

Australian Technology Park Redevelopment SSD 7317

Submission to NSW Planning and Environment
9 March 2016





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Figure 1. Site Plan showing proposed building footprints and public domain treatments
Source: Proponent's SSD Application



Figure 2. Perspective of proposed Building 1 from Davy Road
Source: Proponent's SSD Application



Figure 3. Perspective of proposed Building 2 from Locomotive Street
Source: Proponent's SSD Application



Figure 4. Perspective of proposed Community Building from Davy Road and Central Avenue
Source: Proponent's SSD Application

1.0 Executive Summary

This submission responds to a State Significant Development Application (SSD DA) for the redevelopment of the Australian Technology Park (ATP), Eveleigh. The SSD DA proposes to complete the development of the ATP through infill mixed use buildings, two of which are large scale predominantly office premises, and associated public domain works.

The SSD DA follows the following recent events:

- NSW Government electing to offer the majority of the ATP site for sale by Expression of Interest process (EOI);
- UrbanGrowth calling for EOIs from developers then subsequently shortlisting five parties by select tender to bid for the site;
- a consortia led by Mirvac being awarded the successful tenderer to acquire the site; and
- Mirvac forming an Agreement for Lease with Commonwealth Bank to take up much of the proposed floor space in the current SSD DA.

The City of Sydney (the City) supports mixed economic uses for the site which will produce significant job creation and support economic growth. The intended user of proposed Buildings 1 and 2, Commonwealth Bank, is a large scale employer and an important contributor to Sydney's GDP.

It is understood that the NSW Government assessed developer bids during the EOI process that included substantial residential development, large scale hotel development, retail development and other land uses relatively well-removed from the ATP management mandate of a thriving business enterprise focus with a technology and innovation theme.

Having regard to some essential qualifications and satisfaction of recommendations noted in this submission, there is support for the proposal as it would result in:

- Employment generating activity close to – sustainable transport (both existing and proposed), domestic and international transport, education, supporting services and a wide range of creative and cultural offerings;
- Realisation of the remaining development plots within the site in a coordinated fashion. For instance, transport coordination within and outside of the site is able to be addressed holistically;
- Proceeds from the development and sale of the land being put to urban regeneration in the region, subject to confirmation of the capture and allocation of those proceeds;

- Economic support and attraction for local businesses around the ATP site through new demand for goods and services by suppliers, food and beverage operators, personal services, professional services and business support;
- Continuation of public access to and through the site, including the open space and recreation facilities able to be used by the public; and
- Elegant office buildings housing quality work space that have been approached with sustainable features and fabric.

This submission provides commentary and recommendations regarding the scope of the development and its impacts.

The following are key recommendations:

Governance

1. The applicant/proponent should provide details of the proposed governance structure for the management of the entire ATP site including the proposed buildings and public domain. The site is currently operated by the NSW Government with a corporation overseen by UrbanGrowth NSW and an explanation of the proposed corporate structure for the long term management of the site is necessary. The operators presently have a Constitution, Policies, Values and corporate structure.
2. The existing, balanced, management of commercial objectives with heritage objectives, public domain objectives, social objectives and sustainability objectives can and must be realised with this development. Further information is necessary to support this proposal, much of which will have already informed the non-financial criteria used to assess the sale tender and captured in the development rights agreement between UrbanGrowth NSW and the Mirvac-led consortia;
3. The SSD DA generally lacks context in relation to the Applicant's aspirations and objectives for the ATP as a whole. The successful management of the ATP requires several layers of supervision that are not documented. Whilst the redevelopment itself will be an economic driver through day-to-day employment, the long term positioning of the ATP relative to the broader Sydney and NSW social, cultural and financial economy is not known. In particular, the role of the ATP compared to other cultural precincts is not known. If privatised, the current view of ATP as a provider of space and experiences benefitting the cultural, artistic, recreation and heritage appreciation of the public should not be diminished.

4. The SSD DA lacks demonstration of how the development will respond to the legacy and expectations created by the aims and management of the ATP to date. Details of the following are essential, which shape the design and outcomes of the development:
 - Programming, management and infrastructure to support public events and cultural initiatives within the ATP. In particular, programming for the Locomotive Workshop and public open space;
 - Maintenance strategies for the public domain and significant remnant relics within the site such that the quality and experience of public space is retained despite ownership;
 - Retail strategy and positioning so that the offer matches the intended audience and retailers complement each other. It appears evident that the proposal has an undersupply of retail space with such abundant captive customers (i.e. 15,000 workers on site) and a substantial uplift in development to occur around the site in the Central to Eveleigh Corridor including South Eveleigh immediately on the doorstep;
 - Late night economy strategy to direct and manage retail, sporting and entertainment offering in an appropriate manner. For example, the proposal to have 24 hour operation of the (small) supermarket and gym requires a framework on how this complements cultural, recreation and retails offers within the ATP and Redfern;
 - Proponent's intentions for the role of the ATP in the education of the community through tours and workshops;
 - Response to long term transport planning in the region including demonstrating how the development enables, through infrastructure on the ground or retrofitting strategy, north-south pedestrian and cyclist crossing over the railway line and regional cycle network infrastructure;
 - Ongoing community relations strategy beyond the construction period for the development.

Public Benefits

5. The landowner, UrbanGrowth NSW, should confirm that the proceeds of the development and sale of the ATP are to be reinvested in the Central to Eveleigh Corridor prior to the determination of the SSD DA. There is no certainty attached to the SSD DA that the private benefits to be captured are associated with broader public benefits to be realised in the local region.
6. The Applicant should clearly define their intentions for the Community Building (and any other proposed community benefits) and there must be conditions to

compel the applicant to deliver the proposed works, including an allocation of floor space towards these elements. The SSD DA provides very little information on the proposed users and management of the community floor space and this must be clarified and locked down as an obligation within consent conditions to avoid implied community benefits having no follow through or obligation to be performed. For example, a Technology Incubation Hub is promised. It is the City's experience that such offers, if not specifically secured in the planning approvals pathway (including a floor space allocation, timeframe and delivery standard), can be the first casualty after development approvals are granted if not clearly obligated and potentially attached to a registered property instrument.

7. Section 94A levies should not be waived as requested by the Applicant because the proposed development does not cater for the demands on services and infrastructure it creates within and outside the ATP site. The development has a genuine nexus with, and strain on infrastructure needed in the local and regional context - and local transport improvements in particular through connection of the site with and across Redfern Station, cycling infrastructure and walking paths. It is both necessary and reasonable to impose Section 94A levies, and if not imposed, the City of Sydney formally objects to the proposal and requests that the application go before the Planning and Assessment Commission;
8. Opportunities to better integrate the development with future pedestrian and cyclist access across Redfern rail line have not been incorporated into the SSD DA. The DA should allow for the link as such a missed opportunity will exacerbate the disconnection between North Eveleigh/Camperdown/Newtown and ATP/South Eveleigh/Alexandria/Redfern. In particular, the future north – south desire line through the Village Square requires additional work to facilitate movement through the space.

Planning Process

9. The proposed buildings should be subject to a competitive design process to achieve the aspirations of design excellence. The Redfern-Waterloo Built Environment Plan encourages competitive design processes at the ATP site. Sydney LEP 2012 would mandate a competitive design process for the development. The Major Projects SEPP has a height trigger of 12 storeys which is ineffectual for large-scale, campus-style, development. A capital investment value trigger is adopted in the Sydney LEP to capture such anomalies. About 90% of the City of Sydney LGA is subject to the Sydney LEP. The remaining 10%, like the ATP, have alternative rule sets – or no rules at all – which potentially undermine the City's efforts in striving for design

excellence, sustainability and consistent governance.

