3.11 Landscaping and Public Domain

A public domain plan has been prepared by Jeppe Aagaard Andersen and Turf Design Studio (JAA + TDS) and is provided at **Appendix F**. An excerpt of this plan is provided below in **Figure 8**.

The key features and design principles of the landscaping strategy for the proposal are:

- Create positive and quality private communal open space for the residents of the building;
- Area achieves a high levels of amenity including direct sunlight access,
- Provide a harmonised and pleasant environment for the students;
- Creating passive communal space;
- Maintaining a buffer and privacy to the ground floor units;
- Proposed landscape and public domain strategy to 3B/3C and 3A/3B as per (**Appendix F**); and
- Access to Chippendale Green.

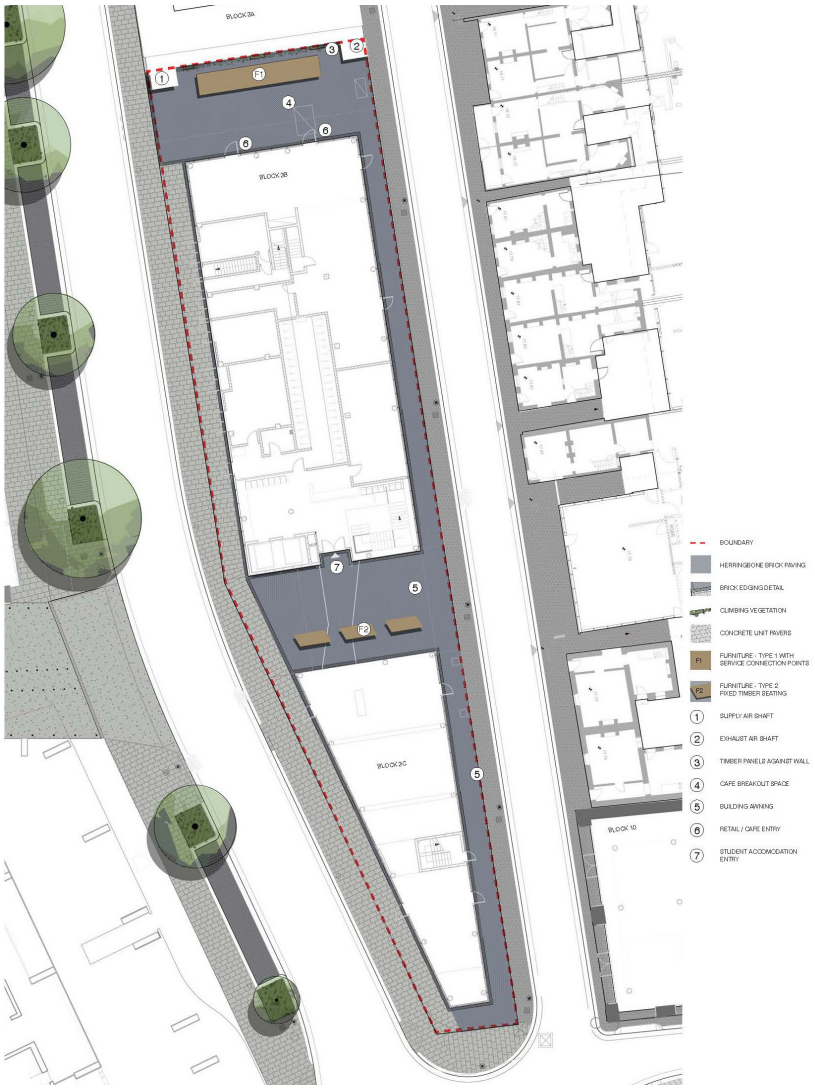

Figure 8 – Public Domain Plan

Source: *JAA + TDS*

A Public Domain Plan has been prepared by JAAA + TDS and is provided at **Appendix F.**

The key strategies of the Public Domain Plan are consistent with the approved Concept Plan Public Domain Strategy consideration of connectivity, character and suitable materials.

The through-site links encourage pedestrian permeability, providing alterative access paths from surrounding services and transport, whilst interpreting the historic elements of the built form.

The footpaths are designed to relate to the propose building providing comfortable spaces for pedestrian movement and areas to gather, such as in front of the retail tenancies, building entrances and through site links.

Materials and street furniture such as paving, seating and lighting have been selected to compliment the urban elements of the surrounding neighbourhoods and encourage public access through the site.

The roofs of the central link and Block 3C will be planted with suitable vegetation for a roof top environment. The key feature of the development will be a large tree to be planted to the southern end of Block 3C to level 6. Due to the constraints of the building envelope and solar access, landscaping is not provided to Block 10.

Soft landscaping of 179.85m^2 to level 6 (Block 3C) and 100.08m^2 to level 7 (central link between Block 3B/3C) are proposed. These areas will not be accessible to residential tenants but will contribute the amenity of the communal open spaces. A landscape plan will be provided prior to the issue of a Construction Certificate.

3.12 Pedestrian Access

Primary pedestrian access to the site is to be provided from Kensington Lane, Carlton Street and Outram Street.

Blocks 3B/3C and 10 at ground floor are orientated towards Kensington Lane, with retail frontage, residential access and commercial/retail activation to the street. The orientation has been designed to generate activity and enlivened character of the Kensington Street Precinct.

Access to the residential accommodation of Block 3B/C is provided at the southern elevation of building 3B in the cross through between Kensington Lane and Carlton Street. Access to Block 10 provided from the southern elevation of the building from Outram Street.

The Carlton Street frontage of Block 3B will be activated by glazing to the student lobby entrance and a secondary entrance to the bike store. The retail facade to the west of the building will also activate this street.

3.13 Access and Parking

The proposal includes 54 bicycle parking spaces, 53 motorcycle parking spaces for students and 5 car parking spaces for staff. The motorcycle and car parking spaces will be provided within the basement of Blocks 2 and 5 of the Central Park development (see assessment at Section 4.4).

The bicycle parking spaces are provided to the ground floor each of the blocks as follows:

- **Building 3B and 3C** – 39 bicycle spaces
- **Building 10** – 15 bicycle spaces
- **Total** – 54 bicycle spaces

A Workplace Travel plan and Travel Access Guide have also been prepared (within **Appendix O** that will be provided to each of the student tenants and staff members of the student accommodation and retail operators that provide details of public transport availability and routes.

As per the schedule prepared by Denny Linker the bicycle parking has been excluded from the calculation of GFA (see **Appendix A**).

3.14 Site Management

A preliminary Operational Plan of Management has been prepared by Frasers Broadway Pty Ltd (**Appendix G**). The detail within this Plan includes recommendations from the Safety Management Strategy prepare by Elton Consulting (**Appendix H**). The Plan of Management addresses the following:

- Details of site supervision, night management and hours of operation;
- Details of a Noise Management Plan (refer Acoustic Report)
- Procedure for any external (i.e. nearby residents) or internal (i.e. students) complaints;
- The operation of indoor and outdoor communal facilities;
- The management of cleaning communal and private facilities;
- Details of waste management;
- Management and procedure of room occupation;
- Information and procedure of an emergency evacuation; and
- Policy procedure for training staff to deal with emergency situations.

Once an operator is appointed, the Plan of Management will be updated in accordance with their specific operational requirements and will be submitted to both the DPI and City of Sydney Council (refer Statement of Commitments at Section 5 of this report).

4.0 Assessment of Planning Issues

This chapter contains our assessment of the environmental effects of the proposed development as described in the preceding chapters of this report.

The assessment addresses these matters identified in the Director General Requirements as outlined in **Table 4** below.

Table 4 – Director General Requirements

Director General Requirement	Location in Environmental Assessment Report	
General	**Report**	**Appendix**
Executive Summary	Introduction	N/A
Statement of Validity	Introduction	N/A
Quantity Surveyor's Certificate	Submitted Separately	N/A
Site Analysis	Section 2.0	Appendix A
Description of the Proposed Development	Section 3.0	Appendix A
Relevant EPI's Policies and Guidelines to be Addressed	Section 4.1-4.2	Appendix I
Concept Plan	Section 4.3	N/A
Overshadowing	Section 4.7	Appendix A
Built Form and Urban Design	Section 4.5	N/A
Student Housing Amenity	Section 4.6	Appendix I + N + R
Heritage	Section 4.10	Appendix M
Transport and Accessibility Impacts (Construction and Operation)	Section 4.8	Appendix O + W
Ecologically Sustainable Development (ESD)	Section 4.15	Appendix N
Contamination	Section 4.12	N/A
Landscaping and Public Domain Management	Section 3.11	Appendix F
Drainage and Flooding	Section 4.13	Appendix P
Utilities (Infrastructure and Services)	Section 3.5	Appendix E
Staging	Section 4.18	N/A
Draft Statement of Commitments	Section 5.0	N/A
Consultation	Section 4.22	Appendix U
Conclusion and Justification	Section 6.0	N/A
Plans and Documents	**Technical Study**	
Existing Site Survey	Appendix C	
Site Analysis Plan	Appendix A	
Locality/Context Plan	Appendix A	
Architectural Drawings	Appendix A	
Geotechnical and Structural Report	Appendix D + T	
Stormwater Concept Plan	Appendix P	
View Analysis	Appendix A	
Landscape Plan	Appendix F	
Shadow Diagrams	Appendix A	
Construction Management Plan	Appendix V	
Traffic Management Plan	Appendix W	

4.1 Compliance with Relevant Strategic and Statutory Plans and Policies

The DGRs require the following legislation, strategies and planning instruments, which are relevant to the proposed development to be addressed:

- Objects of the *Environmental Planning and Assessment Act 1979;*
- NSW State Plan
- Sydney City Subregional Strategy;
- Frasers Broadway Concept Plan Approval and Statement of Commitments, as amended, January 2009;
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy No 64 – Advertising and Signage
- State Environmental Planning Policy No.55 – Remediation of Land;
- State Environmental Planning Policy No.65 – Residential Flat Design;
- State Environmental Planning Policy (BASIX);
- State Environmental Planning Policy (Affordable Rental Housing) 2009;
- City of Sydney Access Development Control Plan 2004;
- City of Sydney Heritage Development Control Plan 2006;
- City of Sydney Boarding Houses DCP 2004; and
- Draft Sydney Local Environmental Plan 2011.

The Project Application's consistency with the relevant strategic and statutory plans and policies is discussed in **Table 5** below. Variations to, and non-compliance with, the key standards and guidelines highlighted in the table are discussed in detail in the following sections of this environmental assessment.

