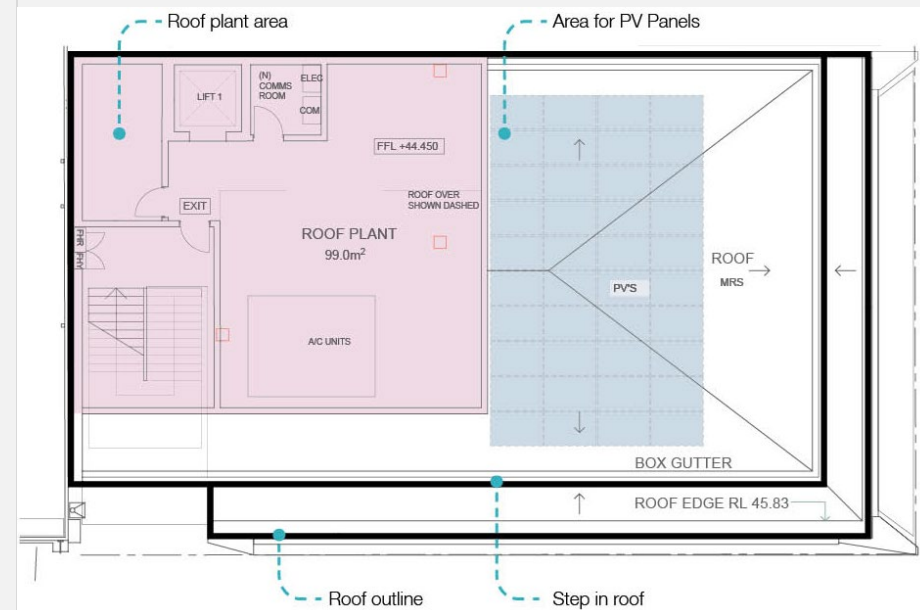
Request

Response

Given that the roof area is largely occupied by services and plant, the provision of a green roof within the remaining area is not justifiable.

The school intend to provide a green roof as part of the Multi-Purpose Building development, which provides a much larger roof area and will be of greater benefit to the school and neighbours.

Figure 3 – Wilkinson House Level 3 Roof Level



| Request | Response |
|--|---|
| | <i>Source: TKD Architects</i> |
| <p>6. The RtS states (at page 79) that 10 temporary demountable classrooms would be installed on the Sports Hall during Stage 1 Works. However, drawing AR.DA1001a indicates a different layout arrangement. Confirm how many and the location of temporary demountable classrooms proposed during Stage 1 Works and update the RtS documentation accordingly.</p> | <p>AR.DA.1001 (Rev A) is accurate.</p> <p>There will be a total of 10 demountable classrooms, with eight located on the Centenary Sports Hall, one located in the existing on grade carpark located south of the Chapel Building and one located on the roof terrace to the south of the Old Gym Building.</p> <p>The locating of temporary demountable classrooms on the Centenary Sports Hall roof was previously approved and provided during the construction of the Joan Freeman Building.</p> |
| Construction hours | |
| <p>7. Confirm the proposed construction hours. The proposed hours suggested throughout the RtS are conflicting/inconsistent. For instance:</p> <ul style="list-style-type: none"> RtS page 79, Section 5.6.4 states that construction hours will be in accordance with Council's regulations but lists two conflicting time scenarios/options. RtS Appendix A (PDF page 117) states that hours are in accordance with EPA policy, which are different to Council's hours of construction. RtS Appendix B (PDF page 139) suggests Council's hours of construction. | <p>Construction hours will be in accordance with the City of Sydney (Outside Sydney CBD) regulations, as follows:</p> <ul style="list-style-type: none"> Monday to Friday 7:30am to 5:30pm; Saturday 7:30am to 3:30pm; and Sunday or Public Holiday No building activities are to be carried out at any time. |

