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Department of Planning and Environment
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ATTN: Annika Hather, Senior Planning Officer, Key Sites Assessments

**RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION
SSD 49295711 MOD 2 – HARBOURSIDE SHOPPING CENTRE REDEVELOPMENT – SSDA 2**

This letter has been prepared by Ethos Urban on behalf of Mirvac Retail Sub SPV Pty Ltd (Mircac) in response to items raised by the Department of Planning, Housing and Infrastructure (DPHI) in the Request for Additional Information (RFI) for SSD 49295711 MOD 2, dated 19 September 2024.

This letter provides the applicant's response to matters raised within the RFI (**Section 1.1**), and comments from the following relevant government agencies:

- City of Sydney Council (**Section 1.2**)
- Transport for NSW (**Section 0**)

This letter should be read with reference to the following appended documentation:

- Updated Acoustic Assessment (**Attachment A**);
- Updated Traffic Impact Assessment (**Attachment B**);
- Updated Ground floor plan (**Attachment C**); and
- Updated GFA Schedule (**Attachment D**).

We trust that this response is sufficient to enable continued assessment of SSD 49295711 MOD 2. If you have any questions, please do not hesitate to contact the undersigned.

Yours sincerely,



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1.0 Response to RFI

1.1 Department of Planning, Housing and Infrastructure

Item		Proponent's Response
Schedule 1		
	Event and conference centre Provide details of the anticipated maximum patron capacity of the proposed event and conference centre space to inform the assumptions of the updated acoustic and transport impact assessments (Points 1 and 2 below)	Capacity for the purposes of acoustic and traffic impacts assessments has been calculated at the worst possible case to be: - Patrons: 3,000 - Staff: 280 Clarification of the exact patron and staff numbers will be provided in a relevant future operation and use DA, however based on current tenant negotiations it is highly probable to be significantly less than this number.
1	Noise impacts Noting Council's concerns regarding potential noise impacts associated with the event and conference land use, provide an updated Acoustic Assessment which: a. Models the worst case predicted event noise associated with the event and conference centre based on the anticipated patron capacity and potential amplified music noise b. Proposes mitigation measures to manage noise impacts, including any acoustic treatment required for the facade.	Acoustic Logic have undertaken further assessment of the proposal, including factoring in the proposed operable façade along the eastern elevation (refer to Attachment A). Acoustic Logic confirm that the absolute worst-case usage of the Level 1 conference and event use complies with relevant NSWL&G standard noise conditions at the nearest noise sensitive receivers during daytime and evening periods (Between 7am and 10pm). Mitigation measures are required to be implemented between 10pm and 12am, where the eastern façade is required to be closed in instances where live music is laying, in order to achieve relevant acoustic requirements at surrounding receivers.

Item	Proponent's Response
2 Traffic and transport 2. Update the Transport Impact Assessment to: a. Demonstrate the drop off / pick up area has adequate capacity to accommodate the additional demand likely to be generated by the proposed event and conference uses as requested by TfNSW b. Demonstrate the amended service vehicle ramp design complies with AS2890.2	TIA has been updated (refer to Attachment B) to include a Queuing analysis through a Poisson distribution model. This model has been run on a worst-case scenario, based on the maximum possible population. The modelling has concluded that there is sufficient storage length within the approach lane for cars to queue and there is no impact on Darling Drive. Suitable and typical traffic management measures are also expected to be adopted to control and manage vehicle service times during event/conference scenarios. Updated drawings are provided at Attachment C which demonstrate compliance with AS2890.2.
3 Gross Floor Area Clarify the proposed adjustments to the GFA, noting the figures in the modification report do not align. Provide a copy of the amended GFA schedule for approval.	Refer attached updated GFA Schedule provided at Attachment D.

