



State Significant Development Application Environmental Impact Assessment



60-78 Regent Street, Redfern

Student Accommodation

Submitted to NSW Department of Planning & Environment
On Behalf of Iglu Pty Ltd

December 2014 ■ 14395

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5/12/2014

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5/12/2014

Contents

1.0	Introduction	4
1.1	Overview of Proposed Development	4
1.2	Background to the Development	5
1.3	Project Objectives	6
1.4	Analysis of Alternatives	7
1.5	Secretary's Requirements	8
1.6	Project Team	9
2.0	Site Analysis	10
2.1	Site Location and Context	10
2.2	Site Description	11
2.3	Surrounding Development	15
3.0	Description of the Development	19
3.1	Development and Design Principles	21
3.2	Numerical Overview	21
3.3	Demolition and Site Preparation	22
3.4	Built Form and Building Layout	22
3.5	Public Domain and Landscaping	24
3.6	Facilities, Operational Characteristics and Ongoing Management	25
3.7	Transport, Access and Parking	28
3.8	Waste Management	28
3.9	Energy and Water Conservation	29
4.0	Consultation	30
4.1	Stakeholder Engagement	30
4.2	Community Consultation	31
5.0	Environmental Assessment	32
5.1	Relevant EPIs, Policies and Guidelines	32
5.2	Urban Design, Built Form and Public Domain	48
5.3	Future Development of Adjoining Land	57
5.4	Traffic, Access and Parking	60
5.5	Acoustic Impacts	61
5.6	Wind Impacts	63
5.7	Heritage and Archaeology	64
5.8	Environmental Sustainable Development	65
5.9	BCA and Accessibility	65
5.10	Construction Management	66
5.11	Water Management	66
5.12	Waste Management	66
5.13	Infrastructure and Services	67
6.0	Mitigation Measures	68
7.0	Justification of the Proposal	69
7.1	Social and Economic	69
7.2	Biophysical	70
7.3	Ecologically Sustainable Development	70

Contents

8.0	Conclusion	72
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Figures

1	Existing Iglu student accommodation at Regent Street, Chippendale	5
2	Existing Iglu student accommodation at Albert Avenue, Chatswood	6
3	Site's locational context	10
4	Aerial image showing site's locational context	11
5	Site boundaries and immediate surrounds	12
6	Site (extending from Redfern Cellars to the right) viewed from Regent Street	13
7	Site (extending from far right to Redfern Cellars) viewed from Regent Street	13
8	7-9 Gibbons Street development viewed from south	16
9	Development on Regent Street, with Site and adjoining towers in background	17
10	Regent Hotel viewed from north, with site and adjoining towers in background	17
11	Redfern Street looking west toward Redfern RSL (centre)	18
12	Photomontage of proposal viewed from Regent Street/ Redfern Street intersection	20
13	Levels 2-5 building footprint	23
14	Indicative bedroom cluster (left) and cluster kitchen/living area (right)	26
15	Indicative studio (left) and accessible studio (right)	27
16	Level 1 communal facilities	27
17	Extract from building heights map in Major Development SEPP	36
18	Diagram illustrating setbacks required under the Draft Urban Design Guidelines for Redfern	49
19	Photomontage of proposal viewed from Regent Street/ Redfern Street intersection	51
20	View along Regent Street from the north (left) and from Redfern Street to the east (right)	52
21	View from Regent Street to the south	52
22	Diagrammatic representation of proposed building envelope and separation distances	54

Tables

1	Secretary's Environmental Assessment Requirements	8
2	Schedule of lots included within the project site	11
3	Key development information	21
4	Description of land use by level	22
5	Summary of Issues Raised and Response	30

Contents

6	Summary of consistency with relevant Strategies, EPIs, Policies and Guidelines	32
7	Assessment against Division 3 of Affordable Rental Housing SEPP	39
8	Achievement of Draft SEPP 65 Amendment No.3 Principles	40
9	Draft Redfern Urban Design Principles – High-Rise Development Design Principles	42
10	Assessment against Section 4.4.1 of City of Sydney DCP 20120	44
11	Summary of site area requirements in Redfern Centre Urban Design Guidelines	58
12	Mitigation Measures	68

Appendices

A	Secretary’s Environmental Assessment Requirements <i>NSW Department of Planning & Environment</i>
B	Site Survey <i>Denny Linker & Co</i>
C	Architectural Drawings <i>Bates Smart</i>
D	Architectural Design Report <i>Bates Smart</i>
E	Landscape Plans and Report <i>Aspect Studios</i>
F	Structural Engineering Statement <i>TTW</i>
G	Operational Management Plan <i>Iglu</i>
H	Waste Management Report <i>Iglu</i>
I	ESD Report <i>EMF Griffiths</i>
J	Stakeholder Engagement and Community Consultation Report <i>JBA</i>
K	SEPP 1 Objection to Development Standard <i>JBA</i>

Contents

- L** Crime Prevention through Environmental Design Assessment
JBA
- M** Traffic and Parking Report
Varga Traffic Planning
- N** Acoustic and Vibration Report
Acoustic Logic
- O** Wind Assessment
Windtech
- P** European Heritage Assessment
Artefact
- Q** Indigenous Heritage and Archaeological Assessment
Artefact
- R** Building Code of Australia Assessment
Steve Watson & Partners
- S** Accessibility Report
Architecture & Access
- T** Construction Management Plan, including Construction Traffic
Iglu
- U** Stormwater Drainage and Water Quality Report
TTW
- V** Infrastructure and Services Report
EMF Griffiths
- W** Contamination Report
DLA Environmental
- X** Geotechnical Report
SMEC Consulting

Under Separate Cover

Land Owner's Consent
Iglu Pty Ltd

Capital Investment Value Estimate
WT Partnership

Letter and documentation regarding laneway ownership
Mills Oakley Lawyers

Statement of Validity

Development Application Details

Applicant name	Iglu Pty Ltd
Applicant address	Level 21, 126 Phillip Street, Sydney NSW
Land to be developed	60-78 Regent Street, Redfern
Proposed development	Student accommodation as described in Section 3.0 of this Environmental Impact Statement

Prepared by

Name	Michael Oliver
Qualifications	B.Plan (Honours Class 1) MPIA
Address	Level 7, 77 Berry Street, North Sydney
In respect of	State Significant Development - Development Application

Certification

I certify that I have prepared the content of this EIS and to the best of my knowledge:

- it is in accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2000;
- all available information that is relevant to the environmental assessment of the development to which the statement relates; and
- the information contained in the statement is neither false nor misleading.

Signature



Name

Michael Oliver

Date

5/12/2014

Executive Summary

Purpose of this Report

This submission to the Department of Planning and Infrastructure (the Department) comprises an Environmental Impact Statement (EIS) for a Development Application under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act). It relates to the development of student housing at 60-78 Regent Street, Redfern.

Development with the Redfern Waterloo Sites with a Capital Investment Value of more than \$10 million is identified as a State Significant Site in Schedule 2 of State Environmental Planning Policy (State and Regional Development) 2011. As the proposed development will have a capital investment value of \$38,900,000 it is SSD.

A request for the issue of the Secretary's Environmental Assessment Requirements (DGRs) was sought on 2 October 2014. Accordingly, the DGRs were issued on 18 November 2014. This submission is in accordance with the Department's guidelines for SSD applications lodged under Part 4 of the EP&A Act, and addresses the issues raised in the DGRs.

The Site

The site is known as 60-78 Regent Street, Redfern, and is comprised of ten adjoining parcels of land under the ownership of Iglu Pty Ltd with a site area of 1,427.5m². Development on the site currently includes a series of 1-2 storey shops built to the street frontage.

The site is located within 100m walking distance of Redfern Station, 800m of Sydney University and 1.2km of the University of Technology Sydney.

Recent developments to the north and west of the site are typically 18 storeys in height, with the remainder of the surrounding area typically characterised by 2-4 storey medium density retail and residential development.

Overview of the Project

The Development Application (DA) seeks approval for the development of a new building for student housing accommodation for up to 370 students. Specifically, the proposal involves the development of an 18 storey building for student housing development, including:

- partial retention of Regent Street facades and demolition of existing buildings within the site;
- accommodation for 370 students within 134 units arranged as follows :
 - 85 x studio units
 - 4 x 4-bed room units
 - 1 x 5-bed room units
 - 44 x 6-bed room units
- communal student facilities, including study areas, games room, common areas and laundry facilities;
- student accommodation administrative facilities;
- total gross floor area for student accommodation and ancillary facilities of 9,094m²;
- ground floor retail and commercial tenancies, including a dance rehearsal room, with a total gross floor area of 791m²;

- construction of a new through-site link between William Lane, Redfern Street and Regent Street;
- loading dock with vehicular access to William Lane; and
- business identification signage;
- streetscape improvements and landscaping; and
- extension and augmentation of services and infrastructure as required.

Planning Context

Section 6.0 of the EIS considers all applicable legislation in detail. The proposal is consistent with the requirements of all relevant SEPPs. The primary planning controls for the site are those specified under State Environmental Planning Policy (Major Development) 2005, with additional design and planning parameters established under the Redfern Centre Draft Urban Design Guidelines.

Under the Major Development SEPP the site is zoned 'Business Zone – Commercial Core', within which student accommodation is permissible with consent.

The proposed development complies with the maximum floor space ratio for the site. Similarly, the proposed 18 storey building form complies with the maximum building height control applicable to the site, however, due to the constraints on the site in terms of providing appropriate building separation and setbacks, the two-storey height control along Regent Street is sought to be varied. Accordingly, a SEPP 1 objection to the maximum building height control fronting Regent Street accompanies this EIS.

Environmental Impacts and Mitigation Measures

The proposed development is considered to represent a significant positive contribution to the urban renewal of the Redfern centre, the renewal and redevelopment of which has been designated as being significant to NSW under the Major Development SEPP.

This EIS includes an assessment of the key planning and environmental impacts of the proposed development, including issues of built form and public domain, privacy, amenity (for both existing and future residents), development patterns, safety and security and ecologically sustainable development. In our professional opinion, the proposed development does not give rise to any environmental impacts that cannot be adequately managed through the imposition of standard conditions of development consent

Conclusion and Justification

The EIS addresses the DGRs, and the proposal provides for the development of an 18 storey mixed-use building providing ground level retail facilities and accommodation for up to 370 students. Given the planning merits of the proposal, the proposed development warrants approval by the Minister for Planning or her delegate.

1.0 Introduction

This Environmental Impact Statement (EIS) is submitted to the NSW Department of Planning & Environment pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) in support of an application for State Significant Development (SSD).

Development with the Redfern Waterloo Sites with a Capital Investment Value of more than \$10 million is identified as a State Significant Site in Schedule 2 of State Environmental Planning Policy (State and Regional Development) 2011. As the proposed development will have a capital investment value of \$38,900,000 it is SSD, and as a result an EIS is required.

The report has been prepared by JBA on behalf of Iglu Pty Ltd (Iglu), and is based on the Architectural Drawings and Design Report provided by Bates Smart and other supporting technical information appended to the report (see Table of Contents).

This EIS has been prepared in accordance with the requirements of Part 4 of the EP&A Act, Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), and the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of the EIS issued on 18 November 2014, which are included at **Appendix A**. This EIS should be read in conjunction with the supporting information and plans appended to and accompanying this report.

1.1 Overview of Proposed Development

This application seeks approval for an 18 storey building for student housing development, including:

- partial retention of Regent Street facades and demolition of existing buildings within the site;
- accommodation for 370 students within 134 units arranged as follows :
 - 85 x studio units
 - 4 x 4-bed room units
 - 1 x 5-bed room units
 - 44 x 6-bed room units
- communal student facilities, including study areas, games room, common areas and laundry facilities;
- student accommodation administrative facilities;
- total gross floor area for student accommodation and ancillary facilities of 9,094m²;
- ground floor retail and commercial tenancies, including a dance rehearsal room, with a total gross floor area of 791m²;
- construction of a new through-site link between William Lane, Redfern Street and Regent Street; and
- loading dock with vehicular access to William Lane; and
- business identification signage;
- streetscape improvements and landscaping; and
- extension and augmentation of services and infrastructure as required.

1.2 Background to the Development

Iglu Pty Ltd is an Australian student housing operator with two existing facilities operating in the Sydney area and one facility under construction in Brisbane. Iglu provides accommodation to full-time students who are enrolled in accredited education courses. Iglu is dedicated to providing students with modern accommodation and facilities to support their studies whilst promoting the social and community aspects of student living.

Iglu has a track record of delivering high quality, architecturally designed buildings and is committed to continuing this record in future developments. Architectural quality is an integral part of Iglu's positioning as a modern, vibrant student accommodation provider, and good design contributes directly to the amenity of its student residents.

Photographs of Iglu's two existing facilities, located at 1 Regent Street, Chippendale and 73 Albert Avenue, Chatswood are provided at **Figure 1** and **Figure 2** below.



Figure 1 – Existing Iglu student accommodation at Regent Street, Chippendale
Source: Iglu



Figure 2 – Existing Iglu student accommodation at Albert Avenue, Chatswood
Source: Iglu

1.3 Project Objectives

The objectives of the student housing proposal for 60-78 Regent Street, Redfern are to:

- provide student accommodation in close proximity to major tertiary education establishments;
- provide student housing in a central location close access to education facilities by walking, cycling and public transport;
- ensure that appropriate communal facilities are provided on-site to support future students;
- achieve a built form outcome for the site that is appropriate for its location and relates to surrounding buildings;
- maintain ground level activation through the renewal of ground level retail facilities; and
- improve pedestrian permeability by providing a new through-site link between Regent Street, William Lane and the Redfern Street laneway.

Additional objectives relating to the design of the proposed development are described at **Section 3.1**.

1.4 Analysis of Alternatives

Strategic need for the proposal

Sydney's universities rank highly in national and international comparisons, creating strong demand for housing from regional, inter-state and international students.

The education sector is critical not only in supporting education, but also in terms of its economic contribution to the Australian and NSW State economy. The Australian Department of Immigration and Border Protection issued over 290,000 student visas in the 2013-14 financial year, and this number has grown consistently since 2010¹, with the higher education sector typically accounting for about half of student visas issued. Education-related services were Australia's third largest export by value in the 2013 financial year, and the largest export in the growing services sector². Providing appropriate accommodation in close proximity to educational establishments is critical in ensuring the continued positioning of Sydney and Australia as an international destination for education.

Student accommodation is also critical in allowing students from regional NSW to access higher education services provided in Sydney. Iglu's existing student accommodation in Sydney typically has approximately 40% occupancy by local students from regional NSW or inter-state areas.

Students typically have difficulties in competing for rental accommodation due to their lower income levels, lack of renting or credit history and shorter term occupancy requirements and this creates a clear strategic need to provide alternative, more housing options for students. Ideally, student housing should be located in close proximity to educational facilities, public transport and local services.

The provision of purpose-built accommodation for students in close proximity to major education facilities will also contribute to a reduction in competition for affordable rental housing stock in the Redfern and Waterloo areas. In the absence of more suitable accommodation, students often compete with low-moderate income households for more affordable rental properties, reducing their availability and placing upward pressure on rents. To address this, there is a need to substantially increase the supply of dedicated student housing in order to provide students with more appropriate accommodation options and free up private rental stock for other persons in need of accommodation.

Alternative Options

Iglu has acquired the site with the intent of providing student housing, based on strong demand for new accommodation and the site's close proximity to major tertiary education providers, public transport and services. Notwithstanding this, the *Environmental Planning and Assessment Regulation 2000* requires an analysis of any feasible alternatives to the carrying out of the development, which is discussed below.

Do Nothing

This option would see the proposed development of the site be abandoned. It is likely that the site would be sold, and that alternative development options be sought. This would fail to address the strategic need for student housing identified

¹ Australian Government, Department of Immigration (2014), http://www.immi.gov.au/media/statistics/study/_pdf/student-visa-programme-trends-2013-14.pdf

² Australian Government, Department of Foreign Affairs and Trade (2014), <http://dfat.gov.au/publications/tgs/index.html>

above, and could impact on the attractiveness of major educational establishments in the area for new students. This option is therefore not considered viable.

Alternate Site Uses

If the site is not used for student accommodation, the most likely alternate development options for the site involve residential apartments and commercial office. Given the proximity of the site to major universities, it is likely that a significant portion of this accommodation would in any case be informally used by students without the advantage of professional management or supervision, creating potential land use conflict. There is not currently any strong demand for office accommodation in Redfern, given the availability of office stock in the established Sydney CBD employment centre and as evidenced by the proposed residential conversion of the former TNT Towers. Neither of these uses meet the identified strategic objectives, nor do they offer any unique opportunity that cannot be met on other sites throughout Sydney.

In light of the above, it is considered that there is a clear strategic need for the proposed student housing development, and alternatives are considered to be less desirable.

1.5 Secretary's Requirements

In accordance with section 89G of the EP&A Act, the Secretary of the Department of Planning & Environment issued the requirements for the preparation of the EIS on 18 November 2014. A copy of the Secretary's Environmental Assessment Requirements (SEARs) is included at **Appendix A**.

Table 1 provides a detailed summary of the individual matters listed in the SEARs and identifies where each of these requirements has been addressed in this report and the accompanying technical studies.

Table 1 – Secretary's Environmental Assessment Requirements

Secretary's Environmental Assessment Requirement		Location in Report	
General Requirements		Report	Appendix
Executive Summary		Introduction	N/A
Declaration		Introduction	N/A
EPA Regulations - Schedule 2 requirements (clause 6 and 7)		p.4	N/A
<ul style="list-style-type: none"> ▪ Statement of objectives ▪ Mitigation Measures ▪ List of Approvals under any other Act 		<ul style="list-style-type: none"> ▪ 1.3 ▪ 6.0 ▪ 5.1 	N/A
Key Issues		Report	Appendix
1	Statutory Context	5.1	N/A
2	Built Form and Urban Design	3.0 and 5.2	C and D
3	Amalgamation	5.3	D
4	Ecological Sustainable Development (ESD)	3.9, 5.8 and 7.3	I
5	Environment and Residential Amenity	3.0, 5.1, 5.2, 5.5, 5.6 and 5.10	C, D, G, M, N, O, T, U
6	Noise	5.5	N
7	Transport and Accessibility (Construction and Operation)	5.4 and 5.10	M
8	Crime and Safety	5.2.5	L
9	European and Aboriginal Heritage	5.7	P and O
10	Drainage and Flooding	5.11	U
11	Contributions and/or Voluntary Planning Agreement	5.1.10	N/A
Plans and Documents		Appendix	
Architectural Drawings		C	
Site Survey		B	

Secretary's Environmental Assessment Requirement	Location in Report
Shadow Diagrams	D
Access Impact Statement	S
View Analysis/ Photomontage	D
Stormwater Concept Plan	U
Sediment and Erosion Control Plan	U
Landscape Plan and Public Domain	F
Preliminary Construction Management and Traffic Management Plan	T
Geotechnical Report	W
Signage Details	C and D
Schedule of Materials and Finishes	D
Consultation	Section 4.0 and Appendix J

1.6 Project Team

An expert project team has been assembled to deliver the project and includes:

Proponent and Operator	Iglu Pty Ltd
Architects	Bates Smart
Urban Planning	JBA
Public Domain and Landscaping	ASPECT Studios
Geotechnical Investigation	SMEC
Site Contamination	DLA Environmental
Traffic and Transport	Varga Traffic Planning
Noise and Vibration	Acoustic Logic
Wind Assessment	Windtech
European and Aboriginal Heritage	Artefact
Water Cycle Management	TTW Consulting
Environmental Sustainability	EMF Griffiths
Services & Site Infrastructure	EMF Griffiths
Community Consultation/ Stakeholder Management	JBA
CPTED Assessment	JBA
BCA	Steve Watson & Partners
Accessibility	Architecture & Access

2.0 Site Analysis

2.1 Site Location and Context

The site is located at 60-78 Regent Street, Redfern within the City of Sydney Local Government Area. Located at the southern fringe of the Sydney CBD, Redfern is close to services, has good access to public transport and is in close proximity to local and major public open space areas.