Table 5 – Compliance with strategic policies and statutory plans

Instrument / Strategy	Comments
Objects of the EPA Act	Refer to Section 4.2
Strategic Plans	
NSW State Plan	Refer to Section 4.2
Sydney City Subregional Strategy	Refer to Section 4.2
State Planning Instruments and Controls	
SEPP (Infrastructure)	– The proposed development comprises traffic generating development and must be referred to the RTA during the assessment of the application
SEPP 64 – Advertising and Signage	– The proposal does not involve any signage. Separate Development Applications will be required to be submitted for any relevant signage.
SEPP (Affordable Rental Housing)	– The provision and objectives of the SEPP (Affordable Rental Housing) have been considered in preparation of this application and the design of the proposed development. Compliance is discussed throughout Section 4 and at **Appendix I**.
SEPP 55 (Remediation of Land)	Remediation works have been carried out on the site in accordance with MP 07_0163.
SEPP (BASIX)	A BASIX Certificate is located at **Appendix J** and addressed below in Section 4.15.

Instrument / Strategy	Comments
SEPP 65 (Design Quality of Residential Flat Development)	The principles of SEPP 65 have been considered below in Section 4.6 and attached (See **Appendix I + K**)
Local Planning Instruments and Controls	
Sydney Local Environmental Plan 2005	The proposal provides parking in accordance with the LEP and MP 06_0171 (Mod 5). Refer to **Appendix I**
City of Sydney Access DCP 2004	Refer to **Appendix L** and Section 4.9
City of Sydney Heritage DCP 2006	Refer to **Appendix M** and Section 4.10
City of Sydney Boarding Houses DCP 2004	Compliance is discussed throughout Section 4 and at **Appendix I**.

4.2 Compliance with Relevant Legislation and Planning Strategies

Objectives of the EPA Act

The proposed development is consistent with the objectives of the Environmental Planning and Assessment Act, 1979 in that it:

- Will promote the social and economic welfare of the community by way of provision of a range of affordable student accommodation;
- Promotes the orderly and effective use of the land by providing high density development within close proximity of existing services and facilities; and
- Comprises and ecologically sustainable development.

NSW State Plan

The NSW State Plan aims to support jobs and attract business investment to NSW, as well as improve quality of life in NSW's cities by providing attractive places to live, work and visit. In addition, the State Plan sets new targets and actions to increase the supply of affordable housing for low and moderate income households. Under the State Plan, the Director-General of the Department and Minister for Planning and Infrastructure have direct responsibility for achieving these objectives.

The proposed development, which seeks approval for affordable student accommodation within a highly accessible location is consistent with the aims and targets of the State Plan

Draft City Sub-regional Strategy

The Sydney Metropolitan Strategy outlines seven key strategies for the development of Sydney over the next 25 years. The strategy sets specific targets for increasing housing and jobs in the major centres of Sydney. Central Park is located within the Sydney City subregion. 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 specific targets that are set for the Sydney region are approximately:

- 48,400 new jobs
- 31,793 new dwellings

The proposed development, with the provision of 267 student beds, will significantly increase affordable housing within the Sydney subregion consistent with the objectives of the strategy.

Metropolitan Transport Plan 2010

In March 2010, the Department of Planning announced the first five year review of the Metropolitan Strategy. The resulting Metropolitan Plan for Sydney 2036 seeks to respond to recent challenges facing growth in Sydney including the global financial crisis, housing affordability and climate change.

The review integrated the Metropolitan Strategy with the Metropolitan Transport Plan, while accommodating increased population projections across Sydney, such as:

- a population forecast to reach nearly 6 million by 2036 (an increase of 1.7 million from the 2006 projections);
- a need for 770,000 additional homes by 2036; and
- a need to provide 760,000 more jobs by 2036.

The Concept Plan will capitalise on the site's accessible location to public transport, retail facilities and employment opportunities, to ensure the proposal supports key actions within the Metropolitan Plan for Sydney 2036, namely:

- A3 contain Sydney's urban footprint;
- B1.3 locate new housing within the walking catchments of centres of all sizes with good public transport;
- D1.1 locate at least 70% of new housing within existing urban areas; and

Integrated Land Use and Transport Policy

Both the Metropolitan Transport Plan and Integrating Land Use and Transport – a Planning Policy Package seek to reduce car usage and promote public transport and alternative transportation modes through integrated transport plans, and promoting development within close proximity of public transport.

The site is within convenient walking distance of Central Railway Station and the bus stops at Railway Square. In combination, these provide an exceptionally good level of public transport accessibility. The services include suburban and country trains, a wide range of commuter bus services; links to the inner west light rail, taxi ranks and long distance coaches. The Central Park site has a 'likely natural high proportion of non car borne modal choice' and presents real opportunities for development that takes advantage of the existing transport infrastructure.

In front of the site is Broadways' high frequency bus corridor, with a bus arriving every 30 seconds on week days and every two minutes on a Saturday morning.

The proposed student accommodation, with limited parking provision, will encourage the use of more sustainable forms of transport.

Development near Rail Corridors and Busy Roads - Interim Guidelines

The Department's Interim Guidelines on Development near Rail Corridors and Busy Roads makes recommendations for the assessment of noise impacts to developments from rail and road corridors and for mitigating such impacts.

Pursuant to *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP), a consent authority must take the guidelines into consideration before determining an application for a residential building adjacent to a road with an Annual Average Daily Traffic volume (AADT) of over 40,000 vehicles. The Interim Guidelines are to be referred to as best practice for developments adjacent to roads with an AADT of 20,000 to 40,000 vehicles.

The guidelines only require the impact of railway noise to be considered if the site is within 60m of a railway line. The site is outside of this distance, and so no further consideration is required with respect to rail vibration.

The key potential source of noise is road traffic noise intrusion from the highly trafficked roads that surround the site, particularly Broadway and Regent Street.

In accordance with the Guidelines, acoustic treatments such as upgraded glazing and acoustic seals will be required to reduce the impact of road noise on the proposed development.

Planning Guidelines for Walking and Cycling

The Department of Planning's "Planning Guidelines for Walking and Cycling" aim to improve the consideration of walking and cycling in urban environments, and provides a walking and cycling focus to the Integrated Land Use and Transport Policy.

The development is consistent with the Planning Guidelines for Walking and Cycling as it provides increased densities within a site highly accessible to public transport. The site is also within walking distance of other services and amenities, including retail and employment opportunities of the CBD. In addition, the Concept Plan and Project Application have made provisions for pedestrian and cycle facilities within the site.

4.3 Consistency with Concept Plan

4.3.1 Gross Floor Area

The proposed development involves the following variations to the approved concept plan:

- Reallocation of GFA from Block 6 to Block 10; and
- Increased amount of residential floorspace on Blocks 3 and Block 10.

Consequently an amendment to the approved Concept Plan has been lodged concurrently with this application which seeks the following amendments to the Kensington Precinct as shown in **Tables 6** and **7**. The proposal will not alter the approved overall GFA, and residential/non residential mix across the Central Park Site.

Table 6 – GFA distribution within the Kensington Lane.

Block	Approved GFA (m^2)	Proposed GFA (m^2)	Difference (m^2)
3	10,500	10,500	0
6	2,550	2,190	-360
7	1,250	1,250	0
10	1,700	2,060	+360
Total	**16,000**	**16,000**	**0**

Table 7 – Modifications to land use mix in Kensington Precinct

Block	Approved Maximum Resi GFA (m^2)	Proposed Maximum Resi GFA (m^2)	Difference (m^2)
3	5,100	6,071	+971
6	1,200	0	-1,200
7	0	0	0
10	850	1,790	+940
Total	**7,150**	**7,861**	**+711**

4.3.2 Block 3B/C Building Envelope

The approved building elevations and envelopes for Blocks 3B and 3C are shown in **Figures 9** and **10** respectively. TZG has also prepared plans which show the outline of the concept plan envelopes overlayed on the proposed development plans. These are provided at **Appendix A**.

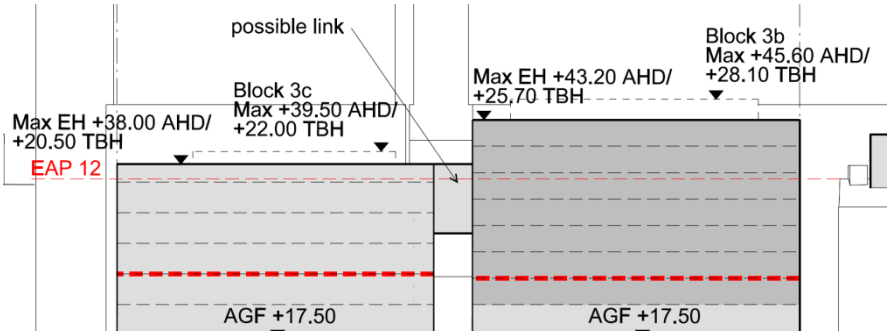

Figure 9 – Approved elevation of Block s 3B and 3C

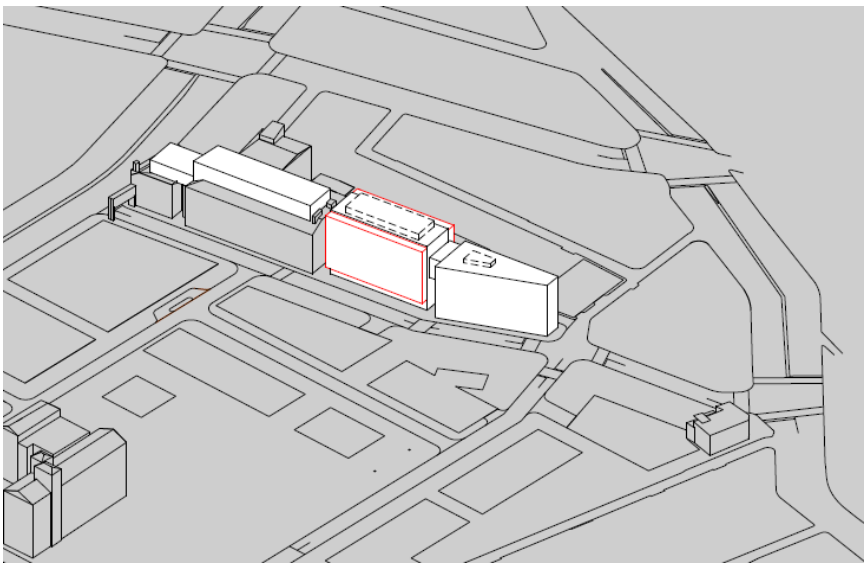

Figure 10 – Approved building envelope of Block 3

The proposed building envelope generally complies with the above approved Concept Plan building envelope in that the overall building height of RL45.60 at Block 3B and RL39.5 at Block 3C are maintained. The development also interprets the datum line established on the concept plan drawings with the setback from the property boundary at the ground and first floor level which relates to the height of the Kensington Lane terraces.

