

Project Application (MP 11_0091) Environmental Assessment Report



Blocks 6 and 7, Kensington Street, Central Park Commercial and Retail Adaptive Reuse

Submitted to Department of Planning and Infrastructure
On Behalf of Frasers Broadway Pty Ltd

November 2012 ■ 11316

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Contents

Executive Summary	i
1.0 Introduction	1
1.1 Planning History	2
1.2 Project Team	4
2.0 Site Analysis	6
2.1 Site Location and Context	6
2.2 Site Description	7
2.3 Surrounding Development	12
3.0 Description of Development Proposal	15
3.1 Design Principles	17
3.2 Numerical Overview	18
3.3 Subdivision	18
3.4 Demolition and Site Preparation	18
3.5 Building Works	20
3.6 Proposed Uses and GFA	25
3.7 Pedestrian Access	26
3.8 Landscaping and Public Domain	26
3.9 Heritage Interpretation	28
3.10 Operational Details	29
3.11 Vehicular Access and Parking	29
3.12 Safety and Security	30
3.13 Building Services	30
3.14 Waste Management	31
4.0 Environmental Assessment	34
4.1 Director General's Requirements	34
4.2 Compliance with Relevant Strategic and Statutory Plans and Policies	35
4.3 Consistency with Concept Plan	38
4.4 Built Form	41
4.5 Heritage and Archaeology	42
4.6 Visual Impacts	45
4.7 Overshadowing	46
4.8 Traffic, Access and Parking	47
4.9 Ecologically Sustainable Development	48
4.10 Acoustic Impacts	49
4.11 Contamination and Geotechnical	52
4.12 Stormwater and Flooding	53
4.13 Public Art	53
4.14 Safety and Security	54
4.15 Structural Suitability	55
4.16 Accessibility	55
4.17 BCA and Fire Safety	56
4.18 Construction Management	58
4.19 Consultation	61
4.20 Staging	62
5.0 Draft Statement of Commitments	63
6.0 Conclusion and Justification	65

Contents

Figures

1	Figure 1 – Locality Plan	6
2	Figure 2 – Development blocks within the Kensington Precinct	7
3	Figure 3 – Aerial Photograph of the site	9
4	Figure 4 – Existing Building footprint	9
5	Figure 5 – Photos of existing building	11
6	Figure 6 – Kensington Lane Streetscapes	11
7	Figure 7 – Kensington lane streetscape (east elevation) of the Clare Hotel (left)	13
8	Figure 8 – Approved development under construction at 8-14 Broadway (right)	13
9	Figure 9 – Southern elevation of Block 3A (Tooths Administration Building) (left)	13
10	Figure 10 – Eastern elevation of Block 3A (Tooths Administration Building) (right)	13
11	Figure 11 – No 7-9 Goold Street Terraces to the rear (east) of the site (left)	13
12	Figure 12 – Goold Street Terraces to the rear (east) of the site (right)	13
13	Figure 13 – Photomontage of Proposed hotel to Block 3A above the Clare Hotel and Administration Building.	14
14	Figure 14 – Photomontage of the student housing to Block 3B/3C and 10.	14
15	Figure 15 – Proposal as seen looking north showing the pocket park and new building at No 42-44 Kensington Lane	16
16	Figure 16 – Proposal as seen looking north showing the terraces to 20-28 Kensington Lane and glazed entry walkways.	16
17	Figure 17 – Buildings proposed to be demolished	19
18	Figure 18 – Additions and facade works proposed to No 2-12	21
19	Figure 19 – Proposed infill building at No 14 Kensington Lane	22
20	Figure 20 – Proposed infill building elevation and section of 42-44 Kensington Lane	23
21	Figure 21 – New single storey building proposed to the rear boundary (shown outlined in red)	24
22	Figure 22 – Glazed walkways (elevation and section) proposed between 20-22 and 28-30 Kensington Lane (shown outlined in red)	24
23	Figure 23 – Access points into the site..	26
24	Figure 24 – Public domain plan	27
25	Figure 25 – Proposed tree planting and location	28
26	Figure 26 – Concept Plan envelope analysis	39
27	Figure 27 – Proposed streetscape and built form	42
28	Figure 28 – Photomontage of proposed development including addition to No 2-12	46
29	Figure 29 - Summary of external noise levels at Block 3A	50
30	Figure 30 – Public Art Strategy	54

Contents

Tables

1	Table 1 – Sites within Block 6 and 7	8
2	Table 2 – Key development information	18
3	Table 3 – Proposed Subdivision lots	18
4	Table 4 – Proposed use and GFA	25
5	Table 5 – Anticipated waste generation	31
6	Table 6 – Waste storage areas	32
7	Table 7 – Director General’s Requirements	34
8	Table 8 – Compliance with strategic policies and statutory plans	35
9	Table 9 – Proposed GFA Distribution (Concept Plan Mod 7 under consideration)	41
10	Table 10 – Internal Noise Criteria	51
11	Table 11 – Mechanical services noise emissions limits	52
12	Table 12 – Fire and Life Strategy	57
13	Table 13 – Draft Statement of Commitments	63

Appendices

A	Architectural Drawings, Photomontages and Shadow Diagrams <i>TZG Architects</i>
B	Director General’s Requirements <i>Department of Planning and Infrastructure</i>
C	Survey Plan <i>Degotardi, Smith and Partners</i>
D	GFA Certificate and Draft Subdivision Plan <i>TZG and Degotardi, Smith and Partners</i>
E	Public Domain plans and Report <i>Jeppe Aagaard Andersen + Turf Design Studio</i>
F	Safety Management Strategy and Safety Management Plan <i>Elton Consulting</i>
G	Heritage Impact Statement <i>Paul Davies Pty Ltd</i>
H	Specific Element Conservation Management Plan <i>Paul Davies Pty Ltd</i>
I	Operational Management Plan <i>Frasers Broadway Pty Ltd</i>

Contents

J	Building Services <i>WSP Building Pty Ltd</i>
K	Transport Assessment Report <i>GTA Consultants</i>
L	ESD Strategy <i>WSP Built Ecology</i>
M	Acoustic Report <i>WSP Building Pty Ltd</i>
N	Geotechnical Investigation <i>JK Geotechnics</i>
O	Stormwater Report and Plans <i>Mott MacDonald</i>
P	Structural Design Certificate <i>Mott MacDonald</i>
Q	Access Report <i>Accessibility Solutions Pty Ltd</i>
R	BCA Assessment Report <i>City Plan Services</i>
S	Construction Management Plan <i>Frasers Broadway Pty Ltd</i>
T	Waste Management Report <i>Arup</i>
U	Construction Traffic Management Plan <i>GTA Consultants</i>

Statement of Validity

Prepared under Part 3A of the Environmental Planning and Assessment Act, 1979
(as amended)

Environmental Assessment prepared by

Name	Gordon Kirkby
Qualifications	BPlan (Hons) MPIA
Address	Level 7, 77 Berry Street, North Sydney
In respect of	Block 6 and 7 Central Park – Project Application

Concept Plan

Applicant name	Frasers Broadway Pty Ltd
Applicant address	Lvl 12, 101 Bathurst Street, Sydney NSW 2000
Land to be developed	26 Broadway, Chippendale
Proposed development	Commercial and retail adaptive reuse

Environmental Assessment

An Environmental Assessment (EA) is attached

Certificate

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

- It is in accordance with the Environmental Planning and Assessment Act and Regulation.
- It is true in all material particulars and does not, by its presentation or omission of information, materially mislead.

Signature



Name

Gordon Kirkby

Date

28 November 2012

Executive Summary

Purpose of this report

This Environmental Assessment Report (EAR) in relation to the adaptive reuse of the buildings of Blocks 6 and 7 is submitted to the Minister for Planning and Infrastructure pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and State Environmental Planning Policy (Major Development) 2005.

JBA made a written request for the proponent, Frasers Broadway Pty Ltd for Director General's Requirements (DGRs) in June 2011. The DGRs for the project were initially issued by the Minister in August 2011, and were revised with final DGRs being issued in November 2011.

Overview of Project

The scheme has been designed by Tonkin Zulaikha Greer Architects (TZG).

The proposal seeks approval for the adaptive reuse, partial demolition and construction of the existing buildings on the site as commercial and retail tenancies including offices, shops, cafes, restaurants and bars. Landscaping and public domain works are also proposed and include the creation of a pocket park, courtyards and through site access. Works will involve the demolition of two existing buildings and construction of contemporary infill buildings, conservation and upgrade works to terraces and industrial buildings, and additions to existing buildings. Importantly, the works focus on the retention and reinterpretation of key heritage elements of existing buildings.

The GFA of the proposed development is 2,997.2m².

The Site

The site comprises of Blocks 6 and 7 and is located on the eastern boundary of the Central Park site in what is known as the Kensington Precinct. It is bounded by Dwyer Street to the north, dwellings on Goold Street to the east, Block 10 to the south and Kensington Lane (formerly Kensington Street) to the west.

Blocks 6 and 7 are currently occupied by a number of single and double storey terraces, industrial buildings and warehouses. No 46-48 is nominated as a heritage item under the Sydney Local Environmental Plan 2005.

Planning Context

Section 4.0 of this EAR considers all applicable legislation in detail. The proposal is generally consistent with the relevant policies, standards and guidelines, including:

- Objects of the *Environmental Planning and Assessment Act 1979*;
- Draft Sydney City Subregional Strategy;
- State Environmental Planning Policy No.55 – Remediation of Land;
- State Environmental Planning Policy (Infrastructure) 2007;
- Sydney Local Environmental Plan 2005;
- The Planning for Entertainment Guidelines 2009;
- Metropolitan Transport Plan 2010;
- Development Near Rail Corridors and Busy Roads - Interim Guideline; and
- Planning Guidelines for Walking and Cycling.

The proposal is also generally consistent with the Frasers Broadway Concept Plan Approval and Statement of Commitments, as amended. Notwithstanding this, minor variations are sought to the Concept Plan approved envelope and height to No 2-10 and No. 12, in order to accommodate a rational and usable floor plate, whilst increasing the setbacks and minimising the impacts to the adjoining properties. Other minor variations are proposed to No 14 and the glazed entry walkways. A number of the buildings are also lower and less than the maximum building envelope.

A concurrent Section 75W amendment is submitted to the Concept Plan (MP 06_0171 (Mod 7) to modify the allocation of GFA from Blocks 6, 7 and 11 to Block 3. Importantly, the modification will not alter the approved overall GFA, or residential/non-residential mix across the Central Park Site. The proposal complies with the current concept plan (Mod 6).

Built Form

The proposal comprises the adaptive reuse of the existing terraces and warehouse buildings, as well as the demolition of two buildings and construction of modern buildings, and a pocket park in their place. New contemporary infill buildings and elements are also proposed to Block 6 and 7 which have been designed to be modern, yet sympathetic to the existing buildings in terms of bulk, proportions and scale. The additions to no 2-10 and the new rear building form are consistent with the concept plan in height and built form.

Overshadowing

Shadow diagrams have been prepared to determine the shadows cast by existing surrounding buildings and the proposed development. The diagrams demonstrate that the proposal will have minimal additional overshadowing impact on surrounding buildings or the public domain.

Public Domain

The Block 6 & 7 design creates a series of new pedestrian spaces and courtyards to the rear of the terraces with careful consideration of the relationship between the existing and new built form. This will result in a number of small courtyards, pocket park (incorporating bicycle parking) which are accessed via a number of access points from Kensington Lane.

Public Art

The detailed design of the public art is yet to be developed for the Kensington Precinct. As per the Public Art Strategy, Block 6 and 7 are not identified as being required to provide public art on site, although this will not detract from the proposed locations of art within the Kensington Precinct.

Drainage and Flooding

Mott MacDonald was commissioned by Frasers Broadway Pty Ltd to prepare the detailed design of the roads and stormwater for the entire Frasers Broadway Precinct. The site stormwater system has been designed to accommodate the 20 year and 100 year design flows (piped and overland respectively).

Heritage and Archaeology

Paul Davies Pty Ltd has reviewed the proposal in terms of heritage impacts and concludes that the adaptive reuse will facilitate the long-term conservation of the terraces and warehouse building. Further, the design has placed a high priority on the conservation and protection of the identified elements of significant fabric with minimal intervention, as well as the spatial qualities of the building's interaction with other buildings in the precinct.

Traffic, Access and Parking

Ten (10) parking spaces for use by staff will be provided within the common basement under Blocks 2 and 5 to service the proposed development. The basement was approved as part of a separate Project Application (MP09_0042). GTA Consultants has advised that there will be no adverse impacts with respect to traffic generation as a result of the proposed development.

The proposed development complies with the City of Sydney's maximum parking rates and the maximum cap of car parking under the Concept Plan.

Contamination

The remediation works required to remediate the entire Frasers Broadway site were approved under Major Project MP 07_0163 in August 2008. Prior to commencement of building works the site will be remediated in accordance with the approved Remediation Action Plan.

Noise

An Acoustic Report has been prepared for the proposal which recommends mitigation measures to maintain internal amenity, amenity of surrounding residential receivers, and to ensure that the use of the non residential uses as well as the plant associated with the development does not generate adverse noise impacts. Measures to ameliorate noise and vibration impacts arising from construction have also been proposed.

Accessibility

An Access Report has been prepared to review the proposed design for compliance with AS 1428, the BCA and the City of Sydney Access DCP. The development will satisfy the accessibility provisions of the BCA 2012 and the DDA Premises Standards, with some areas of partial compliance to be addressed by alternative solutions.

BCA

The proposal has been designed to comply with the relevant Australian Standards and Building Code, as detailed in the BCA report prepared by City Plan Services. Whilst the proposal does involve some areas of non-compliance with the deemed to-satisfy provisions of the BCA, particularly give the heritage value of the buildings, these will be resolved by way of alternative design solutions which meet the performance requirements of the BCA as well as a Fire and Life Strategy.

Energy Efficiency

Developments on the Central Park site are targeting a minimum 5 star Green Star rating for all buildings on the site, except where it does not meet the qualification requirements for MURT, retail or commercial. However, due to the nature of the proposed use, the Green Building Council of Australia has advised that an official green star rating cannot be awarded.

Notwithstanding this, the building has been designed as if it were targeting a 5 star Green Star rating.

A range of ESD measures have been considered and implemented in the design of the building, including:

- Building fabric and glazing;
- water efficiency;
- energy efficiency;

- materials; and
- indoor environmental quality.

Crime Prevention Through Environmental Design

Elton Consulting has prepared a Safety Management Strategy and Safety Management Plan for the proposed development. The proposed design is considered to comply with the design principles of Crime Prevention Through Environmental Design (CPTED) as:

- the proposed public domain has been designed to be legible and easily navigated;
- public places will be subject to a high level of natural surveillance;
- entrapment spaces have been avoided in the public domain;
- the design and siting of landscape elements are characterised by an orderly arrangement that will not limit the proposal's legibility or pedestrians visibility;
- a construction management plan will be prepared to ensure safety and security is maintained during the construction process; and
- a centralised technical surveillance system will be installed.

Construction Management

A Construction Management Plan (CMP) has been prepared by Frasers Broadway Pty Ltd. The CMP provides the following management plans to ensure that no negative impacts arise during the construction process, and will be updated and finalised by the awarded contractor:

- Noise and Vibration Management Plan;
- Heritage Impact Statement and Conservation Management Plan;
- Air Quality Management Plan;
- Soil and Water Management Plan;
- Waste Management Plan;
- Chemical Management Plan;
- Construction Traffic Management Plan; and
- Health and Safety Management Plan.