The area is home to a number of Sydney’s major tertiary education providers, including the University of Sydney, the University of Technology of Sydney, the Sydney Institute of TAFE and the University of New South Wales.

The site’s locational context is shown at **Figure 3** and **Figure 4**.

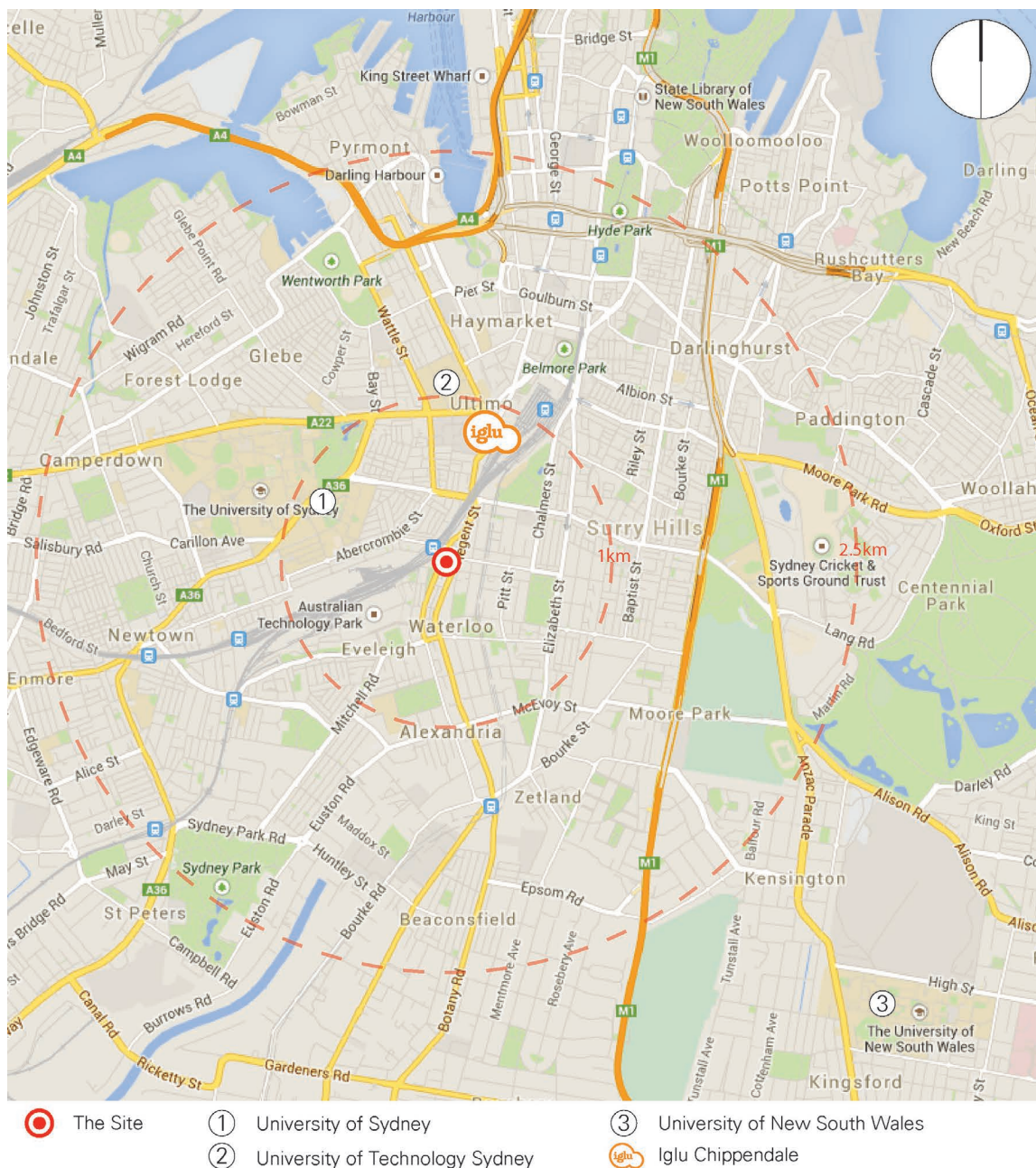


Figure 3 – Site’s locational context
 Source: Google Maps and JBA



Figure 4 – Aerial image showing site's locational context
 Source: Bates Smart

2.2 Site Description

The site is comprised of ten lots (refer to **Table 2**) with a total area of 1,427.5m². The land is owned by a number of parties described in the table below, who are subject to development agreements with by Iglu No. 204 Pty Ltd. A Site Survey has been prepared by Denny Linker & Co and identifies existing property boundaries, key site improvement and the immediate site surrounds (**Appendix B**).

The following sections describe the existing development on the site, access arrangements, soil and ground conditions and availability of utility services.

Table 2 – Schedule of lots included within the project site

Street Address	Lot	Deposited Plan	Owner
60 Regent Street	B	DP108322	Peter Butter Family Trust
62 Regent Street	C	DP108322	Reachalt Pty Limited
64 Regent Street	D	DP108322	Reachalt Pty Limited
66 Regent Street	E	DP108322	SYCC Investments Pty Limited
68 Regent Street	F	DP108322	SYCC Investments Pty Limited
70 Regent Street	9	DP3954	Gabriel Hung Won Kang and Christina Kyoung Hee Ham Kang
72 Regent Street	10	DP3954	Gabriel Hung Won Kang and Christina Kyoung Hee Ham Kang
74 Regent Street	8	DP3954	Anthony Merlino and John Samuel Merlino
76 Regent Street	7	DP3954	Anthony Merlino and John Samuel Merlino
78 Regent Street	6	DP3954	Gabriel Hung Won Kang and Christina Kyoung Hee Ham Kang



Figure 5 – Site boundaries and immediate surrounds

Source: NearMap and JBA

2.2.1 Topography

A Site Survey prepared by Denny Linker & Co shows that the site has a north-south fall of approximately 2 metres along Regent Street from No. 60 to No.78. At the southern site edge, there is an east- west fall of approximately 1-2 metres from the Regent Street frontage to William Lane. The site has a high point of RL 31.30 AHD at the north-east corner and a low point of RL 27.25 AHD at the southern boundary with William Lane.

2.2.2 Existing Development

The site currently comprises a row of two-storey attached terrace retail shops with shop top housing and office premises. Existing retail operations include a café and restaurants, a liquor store, a tattoo parlour and vacant tenancies.

The buildings are of red brick construction, however, some of the street facades have been painted over in a variety of styles and colours. Awnings from the existing buildings project over the Regent Street footpath along the length of the site.

Photographs of the existing buildings are included at below at **Figures 6** and **7**.



Figure 6 – Site (extending from Redfern Cellars to the right) viewed from Regent Street
Source: JBA



Figure 7 – Site (extending from far right to Redfern Cellars) viewed from Regent Street
Source: JBA

2.2.3 Access

Vehicular and service access

Properties at 70-78 Regent Street can currently take vehicular access via a rear lane (William Lane) to Marian Street. 60-68 Regent Street has access to a narrow rear service lane that does not allow vehicle access but allows loading to occur from vehicles parked in Redfern Street Laneway.

Due diligence in preparation of this application has revealed that the dead-end service laneway off Redfern Street Laneway located directly adjacent to the north-western boundary of the site may not be public land, but instead a private laneway associated with a historic deceased estate. Iglu is currently investigating this with NSW Land & Property Information in order to legitimise rights of access to this laneway, including existing fire egress from the Redfern RSL site. A letter from Mills Oakley Lawyers is attached under separate cover detailing progress with these investigations, and Iglu will continue to update the Department as these investigations proceed.

No off-street parking is currently provided on the site. On-street parking in the immediate vicinity of the site is available on most streets and is generally time-restricted to one or two hours.

Car share vehicles are provided on-street in dedicated bays throughout the Redfern area by providers including GoGet and GreenShareCar. It is estimated that there are in excess of 25 car share vehicles within a 400m radius of the site.

Pedestrian and cycling network

Pedestrian footpaths are formed on both sides of all streets adjoining, and in the vicinity of, the site. The site has good pedestrian connectivity to local retail facilities, recreation areas and universities. Redfern Street Laneway is a shared pedestrian zone with one-way vehicular access.

From the site, it is an 800m walk to the Shepherd Street edge of the University of Sydney campus and a 1.2km walk to the UTS Broadway campus.

There are a number of separated and 'bike-friendly' streets in the vicinity of the site. The George Street separated bike path is located 150m to the east of the site and is readily accessed by Turner Street, which is identified by the City of Sydney as a bike-friendly street. The George Street cycleway provides separated bike path between Green Square and Central, and connects to the broader City of Sydney bike path network.

Public transport

The northernmost edge of the site on Regent Street is a 100m walk from the entrance to Redfern Station, one of the key interchange stations for Sydney's heavy rail network. Regular services depart from Redfern to destinations on the T1-T4 lines, as well as some inter-city lines.

Public bus services on routes 305, 308, 309, 310 and L09 depart from the Regent Street bus stop opposite the site, Lawson Square and Gibbons Street. These services provide regular services between the City, Redfern and subregional centres including Marrickville Metro, Eastgardens, Mascot and Botany.

As a result of the above, the site is one of the most accessible locations in Sydney by public transport.

2.2.4 Soil and Ground Conditions

Geology

A Preliminary Geotechnical Investigation of the site has been undertaken by SMEC Testing Services, the results of which are provided at **Appendix W**. Based on conditions encountered on adjoining sites, it is expected that the site is underlain by:

- approximately 0.6 metres to 1.2 metres of fill, underlain by
- silty clays encountered at depths of between 2.7 and 5.6 metres, underlain by
- shale encountered at depths of 20.48 metres to 28.8 metres, underlain by
- bedrock sandstone encountered at depths of between 28.8 metres and 39.48 metres.

Contamination

A Phase I Preliminary Environmental Investigation has been undertaken by DLA Environmental for the site, the results of which are provided at **Appendix X**.

A desktop review of the site indicates that there is some potential for contaminants such as chlorinated solvents relating to previous dry cleaning operations within one of the properties. The service station that is located approximately 150m to the south-west of the site is significantly lower in elevation, and as such was not considered to pose a risk of contamination.

Acid Sulphate soils are not considered to pose an issue on the subject site.

Due to the age of the existing buildings on the site, there is also the potential for lead paint, asbestos and Polychlorinated Biphenyl (PCBs) to be present.

2.2.5 Utilities and Services

The site is currently serviced with electricity, potable water, sewer, gas and telecommunications.

2.3 Surrounding Development

The block bounded by Lawson Square, Regent Street, Gibbons Street and Marian Street is currently in a phase of significant urban renewal. The recently completed redevelopment of the Redfern RSL site and 7-9 Gibbons Street for mixed use residential development, as well as the current proposal for the residential conversion of a large proportion of the former TNT Towers at Lawson Square, form part of a significant transformation of this block to a high-density, high-rise blocks with a mixture of residential, retail and commercial uses.

Both the Redfern RSL site (complete) and the 7-9 Gibbons Street development (under construction) comprise 18 storey residential buildings with ground and podium-level retail and commercial uses, whilst the proposed development of the former TNT towers will result in the height of these buildings being increased to 18 storeys plus plant.

Immediately to the east of the site across Regent Street is a small park (Jack Floyd Reserve) with development beyond this comprised of a mixture of original 2-3 storey retail and residential buildings, generally in terrace typologies, and 3-6 storey infill developments that are predominately residential flat buildings.

Directly to the north of the site is The Regent Redfern hotel (formerly 'Railz') located at 56-58 Regent Street. This hotel is a two storey establishment with bar,

bistro, TAB and gaming facilities, within opening hours of 10am to midnight, Monday to Saturday and 10am to 10pm Sundays.

Two areas of public open space are located in the immediate vicinity of the site, being a small grassed area on the opposite side of Regent Street and a larger grassed area between Gibbons Street and Rosehill Street to the west. Larger areas of formal open space in the area include Prince Alfred Park and Redfern Park, which are approximately 550m to the north and east respectively.

Photographs of surrounding development are shown in **Figures 8 to 11**.



Figure 8 – 7-9 Gibbons Street development viewed from south
Source: JBA



Figure 9 – Development on Regent Street, with Site and adjoining towers in background
Source: JBA



Figure 10 – Regent Hotel viewed from north, with site and adjoining towers in background
Source: JBA



Figure 11 – Redfern Street looking west toward Redfern RSL (centre)
Source: JBA

3.0 Description of the Development

This chapter of the report provides a detailed description of the proposed development. Architectural drawings prepared by Bates Smart detailing the proposed building design are provided at **Appendix C** and are described further in Bates Smart's Architectural Design Report provided at **Appendix D**.

This application seeks approval for the following development:

- partial retention of Regent Street facades and demolition of existing buildings within the site;
- accommodation for 370 students within 134 units arranged as follows :
 - 85 x studio units
 - 4 x 4-bed room units
 - 1 x 5-bed room units
 - 44 x 6-bed room units
- communal student facilities, including study areas, games room, common areas and laundry facilities;
- student accommodation administrative facilities;
- total gross floor area for student accommodation and ancillary facilities of 9,094m²;
- ground floor retail and commercial tenancies, including a dance rehearsal room, with a total gross floor area of 791m²;
- construction of a new through-site link between William Lane, Redfern Street and Regent Street; and
- loading dock with vehicular access to William Lane; and
- business identification signage;
- streetscape improvements and landscaping; and
- extension and augmentation of services and infrastructure as required.

The proposed development would have a maximum building height of 61 metres (18 storeys) and a gross floor area of 9,885m².

A photomontage of the proposed development is shown at **Figure 12**.



Figure 12 – Photomontage of proposal viewed from Regent Street/ Redfern Street intersection
Source: Bates Smart

3.1 Development and Design Principles

The development of the site for student housing provides an opportunity to improve the built form, urban functionality and community aspects of the site. From a design perspective, Bates Smart in conjunction with Iglu have set out a statement of intent for the precinct as follows:

Our vision is to create a vibrant student community located in the heart of Redfern with excellent access to public transport. At ground level a permeable network of laneways and arcades provides a pedestrian friendly environment activated by retail and community facilities. The historic terrace facades have been refurbished to maintain the existing fine grain character and scale of Regent Street. A slender articulated tower form responds to the immediate context. Its staggered composition of windows and sunshades respond to their aspect and orientation and provide texture and depth to the facade. Materials reinforce the articulation of the tower and reference the materiality of Redfern's historic buildings.

The planning and design principles adopted for the proposed development of the site are as follows:

- Retain the continuity of retail shopfronts to Regent Street and explore opportunities for additional retail frontages.
- Generate new pedestrian activity along Regent Street and the Redfern Street Laneway, and improve permeability and the quality of the street environment.
- Explore opportunities for community interaction with the site, including a new through-site link and possible use of a retail/commercial space for a dance studio or similar.
- Ensure that pedestrian safety (both perceived and actual) is maximised through the use of lighting, materials, activation, passive and active surveillance and access control.
- Provide for a slim-line, articulated tower on the site to maximise building separation, solar access and aesthetic quality.
- Maintain retail facades, preserve historic facades of the existing buildings and use material and colours in the tower form that complement the traditional materiality through use of brick and terracotta panelling.
- Ensure that appropriate levels of separation are provided between existing buildings and new development.
- Allow for the future development of adjacent sites.

3.2 Numerical Overview

Table 3 below provides a numerical overview of the proposed development.

Table 3 – Key development information

Component	Proposal
Site area	1,427.5
Total GFA	9,885 m ²
<ul style="list-style-type: none"> ▪ Student accommodation ▪ Retail/dance rehearsal studio 	<ul style="list-style-type: none"> ▪ 9,094m² ▪ 791m²
FSR	6.92:1
Maximum Height	18 storeys (60.80 metres above existing ground level)
No. of units	Single-occupancy: 85 units Multi-occupant: 49 units Total: 370 beds
Car spaces / bike spaces	0 / 109

3.3 Demolition and Site Preparation

It is proposed to retain the Regent Street facades of all existing buildings, with the exception of the more recent 70-72 Regent Street building. These facades will be braced using a steel frame to provide lateral stability during construction, and the façade will be structurally tied to the new building structure. A Structural Engineering Report is provided at **Appendix F**.

All other structures and parts of existing buildings within the site will be demolished. A detailed Construction Environmental Management Plan will be prepared prior to the commencement of works in order to mitigate potential impacts on traffic, pedestrian safety, noise, dust and vibration during the demolition and construction phases.

Some minor excavation may be required in order to provide for a level building footing and to deal with the change in site levels, as well as the provision of on-site stormwater detention tanks as detailed in the Architectural Drawings.

3.4 Built Form and Building Layout

3.4.1 Land Use & Floor Space by Level

A description of the proposed uses by level within the building is provided in **Table 4** below.

Table 4 – Description of land use by level

Level	Land Use
Ground	<ul style="list-style-type: none"> ▪ Iglu student accommodation entrance and lobby ▪ Retail/commercial tenancies (including potential dance studio) ▪ Loading dock ▪ Bicycle parking (109 spaces) ▪ Waste storage rooms ▪ Retail staff and patron bathrooms
Level 1	<ul style="list-style-type: none"> ▪ Iglu reception and office administration area ▪ Common lounge rooms ▪ Games room ▪ Common laundry ▪ Study area ▪ Media room ▪ Meeting room ▪ Courtyard and outdoor terrace, including BBQs and seating areas ▪ 1 x 5-bedroom cluster unit ▪ 1x accessible studio ▪ Staff and student bathrooms (1x male, 1x female, 1x unisex accessible)
Levels 2-17	<ul style="list-style-type: none"> ▪ 132 cluster and studio units accommodating a total of 364 students
Roof	<ul style="list-style-type: none"> ▪ Lift overrun and associated plant

3.4.2 Building Height

The proposed building will have a height of 18 storeys (plus lift overrun) with a maximum height of RL 88.20 AHD. This is 60.80 metres above existing ground level. Compliance of the proposed building height with the applicable development standards is discussed in **Section 5.1** and **Appendix K**.