| Request | Response |
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| <ul style="list-style-type: none"> the revised Construction and Operational Noise Report (Appendix J page 7) also suggests different hours of construction. <p>Clarification and revised documents are to be submitted.</p> | |
| Parking | |
| <p>8. Clarify the existing number of bicycle parking spaces/storage for the school, including how many bicycles can be parked within the 'dedicated car bay for bike storage' (page 33 of the revised TIA).</p> | <p>Existing number of dedicated lockable bike storage areas in the school:</p> <ul style="list-style-type: none"> 1 x car bay dedicated for bike storage for staff accommodates 7 bicycles; and 1 x lockable bike cupboard on top of the gym for students that can accommodate 12 bicycles. |
| <p>9. The Department notes that the seven existing school car parking spaces accessed off Forbes Street are proposed to be contained within the multi-purpose building basement. Please confirm what the space previously used for the seven car parking spaces will be used for.</p> | <p>The seven spaces to be removed will initially be used to accommodate one (1) demountable during the construction of New Wilkinson House. The parking spaces will then be completely removed building works and will accommodate the eastern edge of the proposed Multi-purpose building and refurbished entry from Forbes Street.</p> |
| Other matters | |
| <p>10. The Department notes the CIV report predicts a total of 100-130 construction jobs. Please clarify the predicted number of construction and operational jobs for the Concept Proposal overall and separately for the Stage 1 works.</p> | <p>The Additional CIV Information prepared by Altus Group finds that the estimated number of construction jobs are as follows:</p> <ul style="list-style-type: none"> 480-690 for the overall concept proposal; and |

| Request | Response | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|----------------------------------|--|----------------------------------|---------------------------|--------------|--------------|--------------|----------------------------|---------------|--------------|---------------|---|--------------|------------|--------------|-------------------------------------|--------------|------------|--------------|-------|---------------|--------------|---------------|
| | <ul style="list-style-type: none">170-240 for the Stage 1 Works (Wilkinson House) | | | | | | | | | | | | | | | | | | | | | | | | |
| 11. For the purpose of calculating application fees, the CIV needs to provide a break down for Concept and Stage 1 works. | <p>The breakdown of the CIV is provided at Attachment A and is summarised as follows:</p> <p>Figure 4 – CIV Breakdown</p> <table><tr><th>ITEM DESCRIPTION</th><th>INDICATIVE CONSTRUCTION COST</th><th>PROFESSIONAL FEES, ETC - (say 14%+LSL)</th><th>TOTAL AS AT FEB 2018 (EXCL. GST)</th></tr><tr><td>WILKINSON HOUSE (STAGE 1)</td><td>\$ 8,510,000</td><td>\$ 1,224,100</td><td>\$ 9,734,100</td></tr><tr><td>NEW MULTI-PURPOSE BUILDING</td><td>\$ 27,971,822</td><td>\$ 4,023,700</td><td>\$ 31,995,522</td></tr><tr><td>NEW RECEPTION & ADMINISTRATION BUILDING</td><td>\$ 5,655,000</td><td>\$ 813,600</td><td>\$ 6,468,600</td></tr><tr><td>REDESIGNED ENTRY FROM FORBES STREET</td><td>\$ 1,195,000</td><td>\$ 171,800</td><td>\$ 1,366,800</td></tr><tr><td>TOTAL</td><td>\$ 43,331,822</td><td>\$ 6,233,200</td><td>\$ 49,565,022</td></tr></table> | ITEM DESCRIPTION | INDICATIVE CONSTRUCTION COST | PROFESSIONAL FEES, ETC - (say 14%+LSL) | TOTAL AS AT FEB 2018 (EXCL. GST) | WILKINSON HOUSE (STAGE 1) | \$ 8,510,000 | \$ 1,224,100 | \$ 9,734,100 | NEW MULTI-PURPOSE BUILDING | \$ 27,971,822 | \$ 4,023,700 | \$ 31,995,522 | NEW RECEPTION & ADMINISTRATION BUILDING | \$ 5,655,000 | \$ 813,600 | \$ 6,468,600 | REDESIGNED ENTRY FROM FORBES STREET | \$ 1,195,000 | \$ 171,800 | \$ 1,366,800 | TOTAL | \$ 43,331,822 | \$ 6,233,200 | \$ 49,565,022 |
| ITEM DESCRIPTION | INDICATIVE CONSTRUCTION COST | PROFESSIONAL FEES, ETC - (say 14%+LSL) | TOTAL AS AT FEB 2018 (EXCL. GST) | | | | | | | | | | | | | | | | | | | | | | |
| WILKINSON HOUSE (STAGE 1) | \$ 8,510,000 | \$ 1,224,100 | \$ 9,734,100 | | | | | | | | | | | | | | | | | | | | | | |
| NEW MULTI-PURPOSE BUILDING | \$ 27,971,822 | \$ 4,023,700 | \$ 31,995,522 | | | | | | | | | | | | | | | | | | | | | | |
| NEW RECEPTION & ADMINISTRATION BUILDING | \$ 5,655,000 | \$ 813,600 | \$ 6,468,600 | | | | | | | | | | | | | | | | | | | | | | |
| REDESIGNED ENTRY FROM FORBES STREET | \$ 1,195,000 | \$ 171,800 | \$ 1,366,800 | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | \$ 43,331,822 | \$ 6,233,200 | \$ 49,565,022 | | | | | | | | | | | | | | | | | | | | | | |