Public Consultation

Since purchasing the site in June 2007 Frasers Broadway Pty Ltd has undertaken a significant amount of consultation with the local community and interested stakeholders in relation to the redevelopment of the site.

In accordance with the DGRs and best practice, a community information session was held for the local community on Saturday 31 March 2012 to discuss the Kensington Precinct and the wider Central Park site. The session 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.

Further, Frasers Broadway Pty Ltd implements a number of ongoing consultation strategies to keep the community abreast of development on the site. These include:

- updates to the Central Park Sydney Facebook page;
- publication of a Gazette, which is circulated to a list of email recipients;

- updates to the Central Park website, with details about construction road closures, forthcoming applications etc.

Frasers Broadway Pty Ltd met with the City of Sydney Council on Monday 12 November 2012 to commence a series of detailed discussions on the “shared zone” option for Kensington Lane. The delivery of this arrangement will be subject to further traffic studies and consultation, and will be the subject of a separate PA.

Conclusion

The proposal is entirely permissible under the relevant planning controls for the site. The matters for which approval are sought are also consistent with the approved Concept Plan and Concept Plan Statement of Commitments.

The Draft Statement of Commitments has been prepared to inform the detailed design of the development and to manage construction and on-going environmental impacts. The environmental assessment addresses the Director General’s Requirements and demonstrates that the impacts of the proposal can be satisfactorily managed and therefore the project should be approved.

1.0 Introduction

This Project Application (PA) and Environmental Assessment Report (EAR) is submitted to the Minister for Planning and Infrastructure pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The PA seeks approval for adaptive reuse and alterations and additions to Block 6 and 7 Central Park. The PA specifically seeks approval for:

- Internal and external works to terraces and industrial/warehouse buildings and adaptive reuse as retail and commercial uses across including:
 - Heritage conservation and upgrade works to existing terraces and industrial buildings to reinstate, reconstruct and upgrade internal and external building fabric.
 - Use of the ground floor of terraces and industrial buildings predominantly as retail/food premises
 - Use of the upper levels within the terraces and non public commercial office space and storage space.
 - Total GFA of 2997.2m².
 - 13 bicycle parking spaces within No 2-10, No 14 and pocket park at 42-44 Kensington lane, with associated lockers and end of journey facilities.
 - 10 car parking spaces to be located in Basement 2 and 5.
- Demolition of nos. 14 and 42-44 Kensington Lane (as well as some outbuildings) and construction of two new buildings consisting of glazing and steel construction including:
 - No 14 – Two storey building to be used as a retail/deli at ground floor and restaurant above, as well as providing access from Kensington Lane to the rear courtyard.
 - No 42-44 – creation of a pocket park and one storey (with mezzanine) building setback beyond the park to accommodate retail/cafe use at ground floor and mezzanine level office space.
- Construction of two additional levels, facade alterations and upgrade works and reuse of no 2-10 Kensington Lane for restaurants, bars, and office space with outdoor terraces to levels 2 and 3.
- Construction of a single storey building along the rear (east) of the site to accommodate a number of restaurants, cafes, and food premises as well as garbage rooms, services, and facilities.
- Upgrades and rear glazed addition to no 46-48 Kensington Lane to be used as a bar, and outdoor enclosed courtyard.
- Public domain and landscaping works including:
 - to create a number of rear courtyards between the existing terraces and new single level building on the rear boundary.
 - creation of a pocket park (no 42-44) and accessible through site access.
 - construction of glazed entry walkways providing access from Kensington Lane to the rear Courtyards between no 20-22 and 28-30 Kensington Lane.
- Subdivision/consolidation into four lots.

The report has been prepared by JBA, for the proponent, Frasers Property Pty Ltd and is based on information provided by Tonkin Zulaikha Greer Architects (TZG) (**Appendix A**) and the supporting technical documents provided by the expert consultant team (see Table of Contents).

This EAR describes the site, its environs and the proposed development, and includes an assessment of the proposal in accordance with the Director-General's

Requirements (DGRs) under Part 3A of the EP&A Act (a copy of the DGRs is provided at **Appendix B**). It should be read in conjunction with the information contained within and appended to this report.

These studies address the DGRs for the environmental assessment. They provide a technical assessment of the environmental impact of the proposed development, and recommend proposed mitigation measures to manage potential environmental impacts associated with the proposal.

1.1 Planning History

There have been various applications approved on the Central Park site. Those relevant to the Kensington Precinct are discussed below.

Concept Plan Modification Application

MP 06_0171, as modified in February 2009, is a Concept Plan approval applying to the Central Park site which permits the construction of a mixed use precinct comprising:

- 11 development blocks;
- a maximum Gross Floor Area (GFA) of 255,500m² of which a minimum of 30% must be commercial floor space;
- combined basement car parks, providing car parking for Blocks 1, 4 and 8 and Blocks 2, 5, 9 and the Kensington Precinct;
- a new public park;
- tri-generation and re-cycle water treatment plants;
- retention of heritage items;
- public domain works; and
- contributions.

In July 2012, the Concept Plan was modified (MOD 6) to change the GFA for Blocks 3, 6 and 10, correct the description of land to which approval applies and amend the building envelopes for Blocks 6 and 10. It is noted that the Block 6 building envelope was partially reduced as part of this modification.

Consistency of the proposed development with the Concept Plan (as amended) is outlined at Section 4.3.

Combined Basement Project Application

In May 2010, the then Department of Planning approved Project Application (MP09_0042) for the construction of a combined basement under Blocks 2, 5 and 9. Approval was granted for the following:

- bulk excavation;
- construction of a combined basement under Blocks 2, 5 and 9 containing 1,230 parking spaces; and
- establishment of a shell for a black water treatment plant within the basement under Block 5.

A Section 75W modification has been submitted concurrently, to reallocate parking spaces within the common basement. The modification will see parking spaces redistributed from Blocks 3, 6, 7 and 10 to residential Blocks 5A/B and 5C, in-line with the requirements for non-residential uses within the Kensington Precinct.

Blocks 1 and 4

In May 2010, approval was granted for Project Application MP08_0253, a new retail / commercial building at the corner of Abercrombie Street and Broadway. Approval was granted for:

- a new 10-15 storey commercial building accommodating 68,640m² of commercial floor space, an 80 place child care centre and 4,140m² of retail floor space;
- 5 levels of basement parking;
- a shell for the installation of a Tri-generation plant; and
- adaptive reuse of heritage buildings including the Australia Hotel, and construction of the surrounding public domain.

Whilst the Brewery Precinct (Block 4B) forms part of Block 4, it was excluded from the Block 1 and 4 Project Application.

Blocks 5A and 5B

The Project Application MP09_0041 for Blocks 5A and 5B was approved in November 2010. Approval was granted for:

- two residential buildings comprising 26,380m² of residential floor space and 319 residential apartments;
- ancillary retail uses comprising 1,696m²;
- construction of the surrounding public domain; and
- stratum subdivision of the development.

A third modification application to amend the retail back of house facilities and penthouse apartment layouts, as well as minor façade and roof changes, was approved by the Department of Planning and Infrastructure in July 2012.

Blocks 5C (formerly Block 9)

In February 2012 MP10_0218 was approved for construction of a residential building comprising 27 storeys, with 413 residential units and a GFA of approximately 26,600m².

In August 2012, the Department of Planning and Infrastructure approved a modification application to enable amendments to the building façade, loggia / balcony arrangements, ground floor lobby and landscape design.

Block 2

In May 2010 MP09_0078 was approved for the construction of a mixed use retail, commercial and residential building comprising:

- 593 residential apartments;
- a food court, specialty retail and a supermarket; and
- commercial floor space within the podium.

The approved development also included the construction of terraces (landscaped platforms) which rise from the plaza to podium level 2 of the new building on Block 2, installation of a heliostat which projects sunlight onto the landscaped platforms, construction of the surrounding public domain and stratum subdivision of the development.

A modification application to amend the approved building envelope, the internal layout of the podium and residential towers, the design of the heliostat,

and the approved landscape design and green wall configuration was approved by the Department of Planning and Infrastructure in December 2011.

Block 3B/3C and 10

In June 2012, a Project Application (MP11_0090) was submitted for the construction of a mixed use student housing development with ground floor commercial uses. The application is currently under assessment. The proposed development comprises a total GFA of approximately 8,500m², with a maximum height of 8 storeys across the three blocks. The development will accommodate a total of 267 student beds.

The draft recommendation for approval was published on the DPI website on 23 November 2012.

Block 3A

An application was lodged for test of adequacy to the DPI on 9 November 2012 seeking approval for the adaptive reuse of the existing Clare Hotel and Toth's Administration Building (Administration Building), associated with the former Carlton United Brewery, as a 60 room boutique hotel (the Kensington Lane Hotel) with conference facilities, restaurants, a lounge and a rooftop pool and deck. Works will involve the construction of additional storey to the Clare Hotel and two additional storeys to the Administration Building, and the retention and reinterpretation of key heritage elements. Specifically including:

- Adaptive reuse of the existing Clare Hotel and Administration Building to accommodate a boutique hotel with 4,595.9m² of GFA comprising:
 - 60 hotel rooms;
 - 600m² of food and drink premises, including three restaurants and a lounge;
 - conference and meeting facilities;
 - staff offices and amenities;
 - a rooftop deck and pool; and
 - storage and loading facilities.
- Heritage interpretation and retention of significant heritage fabric;
- Removal of certain elements of the existing buildings, including the interior structures of the Administration Building;
- A single storey addition to the Clare Hotel and a two storey addition to the Administration Building; and
- Construction of a new glazed link between the two buildings to create a foyer and entry space for the hotel.

1.2 Project Team

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

Proponent	Frasers Broadway Pty Ltd
Development Manager	Frasers Broadway Pty Ltd
Architects	TZG Architects
Surveyor	Degotari Smith and Partners
Urban Planning	JBA
Quantity Surveyors	Altus Page Kirkland

Services	WSP Building
Geotechnical	JK Geotechnics
Landscape and Public Domain	Jeppe Aagaard Andersen +Turf Design Studio
Environmental Sustainability	WSP Built Ecology
CPTED	Elton Consulting
Water Cycle Management	Mott MacDonald
Traffic and Transport	GTA Consultants
Construction Management	Frasers Broadway Pty Ltd
Operational Management	Frasers Broadway Pty Ltd
Heritage	Paul Davies Pty Ltd
BCA	City Plan Services
Structural	Mott MacDonald
Noise	WSP Acoustics
Access	Accessibility Solutions (NSW) Pty Ltd

2.0 Site Analysis

2.1 Site Location and Context

Central Park is located on the southern edge of the Sydney Central Business District (CBD). As shown in **Figure 1**, the site is in close proximity to Central Station, Broadway Shopping Centre and the University of Technology, Sydney.

The Kensington Precinct is located on the eastern edge of the site and comprises a mixture of building types including the Clare Hotel, former administration offices of the Carlton United Brewery, industrial buildings and terraces on Kensington Lane, and proposed student accommodation at Block 3B/3C and 10.

Originally the Central Park site was occupied by several buildings associated with the site's former use as a Brewery. Demolition works have now been completed and construction works are under way on Blocks 2 and 5 as well as the Main Park. The 33 heritage items identified in the Concept Plan area have been retained and protected.

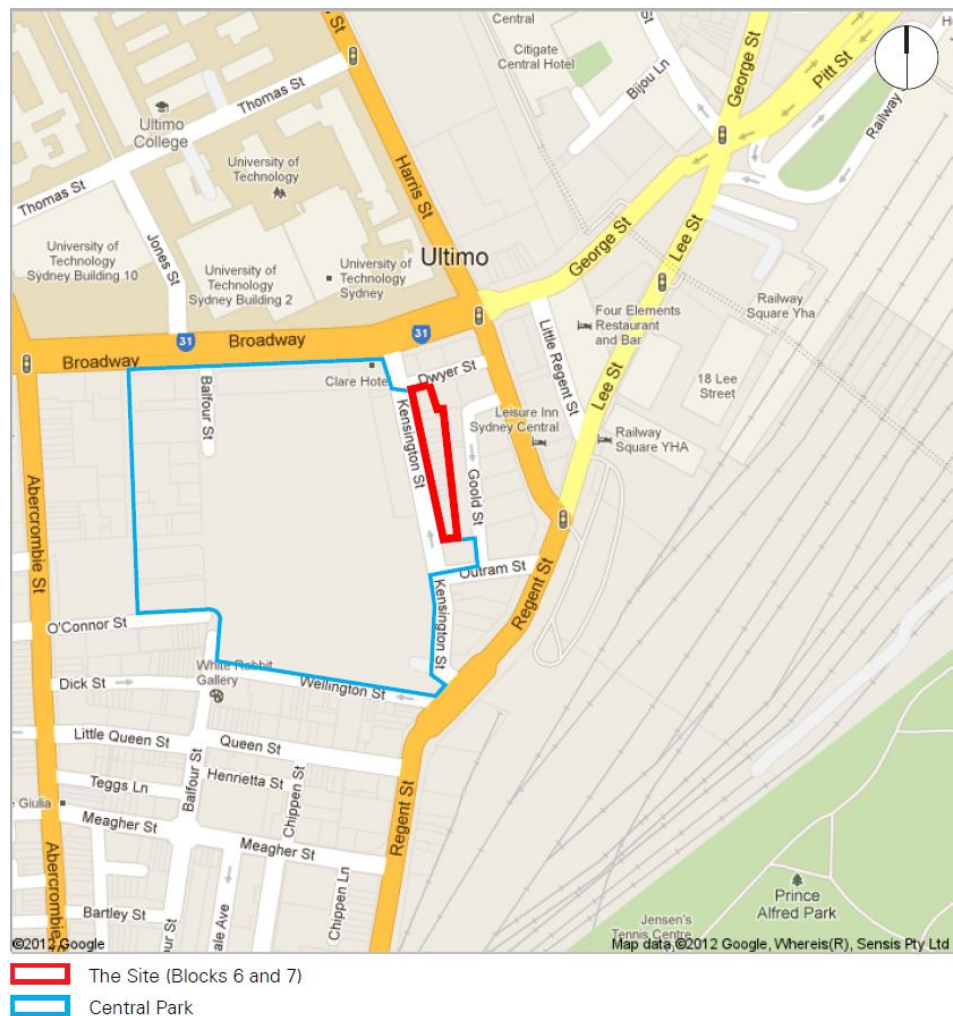


Figure 1 – Locality Plan

Source: JBA

2.2 Site Description

Blocks 6 and 7 are located within the Kensington Precinct and are legally described as Lots 1, 2, 3 and 5 in DP 33953, lot 1 in DP 185787, and Lot 1 in DP 709452.

Blocks 6 and 7 is located on the eastern boundary of the Central Park site in what is known as the Kensington Precinct. It is bounded by Dwyer Street to the north, residential dwellings on Goold Street to the east, Block 10 to the south and Kensington Lane (formerly Kensington Street) to the west. The Block is regular in shape, and has a site area of 2,299m².

The location of Blocks 6 and 7 within the Central Park site is shown in **Figure 2**. The Block is owned by Frasers Broadway Pty Ltd.

A Survey Plan of the site has been prepared by Degotardi, Smith and Partners and is included at **Appendix C**.