3.4.3 Building Setbacks

At ground level, existing building setbacks (i.e. zero setback) will be retained at ground level and Level 1 to Regent Street and the Regent Hotel. The building will

also be constructed to the common property boundary to 80 Regent Street at these levels.

Above the podium, the new building will be setback from all property boundaries to clearly distinguish between the retained street façade and the new building, whilst providing separation from existing and future development. **Figure 13** below indicates the footprint of the building above podium level as well as setbacks to surrounding sites. A more detailed version of this figure is provided in the Architectural Drawings provided at **Appendix C**. In brief, the proposal provides the following setbacks:

- Regent Street: 3 metres to street frontage
- 80 Regent Street: between 5.24 metres (min) and 7.14 metres (max)
- 56-58 Regent Street (Regent Hotel): 2.08 metres (min) and 2.66 metres (max)
- 157 Redfern St (Redfern RSL site): 13.75 metres to closest residential balcony



Figure 13 – Levels 2-5 building footprint

Source: Bates Smart

3.4.4 External Materials and Finishes

A Schedule of Materials has been prepared by Bates Smart and is included in the Architectural Design Report provided at **Appendix D**. Generally speaking, the proposed façade comprises two vertical bands of terracotta cladding that will link visually with the retained Regent Street building facades. Wrapping around this will be a panelled aluminium system that is broken up on the eastern and western facades by large, glazed window panels.

At street level, the existing red brick facades and architectural detailing will be restored and existing paint removed, and existing awnings will be replaced. Existing shopfront glazing will be replaced to increase the extent of glazing and improve the visual relationship between retail activity and the street. A new glazed entrance statement will be provided for the Iglu student accommodation lobby. In

the new laneway, retractable canvas awnings will be provided to allow for more active management of solar access and weather conditions within the laneway throughout the year.

3.4.5 Building Identification Signage

Three building identification signs are proposed as part of this application, comprising:

- parapet-level sign to northern building elevation (approx. 4m x 3m);
- parapet-level sign to southern building elevation (approx.. 4m x 3m); and
- lobby façade sign to Regent Street elevation (approx. 3m x 2m).

The location and content of the signage has been integrated into the proposed façade design by the project architect, Bates Smart, and is shown in the Architectural Drawings provided at **Appendix C**.

These signs will be internally illuminated consistent with existing signs on Iglu facilities at Chippendale and Chatswood.

3.5 Public Domain and Landscaping

A Landscape and Public Design Statement and Landscape Drawings have been prepared by ASPECT Studios (**Appendix E**) detailing the landscape and public domain treatments for the proposed development.

3.5.1 Ground plane and through-site link

A key element of the ground plane of the proposed development is the incorporation of a new through-site link between Regent Street, Redfern Street Laneway and William Lane. This new laneway will be urban in nature, utilising cobblestone pavement, street furniture associated with future retail uses, adjustable awnings and feature lighting. The laneway will provide an intimate, well-designed and safe setting for students to traverse between Redfern Station and the Iglu site, as well as providing public access through the site during operational hours (6am to midnight).

This laneway will provide an internal frontage for new retail operations on the site, significantly expanding the total street-level retail offering provided and creating new opportunities for interaction and public entrance to the site.

Security gates will be provided at all entrances to the through-site link, which will be opened to allow public access between the hours of 6am and midnight daily, with access outside of these hours being limited to occupants and staff only. Iglu will retain ownership of the through-site link, allowing access management, security and footpath retail operations to be coordinated in an orderly fashion.

As part of the proposed development, the existing pavement adjacent to the site on Regent Street will also be upgraded in accordance with large-format pavers selected in accordance with the City of Sydney Public Domain Manual.

As noted at **Section 2.2.3**, Iglu is working with NSW Land & Property Information to ensure that the rights of access to the laneway area from the Redfern Street Laneway will be resolved prior to the commencements of any works on this land. The Department will continue to be updated as Iglu's investigations progress.

3.5.2 Level One courtyard and outdoor terrace

Two separate outdoor spaces will be provided for student amenity on Level One, being a 93m² courtyard located adjacent to the southern property boundary and a 280m² outdoor terrace that wraps around the northern section of the tower.

The outdoor terrace will act as an extension to the indoor communal area, allowing students to relax and socialise in a safe, outdoor setting. A range of tables and seating options, as well as BBQ facilities, will be provided to cater to differing needs, with landscape plantings used to break up the area into smaller spaces and provide an attractive, green setting. The existing brick façade of the terraces will provide a physical edge to the eastern edge of terrace, with the existing window openings providing an opportunity for landscape planter boxes with climber species. A new 3.5 metre high brick screen will be provided to the northern and western edges of terrace to enclose this space and provide an opportunity for integration of landscaping to these edges.

The courtyard will be a smaller space that is available for small-scale activities such as handball or futsal, with an astroturf ground covering and limited bench seating. A 3 metre high brick screen will be provided adjacent to the southern boundary of the courtyard to provide visual and acoustic separation from properties to the south.

3.6 Facilities, Operational Characteristics and Ongoing Management

3.6.1 Student Housing

A Draft Operations Plan has been prepared by Iglu (**Appendix G**) which identifies the general operating parameters for the student housing operations on the site. Key features that are relevant to the planning process, as well as other operational matters, are discussed below.

Site Management and Operations

Iglu staff will be present on-site 24 hours per day, 7 days per week providing management and administrative services, pastoral care and facilities management services.

The entire building will remain within the ownership of Iglu, meaning that the company will remain responsible for the general operations, upkeep and maintenance of the property over the lifecycle of the development. This will enable Iglu to ensure that the occupation of the building complies with the parameters identified in the Draft Operations Plan.

Security

At least one staff member will be present on the Iglu site at all times, and 24/7 contact phone numbers will be provided to all students.

Students will be issued with swipe cards that allow them to access common areas of the building, their own unit cluster and their individual room only.

CCTV coverage will be provided to the Iglu lobby, all common areas and the through-site link.

Room Configurations and Facilities

Iglu proposes to provide a mixture of both studio units, designed for private accommodation for individual students (refer **Figure 14**), and 'bedroom clusters' that provide private rooms with ensuites that share kitchen and living facilities (refer **Figure 15**). In total, 370 student beds will be provided within the following configuration:

- Studios – 85 units (including 5 accessible)
- 4-bedroom clusters – 4 units
- 5-bedroom clusters – 1 units
- 6-bedroom clusters – 44 units

A bed, ensuite (with toilet and shower), wardrobe and study desk will be provided within each room.

Kitchenette facilities would be provided within each studio unit, whilst the bedroom cluster units will include more comprehensive cooking facilities within the shared kitchen/living area.

Each student will enter into a contract with Iglu that includes utilities and services. Iglu will not provide meals to students as kitchen facilities are provided within each unit.



Figure 14 – Indicative bedroom cluster (left) and cluster kitchen/living area (right)
Source: Bates Smart



Figure 15 – Indicative studio (left) and accessible studio (right)
 Source: Bates Smart

Communal Areas

Level 1 will be the hub for student communal facilities, as illustrated in **Figure 16** below. This area is located adjacent to the reception and administrative areas, allowing interaction and surveillance of this space by staff.

Facilities on this level will include a games room, communal study space (to supplement individual study areas in each room), a media room, lounge areas and television pods. This space is intended to provide the main source of living amenity within the building for students. Linked with the outdoor terraces, this space will meet a wide range of student needs on-site in an engaging environment. By providing these types of facilities in a communal setting, rather than within individual rooms or bedroom cluster units, Iglu encourages students to interact and socialise, which is supported by organised pastoral care events and general staff interaction with students.



Figure 16 – Level 1 communal facilities
 Source: Bates Smart

Outdoor Terrace and Courtyard

Except in the case of occasional Iglu hosted and managed events (occurring less than a dozen times per year), the use of these spaces will be restricted to between the hours of 7am and 10pm and enforced by on-site staff and door access control.

The space will be used for general relaxation as well as smaller formal and informal gatherings. During normal use of the outdoor terrace area, no more than 100 students would be permitted on the roof terrace at any one time, and there will not be any amplification of music permitted in these outdoor areas.

3.6.2 Ground Floor Retail and Commercial Spaces

Fitout and use of the ground floor retail/commercial spaces, including operational characteristics, will be subject to separate future Development Applications and/or Complying Development Certificates.

3.7 Transport, Access and Parking

3.7.1 Pedestrian Access

The through-site link described in **Section 3.5.1** will provide a direct pedestrian link between Regent Street, William Lane and the Redfern Street Laneway subject to the access control measures described in **Section 3.6.1**.

Access to the student accommodation will be via the Regent Street Lobby, with the lobby entrance located through the through-site link gates.

Pedestrian access to retail shops will be taken directly via Regent Street or the new through-site link.

3.7.2 Vehicular Access and Parking

No vehicular parking will be provided on-site as part of the development, in light of the high accessibility of the site via walking, cycling and public transport as outlined in **Section 2.2.3** and further justified in **Section 5.4**.

Secure bike parking for 109 bikes will be provided on the ground floor, with controlled access for residents and staff from both William Lane and the Iglu lobby.

Loading for servicing and waste removal will occur via a new loading dock accessible from William Lane.

3.8 Waste Management

A Waste Management Plan has been prepared by Iglu (**Appendix H**) that details how waste from the student accommodation and retail tenancies will be managed.

Waste storage rooms will be located on the ground floor adjoining the loading dock. Separate storage rooms will be provided for Iglu and the commercial/retail tenancies. Waste will be removed by a private contractor via the loading dock on a regular basis as outlined in the Waste Management Plan prepared by Iglu (**Appendix H**).

Within the student accommodation building, Iglu will provide cleaning and waste disposal services to all communal areas, whilst students will be required to clean their units and transport their waste to the waste storage room.

Tenants of the retail tenancies will be responsible for the transportation of their waste to the retail waste storage room.

Based on the estimated waste generation rates for the proposed development (calculated in accordance with the City of Sydney's 'Policy for Waste Minimisation in New Developments'), the following waste storage receptacle will be provided:

- Student accommodation
 - 5 x 1,000L general waste bins
 - 3 x 1,100L OR 4 x 660L recyclable waste bins, with separated paper/cardboard and mixed recyclables
- Retail
 - 4 x 1,100L general waste bins
 - 3 x 1,100L OR 4 x 660L recyclable waste bins, with separated paper/cardboard and mixed recyclables

These facilities will be provided in separate enclosed rooms adjacent to the loading dock, with a smaller retail waste room also accessible off the laneway near the northern edge of the site.

3.9 Energy and Water Conservation

In order to meet and exceed its statutory requirements to comply with Section J of the National Construction Code, Iglu proposes to incorporate a number of design and operations measures to reduce energy and water consumption. These measures include:

- Energy efficient LED lighting.
- Occupancy sensing and switching of lighting.
- Facility to power-off unoccupied spaces.
- Extensive electrical metering and monitoring.
- High efficiency variable refrigerant flow air-conditioning system.
- Centralised air-conditioning controls to time-limit air-conditioning systems and limit temperatures.
- Low-flow hydraulic fixtures.
- High efficiency instantaneous gas hot water system.
- Extensive water metering and monitoring.

As Iglu meets the cost of utilities as part of its accommodation package provided to students, there is a direct incentive to Iglu to work with students to reduce energy and water consumption. This includes active monitoring of electricity usage of common areas and individual studios and cluster units, which are displayed in the lobby in real-time to show performance against facility and historical benchmarks. Using information material and in-house competitions, Iglu promotes awareness amongst its students to actively reduce their energy and water consumption to meet environmental objectives.

4.0 Consultation

In accordance with the DGRs issued for this project, consultation was undertaken with relevant public authorities, Council and the community.

A summary of the consultation undertaken to-date with Council, the community and relevant agencies is provided in the Stakeholder and Community Engagement Report prepared by JBA (**Appendix J**). Several consultants have undertaken additional consultation with relevant parties during the preparation of their reports.

The proposed development will be placed on public exhibition for 30 days in accordance with clause 83 of the *Environmental Planning and Assessment Regulation 2000*. During the public exhibition period Council, State agencies and the public will have an opportunity to make submissions on the project.

4.1 Stakeholder Engagement

A summary of the outcome of meetings held with key stakeholders has been provided in the Stakeholder and Community Engagement Report at **Appendix J**. Key outcomes and issues raised in these meetings, as well as feedback from these and other stakeholders in the drafting of the SEARs, are summarised and responded to in **Table 5** below.

Table 5 – Summary of Issues Raised and Response

Key Issue	Response
City of Sydney Council	
Incorporation of retail uses is critical in ensuring active frontages	Noted, retail frontages would be retained and improved along the Regent Street frontage, with additional activity through the retail to the through-site link and high utilisation of the Iglu lobby.
Full justification will need to be provided regarding the upper level setbacks for the tower form.	Refer to Section 5.2.1 .
Questions regarding the ownership and access arrangements for the laneway from the Redfern Street Laneway.	Refer to letter updated provided by Mills Oakley Lawyers (attached under separate cover). This process is still ongoing.
Require details of the loading dock and service access arrangements.	Refer to Section 3.7.2 and 5.4 and Appendix M .
Discussions regarding the safety and management of the laneway.	Refer to Section 3.5 and 5.2 .
Address potential safety issues by liaising with Redfern Local Area Command of NSW Police.	Refer to responses to Redfern LAC comments below.
UrbanGrowth NSW	
Details of what contributions will be paid and in what format.	Refer to Section 5.1.10 .
Address management options for the laneway, such as access control and surveillance, to demonstrate how safe use of this space will be ensured.	Refer to Section 3.5 and 5.2 .
Address wind effects in the EIS.	Refer to Section 5.6 .
Aboriginal Land and Housing Corporation	
Noted the significance of the Redfern area in the history of Aboriginal people.	Noted, Iglu recognises the importance of the Aboriginal history of the Redfern area and will work with ALHC to provide information to its future students. Further research regarding the significance of the area informs the EIS as noted in Section 5.7.1 and Appendix Q .
Encouraged Iglu to provide information to students about the importance of Aboriginal history in the area.	
Noted importance of passive surveillance, and activation of the street.	Noted, retail frontages would be retained and improved along the Regent Street frontage, with additional activity through the retail to the through-site link and high utilisation of the Iglu lobby. Passive surveillance from upper level student apartments will also improve passive surveillance in the wider Regent Street setting.

Key Issue	Response
NSW Police – Redfern Local Area Command	
Queried the need to connect through to William Lane.	The connection to William Lane is seen as a natural connection given the proximity to the through-site link, and it is expected that the access via this laneway will contribute to activity through the site.
Address the access to public transport and provision of car parking.	Refer to Section 5.4 .
Provide details around the security and management of the development site	Refer to Section 6.5, 3.6 and 5.2 and Appendix L .
Address the principles of CPTED in the EIS.	Refer to Section 5.2.5 and Appendix L .
Transport for NSW	
Requests that the EIS provide information regarding traffic and pedestrian access and address key State transport policies.	Refer to Section 5.4 and Appendix M .
NSW Heritage Office	
Noted that the site is sufficiently separated from the Redfern Station State Heritage Item such as to have no impacts.	Refer to Section 5.7.2 .

4.2 Community Consultation

In order to inform and engage with the local community during the preparation of the development proposal and planning application, local residents were invited to attend a community drop-in session to learn about the proposal and provide feedback. Postcards were physical dropped to approximately 300 shops and residences within the immediate vicinity of the site, including the block bounded by Gibbons/Lawson/Regent/Marion Streets and opposite and to the south of the site on Regent Street and Cope Street.

The community drop-in session was hosted at the Redfern Oval Community Room between 6pm and 8pm on Thursday 13 November 2014, and was attended by eight people. Feedback given by attendees to the project team was generally positive about the proposal, particularly regarding the architectural design quality and the clear need to provide student housing in the locality. Questions were also raised regarding the following matters:

- timing of the proposed development and construction phases.
- impact on existing tenants and the availability of proposed retail spaces;
- implications for development of adjoining sites, including the Redfern Regent Hotel;
- extent of any overshadowing impacts; and
- questions about the planning process and authorities.

These questions were answered in responses to the individuals at the drop-in session, and are also addressed in the information provided within this EIS.

In addition to the above, there will be a further opportunity for the community to review the detailed documentation and provide additional feedback during the public exhibition period for the EIS.

5.0 Environmental Assessment

This section of the report assesses and responds to the environmental impacts of the proposed DA. It addresses the matters for consideration set out in the DGRs (refer **Section 1.5**).

The Mitigation Measures at **Section 6.0** complement the findings of this section.

5.1 Relevant EPIs, Policies and Guidelines

The relevant strategies, environmental planning instruments, policies and guidelines as set out in the DGRs are addressed in **Table 6** and in the following sections as required.

Table 6 – Summary of consistency with relevant Strategies, EPIs, Policies and Guidelines

Instrument/Strategy	Comments
Strategic Plans	
NSW State Plan 2021	<p>This DA is consistent with the Strategy in that it will:</p> <ul style="list-style-type: none"> ▪ Support growth in NSW's education sector, providing both improved access to education for local students and also contributing to the State's important education export industry (Goal 1). ▪ Improve access to and increase participation in tertiary education for local students, by providing suitable and affordable housing to allow regional students to access Sydney's major tertiary institutions (Goal 6). ▪ Maintain NSW's positions as being "recognised internationally as a leader in education and training and learning innovation" (Returning Quality Services). ▪ Facilitate improved access to further education by people with a mobility disability by providing accessible units for students within the development (Goal 14). ▪ Contribute to liveability and vitality of the Redfern centre by providing a high-quality, architecturally designed building that injects new activity into the centre with 370 students and modern retail facilities (Goal 20).
Draft Metropolitan Strategy for Sydney 2031	The proposal will increase the supply of housing that is available for students in close proximity to major tertiary education campuses, thereby reducing competition for existing private rental stock in the area. The addition of housing for 370 students is also a significant contribution to Sydney's overall need to provide additional accommodation for all lifecycle types. By locating student housing in close proximity to a major transport hub, and with good access to walking and cycling linkages, the proposal will increase the use of non-car modes of transport, contributing to the more sustainable and efficient movement of people within the Sydney centre.
Draft Sydney City Subregional Strategy	The Sydney subregion is nominated as a 'Global Centre' which is the "main focus for national and international business, professional services, specialised health and education precincts, specialised shops and tourism, it is also a recreational and tourist destination for the Sydney region and has national and international significance". The provision of student accommodation will support Sydney's role as a global city for education, and contribute to the provision of affordable and suitable housing options for students from regional NSW, interstate and overseas.
Sydney 2030	Target 5 of the strategy seeks to expand the role of Sydney as a world city with increased growth in the city's knowledge sectors – including in education. The proposed student accommodation development will assist by providing needed and affordable accommodation to students.
City Centre Access Strategy	The subject site is located outside of the study area for the City Centre Access Strategy. Notwithstanding this, the proposed development is consistent with the strategy in that promotes increased use of walking, cycling and public transport and reduces the impact of private vehicles on congestion by providing no on-site car parking.