1.2 City of Sydney Council

Item	Proponent's Response
Note: The City of Sydney provided one response which related to both SSD7874 – MOD 4 and SSD 49295711 MOD 2.	
1. Inclusion of design changes to the Bunn Street through-site link	
The City recommends that the design of the Bunn Street through-site link address the key concerns raised by the Design Integrity Panel (DIP), provided at Sessions No. 14 and 15. The concerns have not been referenced in any of the supporting documentation, nor do they appear to be incorporated into the architectural drawings. The proposal removes the 'grand' stair and replaces it with the Bunn Street steps at the western end of the north walk. The previous 'grand' stair connected with each floor level as it ascended and potentially could be delivered at a civic grade. The proposed Bunn Street steps does not provide a connection to each level as it ascends as it sits within a void and due to its configuration, is unlikely to be provided at a civic grade. As per Panel advice 1.3, 1.4 and 1.5 of Session 15, it was advised that the width of the Bunn Street through-site link be increased to 7m (unencumbered) for pedestrian circulation. Any outdoor dining or licensed areas associated with the retail tenancies should be setback outside this clear zone. The Panel did note that there could be places for the public to sit freely within the Bunn Street laneway / through-site link, not associated with the adjacent retail tenancies. Built in 'ledges' / benches at the base of the of the building in some locations were supported. The Bunn Street through site link is approx. 6m wide. Previous submissions show a 'grand' stair and north walk with a combined width of approx. 14m. The 'grand' stair connected with each floor level as it ascended and would assist in pedestrian flows to the event and conference uses. The proposed Bunn Street steps does not provide a connection at each level and is 1.6m wide, which is sufficient for two people to pass but not an adult holding a child's hand in both directions. No outdoor seating associated with the tenancies is shown in the ground level plan. No built-in furniture has been shown in the architectural drawings nor in the design report. The City recommends that it be conditioned that no outdoor seating for tenancies is permitted within the north walk.	Bunn Street through-site link has been the subject of considerable attention and design review, including a number of Design Integrity Panel sessions. The final design of the link has since been approved as part of the satisfaction of Condition C1. The plans therefore seek to merely reflect and reconcile the design that has been already approved.

Item	Proponent's Response
The Panel commented on the alternative public stair and lift studies and supported the location and improved visibility of the publicly accessible lift relocated towards the east (1.7). It was suggested that the design team test the relocation of the stairs by an additional 500mm towards the south to further increase the waiting area adjacent to the lift. Visibility and wayfinding of the publicly accessible lift could be further improved through the provision of additional glazing and lighting around the public lift (1.8). The Panel also noted that the lift will likely be exposed to inclement weather from the south-west, and a 1.5m wide awning should be provided (1.9). It is not clear from the information presented if the DIP comments regarding the relocation of the stair to the south, the rotation of the switchback, weather protection and the visibility of the lift through additional glazing has been provided. It is noted that there is approximately 2m landing between the top stair and the Bunn Street bridge, approximately 4m between the lift and the stairs for queuing, and there is a minor encroachment outside of the building envelope Bunn Street stair at Levels 1-3. No awning is shown above the lift. The Panel suggested shifting the western commercial bridge connections at Level 1 and Level 2 towards the east and consolidating these vertically with the commercial bridge connections at Levels 3 and 4. This would improve the proportion of the Bunn Street link that is open to the sky (1.12). The overhead bridges comprise approximately one-third of the void open to the sky. It is unclear from the information provided if DIP Session 15, 1.12 has been addressed. If the reconfiguration of the stair is approved, the City recommends: • An additional Bunn Street lift is to be provided to cater for pedestrians of all walking abilities. The lift servicing of the Bunn Street pedestrian bridge has not been detailed in the Accessibility Statement. It is also noted that the jury comments stated: Lifts should be co-located with the public stair or have clear visibility from the public domain. • The DIP comments be adopted as conditions of consent, including that there be no outdoor seating permitted within the north walk for tenancies.	