Figure 2 – Development blocks within the Kensington Precinct

Source: *Frasers Broadway Pty Ltd*

Existing Development

Block 6 is located to the north east of the site with primary frontage to Kensington Lane and secondary street frontage to Dwyer Street. Block 6 is currently occupied by the following buildings:

- A three storey warehouse structure at 2-10 Kensington Street, formerly used as a garage and Rm Bond Store, and now utilised by Frasers Studios exhibition space (draft heritage item 46A).
- A two storey brick building used for garaging and storage located at 12 Kensington Street that is now being utilised as Frasers Studios exhibition spaces (draft heritage item 46B) and other temporary pop-up artistic space.
- A single storey brick garage/workshop building located at 14 Kensington Street that is currently occupied by Frasers Studios (draft heritage item 46C) and other temporary pop-up space
- Two storey Edwardian terraces located at 16 and 16A Kensington Street (draft heritage items 47A-B).
- An Edwardian terrace located at 18-20 Kensington Street that was recently used by 'The Food Cooperative'.

Block 7 is located to the east of the Central Park Site and includes all building from 22-48 Kensington Street that share a common rear boundary with properties located on Goold Street to the east. The block is made up of single and double storey terraces and commercial buildings, all of which are nominated as draft heritage items under the Concept Plan (and 46-48 under Sydney LEP 2005) with the exception of no. 14 and 42-44. No 42-44 Kensington Street has recently been used as a dance rehearsal studio and accommodates a small architectural studio.

A full list of the existing addresses, legal description and existing building are provided below in **Table 1**.

Table 1 – Sites within Block 6 and 7

No.	Lot and DP	Description
2-10	Part Lot 1, DP 33953	3 storey federation warehouse (Kensington Street Store)
12	Part Lot 1, DP 33953	2 storey federation warehouse
14	Part Lot 1, DP 33953	1 storey workshop/garage
16-16A	Part Lot 1, DP 33953	2 storey federation terraces
18-20	Lot 2, DP 33953	2 storey Edwardian terraces with roller shutter
22-28	Lot 3, DP 33953	1 storey terraces
30-32	Lot 3, DP 33953	2 storey brick terraces
34-36	Lot 3, DP 33953	2 storey terraces
38	Lot 3, DP 33953	2 storey sandstone terrace
40	Lot 3, DP 33953	2 storey painted terrace
42-44	Lot 1 DP185787	1 storey garage./workshop with roller shutter
46-48	Lot 5, DP 33953 and Lot 1, DP709452	2 storey terrace

Photographs of the existing buildings on the site are provided below in **Figures 3** to **5**.



Figure 3 – Aerial Photograph of the site



Figure 4 – Existing Building footprint

Source: TZG



No 2-10 Kensington Lane



No 12 Kensington Lane



No 14 Kensington Lane



No 16+16A Kensington Lane



No 18-20 Kensington Lane



Rear of No 22-28 Kensington Lane terraces



No 22-28 Kensington Lane



No 30-32 Kensington Lane



No 34-36 Kensington Lane



No 38 Kensington Lane



No 40 Kensington Lane



No 42-44 Kensington Lane



No 46-48 Kensington Lane

Figure 5 – Photos of existing building

Source: *Paul Davies Pty Ltd and JBA*



Streetscape looking south from No 2-10



Streetscape looking south from No 34-36



Streetscape looking north from No 22-28



Streetscape looking north from No 16+16A

Figure 6 – Kensington Lane Streetscapes

Heritage

46-48 Kensington Street is identified as a heritage item under the *Sydney Local Environment Plan 2005*. All existing buildings on Blocks 6 and 7 are listed under the Conservation Management Plan for the Carlton United Breweries Site (prepared by Godden Mackay Logan Heritage Consultants) with the exception of No 14 and No 42-44 Kensington Street.

There are no State Heritage Register listings affecting the Kensington Street Precinct at present and although some of the terraces in particular are very rare and intact examples of their type, this significance is manifested mainly through the extent of original fabric that has survived; and much of this fabric is now in such a deteriorated condition that it will need to be replaced.

Pedestrian and Vehicular Access

The site is bordered by Dwyer Street to the north, a single lane road (one way east). Further north is Broadway, an eight (8) lane roadway that runs east-west incorporating designated bus lanes and pedestrian footpaths to each side.

The site is bounded by Kensington Lane to the west, which currently allows one lane of vehicle travel in a south – north direction (between Outram Street and Dwyer Street) and two-way traffic between Broadway and Dwyer Street, and Outram Street to the south beyond Block 10.

2.3 Surrounding Development

To the North

Directly to the north of the site is Dwyer Street. Located on the Corner of Broadway, Dwyer and Kensington Lane is 16-18 Broadway, which has recently obtained approval from City of Sydney Council for a seven storey mixed use building comprising ground floor non-residential uses and 14 residential apartments. North-west of the site is the County Clare Hotel and Tooth Administration Building which forms Block 3A of the Central Park site and is currently under assessment for adaptive reuse as a hotel with associated restaurants and food premises (MP 09_0089) (see **Figures 7, 8, 9, 10 and 13**).

To the north of Broadway lies the University of Technology Sydney (UTS). A licensed premise known as the Glasshouse also fronts Broadway, along with the Co-op bookshop that services UTS. To the northeast is the 'Agincourt Hotel', located on the northeast corner of Harris Street and Broadway.

To the South

To the south of the site is Block 10 which is proposed for redevelopment as a student accommodation building with a retail tenancy at the ground floor. The application for the development of this Block as part of Block 3B/3C and 10 is currently under assessment (MP11_0090) (see **Figure 14**).

To the East

To the east of the site are residential dwellings which front Goold Street. These are predominantly terraces with some newer infill developments including 19-31 Goold Street to the east is a new 8 storey development with a 3m setback to the boundary.

To the West

To the west of the site are Blocks 3B and 3C which are proposed for redevelopment as student accommodation buildings (as part of Blocks 3B/3C and 10), with ground floor non-residential and retail uses (see **Figure 14**). The application for the development of these sites is currently under assessment

(MP11_0090). On the western side of Kensington Lane (opposite 2-20 Kensington Street) is the Administration Building (part of Block 3A), a three storey brick and tile building constructed in 1930.

Figures 7 to 14 below identify the surrounding development.



Figure 7 – Kensington lane streetscape (east elevation) of the Clare Hotel (left)



Figure 8 – Approved development under construction at 8-14 Broadway (right)



Figure 9 – Southern elevation of Block 3A (Tooths Administration Building) (left)



Figure 10 – Eastern elevation of Block 3A (Tooths Administration Building) (right)



Figure 11 – No 7-9 Goold Street Terraces to the rear (east) of the site (left)



Figure 12 – Goold Street Terraces to the rear (east) of the site (right)



Figure 13 – Photomontage of Proposed hotel to Block 3A above the Clare Hotel and Administration Building.



Figure 14 – Photomontage of the student housing to Block 3B/3C and 10.

3.0 Description of Development Proposal

This chapter of the report provides a detailed description of the proposed development. Architectural Drawings prepared by TZG Architects are included at **Appendix A**. The development consists of the following elements:

- Internal and external works to terraces and industrial/warehouse buildings and adaptive reuse as retail and commercial uses across including:
 - Heritage conservation and upgrade works to existing terraces and industrial buildings to reinstate, reconstruct and upgrade internal and external building fabric.
 - Use of the ground floor of terraces and industrial buildings predominantly as retail/food premises
 - Use of the upper levels within the terraces and non public commercial office space and storage space.
 - Total GFA of 2997.2m².
 - 13 bicycle parking spaces within No 2-10, No 14 and pocket park at 42-44 Kensington lane, with associated lockers and end of journey facilities.
 - 10 car parking spaces to be located in Basement 2 and 5.
- Demolition of nos. 14 and 42-44 Kensington Lane (as well as some outbuildings) and construction of two new buildings consisting of glazing and steel construction including:
 - No 14 – Two storey building to be used as a retail/deli at ground floor and restaurant above, as well as providing access from Kensington Lane to the rear courtyard.
 - No 42-44 – creation of a pocket park and one storey (with mezzanine) building setback beyond the park to accommodate retail/cafe use at ground floor and mezzanine level office space.
- Construction of two additional levels, facade alterations and upgrade works and reuse of no 2-10 Kensington Lane for restaurants, bars, and office space with outdoor terraces to levels 2 and 3.
- Construction of a single storey building along the rear (east) of the site to accommodate a number of restaurants, cafes, and food premises as well as garbage rooms, services, and facilities.
- Upgrades and rear glazed addition to no 46-48 Kensington Lane to be used as a bar, and outdoor enclosed courtyard.
- Public domain and landscaping works including:
 - to create a number of rear courtyards between the existing terraces and new single level building on the rear boundary.
 - creation of a pocket park (no 42-44) and accessible through site access.
 - construction of glazed entry walkways providing access from Kensington Lane to the rear Courtyards between no 20-22 and 28-30 Kensington Lane.
- Subdivision/consolidation into four lots.

Photomontages of the proposed development are provided at **Appendix A**, and at **Figures 15** and **16**.



Figure 15 – Proposal as seen looking north showing the pocket park and new building at No 42-44 Kensington Lane



Figure 16 – Proposal as seen looking north showing the terraces to 20-28 Kensington Lane and glazed entry walkways.

3.1 Design Principles

A design statement has been prepared by TZG Architects, outlining the design principles which have been adopted in the proposed development.

Blocks 6 & 7 Design Statement

TZG were commissioned by Frasers in 2007 to assist in the development of the Concept Plan for the Kensington Lane precinct of the Frasers Broadway site. TZG have since been engaged to develop designs for 3 major redevelopments. Blocks 3B, 3C and 10, a student accommodation project is currently at PPR stage. Block 3A, a boutique hotel has been submitted for PA recently. And blocks 6 and 7, a restaurant and retail refurbishment project, is the subject of this application. This unique opportunity has allowed TZG to develop a unified urban design and detail approach for Kensington Lane. The Lane itself will also be improved through integrated landscaping in the future.

In the proposed redevelopment of Blocks 6 & 7, the existing heritage listed terrace houses are to be retained along with two warehouse buildings to the northern end of Kensington Lane. Retail premises, restaurants and bars will occupy these as well as some new contemporary infill buildings. The proposal is consistent with the approved concept plan apart from the now proposed retention of the warehouse at No. 12, which was previously marked for demolition. The terrace houses are to be surrounded by public space richly paved in a herring bone brick pattern consistent with the proposed ground plane for the rest of the precinct. At the rear, the terrace yards are converted into a series of interconnected courtyards, flanked by a long new building that runs the length of the boundary. This will ensure that the courtyards are well-used and lively places. Compliant access to the terraces is achieved via careful adjustment of the levels of the courtyards at the rear of each.

The proposed new single storey concrete and glass building, which is articulated in plan and section in keeping with the scale of the terraces, runs the length of the eastern boundary of Block 7 offering a landscaped roof. This improves the visual and acoustic amenity of the eastern neighbours.

To the south a small pocket park (no. 42-44) is proposed, possible through a reduction in the concept plan approved envelope, which terminates the axis of the pedestrian walkway that approaches from Central Park.

Proposed new buildings visible from the street are deliberately restrained utilising facade repetition to accentuate the irregularity of the warehouses' and terraces' eclectic, ad hoc nature. The new glass buildings present a restricted palette of materials so as not to dominate the colourfully painted historic terraces.

Two glazed walkways, suspended over the existing passages between terraces 20-22 and 28-30, form lanterns which entice visitors through to discover the rear courtyards. The lanterns will signify new activity at the rear and provide a location for signage. These important structures allow commercial signage be kept off the fronts of the terraces and presented in a controlled manner.

3.2 Numerical Overview

Key development information is summarised in **Table 2**, below.

Table 2 – Key development information

Component	Proposal
Project site area (Block 6 and 7)	– 2,229m ²
GFA (non-residential)	– 2,997.2m ²
– Block 6	– 1,927.6 m ²
– Block 7	– 1,069.6 m ²
Maximum Height	– RL 38.880
Population (Patron Capacity)	– 881
– 2-12 Kensington Street	– 485
– 14-20 Kensington Street	– 155
– 22-38 Kensington Street	– 100
– 40-48 Kensington Street	– 141

3.3 Subdivision

The application seeks consent for subdivision/consolidation of the site into four (4) lots, to rationalise the numerous lots that currently exist on the site.

An indicative subdivision plan has been prepared by Degotari Smith and Partners, and is provided at **Appendix D**. A final plan of subdivision and a section 88B instrument will be provided prior to the issue of an Occupation Certificate (or equivalent certification) including all required easements for servicing, drainage and access. Detail of the subdivision is provided below in **Table 3**.

The proposed subdivision is reflected in the Statement of Commitments at Section 5.0.

Table 3 – Proposed Subdivision lots

New Lots	Properties	GFA	Site Area
1	2-12 Kensington Street	1,234.3m ²	547m ²
2	14-20 Kensington Street	538.1 m ²	512m ²
3	22-38 Kensington Street	592 m ²	707m ²
4	40-48 Kensington Street	477.6m ²	533m ²

3.4 Demolition and Site Preparation

The current buildings within Blocks 6 and 7 are proposed to remain largely as existing with some internal demolition and selected external conservation and opening up works to the terraces and warehouse buildings. Nos 14 and 42-44 are proposed to be demolished entirely to make way for new buildings and the creation of a pocket park. The demolition of these building will allow for the construction of contemporary infill buildings. The location and photographs of the existing buildings proposed to be demolished are provided below in **Figure 17**.

No 14 Kensington Lane



No 42-44 Kensington Lane



Figure 17 – Buildings proposed to be demolished

The preparatory and selective demolition works associated with Blocks 6 and 7 include:

- establishment of access control points and secure the site;
- site clearance, strip out and removal of loose fixtures and fittings;
- existing building retention and temporary bracing as required; and
- internal demolition and roof removal as approved by the Project Application.

The demolition and preparatory works proposed have been considered in the Conservation Management Plan and Heritage Impact Statement prepared by Paul Davies Pty Ltd. Details of demolition and construction methods, as well as dilapidation reports are described in further detail in these reports and in **Section 4.5**.

Excavation will be undertaken using equipment in accordance with the contractor's work methods and safe work method statements and OHS Act 2000 and OHS Regulations 2001. Ground excavation is proposed for the rear of the terraces where new in-ground services and infrastructure will be replaced. Ground remediation (approved under an earlier Project Approval) will commence once the preparatory works and selective demolition phases have been completed.

3.5 Building Works

The building works proposed as part of this application comprise of conservation and upgrade works, minor works to the internal configuration, and some external facades (openings and access), as well as the construction of the contemporary infill buildings (Nos 14 and 42-44 Kensington Lane). A new single storey building is also proposed along the eastern (rear) boundary of Blocks 6 and 7 which will incorporate a roof top garden (see Landscape and Public Domain Plan).

A description of each component of building work is described below.

3.5.1 Conservation and upgrade works

As part of the Conservation Management Plan prepared by Paul Davies, each building and its heritage value has been assessed. The CMP then establishes a set of conservation and management policies which consider the opportunities and constraints, for future use, and archaeological issues.

The opportunity for the their retention and conservation through adaptive re-use as part of the Central Park redevelopment site is identified as an opportunity arising from the cultural significance of the group of terraces.

Block 6

The Heritage reports consider that the terrace at 16A Kensington Street is in particularly poor condition and requires extensive repair works. The earlier interventions to the terrace at 18-20 Kensington Street (prior to Frasers acquisition) have also consisted of unsympathetic adaptation for commercial uses, including the demolition of internal walls and fitting of suspended acoustic tile ceilings.

The proposal includes the removal of the unsympathetic additions and the original form reconstructed using the evidence provided by surrounding and adjoining terraces, fabric uncovered by the removal of accretions, or neutral reconstruction based on the likely form. Minor changes will also be made to the width of some internal walls to the rear of some terraces and the widening of internal doors for access.