10. Proposed non-compliance with the building height standard in the Major Development SEPP is not well-founded. The development is capable of achieving compliance with planning controls and the commercial objectives sought through redistribution of heights and/or reallocation of GFA between plots. The existing 4-storey height control in the Major Development SEPP to the east of the development should be respected and Building 1 height reduced or redistributed to create a more appropriate scale shift to development to the west and reduce overshadowing and visual impacts on surrounding properties to the west and south. The impacts from non-compliance are unacceptable and impact the Alexandria child care centre, 3-5 storey private and public housing to the west and 1-2 storey terraces to the south.
11. The SEPP 1 objection lodged by the Applicant is not well founded and compliance cannot be said to be *unnecessary or unreasonable* – there are no extenuating circumstances – and a contract for sale requirement (if one exists) cannot be a matter for consideration in planning assessment non-compliance. The application argues that development of the site cannot be realised without the non-compliance, which is clearly unfounded and incongruous with planning principles directing a designer to adopt a “more skilful design”.

Built Form and Design

12. The DA should acknowledge that the existing Alexandria and South Eveleigh community resides in surrounding low scale, fine grain, terrace housing and residential flat buildings. Those residents are unreasonably impacted by non-compliance with the planning controls. Such non-compliance cannot be supported due to acute and avoidable overshadowing, with visual and enclosure impacts on a large number of surrounding occupants. A more skilful design is required such that the economic aims of the development could be achieved with reduced impacts on surrounding properties;
13. No basis for above ground car parking has been noted in any of the SSD DA documentation. Aboveground car parking results in poor activation of the public domain, additional unwarranted building height, visual blight and acoustic impacts. The City’s records show no operational underground rail lines below Building 2 or below the majority of Building 1. Historic tunnels for transport or services should be documented. Underground car parking must be utilised. All opportunities for undergrounding car parking should be exhausted before alternatives considered. Additional retail space should be incorporated at ground level in lieu of car parking.

Public Domain

14. The public domain, comprising all land outside of the development plots, should revert to public ownership through the local authority – the City of Sydney – or the NSW Government for maintenance and management once the development is complete or near complete. An early decision needs to be made on the ownership of the public domain as it affects design choices, standards and record keeping of required infrastructure and project budget. Design of the public domain should adopt the City's design codes and materials palette so that the land is capable of local dedication in the future.
15. Pedestrian connections to Redfern Station needs to be accessible, safe at night and provide weather protection structures where possible and where heritage impact assessment allows;
16. The City regularly puts funds and resources into integrating SSD, former Part 3A projects and SSI projects with the surrounding streets under the care and control of the City. Barangaroo and the Darling Harbour Live developments are examples of where better integration with its surrounds could have been achieved. The ATP development boundary within the Development Agreement between Mirvac and UrbanGrowth NSW is not to be taken a termination line where works will be carried out one side and not the other.
17. All reasonable works to provide public domain upgrades should be incorporated into the project. To this end, upgrades of surrounding streets and internal connection as documented in this submission are essential for the local and regional pedestrian and cycling network and should be obligated.

Traffic, Transport, Walking and Cycling

18. The car parking proposed is excessive and not in keeping with the proposed modal shift targets. The 1,600 car parking space cap on the site is an historical legacy from 1994 when public transport was not as ingrained in commuting and car dependency was higher. Former planning controls specified minimum car parking requirements and resulted in congested road networks with poor environmental outcomes. It is not appropriate to rely on a decision for parking supply based on transport conditions 20 years ago.
19. Considerable weight must be given to the cumulative traffic impacts with the development of the Central to Eveleigh Corridor and future Pymulway Projects. Electing to exploit the 1,600 car parking space allocation given to the site in 1994 without review (which is the case with other matters such as building height) runs counter to good planning, the sustainability objectives of the planning controls and against lower car ownership trends in the Sydney

LGA;

20. Only a very small proportion of the car parking approved to be provided should be designed or capable of operating as a commercial car park. Restrictions should be applied;

Construction Management

21. Proposed hours of construction are excessive and need to be reduced unless the activities are specifically segregated (such as internal fit out works);
22. Proposed construction vehicle access routes are inappropriate and prioritise the amenity of the existing ATP tenants over the amenity of the adjoining child care centre and surrounding residential premises;
23. A highly conservative Construction Management Plan, prepared in consultation with the City, is required to manage construction impacts on the adjoining child care centre. The City has considerable experience in managing impacts on highly sensitive receivers in a dense urban setting;

Commitments

24. In addition to previously mentioned benefit obligations, NSW Planning and Environment is requested to bind the Applicant to the commitments nominated within the DA documentation and upon the announcement of the sale of the site, namely:
 - A Technology Incubation Fund to encourage technology start-up businesses in ATP;
 - Support for digital and creative industries through commitments with tertiary educators and research organisations;
 - Operating details and governance structure for the Community Building;
 - Creation of covenants and easements for public access, future rail crossing and heritage conservation;
 - Capture of Section 94A Developer Contributions and allocation of those funds to regional infrastructure in support of Redfern-Waterloo;
 - Public Art installations at the localities nominated in the Public Art Strategy via the employment of a curator and consultation with the City of Sydney Public Art Advisory Panel in the formation of briefs and design; and
 - Heritage interpretation elements being resolved and integrated across the entire site under an Interpretation Strategy.

The submission **Background** is found in **Section 2** of this report.

The detailed submission **Recommendations** are found in **Sections 3 - 9**.

It is anticipated that the Proponents will be required to lodge a Preferred Project Report, at which point the City may provide recommended conditions of consent.

2.0 Background

2.1 ATP Site

The ATP is a 13.2 hectare Business and Technology Park that was established in 1994 after the former railway workshops and storage yards were surplus to requirements of then State Rail Authority. The Park has since matured under NSW Government ownership into the present day campus-style workplace that shares facilities with the broader community and regularly opens to the public for broad social, cultural and historical engagement.

The ATP is presently home to a wide range of information technology, communications, media, science and research organisations, in addition to spaces capable of being visited or used by the public. The businesses occupying some 113,000sqm of existing floor space, benefit from intellectual and economic enrichment through clustering of skills, research capabilities and support from education providers. The site is a magnet for creative thinking and catalyst for business incubation in a post-manufacturing and post-mining economy.

The ATP site has a wide array of non-commercial benefits. These include:

- Vast areas of public open space for passive and active recreation;
- Flexible indoor and outdoor space for public and private events, expos, conferences, launches and creative events;
- Education and training through tours, workshops, oral history collections and physical history collections. On-site activities include regular heritage tours and blacksmithing demonstrations; and
- Convenient regional and local transport connections through the site and primarily from the north-east via Redfern Station to the west and south to residential and mixed use catchments in Eveleigh and Alexandria.

The site is due to attract wider appeal through connection with a much larger catchment. A pedestrian bridge connection between the ATP and North Eveleigh is

proposed and has been a feature of the City's strategic planning for a decade. The Redfern-Waterloo Authority committed \$6million to the design and construction of the bridge¹.

2.2 City's Response to Sale of ATP

In February 2015, just after UrbanGrowth had invited developers to lodge an Expression of Interest in the site, the City of Sydney commissioned an independent review by HillPDA on the risks and benefits associated with the sale of the ATP site.

Key recommendations from that review are described as:

- Exclusion of open space from any portion of the site for sale and retention in government ownership. The land could be dedicated to the local public authority;
- Exclusion of heritage buildings and assets from the sale and retention in government ownership;
- Greater weight to be placed on design, access and heritage criteria including subsequent development being consistent with planning controls;
- Greater weight to be placed on the site's established vision;
- Maintain capacity for a critical mass of technology businesses and incubator space to continue assisting new local business; and
- Revised the tender process to give greater priority to the public interest by ensuring input from the community, City of Sydney, Transport for NSW and other government agencies.