Instrument/Strategy	Comments																																		
State Legislation																																			
EP&A Act	<p>The proposed development is consistent with the objects of the EP&A Act for the following reasons:</p> <ul style="list-style-type: none"> ▪ the provision of student accommodation in a location that has close proximity to tertiary education campuses and public transport supports the orderly and economic functioning of the city; ▪ the proposal supports the orderly and economic use of land by ensuring that surrounding land parcels are able to be developed in the future, as discussed in Section 5.3; ▪ is able to be satisfactorily serviced by existing utilities and communications services; ▪ provides a new publicly accessible through-site link that will improve pedestrian flows and amenity in the area; ▪ supports the principles of ecologically sustainable development by incorporating a range of measures to actively reduce energy and water consumption within the building; and ▪ provides housing that is suitable for and attainable by students, thereby supporting the ability of regional, interstate and overseas students to access Sydney's major tertiary education institutions, whilst also reducing competition from students in the private rental market for more affordable housing products. <p>The proposed development is consistent with Division 4.1 of the EP&A Act, particularly for the following reasons:</p> <ul style="list-style-type: none"> ▪ the development has been declared to have state significance; ▪ the development is not prohibited by an environmental planning instrument; and ▪ the development has been evaluated and assessed against the relevant heads of consideration under section 79C. 																																		
EP&A Regulations	<p>The EIS has addressed the specification criteria within clause 6 and clause 7 of Schedule 2. Similarly, the EIS has addressed the principles of ecologically sustainable development through the precautionary principle (and other considerations), which assesses the threats of any serious or irreversible environmental damage (see Section 7.0).</p> <p>As required by Clause 7(1)(d)(v) of Schedule 2, the following additional approvals will be required in order to permit the proposed development to occur.</p> <table border="1" data-bbox="467 1339 1134 1973"> <thead> <tr> <th data-bbox="467 1339 810 1373">Act</th> <th data-bbox="810 1339 1134 1373">Approval Required</th> </tr> </thead> <tbody> <tr> <td colspan="2" data-bbox="467 1373 1134 1406">Legislation that does not apply to State Significant Development</td> </tr> <tr> <td data-bbox="467 1406 810 1440">Coastal Protection Act 1979</td> <td data-bbox="810 1406 1134 1440">N/A</td> </tr> <tr> <td data-bbox="467 1440 810 1473">Fisheries Management Act 1994</td> <td data-bbox="810 1440 1134 1473">N/A</td> </tr> <tr> <td data-bbox="467 1473 810 1507">Heritage Act 1977</td> <td data-bbox="810 1473 1134 1507">N/A</td> </tr> <tr> <td data-bbox="467 1507 810 1541">National Parks and Wildlife Act 1974</td> <td data-bbox="810 1507 1134 1541">N/A</td> </tr> <tr> <td data-bbox="467 1541 810 1574">Native Vegetation Act 2003</td> <td data-bbox="810 1541 1134 1574">N/A</td> </tr> <tr> <td data-bbox="467 1574 810 1608">Rural Fires Act 1997</td> <td data-bbox="810 1574 1134 1608">N/A</td> </tr> <tr> <td data-bbox="467 1608 810 1641">Water Management Act 2000</td> <td data-bbox="810 1608 1134 1641">N/A</td> </tr> <tr> <td colspan="2" data-bbox="467 1641 1134 1675">Legislation that must be applied consistently</td> </tr> <tr> <td data-bbox="467 1675 810 1709">Fisheries Management Act 1994</td> <td data-bbox="810 1675 1134 1709">No</td> </tr> <tr> <td data-bbox="467 1709 810 1765">Mine Subsidence Compensation Act 1961</td> <td data-bbox="810 1709 1134 1765">No</td> </tr> <tr> <td data-bbox="467 1765 810 1798">Mining Act 1992</td> <td data-bbox="810 1765 1134 1798">No</td> </tr> <tr> <td data-bbox="467 1798 810 1832">Petroleum (Onshore) Act 1991</td> <td data-bbox="810 1798 1134 1832">No</td> </tr> <tr> <td data-bbox="467 1832 810 1888">Protection of the Environment Operations Act 1997</td> <td data-bbox="810 1832 1134 1888">No</td> </tr> <tr> <td data-bbox="467 1888 810 1921">Roads Act 1993</td> <td data-bbox="810 1888 1134 1921">No</td> </tr> <tr> <td data-bbox="467 1921 810 1973">Pipelines Act 1967</td> <td data-bbox="810 1921 1134 1973">No</td> </tr> </tbody> </table>	Act	Approval Required	Legislation that does not apply to State Significant Development		Coastal Protection Act 1979	N/A	Fisheries Management Act 1994	N/A	Heritage Act 1977	N/A	National Parks and Wildlife Act 1974	N/A	Native Vegetation Act 2003	N/A	Rural Fires Act 1997	N/A	Water Management Act 2000	N/A	Legislation that must be applied consistently		Fisheries Management Act 1994	No	Mine Subsidence Compensation Act 1961	No	Mining Act 1992	No	Petroleum (Onshore) Act 1991	No	Protection of the Environment Operations Act 1997	No	Roads Act 1993	No	Pipelines Act 1967	No
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SEPP (Major Development)	Refer to Section 5.1.1 below.																																		
SEPP (Infrastructure)	Refer to Section 5.1.2 below.																																		

Instrument/Strategy	Comments
SEPP 55 – Remediation of Land	As discussed in Section 2.2.4 , the Phase I Environmental Site Assessment prepared for the site (see Appendix X) demonstrates that whilst there is the potential for contamination of the site due to previous uses, it is considered that the site is or can be made suitable for the proposed development subject to additional site investigations being undertaken during site preparation works. The recommendations of the Phase 1 assessment are included as mitigation measures at Section 6.0 .
SEPP 64 – Advertising and Signage	Refer to Section 5.1.3 below.
BASIX SEPP	Refer to Section 5.1.4 below.
Affordable Rental Housing SEPP	Refer to Section 5.1.5 below.
SEPP 65 – Design Quality of Residential Flat Buildings, Draft Amendment No. 3, Residential Flat Design Code and Draft Apartment Design Code	SEPP 65 applies only to development for the purpose of residential flat buildings. The proposed development is not defined as a residential flat building under clause 3 of the SEPP, as none of the proposed student accommodation is 'self-contained', and as such neither this policy or the Residential Flat Design Guide apply to the proposed development. However, the recently exhibited Amendment No.3 to SEPP 65 includes an anomalous statement that could be read to the effect that student accommodation. As such, the proposal's consistency with the principles is addressed in Section 5.1.6 below. Implications of the proposed development for the residential amenity of existing and future residential development in the immediate vicinity of the site is discussed in Section 5.2 .
SEPP (State and Regional Development)	Under Schedule 2 clause 2, Development within the Redfern-Waterloo Sites with a capital investment value of more than \$10 million is State Significant Development. As the proposed development will have a capital investment value of \$38,900,000 (see Appendix A) it is defined as SSD.
SEPP (Urban Renewal)	The site is located within the Redfern-Waterloo 'potential precinct' identified in the Urban Renewal SEPP. The proposed development is consistent with the provisions of clause 10 of the SEPP in that it supports the urban renewal of the precinct by: <ul style="list-style-type: none"> ▪ providing a high-quality building that intensifies the existing use of the site; ▪ incorporating ground-level retail and through-site link to improve activity at street level; ▪ does not impede the future amalgamation or development of sites for the purpose of urban renewal; and ▪ locates new development in an area that has good access to services that is in close proximity to public transport.
Local Planning Instruments and Controls	
Sydney Local Environmental Plan 2012	The Sydney LEP does not apply to the site by virtue of its inclusion in the Redfern-Waterloo under the Major Development SEPP.
Sydney Development Control Plan 2012	Refer to Section 5.1.9 below.
City of Sydney Public Domain Manual	The landscaping and public domain works have been designed by ASPECT Studios in accordance with the principles, guidelines and materials set out in these guidelines, as discussed in Section 3.5.1 and Appendix E .

5.1.1 Major Development SEPP

The site is located within Redfern-Waterloo Sites area which is identified as a State Significant Site under the Major Development SEPP. As such, the SEPP prescribes the principle statutory land use planning and development controls for the site. The specific controls applying to this area (including the site) are set out in Schedule 3 – Part 5 of the Major Development SEPP, and are addressed in the following sections.

Land Use and Permissibility

The site is zoned 'Zone E - Business – Commercial Core' under the SEPP, which permits residential development including student accommodation and retail uses

with development consent. Furthermore, the proposed use is consistent with objectives of the zone in that it:

- facilitates the development of the Redfern town centre by providing a high-quality architecturally designed building with a strong, activated ground plane that provides new pedestrian connections, whilst also injecting new activity through the addition of 370 students into the centre;
- seeks to include a new dance rehearsal studio or similar (subject to future approval for fitout and use) that will inject additional community activity into the centre of Redfern;
- provides employment generating uses at the ground plane with modern, well-designed retail tenancies as well as ongoing employment to support Iglu's operations;
- provide student accommodation that is compatible with adjoining residential and non-residential development;
- maximises public transport use by not providing any on-site parking in recognition of the close proximity to Redfern Station and good bus connections, whilst also supporting cycling and walking through the provision of bike storage facilities and the future provision of information to students and staff;
- injects new vitality into the Regent Street and Redfern Street Laneway by providing a new through-site link with activation of these spaces, with measures to improve the safety of this space;
- establishes a new standard for design excellence in the Redfern centre through the introduction of a new building designed by well-regarded architects Bates Smart that substantially exceeds the existing level of architectural quality within the centre; and
- provides a new publicly-accessible through site link that increases community access to and which is appropriate to the site's central, urban context.

Building Form & Development Standards

Building Height

Under the Major Development SEPP, the site is subject to a maximum building height of 18 storeys, with a lower strip of land 8 metres wide running along the Regent Street frontage that is subject to a 2 storey maximum building height as illustrated in **Figure 17** below.

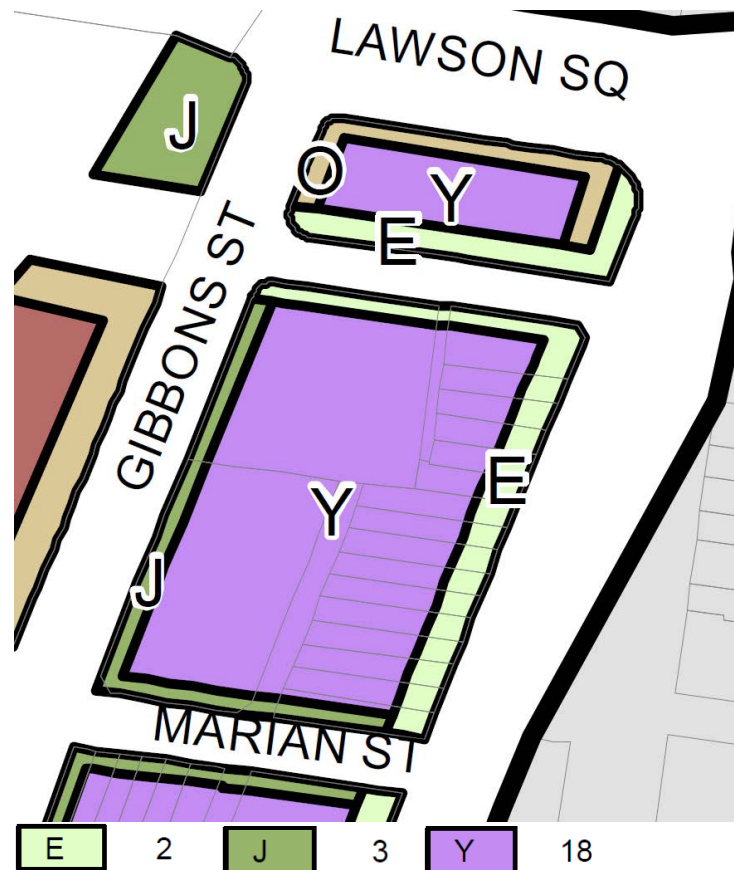


Figure 17 – Extract from building heights map in Major Development SEPP
Source: NSW Legislation website

The main student accommodation tower complies with the 18 storey building height limit, however, the tower encroaches into the 2 storey zone. A setback of 3 metres is provided to Regent Street as illustrated in **Figure 13**. As such a SEPP 1 Objection to the Development Standard is provided at **Appendix K**.

Floor Space Ratio

The site is subject to a maximum floor space ratio (FSR) of 7:1. The proposed development has a gross floor area of 9,885m² which, based on the site area of 1,427.5m², equates to an FSR of 6.92:1. The proposed development is therefore compliant with this standard.

Design Excellence

Clause 22 of Part 5 of Schedule 3 of the SEPP requires that the consent authority consider whether a proposed development exhibits design excellence. The SEARs do not require the carrying out of a design competition in accordance with clause 22. In considering whether a proposed development exhibits design excellence, clause 22 requires the consent authority to have regard to the following matters:

- a) *whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,*
- b) *whether the form and external appearance of the building will improve the quality and amenity of the public domain,*
- c) *whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resource, energy and water efficiency,*

Under clause 22(3) of Schedule 3 of the SEPP the consent authority may require a design competition to be undertaken for any building over 12 storeys in height within the Redfern-Waterloo area, however, this has not been required in the SEARs or for recent development in the immediate surrounds of the site.

As discussed in the Architectural Design Report (**Appendix D**), **Section 5.1.1** and elsewhere in this EIS, it is considered that these objectives are realised through the architectural scheme prepared by Bates Smart. The architectural quality of the building will make a positive contribution to the character of the centre, and set a new benchmark for design in this locality. Achieving excellent and innovative architectural design is integral to Iglu's student experience and market positioning, and has been realised through its collaboration with Bates Smart on a number of other projects in Sydney.

Achieving design excellence is an integral consideration in establishing Iglu's position in Sydney as a leading provider of student accommodation. Accordingly, Iglu's approach is not to replicate the same building in different locations, but rather to design a distinctive building which responds to context in each location. This is demonstrated in the Iglu Central Building at Chippendale, which won the Australian Institute of Architects (AIA) NSW Awards, Residential Architecture Awards, Multiple Housing 2013 and the Iglu Chatswood building which was shortlisted for the same award category in 2014. Images of these buildings are included at **Figure 1** and **Figure 2**.

5.1.2 Infrastructure SEPP

Development with or adjacent interim rail corridor

The site is located inside the area identified as the future CBD Rail Link (Zone B – Tunnel) in the maps published on the Department of Planning & Environment's website, and as such clause 88 applies to the proposed development.

Whilst the proposed development does not involve penetration of the ground to more than 2 metres below existing ground level, the proposal does involve the erection of a building that is more than 10 metres in height and the CIV is well in excess of \$200,000. As such, the EIS must be referred to Transport for NSW as the relevant rail authority.

With regard to the matters to be considered by Transport for NSW, it is noted that only limited excavation is proposed to resolve site levels and footings, and no basement car parking is proposed. As a result the proposed development would have substantially less interference with future tunnel development than the recent residential mixed-used buildings to the north and east of the site.

Impact of noise or vibration on non-road development

Regent Street is identified as having an annual average daily traffic volume of more than 40,000 vehicles adjacent to the site based on the maps published by the NSW Roads and Maritime Services. In accordance with clause 102 of the Infrastructure SEPP, the 'Development Near Rail Corridors and Busy Roads – Interim Guideline' has been addressed at **Appendix N** and **Section 5.5**.

Traffic generating development

The site is approximately 75 metres from Gibbons Street (via William Lane), which forms part of a classified road (State Road 170). As the proposed development involves new shops with a total gross floor area in excess of 500m² (approx. 634m²) it is classified as traffic generating development under clause 104 of the Infrastructure SEPP. This is notwithstanding the fact that the proposal involves a reduction in the retail GFA provided on the site, and that no on-site parking is

provided. As such, the EIS must be referred to the NSW Road and Maritime Services for their input.

With regard to the matters in clause 104(3)(b), it is noted that the proposal has no on-site parking, is highly accessible by public transport and does not raise any road safety issues.

5.1.3 SEPP 64 – Advertising and Signage

Two ‘business identification signs’ are proposed as part of this application as detailed in the Architectural Drawings provided at **Appendix C**, with one sign located at the entry statement and one on the building elevation below parapet level. These signs contain the Iglu logo, being the word ‘Iglu’ surrounded by an orange bubble. As the proposed signage is ‘business identification signage’ the provisions of Division 3 of State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) do not apply. It is considered that the proposal is generally consistent with the matters for consideration identified in clause 13 and schedule 1 of the SEPP, in that the proposed signage:

- does not give rise to any road or pedestrian safety impacts;
- contributes positively to wayfinding in the vicinity of the site;
- has been integrated into the building design by the project architect, Bates Smart;
- does not impact on any significant views;
- is separated from sensitive residential uses; and
- similar signage has operated successfully without adverse amenity impact on adjoining properties at Iglu’s other properties at Chippendale and Chatswood .

5.1.4 BASIX SEPP

Under the *Environmental Planning and Assessment Regulations 2000*, a BASIX Certificate is required to be obtained under State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 for a building containing one or more ‘dwellings’ or a “room or suite of rooms occupied or used, or so constructed or adapted as to be capable of being occupied or used, as a separate domicile”. The proposed student accommodation development has been designed for the purpose of providing student accommodation with communal facilities, rather than as separate domiciles. Notwithstanding that the possibility of future conversion of the proposed building to create separate domiciles is highly remote (due to, inter alia, the size and layout of rooms, non-availability of kitchens, no strata-subdivision etc), assessment under BASIX has been given consideration as it is a matter identified in the SEARs.

The Department of Planning & Environment has recently confirmed that the NatHERS certificate is unable to be produced for Class 3 accommodation, and therefore BASIX Certificates cannot be produced. The BASIX tool is designed to reduce energy and water consumption in Class 1 and 2 buildings, whereas this function is fulfilled through demonstrating compliance with Section J of the National Construction Code (NCC). As such, the proposed student accommodation development will achieve the energy, water and greenhouse gas reduction requirements of Section J of the NCC. An ESD Report has been prepared for the project by EMF Griffiths (**Appendix I**).

Notwithstanding the above, it is considered that the proposed development will be consistent with the objectives of the BASIX tool. BASIX targets the following

sustainability outcomes compared to average NSW dwellings on a per-capita basis:

- 40% reduction in potable water consumption;
- 40% reduction in greenhouse gas emissions; and
- minimum thermal comfort levels.