The exterior form and detailing of the existing warehouses will be retained and conserved with essential stabilisation works, repair of window frames, replacement of damaged/removed elements, creation of some new opening to upper levels and the maintenance and conservation of all external fabric.

Block 7

Many of the terraces within Block 7 have not been updated or repaired for up to 80 years and require significant structural works and repairs. Any unsympathetic additions that have occurred in this time will be removed and reconstructed with evidential information, or neutral repair and construction.

The rear wing extensions to the terraces (non-original) are generally of poor quality and construction, many of which have been added or expanded since original construction. The works will involve the removal of the rear wings being 24 and 26 Kensington Street. allowing for the construction of the courtyards and creation of the active spaces between uses.

Some new openings will be carried out within the terraces with internal works kept to a minimum where possible. Widening of some rear doors and internal connections is also proposed.

Whilst the proposal involves the grouping of terraces and new properties boundaries, this change in subdivision and built form patterns will not be evident

from Kensington Street, where the impacts will be limited to sensitive conservation works and the revitalization of the Precinct.

Importantly, all buildings (aside from those proposed to be demolished) will be retained as whole buildings, and will continue to be read and interpreted as such. This includes the retention of the diminutive scale of the many of the terraces and the variety of roof forms evident when the group is viewed from the rear yard area.

3.5.2 Additions

No 2-10 Kensington Street (Rum Store)

The adaptive reuse of this building will involve interior and exterior alterations and additions. For reasons of earthquake stability and fire upgrades, an additional core of supporting columns is required to be added in addition to the existing steel bearers. A new concrete slab is proposed over the existing timber floors, however the valuable heritage significance (herringbone pattern) will still be visible from below. The new support will also assist in minimising any damage to the building from external adaptation and conservation works. Elements of the existing lift cage will be retained for interpretation. Some of the existing internal openings between No 10 and 12 will be expanded.

Two additional levels are proposed to be added to this building to be used as a bar and an office. These levels will involve the extension of vertical services and a new facade. The new facade will be consistent with the proposed infill buildings constructed primarily of steel and glazing. The ground floor entry roller doors are proposed to be removed and replaced with glazing and steel facade and entry doors as shown in **Figure 18**.



Figure 18 – Additions and facade works proposed to No 2-12

Source: TZG

3.5.3 Infill Buildings

New buildings are proposed to replace the existing buildings at No 14 and No 42-44 Kensington Street that are proposed to be demolished. The two existing buildings proposed to be demolished are not identified as being items of heritage significance, and will be replaced with modern, contemporary elements.

The proposed new buildings visible from the street are deliberately restrained in their design utilising facade repetition to accentuate the irregularity of the warehouses' and terraces' eclectic, unplanned nature. The new glass buildings also present a restricted palette of materials so as not to dominate the colourfully painted historic terraces.

No 14 Kensington Lane

This proposed building will be a total of three storeys in height with a reduced floor plate to the ground floor providing a new opening and pedestrian entry into the site from Kensington Lane and access to the rear courtyards as shown in **Figure 19** below. The facade of the building will predominantly be constructed of glass and steel to the street frontage.

The ground floor will be occupied by a retail/deli use with active frontage to Kensington Lane and the entry walkway between nos 14-16. Access is from the courtyard foyer to the upper level, with facilities and garbage room to the rear. The first floor is larger than the ground floor plate and sits over this level providing a sheltered walkway and entry to the building below. The first floor will be used as a restaurant with access via an internal staircase and lift. The kitchen will be located at the rear.

The roof level and parapet is extended above the first floor to be consistent with the form and scale of the adjoining parapet of the terraces at 16-16A as well as the proposed roof terrace to 12 Kensington Lane. The Kensington Lane elevation of no 14 is provided below in **Figure 19**.



Figure 19 – Proposed infill building at No 14 Kensington Lane

Source: TZG

No 42-44 Kensington Lane

The existing building on this site is proposed to be demolished and replaced with a pocket park and single storey (with mezzanine) retail/office building. The proposed infill building will be setback from Kensington Lane and will accommodate a single retail level with mezzanine office and void above. The facade of the building will predominantly be constructed of glass and steel.

The mezzanine level floor plate will accommodate commercial office (approximately 60m²) sited to the western side of the building fronting the pocket park contributing to passive surveillance. The first floor extends beyond the ground

floor footprint providing solar and weather protection to the ground floor use and creating visual interest in the facade.

Figures 20 below illustrate the appearance of the building from Kensington Lane as well a section of the ground floor and mezzanine office space as well as the photomontage in **Figure 15**.

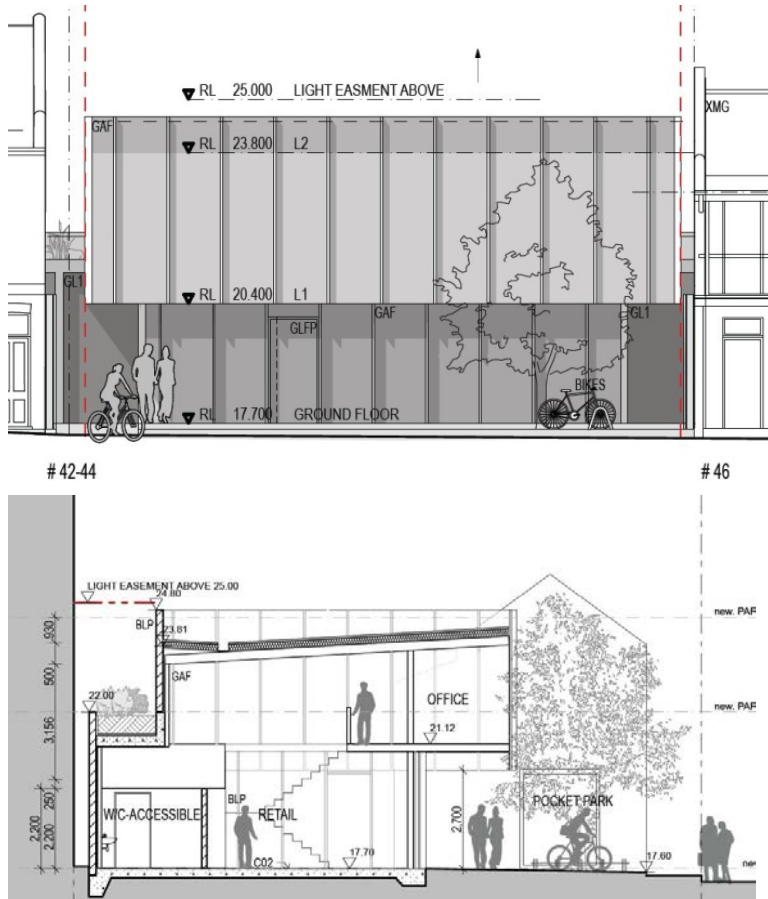


Figure 20 – Proposed infill building elevation and section of 42-44 Kensington Lane

3.5.4 Rear building

The proposed new single storey concrete and glass building will be constructed along the eastern boundary of the site, to a height in keeping with the scale of the terraces to the east. The form of the building has been designed for its elevation to the courtyards (western) to be modulated in response to the terraces to the east. This building will be occupied by a number of cafes, restaurants and other food premises, providing spaces that will connect to the courtyard and Kensington Lane terraces to provide areas of casual dining.

The building will encourage interaction and activity within the courtyard and responds to the complexity and intricacy of terraces. The roof of this building will be landscaped with grasses and shrubs (see details within the Public Domain Report – **Appendix E**), improving the visual and acoustic amenity of the eastern neighbours as well as providing screening to any plant and equipment.

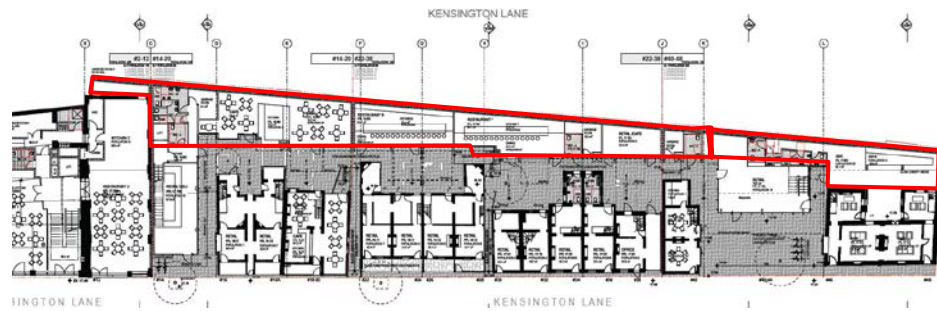


Figure 21 – New single storey building proposed to the rear boundary (shown outlined in red)

Source: TZG

3.5.5 Entry Lanterns

As part of the new works, the proposal includes the construction of two glazed entry walkways to the site between nos 20-22 and 28-30 Kensington Lane. The covered entry walkways project to heights consistent with the adjoining terrace parapets and will be constructed of steel and glazing materials to match the proposed infill buildings (see **Figure 22**).

The entry ways will mark the entry points to the site and terraces, being illuminated to identifying entry points and access, as well as allowing for the future location of signage to tenancies. The walkways are intended to draw pedestrian traffic into the site improving activation and permeability.

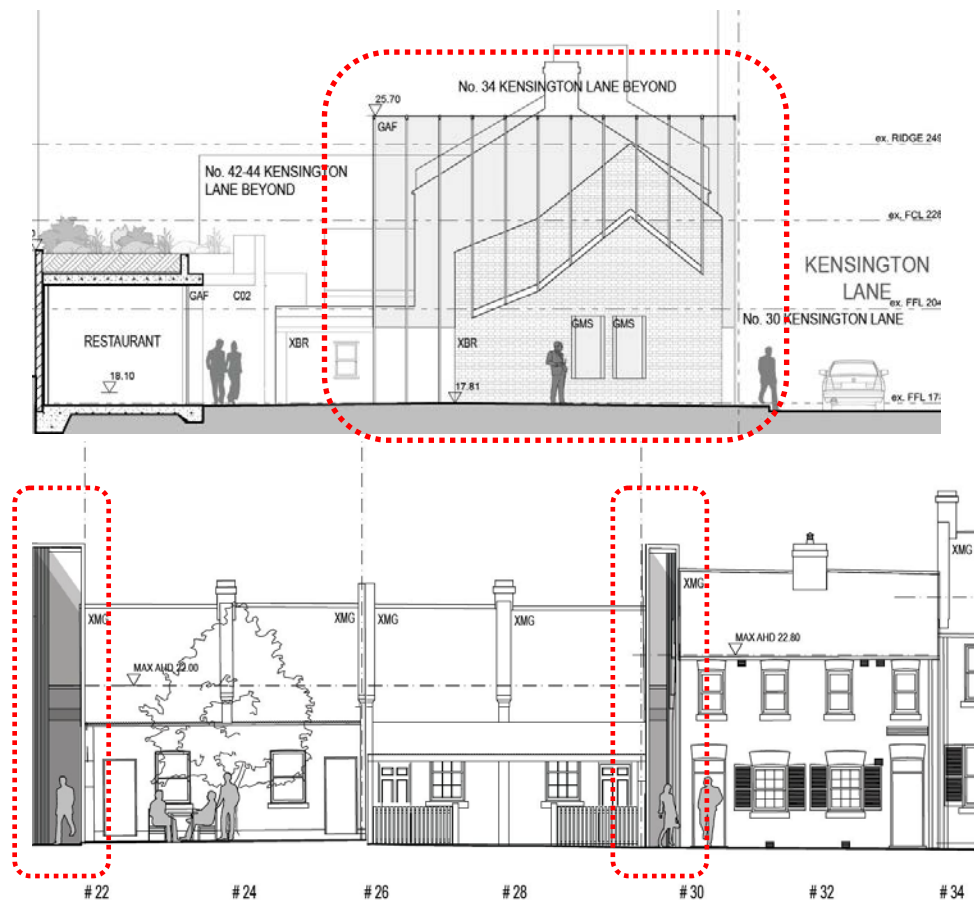


Figure 22 – Glazed walkways (elevation and section) proposed between 20-22 and 28-30 Kensington Lane (shown outlined in red)

Source: TZG

3.6 Proposed Uses and GFA

The proposed development generates a total GFA of 2,997.2m². **Table 4** provides a breakdown of GFA for each new lot (as per the proposed subdivision) along with a description of the building use. GFA plans prepared by TZG and are provided as part of the Architectural Plans at **Appendix A**, which identify the show the land use within each building and on each level as well as a GFA certificate prepared by Degotardi, Smith & Partners (**Appendix D**).

Table 4 – Proposed use and GFA

Address	Proposed Use
LOT 1 – 1,389.5m²	
2-10	four storey restaurants and bar uses with a commercial office area on the top floor.
12	single storey building with in-fill mezzanine level for restaurant uses (share facilities with 2-10)
LOT 2 – 538.1 m²	
14	new two storeys building to be used as a food premises.
16-16A	conservation works and propose retail / commercial uses and “joined” for ground floor access
18-20	conservation works and propose retail café / commercial uses and “joined” for ground floor access
LOT 3 – 592 m²	
22-28	Conservation works and retail / commercial uses and “joined” for ground floor access on the ground floor. The attic areas of these terraces shall be used for non-habitable storage purposes
30-32	conservation works and propose retail café / commercial uses and “joined” for ground floor access
34-36	conservation works and propose retail café / commercial uses and “joined” for ground floor access
38	conservation works and propose commercial uses.
LOT 4 – 477.6m²	
40	conservation works and propose retail cafe / commercial uses
42-44	new single storey building with a small mezzanine floor area that proposes retail, café and restaurant uses.
46-48	conservation works and propose bar / commercial uses. The buildings will be “joined” which maximises accessibility on the ground floor and incorporate a new single storey addition at the rear.
TOTAL GFA: 2,997.2m²	

3.6.1 Retail

The retail uses proposed are predominantly located within the ground floor of the terraces, as well as tenancies located at 14 and 42-44 Kensington Lane. These will be occupied by future tenants with the use and fitout to be subject to a separate development application to Council.

3.6.2 Commercial

The upper levels of the terraces and the upper level of no 2-10 Kensington Street are proposed to be utilised as commercial/storage space. Given the constrained nature of the upper levels within the existing terraces, the commercial areas will have a population capacity of between 2 and 6 population. A number of the upper levels (nos 22-28) will also be used as store areas, due to their limited size. No 18 Kensington Street will be utilised as a commercial building across three levels. The mezzanine level of the infill building at 42-44 also offers a small commercial space of approximately 60m².

3.6.3 Restaurants, Cafes and Bars

The Kensington Precinct and Block 6 and 7 in particular have been envisaged as an active space within the Central Park site with a range of restaurants, bars and outdoor dining spaces. The proposal incorporates a diverse range of restaurants, cafes, and food premises.

No 2-12 includes a total of four restaurants to ground and level 1 with a bar to level 2 and 3 with outdoor terraces to each level at No 2-12. A total of four retail/cafe/restaurant uses are proposed within the rear building that will have direct access to the courtyards. Cafes are also proposed 18-20 and 38-40 Kennington Lane that will have access and frontage to the courtyards and entry points as well as the potential to utilise Kensington Lane for no 46-48 is proposed to be used as a bar with an area at the rear which will be enclosed in glazing.

3.7 Pedestrian Access

Access to the site will be provided primarily from Kensington Lane through the front entry of the buildings or via a number of access points between the terraces and the new building forms (See **Figure 23**). With the exclusion of some internal areas, particularly service areas and upper levels of the terraces, all areas of the site will be provided with equitable access.