The application does however propose a variation to the extent of the building link between the two buildings. The concept plan envelope shows a potential link from level 3 and above, however the proposed building design includes linkages from levels 1 and above (see **Figure 11**).

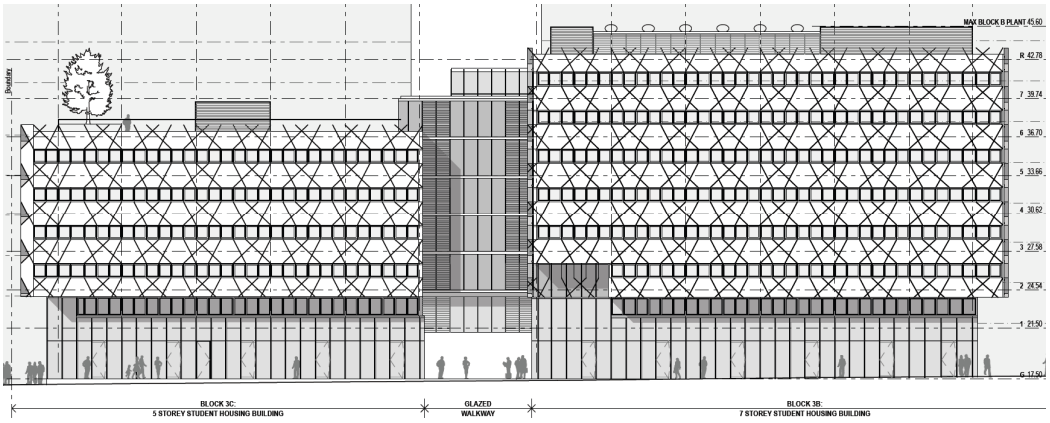

Figure 11 – Proposed eastern elevation of Block 3B and 3C

At the time the concept plan was drafted it was envisaged that Buildings 3B and 3C would be used for the purposes of residential apartments with ground level retail and as such there would unlikely be a need for a connection between the two buildings. However as the two blocks are now to be used for student accommodation, where living is more communal, the links provide a good opportunity to promote interaction between the students living within the two buildings.

The original design purpose of the break between the two buildings was to interpret the original location of the former cartway associated with the original subdivision of the site. Notwithstanding the infill of the link between the two buildings, the proposed development still achieves this interpretation in the following manner:

- As demonstrated in the section in **Figure 12** the through site will effectively have a height of just under 7m with the exception of small glazed walkway (width varying between 3.2m and 2m;
- The connecting link at the upper levels have been recessed from the building (see **Figure 13**) facade so as to create greater differentiation between the two buildings; and
- The connecting links have been finished in glazing so as to further differentiate from the two building envelopes which will have a more solid material finish.

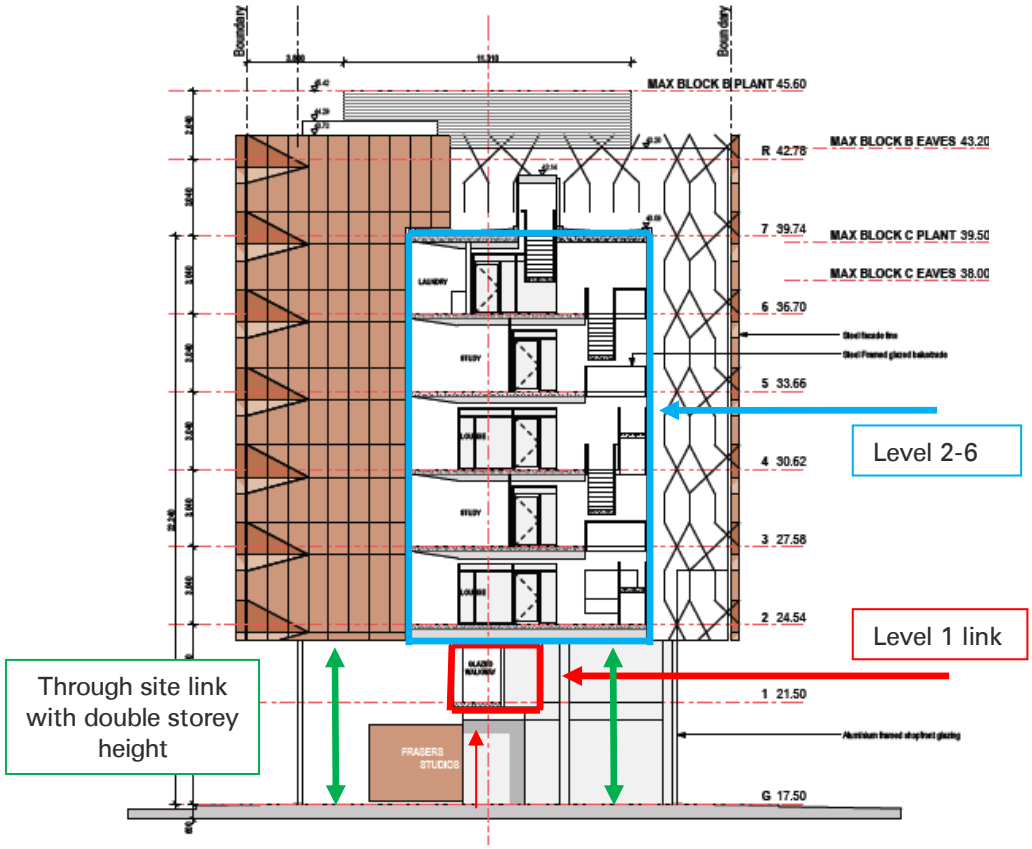

Figure 12 – Section of through site link and building link

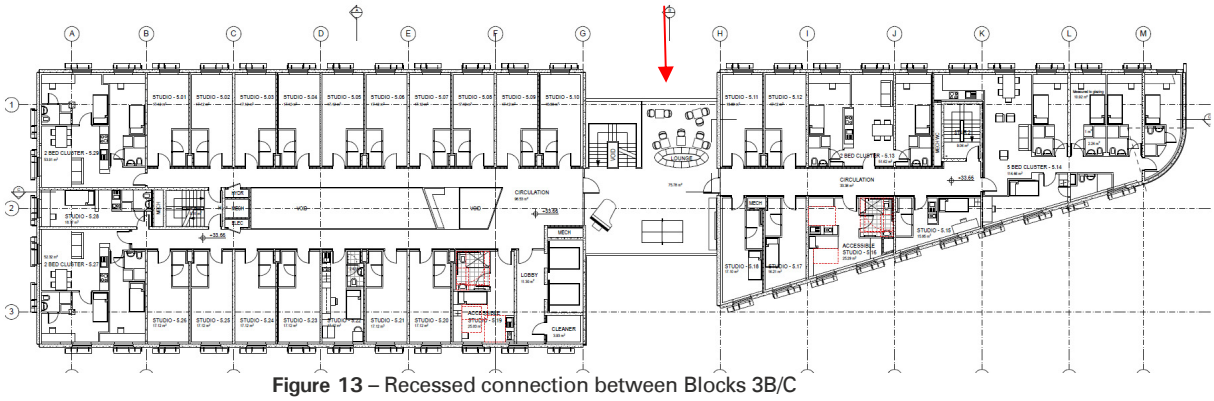

Figure 13 – Recessed connection between Blocks 3B/C

4.3.3 Awnings

The approved Concept Plan (as amended) identifies awnings to the eastern and western elevations of Block 3C (Kensington Lane and Carlton Street elevations). The awnings were proposed as the concept plan building envelope is designed as a solid envelope with no undercroft space at the ground level.

However, the proposed architectural design adopts a ground floor/mezzanine form that is setback from the street further to that of the levels above, providing an under croft type area at street level. The 2m ground level setback around the perimeter of Blocks 3B and 3C provides continuous shelter to a widened footpath which achieves a superior outcome to the intent demonstrated in the Concept Plan and also negates the need for the provisions of awnings on the eastern and western facades of Block 3C.

The undercroft area also provides additional pedestrians circulation space and the ability for both retail units to spill out onto the Street, thereby contributing to additional pedestrian activation.

4.3.4 Block 10 Building Envelope

The approved building envelope for Block 10 is shown in **Figures 14** and **15** respectively. TZG has also prepared plans which show the outline of the concept plan envelopes overlayed on the proposed development plans. These are provided at **Appendix A**. It is noted that there are some inconsistencies within the concept plan drawings as to the approved building envelope on Block 10. For example drawing A-1262 suggests an alternative building envelope and roof form compared to the sections. TZG has therefore shown both envelopes for comparison. The 3D envelopes are reflected by the green lines on the plans whilst the 2D plan forms (eg 1262) are reflected by the orange lines.

The proposed building envelope, with a maximum height of RL39.48, complies with the approved building envelope height of RL39.5. The building envelope also complies with the established datum line with the new additions to the building clearly separated by a recessed level (level 2).