2.3 Proposed Development

The proposed development comprises:

- site preparation works, including demolition and clearance of the existing car parking areas/ancillary facilities and excavation;

¹ Redfern-Waterloo Built Environment Plan, August 2006, p.39

- construction and use of a 9 storey building (Building 1), comprising of parking, retail, commercial and childcare uses;
- construction and use of a 7 storey building (Building 2) comprising of parking, retail and commercial uses;
- construction and use of a 4 storey Community Building comprising of gym, retail, community, commercial and childcare uses;
- landscaping and public domain improvements throughout the precinct; and
- extension and augmentation of physical infrastructure/utilities as required.

3.0 Bulk, Scale and Design

3.1 Building Height Non-Compliance Unreasonable and Unnecessary

The proposed non-compliance with the building height standard in State Environmental Planning Policy (Major Development) 2005 is not well-founded and cannot be supported. The development is easily capable of achieving compliance with the legal planning controls and the commercial objectives sought through redistribution of heights and/or reallocation of GFA between buildings.

The impacts are unacceptable from non-compliance and impact the single storey Alexandria child care centre, 3-5 storey private and public housing to the west and 1-2 storey terraces to the south.

The height control requires the transitioning of building height from east to west. The Media City building reflects this scale shift.

The addition of a second tall building, following the Media City construction, alongside the child care centre will have significant visual impact on the playground, overshadowing of the playground in the morning period and a contribution to a real sense of enclosure. The non-compliance, coupled with an at-grade car park immediately alongside the playground, eliminates any ability of the proposal to be screened by landscaping to soften its appearance.

The additional bulk and scale of the building at the western edge results in adverse additional overshadowing of properties along Henderson Road, many of which would not be overshadowed at all with a compliance scheme and many of which would get afternoon relief from overshadowing with a compliant scheme.

The SEPP 1 objection lodged by the Applicant/proponent is not well-founded and should not be accepted. It argues that:

- the proposal is somehow of benefit because it does not realise the full SEPP 4-storey height limit which extends to the boundary with the child care centre. This reasoning is fundamentally flawed as a building separation is essential between the child care centre and adjacent development for solar access, maintenance of outlook and sky views and management of overlooking. A 4-storey building immediately alongside the child care centre has no prospects of approval;
- the building height limit is not *“optimal in terms of meeting the CBA brief requirements and supporting a modern and collaborative working*

environment”. This is a demonstration that the attributes of the site, at the western edge, are not suitable for the proposed development – therefore the proposal must change. The appropriate implementation of planning controls should not concern itself with whether or not the control suits rigid commercial requirements. A more skilful design is capable of being achieved through redistribution of GFA in manner have less impacts on adjoining properties. For example, additional height is capable of being realised with all three buildings and/or additional floor space is achievable through reduced or undergrounding car parking at lower levels;

- the transitioning height limit has not been driven by any pre-conceived outcome because there are no heritage constraints or view loss constraints. This does not adequately acknowledge the conception of the building height controls from the 2006 Redfern-Waterloo Built Environment Plan where the separation of uses is achieved by transitioning heights;
- the other two buildings are lower than the building height limits. This is irrelevant and does not reflect the severity of the impact from Building 1. It is somewhat insulting to those affected to read their amenity is proposed to be traded off in this manner, particularly where the offending impact arises from a non-compliance with the maximum height standard;
- development of the site will be “significant impeded, thereby hindering the urban renewal of the ATP precinct generally” , the economic aims of the Major Development SEPP somehow outweigh the purpose of the building height limit and the broader public benefits of the proposal somehow offset the height non-compliance. These contentions are absurd. To suggest that the project cannot be delivered if the planning control were strictly applied is unconscionable and misinformed. The Proponent can realise the commercial objectives for the development with a compliant scheme.

The City maintains the position that the applicable building height standard is reasonable and necessary in this instance and should be enforced by NSW Planning and Environment. A more skilful design is necessary that eliminates the non-compliance and maintains the desired outcomes of the development. Building 2 appears capable of accommodating additional GFA and the car parking aboveground should be undergrounded and reduced.

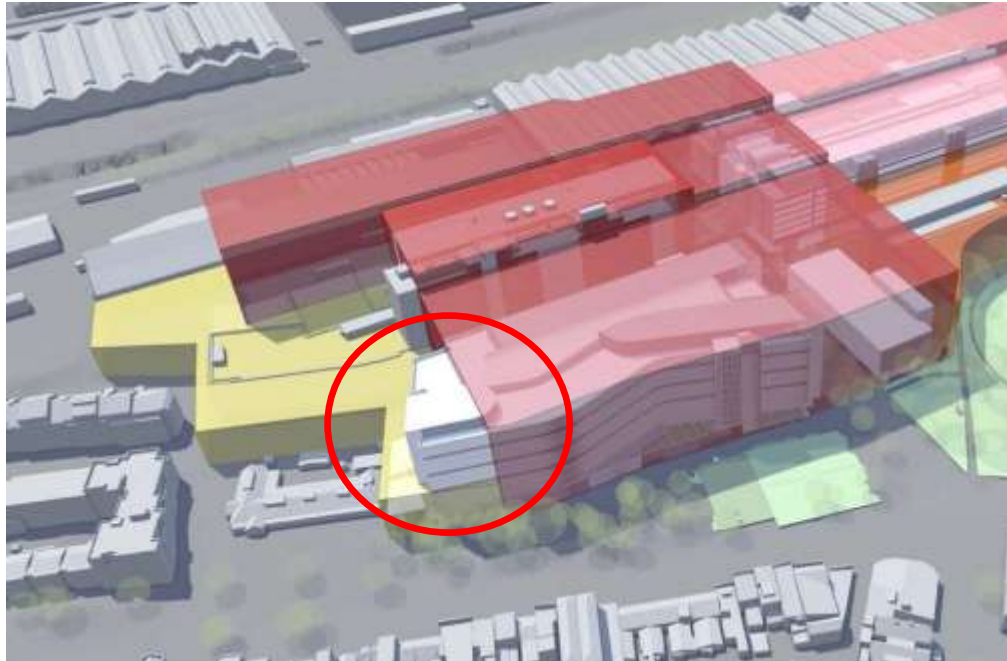


Figure 3. Extent of Building 1 height non-compliance shown in unshaded building envelope relative to maximum height limit and adjoining child care centre
Source: Proponent's SSD Application

Recommendation

Building 1 must comply with the building height standard in the Major Development SEPP.

The existing 4-storey height control should be stayed and Building 1 height reduced from 9 storeys to 4 storeys by redistribution of GFA to create a more appropriate scale shift to development to the west and reduce overshadowing and visual impacts on surrounding properties to the west and south.

NSW Planning and Environment should reject any proposal to amend the Major Development SEPP.

3.2 Allowance for North-South Rail Crossing

The SSD DA does not acknowledge the future north-south connection across to North Eveleigh. The rail corridor presently disconnects the region and limits efficient access between ATP, universities, health facilities and residential catchments.

Opportunities to better integrate the development with the future access have not been incorporated. The future north–south desire line through the Village Square requires additional work to facilitate movement through the space. The Square should be



future-proofed to allow for direct and efficient movement of pedestrians and cyclists.

Figure 4. Future north-south pedestrian and cycle connection to North Eveleigh and beyond
Source: Redfern-Waterloo Built Environment Plan (Stage One) 2006

Recommendation

Future proof north-south pedestrian and cyclist desire lines for a north-south crossing of the railway line to North Eveleigh.

3.3 Aboveground Car Parking

The SSD DA documentation has not described why aboveground car parking is desirable with the proposal.