These targets will be achieved through the energy and water consumption measures detailed in **Section 3.9** above.

5.1.5 Affordable Rental Housing SEPP

State Environmental Planning Policy (Affordable Rental Housing) 2009 (the ARH SEPP) sets out the regime for the development and maintenance of affordable rental housing in NSW. As there is no statutory definition for purpose-built student accommodation in NSW these developments are typically categorised as boarding houses, the development of which is regulated under the ARH SEPP.

Division 3 of the ARH SEPP applies to new boarding house development in prescribed zones, including the R4 High Density Residential, B2 Local Centre and B4 Mixed Use zones, and their equivalent zones in non-Standard Instrument environmental planning instruments. The site is zoned 'Zone E - Business – Commercial Core' under the Major Development SEPP, which is considered to be equivalent to the B3 Commercial Core zone in the Standard Instrument LEP. As a result, the ARH SEPP does not apply to the proposed development.

Notwithstanding the above, the SEARS require the EIS to consider the provisions of the ARH SEPP, and as such the key provisions of Division 3 of the ARH SEPP have been considered and addressed in **Table 7** below.

Table 7 – Assessment against Division 3 of Affordable Rental Housing SEPP

Summary of provision	Comment
Clause 29(2) – Standards that cannot be used to refuse consent	
Building height is not to exceed the maximum height under the relevant planning instrument.	The proposed building complies with the maximum upper height limit of 18 storeys that applies to the site.
Landscaping of front setback is consistent with the streetscape.	No street setback is provided consistent with the current and intended future character of Regent St.
At least one communal living room that receives at 3 hours of direct sunlight between 9am and 3pm at mid-winter is provided.	The proposed communal living area will not receive three hours of direct sunlight at mid-winter due to the dense urban environment within which the building is sited. This is considered acceptable given the high level of amenity achieved by students in other respects, particularly the substantially sized indoor and outdoor communal areas (approx. 732m ² in total), close access to transport, services and public open space.
One area of private open space with a minimum area of 20m ² is provided.	A communal outdoor terrace and courtyard with a combined area of 373m ² is proposed to be provided.
At least 0.2 car parking spaces per room is provided.	No parking is proposed to be provided on site, reflecting the high level of accessibility by walking, cycling and public transport to the site.
Each room has a minimum area of 12m ² .	Proposed cluster bedrooms have a proposed area of 13.44m ² which exceeds this requirement.
Clause 30 – Standards for boarding houses	
If a boarding house has 5 or more boarding rooms, at least one communal living room will be provided.	A communal area is provided on Level 1 of the proposed building.

Summary of provision	Comment
No boarding room will have a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of more than 25 square metres.	The largest proposed unit size is 25m ² for the five accessible studios. All other units will be either 13.44m ² or 19m ² .
No boarding room will be occupied by more than 2 adult lodgers.	All rooms will be single-occupancy.
Adequate bathroom and kitchen facilities will be available within the boarding house for the use of each lodger.	Ensuites are provided in each bedroom.
If the boarding house has capacity to accommodate 20 or more lodgers, a boarding room or on site dwelling will be provided for a boarding house manager.	An on-site dwelling is not provided, however, Iglu staff will be present on-site 24 hours per day, 7 days per week.
If the boarding house is on land zoned primarily for commercial purposes, no part of the ground floor of the boarding house that fronts a street will be used for residential purposes unless another environmental planning instrument permits such a use,	The ground floor is proposed to be used predominately for retail uses, a potential dance studio and the Iglu lobby.
At least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms.	A total of 109 bicycle parking spaces are proposed to be provided, which equates to approximately one space per 3.4 students and is comparable to recently approved student accommodation development within the local area. No motorbike parking is proposed reflecting the high level of accessibility by walking, cycling and public transport to the site.

5.1.6 SEPP 65 – Design Quality of Residential Flat Buildings (Amendment No.3)

As currently drafted, it would appear that clause 4 of the recently exhibited Draft State Environmental Planning Policy No.65 – Design Quality of Residential Flat Buildings (Amendment No.3) would have the effect of making this policy applicable to all mixed use development incorporating residential accommodation (including student accommodation) but not student accommodation built as single use development. Whilst we understand that this is a drafting anomaly and is not the intention of the policy, as an exhibited draft environmental planning instrument it is nonetheless a matter for consideration under section 79C of the EP&A Act. As such, the proposed development's consistency with the design principles under the Draft SEPP is demonstrated in **Table 8** below.

Table 8 – Achievement of Draft SEPP 65 Amendment No.3 Principles

Principle	Response in Proposed Development
Context and Neighbourhood Character	The proposed design retains the historic (but not heritage-listed) facades of the existing shopfronts, creating a street presence with a strong connection to the existing neighbourhood character whilst facilitating urban renewal.
Built Form and Scale	The proposal involves a slim tower that is consistent with the principal built form controls for maximum FSR and height for the site (with the exception of the encroachment to Regent Street), and delivers a building form that is substantially less bulky and better connected at the street level than comparable developments in the area.
Density	The projected population is appropriate for the site given the close proximity to major education campuses, Redfern Station, the Sydney CBD, local services, local and major public open space and recreation facilities etc.
Sustainability	As described in Section 3.9 , the proposed development incorporates a number of elements that are designed to reduce energy and water consumption. The proposal also promotes use on more sustainable modes of travel by providing no on-site car parking and good connectivity to public transport, walking and cycling routes.

Principle	Response in Proposed Development
Landscape	Communal outdoor landscaped areas will act as a natural extension to the indoor communal living areas, and provide a high level of amenity to future students. Outdoor space will cater to a range of recreation, relaxation and socialising needs targeted toward the students.
Amenity	The internal spaces within bedrooms, shared living/kitchen areas and communal facilities have been purpose-designed to provide optimal amenity suited to the amenity needs of students.
Safety	The proposed development will introduce substantial new activity and casual surveillance into the Regent Street and Redfern Street Laneway edges of this block, contributing to safety and perceptions of safety in this area. The new through-site link will be managed to ensure that it is safe, and the ground-level activation of the building with new and retained retail frontages will further contribute to the surveillance of the street.
Housing Diversity and Social Interaction	The proposed development meets an identified demand for student accommodation in the area, providing housing that is suitable for, and affordable to, students. A mixture of room types are provided within the facility, including accessible rooms, in order to cater to different living requirements.
Architectural Expression	Bates Smart's design maintains the existing rhythm and built form of Regent Street at the ground plane through the retention and restoration of building facades. The proposed tower form is both clearly distinct from but complementary to the existing street structure through the use of materials, architectural form and building setbacks.

5.1.7 Redfern-Waterloo Built Environment Plan Stage 1

The Redfern Waterloo Authority's 'Built Environment Plan Stage 1' (BEP 1) sets out the strategic land use and urban design principles for the sites identified in the Major Development SEPP.

The proposed development embraces many of the opportunities identified in BEP 1 by:

- strengthening the connection between Redfern and nearby university campuses;
- supporting local employment;
- providing additional housing and housing choice;
- improving linkages to Redfern Station and connectivity within the centre; and
- adaptively reusing the existing Regent Street façade, which whilst not identified heritage fabric, will still contribute to the incorporation of the traditional character of the centre into the new centre.

The proposal is considered to be consistent with the land use and design concepts for the Redfern town centre precinct (Redfern Railway Station, Gibbons and Regent Streets) in that it supports the land use concepts, new retail facilities and retains and enhances the existing laneway structures within this locality. In particular, the proposal supports the objectives for character and urban scale in the centre by:

- maintaining a consistent two storey street frontage, which will be particularly emphasised by the retention and restoration of existing shopfronts;
- improving permeability within the centre by breaking up the existing block length at ground level to allow a new pedestrian connection between William Lane, Regent Street and Redfern Street Laneway;
- providing new retail spaces that further activate the Regent Street ground plane, as well as additional spaces within the new through-site link for additional retail as well as a potential dance rehearsal studio (subject to future approvals); and

- providing for passive surveillance of all public spaces in the vicinity of the site by addressing windows at upper levels toward the street.

Further justification for the reduction in the upper level setback to Regent Street, from 8 metres to 3 metres, is provided in **Section 5.2.1** below.

5.1.8 Draft Urban Design Principles – Redfern Centre

The Draft Urban Design Principles for the Redfern Centre were developed by the RWA in 2009 to provide additional detail regarding the expectations for design excellence within the Redfern-Waterloo State Significant Sites under clause 22 of Part 5 of Schedule 3 of the Major Development SEPP. These principles apply to the area generally bounded by Marian Park, Margaret Street, Regent Street and Lawson Square. The principles were publicly exhibited in 2010 and were subsequently endorsed by the (then) Minister for Planning and Infrastructure.

The proposed development is considered to be consistent with the objectives for high-rise development within the centre as it:

- provides a high quality building that achieves architectural design excellence;
- supports a high quality pedestrian environment and public domain through the provision of a new through-site link, activation of Regent Street with modern retail tenancies and the provision of new awnings;
- maintains the established character and scale of the Regent Street frontage with the retention and restoration of existing building facades;
- provides a slim tower form that maximises view-sharing and solar access;
- contributes to a ‘dramatic and recognisable’ skyline for Redfern with a new building that sets a high benchmark for design excellence within the centre; and
- promotes usage of public transport, walking and cycling by providing no on-site car parking and improving connectivity to Redfern Station via the new legible through-site link between Regent Street, William Lane and the Redfern Street Laneway.

Table 9 below discusses the consistency of the proposed development with the design principles for high-rise development within the centre.

Table 9 – Draft Redfern Urban Design Principles – High-Rise Development Design Principles

Design Principle	Summary of Control	Assessment	Complies?
Site Controls			
Building height	Max. 18 storeys setback 8m from street, 2-storey podium	Complies with 18 storey building height limit, however tower encroaches into the 2-storey podium area to Regent Street by 5 metres. Refer to Section 5.2.1 below.	Partial
FSR	7:1	Proposed FSR of 6.92:1	Yes
Floor to floor heights	Retail/Commercial: 3.6 to 4.2m at ground and 3.2 to 3.8m above Residential: 2.9 to 3.2m	The proposal complies with these minimum floor to floor heights.	Yes

Design Principle	Summary of Control	Assessment	Complies?
Podium design			
Setbacks	<ul style="list-style-type: none"> ▪ Regent St: nil setback ▪ William Lane: 0.8m ▪ Side: nil setback 	<ul style="list-style-type: none"> ▪ Complies, existing setback retained ▪ Complies, 800mm setback provided ▪ Does not comply, as setbacks of between 2081mm and 7140mm provided to side setbacks to allow for separation from future buildings on adjoining sites 	
Character	Retain fine-grain shopfronts, provide consistent street edge and architectural character to respond to use	Considered to comply, the proposed development maintains the existing street edge through the retention of existing retail shops, and would seek to maintain the fine-grain retail edge along this street with new tenancies.	
Continuity	Respond to parapet heights of adjoining buildings and provide a consistent street wall.	Retention of the existing facades maintains the continuity of the Regent Street frontage.	Yes
Ground level activation	Provide active uses at ground level, minimise blank walls and provide passive surveillance. Lobbies to create a “dramatic and exciting” entry.	The proposal maximises ground-level activation, with active retail frontages to both Regent Street and the through-site link. The glazed lglu lobby is dramatic and exciting, and will allow strong visual connectivity between the street and the internal space and provides effective wayfinding through the site.	Yes
Awnings	Preserve the continuity of existing awnings to street frontages and use solid materials rather than glazing.	It is proposed to replace existing awnings with new awnings of solid, internally supported construction. A small break is proposed at the entrance to the laneway in order to emphasis this connection and its role as a through-site link. Wind effects are discussed at Section 5.6 .	Partial
Signage	Refers to Sydney DCP controls.	Discussed in Section 5.1.8 below.	
Heritage	Provide development that is complementary to the grain of adjoining fabric.	The proposal retains the facades of the (non-heritage listed) existing buildings within the site, providing a development that preserves the existing street character and historical development in the area.	Yes
Vehicular access	Loading access to be via William Lane, and have a minimum width of 6m.	The proposed loading dock complies with these provisions.	Yes
Tower design			
Setbacks	8m to Regent Street	No, refer to discussion in Section 5.2.1 below.	
Building separation	Refer to Section 5.2.2 below. Control requires minimum separation between non-habitable rooms of 13m below 8 storeys and 18m above this height. 50% of this separation is to be provided on individual development sites.		
Character and architectural expression	Maximum tower footprint of 2,000m ² . Building massing above 2 storeys to provide windows/balconies to all building facades.	The proposed tower footprint is substantially smaller than the maximum, with an articulated footprint of approximately 600m ² . Bedroom windows typically address the east and west, whilst north-south windows provide light to the communal areas of bedroom cluster units.	Yes
Proportions	Define the building form with a strong 2-3 storey base, use columns, distinct massing elements and articular to achieve a high quality architectural outcome	The proposal provides a strong, distinct base that reflects the existing built form. The proposed tower would rise above this with strong vertical elements that distinguish between the terracotta and metallic finishes, with large facades broken up with architectural window elements.	Yes

Design Principle	Summary of Control	Assessment	Complies?
Skyline/ roof top design	Provide a dramatic silhouette, screen rooftop plant equipment.	As the proposed building is substantially lower in height than existing and proposed buildings to the north and west, the building will not significantly contribute to the silhouette of the centre. Lift overruns and any plant equipment will be fully enclosed in a manner consistent with the form and materials of the other building facades.	Yes
Materials/ treatments	Promote high quality finishes with innovative architectural concepts, and avoid highly reflective glass.	It is considered that the materials and finishes proposed satisfy these provisions.	Yes
Environmental Impact			
Solar access/ overshadowing	Refer to Section 5.2.2.		
Wind mitigation	Refer to Section 5.6.		
Acoustics	Refer to Section 5.5.		
Green star rating	Maximise outcomes by engaging ESD consultant and incorporate measures to reduce energy consumption and improve thermal efficiency.	The proposal involves a number of energy and water consumption reduction measures that have been developed in consultation with ESD consultant EMF Griffiths, as detailed in Section 3.9.	Yes

5.1.9 Sydney Development Control Plan 2012

Section 4.4.1 – Boarding houses and student accommodation

Section 4.4.1 of the DCP sets out provisions that apply specifically to development for the purpose of boarding houses and student accommodation in the City of Sydney. A summary of the proposal's compliance with these provisions is set out in **Table 10** below.

Table 10 – Assessment against Section 4.4.1 of City of Sydney DCP 20120

Summary of Control	Assessment	Complies?
Boarding houses/ student accommodation buildings should not be subdivided.	Subdivision is not proposed.	Yes
Bedrooms		
Minimum area of: <ul style="list-style-type: none"> ▪ 12m² (including 1.5m²) wardrobe, plus ▪ 2.1m² for ensuite, plus ▪ 0.8m² for shower in ensuite, ▪ plus 2m² for kitchenette. equating to a minimum area of 14.9m ² for cluster bedrooms and 16.9m ² for studios.	Proposal involves: <ul style="list-style-type: none"> ▪ Cluster bedrooms = 13.44m² (does not comply – refer to discussion below) ▪ Studios = 19m² (complies) ▪ Accessible studios = 25m² (N/A) 	
Natural light from a window or door with an aggregate area of 10% of the floor area.	Windows to bedrooms are typically between 2m ² and 5m ² in area, which is well in excess of the minimum requirements.	Yes
Each bedroom to meet fire safety standards of a sole occupancy unit for a Class 3 building.	The proposed development will satisfy all of the applicable requirements of the BCA, either by compliance with Deemed to Satisfaction Provisions or through the development of satisfactory alternate solutions.	Yes

Summary of Control	Assessment	Complies?
Communal kitchen areas		
Minimum area of 6.5m ² in total or 1.2m ² per bedroom without a kitchenette, whichever is the greater.	Communal kitchen/living areas for cluster bedrooms are all in excess of 20m ² in area, which equates to at least 3.5m ² per student.	Yes
At least 1 sink and 1 stove per 6 people	A kitchen and stove is provided in each 4-6 bedroom cluster unit.	Yes
Minimum of: <ul style="list-style-type: none"> ▪ 0.13 cubic metres of refrigerator storage space; ▪ 0.05 cubic metres of freezer storage space; and ▪ 0.30 cubic metres of lockable drawer 	These will all be provided within the kitchen area.	Yes.
Communal living areas and open space		
Minimum of 1.25m ² per resident.	In addition to the communal living area/kitchen within each bedroom cluster unit, which is approximately 3.5m ² including kitchen, a total of 359m ² (0.97m ² per student) of communal indoor space is provided on Level 1.	Yes
Be located near commonly used areas.	Communal living facilities are located adjacent to staff areas and will be safe and well-utilised.	Yes
Receive at least 2 hours solar access to at least 50% of windows.	Windows to the Level 1 communal living area are east facing to Regent Street and as such are expected to receive 2 hours of sunlight each day.	Yes
Minimum of 20m ² of communal outdoor open space.	The main north-facing terrace has a total area of 280m ² whilst the southern courtyard has an area of 93m ² , and these will be embellished to ensure that these are high quality and usable spaces.	Yes
Outdoor open space to be north-facing, receive at least 50% sunlight for 2-hours at winter solstice.	Due to the density of surrounding development, it is unlikely that 2-hours of sunlight to 50% of the outdoor terrace would be achieved in the worst-case scenario of mid-winter.	No (Justified)
30% of all bedrooms to have access to at least 4m ² of private open space.	Due to the location, noise, proximity to adjoining residential buildings, nature of the use as student accommodation and the building design, private open space in the form of balconies is not considered to be necessary or desirable.	No (Justified)
Bathroom, laundry and drying facilities		
Communal bathroom available 24 hours per day.	Toilets and showers will be provided within each bedroom. In addition, 1x male, 1x female and 1x unisex accessible toilet will be provided on Level 1.	Yes
One washing machine and dryer per 12 residents and drying facilities.	Indicative layouts for the laundry area show a total of 10 washer/dryers. This is considered appropriate as students typically operate on different schedules (as opposed to full-time workers in boarding accommodation) and are able to schedule their laundry to avoid peak periods. In Iglu's experience, the provision of communal drying areas is not considered to be functional or desirable.	Partial (Justified)
Amenity, safety and privacy		
Communal facilities are located in safe and accessible locations.	Communal facilities are provided on Level 1, which is co-located with staff areas and is expected to be actively used.	Yes

Summary of Control	Assessment	Complies?
Bedrooms to be sufficiently noise insulated to provide reasonable amenity.	Suitable noise insulation between rooms will be provided as part of detailed design and construction.	Yes
Appliances to achieve minimum 3.5 star energy efficiency rating.	Whilst appliances have not been selected at this stage, these will be selected with efficiency in mind as the cost of their operation will be charged on a flat fee basis to students as part of the overall accommodation package.	Yes
Minimise visual and acoustic privacy impacts on adjoining neighbours.	Refer to Section 5.3.1 and Section 5.6 below.	Yes
Acoustic report may be required.	Provided at Appendix N .	Yes
Waste to be collected by a private contractor from Class 3 buildings.	Waste will be collected by private contractors.	Yes
Plan of Management to be provided detailing how operations of the accommodation will be managed.	Provided at Appendix G .	