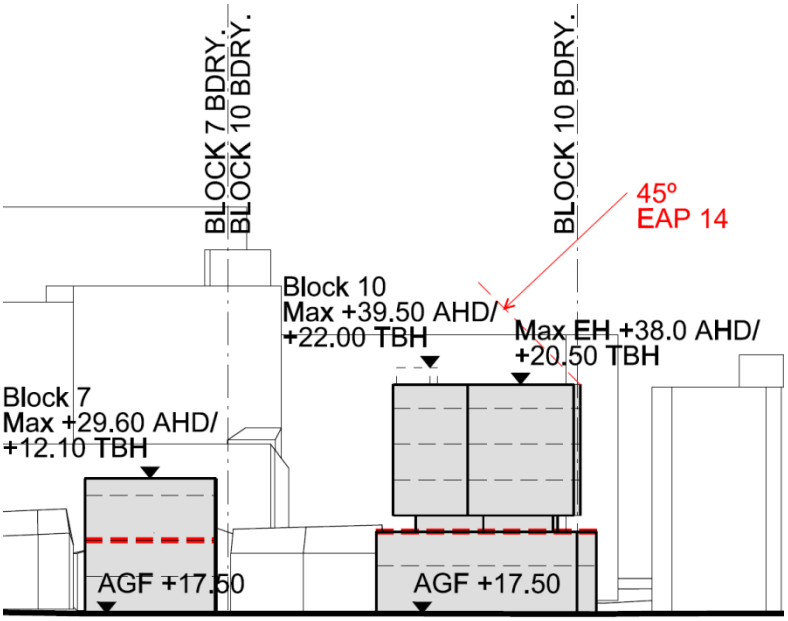

Figure 14 – Approved Block 10 elevation as approved in February 2009

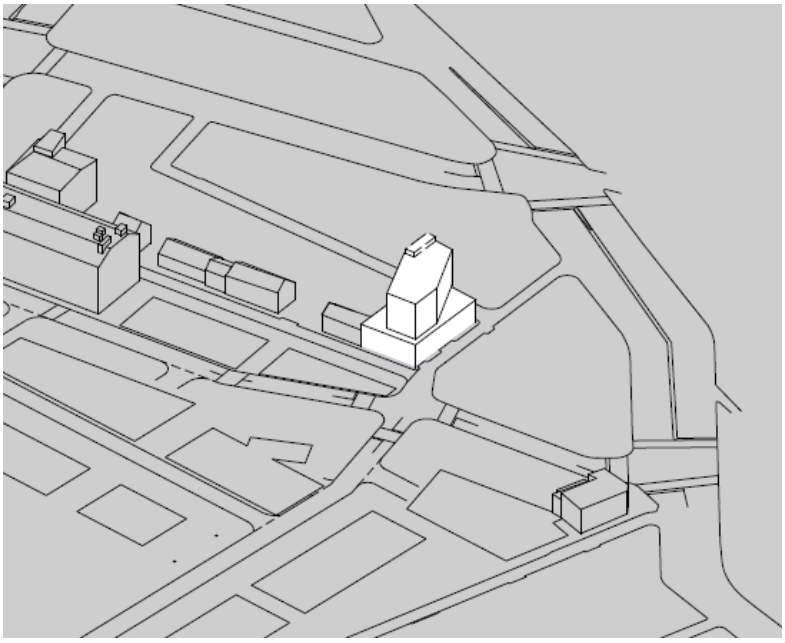

Figure 15 – Block 10 envelope as approved in February 2009

However the application proposes a more occupiable floor plate than that which was approved and consequently a variation to the approved building envelope is proposed.

The proposed floor plate is generally consistent with the original Concept Plan envelope approved by the Minister for Planning in 2007 as shown in **Figures 16** and **17** although the proposed height of the building is 5m lower than that originally approved and the building floor plates of the upper levels are smaller than that which was permissible under the original Concept Plan approval.

As the development to the south is used for commercial purposes the proposed amendment is not expected to have any adverse shadowing impacts that would affect the amenity of those properties.

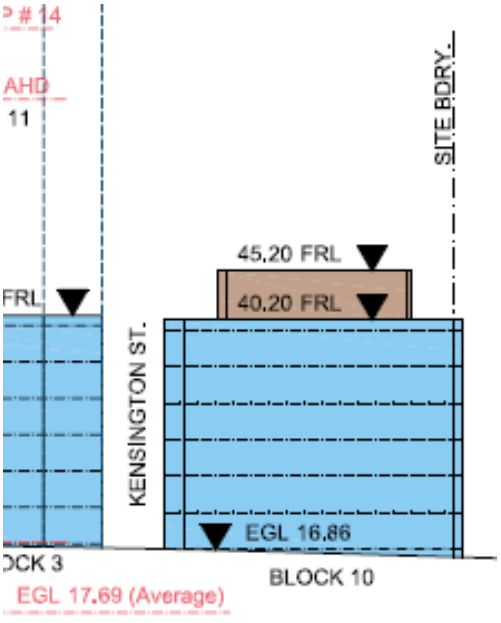

Figure 16 – Original Block 10 envelope as approved in February 2007

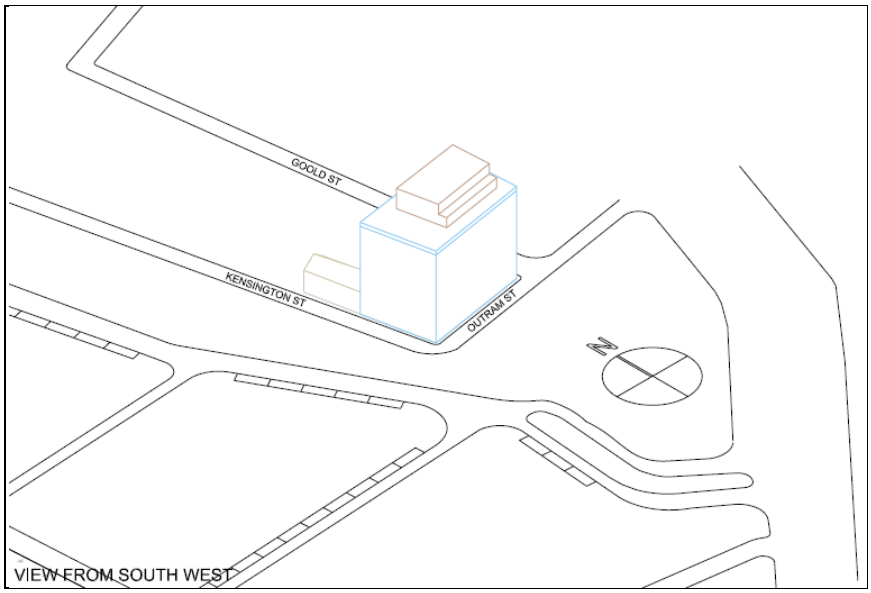

Figure 17 – Approved Block 10 envelope as approved in February 2007

4.3.5 Design Excellence Commitments

In accordance with Concept Plan Commitment Number 2 Tonkin Zulaika Greer (TZG) has been appointed as the project architects for the Kensington Street Precinct.

As the Design Integrity Panel has not been held in operation for quite some time Frasers and TZG met with staff from the Department of Planning and City of Sydney Council officers prior to the lodgement of the application to discuss the proposed design approach that was being pursued. In particular the following aspects of the design were discussed: height, skyline, internal atrium and scale of the design to the adjoining terraces on the eastern side of Kensington Lane.

Frasers also organised for Department and Council Officers to undertake separate site visits. On those occasions the proposed development was described and discussed, including the particular design opportunities and constraints of development within the Kensington Precinct and the specific design measures that were being proposed to respond to those constraints and opportunities.

4.4 Compliance with Basement Project Approval

Under Project Approval 09_0042 (mod 2) the Kensington Precinct is allocated 108 parking spaces. This was based on the following uses being provided within the Kensington Precinct:

- 65 residential apartments
- 72 hotel rooms
- 3,265m^2 commercial floorspace
- 2,855m^2 retail floorspace

However, since the Concept Plan and combined basement approvals were issued the actual land use to be provided within the Kensington Precinct has been revised and is now confirmed to be the following:

- 267 student accommodation beds
- 72 hotel rooms
- 4,090m^2 commercial/retail floorspace

As student accommodation has a much lower car parking provision rate than that required for standard residential accommodation there is a much lower level of on-site parking required for the Kensington Precinct than that originally envisaged.

At this stage it is proposed that the following parking will be provided for the Kensington Precinct, commensurate with the demand generated by the various uses:

- 15 parking spaces Blocks 3B, 3C and 10 (5 to be provided as standard car parking spaces and 10 to be converted to motorcycle parking spaces)
- 10 parking spaces for the hotel use on Block 3A
- 6 spaces for the commercial/retail space on Block 6
- 4 spaces for the commercial/retail space on Block 7
- Total Kensington Street spaces – 35 spaces

As 35 spaces are required there is an excess of 73 spaces provided on basement level 5. Consequently, the Proponent will be lodging a Section 75W modification application to MP09_0042 so as to allocate these surplus car spaces to residential units within Blocks 2 and 5 which have been approved with a much lower on-site parking provision rate than that allowed by Sydney Local Environmental Plan 2005. Access from these surplus car spaces to the residential units in Blocks 2 and 5 will be via the passenger lifts in Block 5B. This modification will be lodged prior to the determination of this Project Application so that the Department is able to consider both applications concurrently.

4.5 Built Form

The built form of the proposal promotes design excellence and a high quality of living for the students. The building envelope and design considers surrounding development, particularly the heritage terraces on the eastern side of Kensington Lane in its design and articulation.

The envelope and proposed building meets the boundary clearly delineating the public domain, Kensington Lane and Carlton Street. The external materials, colour and facade articulation have been designed to complement the character of the surrounding heritage buildings and also responding to future atmosphere in Kensington Lane and Carlton Street with the installation of retail tenancies and active ground floor function. The proposed building will substantially improve the appearance of the existing site, providing a positive contribution to the Kensington Lane streetscape and Central Park development.

The development provides substantially more communal open space than that required by the Boarding House DCP and all of the internal rooms either meet or exceed the minimum room requirements. As a result of this the proposed development will provide excellent amenity for the student occupants of the building.

4.6 Student Housing Amenity

The proposal has been designed to be consistent with the provisions relating to student housing within the SEPP (Affordable Rental Housing), City of Sydney Boarding House DCP, and SEPP 65/RFDC guiding principles. Whilst the application does not seek bonus floor space under the SEPP (Affordable Rental Housing) the provision, controls, and objectives have been considered in the building design.

With regard to SEPP 65 it is noted that the proposed student accommodation is of a very different nature to a normal residential development, with many of the facilities shared. The proposal has thus been designed to meet the objectives of the SEPP and the Residential Flat Design Code but cannot, because of fundamental design differences, achieve full compliance with all of the rules of thumb. Where compliance cannot be achieved with a rule of thumb, compliance with the Boarding House DCP and/or the AH SEPP has been achieved in lieu of this, e.g. solar access.

Tables of Compliance are provided at **Appendix I,** that assess the proposal's consistency with the relevant planning controls including bedroom sizes, kitchen area, communal area and other facilities. Compliance is also summarised below.

Internal Room Amenity

The proposed student rooms have been designed to comply with the minimum room requirements stipulated within the Boarding House DCP. Specifically all studio and cluster rooms meet the following minimum area requirements:

- Studio combined area (single occupancy) : 15.4m^2 (10.5m^2 room + 2.9m^2 ensuite + 2m^2 kitchenette)
- Two bed cluster: 43.3m^2 (16m^2 two rooms + 5.8m^2 two ensuites + 6.5 kitchen + 15m^2 communal living)
- Three bed cluster: 51.7m^2 (21.5m^2 three rooms + 8.7m^2 three ensuites + 6.5m^2 kitchen + 15m^2 communal living)
- Four bed cluster: 60.1m^2 (27m^2 four rooms + 11.6m^2 four ensuites + 6.5m^2 kitchen + 15m^2 communal living)
- Five bed cluster: 68.5m^2 (27m^2 five rooms + 11.6m^2 five ensuites + 6.5m^2 kitchen + 15m^2 communal living)
- Six bed cluster: 76.9m^2 (32.5m^2 six rooms + 14.5m^2 six ensuites + 6.5m^2 kitchen + 15m^2 communal living)

Each bedroom is large enough to accommodate circulation space, a bed, a desk and a storage cupboard for clothes.