From Kensington Lane, pedestrians can move through the numerous access points (including the glazed/covered lanterns) to the rear of all terraces and the food premises along the rear (eastern) boundary. The outdoor spaces and rear terrace courtyards will be publicly accessible during operating hours (24/7) with security management procedures in accordance with the CPTED report (**Appendix F**).

Separate entry is provided at the ground floor to No.10 and 12 Kensington Street which accommodates four restaurants, two bars with roof terraces, and an office. Separate access is available to the restaurants and entry lobby, with lift and stair access to upper levels. New openings will be created to these facades to provided this access with the removal of the existing roller door to no 10 Kensington Lane.

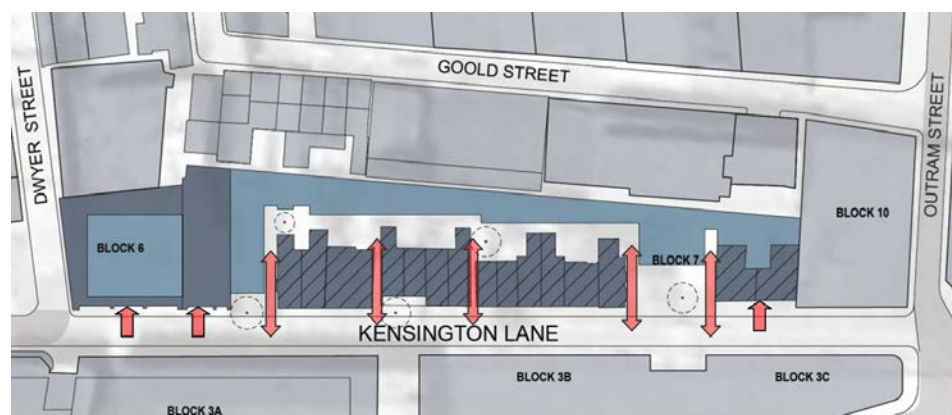


Figure 23 – Access points into the site..

3.8 Landscaping and Public Domain

The Block 6 & 7 design creates a series of new pedestrian spaces and courtyards to the rear of the terraces with careful consideration of the relationship between the existing and new built form. This will result in a number of small courtyards, pocket park (incorporating bicycle parking) which are provided access from a central pedestrian access of Kensington Lane. The intent of the laneway and the subsequent public domain works to Blocks 6 and 7 is to be open and inviting to the community. The courtyards are intended to provide new and existing intimate spaces to connect the buildings within the precinct.

A Public Domain Plan has been prepared by Jeppe Aagaard Andersen + Turf Design Studio (**Appendix E**). The key strategies are addressed including:

- Connectivity
- Access

- Character; and
- Materials

3.8.1 Materials

The landscape material selection of timber, bricks & steel respond to the immediate surrounds, consistent with the colours and materials used across the site.

Brick patterning in a herringbone pattern is utilised throughout the precinct and will boarder the boundary and building facades. Similar brick detailing will be used to emphasis the entry walkways, drawing pedestrians into the site and through to the rear courtyards. The dark blue brick colouring visually links the design of heritage areas within the surrounding Chippendale Green and Brewery Plaza, within Central Park.

3.8.2 Courtyards

The courtyard is accessed via four pedestrian walkways situated between the existing terraces, which provide direct, straight access to and from Kensington Lane. The courtyard is a continuous north – south connection parallel to Kensington Lane. The perimeter buildings which form part of Blocks 6 and 7 consist of active uses, such as retail, restaurants/cafes and bars and will promote activity in these spaces.



Figure 24 – Public domain plan

Source: JAA + Turf Design Studio

3.8.3 Tree Species and Planting

Each of the courtyard spaces within the proposal will adopt a different character assisted by the proposed tree species. The courtyard between buildings nos 22 also and 28 proposes a pergola planted with vines on the adjacent roof garden. The roof garden design (as shown at **Appendix E**) consists of low maintenance covering and feature planting intended to reflect the fragmented nature of the courtyards below, when viewed from above.

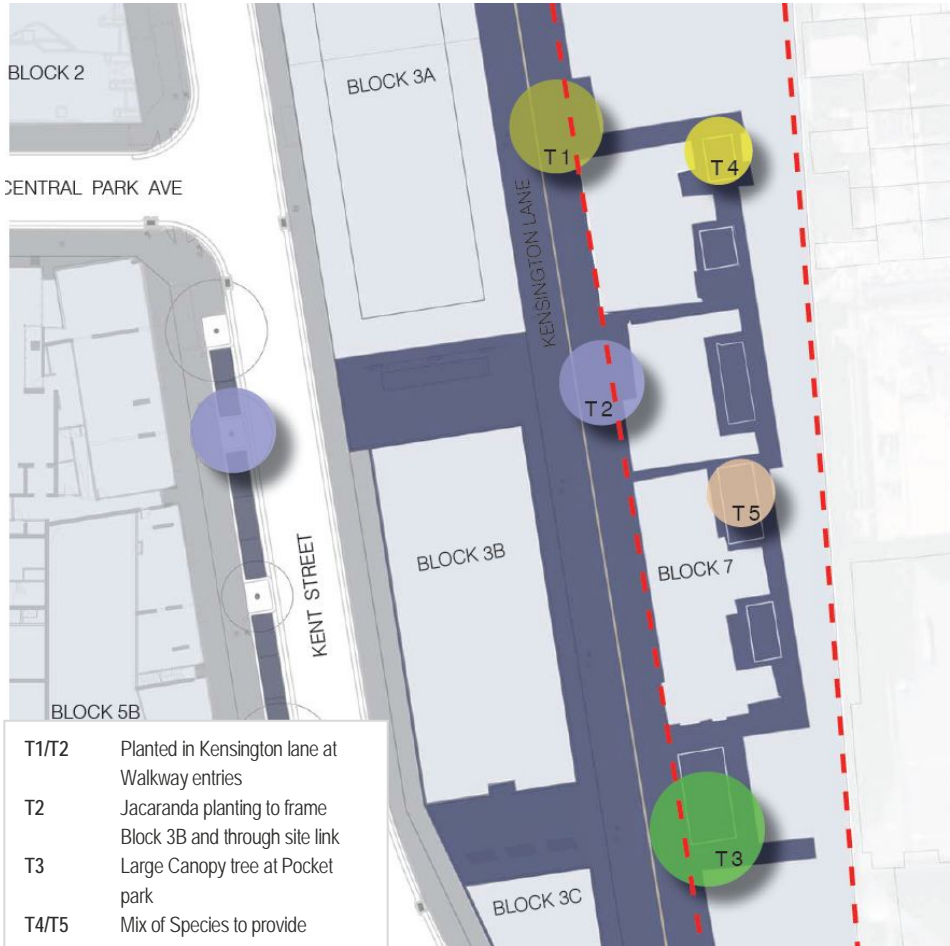


Figure 25 – Proposed tree planting and location

Source: JAA + Turf Design

3.9 Heritage Interpretation

As noted at Section 2.2, all of the buildings on the site are identified as having heritage significance under the site-wide Conservation Management Plan prepared by Noel Bell Ridley Smith & Partners Pty Ltd (excluding No. 14 and 42-44) and are proposed to be preserved where possible as part of this application. Only one building, 46-48 Kensington Street, is a locally listed heritage item under Sydney LEP 2005.

Significant elements of the building on the site will be retained and interpreted as part of the development. Importantly, excluding the buildings to be demolished, the existing buildings will be retained as whole buildings with regard to the forms, detailing, and grouping. The key heritage elements of the precinct and the building are identified in the Heritage Impact Statement prepared by Paul Davies Pty Ltd (refer to **Appendix G**). Photographs of the significant elements of both buildings are also provided in the Heritage Impact Statement.

An assessment of the proposed works on the significance of the buildings, as well as the recommendations of the Conservation Management Plan are addressed at Section 4.5 and **Appendix H**.

3.10 Operational Details

A draft Operational Management Plan (OMP) has been prepared by Frasers Broadway Pty Ltd (refer to **Appendix I**). The preliminary OMP addresses the following matters:

- responsibilities of the retail/commercial operators and building management and the requirement for full-time management;
- emergency and evacuation procedures;
- critical incident management protocols;
- contactability (including over the holiday period);
- maintenance and cleaning schedule;
- deliveries, loading and unloading;
- building security and access;
- registration and grievances and guest dispute procedure;
- external complaints handling procedure;
- visitor behaviour; and
- management of internal and external common areas.

The OMP will be finalised prior to issue of an Occupation Certificate, to reflect the specific requirements of the future operators. This requirement is reflected in the Draft Statement of Commitments at Section 5.0.

3.11 Vehicular Access and Parking

Vehicular Access and Parking

Ten (10) car parking spaces will be provided for use by staff of Blocks 6 and 7. The parking spaces will be located in the combined basement car park for Blocks 2, 5 and the Kensington Precinct.

In addition, 13 bicycle parking spaces will be provided on the site with seven (7) provided within ground floor of no. 2-10 Kensington Lane along with lockers and change room/shower facilities and two (2) provided at no 14. A further four (4) bicycle parking spaces are provided should visitors/customers within the pocket park to the front of 42-44 Kensington Lane

To encourage sustainable transport use, a Workplace Travel Plan and Travel Access Guide will be prepared following the occupation of the building. The measures to be included in these documents are discussed at Section 4.8.

With regards to vehicular access around the site, ultimately, it is proposed to convert Kensington Lane into a shared zone where vehicular traffic will be required to give way to pedestrians (these proposed changes will form part of a separate application). However, for the purposes of this application, the existing traffic arrangements on Kensington Lane are proposed to remain essentially unchanged. That is, it will continue to operate as a one-way road from south to north, except between Broadway and Dwyer Street where it will continue to have two-way traffic flow operation. The intersection with Broadway will continue to operate as

a left-in / left-out intersection, and will continue to provide one lane of parking (on the western side) and one traffic lane.

Servicing Access

Servicing will be via the site's Kensington Lane frontage for the majority of the terraces with a new loading area and service entry proposed to the northern to the ground floor of No 10 Kensington Lane. The management of these deliveries and loading will be restricted to outside of peak hour times. It is noted that in the longer term, service vehicles will be permitted to park in the service vehicle bays within the east basement loading areas.

3.12 Safety and Security

As detailed in the Safety Management Strategy and Safety Management Plan prepared by Elton Consulting (refer to **Appendix F**) the proposal includes active uses along the Kensington Lane frontage as well as active rear courtyards and uses within the rear building.

A combination of building design, lighting, and installation of CCTV combined will to improve the activity and enliven the precinct, creating vibrant spaces to deter and prevent crime.

The proposal provides an active edge to the public domain, promotes clear and unobstructed natural surveillance of the street, and encourages ground level pedestrian activity. Extensive glazing and multiple building entry points within the site and ensure patrons have direct sightlines and can observe people in the public domain. The design of the new building with high levels of glazing not only serves as a design feature of the site, but will assist in the passive surveillance.

Entries and exits to all of the terraces at ground level provide dual access and can be seen from Kensington Lane and the rear courtyards. As such, there are good sightlines and multiple opportunities for surveillance of external spaces from within buildings, creating a safer environment for both patrons and the public from these buildings. There is limited opportunity for concealment around the buildings, with no major recessing in the built and prominent entries to the building line, results in no 'dead' ends within the site.

A lighting schedule has been provided by (JAAA +TDS) indicates that pole-mounted, lighting is proposed for Kensington Lane. Proposed lighting is to be warm LED, energy efficient lighting consistent with the proposals ESD principles. The CPTED report outlines that any alternative lighting in Kensington Lane or the courtyards, such as wall-mounted or suspended lighting should be carefully selected and installed so as to deter vandals from damaging the lights. It is also proposed to illuminate the glazed lantern entry points to increase the permeability and further define the entry points to the precinct.

3.13 Building Services

The site is already serviced with potable water, electricity, sewer, gas and telecommunications. These will be augmented as necessary to accommodate the proposed development.

The design objective is to provide a facility which will optimise, within appropriate commercial constraints, the opportunities for the reduction in the use of energy and water. This is to be achieved through the design of environmentally efficient systems with the ability to closely control operation, assisting to minimize over ventilating, cooling, heating and water consumption through the design and implementation of these systems.

The majority of the tenancies will be provided low voltage power with the exception of no 2-12 which will be provided a direct LV feed from and nearby Ausgrid substation, which will terminate with a main switchboard within this lot.

A Building Services Report has been prepared by WSP Building (refer to **Appendix J**) which describes the approach to servicing across the site including

- Mechanical Services;
- Electrical Services;
- Communications Services;
- Hydraulic Services;
- Vertical Transportation Services;
- Fire Services; and
- Fire Safety Engineering.

All of the above services will be designed in accordance with the relevant standards and authority requirements.

The proposed Fire Services and Fire Safety Engineering measures are discussed in detail at Section 4.17.

3.14 Waste Management

3.14.1 Waste Generation and Storage

Arup has provided waste generation estimates for the commercial, retail and food premises within Blocks 6 and 7 using the applicable waste generation rates in the City of Sydney's Waste Policy. Based on the proposed uses, the anticipated waste generation is provided in **Table 5** below.

Table 5 – Anticipated waste generation

Lot	Mixed landfill waste (L/day)	Organic Waste (L/day)	Paper / card Recycling (L/day)	Co-mingle recycling (L/day)
2-12	2296	2229	340	693
14-20	918	910	201	16
22-38	526	360	142	97
40-48	256	129	76	88

Based on these waste estimates, the following waste storage areas have been provided for Blocks 6 and 7 (refer to **Table 6**). The location of the waste storage areas can be seen on the architectural plans (**Appendix A**).

Table 6 – Waste storage areas

Location	Floor Area (m ²)	Description	Storage Equipment
2-12	16.1m ²	Organic landfill Mixed landfill Co-mingles recycling	<ul style="list-style-type: none"> – 5 x 240 L waste bins (green lid) for storage of organic landfill waste; – 5 x 240 L waste bins (red lid) for storage of mixed landfill waste; – 6 x 240 L recycling bins (yellow lid) for storage of co-mingle recycling; and – 1x 240 L single bin compactor. – 2 x 660 L recycling bins (blue lid) for storage of paper and card recycling.
14-20	9.4m ²	Organic landfill Mixed landfill Co-mingles recycling Card and paper	<ul style="list-style-type: none"> – 2 x 240 L waste bins (green lid) for storage of organic landfill waste; – 2 x 240 L waste bins (red lid) for storage of mixed landfill waste; – 3 x 240 L recycling bins (yellow lid) for storage of co-mingle recycling; – 1 x 660 L recycling bin (blue lid) for storage of card and paper recycling; and – 1x 240 L single bin compactor.
22-38	10.4m ²	Organic landfill Mixed landfill Co-mingles recycling Card and paper	<ul style="list-style-type: none"> – 2 x 240 L waste bins (green lid) for storage of organic landfill waste; – 3 x 240 L waste bins (red lid) for storage of mixed landfill waste; – 2 x 240 L recycling bins (yellow lid) for storage of co-mingle recycling; and – 1 x 660 L recycling bin (blue lid) for storage of card and paper recycling.
40-48	6.1m ²	Organic landfill Mixed landfill Co-mingles recycling Card and paper	<ul style="list-style-type: none"> – 1 x 240 L waste bins (green lid) for storage of organic landfill waste; – 2 x 240 L waste bins (red lid) for storage of mixed landfill waste; – 2 x 240 L recycling bins (yellow lid) for storage of co-mingle recycling; and – 1 x 660 L recycling bin (blue lid) for storage of card and paper recycling.