Source: Altus Group

| Request | Response |
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| 12. Provide confirmation of existing and proposed school staff numbers. | There are currently 931 students with 130 full-time staff and 55 part-time staff. Under the proposed development student and staff number will remain the same as existing, there will be an additional 45 child care centre children and five (5) child care centre staff. |
| 13. The Department notes the Architectural Design Report states the existing Main Campus GFA (i.e. excluding 217 Forbes St and St Peters Precinct) is 14,388 m2, whereas the EIS states 13,949 m2. Please clarify the existing GFA. | The existing GFA is 13,949m ² as per the EIS and in accordance with the detailed GFA Calculations shown on Architectural Drawings AR.MP.1103 and AR.MP.1104. |
| Other matters - Drawings: | |
| 14. The Department notes that the architectural drawings (Concept and Stage 1) do not include the maximum RLs for Wilkinson House (drawings AR.MP.3002c, AR.DA.2105b, AR.DA.3002b). Provide updated architectural drawings annotated with the maximum RL heights (roof plan and elevation) for Wilkinson House, including highest point of plant enclosure(s). | <p>The Architectural Drawings have been annotated with the additional maximum RL heights.</p> <p>Specifically, the following Architectural Drawings have been updated and are attached to this letter at Attachment B:</p> <ul style="list-style-type: none"> • AR.MP.3002, Rev D • AR.DA.2105, Rev C • AR.DA.3002, Rev C |
| 15. The Department notes that revised drawing/information relating to the 'Character Zone Thompson Street' was not included within the RtS revised Concept Landscape Masterplan. Please confirm whether this omission was intentional (and the original 'Character Zone Thompson Street' still applies) or whether a new drawing/information is proposed. | It is noted that the Character Zone Thompson Street is partially within Council owned land and as such it has been removed from the plans. It is understood that this is not specifically sought as part of the Concept Plan approval but could be explored as part of the Detailed SSD DA for the new multipurpose building, subject to future consent. |

Request

16. For reference:

- a) update (to include RtS changes) and provide a copy of the 'landscaping/tree' image that was located at page 13 of the EIS Architectural Design Report.
- b) provide an 'as proposed' car parking/access image, based on the image that was located at page 15 of the EIS Architectural Design Report.
- c) provide a photograph of the Old Gym Building.

Response

Architectural plan diagrams from page 13 and 15 of the EIS Architectural Design Report have been updated as requested to show the RtS proposal, refer **Attachment B**.

A photograph of the existing Old Gym Building is provided below (**Figure 5**). This view is taken from the Main Lawn looking south towards the Old Gymnasium Building, which has been substantially modified externally with large concrete walkways, concrete stair and a brick stairwell.

Figure 5 – Old Gymnasium Building





| Request | Response |
|---------|-------------------------------|
| | <i>Source: TKD Architects</i> |

Table 2 – DPIE RFI – 13 January 2020

| Request | Response |
|--|---|
| <p>1. Confirmation of the number of existing staff vehicle trips generated during the AM peak and PM peak. The submitted Traffic Impact Assessment only includes AM/PM trip figures for students of the Junior and Senior schools. Alternatively confirm the overall existing AM/PM trip figures for the school, including staff and students.</p> | <p>The Traffic Impact Assessment prepared by Traffix that accompanied the EIS provided detailed travel mode questionnaire survey responses from both staff and students.</p> <p>The travel mode questionnaire surveys provided an insight to the travel characteristics of staff, notably how staff travel to and from the subject development. The following key travel characteristics are relevant:</p> <ul style="list-style-type: none"> • 53% of staff travelled to the site as car driver; • 59% of staff travelled from the site as car driver; • 3% of staff travelled to the site as a car passenger; • 1% of staff travelled to the site by car pooling; • 75% of staff arrived at site between 7:00am and 8:00am; and • 18% of staff depart from site between 5:00pm and 6:00pm. <p>As advised by the school, the existing staff numbers equate to 158 full time equivalent personnel comprising of 130 full-time and 55 part-time staff. Application of the above travel mode characteristics results in the following AM and PM staff vehicle trips within the network peak periods:</p> <ul style="list-style-type: none"> • 66 vehicle trips in the AM peak periods; and |