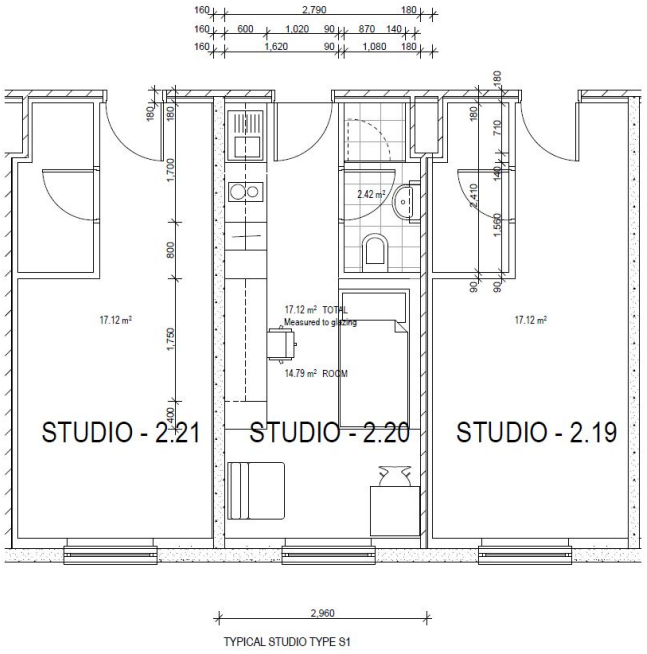

Figure 18 – Typical studio layout

Communal Open Space

Significant areas of communal open space are provided within both of the proposed buildings.

- Level 2 - 6
- Communal area on level 6
- Roof garden on level 7 (roof)

Internal area

Each level of building 3B/C has been design to incorporate a central, passive recreation/communal area. The location at the centre of the building, adjacent to the lifts and stairwell encourages interaction and communal activity within the development.

The Boarding House DCP requires the provision of a minimum 15m^2 of internal communal space, with a further 15m^2 for each additional 12 persons thereafter.

Buildings 3B/C with a total of 211 beds requires 278.75m^2 of internal communal open space. The proposal with 360m^2 internal open space exceeds this minimum requirement.

Block 10, with 56 beds requires 75m^2 of internal communal space. The proposal with 115.37m^2 internal open space (including two study areas) exceeds this minimum requirement.

The communal areas provide recreational space with TV facilities, dining areas, couches for socialising and relaxing and study rooms. It is considered that the proposal provides high quality communal space to provide a high level of amenity and variety for the students.

External areas

The primary communal open space for students is located on the roof of Block 3C. The roof terrace has an area of 122.39m^2, exceeding the minimum 20m^2 requirement in the DCP.

Block 10, due to its size and the heritage constraints of the building it has not been provided with a formal communal outdoor area. However a small terrace area is located off the level 2 communal area that will be accessible to students.

Storage

The proposed development provides storage facilities within each room, and cluster rooms. The bicycle storage is located within the ground floor of 3B with an external exit onto Carlton Street. Bicycle storage for Block 10 is located within the ground floor of the building with access from Goold Street

The layout of the single rooms has been designed to separate the rooms into two distinct areas. The first part of the room as you enter includes the kitchenette, bathroom, and cupboards. The rooms then open out into the living/study area, with space for a bed, desk, furniture, and room furniture

Solar Access

The built form, location of communal areas, and building setbacks have been carefully considered to provide generous solar access given the site orientation and surrounding buildings. A daylight availability study has been prepared by WSP Built Ecology, **Appendix N.**

The RFDC requires that 70% of apartments in the building receive more than two hours of sunlight per day to living rooms and private open spaces on the 21 June between 9am and 3pm. Due to the orientation of the building, the size of neighbouring buildings approved to the east and the layout of the student accommodation, compliance with this rule of thumb is not possible.

In lieu of this the proposal has been designed to meet the solar access criteria of the AH SEPP and the BH DCP which require provision of solar access to the internal and external communal areas of the development for 3 hours (between 9am and 3pm) in mid-winter.

Analysis undertaken by WSP Built Ecology demonstrates the following levels of solar access in mid winter (21 June) for Blocks 3B and 3C:

- Level 2 and 3 communal living area achieves between two and three hours of direct sunlight in mid winter, consistent with the requirement of the RFDC and provision with the Sydney LEP 2005 for solar access.
- Level four receives at least three hours of direct sunlight in mid winter to the eastern facade.
- The roof top garden receives more than 3 hours of direct sunlight in mid winter.
- A daylight availability study found that the common area of Block 10 located in the north west corner of Level 2 receives four hours of direct sunlight on the northern elevation between 9am and 3pm in mid-winter.
- The common area on Level 1 of Block 10 receives less than 3 hours of direct sunlight in mid winter, however this represents only a small portion of the common spaces for the 3 blocks, therefore the requirement for 70% to meet SEPP 65 is met.

Building Separation

The building separation distances are shown on drawing A102 at **Appendix A**. Due to the tight knit urban subdivision pattern along Goold, Outram and Kensington Streets it is not possible to provide the recommended SEPP 65 building separation distances, as can be evidenced by recent residential development in Goold Street which is built to the property boundaries (see **Figures 19** and **20**).

Figure 19 – Development on the eastern side of Goold Street built to the boundary.

Figure 20 – Alignment of building to the Street on Goold Street

Notwithstanding that the proposal does not provide the recommended `Rules of Thumb' building separation distances the development will still achieve a suitable level of residential amenity for future occupants and also existing neighbouring developments by way of the following design measures:

- Provision of internal fixed blinds/louvres to the eastern and southern elevations of Block 10. These will be angled at 45^0 so as to avoid direct views across the laneways (see **Figure 21** below);

- Provision of building separation distances of over 17m between Blocks 3B and 3C and Blocks 5B and 5C;
- Acoustic Privacy to all neighbouring (residential and commercial) properties has been considered and integrated into the design of the external building envelope (refer to acoustic detail, **Appendix R** and recommendations).
- A separation distance of 7.7m is provided between blocks 3C and 10. This distance will provide sufficient amenity to future occupants of the proposed development given that:
  - The student accommodation is short term in nature and more akin to serviced apartments than permanent residential accommodation;
  - Bedrooms will be provided with curtains/blinds which can be utilised by students if additional privacy is required; and
  - Common living areas of the cluster rooms will be offset between buildings 3C and 10.
- No detrimental impact on daylight access to the neighbouring residential development from block 10, due to Block 10 being located within the existing shadows of approved buildings Block 2 and Block 5 in the afternoon.

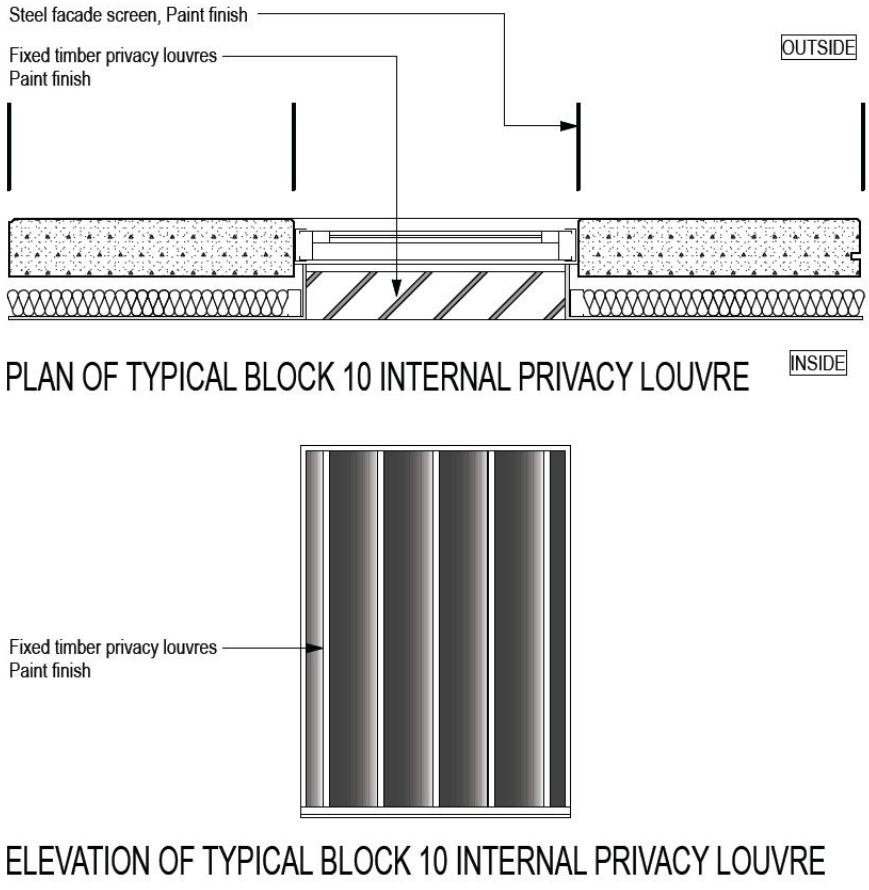

Figure 21 – Proposed privacy louvers to Block 10

Natural Ventilation

By locating the majority of bedroom clusters on the corners of the buildings, and utilising the atrium in Block 3B as a natural ventilation pathway, it is possible to naturally cross ventilate 78% of the student rooms in Blocks 3B, 3C and 10.

Design Quality

A SEPP 65 Design Quality Principles Statement has been prepared by TZG Architect (**Appendix K**) that addresses the 10 design quality principles of SEPP 65. The proposal has been designed in accordance with these principles and will provide a high quality development, affording high levels of amenity to residents.

4.7 Overshadowing

Shadow Diagrams have been prepared by TZG (**Appendix A)** that illustrate the shadow cast by existing surrounding building and the proposed development on 21 June (solstice). The study shows that whilst there will be some minor additional areas of overshadowing, the shadows generally fall upon Carlton Street, and existing commercial buildings to the south.

The proposal is consistent with the relevant controls of the SEPP (Affordable Rental Housing) and Boarding House DCP as it does not result in any significant additional adverse overshadowing to surrounding developments or public open space. The built form, and building envelope are generally consistent with that approved as part of the Concept Plan, which also considered overshadowing impacts to surrounding development.

4.8 Traffic, Parking and Servicing

4.8.1 Traffic Impacts

A Traffic and Transport Report has been prepared by Halcrow MWT, **Appendix O**. The report considers the traffic and parking arrangements of the proposal in consideration of the DGRS, Concept Plan and relevant Planning controls.