These requirements have been incorporated into the architectural drawings.

3.14.2 Waste Management

Due to the limited space available as a result of adaptive reuse within the terraces, and existing warehouse buildings, it is not possible to provide separated compartments in each building. The majority of the waste will be generated at ground level from the floor premises and retail/commercial uses within the terraces and new buildings. However, some significant volumes of waste will also be produced from the kitchen, dining areas and bars located at no 10-12 and 14-20 as well as the bar at no 46-48.

The following waste management measures will be adopted for the proposal:

- general cleaning rubbish and recycling from all tenancies will be moved directly to the designated waste storage areas area via the service lift(no 2-12) and staff once it is collected from its source by cleaning or service staff;
- bar and restaurant rubbish and recycling will be held temporarily in specified bins / areas within the kitchens, prior to transfer to the relevant waste storage areas at the completion of each food service, as necessary; and

- recyclables and general waste will be stored in separate areas, and in colour coded bins to ensure waste streams are not inadvertently mixed.

Landfill and organic waste will generally be collected every day and cardboard/paper and comingle recycling will be collected every 2 days. Electronic waste, hard rubbish and waste cooking oil will be collected on an as-needs basis. The following waste collection arrangements will be put in place:

- prior to collection, all waste will be moved and arranged temporarily in the loading dock (Dwyer Street), and Kensington Lane to await collection;
- bins that are awaiting collection will not be placed on Council footpath, and will be stored on site (private property) awaiting collection;
- a licence waste contractor will transfer waste bins from the loading dock and Kensington Lane to the collection truck (approximately 3m – 5m); and
- empty bins will then be returned immediately to the waste storage areas by retail, and food premises staff.

4.0 Environmental Assessment

This section of the report provides an assessment of the environmental impacts of the proposal in accordance with the Director-General's Environmental Assessment Requirements (DGRs). The draft Statement of Commitments complements the findings of this section.

4.1 Director General's Requirements

In August 2011, in accordance with Section 75F of the EP&A Act, the Director-General of the Department of Planning and Infrastructure issued the requirements for the preparation of an Environmental Assessment to accompany a Project Application for the development. A copy of the DGRs is included in **Appendix B**.

Table 7 provides a summary of the individual matters listed in the DGRs and identifies where each of these requirements has been addressed in this report and the accompanying technical studies.

Table 7 – Director General's Requirements

Director General Requirement	Location in Environmental Assessment Report	
General	Report	Appendix
Executive Summary	Introduction	-
Statement of Validity	Introduction	-
Quantity Surveyor's Certificate	Submitted Separately	-
Site Analysis	Section 2.0	-
Description of the Proposed Development	Section 3.0	-
Relevant EPI's Policies and Guidelines to be Addressed	Section 4.1 and Section 4.2	-
Concept Plan (as amended)	Section 4.3	App A
Built Form and Urban Design	Section 4.4	App A
Environmental and Residential Amenity	Section 4.2	-
Heritage	Section 4.5	App G/H
Transport and Accessibility Impacts (Construction and Operation)	Section 4.8 and Section 4.18	App K/U
Ecologically Sustainable Development (ESD)	Section 4.9	App L
Contamination	Section 4.11	-
Landscaping and Public Domain Management	Section 3.8	App E
Drainage and Flooding	Section 4.12	App O
Utilities	Section 3.13	App J
Staging	Section 4.20	-
Draft Statement of Commitments	Section 5.0	-
Consultation	Section 4.19	-
Conclusion and Justification	Section 6.0	-
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 N and Appendix P	
Stormwater Concept Plan	Appendix O	
Erosion and Sediment Control Plan	Appendix O	
View Analysis	Appendix A	
Landscape Plan	Appendix E	
Shadow Diagrams	Appendix A	
Construction Management Plan	Appendix S	
Construction Traffic Management Plan	Appendix U	

4.2 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*;
- Metropolitan Strategy 2036;
- Metropolitan Transport Plan 2010;
- Draft Sydney City Subregional Strategy;
- State Environmental Planning Policy No.55 – Remediation of Land;
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004;
- State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development and Residential Flat Design Code 2004;
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy No 64 – Advertising and Signage;
- Sydney Local Environmental Plan 2005;
- Draft Sydney Local Environmental Plan 2011;
- City of Sydney Access DCP 2004;
- City of Sydney Heritage DCP 2006;
- The Planning for Entertainment Guidelines 2009;
- Development Near Rail Corridors and Busy Roads - Interim Guideline; and
- Planning Guidelines for Walking and Cycling.

The Project Application's consistency with the relevant strategic and statutory plans and policies is discussed in **Table 8** 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.

Consistency with the Frasers Broadway Concept Plan Approval and Statement of Commitments, as amended, is addressed at Section 4.3.

Table 8 – Compliance with strategic policies and statutory plans

Instrument / Strategy	Comments
Acts	
Objects of the EPA Act	Refer to discussion below
Strategic Plans	
NSW State Plan	Refer to discussion below
Metropolitan Strategy 2036	Refer to discussion below
Draft Sydney City Subregional Strategy	Refer to discussion below
State Planning Instruments and Controls	
SEPP 55 (Remediation of Land)	Remediation works have been carried out on the site in accordance with MP 07_0163.
SEPP (Infrastructure)	The proposed development comprises traffic generating development and must be referred to the RMS during the assessment of the application.
SEPP 64 – Advertising and	The proposal does not involve any signage. Separate Development

Instrument / Strategy	Comments
Signage	Applications will be required to be submitted for any signage.
SEPP 65	The proposal does not involve any residential land uses and therefore consideration of SEPP 65 and the Residential Flat Design Code are not relevant to this application.
Local Planning Instruments and Controls	
Sydney Local Environmental Plan 2005	The proposal provides parking in accordance with the LEP and MP 06_0171 (Mod 6 (Mod 7 currently under assessment)). Refer to Section 4.8 and Appendix K .
Draft Sydney Local Environmental Plan 2011	The proposal remains permissible with consent under draft LEP 2011.
City of Sydney Access DCP 2004	Refer to Appendix R and Section 4.16
City of Sydney Heritage DCP 2006	Refer to Appendix E , Appendix F and Section 4.5
Planning Policies and Guidelines	
The Planning for Entertainment Guidelines 2009	Refer to discussion below
Metropolitan Transport Plan 2010	Refer to discussion below
Development Near Rail Corridors and Busy Roads – Interim Guideline	Refer to discussion below
Planning Guidelines for Walking and Cycling	Refer to discussion below

Objects of the EPA Act

The proposed development is consistent with the objects of the EP&A Act in that it:

- promotes the orderly and effective use of the land by providing development within close proximity of existing services and facilities; and
- comprises an ecologically sustainable development through the adaptive reuse of two existing buildings.

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 retail/commercial and food premises uses in highly accessible location, is consistent with the aims and targets of the State Plan.

Metropolitan Strategy 2036 and Metropolitan Transport Plan 2010

In March 2010, the then 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; and
- D1.1 locate at least 70% of new housing within existing urban areas.

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; and
- 31,793 new dwellings.

The proposed development, with the provision of a high number of retail and commercial tenancies as well as a significant number of cafes, restaurants and bars will support the objectives of the Strategy by supporting tourism and job creation in the Sydney subregion.

The Planning for Entertainment Guidelines 2009

The Planning for Entertainment Guidelines seek to explain how the current planning system addresses premises in which entertainment is provided for patrons. In doing this, the framework recognises that the provision of entertainment is now an integral part of the activities provided at many premises. The guidelines go on to establish when a development application is required, as well as the matters for consideration in preparing an application for an entertainment venue.

The use and fit-out of the restaurants and retail uses will be the subject of a future, separate application. The character and context of the area, local amenity, hours of operation, number of patrons and building safety, as well as the management of the premises will be addressed as part of that application.

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.

The site is located approximately 30m from Broadway which runs high frequency bus corridor, with a bus arriving every 30 seconds on week days and every two minutes on a Saturday morning.

The proposed retail/commercial and food premises with limited parking provision for staff, will encourage the use of more sustainable forms of transport including bicycle and public transport facilities.

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) the site is nominated as a 'traffic generating development' to be referred to Roads and Maritime Services (RMS), being classified as 'Is' of more than 1,000m² within 90m of a main road (Broadway).

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, although given the sites separation from each of these by approximately 30m to the north and 80m to the south, with impacts are likely to be minimal.

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

The key issues to be assessed are compliance with:

- the approved concept plan envelope;
- the approved building height;
- land use and the maximum GFA permitted on the site; and
- the achievement of design excellence.

An amendment to the Concept Plan (MOD 7) has been lodged with the DPI and is discussed below.

4.3.1 Concept Plan Envelope

Minor modifications are proposed to the Concept Plan approved envelope and, predominantly to the upper levels of Block 6 at no's 10-14 Kensington Lane. It is noted that a significant portion of the approved concept plan building envelope is not being utilised in the proposed scheme, reducing the overall bulk and scale of the proposed development

The variations to the Concept Plan approved building envelope and height are detailed below. The approved and proposed massing is shown at **Figures 26**. The diagrams show that the proposed building envelope generally complies with the approved Concept Plan, providing additions and variation to the envelope of Block 6 and elements of Block 7.

Given the minor nature of the proposed alterations, lack of any adverse environmental impacts, an improvement of amenity in some instances, no formal modification of the Concept Plan Approval is considered necessary.



Figure 26 – Concept Plan envelope analysis

Source: TZG

However, during detailed design of the buildings, and consideration of floor plates, TZG has made some revisions to the Concept Plan approved envelope (and subsequently the building height as shown in **Figure 26**) and provided the following description and justification:

- reduced building volume is proposed at #40-#42 to create a public 'pocket park' to remain in scale with the adjacent terraces.
- Increased rear courtyard width due to the more slender than approved cross section of the rear single storey building on the eastern boundary.

- A redistribution of Block 6 concept plan approved volume away from the eastern boundary on levels 3 and 4 to the Northern Boundary (shift of mass from purple shaded to green shaded area on drawing 1 A-502 **Appendix A**) is proposed. This creates a simple rectilinear volume which aligns to the Kensington lane boundary for the new addition above the #2-10 warehouse building. The proposed adjustment reduces the visual and solar impact to eastern neighbours and has no negative impact on the public realm in the context of the newly constructed residential building to the North.
- The proposed glazed walkways over the paths between #18-20 and #22 and #28 and #30 are a non compliance with the approved concept plan. These structures allow commercial signage be kept from the heritage listed terraces as well as providing shelter to visitors finding their way to the courtyards behind. These also perform an important role in linking old and new structures creating a cohesive whole. There are no negative impacts on the public domain arising from this departure from the approved concept plan.
- The parapet height on the eastern boundary is at a constant RL of 22.20 AHD. This is significantly lower than the concept plan approved levels along the boundary. Please refer drawing 3 on A-602. The concept plan fails to be clear as to the intent along the eastern boundary. It is the view of the proponent that the cumulative reduced parapet height along the boundary, and the green roof, compensates for the continuity of the proposed structure.
- The building on #12 is proposed to be retained. This gives rise to a minor non-compliance where the existing building exceeds the concept plan volume to the east and west. Note that the existing building is significantly lower than the concept approved parapet height.
- The new building at #14 aligns with the setback of the existing retained structure at #12, an expansion of the concept plan volume towards the eastern boundary of approximately 2.5m. This impact is ameliorated by a significantly lower parapet height (RL28.76) than the approved parapet height (RL31.20). This reduction is in addition to the reduced height from recent concept plan modifications.

The proposed changes to no 2-10 Kensington Lane (Block 6) rationalise the building floor plate to the upper levels and do not generate any unacceptable environmental impacts on neighbouring properties in terms of privacy or overshadowing (see Section 4.7 for an assessment on overshadowing). Further, as detailed at Section 4.6, the additional building mass will not be visible from the public domain.

4.3.2 Land Use and Gross Floor Area

The Concept Plan (Mod 7) limits the maximum GFA of Blocks 6 and 7 of 3,100m² Block 6 - 2,000m² and Block 7 - 1,100m²) as shown in **Table 9** below. All of the proposed floor space is to be utilised for non-residential land uses in accordance with the Concept Plan.

The development of Block comprises approximately 2,799m² of non-residential floor space, and is consistent with the maximum GFA consistent with the approved uses for the site.

A concurrent amendment to the approved Concept Plan (Mod 7) has been lodged concurrently with this application which seeks the following amendments to the Kensington Precinct, as shown in **Table 9**. The proposal will not alter the approved overall GFA, or approved residential / non-residential mix across the Central Park site.

Table 9 – Proposed GFA Distribution (Concept Plan Mod 7 under consideration)

Block	Approved GFA (m2)	Proposed GFA (m2)	Difference (m2)
1 + 4 (incl Brewery)	77,000	77,000	0
2	68,000	68,000	0
3	10,500	11,100	+600
5A	11,000	11,000	0
5B	16,000	16,000	0
6	2,180	2,000	-180
7	1,250	1,100	-150
8	14,500	14,500	0
9	27,000	27,000	0
10	2,070	2,070	0
11	26,000	25,730	-270
Total	255,500	255,500	0

4.3.3 Design Excellence

As the Design Integrity Panel has not been in operation for some time, Frasers and TZG have met with staff from the Department, the NSW Heritage Office, as well as officers from the City of Sydney Council to discuss the proposed scheme. The design is consistent with the Statement of Commitments within the Sites Concept Plan for the design of Block 3, 6, 7, and 10.

Frasers has also undertaken separate site visits with both the Department and Council. On these 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 proposed in response to these.

4.4 Built Form

The proposal comprises primarily of adaptive reuse of existing buildings with some additional and contemporary infill buildings. As can be seen in **Figure 27** below the new building elements have been designed to be sympathetic to the existing buildings in terms of bulk, proportions and scale. With respect to materiality, the proposed materials for the new elements will be differentiated from the existing fabric so as to enhance the interpretative potential of the site. The new works are further distinguished from the heritage fabric through recessed detailing, separating new and old elements, and by their varied material quality.

The additional levels proposed to No 2-10 forms the most significant addition to the existing envelope, consistent with the Concept plan with regard to maximum height. The additional levels have been designed to appear as a lighter weight glass structure to indicate a contemporary additional in contrast to the elements of the existing building maintained below.

The form of the glazed pedestrian links are proposed to reflect the form and height of the parapets of surrounding terraces, and will signify entries to the site, without detracting from the quality of surrounding buildings. Importantly, in the design and built form of the proposal, the building (excluding those to be demolished) are maintained as whole building with the upgrades and conservation works being.

The rear single storey building is respectful in its form, height and design and is consistent with the approved concept plan envelope. This building will not be visible from the streetscape.



Figure 27 – Proposed streetscape and built form

Source: TZG

4.5 Heritage and Archaeology

Paul Davies Pty Ltd has been engaged to assess the heritage impacts of the proposed adaptive reuse of the industrial/warehouse buildings and terraces of Blocks 6 and 7 (refer to the Heritage Impact Statement at **Appendix G**). They have also been engaged to prepare a Specific Element Conservation Management Plan (SECMP) to guide the redevelopment of the two buildings (refer to **Appendix H**). The key findings and recommendations of these reports are summarized below.

4.5.1 Heritage Impacts

The adaptive reuse of the buildings requires considerable new work, including structural works required to satisfy the requirements of the Building Codes and relevant Australian Standards. A table has been provided at Section 5.1 of **Appendix G** includes the options that have been considered, and the reasons why the preferred solution has been chosen. The assessment focuses on the interface between old and new fabric and how potential tensions and problems have been resolved through the planning and design processes.