Cluster Bedrooms – Internal Size

The 13.44m² cluster bedrooms are smaller than the 14.9m² minimum size set out for this type of room in the DCP. Similarly, no individual bedrooms are provided with private open space. This is considered to be acceptable as:

- students have quite different requirements to typical boarding house residents, and are typically residents of this accommodation for shorter time periods;
- the student lifestyle is typically more social, and students spend less time in their rooms and more time using communal areas than in a boarding house;
- the site has good amenity in the local area, with students having access to the facilities of their respective tertiary education provider in addition to local areas of open space etc.;
- students can choose from a higher level of privacy in their communal living/kitchen area of the bedroom cluster units or a more social setting in the Level 1 facilities;
- Iglu furnishes each room and installs custom-made joinery suited to each room type, including built-in study desks, wardrobes and storage areas that allow for the more efficient use of space than would otherwise be achieved.

In light of the above it is considered that the size of the cluster bedrooms will provide students with a high and acceptable level of amenity.

Outdoor Terrace – Solar Access

Whilst the north-facing outdoor terrace will receive some limited morning sunlight at mid-winter, it is unlikely to achieve the 2-hours to 50% of the area provision of the DCP. This is a generic control that applies to communal outdoor open space areas in all styles of boarding houses and student accommodation across the City of Sydney area. This is considered to be acceptable given the nature of the proposed student accommodation, the high level of finishes proposed in the Landscape Plans prepared by ASPECT Studios, the high density urban environment of the site and the close proximity to areas of public open space and university grounds.

Development Guidelines: Boarding houses (including student accommodation)

In accordance with these guidelines, Iglu does not intend to strata-subdivide the accommodation and would be willing to accept a condition to this effect.

An Operations Plan has been prepared by Iglu to address ongoing management of the student accommodation, and this is provided at **Appendix F**. The other material required under this guideline is also included within this application.

Signage

Two parapet-level signs and one podium-level building name signs are proposed as part of this application. The proposed signage is consistent with the provisions of Section 3.16 of the DCP in that it:

- achieves a high standard of design that is consistent with and appropriately incorporated into the building's architecture;
- incorporates structural and lighting elements inside the signage structure;
- proposes only two parapet-level and one ground level signs, with only one sign per elevation as per the requirements of section 3.16.5 of the DCP; and
- the affixation of the podium-level sign to the glazed entrance lobby is considered to be appropriate as it will be positioned so as not to obscure views between the public domain and internal entrance areas.

Parking and Access

Refer to **Section 5.4**.

Waste Storage

Refer to **Sections 3.8** and **5.12**. Waste storage spaces have been sized based on generic retail waste generation assumptions and Iglu's experience of waste generation at its existing student accommodation facilities. All waste will be collected via private waste contractors via the loading dock. Waste rooms will be designed in accordance with the City of Sydney's 'Policy for Waste Minimisation in New Developments'.

5.1.10 Development Contributions

Development contributions will be paid in accordance with the Redfern Waterloo Contributions Plan 2006, which requires a cash contribution to the Minister of 2% of the development cost. As the proposed laneway will remain under the ownership of Iglu, who will be responsible for management and maintenance of this space, it is not proposed to enter into a Voluntary Planning Agreement and the applicable cash contributions will instead be paid prior to the issue of a Construction Certificate.

The Redfern-Waterloo Authority Affordable Housing Contributions Plan 2006 seeks to levy a contribution for the provision of affordable housing within the Redfern-Waterloo area. The EP&A Act defines affordable housing as:

housing for very low income households, low income households or moderate income households, being such households as are prescribed by the regulations or as are provided for in an environmental planning instrument.

Very low income households, low income households or moderate income households are defined in the State Environmental Planning Policy (Affordable Rental Housing) 2009 as households that respectively earn less than 50%, 50-80% or 80-120% of the Sydney median household income. Full-time students are unlikely to earn more than the Sydney median income during their studies. Whilst it is noted that Iglu is not a registered affordable housing provider, it is contended that the student accommodation nonetheless meets the objectives of section 6 of the Affordable Housing Contributions Plan that exempts affordable housing providers.

Furthermore, the provision of housing for students reduces the pressure placed on private rental accommodation by students who are required to reside in the area for their studies. Providing dedicated student housing in the Redfern-Waterloo area will reduce competition from students for private rental housing that would otherwise be available for rent by low and moderate income households. In this respect, the provision of student accommodation assists in meeting the objectives for the affordable housing contribution identified in Part 2 of the Affordable Housing Contributions Plan.

In light of the above, it is proposed that development contributions will be paid in accordance with the Redfern Waterloo Contributions Plan 2006, however, levies under the Redfern-Waterloo Authority Affordable Housing Contributions Plan 2006 should not be imposed, which is consistent with similar and recently determined student housing proposals in the area.

5.2 Urban Design, Built Form and Public Domain

5.2.1 Regent Street Setback and Building Separation

There is an inherent tension in site planning for the location of a tower on the site between the provision of an appropriate built form relationship with Regent Street and the need to provide adequate separation from the adjoining residential buildings. These two issues cannot be taken in isolation, and must be assessed in tandem in order to understand the design response. At its narrowest, the Iglu site has a depth from Regent Street of approximately 20 metres, which makes balancing competing setback requirements from Regent Street and the adjacent developments difficult.

Tower Setback Provisions

The Redfern Waterloo Authority's Draft Urban Design Guidelines for Redfern require the provision of the following setbacks:

- 8 metres to Regent Street above 2 storeys (development standard in Major Development SEPP);
- 13 metres (<8 storeys) and 18 metres (8 + storeys) between habitable and non-habitable rooms at Redfern RSL site and 7-9 Gibbons Street, as per the provisions of SEPP 65 and the Residential Flat Design Code;
- 6.5 metres (<8 storeys) and 9 metres (8 + storeys) to the southern site boundary, allowing for a future north-facing residential development on the sites to the south; and
- 3 metre setback to the northern boundary, allowing some sunlight access to windows and assuming that no residential development on the site to the north would including south-facing rooms.

These setbacks are illustrated in **Figure 18** below, and demonstrate significant constraints that would preclude the viable delivery of a building or any meaningful relationship between this building and Regent Street.



Figure 18 – Diagram illustrating setbacks required under the Draft Urban Design Guidelines for Redfern

Source: Bates Smart and JBA

Rationale for tower envelope setback planning provisions

The requirement for the eight metre setback above podium level, as prescribed in the Draft Urban Design Guidelines for Redfern and the maximum building height map in the Major Development SEPP, originates from provisions of BEP 1. In BEP 1, two rationales are given for this setback, being the mitigation of potential wind downwash and the presentation of a consistent street character with a human scale.

The building setback provisions to surrounding sites under the Draft Urban Design Guidelines for Redfern are informed by the minimum separation distances between non-habitable rooms under the Residential Flat Design Code (RFDC). 50% of the separation distances required under the RFDC from habitable to non-habitable rooms/balconies, or from habitable to habitable rooms/balconies has not been achieved on the Redfern RSL and 7-9 Gibbons Street development sites, despite the inclusion of William Lane in this separation area. This makes the achievement of the setbacks outlined in the RFDC more difficult on the subject site.

Justification for variation from setback controls

The strict enforcement of all of the setback provisions would have the effect of sterilising the development of these sites, which is clearly not a desirable outcome in the context of the overarching objective of promoting urban renewal within Redfern and intensification of land uses around Redfern Station. From this acknowledgement, consideration of the final design outcome must then proceed to consider what priority to give to each of the applicable setback controls as well as considering how the objectives of these provisions may still be achieved.

It is noted that student housing has one of the slimmest possible building envelopes out of the uses that are permitted on the site. With a wall-to-wall depth of 14.4 metres, the building envelope could not feasibly accommodate residential apartment or commercial office uses. The product is already designed to maximise

the internal efficiencies, so there is limited scope to further amend or narrow the envelope.

Maintaining the 8m setback to Regent Street would, with the student accommodation envelope, result in only a 8.75m separation from the balconies of the Redfern RSL site. For a number of reasons including visual privacy, solar access, visual impact and view sharing, it was considered that a greater separation would be more desirable. However, it was also recognised that some setback would be required to Regent Street in order to maintain the human scale at street level.

Regent Street

In formulating the design for the proposed building, it was considered that the objectives of the 8 metre setback to Regent Street (discussed above) could be achieved with a reduced setback through appropriate design.

The assessment of wind impacts discussed in **Section 5.6** below concludes that an appropriate pedestrian environment will be achieved from a wind perspective despite the reduced tower setback, primarily through the new awnings. This satisfies one of the two objectives.

The design challenge, therefore, is to retain the integrity and character of the desired two storey building form along Regent Street, whilst bringing the building forward as much as possible to maximise separation from the residential buildings behind.

The planning controls for the centre envisage a complete knock-down/ re-build for new development within the block, however, the quality of the existing facades on the Iglu site was recognised in this design process as an opportunity to better achieve the continuance of the desired street form. By retaining the façades, Bates Smart's design preserves some of the centre's history and presents a recognisable and attractive frontage for the podium to Regent Street. In preserving some of the history of the streetscape, the design both preserves and reinforces the traditional two-storey base and human scale at street level.

Aesthetically, this design response is considered to be substantially superior to the construction of a modern two-storey podium for the tower. Further, this scheme provides a stronger architectural distinction between the podium and the tower above, lending itself to greater flexibility in the physical separation required to visually separate the tower from the podium

The photomontage provided in **Figure 19** below shows how an appropriate visual distinction can be achieved between the preserved two-storey street frontage and the new tower form. The clear juxtaposition of old and new fabric reinforces the integrity of the street frontage, and allows the podium to remain predominant in close views at the street level. In the immediate vicinity of the proposal, the human scale will be retained through the visual continuance of the existing fabric.



Figure 19 – Photomontage of proposal viewed from Regent Street/ Redfern Street intersection
Source: Bates Smart

The digital renderings of the proposed built form in **Figure 20** and **Figure 21** below shows that although the physical separation between the podium and tower in the proposed scheme will not be as apparent as a scheme with an 8 metre setback, the visual distinction is nonetheless strong (if not stronger) due to the retention of the existing historic facades.

We note that there would potentially be opportunities to preserve the facades of the buildings to the south of the Iglu site as part of any future redevelopment of these sites in a similar manner to that proposed by Bates Smart, thereby providing for further enhancements to the continuity and scale of development addressing Regent Street.

We also note that a similar approach has been taken for the former TNT towers to the north of the Iglu site on Regent Street, thereby reducing the value in strictly enforcing this control.

In light of the above, we therefore consider the proposed variation to the setback to satisfy the objectives of this control and is an acceptable design outcome.



Figure 20 – View along Regent Street from the north (left) and from Redfern Street to the east (right)
Source: Bates Smart



Figure 21 – View from Regent Street to the south
Source: Bates Smart

Separation from residential buildings

As noted above, the primary drivers for separation between the existing residential buildings (the Redfern RSL site and at 7-9 Gibbons Street) and the proposed student accommodation include including visual privacy, solar access, visual impact and view sharing. With regard to these considerations, it is noted that:

- The planning controls for the Iglu site were implemented at the same time as those for the developments on Gibbons Street, and clearly envisage an 18 storey development, and as a result there would be inevitable impacts upon the amenity of the east-facing residential apartments on the adjacent sites.
- As noted above, student accommodation has the slimmest building envelope out of the land uses permissible on the site under the Major Development SEPP, and therefore this use presents the best possible amenity outcome for adjoining buildings as it provides the greatest opportunity to separation as opposed to residential or commercial floor plates.
- In addition to the point above, the proposed student accommodation has windows on the western elevation that are generally narrower and smaller than would be delivered in a residential flat building or commercial office building, thereby reducing the direct visual interface.
- Compliance with the normal building separation requirements is made difficult due to the failure of development on adjacent sites to internally provide 50% of the required separation.
- Student accommodation is not a typical residential use, and many of the considerations that have informed planning requirements for the separation between residential flat buildings are not necessarily applicable, for example:
 - Students typically spend substantially less time in their bedrooms than for a typical residential dwelling, as they are more likely to make use of the communal and shared living space, and generally spend less time at their place of residence as a whole.
 - Balconies are not provided for student accommodation, meaning that acoustic privacy issues do not arise.
- Redfern is a dense, inner-city environment, where all residents take great amenity from their proximity to employment, public transport, open space, services and social amenity meaning living in denser closer quarters is more the norm.

The reduction in the Regent Street setback would allow for a minimum separation distance between the proposed building and the south-east corner of the residential balconies on the Redfern RSL site of 13.1 metres. From this point the nearest room is located approximately 4 metres further away, providing 17 metres of separation between habitable rooms. Taking into consideration the matters outlined above, this is considered to be an acceptable outcome, particularly in light of the fact that this is substantially greater separation than could be achieved by a residential apartment or commercial office development on the Iglu site.

Proposed Design Outcome

In light of the above it is considered that the proposed design outcome, which involves a 3 metre setback from Regent Street and a minimum 13.75 metre separation from the Redfern RSL site combined with a slim-line building form is considered to be the best available design outcome for the site. This outcome is illustrated in **Figure 22** below. This diagram demonstrates the much slimmer built form of the proposed development in contrast to the existing built form pattern within the Redfern centre, further highlighting the strength of the outcome arising from the land use and design response proposed.

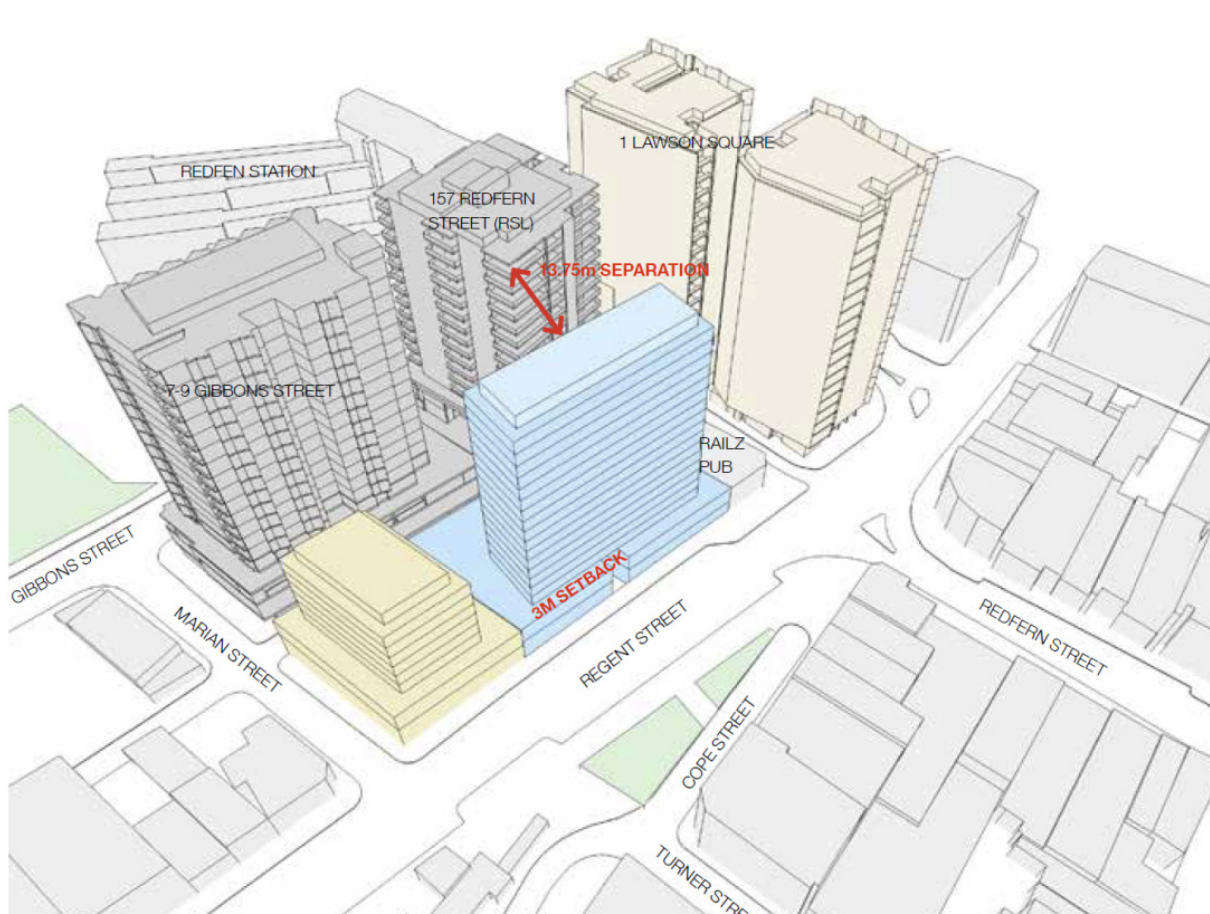


Figure 22 – Diagrammatic representation of proposed building envelope and separation distances
 Source: Bates Smart

5.2.2 Overshadowing

Shadow diagrams for the proposed development have been prepared by Bates Smart and are included in the Architectural Design Report at **Appendix D**. As the proposed building is substantially slimmer than the existing towers to the north and west, as well as shorter, shadows cast by the proposed building envelope on public places are largely already shaded by the existing buildings. The assessment below considers the impacts of overshadowing at 21 June (winter solstice) when solar access is most limited.

Public Domain

During the winter solstice, the majority of shadows cast by the proposed building will be to the top of buildings to the south and west and to areas already shadowed by surrounding buildings. The duration of additional shadowing is limited, as the shadow cast by the proposed Iglu building would be relatively fast moving due to the slim tower form, and the shadows cast by existing bulkier buildings to the west would subsume the new shadow in the early afternoon. Overshadowing of Jack Floyd Reserve to the east of the site would generally be limited to between approximately 12.30pm and 2pm, after which existing buildings overshadow the majority of this area. Significant overshadowing of this reserve already occurs from approximately midday from the former TNT Towers, and the proposed additions to these towers (recommended for approval by the Department of Planning & Environment under SSD 5249-2012) would result in this area being entirely overshadowing after about noon at the winter solstice. Given the urban nature of this park, the fact that it receives good morning sunlight even at mid-winter and the proximity to more substantial open space areas with

good afternoon solar access, this additional overshadowing is not considered to be significant.

Existing and Future Residential Development

The proposed development will result in only minor overshadowing impacts on existing and future residences in the immediate vicinity of the site. The Overshadowing Study contained within the Architectural Design Report (**Appendix D**) contains an assessment of overshadowing of the mixed-use residential flat building at 7-9 Gibbons Street and any future development on the 80-88 Regent Street site.