The proposal will provide five staff car parking spaces, 53 motorcycle spaces that will be located within the combined basement of Block 2, 5, and 9. The proposal will also included 54 Bicycle parking spaces within the buildings, 39 within the ground floor of Building 3B and 3C and 15 within the ground floor of Block 10.

4.8.2 Vehicle Access and Parking

Access to the car and motorcycle parking will be as per the combined basement approval with access from Carlton Street or O'Connor Street.

With regard to parking provision, the proposal has been considered against the following planning controls:

- SEPP Affordable Housing
- Sydney LEP 2005
- City of Sydney Boarding House DCP 1996

A significant number of car share spaces will be provided on the Central Park site (44) and will available for student use.

SEPP (Affordable Housing)

The SEPP requires that at least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms. This result in a total requirement of 55 bicycle parking spaces and 55 motorcycles spaces (based on 276 beds within the development).

The proposal provides a total of 54 bicycle parking spaces within the ground floor of building 3B/C and 10 and 53 motorcycle spaces (within basements 2 and 5) that will adequately service the residential tenants of the student housing within each building and is consistent with the objectives of this control. There is a shortfall of one bicycle parking space and two motorcycle spaces that is considered acceptable given the proximity of the site to public transport, the availability of on street parking and the proposed development as student housing.

The AHSEPP states that a consent authority cannot refuse development on the grounds of parking if (in an accessible area)

"0.2 parking spaces are provided for each boarding room"; and

"1 parking space is provided for each person employed".

The proposed development is required to provide 56 parking spaces (assuming the student accommodation would have three employees). However, in accordance with clause 29(4) of SEPP Affordable Housing, a consent authority can approve a development proposal which provides a lesser parking rate if it considers it reasonable in the circumstances. Given the location of the site and its proximity the regular public transport, the University of Sydney, UTS and TAFE, and the number of car share spaces provided on site, the proposal with a lesser provision of onsite parking is considered to be consistent with the intent of this control.

Both Council and the Department of Planning and Infrastructure have made clear their objective to reduce the amount of parking provided on the site due to the sites central location. The proposed reduced parking provision rate is consistent with this objective and Frasers intention to deliver a sustainable development where use of sustainable forms of transport is encouraged.

Sydney LEP 2005

As Council's planning controls stipulate maximum parking ratios, the proposed development with five onsite parking spaces complies with Council's controls. The application also complies with the objectives of the controls which seek to reduce the rate of onsite parking and increase patronage of public transport.

Based on a proposed floor space area for the proposed development of 8,573.8m^2, the allowable maximum car parking spaces is 51 spaces. It is proposed to provide five car spaces for staff in recognition of the following factors:

- the accommodation is specifically aimed at students who would not have a car;
- the site is located within walking distances to major transport nodes, and amenities and services;
- a number of tertiary educational campuses are located in close proximity of the site (UTS, University of Sydney and TAFE NSW); and
- a significant number of car share spaces will be provided on the Central Park site and will available for student use.

We note that a student housing development at 1 Regent Street, Chippendale was recently approved by Council on 22 August 2011 with no on-site parking spaces (D/2011/515). In their assessment report, Council noted that the provision of car parking spaces is a maximum requirement, and that the provision of bicycle parking spaces will encourage sustainable transport.

City of Sydney Boarding Houses DCP

The City of Sydney Boarding House DCP requires that 2 bicycle spaces are provided per 6 bedrooms for a student housing development. Given there are a proposed 267 bedrooms, the proposal would require 89 bicycle parking spaces.

The proposal provides 54 bicycle parking spaces on site that is below the numeric control specified within the Boarding House DCP. However, it is expected that not all students will require such facilities.

Loading and Servicing

Removalist trucks, couriers and retail deliveries are proposed to load and unload from Kensington Lane. Waste collection will be conducted from Carlton Street for Blocks 3B/3C and from Goold Street for Block 10 (refer to Waste Management Report **Appendix Q**).

The proposal will provide loading zone bays within the Kensington Street Precinct for deliveries. All student accommodation proposed will be fully furnished that will limit the need for student deliveries. It would be expected that the car parking spaces will be utilised by retail staff and operators, and deliveries to these tenancies will be minimal.

Traffic Impacts

Traffic implications of the original concept plan were examined in detail by the RTA using a Paramics micro simulation traffic model. The RTA found the traffic impacts of the development were within acceptable limits and granted its agreement to the concept plan transport elements including all proposed road connections to the surrounding road network.

The proposed additional car and motorcycle parking that will be added to the basement were found to generate a total increase of 3vph. Halcrow consider that the additional traffic arising from the proposed development would have negligible traffic effects. The surrounding road network would continue to operate well in the future as originally planned.

Public Transport

The site has excellent access to public transport being well serviced by regular bus services along Broadway. Central Railway Station is located approximate 150m east of the site with interstate and regular suburban services on the Sydney network, as well as a connecting bus interchange on the corner of George and Lee Streets to the north east of the site. Light rail services are also available from Central station.

The report details that the proposed use of student accommodation will encourage modal shift away from the private car and the greater use of public transport through the following ways:

- Students will be actively encouraged to use public transport and/or walk/cycle to education facilities in the immediate area; and
- Information will be provided to students and the employees of the proposed use detailing the location of Central Station and the appropriate bus stops with the public transport routes.

The site is in close proximity to a number of major tertiary education institutions, public transport, and services such as shops/supermarket, restaurants, bars and entertainment such as movie theatres and as such students will not need to travel by car to attend to their everyday needs.

Further it is noted that car ownership in student accommodation tends to be very low of students owning a car.

A Workplace Travel Guide has been prepared as part of the Traffic and Transport Report (**Appendix O)** that will be provided to students and retail tenants/employees to encourage use of public transport, Consistent with the Environmental Design Requirements of LEP 2005 (Chapter 1 Part 5 Division 3) and the DGRs.

4.9 Access

An Access Assessment Report has been prepared by Accessibility Solutions and is located at **Appendix L**. The report concludes that the proposed development will provide appropriate access for people with disabilities and can comply with the BCA and DDA Premises Standards. Specifically the proposal incorporates design elements such as:

- On grade ramp access from multiple approaches;
- Access to the retail/commercial premises in accordance with AS1428;
- A total of three lifts throughout the proposal that provide access to all rooms; and
- 11 Accessible studios to Block 3B and 3C, and 4 Accessible Studios to Block 10.

The proposal also demonstrates consistency with the City of Sydney Access DCP and City of Sydney Boarding Houses DCP in providing equitable access.

4.10 Heritage and Archaeology

A Heritage Impact Assessment has been prepared by Paul Davies Pty Ltd (**Appendix M**). The assessment considers the heritage significance of the existing buildings, proposed works, and the impact on heritage elements and surrounding buildings.

The Site including blocks 3B/3C and 10 are not listed as local heritage items, although there a number of buildings in the Kensington Precinct and surrounds that are listed as heritage items. (See **Figure 22** below):

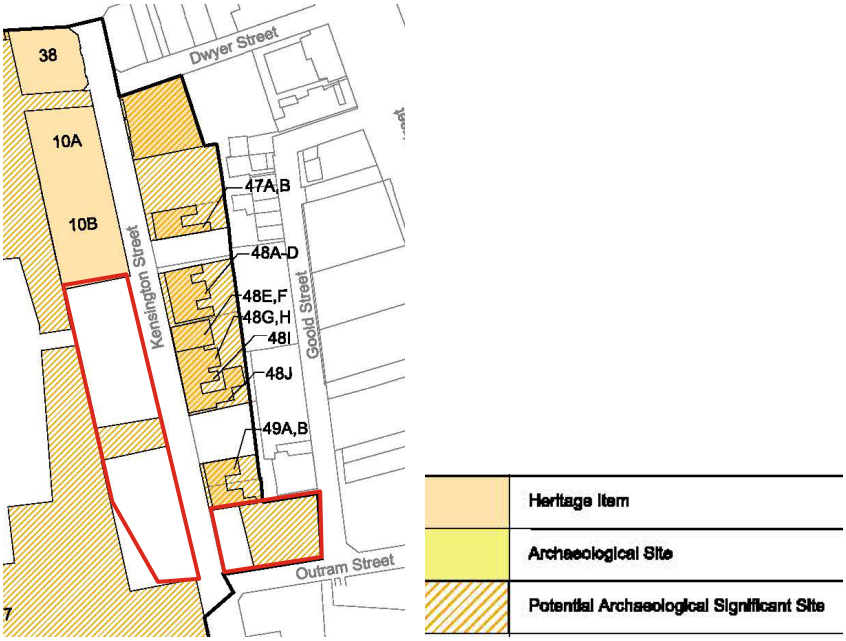

Figure 22 – Draft SEPP Amendment Heritage Map **(site shown in red)**

Significance

The significance of Kensington Lane relates to a reflection of the various history of the pre-brewery and expansion of the brewery into the area. The significance of the street is enhanced by the consistent and scale of the existing building defined by the narrow carriageway and footpaths.

Block 10 contributes to the aesthetic historic value of the area and marks as a gateway to the southern end of the Precinct. The scale, material and design reflect the industrial origins of the area. The significance of No. 50 lies in this direct link to the Brewery, in that:

- the fabric and materials are significant in their ability to demonstrate this expansion;
- it is a remaining example of the diverse range of buildings necessary to support brewery activities;
- it links to the buildings at the northern end of Kensington Lane in design, materials and form to provide continuity within the streetscape.

The significant elements of the site include the predominate fabric of the building which reinforces its age and utilitarian character. The brickwork is inter-war, dark red face brick with some use of bull-nosed bricks and is typical of the simple materials of the time that are detailed to be retained in any new development proposal on the site.

Impact Assessment

The construction of Blocks 3B/3C is considered to have minimal heritage impact to the Kensington Street Precinct and surrounding heritage items. The high quality and sympathetic design of the buildings to be located on blocks 3B and 3C will improve the existing streetscape and Kensington Street Precinct, activate the streets and re establish a wall plan that will add to the sense of enclosure, characteristic of the street for almost a century.

The potential impacts of the development of Block 10 are overall considered to be negligible or minor. The retention of the brick facade, allowing interpretation of the original building allows a direct link to the history of the area.

Recommendations

The Heritage impact Assessment makes the following recommendations for construction issues that need to be considered.

- Recommendation as to the forms of protection to be provided to the facades during demolition works.
- Work methods where structures abut or join heritage buildings such as 48 Kensington Lane, are to ensure that there is no damage to significant elements.
- Excavation methods across the site are to protect below ground material of significance. In this case, there is likely to be sand from creek.

Further detail will be provided as part of the Works Method Statement.