Aboveground car parking results in poor activation of the public domain, additional unwarranted building height, visual blight and acoustic impacts. The City's records show no operational underground rail lines below the development plots. Historic tunnels for transport or services should be documented. It is understood that Transgrid cables run under Mitchell Way and Innovation Plaza and these are no impediment.

Negative externalities arise with aboveground car parking especially along pedestrian pathways. In particular, the parklands pedestrian link to the south of Building 1 is fronted by a long expanse of inactive parking and screening. The space is not well overlooked and is likely to be poorly used and neglected. Either the parking should be undergrounded and replaced with an active office edge, or the public domain should include further embellishment, for example, with an extension of sports activities like



exercise station, children's play area or additional sports courts.

Figure 5. Aboveground car parking results in poor interface with open space
Source: Proponent's SSD Application

Recommendation

Underground car parking must be utilised across the buildings. All opportunities for undergrounding car parking should be exhausted.

The area south of Building 1 requires particular attention.

3.4 Building 1 Western Interface

A landscape setback is required to the western boundary of Building 1 alongside the child care centre. The design must remove the external car park and the shading structures at the boundary. The interface should be planted out with mature trees.

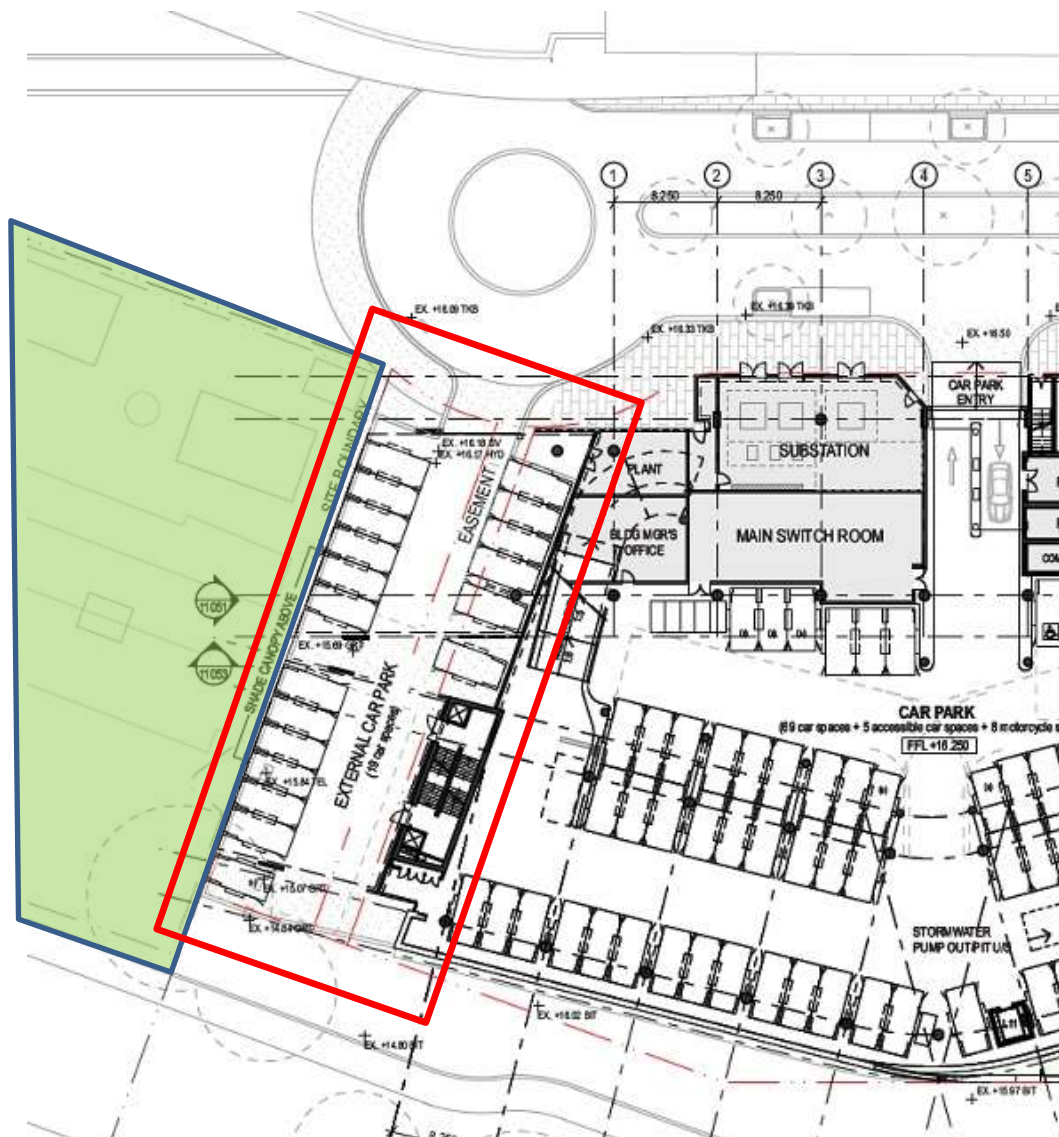


Figure 6. External car parking results in poor interface with child care centre
Source: Proponent's SSD Application

Recommendation

Incorporate a landscaped setback to the adjoining child care centre by deletion of the external car parking and shade structures and mass planting.

3.5 Child Care Centre Outdoor Space for Building 1

The design for the child care centre outdoor space within Building 1 lacks sunlight, usable area, clear sight lines for carer surveillance and may be affected by poor air quality from the open car park area adjacent. The ends are narrow, the fire stair core intrudes into the most useable space and the position is along the southern elevation with no prospect of sunlight. More of the outdoor area should wrap the south-eastern corner into Davy Road and the stair core and openness of car parking requires re-examination.

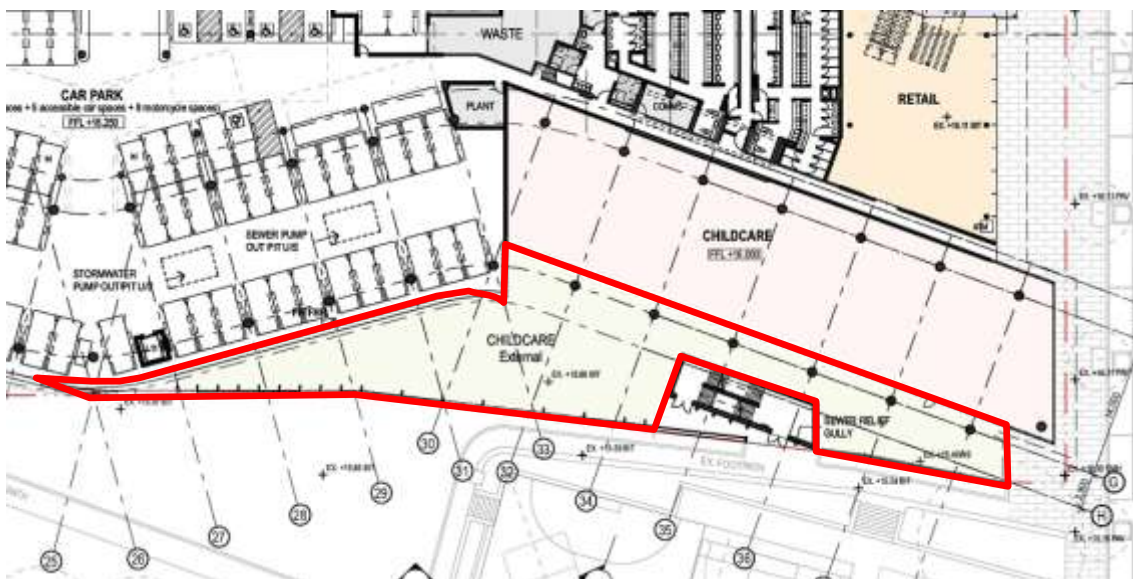


Figure 7. Extract of Building 1 floor plan showing design of child care centre outdoor space
Source: Proponent's SSD Application

Recommendation

The external space of the child care facility in Building 1 requires redesign to address useability, access to sunlight, air quality and surveillance.