| Request | Response |
|---------|---|
| | <ul style="list-style-type: none"> 17 vehicle trips in the PM peak period. <p>It is very noteworthy that the proposal does not seek to increase either student or staff numbers and that these trips are already occur on the nearby road network under current consents. SIDRA intersection modelling nevertheless demonstrates that the nearby intersections of Bourke Street/Liverpool Street and Forbes Street/Liverpool Street operate satisfactorily during network peak periods with levels of service of 'B' and 'A' respectively.</p> |

Table 3 – City of Sydney RFI – 29 November 2019

| Request | Response |
|--|--|
| <p>Competitive Design Process</p> <p>We therefore reaffirm our objections to dismissing the requirement for design competitions to form part of any approval.</p> | <p>As outlined within Section 3.8.1 of the Response to Submissions Report (RtS) the applicant maintains that there is no relevant requirement within an environmental planning instrument that applies to the proposed development to require a competitive design process to be completed.</p> <p>Specifically, clause 35(8) of <i>State Environmental Planning Policy (Educational Establishments and Childcare Facilities) 2017</i> exempts development with a CIV less than \$50million (applying to each proposed new building on the site) from any requirement within an environmental planning instrument for the completion of a competitive design process.</p> |

| Request | Response |
|---|---|
| | <p>Further if there were any doubt regarding the CIV threshold, we note that clause 8(2)(i) of <i>State Environmental Planning Policy (Educational Establishments and Childcare Facilities) 2017</i> states that clause 7.20 of the <i>Sydney Local Environmental Plan 2012</i> (requiring the preparation of a DCP/Concept Application) does not apply to proposed development under the SEPP. As the revised development does not exceed a maximum height of 25m, nor does it exceed the \$100million CIV threshold, no minimum requirement referenced in clause 6.21(5) of <i>Sydney Local Environmental Plan 2012</i> has been triggered by the proposed development. As such, a competitive design process is not required for the proposed development.</p> |
| Section 7.11 Contributions | |
| <p>Notwithstanding the applicant's rationale and commitment to maintaining current student numbers, the City maintains its objection to the development where contributions towards services and infrastructure are not provided for the reasons previously stated. The City remains unconvinced that the school could in future increase staff and/or student numbers in future without seeking development consent.</p> | <p>Council's position is noted.</p> |
| Demolition of Wilkinson House and the old gym building | |
| <p>The City maintains its objections to the demolition of Wilkinson House and the old gym building as previously stated. As such, stage 1 should not proceed.</p> | <p>Council's position is noted. The RtS outlines in detail why the demolition of the existing Wilkinson House and old gym building is appropriate. Refer to RtS for detail.</p> |

| Request | Response |
|---|---|
| Heritage Impact of new Administration Building | |
| The City maintains its objections to the demolition of Wilkinson House and the old gym building as previously stated. | Council's position is noted. The RtS outlines in detail why the demolition of the existing Wilkinson House and old gym building is appropriate. Refer to RtS for detail. |
| Bulk, Scale and Height | |
| The City acknowledges and is generally supportive of the reductions to the building envelope fronting Bourke Street. However, the envelope should be amended such that the street wall height matches the adjacent terraces, and the level above is setback with no protrusions beyond the ridgeline of the terraces. | <p>The street wall height generally matches the adjacent existing terraces at Level 2. The street wall height is slightly higher than the adjacent existing terrace houses on Bourke Street, which is consistent with the existing terrace houses on Bourke Street that step up to accommodate the sloping ground level (Figure 6, Picture 1).</p> <p>Level 3 above the street wall is setback 4m with no protrusions beyond the ridgeline of the existing adjacent terraces, which is demonstrated on the Level 3 Envelope Plan on Architectural Drawing AR.MP.2103 (Figure 6, Picture 2).</p> |