The report acknowledges that the proposal will have some impacts on the visual quality and appearance of Kensington Lane, although in many respects will improve the setting of surrounding heritage items and elements by way of the following:

- Dynamic and contemporary facade treatment and use design devices including angled fins to break up the facades with a symmetrical rhythm. The design achieves a reduction in apparent scale by using elements that cast shadows and modulate the facades.
- The setting back at ground level of the development to create an extended public domain which will enhance the streetscape experience as well as facilitate pedestrian movement past and into and through the site.
- The through links and in particular the interpretation of the former cartway that will activate the street along with the active use of the ground area for retail, the break between built form also provides modulation of the streetscape, allows views through and breaks up what may have become a larger perceived built form.
- The re-establishment of the building wall plane, above the ground plane, to recreate the sense of street enclosure that has been a characteristic of the street for almost 100 years.
- A continuation of the street wall from block 3A re-creating the street wall that characterised the brewery period of use of the site.
- Linking the new built form across Kensington Lane by using the same design devices and forms at higher level, but set above the industrial brick podium at 50 Kensington Street.
- Providing uses around 50 Kensington Street that activate both sides of the street with new glazed retail entry points that provide strong, lit end definition to the more intimate scale of the heritage terraces along Kensington Street.

Paul Davies Pty Ltd concludes that the proposed development is acceptable as it will conserve the heritage significance of the former warehouse located at Block 10 and the broader Kensington Precinct. In particular retention of the brick façade allows the original building to remain intact in accordance with the Sydney LEP 2005 and Heritage Development Control Plan 2006.

4.11 Geotechnical

A Geotechnical Desktop Study has been prepared by Jeffery and Katauskas Pty Ltd and is located at **Appendix D**. The Study makes comments and recommendations of the proposal with regards to:

- excavations conditions and geotechnical issues;
- likely required excavation support;
- foundation design ;
- vibration management; and
- slab on grade constructions.

4.12 Contamination

The proposal is to be consistent with the Remediation and Transitional Works approval MP 07_0163, dated 18 August 2008 (including relevant modifications).

4.13 Stormwater and Flooding

A Stormwater Report has been prepared by Mott MacDonald Hughes Trueman Pty Limited and is included at **Appendix P** along with stormwater plans.

The site stormwater system has been designed to accommodate flows resulting from the development of all blocks within the site. Stormwater from Block 3B, 3C and 10 will reticulate to the site detention tank via a piped system along O'Connor Street. Erosion and sediment control measures will be implemented as part of the development works.

4.14 Acoustic Impacts

An Acoustic Report has been prepared by WSP Built Ecology (**Appendix R**). The report considers the proposed development including noise generators, mechanical plant and noise generated from external communal spaces in the prevailing noise environment.

The Acoustic Report recommends that solid areas of the facade are designed to achieve minimum sound insulation through the use of appropriate materials and facade systems (such as plasterboard with interleaf or cavities). Glazing is also recommended to be a minimum of 6mm (single glazed framed and sealed unit) that will be capable of achieving the required performance (see Statement of Commitments at Section 5 of this report).

In addition to the above, the following management measures have been proposed in the Preliminary Operation Plan of Management in terms of reducing noise emissions from the roof top terrace:

- The external common area, on the roof of Block 3C, will be accessible by residents using an access control system and will be locked during the hours of 10pm to 8am, 7 days a week.
- A 1.8m high glass barrier surrounds the outdoor communal area to provide acoustic protection.
- Any excessive noise or disturbance shall be reported to the Manager for disciplinary action.
- External complaints will be handled by the manager or senior management and treated seriously.
- The house rules (as provided within the student handbook) detail that noise shall be kept to a minimum at all times. It is a requirement of the Management Plan that tenants do not disturb the peace, quiet and comfort of other tenants, neighbours or their guests.
- Any excessive noise or disturbance shall be reported to the Manager for disciplinary action.

4.15 Environmentally Sustainable Development

The proposed development will aim to achieve a high level of sustainability. The proposal forms part of the Central Park development site that incorporates a precinct and centralised plant approach to the site thereby improving the efficiency and environmental performance of the proposal. The proposal has been designed to demonstrate consistency with industry best practice for Green Star rating, as required by condition B12(2) of the approved Concept Plan.

The ESD initiatives that will be implemented for the Kensington Precinct and specifically block 3B/3C and 10 include (see **Appendix N**):

- Connection to the Central Thermal Plant (CTP);
- Connection to the Recycled Water Treatment Plant (RWTP);
- Consistency with the principles and "rules of thumb" of the RFDC with regard to solar access, ventilation and amenity for residents;
- Meeting the DTS provision of Section J of the BCA 2011; and
- Demonstrating the projects conformity with the principles of a 5 star Green Star rating using a "principle led pathway" to support the application of ESD initiatives across various environmental categories.

BASIX and NatHERS

A BASIX Certificate is provided at **Appendix J** and demonstrates that the proposed development aims to be generally consistent with the targets for water and energy consumption set by the BASIX scheme. A Nationwide House Energy Rating Scheme (Nathers) Certificate has also been provided for the proposed development demonstrating efficiency of heating and cooling loads (**Appendix J).**

Green Star

Due to the space, use mix and spatial differentiation of blocks 3B/3C and 10, none of the Kensington Street Precinct buildings meet the eligibility criteria of any pre-existing Green Star tools. Therefore, in order to demonstrate the sustainability aspirations of the project, a 5 star Green Star "principle led" pathway has been established to support the application of ESD initiatives across a full range of environmental categories. Class 3 buildings (i.e. Blocks 3B, 3C and 10) are not eligible under the Green Star Multi Unit Residential Design v1 tool.

Blocks 3B, 3C and 10 will be designed in accordance with the principles of the Green Star Multi Unit Residential Design v1 tool, consistent with the intent of condition B12 of MP_06_0171 (as amended) as details in **Appendix N.**

The above approach is consistent with that taken on other Blocks within the Central Park development which have recently been approved by the DPI, including the Brewery Precinct.

4.16 Building Code of Australia and Fire Safety

BCA

A Building Code of Australia Assessment Report, prepared by City Plan Services (**Appendix S**) includes details of the proposals ability to comply with the relevant provision of the BCA (including Section J – Energy Efficiency) and Australian Standards. The proposal does involve some areas of non-compliance with the deemed-to-satisfy provisions of the BCA. These will be resolved by way of alternative design solutions which meet the performance requirements of the BCA. City Plan Services are of the opinion that the alternative solutions will not materially affect the design of the proposed building.

Fire Safety

Fire services for this building will be provided in accordance with the National Construction Code, relevant Australian Standards, and WSP Fire Engineering Brief.

The Boarding Houses DCP restricts the installation of cooking appliances, other than a microwave for fire safety. Whilst we understand the intent of the above control is to ensure fire safety, we believe that in this instance compliance is unreasonable and unnecessary as:

- The building is capable of complying with BCA (or deemed-to satisfy provision) and is purpose designed for safe cooking preparation within studios;
- A site specific Fire Engineering Report (FER) is currently being developed as part of a Fire and Life Safety Strategy, which is unique to the proposed buildings;
- Domestic detectors (smoke and thermal) are to be provided in studio kitchens;
- The proposed equipment in studios has been successfully and safely operated in several other major purpose built student accommodation buildings throughout Australia;
- The building will be professionally managed and subject to an Emergency Response and Evacuation Plan;
- The omission of integrated cook tops creates a far greater safety risk that students will attempt to import and cook on portable camping stoves.

4.17 Structural Certification

A Design Structural Certificate has been prepared by Mott MacDonald Australia (**Appendix T**). This certificate states that the buildings have been designed in accordance with the structural requirements of the BCA and relevant Australian Standards.

4.18 Staging

Blocks 3B/3C and 10 will be developed under one building contract and delivered simultaneously. The reason for this is that the Blocks are interdependent on each other for various services and operations. The Blocks are also connected in to the site wide CTP/BWTP infrastructure and as such will need to be linked in simultaneously. The three Blocks work as a single development that is centrally located within the ground floor of Block 3B administration centre/front of house. Security safety and access control systems also depend on the simultaneous construction, delivery and operation of all 3 Blocks.

Construction is intended to commence before the end of 2012 in order to have the buildings open and operational for the start of the academic year 2014. The proposal is also subject to a milestone with the State and Federal Government (for NRAS allocation) that requires the buildings to be available for rent by students by the beginning of academic year 2014. It is anticipated that construction could be carried out within 12-14 months, potentially quicker if a modular or prefabricated construction system (which would be suited to this type of development) is utilised.

The Kensington Street Precinct is proposed to be developed in the following stages:

- Stage 1 – Blocks 3B/3C and 10
- Stage 2 – Blocks 6 and 7
- Stage 3 – Block 3A

4.19 Crime and Public Safety

Safety Management Strategy (SMS) and Safety Management Plan (SMP) have been prepared by Elton Consulting (**Appendix H**). This report demonstrates the proposal consistency with the Concept Plan, commitment and broader Crime Prevention Through Environmental Design (CPTED) principles. In preparation of the proposed development consultation with the following stakeholder was undertaken.

- City of Sydney Council Community Safety officer
- NSW Police (Redfern Local Area Command and Parramatta Crime Prevention Office)
- NSW Department of Planning and Infrastructure (formerly NSW Department of Planning)
- UTS Security Service
- TAFE (Sydney Institute)
- State Transit Authority (STA).

The Safety Management Strategy has been prepared considering the NSW Department of Urban Affairs and Planning (now the Department of Planning and Infrastructure), *Crime prevention and the assessment of development applications: Guidelines under section 79C of the Environmental Planning and Assessment Act 1979 and the City of Sydney's Design Guide for a Safer Community: A Framework for Planning a Safer City,* John Maynard, June 2004.

The Safety Management Plan (**Appendix H)** details how the design of Block 3B, 3C and 10 meets and/or exceeds safety and crime compliance requirements. The report provides a coordinated approach to safety and crime prevention that is supported by the preliminary Student Accommodation Plan of Management prepared by Frasers Broadway Pty Ltd.

The recommendation of the Safety Management Plan include the use of appropriate lighting, maintaining sight lines, ensure building entrances are highly visible, signage, communication, to meet the CPTED Principles. A commitment to implement the recommendations of the Safety Management Plan has been made at the Statement of Commitments at Section 5 of this report.

4.20 Waste Management

A Waste Management Plan prepared by TZG Architects is located at **Appendix Q** and provides details regarding site waste generated during the operation phase of the development.

Residential Waste

Residential occupants will be allocated with receptacles inside their unit to store one day's volume of each of the waste, recyclables and compostables. Due to potential hazards and risks, a chute system has not been installed. Rather, each occupant will be provided with a single page summary sheet of waste management policy, encouraging waste to be transferred to the centralised residential waste storage area daily.

