

## 80-88 Regent Street Redfern submission

This proposal, along with the recently approved 60-78 Regent Street, is contributing significantly to the sweeping changes that are impacting on the area of Redfern. Towering over the main activity Street of Redfern, this development and others along Regent Street are encroaching into a community that has a historical, cultural and integral connection with this part of the city: our Aboriginal community. Considering this, this development is not appropriate in its current condition and nor does it give the appropriate considerations to its impacts on the Aboriginal community, and its social impacts at large.

Norma Ingram, a long-time indigenous resident of Redfern has observed the change of the area, stating:

“The society wants to grow out now and the Aboriginal community is in their way, so they send us all out again to the outskirts of Sydney and they again want us to be fringe dwellers”

(<http://www.sbs.com.au/news/article/2014/02/03/redfern-community-divided-over-benefits-gentrification>)

Developments, such as this one, are directly contributing to this ‘push out’ of our vulnerable Aboriginal community. You have a social responsibility to ensure that your development does not contribute to this social malaise.

I urge you to reconsider several factors around your development, to ensure that the social impact it has does not further price out vulnerable people who have built the cultural richness of the area.

### Developing a town centre:

The development of 80-88 Regent Street has a number of non-compliances in terms of the general height and setback. It is argued however that these are acceptable considering the zoning objectives that it achieves, one of which is outlined as:

‘To facilitate the development of a town centre’

However a town centre is not facilitated by excluding the marginalised people of an existing community. An effective town centre commits to the broader Australian principles of multiculturalism and acceptance of all socio-economic classes, and facilitates a space for socially and culturally diverse and rich area. This building in its current form, does not facilitate this. It mirrors the buildings surrounding it, and with a combined impact, act as a white-wash of Redfern. I urge you to implement policies that encourage a true town centre that celebrates its past and seeks to enrich its original inhabitants, rather than replacing them.

### Child care centre:

This proposal argues that it promotes the retail and community benefits of the area by providing a child care centre. However, it is unclear as to whether this child care centre will be affordable for many residents of Redfern. If this proposal is going to argue of its benefits, it must ensure that a certain amount of spots are saved for those in a lower socio-economic bracket. This will ensure that the child care centre is not contributing to the push-out of Redfern’s current residents.

#### Affordable housing:

Redfern, along with the rest of Sydney, has experienced huge increases in property prices over the last few years. This development can address the disadvantages for many of the exorbitant price jumps, in recognising that it is part of the problem as a private developer.

The City of Sydney Council, in which this development is proposed, has a goal of reaching 15% affordable housing. The proposal has stated only that it will grant the minimum 2% contribution to the Redfern-Waterloo Authority, which, as stated will contribute \$754,778.92 to the Redfern-Waterloo community. This barely covers the cost of one family home, which is an inadequate amount, despite fulfilling the stated levy.

The rate for the Affordable Housing Contributions Plan 2006 asks only for \$76.83 per square metre of gross floor land. I ask that, considering the impacts that this development will have on this community that you increase this contribution significantly to ensure that the community will not be disadvantaged nor pushed out.

#### Public transport contribution:

Considering that this proposal will add an additional 80 residential apartments to the area, there has not been enough of a contribution to the public transport, including the Redfern train station. This is a heavily used station that is already at capacity, and only further stressed by the over-development of the area. The facilitation of 65 car spaces is not a satisfactory answer as this does not improve the amenity for residents. This will only further impact the already congested traffic and increase air particulates from cars. The location alone, as is suggested in the Environment Impact Statement, is not a sufficient response to maximising public transport patronage. The site's proximity to public transport may encourage patronage, however without any financial contribution to improving public transport, Redfern train station will fast be overburdened. This will decrease amenity significantly, and place undue stress on an already insufficient public transport serviced area.

#### Non-compliances:

As previously stated, this proposal is asking to be approved with numerous non-compliances or partial non-compliances in building height and setback. It argues that this should be allowed considering all of the benefits that this development will bring the community. I urge you to consider the points I have raised above, which if enacted, will go much further to provide the community benefit that the report suggest it will bring.

I urge you to consider the above factors and to use your development to better serve the community.