Request

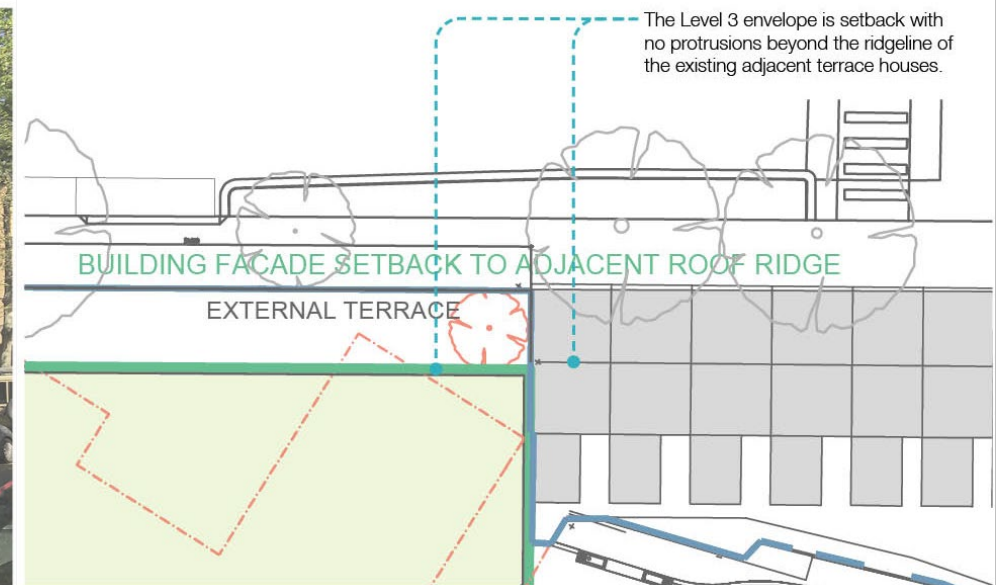
Figure 6 – Bulk, Height and Scale Response



Picture 1– Bourke Street Terraces

Source: TKD Architecture

Response



Picture 2 – Extract of Level 3 Envelope Plan



| Request | Response |
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| Interface with Bourke Street terraces | |
| <p>The recess shown in the detailed drawings (eg AR.MP.6003) between the heritage terraces and the proposed two storey street wall is not reflected in the proposed building envelope. The envelope should reflect the plans with the depth of the recess to be at least 1 metre from the face of the proposed new building to Bourke Street. The height of this indented recess is to also be amended in the envelope to reflect the detailed architectural drawings.</p> | <p>The envelope drawings for the proposed Multi-purpose building have been amended to include a 1m wide indented recess adjacent to the existing terrace house on Bourke Street.</p> <p>The following drawings have been amended and are attached to this letter at Attachment B:</p> <ul style="list-style-type: none">• AR.MP.1102, Rev D• AR.MP.2101, Rev E• AR.MP.2102, Rev D• AR.MP.2108, Rev D• AR.MP.2109, Rev D• AR.MP.2110, Rev D• AR.MP.2111, Rev D• AR.MP.3002, Rev D |



| Request | Response |
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| Landscaping | |
| The City acknowledges the revised plans submitted however maintains its previous objections. | Council's position is noted. |
| Car Parking | |
| The City does not accept the argument regarding the redistribution of car parking and maintains its previous objections. | Council's position is noted. The RtS outlines in detail why the proposed redistribution of car parking is appropriate on the site. Refer to RtS for detail. |
| Bicycle Parking and End of Trip Facilities | |
| The City's previous encouragement of additional bike parking and EOTF is maintained in light of the applicant's commitment to shift to active and sustainable transport nodes. | Council's position is noted. While additional bike parking and EOTF is not proposed within the Stage 2 Detailed DA for Wilkinson House, additional bike parking and staff facilities could be considered within the Stage 2 Detailed SSD DA for the multi-purpose building and/or Administration Building. |
| Construction Noise | |
| It is noted that noise management criteria is exceeded significantly on Forbes Street and St Peters Street. Following the main contractor selection and detailed design stage specific noise mitigation recommendations must be made to reduce the noise to a low a level as possible. Following mechanical plant selection, noise modelling should be conducted to ensure compliance with the NPfl criteria and | The applicant is willing to accept a condition of consent in relation to the management of construction noise. |