Item	Proponent's Response
2. Landscape	
At level 5, although the garden area and available soil volume has increased, the number and size of tree species proposed has decreased from the approved consent. The City recommends that the design is amended to provide more medium sized tree species on the western side of the pool to improve canopy cover and shade for residents.	Response from Hassell: <i>As discussed with the City of Sydney at previous meetings related to Condition C3 (05.03.2024 and 24.06.2024), while there is a reduction in the number of trees on the western side of the pool due to constraints from the cantilevered structure below, the revised medium-sized tree locations in the modification provide enhanced amenity through co-location with the 'garden rooms' and gathering areas. The tree canopy cover repositioning provides enhanced shade, wind protection and improved resident comfort.</i> <i>The roofed cabanas provide additional shade protection for residents using the pool area.</i>
3. Transport	
The proposed changes to the basement layout are generally acceptable. It is noted, however, that the ramp gradient has reduced (so that it is less steep), but the ramp length has also reduced which is counterintuitive. A transition from 1:16 to 1:6.5 (change of 9%) as shown on ground floor plan exceeds the maximum change of grade of 1:16 (6.25%) for MRVs. Any changes to the ramp may have flow on effects to the overall design. The City recommends that the changes in grades along the service vehicle ramp comply with AS2890.2.	Updated drawings are provided at Attachment ## which demonstrate compliance with AS2890.2.
The amended Transport Impact Assessment notes the car share spaces will be used by residents only. It is recommended that the developer provide evidence of initial consultation with a car share operator that this arrangement is acceptable, otherwise the car share spaces and associated security requirements (swipe card access to basement etc.) should be accessible to all members of the proposed operator's car share scheme regardless of whether they are residents as per Section 3.11.2 of the Sydney DCP 2012 and consent condition F46.	The framework relating to the arrangements for car share are outlined within Condition F46 of SSD-49295711.
4. Acoustic impacts	
The applicant is proposing an event and conference centre on level one which is in addition to the previously allowable commercial space. The City is concerned that this area will generate a large volume of patron noise and noise from amplified music should events take place which will then impact the future residents in the tower and	Acoustic Logic have undertaken further assessment of the proposal, including factoring in the proposed operable façade along the eastern elevation (refer to Attachment A).

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surrounding residents in the area. An acoustic statement has been submitted which has stated that the event and conference space is primarily located internally and that there is an operable facade during quieter periods. The City recommends that more information be provided to fully assess the impact on the surrounding environment to ensure that appropriate acoustic treatment is undertaken at design stage. The applicant is to assess the event and conference area at full capacity/worst case scenario and demonstrate if further acoustic treatment is needed to ensure noise sensitive receivers are not affected by the operation of this area. This is to be assessed against the City's standard 'noise entertainment condition'.	Acoustic Logic confirm that the absolute worst-case usage of the Level 1 conference and event use complies with relevant NSWL&G standard noise conditions at the nearest noise sensitive receivers during daytime and evening periods (Between 7am and 10pm). Mitigation measures are required to be implemented between 10pm and 12am, where the eastern façade is required to be closed in instances where live music is laying, in order to achieve relevant acoustic requirements at surrounding receivers.

1.3 Transport for NSW

Item	Proponent's Response
Expanded land uses on level 1	
The above modification proposes expansion of land uses to include event and conference uses for the commercial component of the development. The Transport Assessment Report prepared to support the modification proposal states that: • 37% of patrons accessing the event / conference space would use point to point transport; and • Typical events and conferences of a business or corporate nature typically occur during working hours, and thus patrons are unlikely to be travelling on the road network during the commuter peak hours. It is advised that: • Drop-off and pick-up movements from other users within the building and the Precinct need to be included for the travel mode study; and • Patrons attending events and conferences during working hours would have the potential to arrive / depart the site during the commuter peak periods. <u>Recommendation:</u> It is requested that the applicant demonstrates as part of the Response to Submissions that the drop off / pick-up area will have adequate capacity to accommodate the additional demand likely to generated by the proposed event and conference uses, taking into consideration the commuter peak as well as other concurrent events within the precinct.	Refer to updated TIA included at Attachment B. Confirmation that there is sufficient capacity within the Harbourside slip lane to cater for the vehicle queuing that could be anticipated in modelling of the worst case scenario, confirming that there is no impact on Darling Drive and the road network. Suitable and typical traffic management measures are also expected to be adopted to control and manage vehicle service times during event/conference scenarios.