The works involve significant conservation works which are considered to have a positive impact on the heritage significance of the buildings located on the site and the Kensington Precinct. The works that will assist in improving the heritage significance including initial retention, cleaning and repair of original and contributory fabric as well as the removal of unsympathetic additions and repaired based on evidence or of neutral value.

The aim of these conservation works will be to stabilize the fabric and provide a neutral framework for the individual occupation of each terrace for the future use as retail space and occupation/upgrade of industrial buildings.

Many of the impacts associated with variation to the building envelope and additional building to the rear of the site have been considered previously as part of the concept plan approval. The retention of existing joinery, balconies and awnings will help to recover the original form of the terraces and reinforce the aesthetic qualities of the streetscape.

Whilst some external works to doors and opening between buildings are considered to have minor to medium heritage impact, considerable effort has been made to provide a level of access that goes as far as possible, without destroying the buildings and their heritage value, in achieving equitable access. The additional access points also allow the activation and adaptive reuse of significant building, which have otherwise been vacant and abandoned significant periods of time.

The passages between the terraces are considered to have a moderate impact on the heritage significance, having minimal impact on the external fabric, however introducing a clearly contemporary element to the streetscape allow for additional access amongst the terraces form Kensington Lane. It is also noted that the

removal of some of the later miscellaneous additions to the rear wings of the terraces will assist in the recovery of the earlier and significant aspects of the buildings.

Limiting access to the upper floors of the terraces will allow the retention and conservation of significant fabric, although it will unfortunately lead to limitations on the use of the upper levels. The heritage impact statement notes that whilst the new buildings will over-write the earlier linearity of the individual rear yard areas (the physical evidence of which has already been lost), it will have significant benefits for the conservation of the precinct by providing a modestly scaled, contemporary detailed structure that will revitalize the terrace group.

The proposed rear building is carefully and sensitively designed as a single level articulated form with a green roof. The building has been designed as such, consistent with the Concept Plan envelope and does not compete with the complex and varied form of the terraces and provides a neutral, and well designed, backdrop that allows the heritage qualities of the terraces to dictate the setting.

The HIS confirms that the design development process has placed a high priority on the conservation and protection of not only the identified elements of significant fabric, but also the spatial qualities of the building's interaction with other buildings in the precinct. The proposed conservation / interpretation works are listed at Section 4.5.2 of this EAR.

The HIS concludes that the adaptive re-use of the former Rum Bond and General Stores as a restaurant and the terraces for retail uses will be complemented by the addition of a modestly scaled building in the former yard area of the terraces which will help to activate the Precinct and will facilitate opportunities for visitors to the site to engage with not only the street facades of the terraces, but also their significantly more complex and interesting rear elevations. The proposed works are considered to be relatively modest and will ensure the long term protections of the significant building within the precinct.

4.5.2 Conservation Management

The SECMP builds on the previous heritage studies and Conservation Management Plans that have been prepared for the site, and provides a framework for the conservation works required to protect the significance of the terraces and industrial buildings.

A detailed outline of the recommended conservation policies is provided at Section 7.0 of the SECMP. Specific recommendations are provided relating to the fabric, adaptive re-use and infill development, interpretation, management and research and recording. The recommended conservation policies that apply across the site as part of the proposal include are:

1. *All significant and contributory buildings should be retained, conserved and re-used.*
2. *The external form, scale and detailing of each terrace and Brewery-related warehouse building should be conserved.*
3. *Surfaces never intended for painting, notably face brickwork and tiling, should remain unpainted, while surfaces such as render and timber which were originally painted should continue to be painted in appropriate colours.*
4. *Existing window or door openings should not be enlarged or closed in.*
5. *The principal room layout and planning configuration as well as significant internal original features including ceilings, cornices, joinery, flooring and fireplaces should be retained and conserved.*

6. *Damaged or vulnerable building fabric should be repaired or protected wherever possible and replaced only where there is no reasonable alternative. Replacement fabric should be selected and fixed in accordance with the principles of the Burra Charter.*
7. *The exterior form[s] of the building[s] including the ridgelines of the roof should be retained and no upper level additions permitted to the terrace houses.*
8. *The original use of each building should continue to be able to be read. This should be the priority of any adaptive re-use of the buildings.*
9. *Any adaptive reuse should protect as much original internal and external fabric as possible.*
10. *Any additions and alterations should be confined to the rear in areas of less significance, should not be visibly prominent and shall be in accordance with the relevant planning controls.*
11. *Any new work to the rear yard area should be clearly readable as such. A Heritage Assessment and Heritage Impact Statement, or a Conservation Management Plan, should be prepared for the building prior to any major works being undertaken.*

The recommendations are based on a number of conservation principles, including:

- ensuring that all conservation work appropriately responds to the level of significance;
- establishing the correct and most appropriate works through research and analysis of the existing fabric;
- carrying out regular repairs and ongoing maintenance in accordance with the SECMP;
- preserving the fabric and spatial integrity of the identified significant elements;
- ensuring that new work carefully considers any physical or visual impacts on the original fabric so that impacts are managed and minimised; and
- ensuring that new work is visually recessive in relation to the heritage structures in significant views of the site.

These principles are supported by a series of conservation policies, which focus on:

- the external fabric conservation and maintenance.
- use of the buildings;
- Adaptive reuse
- the approach and interpretation;
- urgent/less urgent works;
- conservation works;
- archaeology;
- appropriate skills; and
- maintenance program.

The SECMP confirms that the strategies identified will help to establish a sound policy framework that will protect and conserve the heritage significance of the two buildings, including the significant elements and components of their interiors. A commitment to undertake the works in accordance with the recommendations

of the SECMP has been included in the draft Statement of Commitments at Section 5.0.

4.5.3 Archaeology

The whole of the former brewery site has been identified as a 'partially disturbed archaeological site' in the Central Sydney Archaeological Zoning Plan 1992, and includes several significant elements associated with the early European occupation of the site including an ovoid drain and a cistern.

The SECMP notes that the earlier studies undertaken for the Brewery identified that the Kensington Precinct has moderate archaeological potential. However, there is only minimal excavation proposed as part of the application (for new building) it is unlikely that any archaeological deposits would be disturbed as part of the proposed development.

On this basis, it is recommended that the usual provisions of the *NSW Heritage Act 1980* apply, whereby no formal archaeological monitoring is required, however if a relic is found during works, then the NSW Heritage Council should be advised and the site managed in accordance with their requirements.

The recommendations of the SECMP have been included in the draft Statement of Commitments at Section 5.0.

4.6 Visual Impacts

The visual impacts of the Central Park development as a whole were given detailed consideration as part of the Concept Plan approval. In determining the Concept Plan, the built form and visual impacts of the development were considered appropriate as it:

- is appropriate to the site's city edge context and to the desired urban form for the southern part of the Sydney CBD;
- reinforces the landmark significance of the site as one of the pre-eminent gateways to the CBD;
- recognises and celebrates the site's heritage significance;
- provides a transition in building height across the site, limiting the height of buildings on the south-western part and ensuring that taller buildings are located towards the northern-eastern part of the site, where it is compatible with the adjoining higher density of development in Central Sydney; and
- is of a density consistent with the site's size and strategic location within the broader metropolitan area and its accessibility to a wide range of services and infrastructure.

The proposed development of Blocks 6 and 7 are generally consistent with the Concept Plan approved envelope, and so remain consistent with the matters considered above. The photomontages at **Appendix A, (Figures 15, 16 and 28)** show that the proposed development is sympathetic to the surrounding buildings and their scale and materiality.

As discussed earlier, the proposed envelope of the building within Block 6 and 7 is less than approved under the Concept Plan as amended, with the exception of No 10-12 Kensington Street and the glazed entry walkways (**Figure 26**). The rationalization of the floor plate to level 4 of no 2-10 Kensington Lane will not have any adverse visual impacts on the Kensington Lane Streetscape or interpretation to adjoining buildings.

The glazed entry walkways are an intentional design element of the proposal, considerate of the parapet of the terraces, to identify entry and permeability through the site and contribute to the activation and revitalization of the precinct. These two items are considered to add visual interest to the streetscape and by virtue of their contemporary nature do not detract or mimic the heritage significance will not have any adverse visual impacts.



Figure 28 – Photomontage of proposed development including addition to No 2-12

Source: TZG

4.7 Overshadowing

Shadow Diagrams have been prepared by TZG (**Appendix A**) to illustrate the shadows cast by existing surrounding buildings and the proposed development on the summer and winter solstice and on the March and June equinox.

The studies shows that whilst there will be some minor additional areas of overshadowing, the shadows generally fall on Kensington Lane and do not result in any significant impacts on surrounding developments or the public domain. The proposal will only result in minimal additional overshadowing of the Block 3B/3C and 10 student accommodation development and to the surrounding residential dwellings. It is noted that at these points in the afternoon, the existing building of Block 2 and Block 5 significantly overshadow these areas.

Finally, 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. The shadow diagrams and Building Envelop

diagrams also illustrate the area of the site that are not being utilized and therefore mitigate any further impacts that may have resulted from a complying scheme.

The redesign of the upper building envelope of 2-10 Kensington Lane departing from the approved concept plan is also noted not to result in any significant or adverse overshadowing impacts to surrounding land uses.

4.8 Traffic, Access and Parking

A Transport Assessment Report has been prepared by GTA Consultants (refer to **Appendix K**). The report assesses the proposed traffic and parking arrangements, and gives consideration to the provisions of the DGRs, Concept Plan and relevant planning controls. A Workplace Travel Plan has also been provided as part of the Transport Assessment Report.

As detailed at Section 3.11, the proposal provides 10 car parking spaces, which will be located within the combined basement for Blocks 2, 5 and the Kensington Precinct. The proposal will also accommodate 13 bicycle parking spaces for use by staff and visitors, with seven (7) located on the ground floor of No 2-10 with associates locker and shower facilities and the remaining six (6) within the pock park (42-44 Kensington Lane).

4.8.1 Traffic

During the assessment of the Concept Plan application it was estimated that the whole of the Central Park site would generate approximately 493 vehicular trips per hour (vph) during the peak periods. With the subsequent changes to Blocks 2 and 5, the overall traffic volume for the development was increased to 535 vph. The Concept Plan assessed the traffic impacts of the Kensington Precinct (i.e. Blocks 3, 6, 7 and 10) collectively, and assumed that the Precinct would generate 20 vph.

Previous traffic analyses for Central park have estimated traffic generation for non residential uses (utilising a trip generation rate of 0.32 vehicle trips per peak hour per space) would be considered to generation approximately 3 additional vehicles per hour (3vph).

Taking into consideration the proposed development of the remaining Blocks, the Kensington Precinct will generate 25 vph (3 more vehicle trips per hour than anticipated under the Concept Plan).

GTA Consultants concludes that increasing the overall site development traffic from 535 vph to 540 vph is acceptable, and would have negligible traffic impacts. Further, the proposed development of Block 6 and 7 in their own right is unlikely to generate significant development traffic, as on-site parking has been limited to 10 spaces (within the combined basement). Similarly, the proposed food and drink premises, and retail tenancies will largely serve the local population, including residents and workers of the Central Park site. In addition, the site is located within easy walking distance of a range of public transport services located on Broadway and Central Station.

4.8.2 Access

The combined basement for Block 2, 5 and the Kensington Precinct can be accessed from either Carlton Street or O'Connor Street via footpaths. The basement has been designed to comply with the relevant Australian Standards. As part of the wider redevelopment of Central Park, Kensington Lane and associated east/west through site links will be constructed.

4.8.3 Parking

GTA Consultants has assessed the proposed parking provision based on the floor space are proposed (2,997m²). Using the relevant formula, the maximum number of parking spaces permitted under Sydney LEP 2005 is 18. The proposal provides 10 parking spaces for use of staff, 8 less than the maximum permitted.

A lesser provision of spaces on the site is considered appropriate in this instance given the close proximity of the site to the Sydney CBD, major public transport nodes, shops, education facilities and the like.

Provisions will also be made for 13 bicycle parking spaces, which assist in meeting ESD requirement and encourage sustainable forms of transport. Within 10 Kensington Street locker and shower facilities are provided for staff, with a number of spaces provided to the pocket park.

4.9 Ecologically Sustainable Development

Fraser's Broadway Pty Ltd is targeting a 5 star rating for all buildings on the Central Park site. However, due to the proposed use of the building, an official green star rating cannot be awarded.

A formal online eligibility query was submitted to the Green Building Council of Australia (GBCA).

The GBCA concluded that as the buildings located on Blocks 6 and 7 do not contain a common mall area, do not share any common plant, and the only shared infrastructure are toilets that are freely accessible to the public, the GBCA has provided a formalised ruling that the project is not eligible for a rating under the Green Star Retail Centre V1 tool.

Notwithstanding this, an ESD Strategy has been prepared by WSP Built Ecology in order to demonstrate the ESD performance of the buildings to be benchmarked against the Green Star Retail v1 tool in accordance with a 5 Star Green Star pathway (refer to **Appendix M**). 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. This approach is consistent with the Concept Plan and the similar rational adopted on other Blocks within the Central Park.

WSP Built Ecology has provided a number of ESD initiatives, which will be adopted to ensure that the building meets a high level of sustainable design. The initiatives fall under the following categories:

- Potable water demand will be reduced by 38% through the use of water efficient fixtures;
- Energy demand will be reduced through:
 - Efficient lighting design;
 - Mixed mode ventilation;
 - Efficient heating, ventilation and air-conditioning (HVAC) system selection; and
 - No car parking provision, avoiding energy demand for mechanical ventilation and lighting.
- Alternative forms of transport are promoted through provision of bicycle parking and facilities for staff, proximity to public transport and the lack of car parking provision;

- Materials use will have reduce impact on the environment through the following initiatives:
 - Reduced content of Portland Cement in concrete;
 - Responsible steel sourcing;
 - Use of PVC which meets the Best Practice Guidelines defined by the GBCA;
 - Sustainably certified timber; and
 - Reuse of existing façade and structure of the heritage buildings
- Demonstrating the project meets the principles of a 5 star Green Star rating.

A commitment to implementing these measures during the detailed design, conservation works, alterations and additional as well as new buildings included in the Statement of Commitments at Section 5.0.

Section J

The building services will be designed to meet the Deemed-to-Satisfy provisions of Section J of the BCA. Blocks 6 and 7 will be assessed against the functional requirement of Section J to ensure they meet the regulated requirements for energy efficiency. All new buildings and new extensions in Blocks 6 and 7 will meet the requirements of Section J in particular Part J1 Building Fabric and Part J2 Glazing.

The ESD report notes the extent of glazing that is proposed to roof of No 46-48 (rear of the bar) exceeds the maximum allowable area established under the BCA DtS provisions (Part J1). An initial assessment has therefore been carried out using an alternative Verification Method JV3 has demonstrated that with appropriate glazing selection, this building can meet the energy efficiency requirements of Section J.

It is however noted that the glazed roof in Building 46-48 exceeds the maximum area allowed by the DTS provisions of Part J1 Building Fabric, however an initial assessment using Verification Method JV3 has demonstrated that with appropriate glazing selection, this building can meet the energy efficiency requirements of Section J.

4.10 Acoustic Impacts

WSP Acoustics has prepared an Acoustic Report to assess the noise emissions from the site, as well as the measures required to control prevailing external noise levels to meet suitable internal noise criteria (refer to **Appendix M**). As part of this report, the management and acoustic impacts of the level 2 and 3 terraces to no 2-12 Kensington Street have been considered, and management/mitigation measures recommended.