The 7-9 Gibbons Street building has been designed to maximise solar access from the west and north-west in recognition of the development potential of adjoining sites to the east, including the subject site for this application. Based on the SEPP 65 Design Statement and architectural floor plans submitted with Part 3A Project Approval MP 08_0112 (and subsequent modifications), 87 of the 126 apartments within the 7-9 Gibbons Street building have a north-west aspect that provides at least 2 hours of daylight access between 9am and 3pm at mid-winter. This is slightly lower than the 70% 'rule of thumb' established under the Residential Flat Design Code (RFDC) for development in dense urban environments. The assessment of the planning applications for this building assumed that east-facing apartments would not receive daylight access in accordance with the RFDC in recognition of the future development potential of sites to the east on Regent Street. As such, additional overshadowing caused by the Iglu development does not impact upon the building's consistency with the RFDC and SEPP 65.

The shadow cast by the proposed development will result in the shadowing of only seven (7) apartments located at the lower levels of the south-east corner of 7-9 Gibbons Street. Additional overshadowing of these apartments will occur for less than one hour between 9am and 10am, after which they are shaded by the Redfern RSL building and the rest of the 7-9 Gibbons Street building. This is considered to be minor, given the short duration of overshadowing and the fact that shadows cast by the proposed Iglu building do not affect the overall 7-9 Gibbons Street building's compliance with the RFDC 'rule of thumb' for daylight access.

The Overshadowing Study also considers potential impacts of overshadowing from the proposed Iglu building onto theoretical future development of the 80-88 Regent Street site. It is important to note, however, that there is no guarantee that future development of this site would be for residential purposes, as a range of commercial and tourist/visitor accommodation uses are also permissible under the commercial zoning. Located directly to the south of the Iglu site, some overshadowing of the 80-88 Regent Street site is inevitable and is to be expected under the planning controls established for the block. In this regard, it is also expected that any future development would receive substantial overshadowing from existing development on the 7-9 Gibbons Street, Redfern RSL and the former TNT Towers (and their future redevelopment). Whilst the proposed development of the Iglu site will result in some additional overshadowing, this is considered to be reasonable and the proposed development is generally consistent with the applicable planning controls and provides for a slim, north-south oriented tower form that minimises overshadowing as far as practical. Future residential development of the site 80-88 Regent Street site may need to give consideration to east-west orientation in order to maximise solar access, given the 18 storey form permitted on the Iglu site. Given the overall amenity of the site and the dense urban environment, however, it is considered that additional overshadowing from the proposed Iglu development would not result in any significant adverse impacts on future development on this site.

At mid-winter, the proposed development would not result in any overshadowing of apartments within the Redfern RSL development between 9am and 3pm.

In light of the above, the overshadowing impacts of the proposed development are considered to be acceptable.

5.2.3 Views and Visual Impacts

The proposed development will have some impacts on the views from dwellings located in the 7-9 Gibbons Street and Redfern RSL buildings currently obtained over the Iglu site to the east. These impacts are considered to be acceptable given that:

- the proposal complies with the building height control, and is substantially lower in metres than adjoining buildings;
- distances between the proposed development and existing buildings to the west have been maximised in the design, which has been achieved through the encroachment on the Regent Street upper-level setback;
- the student accommodation use, and resultant slim building form, provides a significant improvement compared to view loss that could be expected from a residential apartment building or commercial office development on the site; and
- views across the Iglu site to the east cannot reasonably be expected to be maintained in light of the vision in all of the statutory and strategic planning policies which envisage high-rise development for this site.
- The existing views only exist as a result of the current underdevelopment of the site.

In light of the above, it is considered that the impacts on views from adjoining sites are reasonable in the context of the site and the future views obtained have in fact been improved by the use and slim design of the proposed building compared to other permitted land uses.

5.2.4 Street Activation

The proposed development will make a significant, positive contribution to the activation of Regent Street. Nearly all of the existing retail frontage to Regent Street will be maintained, with modernised interiors and new expansive shopfront glazing to allow retail operations to better address the street. Iglu's feature lobby will be fully glazed, allowing a direct visual relationship between this entrance, the street and effectively marking the through site link.

Furthermore, the proposed development will result in substantial new pedestrian movements to and from the site that will inject activity into the centre. 370 students will generate substantial foot traffic within the centre as they travel to the education campuses, Redfern Station, local shops and parks. The potential dance rehearsal studio will also add new foot traffic to the area, and provide a connection between the existing Redfern community and the new development. Similarly, the new retail within the through-site link will generate additional pedestrian activity and provide additional activation and surveillance of this walkway.

5.2.5 Safety and Security

JBA has undertaken an assessment of the proposed development in accordance with the Crime Prevention Through Environmental Design (CPTED) framework and Australian and New Zealand Risk Management Standard AS/NZS 3100:2009 (**Appendix L**).

Crime levels in Redfern have substantially decreased over recent years, however, there is still a need to ensure that new development reduces opportunities for crime to occur. The site is located in close proximity to Redfern Local Area Command, which is positioned to the north of the Redfern Street Laneway.

A summary of the proposal's consistency with the CPTED principles is provided below:

- **Surveillance** – the introduction of student accommodation on the site, along with the retention of ground floor retail, will improve passive surveillance of the immediate surrounds of the area. The increase in foot traffic associated with student movements and retail patrons will also improve surveillance and activity within the broader Redfern centre.
- **Lighting and Technical Supervision** – Adequate lighting will be provided within the internal laneway and public domain areas. CCTV will be utilised within the public domain and through-site link areas as well as within the Iglu facility.
- **Territorial Reinforcement** – The presence of retail staff at ground level and a 24-hour staffing presence by Iglu will strengthen ownership of the space, and students and retail patrons will also strengthen community ownership of the through-site link and adjoining public domain areas.
- **Environmental Maintenance** – The site will not be strata subdivided and Iglu will be responsible for the maintenance, upkeep and operations of the entire site.
- **Activity and Space Management** – Iglu will seek to engage with potential retail tenants and the potential dance studio user group to ensure that a high level of pedestrian activity is maintained throughout the day and evening. In addition, the varying study and social patterns of students will provide a constant flow of foot traffic throughout the site and surrounds.
- **Access Control** – Access to the through-site link will be restricted to students and staff only outside of the retail operating hours (6am to midnight) through the use of gates with swipe card access.

Overall it is considered that the proposed mixed use development, which will generate additional retail activity and foot traffic in the immediate vicinity of the site, will make a positive contribution to security and perceptions of safety in the local area. The CPTED Assessment makes a number of recommendations in relation to the ongoing use and detailed design of the proposed development, which have been incorporated as mitigation measures in **Section 6.0** of this EIS.

5.2.6 Façade Reflectivity

The main potential impacts of glare from the glazed elements of the façade would be to motorists and pedestrians travelling west on Redfern Street and Turner Street during the early morning periods, which are low speed traffic environments. In order to ensure that unsafe glare does not occur during these periods, all exterior facade elements will have a reflectivity coefficient of 20% or less, consistent with the requirements of the Sydney DCP 2012. This has been included as a mitigation measure in **Section 6.0**.

5.3 Future Development of Adjoining Land

The SEARs require the exploration of options and efforts to further amalgamate land the Iglu development site with adjacent sites within the block. In particular, the SEARs require the EIS to address how development of the adjacent sites can still be achieved in accordance with the Major Development SEPP.

As discussed in **Section 5.1.1**, the Major Development SEPP establishes the principle land use controls and development standards for the site. Additional development control details for the Redfern Centre were added in the Redfern Centre Urban Design Guidelines (the UDGs). The UDGs were publicly exhibited in 2010 and subsequently endorsed by the (then) Minister for Planning and Infrastructure in order to provide additional detail to the design excellence provisions of clause 22 of Division 3 of Schedule 3 of the Major Development SEPP.

The following sections therefore provide an overview of Iglu's negotiations with surrounding land owners and a high-level analysis of the development potential of adjoining sites.

5.3.1 Relevant Planning Controls

Under the Major Development SEPP all sites within the block bounded by Redfern Street Laneway, Regent Street, Marian Street and Gibbons Street are subject to a maximum floor space ratio (FSR) of 7:1, maximum podium heights of 2-3 storeys and a maximum upper height limit of 18 storeys. Whilst these are the maximum heights achievable under the statutory provisions of the SEPP, the UDGs make it clear that on smaller sites this scale of development is not desirable. For this reason, the UDGs establish provisions relating to the relationship between site area and the built form as outlined in **Table 11**. It should be noted that these controls enable development to occur on sites of any size, are not absolute minimums, and that the UDGs envisage situations where variations to these guidelines could be considered.

Table 11 – Summary of site area requirements in Redfern Centre Urban Design Guidelines

Scale of development	Indicated building heights	Minimum site area
All other development	2-4 storeys	N/A
Low-rise development	5-6 storeys	450 m ²
Medium scale development	7-12 storeys	900 m ²
High-rise development	13-18 storeys	1,400 m ²

The Redfern Regent site has a site area of approximately 330m², whilst the retail terraces to the south of the site have a combined site area of approximately 838m². On the basis of the above, the following development scales could occur:

- Redfern Regent – 4 storeys
- 80-88 Regent Street (independent sites) – 4 storeys
- 80-88 Regent Street (consolidated site) – 6 storeys

Notwithstanding the above, it is noted that the Redfern Regent hotel site is subject to a 2-storey maximum building height control to both its Redfern Street Laneway and Regent Street frontages. Similarly, 80-88 Regent Street is subject to a 2-storey podium height along Regent Street and a 3-storey podium height toward Marian Street (although spread across a larger consolidated site area).

Any variations to the planning controls in the UDGs relating to the site area and corresponding scale of development would need to be subject to detailed assessment by the NSW Department of Planning & Environment (where development has a CIV > \$10 million) or the City of Sydney Council.

5.3.2 Investigations for amalgamation with Iglu site

Iglu has negotiated in good faith with land owners across the entire block bounded by the Redfern Street Laneway, Regent Street, Marian Street and William Lane

during its site acquisition phase for the proposed Iglu development. This has included the investigation of opportunities to further amalgamate the Iglu site with surrounding properties. An overview of these negotiations is provided in the following sections.

Redfern Regent, 56-58 Regent Street

Iglu has held discussions with the Director of TP Property Holdings Pty Limited, the owner of the Redfern Regent Hotel site (Lot 1 in DP658995).

The Redfern Regent currently successfully trades as a hotel with a range of bar, bistro, sports betting and gaming operations. As a result, the hotel has a much higher existing-use value than other retail/terrace sites in the vicinity. Cessation of the hotel trading operations on the site in order to facilitate redevelopment would not be financially viable, as the hotel operations currently represent the highest and best economic use. This is particularly the case due to the site being substantially affected by the lower podium height controls toward two of its boundaries.

Noting the above constraints, Iglu submitted an offer in writing to TP Property Holdings on 9 September 2014 that contemplated:

- Retention of the existing hotel by TP Property Holdings.
- External enhancement and unification of the façade of the Regent Hotel with the proposed development, in order to improve the continuity in built form and architectural style between the site and the Iglu development;
- Iglu entering into an agreement to facilitate the transfer of the un-utilised 'development rights' associated with the surplus FSR and building height from 56-58 Regent Street and incorporating these into Iglu's proposed development (subject to development approval);
- In recognition of the transfer of surplus development rights, registering a restrictive covenant on the 56-58 Regent Street site to prevent future development.

TP Property Holdings rejected this offer and has advised that it intends to undertake its own re-development of the Regent Hotel, involving the addition of short-term accommodation above the existing hotel building.

80-88 Regent Street

The land between the southern boundary of the subject site and Marian Street is owned in 5 separate lots with 5 owners and with a combined site area of approximately 838m² in area. Iglu has submitted written proposals to the owners offering to purchase their land under an option transactional structure.

None of the owners contacted have elected to accept Iglu's offers or engaged in continued discussions. It is Iglu's understanding that the owners have entered into an alternative agreement with another developer.

5.3.3 Development Potential of Adjacent Sites

The Architectural Design Report prepared by Bates Smart (**Appendix D**) illustrates indicative building envelopes that would be achievable on the adjoining sites having regard to the applicable planning controls under the Major Development SEPP and UDGs. This diagram illustrates the following:

- 56-58 Regent Street (two-storey variation to UDG height control) – 6 storeys, approximate FSR of 2.8:1

- 80-88 Regent Street (consolidated, compliant scheme) – 6 storeys, approximate FSR of 3.6:1

As noted above, any variations to the planning controls for these sites would be subject to detailed assessment and consideration by the relevant consent authority.

The proposed development by Iglu includes sufficient setbacks to the two adjoining sites (refer to **Section 3.4.3**) to ensure that the Iglu development would not preclude the development of adjoining sites. This includes the provision of appropriate setbacks that would allow the 56-58 Regent Street site to be developed to its southern site boundary, and building separation as required under the UDGs for the site to the south.

In light of the above, it is evident that development in accordance with the maximum development potential under the Major Development SEPP and the UDGs can be achieved on both adjoining sites.

With regard to the above, we offer the following commentary regarding the above:

- **56-58 Regent Street**
 - Development of this site is possible in accordance with the applicable planning controls Major Development SEPP and UDGs.
 - The owner of this site is indicating their own upper-level extension to the existing building, indicating both the high existing-use value of the existing operations and the viability of further utilisation of the site's development capacity.
 - Iglu has attempted to negotiate in good faith to investigate the utilisation of any surplus development potential for this site within the Iglu development.
- **80-88 Regent Street**
 - Development of this site is possible in accordance with the applicable planning controls Major Development SEPP and UDGs.
 - Iglu has attempted to negotiate in good faith with the owners of these sites, however, it is understood that the owners of these sites have entered into alternate arrangements to develop their sites.

In light of the above, it is evident that the proposed development on the Iglu site will not impact upon the ability of adjoining land owners to develop their sites in accordance with the Major Development SEPP and the Redfern Centre Urban Design Guidelines.

5.4 Traffic, Access and Parking

A Traffic and Parking Assessment has been prepared by Varga Traffic Planning (**Appendix M**) that assesses the parking and traffic implications of the proposed development.

5.4.1 Assessment

Traffic Generation

As there will be no on-site parking provided, the only traffic generated by the proposed development will be service vehicles for deliveries to the retail and student accommodation operations and for the collection of waste. Movements associated with service vehicles are expected to be minimal, and have no noticeable impact on the performance of local roads or intersections.

Vehicle Parking

No off street car parking is to be provided as part of the development. This is considered to be appropriate for the following reasons:

- Redfern is one of the best-serviced areas for Sydney in the availability of car-share vehicles, as identified in **Section 2.2.3**.
- Redfern Station, which is located within immediate walking distance of the site, has one of the highest frequencies of train services in Sydney, providing access to nearly all suburban lines.
- Students are likely to walk to their main commuting destination (education campuses), particularly given that University of Sydney and the University of Technology, Sydney are likely to be the predominant places of study and are both within easy walking distance of the site.
- Students are typically less likely to own cars than normal residential occupants.
- Public transport use, walking and cycling will all be promoted and new travel behaviours learnt.
- The provision of no car parking is consistent with the planning controls across the City of Sydney, which provide maximum rather than minimum controls for on-site car parking.

5.4.2 Mitigation Measures

Prior to the issue of an Occupation Certificate, a Workplace Travel Plan and Travel Access Guide will be prepared for distribution to new students, staff and visitors to the site. The Travel Access Guide will be distributed as part of the welcome pack for new students, and will seek to promote walking, cycling and use of public transport and car share.

Loading

The site will be able to be serviced by medium rigid vehicles up to 8.8 metres in length. These vehicles will be able to enter William Lane in a forward direction, reverse into the loading dock and exit in a forward direction, as demonstrated in the swept paths provided at **Appendix M**. This size vehicle is considered to be appropriate given that waste will be collected from the loading dock by private contractors, who will be able to select vehicles to suit this site.

Bicycle Parking

The Sydney Development Control Plan 2012 does not include bicycle parking rates for student accommodation. The DCP requires the provision of one bicycle space per apartment for residential dwellings, plus one visitor space per 10 apartments. 109 bicycle parking spaces are proposed within the facility, which equates to 1 space per 3.4 students. Whilst lower than the residential rate, this is consistent with recent approvals for student housing in the Redfern and Chippendale area. Based on Iglu's experience at its Chippendale and Chatswood facilities, this is well in excess of the typical actual demand for bike parking amongst its students. Due to the close proximity to local tertiary education providers, Redfern Station and local retail facilities, it is considered that the vast majority of trips made students will also include walking or public transport.

5.5 Acoustic Impacts

A Noise and Vibration Assessment Report has been prepared by Acoustic Logic (**Appendix N**) that takes into account the likely impacts of noise and vibration both received by and generated from the proposed development.

5.5.1 Internal Amenity – Noise

The internal amenity of the proposed development has been assessed with regard to the criteria for dwellings specified under the Department's 'Development Near Rail Corridors And Busy Roads – Interim Guideline', Australian Standard AS2107-2000 'Recommended Design Sound Levels and Reverberation Times for Building Interiors' and the provisions of the Sydney DCP 2012. Noise monitoring identified existing noise levels ranging between 65 and 71 dB(A) $L_{eq(24\text{ hour})}$, which exceeds the daytime internal criteria for living areas, common rooms and retail areas by up to 31 dB(A) $L_{eq(24\text{ hour})}$. Night time noise was measured to be between 62 and 68 dB(A) $L_{eq(9\text{ hour})}$ lower than daytime levels, which exceeds the bedroom level of 35 dB(A) $L_{eq(9\text{ hour})}$. In order to manage traffic noise, the building will be constructed with the following acoustic attenuation measures:

- Minimum 6mm depth glazing, with at least 12.38mm glazing to windows on Levels 2-10 facing Regent Street and 10.38mm for Levels 11-17 facing Regent Street. Lower standard of glazing is acceptable for windows facing west (William Lane) as detailed in the report. All windows must be acoustically sealed with Q-Ion type acoustic seals.
- Design of external walls to incorporate glasswool insulation.
- Mechanical ventilation and air conditioning to all living and sleeping areas to allow for full closure of windows.

Acoustic Logic's assessment concludes that these measures will be sufficient to ensure that the acoustic attenuation required to achieve the internal amenity criteria will be achieved.

5.5.2 Internal Amenity – Vibration

Acoustic Logic assessed the potential impact of vibration from rail tunnels and the rail corridor on the internal amenity in accordance with the requirements of the Infrastructure SEPP with reference to the DECCW 'Assessing Vibration – A Technical Guideline' and British Standard BS 7385 Part 2 1993. This assessment found that the proposed development will achieve the internal vibration criteria for living and sleeping areas without any additional design treatments.