3.6 Community Building South-Eastern Interface

The ground floor of the Community Building proposed a gym and retail space along Davy Road and at the south-western corner. However, the south-eastern frontage has a kiosk substation and a series of services/plant rooms facing the Vice-Chancellor's Oval/Eveleigh Green. The proposed remodelled Oval / Green has numerous areas for seating, lunch breaks and active recreation including an "intimate play space" with nature play elements, seating and sensory planting immediately alongside the Community Building.

The design results in poor relationship with the open space and lost opportunities for gym users to interact with the open space and passive surveillance of the open space, especially late at night as the gym is proposed to be 24 hours a day.

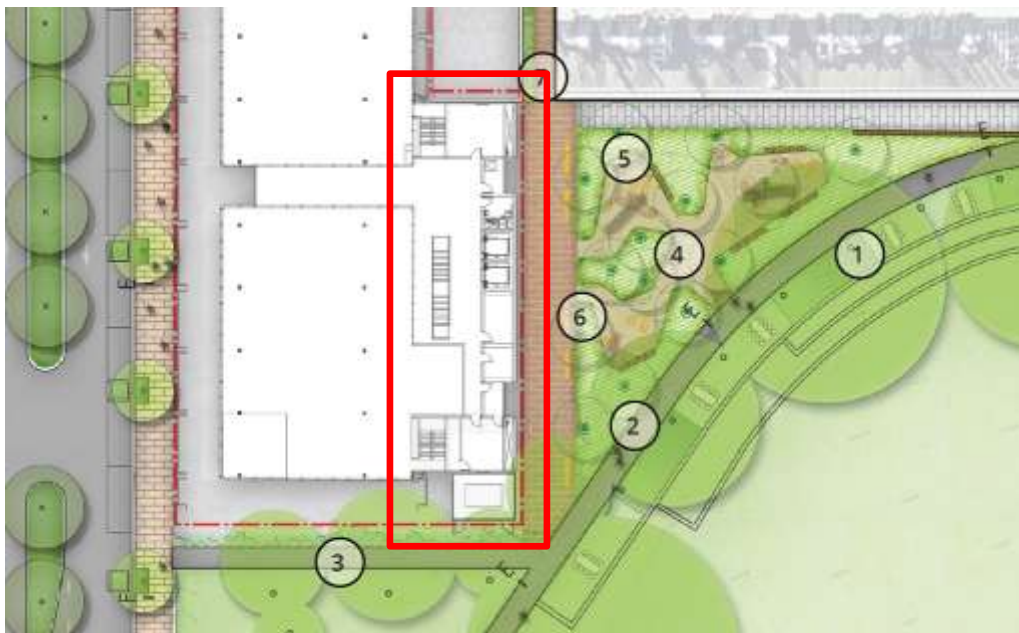


Figure 8. Community Building has a poor interface with Vice-Chancellor's Oval and proposed play space

Source: Proponent's SSD Application

Recommendation

Redesign the south-eastern corner of the Community Building to wrap gym or retail active frontage toward Vice Chancellor's Oval and proposed play space.

4.0 Landscaping and Public Domain

4.1 Davy Road East-West Pedestrian and Cyclist Crossing

Pathways either side of Davy Road, south of the Community Building and north of the sports courts are a desire line for pedestrians and cyclists. The first Design Principle adopted in the SSD DA Public Domain Report surrounds “Connection”. A new crossing should be installed.



Figure 9. Pedestrian crossing over Davy Road required
Source: Proponent's SSD Application

Recommendation

Incorporate a mid-block pedestrian crossing on Davy Road and adjust surrounding road, lighting and landscaping infrastructure.

4.2 Sports Court and Open Space Facilities

Infrastructure that supports the sports courts and open space is lacking for tenant and community use. Clubhouse facilities and toilet facilities should be incorporated, with lockers and change rooms, power supply, drinking water, bike racks and shade. The

City has been rolling out new amenities facilities in parks all throughout the southern urban renewal area. These have been of high design quality and widely appreciated.

The proposed extent of works around the sports courts is limited to a new fence, new surfacing and the upgrade of an existing pathway. This limited scope is in stark contrast to the finish quality of the new buildings. Replicating the existing barren nature of the sports courts is considered lost opportunities to improve useability and comfort.

Recommendation

Incorporate infrastructure that supports use of the sports courts and open space by the tenants of the site and the community.

4.3 Furniture and Public Domain Embellishment

The furniture palette should be consistent with the City's Sydney Streets Design Code. Careful consideration should be given to the location and type of site furniture such as litter bins, seating and drinking fountains.

There is opportunity to increase canopy cover in the area to align with the City's Tree Planting Policies. The City's Urban Forestry Strategy lists targets for the Sydney Local Government Area. Canopy cover should be increased to address the site's environmental and social health needs.

Recommendation

Adopt the City's Sydney Streets Design Code and document the public domain facilities that are essential to the good management of the streets and open space.

Increase tree canopy cover within the site in accordance with the City's Urban Forestry Strategy.

4.4 Stormwater and Flooding

The SSD DA does not adequately address flooding issues associated with the development including Flood Planning Levels and drainage infrastructure required to satisfy the City of Sydney Interim Floodplain Management Policy.

Through a site-specific flooding modelling study, the development should demonstrate that the existing detention system is adequate in size to accommodate the proposed discharge and whether or not the proposed buildings require flood protection.

Recommendation

A Flood Model is necessary to demonstrate adequate capacity within the site and establish FPLs if necessary.

Stormwater infrastructure is to comply with the City's standard requirements, as stated in Section 6.2 of the AT&L Report lodged with the SSD DA, as follows:

- City of Sydney Drainage Design Guidelines;
- City of Sydney Interim Floodplain Management Policy; and
- City of Sydney Streets Technical Specification.

4.5 Scope at Boundaries

The scope of works at the western end of Central Avenue, terminating at the cul-de-sac, is not resolved and requires further clarification as to interface works. It would seem appropriate to extend the public domain works around the full circumference of the cul-de-sac, including pedestrian priority across all driveways.

The scope along Henderson Street, both east and west of the Davy Road intersection, should be increased to upgrade footways toward Redfern and South Eveleigh. The development will result in significant additional footfall on these desire lines and an upgrade of paving and lighting is required. In future, the section between Davy Road and Garden Street will be a key connection to the new Waterloo Station between Botany Road and Cope Street, south of Raglan Street.

The existing pedestrian connection along the eastern edge of the Eveleigh Green / Vice Chancellor's Oval requires upgrading as a major connection to the future Waterloo Station. New paving and lighting is necessary.

Recommendation

Clarify and extend the scope of public domain upgrades at the western end of Central Avenue, the footpaths along Henderson Road and the pedestrian connection along the south-eastern boundary adjacent the Alexandria Hotel.

4.6 Tree Management

The SSD DA documentation indicates that all existing trees will be retained and protected. This is a welcome prospect. However, the proposal includes civil works and public domain upgrades around existing trees. These works will include stormwater and services works, excavation and construction of the new buildings, upgrades to paving, garden, roadways, footpaths, etc. The works will result in a level of disturbance to the trees both below and above ground.

To ensure trees are appropriately protected during the works and remain viable into the future, an Arboricultural Impact Assessment is required. This will assist in specifying necessary safeguards and give some certainty to appropriate construction methodologies.

Recommendation

Prepare and lodge an Arboricultural Impact Assessment associated with the development.