| Request | Response |
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| <p>recommendations for any noise mitigation measures required to achieve this criteria.</p> <p>If the noise management criteria cannot be met during demolition respite periods for intrusive appliances used in Scenarios a & b must be implemented following community consultation with noise sensitive receivers and form part of the Stage 2 consent.</p> | |
| Contamination | |
| <p>The DESI gives two remediation options to deal with the identified contamination. The report should clarify which remediation measure is to be implemented prior to approval.</p> | <p>The Clarification on the DESI prepared by Douglas Partners (Attachment D) confirms that the removal of all fill from the development footprint will be the remediation option utilised.</p> |
| <p>The DESI does not specifically state that the site can be made suitable for the proposed use.</p> | <p>Page 29 of the Detailed Site (Contamination) Investigation submitted with the RtS states:</p> <p><i>“Based on the findings of this contamination investigation, it is considered that the site is suitable for the proposed new development, from a contamination perspective, subject to implementation of the above recommendations.”</i></p> <p>Meaning that the site can be made suitable following implementation of the mitigation measures.</p> |



| Request | Response |
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| A Hazardous Building Materials Survey will be required due to the age of the building, as asbestos and lead is a concern. This should be conditioned as part of future approvals. | Noted. This is acceptable as a condition of consent for future approvals. |
| Child Care | |
| Prior to approval the Childcare centre will need to be assessed to the Child Care Centres Development Control Plan 2005 for odour, noise, contamination, Electromagnetic field etc. to determine its suitability at stage 2. Without this assessment Health cannot definitively state if the proposed childcare centre is appropriate. | As the development is classified as State Significant Development, as per clause 11 of <i>State Environmental Planning Policy (State and Regional Development) 2011</i> development control plans do not apply to this application. The proposed childcare land use however has been assessed against the more contemporary standards provided within the Childcare Planning Guideline as referenced in the <i>State Environmental Planning Policy (Educational Establishments and Childcare Facilities) 2017</i> at Section 4.2.3.2 of the RtS report. |
| Renewable Energy Systems, Water Efficiency and Water Recycling | |
| The City reaffirms its request for commitments to renewable energy systems, water efficiency and water recycling design and technology to be conditioned at concept stage. | The applicant commits to the environmental sustainability initiatives as outlined within the ESD Report submitted with the Environmental Impact Statement at Appendix O. |
| Trees | |



| Request | Response |
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| The City has reviewed the amended arboricultural report and is satisfied with the proposal. The recommendations in Section 6 of the Arborist Report should be incorporated into any conditions of consent. | Noted. This is acceptable as a condition of consent. |

Table 4 – Roads & Maritime Services RFI – 29 November 2019

| Request | Response |
|--|--|
| 1. A Traffic Impact Assessment is to be provided as part of each future development application. It must be prepared in accordance with Table 2.1 of the <i>Guide to Traffic Generating Developments</i> and address issues including but not limited to, management of construction traffic, maintaining safe pedestrian access, impacts on the local and state road network, ongoing waste management/servicing details, identification of mitigation measures, changes required to any school zone requirements, etc. | Noted. This is acceptable as a condition of consent for future approvals. |
| 2. A Construction Pedestrian Traffic Management Plan (CPTMP) should be submitted in consultation with the TfNSW Sydney Coordination Office (SCO), Roads and Maritime, and City of Sydney Council, prior to the issue of a Construction Certificate for each stage of the development. The CPTMP needs to | Noted. This is acceptable as a condition of consent. We note that a Draft Construction Traffic Management Plan prepared by Traffix has been prepared in response to the comment made by TfNSW (RMS) at point three of its |



| Request | Response |
|--|---|
| include, but not be limited to, the following: construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control, taking into consideration the cumulative traffic impacts of other developments in the area. | submission on the RtS. This Draft Construction Traffic Management Plan is included at Attachment F . |

3. SUMMARY

This letter and the accompanying documentation have been prepared in response to the concerns raised by DPIE. We note that in response to the request for additional information that the proposal has been amended in the following minor way:

- The envelope drawings for the proposed Multi-purpose building have been amended to include a 1m wide indented recess adjacent to the existing terrace house on Bourke Street.

In addition to the above change to the scheme, this letter and attached technical information provides additional information and clarification on the proposed development sought within the Concept and Stage 1 SSD DA.

We trust that the attached reports comprehensively address the issues raised to date and enable the DPIE to complete their assessment of the development application.

If you have any questions please don't hesitate to contact me at aryan@urbis.com.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "A. Ryan", with a horizontal line extending from the end.

Ashleigh Ryan
Associate Director