5.5.3 Noise Emissions

There are two potential sources of noise emissions during the operational phase of the proposed development, being emissions from mechanical plant and from use of the outdoor communal areas. Noise assumptions for the mechanical plant have been based on typical plant equipment with standard acoustic attenuation. Assumptions for the use of the communal areas are based on general conversation levels from up to 100 people occupying the outdoor terrace, with no amplified music and this area only being utilised between 7am and 10pm, as managed through the Iglu's Operations Plan (**Appendix G**).

Based on the assumptions above, Acoustic Logic concludes that the proposed development will comply with the established amenity criteria for existing dwellings of background noise plus three decibels in accordance with the City of Sydney DCP 2012.

Occasional formal events that are managed by Iglu staff may exceed the modelled parameters for the use of this outdoor terrace, however, will be managed in such a way as to ensure that the acoustic amenity of adjoining sensitive receivers is not unduly disturbed.

5.6 Wind Impacts

Windtech have prepared a Pedestrian Wind Environment Statement for the proposed development based on a desktop analysis of the design, existing conditions, and Windtech's extensive experience of this area based on their previous assessments of both the 7-9 Gibbons Street development and the Redfern RSL site development.

Wind conditions are assessed as being generally acceptable, with some design mitigation measures required to address wind effects in particular locations addressed discussed in further detail in Windtech's report and summarised below. Subject to the implementation of the recommended mitigation measures, Windtech conclude that an acceptable pedestrian environment will be achieved.

The final detailed design of the building will be subject to detailed wind tunnel testing prior to the issue of a Construction Certificate.

Through-site link and Regent Street

The entrance and north-south arm of the proposed through-site link from the Redfern Street Laneway is well shielded by existing buildings, and is expected to be suitable without need for any special wind mitigation treatments. Windtech has identified the potential for the direct William Street to Regent Street lane as having the potential to act as a pressure-driven wind entry effect from the tower façade above. In order to mitigate these potential impacts, Windtech recommend that a fixed vertical screen barrier be installed above the entrance to the laneway from Regent Street, with the extent and design to be subject to refinement through wind tunnel testing at the detailed design stage and prior to the issue of a Construction Certificate. This screen should connect to the Regent Street awnings, which should be fully joined for approximately half to two-thirds of their depth, including across the entrance to the through site link. The extent and design of this connection should be subject to refinement through wind tunnel testing at the detailed design stage and prior to the issue of a Construction Certificate.

Level 1: communal terrace and courtyard

The southern courtyard is potentially exposed to downwash from southerly winds, and as such Windtech recommend that a 3m deep awning be installed along the southern edge of the building at this location.

Similarly, there is the potential for side-stream effects to the northern terrace area from north-easterly and westerly winds, and wind tunnel testing may demonstrate a need to provide screening to the northern edge of the Level 1 podium. Wind impacts are likely to be mitigated through the inclusion of trees and other landscaping proposed for this area as described in **Section 3.5**.

Mitigation Measures

In order to ensure that the pedestrian wind environment is acceptable and supports active use of the street and through-site link, the following mitigation measures are recommended to be implemented:

- Wind tunnel testing must be undertaken following detailed design, and the pedestrian wind environment demonstrated to be acceptable prior to the issue of a Construction Certificate. Specifically, the following design measures must be considered as part of this testing:
 - Connection of the proposed awnings along Regent Street for between half and two-thirds of the proposed awning depth and along the full length of the retail frontage, student accommodation lobby and through-site link entrance.

- Installation of a full-height screen to the eastern entrance to the through-site link from Regent Street, connecting to the building façade and the extended awning.
- Consideration of additional screening for the northern aspect of the Level 1 terrace.

5.7 Heritage and Archaeology

5.7.1 Indigenous Heritage and Archaeology

A Preliminary Aboriginal Heritage Assessment has been prepared by Artefact Heritage (**Appendix Q**). This report assesses the potential impacts of the proposed development within the framework established under the Office of Environment and Heritage's (OEH) *Due Diligence Code of Practice* (2010) and adheres to the requirements of a preliminary Aboriginal heritage assessment under the OEH *Draft Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation* (2005).

Documented evidence of Aboriginal occupation of the Sydney region dates back more than 15,000 years, and it is expected that Aboriginal occupation of this area occurred much earlier than this time. There are no recorded Aboriginal sites in close proximity to the site, with the closest recording on the Aboriginal Heritage Information Management System being located some 200 metres away. Due to the extensive disturbance of inner-Sydney areas since European occupation, evidence on other sites had demonstrated that there is only limited potential for Aboriginal archaeological items to be present.

Based on an understanding of the historical development, existing disturbance of the site and of the sub-surface ground conditions, Artefact has concluded that the site is unlikely to have any Aboriginal archaeological potential and that the proposed development is not expected to result in any impacts. No excavation is recommended, however, standard conditions relating to unexpected finds during construction works should be imposed as part of any determination.

5.7.2 European Heritage

A Statement of Non-Indigenous Heritage Impact has been prepared by Artefact Heritage (**Appendix P**). This report summarises the known history of European interaction with the site and surrounds, statutory heritage requirements and protections, and provides an assessment of the potential impacts of the proposed development. The subject site is not subject to any statutory heritage listings.

Statutory Listings

The Redfern Station Railway Group is listed on the State Heritage Register is located approximately 100m to the west of the site and is physically and visually separated from the site by existing development. The NSW Heritage Office has confirmed in their input to the SEARs that there is no special relationship to the site, and Artefact has concluded that there would be no impacts as a result of the proposed development.

The Redfern Estate Heritage Conservation Area (HCA) is located immediately to the east of the site across Regent Street and is identified as having local significance under the Sydney LEP 2012. Given the backdrop to the proposed development when viewed from the HCA will be the existing residential flat buildings on Gibbons Street and Lawson Square (which are both taller and bulkier than the proposed Iglu building), the visual impacts of the proposed development are considered to be minor. Artefact notes that the retention of the existing shop facades (which are historic but not of heritage significance) and the proposed

material palette will mitigate some of the existing visual impacts. As such, Artefact conclude that the impacts of the proposed development would be minimal in the context of the existing dense urban development around the Redfern centre.

Archaeology

Artefact's research indicates that the first intensive European occupation of the site, including the erection of buildings, would have occurred from the 1850s with both residential and commercial uses. The history of the site suggests that there is high potential for evidence of earlier European occupation being present within the site, due to the apparently limited excavation involved in current development of the site and the potential for incremental alterations and additions to previous structures. Artefact note that if high-yield artefact-bearing deposits are found during excavation, such as rubbish dumps or wells, then this may result in the archaeological resource being of local significance. Subject to detailed design of this area and the extent of ground disturbance, test-excavation may be required in select areas (i.e. the loading dock area) in order to ascertain the presence or absence of any archaeological remains.

5.8 Environmental Sustainable Development

The principles of ecologically sustainable development are set out in section 6(2) of the *Protection of the Environment Administration Act 1991* (NSW). The principles of ESD include intergenerational equity, the precautionary principle, conservation of biological diversity and ecological integrity and improved valuation, pricing and incentive mechanisms. The principles of ESD have informed the design, construction and proposed operation of the student accommodation building.

Importantly, the proposed development is consistent with the principles of ESD as it meets the needs of the present without compromising the ability of future generations to meet their own needs. ESD design measures have been integrated into the design of the proposed building as discussed at **Section 3.9** and detailed in the Ecologically Sustainable Development Report prepared by EMF Griffiths at **Appendix I**.

5.9 BCA and Accessibility

5.9.1 Building Code of Australia

A BCA Assessment Report has been prepared by Steve Watson & Partners (refer to **Appendix N**). The statement concludes that the design is capable of meeting the requirements of the BCA, subject to the inclusion of the report's recommendations as part of detailed design. Where compliance with the Deemed-to-Satisfy provisions of the BCA cannot be achieved, an alternative solution will be developed prior to the issue of a Construction Certificate. The proposed design is considered to be capable of complying and compliance with the BCA is not deemed to have any likely significant impacts on the current design.

5.9.2 Access

Architecture & Access has prepared an Access Review to ensure that ingress and egress, paths of travel, circulation areas and sanitary facilities comply with the relevant statutory guidelines (refer to **Appendix S**).

5 accessible studio units are provided within the building that will have sufficient manoeuvring space within the units and accessible bathrooms/showers. All communal areas within the building will be designed to allow equitable access.

In general, the development has accessible paths of travel that are continuous throughout. The architectural drawings indicate that compliance with statutory requirements relating to site access, common area access, accessible parking and adaptable units can readily be achieved, subject to implementation of the recommendations prior to the issue of a Construction Certificate which may be required as a condition of development consent.

5.10 Construction Management

A Construction and Construction Traffic Management Plan has been prepared for the proposed development by Iglu (**Appendix T**), which demonstrates how the site will be managed during the demolition and construction phases in order to minimise environmental impacts associated with these works.

Pedestrian and Site Protection

Class B hoardings will be erected along the entire length of the Regent Street frontage, with a vehicular entrance at the location of the building being fully demolished (for the proposed through-site link), in order to provide overhead protection to pedestrians moving along Regent Street. Class A hoardings will be provided to William Lane and the boundary to the north-eastern lane.

Construction Traffic and Parking

Approval will be sought from the NSW Roads and Maritime Service for the establishment of a construction zone along the site's entire Regent Street frontage for the duration of works. This street frontage is currently used for public parking that is primarily associated with the use of the existing retail tenancies on the site, and as such the temporary removal of this parking is not considered to have any impact on other local retail operations.

Sediment and Erosion Control

An Erosion and Sediment Control Plan has been prepared by TTW and is included in the Stormwater Concept Plan provided at **Appendix U**. This plan has been prepared in accordance with the Landcom 'Blue Book', which is considered to be industry best-practice, and will ensure that the proposed development does not result in any adverse water quality impacts.

5.11 Water Management

A Stormwater Concept Report has been prepared by Taylor Thomas Whiting and included at **Appendix U**. Due to the highly urbanised environment, an on-site stormwater detention (OSD) system is required to be provided.

Stormwater collected from the roof, outdoor terrace and courtyard and the internal pedestrian walkways will be captured through gutters and drainage grates, transported by pipe through a gross pollutant trap and oil/silt capture device before discharging into an OSD storage tank located beneath the loading dock. Based on the advice of Sydney Water, the OSD tank will be designed to have a minimum storage capacity of 22m³ with a maximum discharge rate of 52 litres per second. From the OSD tank, stormwater will be discharged by pipe to the recently constructed pit at the corner of William Lane and Marian Street.

The site is not affected by flooding.

5.12 Waste Management

As detailed in the Waste Management report prepared by Iglu (**Appendix H**), waste storage facilities will be provided to meet the predicted requirements of the

development calculated in accordance with the City of Sydney's 'Policy for Waste Minimisation in New Developments'. Waste storage rooms will be designed and constructed in accordance with Council's requirements, and the collection of waste by a private contractor will allow the removal of waste to be tailored to suit the final operational characteristics of the building. As such no adverse impacts are anticipated as a result of waste storage and collection from the site.

5.13 Infrastructure and Services

A Services Capacity Report has been prepared by EMF Griffiths and is provided at **Appendix V**. This report demonstrates that the proposal can be adequately serviced to the standard of the relevant service providers.

6.0 Mitigation Measures

The collective measures required to mitigate the impacts associated with the proposed works are detailed in **Table 12** below. These measures have been derived from the previous assessment in **Section 5.0** and those detailed in appended consultants' reports.

Table 12 – Mitigation Measures

Mitigation Measures

Construction Management and Construction Traffic Management

- A Construction Environmental Management Plan is to be prepared prior to the commencement of works on the site, which shall be generally consistent with the principles identified in the Construction and Traffic Management Plan prepared by Iglu dated 20 November 2014.

Safety

The recommendations of the Crime Prevention Through Environment Design Assessment prepared by JBA dated November 2014 shall be implemented through the detailed design and operation of the site.

Operations

The Operations Plan prepared by Iglu (**Appendix G**) will form the basis for future management of the site, particularly in relation to the management of the public laneway and use of outdoor communal areas.

Acoustic Impacts

- Iglu staff will monitor usage of the outdoor terrace to limit the number of persons using this space at any one time to 100 persons. Iglu hosted events may occasionally exceed 100 persons.
- Amplified music or PA systems will not be used in outdoor areas.
- Access to the outdoor terrace and courtyard will be generally restricted to between 7am and 10pm, which will be enforced by access control to these areas and monitoring by Iglu staff.
- Events hosted by Iglu staff on this outdoor terrace may occasionally (less than a dozen times per year) extend beyond the 10pm closing time.
- Standard acoustic treatment will be provided to all plant areas to achieve compliance in accordance with the NSW Industrial Noise Policy

Wind Impacts

- Wind tunnel testing must be undertaken following detailed design, and the pedestrian wind environment demonstrated to be acceptable prior to the issue of a Construction Certificate. Specifically, the following design measures must be considered as part of this testing:
 - Connection of the proposed awnings along Regent Street for between half and two-thirds of the proposed awning depth and along the full length of the retail frontage, student accommodation lobby and through-site link entrance.
 - Installation of a full-height screen to the eastern entrance to the through-site link from Regent Street, connecting to the building façade and the extended awning.
 - Consideration of additional screening for the northern aspect of the Level 1 terrace.

Reflectivity

- All exterior facade elements will have a reflectivity coefficient of 20% or less in accordance with the requirements of the Sydney DCP 2012

Traffic and Access

- Prior to the issue of an Occupation Certificate, a Workplace Travel Plan and Travel Access Guide will be prepared for distribution to new students, staff and visitors to the site.

Waste Management

Waste facilities will be provided in accordance with the Waste Management Plan prepared by Iglu (**Appendix H**).

7.0 Justification of the Proposal

In general, investment in major projects can only be justified if the benefits of doing so exceed the costs. Such an assessment must consider all costs and benefits, and not simply those that can be easily quantified. As a result, the EP&A Act specifies that such a justification must be made having regard to biophysical, economic and social considerations and the principles of ecologically sustainable development.

This means that the decision on whether a project can proceed or not needs to be made in the full knowledge of its effects, both positive and negative, whether those impacts can be quantified or not.

The proposed development involves the development of an 18-storey building for the purpose of student accommodation with ground level retail facilities. The assessment must therefore focus on the identification and appraisal of the effects of the proposed change over the site's existing condition.

Various components of the biophysical, social and economic environments have been examined in this EIS and are summarised below.

7.1 Social and Economic

The proposed development will have significant social and economic benefits for the communities of Redfern, the City of Sydney and the NSW State. In particular, these benefits include:

- provision of suitable and affordable accommodation for students close to Sydney's major education institutions, facilitating improved education outcomes for the general population, and particularly for those students required to travel from regional NSW;
- flow-on economic benefits to the tertiary education sector associated with an increased ability to accommodate students from travelling to Sydney for study;
- economic benefits of local and city-wide expenditure of the accommodation of 370 additional students in Redfern;
- improved safety outcomes associated with the introduction of new pedestrian activity, active street uses and casual surveillance into the Redfern town centre;
- potential for reduced competition for private affordable rental housing stock by students, assisting other persons who are not students to access rental stock in the locality ;
- ensuring that new development allows the efficient development of surrounding land at a future time;
- equitable access will be provided throughout the proposed development, including the provision of student accommodation dedicated to persons with mobility disabilities;
- approximately 180 additional construction jobs created during the development; and
- full-time jobs created on-site in the proposed student accommodation facility and retail shops, as well as potential creation of new indirect jobs in the tertiary education sector and the local retail and service sectors.

7.2 Biophysical

The environmental impact assessment of the proposed development has demonstrated that:

- the proposal does not give rise to any impacts on the local road or transport network;
- noise from the operation of the proposed development will not give rise to any impacts on nearby sensitive receivers;
- future occupants of the building will not be subject to adverse noise impacts;
- there is not expected to be any impacts on Indigenous or European heritage values associated with the site;
- water and energy consumption will be reduced in accordance with contemporary standards for Class 3 buildings;
- any potential contamination of the site can be addressed and the site made suitable for the proposed use;
- wind impacts associated with the development of the proposed building can be managed through detailed design and wind tunnel testing;
- waste will be managed in an efficient and coordinated manner to avoid potential wastage, odour impacts or pollution including improvements to the existing management of waste by adjoining landowners in the laneway;
- the site will be managed during construction to avoid amenity or physical environmental impacts; and
- the proposed development is able to be adequately serviced by existing utilities and stormwater management infrastructure.

7.3 Ecologically Sustainable Development

The EP&A Regulation lists four principles of ecologically sustainable development to be considered in assessing a project. They are:

- The precautionary principle;
- Intergenerational equity;
- Conservation of biological diversity and ecological integrity; and
- Improved valuation and pricing of environmental resources.

An analysis of these principles follows.

Precautionary Principle

The precautionary principle is utilised when uncertainty exists about potential environmental impacts. It provides that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The precautionary principle requires careful evaluation of potential environmental impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment.

This EIS has not identified any serious threat of irreversible damage to the environment and therefore the precautionary principle is not relevant to the proposal.

Intergenerational Equity

Inter-generational equity is concerned with ensuring that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations. The proposal has been designed to benefit both the existing and future generations by:

- maintaining heritage listed items for future generations to appreciate and enjoy;
- implementing safeguards and management measures to protect environmental values.
- facilitating job creation and the provision of housing in close proximity to public transport; and
- Improving the public domain and amenity in Redfern town centre.

The proposal has integrated short and long-term social, financial and environmental considerations so that any foreseeable impacts are not left to be addressed by future generations. Issues with potential long term implications such as waste disposal would be avoided and/or minimised through construction planning and the application of safeguards and management measures described in this EIS and the appended technical reports.

Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration.

The proposal would not have any significant effect on the biological diversity and ecological integrity of the study area.

Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things. Mitigation measures for avoiding, reusing, recycling and managing waste during construction and operation would be implemented to ensure resources are used responsibly in the first instance.

Additional measures will be implemented to ensure no environmental resources in the locality are adversely impacted during the construction or operational phases.

8.0 Conclusion

The Environmental Impact Statement (EIS) has been prepared to consider the environmental, social and economic impacts of the proposed student accommodation development at 60-78 Regent Street, Redfern. The EIS has addressed the issues outlined in the Secretary's Environmental Assessment Requirements (**Appendix A**) and accords with Schedule 2 of the EP&A Regulation with regards to consideration of the proposed development's social, economic and biophysical impacts.

The development of student housing on the site will have significant benefits to Redfern by injecting new activity throughout the centre, and particularly at the ground plane around Regent Street and the Redfern Street Laneway. Provision of well-design and appropriate student accommodation will support the provision of education to students from Sydney, regional NSW, inter-state and overseas, resulting in improved social and economic outcomes for NSW. Furthermore, the proposed development does not give rise to any significant environmental effects that cannot be effectively managed through the normal conditions of consent and the implementation of the mitigation measures identified in **Section 6.0** of this EIS.

Given the merits described above it is requested that the application be approved.