New trees planted on site or planted to replace inadvertently damaged trees, should be advanced trees of minimum 100L pot size and minimum height of 2.5m. Any tree that fails to establish within 2 years of planting must be replaced with a tree of comparable qualities, including the qualities of any grove of trees to which a single tree belongs.

5.0 Transport, Parking, Cycling and Walking

5.1 Traffic Modelling

Intersection performance assessment is not sufficient. Assessment of the future performance of intersections should be provided for additional intersections including:

- Boundary Street / Gibbons Street / Wyndham Street intersection
- Boundary Street / Regent Street intersection
- Henderson Road / Wyndham Street intersection
- Henderson Road / Botany Road / Raglan Street intersection

In addition:

- cumulative impacts of delays at the intersections (i.e. using a network model) should be analysed rather than at isolated intersections.
- with this additional network modelling, assurance must be provided that the capacity of the following intersections to absorb the current traffic levels (let alone the proposed levels) is adequate:
 - Davy Road / Henderson Road / Mitchell Road;
 - Garden Street / Henderson Road;
 - Boundary Street / Gibbons Street / Wyndham Street.

This is particularly the case given the expected pedestrian volume increases at crossing points at Locomotive Street / Mitchell Way, Central Avenue / Mitchell Way and Davy Road / Central Avenue and the proposal to provide pedestrian priority.

Recommendation

Additional intersection assessment and a network model is required, with all necessary changes adopted taking into consideration the capacity of the network and the Proponent's intention for pedestrian priority through key intersections.

5.2 Aggressive Modal Shift Targets required

The quantum of parking spaces proposed is said to be likely to accommodate a maximum of around 6% of the 10,000 workers to be employed by the proposal (refer to ARUP Precinct Pedestrian Planning Report).

Given the current rate of car use is some 46% of the existing employees, significant modal shift is required. The proponent should provide some analysis of the projected public transport modal splits and how these will be achieved. These targets must be reflected in the targets within the Green Travel Plan.

The development should seek to encourage Sustainable Transport in a manner which aligns with the targets and objectives set out in Sustainable Sydney 2030 such as:

- Target 6 – 80 per cent of City workers commuting on public transport + 80 per cent of work trips by City residents in non-private vehicles.
- Target 7 - By 2030, at least 10 per cent of City trips will be made by bicycle and 50 per cent by pedestrian movement.
- Objective 3.1 – Support and plan for enhanced access by public transport from the Sydney Region to the City of Sydney.
- Objective 3.3 – Reduce the impact of transport on public space in the City Centre and Activity Hubs.
- Objective 3.4 – Manage regional roads to support increased public transport use and reduce car traffic in City streets.
- Objective 4.1 - Develop a network of safe, linked pedestrian and cycle paths integrated with green spaces throughout both the City and Inner Sydney.
- Objective 4.2 - Give greater priority to cycle and pedestrian movements and amenity in the City Centre.
- Objective 4.3 – Promote green travel for major workplaces and venues in the city.
- Other strategies for which the project should align includes:
 - City's Cycling Strategy and Action Plan 2007-2017
 - Draft Walking Strategy and Action Plan 2014-2030
 - Connecting Our City Transport Strategies and Actions (2012).

Given the Transit Oriented type development achievable within the site, more aggressive Active Transport targets should be applied.

Recommendation

Adopt modal shift targets aligned with the strategic objectives of Sydney 2030 Strategy and provide further demonstration how existing car dependence on site is capable of reducing from 46% to 6%.

5.3 Parking Provision Excessive

The amount of parking proposed is not supported. In general, it is recommended that parking supply be constrained to encouraging Sustainable Transport such as Public Transport and Active Transport (cycling and walking) and where vehicles are in use, encouraging energy efficient vehicles (i.e. provision of electric car charging) and car share. Given the need to prioritise pedestrians and cyclists in the design for the ATP site, there is a need to provide a lower car volumes precinct and this requires fewer parking spaces than is proposed.

Recommendation

Reduce the quantum of parking provided and convert the space to active retail uses or office uses taking pressure off the building height non-compliance with Building 1.

5.4 At Grade Car Parking Inappropriate

Aboveground car parking issues have already been discussed in this submission. The provision of at-grade car parking at the western end of Building 1 is not supported given the need to provide active frontages to encourage pedestrian amenity, reduce the visual blight of temporary shade structures and portray a desirable precedent. The at-grade car parking will have visual, air quality and acoustic impacts on the adjoining Alexandria child care centre.

Recommendation

Underground car parking should be adopted and the at-grade parking along the western edge of Building 1 should be deleted and replaced with soft landscaping.

5.5 Pedestrian / Cyclist Amenity Modelling

The provision of a Precinct Pedestrian Planning Report (ARUP) is welcomed. However, the Fruin Level of Service (LOS) results appear optimistic and simplified. The analysis does not address either the issue of bi-directional pedestrian travel or the conflict between pedestrians and cyclists.

Recommendation

Analyse bi-directional pedestrian paths of travel and respond to potential conflicts between pedestrians and cyclists. There are circa 15,000 workers to be employed

within the ATP site upon completion of the proposal.

5.6 Consolidation of Accesses

Consolidated garbage collection points/loading dock access and basement car park access should be adopted for Buildings 1 and 2. A consolidated access would improve pedestrian amenity by reducing the number of driveway crossovers. Preferably the loading dock driveway crossover for Building 2 would be further away from the Central Avenue / Mitchell Way pedestrian crossing. The provision of continuous footpath across the driveway crossovers is required to emphasise pedestrian priority and improve awareness of pedestrians and thus safety. Driveway crossing widths should narrow as much as possible (preferably to 6m or less). Footpath widening should be provided and road widths reduced in line with promotion of Active Transport.

Recommendation

Consolidate vehicle access and loading dock access, narrow vehicle crossings and give priority to pedestrians along footways.

5.7 Loading Dock Management Plan required

A loading management plan should be provided demonstrating how the docks in Building 1 and 2 will be managed. The on-site loading area is to be available to all tenancies of the particular building (i.e. office, retail, supermarket, child care, etc). This shall be managed either by a schedule showing all tenants when they can use the area, or by a register managed on site to allow tenants to reserve a time period for their deliveries. This information is to be made available to all tenants of the building.

Recommendation

Prepare and lodge a Loading Dock Management Plan in association with traffic network modelling.

5.8 Pedestrian Priority

The provision of pedestrian priority at road crossing points at Locomotive Street / Mitchell Way, Central Avenue / Mitchell Way and Davy Road / Central Avenue is supported. The provision of traffic signals which prioritise vehicles over pedestrians,

should be resisted even if there is pressure to provide signals for network efficiency purposes. This is especially the case given the need to prioritise pedestrians and cyclists in the design (since private vehicle transport should only account for 6% of worker travel).

Recommendation

Resist installation of any traffic signals giving vehicles priority over pedestrians.

5.9 Pedestrian / Cyclist Linkages

North - South

Cycleway connections should be provided with strong emphasis on connecting the ATP site to the nearby established bicycle networks including those on George Street, Wilson Street and Lawson Street. Further, the provision of upgraded facilities such as bicycle lanterns at traffic signals, and upgraded pram ramps (i.e. Mitchell Road / Davy Road / Henderson Road intersection) must be incorporated.

Footpath widths to Redfern Station should be widened to more than 3.5m. The proposed pavement width is too narrow particularly if marked as a “shared path” to accommodate cyclists. Consideration of separation of cyclists and pedestrians should be examined.

East – West

East-west pedestrian desire lines should be catered for especially to connect to the new Metro Rail Station at Waterloo. Details of analysis of an east-west pedestrian link and proposed upgrades should be provided with particular emphasis on Henderson Road pedestrian and cycling amenity (including possible separated bicycle lane or shared path) from the ATP site to Waterloo Station and to Alexandria Station which are both currently poor connections.