Residents will be responsible for regular cleaning of their own apartments. Communal areas, including the internal and external common rooms, laundry, lobby and bike storage areas will be cleaned and maintained on a regular basis by building management and private cleaners.

All retail tenancies will be required to store daily waste within the tenancy and transferred to the centralised storage room at the ground floor daily by retail operators.

Garbage Rooms

Separate residential and retail garbage rooms are located at ground level of each building (3B/3C and 10) where waste will be deposited, and stored. All garbage equipment and rooms will be managed by the building Manager. It will be the Managers duty to prepare the bins for collection, and transfer them via the service corridor to Carlton Street, and Goold Street where they will be collected by Council.

The following waste storage bins are provided for the estimated residential waste generation:

- Blocks 3B and 3C - Waste and recycling bins: 27 (240 litre bins)
- Block 10 - Waste and recycling bins: 12 (240 litre bins)

The following waste storage bins are provided for the estimated retail waste generation:

- Blocks 3B and 3C - Waste and recycling bins: 12 (240 litre bins)
- Block 10 - Waste and recycling bins: 8 (240 litre bins)

The space for the bin areas have been incorporated on the ground floor as shown on the Architectural Plans (**Appendix A**).

Collection

Both general and recyclable waste are proposed to be stored in separate 240L Mobile Garbage Bins (MGB) in the centralised waste storage area and have been designed to accommodate waste generated by the development based on collection occurring by a private contractor twice a week.

4.21 Public Art

The approved public art strategy as endorsed under the Concept Plan approval requires the provision of three permanent artwork sites within the Kensington Precinct as shown in **Figure 23** below.

The detailed design of the public art is yet to be developed. In light of this a commitment has been made that requires the detailed design to be developed in consultation with City of Sydney Council and the Department of Planning and Infrastructure and installed prior to the issue of a final occupation certificate.

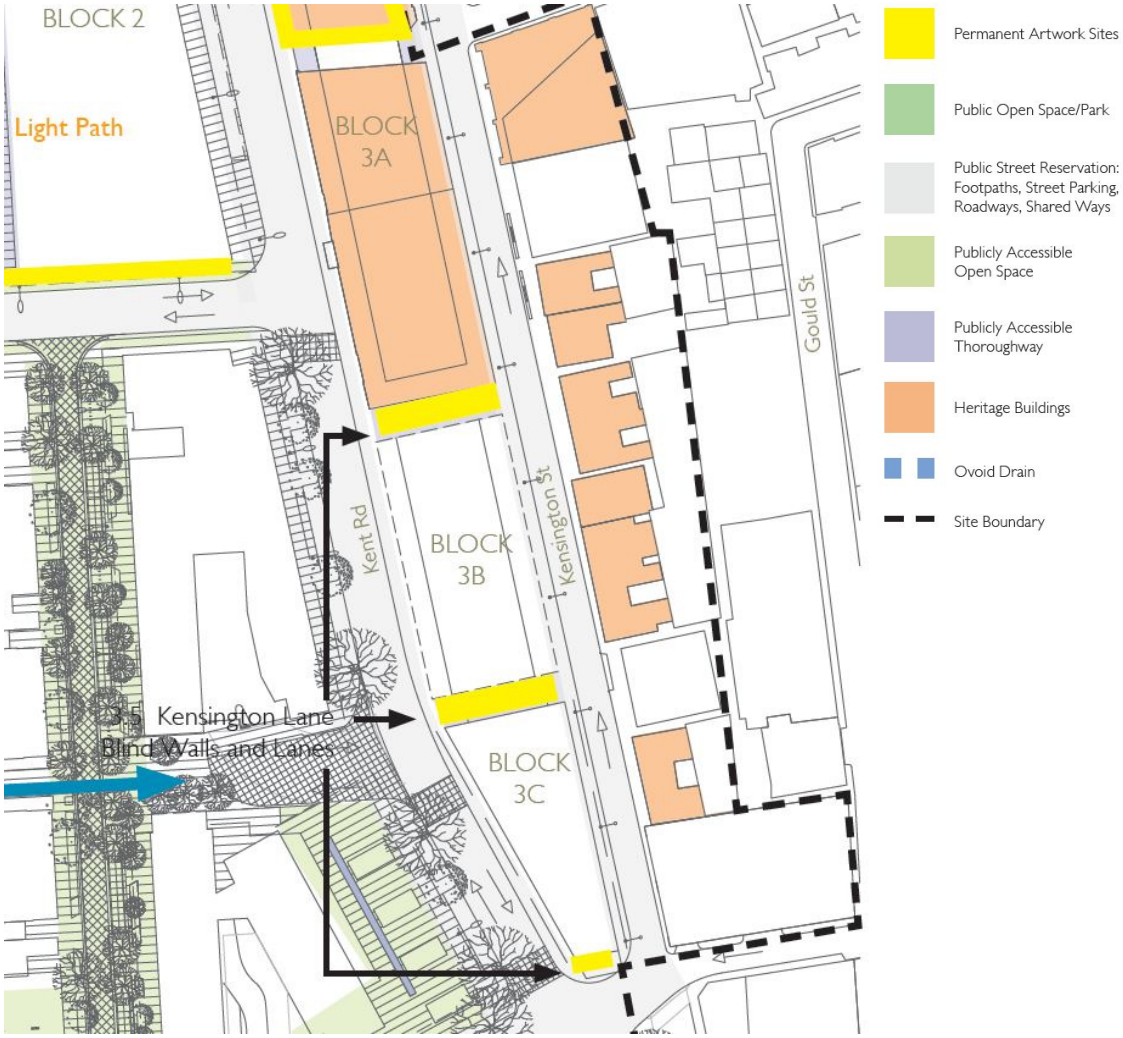

Figure 23 – Public Art Strategy

4.22 Consultation

A Community Information Session Consultation Outcomes Report has been prepared by Elton Consulting (**Appendix U**). In accordance with the DGRs and best practice, a community information session (CIS) was held for the local community on Saturday 31 March 2012 between 12pm and 3pm at the Central Park Display Pavilion, 80 Broadway, Chippendale.

The CIS provided an opportunity for the public to receive a progress update on the project and meet senior project team members. Over 130 people attended the day, including key stakeholders, local residents and current or potential property purchasers.

Of the issues raised by attendees, the majority related to queries about project timing and project delivery. The remaining issues related to construction impacts, such as noise, dust and traffic. A response to each of these issues in detail is provided at **Appendix U.**

4.23 Construction Management

A Preliminary Construction Environmental Management Plan (CEMP) has been prepared by Frasers Broadway Pty Ltd as part of the Project Application (**Appendix V**). The CEMP is also accompanied by a Construction Traffic Management Plan (CTMP) (**Appendix W**) The CMP addresses the following issues:

- Soil and water management;
- Construction traffic management;
- Noise;
- Air quality;
- Site management;
- Contact details; and
- Hours of construction.

The Preliminary Construction Management Plan will be revised and issued to the PCA prior to works commencing on the site (refer to the statement of commitments at Section 5 of this report).

5.0 Draft Statement of Commitments

In accordance with the Director-General's Environmental Assessment Requirements, the proponent is required to include a Draft Statement of Commitments in respect of environmental management and mitigation measures on the site. The following are the commitments made by Frasers Broadway Pty Ltd to manage and minimise potential impacts arising from the project.

Table 8 – Draft Statement of Commitments

No.	Issue	Commitment	Timing
1	Design	The proposed development will be constructed in accordance with the plans and documentation submitted with the Project Application.	Ongoing.
2	ESD	The proposed development will be consistent with the recommendation of the ESD report prepared by WSP Built Ecology	Throughout construction works and during the occupation of the building.
3	Construction Management	An updated CEMP will be prepared once a building contractor is appointed.	Prior to commencement of works.
4	Traffic Management	A Construction Traffic Management Plan will be prepared for the project.	Prior to works commencing
5	Accessibility	All publicly accessible areas of the building will be designed to equitable access for the mobility impaired in accordance with the Access Report prepared by Accessibility Solutions (NSW) Pty Ltd. The proposed development will comply with AS1428 and the City of Sydney Access DCP.	Prior to issue of the relevant Construction Certificate.
6	Waste Management	A commercial contractor will be engaged to remove waste and recycling from the building in accordance with the Waste Management Plan, prepared by TZG.	Prior to occupation of the building.
7	Plan of Management	The Preliminary plan of management will be updated once an operator is appointment for the management of the premises.	Prior to occupation of the building.
8	Plan of Management	Mitigation measures outlined in the detailed POM will be implemented so as to minimise impacts on the surrounding community.	Prior to and during occupation
9	Safety and Security	Details and requirements outlined in the Safety Management Plan, prepared by Elton Consulting will be implemented.	During construction and prior to occupation of the building.
10	Noise management	The plant selected for the building will be acoustically treated so as to meet the acoustic goals set in the Noise Assessment prepared by WSP Built Ecology.	Prior to occupation of the building.
11	Noise management	Window and facade treatments to mitigate against acoustic privacy impacts will be adopted in accordance with the recommendations Acoustic Report	Prior to the issue of the relevant construction certificate
12	Heritage	The proposed works will be carried out in accordance with the recommendations of the Heritage Impact Statement	Throughout the duration of the construction works.
13	Heritage	Construction works will be overseen by a qualified heritage consultant	As relevant
14	Public Art	Public Art will be designed in consultation with the City of Sydney Council and the Department of Planning and Infrastructure and installed in accordance with the approved Public Art Strategy.	Prior to the issue of a Final Occupation Certificate.

6.0 Conclusion

The proposal seeks approval for a well designed student accommodation with non-residential uses to the ground floor level. The proposed development is of high quality architectural design and will deliver high levels of internal amenity for the student occupants.

High standards of amenity will be achieved within the student accommodation through a range of room sizes and types, natural daylight and ventilation and provision of expansive internal and external communal living areas.

The proposed building will be of a high quality finish and will significantly improve the buildings relationship with character and context of surrounding development. The proposal will contribute to the vision of Kensington Lane to be enlivened, and become an active and integral part of the Central Park Development. This will be achieved through provision of active ground level uses and also the introduction of a new form of accommodation on the Central Park site, thus contributing to a mixed community.

The proposal will provide affordable student accommodation within walking distance to educational facilities and public transport. Measures are proposed to encourage use of sustainable forms of transport and minimise car use.

A preliminary Plan of Management has been prepared which will ensure that the student accommodation is operated in such a manner that it does not affect the amenity of nearby residential dwellings.

In view of the above, and in the absence of any adverse environmental impacts the proposal is recommended for approval.