Generally

Provision of cyclist access to the End of Trip Facilities in both Buildings 1 and 2 should be incorporated. This includes adequate footway facilities to get bicycles from roads, adequate and direct corridor conditions internal to the buildings and clear paths of travel into the buildings without competing uses, e.g. ATM facility within the entry lobby to the Building 1 bike entry.

Recommendation

Widen footpath widths to more than 3.5m along the route to Redfern Station, particularly if earmarked for shared paths.

Demonstrate adequate infrastructure for cyclists accessing the bike parking and end of trip facilities in Buildings 1 and 2.

5.10 Pedestrian amenity on proposed streets

The provision of continuous footpath treatment must be applied at all driveway crossing locations and local street entry points. There is inconsistency in the SSD DA documentation, with some plans showing continuous paving and others showing intrusion by vehicle crossing.

The provision of pedestrian crossings, median islands, refuges and kerb extensions must be applied at crossing points in local streets and at street entrances (i.e. Central Avenue / Garden Street intersection).

Recommendation

Reinforce pedestrian priority along proposed footways by continuous footpath treatments.

5.11 Bicycle Parking

Consideration should be given to improved bicycle parking and end of trip facilities (such as lockers and showers). The staff parking should be Class 2 facilities (known as Class 'B' in the latest Australian Standards) and provided as per AS2890.3:2015, and be located on ground floor or basement level 1 area in a separate location to the visitor parking area. Visitor parking should be Class 3 facilities (known as Class 'C' in the latest Australian Standards) and provided as per AS2890.3:2015 and be provided at an accessible at-grade location. Staff and visitor parking would best be provided in a separate location.

The SSD DA is proposing 606 bicycle parking facilities for the two buildings. The City encourages more spaces in line with the requirements of the Sydney DCP as per the table below:

Bicycle Parking Type	Building 1	Building 2	Community Building	2 x Child Care centres
Staff	305	366	15	8
Visitor	120	159	17	8
End of Trip Facility Type				
Showers with change area	30	36	2	2
Personal lockers	305	366	15	8

Recommendation

Increase bicycle parking and identify staff parking versus visitor parking.

5.12 Visitor End of Trip Facilities

A reduction in the quantity of visitor bicycle parking is supportable if there is an increase in the overall quality of parking facilities to be provided. The City supports the provision of innovative bicycle parking solutions in new development. The City welcomes the investigation of innovative visitor bicycle facilities. These might include:

- a range of class 2 and 3 visitor parking facilities
- visitor parking with some showers and lockers – *this may be lettable area.*
- consider within the building face rather than on the public domain, but remaining *publically accessible*;
- provision of a bicycle share and bicycle shop area.

Infrastructure supporting innovative visitor and staff bike parking should also be incorporated. The following are increasingly becoming common-place:- air compressors for tyre inflation, filtered water, bicycle service racks and tool kits, communal bicycle tools, bicycle tune-up and repair services, drying racks, complimentary towel services, ironing stations, dry cleaning services, hair dryers, bicycle user group support, etc.

Recommendation

Innovative cycling infrastructure, in terms of parking and end-of-trip facilities, should be incorporated for both staff and visitors.

5.13 Green Travel Plan

An updated Green Travel Plan is required to demonstrate that the site will encourage modal shift away from car use and to the use of Sustainable Transport options (for staff, customers and residents) such as walking cycling and public transport. A Green Travel Plan will include (but is not limited to the following):

- providing mode share targets which promote sustainable travel behaviour,
- means of minimising travel demand by private car
- means of maximise the share of travel by other modes including public transport, cycling, walking, carpooling or car share.

A Travel Plan is a 'live' document that needs to be closely monitored and reviewed throughout the first few years of implementation. The Travel Plan Coordinator responsibilities include:

- Coordinating implementation efforts,
- Conducting surveys or other data collection processes to measure progress;
- Communicating the travel plan to stakeholders;
- Coordinating events to promote awareness of the plan and associated invites;
- Coordinating marking and promotional programs.

The steps outlined above should not be considered as a linear process, but rather an on-going cycle. Travel planning requires regular review and adjustment – a review may reveal the need to reconsider objectives or targets, or to add new actions to create greater incentives for the uptake of sustainable transport choices.

A Green Travel Plan for the site should include a Transport Access Guide.

Recommendation

Update the Green Travel Plan and incorporate provisions for it to be revised and updated regularly.

5.14 Parking / Car Share

Car share spaces must be provided. Approximately 12 car share spaces (similar to the requirement of the Sydney DCP) is recommended. The Applicant should discuss the proposed location of car share spaces with car share operators during the detailed design process to ensure that the needs of both the developer and the car share operator can be met. Car share spaces must be provided for the exclusive use of car share scheme vehicles (the spaces should be specifically designed into the basement noting that only limited on-street car share spaces would be supported). The car share spaces are to be provided to meet the following conditions:

- The spaces must be made available to car share operators without a fee or charge;
- The spaces must be sign posted for use only by car share vehicles and well lit;
- The spaces must be accessible to members of the car share scheme at all times. This should be incorporated into the building design;
- The car share spaces are to be available at the same time that the car park commences operation;
- If the buildings are subdivided, the spaces must be retained as common property of the Owners Corporation of the site, and not sold or leased to an individual owner/occupier at any time.

Recommendation

Car share spaces should be provided within the site and meet the design criteria applied to other development by the City.

6.0 Heritage

6.1 Foundry wall along Building 2 northern edge

The location of the former foundry is still evident from the high retaining wall that cuts across much of the site from west to east. The foundry wall and dramatic change in level contribute to the understanding of how the workshops functioned.

The remnant brick wall of the foundry is assessed to be of Moderate significance in the Conservation Management Plan (CMP). It is noted that the conservation policy for the foundry allows for the removal of the remnant wall if necessary.

Policy 8.6 in the CMP states as follows:

“New development on the site of the former foundry should creatively interpret the historical use of this part of the ATP site and may include conservation and presentation of archaeological features.”

The Heritage Impact Statement & Archaeological Impact Assessment by Curio Projects states as follows:

“Retain and reinforce existing site character through preservation of significant heritage materiality, the reuse of historic materials where applicable (reuse of the foundry bricks for gabion walls, repurposing of heritage fabric of low significance for bicycle racks, outdoor seating).”

Eveleigh Railway Workshops (ERW) Interpretation Plan & Implementation Strategy states:

“1917 Foundry (Eveleigh South) have interpretive potential and could be integrated into future building and landscaping works as 'archaeological' relics.”

Both the Public Artwork Strategy and the Public Domain Design Report lodged with the SSD DA refer to the possible or potential reuse of bricks from the site in gabion walls at the Entry Garden. However, this is not certain.

Recommendation

The interpretation of the former foundry should be clarified and documented prior to any approval being granted.

6.2 Heritage Interpretation

References are made in the SSD DA documentation an “Interpretation Strategy” being prepared for the ATP site. It is not known how the site will be interpreted apart from being consistent with the Eveleigh Railway Workshops (ERW) Interpretation Plan & Implementation Strategy (February 2012) prepared by 3-D Projects and Artscape & Only Human.

There is the potential that the site interpretation will be piecemeal and not integrated within a determined and agreed interpretation framework for the whole ATP site. There is the risk that a coherent story is not told and interpreted for the whole site (much of the site interpretation is reliant on future interpretation in the Locomotive Workshop). For example, even if salvaged bricks were reused in gabion walls in the Entry Garden, will visitors understand that it is an interpretation of the removed foundry? This is also true of other proposed interpretation methods in the public domain, landscape treatment and public art.

Recommendation

Further information on heritage interpretation should be supplied and assessed to ensure an integrated interpretation approach across the entire ATP site.

7.0 Public Health issues

7.1 Land Contamination

The City has reviewed the Site Remedial Action Plan (RAP) which states that the site will be suitable after remediation for the purpose for which the development is proposed.

The RAP however, has not been peer reviewed by a NSW EPA Accredited Site Auditor and does not include a Section B Site Audit Statement or letter of interim advice issued by that auditor certifying that the RAP is practical and the site will be suitable after remediation for the proposed use.

The following information should be provided for further comment:-

- A Section B Site Audit Statement or letter of Interim advice must be obtained from a NSW EPA Accredited Site Auditor certifying that the RAP is practical and the site will be suitable after being remediated in accordance with the requirements of the submitted RAP.

Copies of SAS for Lots 10 & 11 are also requested for further reference.

Recommendation

A Section B Site Audit Statement or Letter of Interim Advice from a NSW Accredited Site Auditor should be prepared and reviewed demonstrating that the Remedial Action Plan is practical and the site will be made suitable after remediation.

7.2 Electromagnetic Frequency

Further information is requested on the locality of any mobile phone towers and base stations, transmission line easements or other sources of significant electromagnetic radiation.

Where a child care centre is to be located within 300m of these electromagnetic sources, a report by a suitably qualified person is to be prepared to assess the potential exposure impacts on the centre.

Recommendation

Potential risks associated with sources of electromagnetic radiation should be documented and addressed.

7.3 Noise and Vibration

The proponent has submitted a Construction Noise Report. However the report has recommended that long term monitoring be undertaken for operational noise impacts.

It is noted within the EIS that the proposed gym and supermarket will be open 24 hours 7 days a week, and there will be two Childcare Centres.

Further assessment is required by a suitably qualified acoustic consultant to demonstrate that the proposed use will comply with the City's Standard Conditions of Consent Noise General, Noise Entertainment (for gyms and food and drink premises) and the City of Sydney's DCP 2012 4.4.4.5 Child care centre requirements, including an operation Plan of Management to control noise impacts from childcare centres.

Recommendation

The Noise and Vibration Assessment should go further and address the City's standard noise conditions containing alternative noise criteria to the Industrial Noise Policy.

8.0 Construction Management

8.1 Construction Vehicle Routes

The existing southern access via Davy Road should be the only vehicular entry for construction traffic.

There is an absolute requirement for the amenity of the child care centre and residential premises to the east and west of the site to be maintained.

However, the SSD DA priorities the amenity of commercial tenants within ATP over residential or child care amenity. The Construction Environmental Management Plan (CEMP) seeks to establish:

- a temporary construction traffic egress to the west of Building 1, immediately alongside the child care centre, near residential premises to the west and discharging trucks into Henderson Road where they will mix with local traffic and with on-road cyclists; and
- construction traffic egress to Garden Street, resulting in trucks traversing past residential uses on the eastern side of Garden Street.

The existing access roads have carriageway widths and intersection geometry designed for heavy vehicle access to existing loading docks and service areas. They do not have sensitive receivers to noise, dust and vibration impacts.

Construction traffic is capable of being managed on site through scheduling and traffic controllers so that all construction vehicles enter and exit the site via the south through Davy Road.

Recommendation

Restrict construction vehicle movements to and from Davy Road.

A separate Construction Traffic Management Plan should be prepared and should be reviewed and approved by the City's Traffic Operations Unit.

8.2 Construction Hours

The SSD DA proposes hours of construction as follows:

- 7.00am – 6.00pm Monday to Friday;

- 7.00am – 5.00pm Saturday;
- No work on Sundays or Public Holidays.

The City's standard hours of construction outside the CBD are:

- 7.30am – 5.30pm Monday to Friday;
- 7.30am – 3.30pm Saturday;
- No work on Sundays or Public Holidays.

The City's construction hours should be adopted unless certain low impact uses (such as fit out) can be segregated out. The project will have major amenity impacts on residential properties south, east and west and the child care centre to the west. An additional half hour from 7.00am in the early morning and after 5.30pm evening, and the extra hour-and-a-half after 3.30pm on Saturdays is not striking an acceptable balance between the amenity of surrounding properties at highly sensitive times of day and the efficient construction of the development.

There is also the high potential for night works to be carried out for the relocation and augmentation of services around the site. The amenity impacts of night works lend weight to a reduction in proposed construction hours to the City's standard hours.

Recommendation

The project should adopt the City's standard hours of construction.

8.3 Construction Liaison

A construction liaison committee or group should be established before any works commence so that affected residents and interested stakeholders are kept updated on site works and emerging issues and have the ability to pass on concerns directly to the developer and their representatives.

The City has been applying consent conditions for major development in the Southern Urban Renewal Area in locations where there are sensitive adjoining receivers like the Green Square Town Centre, Ashmore Precinct and Lachlan Precinct.

The City requests that the following condition be applied.

CONSTRUCTION LIAISON COMMITTEE

- (a) Prior to the commencement of any work, a Construction Liaison Committee or an alternative approved in writing by Council's Director City Planning,

Development and Transport, is to be established by the developer to ensure that demolition and construction related impacts (including construction noise and vibration, loading, issues associated with construction workers and vehicles, traffic issues and management of the construction site) can be dealt with expeditiously and cooperatively.

- (b) The Committee is to be comprised of interested parties representing potentially affected properties adjacent to and surrounding the site and any interested group. A nominated representative of the Council may be an observer from time to time.
- (c) The Committee shall meet prior to the commencement of works on the site and prior to the submission of the final Construction Management Plan to address initial areas of concern, and then at monthly intervals or as considered appropriate by the Committee throughout the construction process.
- (d) Prior to the commencement of work, the Site Manager is to provide the members of the Committee and Council with 24 hour contact details (including location of site offices and a 24 hour phone number) to ensure that any matters which arise during the construction process are addressed immediately. The Site Manager shall be available during normal business hours to provide information to the public about activities on site and to bring any complaints to the attention of the Applicant.
- (e) A register of all complaints shall be kept by the Applicant throughout the duration of the project and shall be made available to Council Officers on request.
- (f) The Committee meetings are to be recorded/minuted and such records/minutes are to be provided to Council within 14 days of the meeting.
- (g) The first Committee meeting should establish Terms of Reference, including purpose, size and membership, quorum, meeting frequency and duration, procedures for meetings, recording/distribution of comments and outcomes and the like.
- (h) The initial call for resident/worker nominations to be sent to the adjacent and adjoining property owners and tenants must be submitted to and approved by the Director City Planning, Development and Transport prior to sending.
- (i) The Site Manager is to inform each Committee meeting about the construction program, progress reports and impending work.

9.0 Capture of Project Commitments

NSW Planning and Environment is requested to bind the Applicant to the commitments nominated upon the announcement of the sale of the site and in the DA documentation, namely:

- A Technology Incubation Fund to encourage technology start-up businesses in ATP;
- Support for digital and creative industries through commitments with tertiary educators and research organisations;
- Operating details and governance structure for the Community Building;
- Creation of covenants and easements for public access, future rail crossing and heritage conservation;
- Capture of Section 94A Developer Contributions and allocation of those funds to regional infrastructure in support of Redfern-Waterloo and Central-Eveleigh Corridor;
- Public art installation at the localities nominated in the Public Art Strategy via the employment of a curator, nomination of 1% of the capital investment value for artworks, and consultation with the City of Sydney Public Art Advisory Panel in the formation of briefs and design; and
- Heritage interpretation elements being resolved and integrated across the entire site under an Interpretation Strategy.

Recommendation

Project commitments should be captured in any planning approval granted.