External Noise Environment

The external noise levels surrounding the site have been taken from the *Fraser's Broadway Site Concept Plan – Acoustic Report* which was prepared by Heggies Pty Ltd to accompany the Concept Plan in 2008. **Figure 29** shows the predicted noise levels across the site, based on future (post development) traffic flow data.

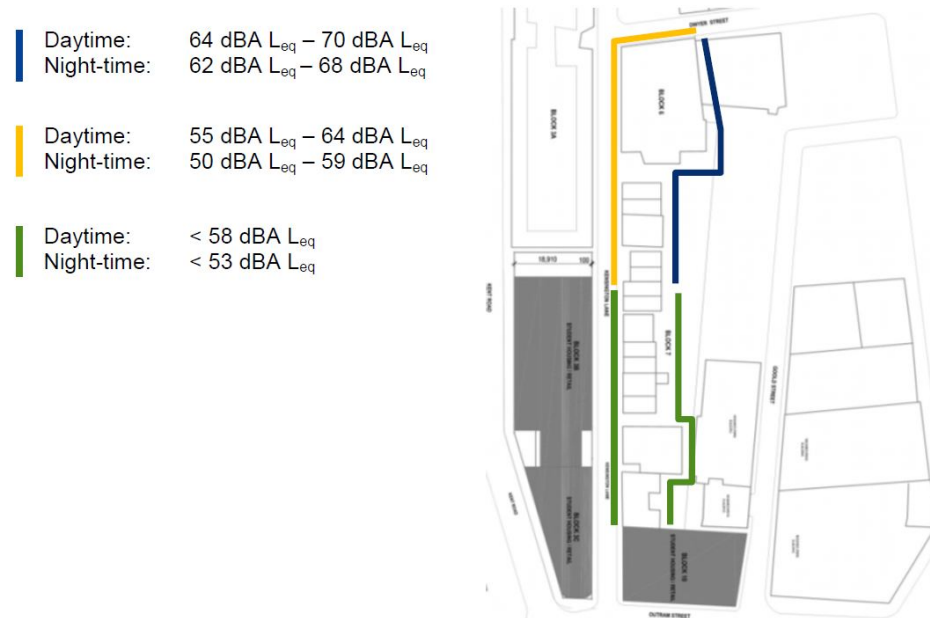


Figure 29 - Summary of external noise levels at Block 3A

Source: *Heggies Pty Ltd*

Occupant Noise

The Acoustic report considers the impact of noise emanating from the use of roof terraces including:

- Level 3 of 10 Kensington Lane; and
- Level 2 of 14 Kensington Lane.

The nearest residential receivers to these two areas have been considered including:

- New developments on Dwyer Street (10m from level 3 terrace)
- New developments on Kensington Lane (18m from level 2 terrace)
- New developments on Goold Street (25m from level 2 terrace)

The background noise levels have been utilised from 15m above ground level as contained in *Fraser's Broadway Site Concept Plan – Acoustic Report* prepared by Heggies Pty Ltd 2008 (with corrections). Based on the following assumptions the assessment indicates that the noise levels associated with the terraces would be below the requirements of the NSW OLGR.

- The assessment adopts the distance from the central point of each terrace space to the external facade of the nearest noise sensitive property.
- Level 3 terrace (10 Kensington Street) occupancy capacity of 30 people with 15 speaking at the same time; and
- Level 2 terrace (14 Kensington Street) occupancy capacity of 60 people with 30 speaking at the same time; and

- no loudspeakers to amplify music or speech and the source of noise is only from raised voices.

External Noise Intrusion

The internal noise criteria for the proposed commercial, retail and restaurants and lounges has been assessed against AS107:2000, which outlines the acceptable internal noise levels. The criteria are outlined at Table 4-1 of WSP's Acoustic Report. The management of these internal noise levels will mitigate the impacts and ensure the amenity of the nearest residential receiver (**Table 10**).

Table 10 – Internal Noise Criteria

Type of Space	Internal Noise Target
Retail Spaces	45 dBA $L_{eq,1hr}$
Office Buildings	40 dBA $L_{eq,1hr}$
Restaurants	45 dBA $L_{eq,1hr}$

Mechanical Ventilation

The proposed spaces in Blocks 6 & 7 are to be a mix of mechanically ventilated / air conditioned spaces and mixed mode ventilation and cooling. This will include a number of external plant items located at roof top level. The plant to be located on the roof will include items such as

- Kitchen supply and extract fans;
- Fans for make-up air supply for the bar at 46-48 Kensington Lane; and
- VRS cooling units.

Noise control measures such as appropriate selection of equipment, installation of acoustic barriers and enclosure will be utilised to ensure the mechanical ventilation will comply with the relevant noise targets.

Building Envelope

WSP Acoustics has made a series of recommendations for the external building envelope and glazing based on the predicted external noise levels, the recommended internal noise criteria from AS107:2000 and the proposed method of ventilation for each component of the building (i.e. natural or mechanical). These include:

- **Solid areas of the façade** - where new built elements are employed for solid areas of the façade, a façade system will be selected which achieves a minimum sound insulation performance of 40dBR_w. These are not generally onerous design criteria, and can be achieved with many lightweight façade systems or cavity masonry traditional façade constructions.
- **Glazing** - where existing glazing is used within guestrooms, an internal glazing panel is proposed to ensure the acoustic rating of the window. New glazing will be selected which achieves the recommended design criteria. It is anticipated that a proprietary 6mm single glazed frame and sealed unit will be capable of achieving the nominated performance of 32R_w and 10.8mm acoustic laminated glass is generally capable of achieving 35dBR_w.

Mechanical Services Noise

In order to achieve the target internal noise levels set out in WSP's Acoustic Report, mechanical services noise is to be controlled to meet the criteria set out in **Table 11**.

Table 11 – Mechanical services noise emissions limits

Area	Noise Level (dBA L _{eq} 1hr)
Offices	35
Retail Spaces	40
Restaurants	45
Kitchens	45-55
Bars and lounges	50

WSP notes that whilst detailed noise levels for mechanical plant are unable to be determined prior to detailed design, appropriate equipment selection and attenuation measures (such as lined ductwork, acoustic attenuators, enclosures and screening) can be implemented where necessary.

No adverse impacts are expected in terms of noise associated with the development, nor are onerous acoustic measures required to protect the amenity of the future spaces. The recommendations of the Acoustic Report have been incorporated into the draft Statement of Commitments at Section 5.0.

4.11 Contamination and Geotechnical

4.11.1 Contamination

The proposal is to be consistent with the Remediation and Transitional Works approval MP 07_0163, dated 18 August 2008 (including relevant modifications). Prior to commencement of building works the site will be remediated in accordance with the approved Remediation Action Plan.

4.11.2 Geotechnical

JK Geotechnics has prepared a Geotechnical Investigation for the site (refer to **Appendix N**). The subsurface conditions on the site comprise a combination of pavements and fill, natural sands, natural clays, weathered shale bedrock and weathered sandstone bedrock. Based on the testing carried out, 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.

JK Geotechnics has made a series of recommendations to be implemented during the construction process. In summary:

- care must be necessary to avoid undermining or disturbing the footings of adjacent structures.
- It is recommended that it would be prudent to undertake dilapidation reports on buildings adjacent to the proposed excavations prior to commencement.
- new footings are to be founded within the sandstone bedrock as near-surface soils will not be capable of supporting substantial structures; and
- test pits should be carried out at the existing building walls to determine footing dimensions and founding materials.

The recommendations of the Geotechnical Investigation have been included in the draft Statement of Commitments at Section 5.0.

4.12 Stormwater and Flooding

A Stormwater Report has been prepared by Mott MacDonald and is included at **Appendix O**.

The site stormwater system has been designed to accept the 20 year and 100 year design flows (piped and overland respectively) and the flows resulting from the development of all Blocks within the site. The existing buildings on the site discharge via a piped system to Broadway and the Central Park detention tank (below Block 2). The proposal will discharge into the Kensington Lane. Details of water Quality, storage and harvesting are addressed by WSP in **Appendix O**.

Erosion and sediment control measures will be implemented as part of the development works to maintain water quality. The proposal for Blocks 6 and 7 will meet the parameters agreed in the approved Stormwater Quantity Management Strategy.

4.13 Public Art

Jennifer Turpin Studio and Michealie Crawford have prepared a Public Art Strategy for the Central Park site. The strategy covers the following:

- themes of the artworks;
- permanent and temporary artworks;
- digital art;
- heritage interpretation; and
- budgets and implementation strategies.

The approved Strategy requires the provision of three permanent artwork sites within the Kensington Precinct as shown in **Figure 30** below, however it is noted that the proposed locations do not currently identify Blocks 6 or 7 as potential sites, although it is acknowledged that 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.

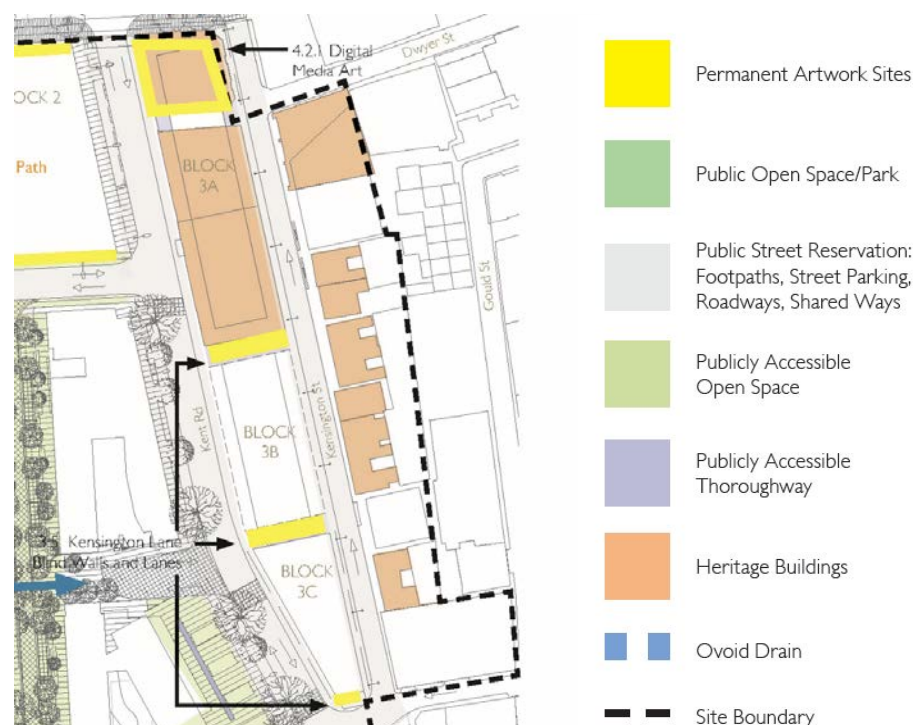


Figure 30 – Public Art Strategy

Source: *Foster and Partners*

4.14 Safety and Security

Elton Consulting has prepared a Safety Management Strategy and Safety Management Plan for the proposed development (refer to **Appendix F**). The report demonstrates the proposal's consistency with the Concept Plan and Statement of Commitments, as well as the broader principles of Crime Prevention Through Environmental Design (CPTED). In preparation of the scheme, consultation has been undertaken with:

- City of Sydney Council Community Safety Officer;
- NSW Department of Planning and Infrastructure (formerly NSW Department of Planning);
- UTS Security Service;
- TAFE (Sydney Institute); and
- State Transit Authority (STA).

It is noted that whilst the NSW Police Crime Prevention Officer for Redfern Local Area Command was contacted by phone and email regarding the proposal, with no comments had been received at the time of lodgement. Notwithstanding this, Elton Consulting has taken into account comments previously received from NSW Police regarding the Concept Plan and Project Applications for other Blocks as part of recent meetings in March 2012.

The Safety Management Strategy addresses the following aims:

- create a safe public domain for all users at all times;
- facilitate a safe and easily accessed pedestrian and transport network;
- create a safe environment during the development process;
- address safety needs of special user groups;

- develop a safe community for residents around and on-site;
- promote health and injury prevention;
- promote and support safety; and
- create a safe, secure and well maintained built environment.

For each of these aims, Elton Consulting has development design objectives, design features and recommendations which have been used to guide the preparation of the Safety Management Plan.

The Safety Management Plan details how the design of Blocks 6 and 7 (and the Kensington Precinct more broadly) meets and / or exceeds safety and crime compliance requirements. Safety will be promoted in the courtyard area which will have access 24 hours a day 7 days a week through the design of building elements, limiting and spaces for concealment, design of well integrated and well lit access points, and the installation of closed circuit television and security presence at the site.

The combination of the features will help improve the identity and viability of the area as an active and vibrant space that deters crime by making the offender's behaviour more easily noticeable.

The recommendations of the Safety Management Strategy and Safety Management Plan have been included in the Statement of Commitments at Section 5.0 of this report.

4.15 Structural Suitability

As detailed in the Structural Design Certificate prepared by Mott MacDonald (refer to **Appendix P**) the building has been designed with the structural design requirements of the BCA and the relevant Australian Standards including:

- AS1170 Part 0 - General Principles – Loading;
- AS1170 Part 1 - Imposed Loads and Actions;
- AS1170 Part 2 - Wind Loads;
- AS1170 Part 4 - Seismic Loads;
- AS3600 Concrete;
- AS3826 Strengthening existing buildings for earthquakes;
- AS3700 Masonry; and
- AS4100 Steelwork.

The statement confirms that, subject to appropriate detailed design, the building is structurally adequate to accommodate the structural alterations and altered loading conditions associated with the proposed alterations and adaptive reuse.

4.16 Accessibility

An Access Report has been prepared by Accessibility Solutions (see **Appendix Q**) which has considered the proposed works and their compliance with the relevant access provisions of the BCA and Disability (Access to Premises) Standards 2010.

To enable access for people with disabilities to access the greatest extent possible while retaining the higher ranked heritage significant elements the new works propose a number of principles including reorientation, creation of courtyards and

interconnected thoroughfares, improvement of internal spaces including the removal of some internal walls, and installation of way finding signage.

With respect to the first floor areas of the terraces various stairways present items of exceptional heritage significance and the proposed conservation works shall be limited to the restoration of finishes and structural integrity and do not impact the existing staircases. Compliance with the relevant BCA and Australia Standard to these areas are addressed in the BCA report prepared by City Plan Services at **Appendix R**.

The report concludes that:

- The new buildings will provide appropriate level entry and internal access for people with disabilities in accordance with Part D3 of the BCA 2012 and the DDA Premises Standards including lift access within No 14 Kensington Lane; and
- The adaptive reuse of the heritage significant warehouse style buildings at Nos 2-12 Kensington Lane will provide appropriate level entry from the public domain with internal modifications, lift installation and new building works, which enables appropriate access for people with disabilities in accordance with Part D3 of the BCA 2012 and the DDA Premises Standards; and
- The adaptive reuse of the heritage significant terrace houses will provide appropriate level entry from the public domain courtyard areas to each paired or single terrace houses with internal modifications on the ground floor levels which enables appropriate access for people with disabilities to the vast majority of the terrace houses in accordance with Part D3 of the BCA 2012 and the DDA Premises Standards; and
- The stairways to the first floor areas of the heritage significant terrace houses shall undergo restoration works to conserve the heritage significance to reasonably satisfy to the degree necessary DP2 of the BCA 2012; and
- The new buildings shall incorporate accessible sanitary facilities with an appropriate quantity, distribution and design to comply with Part F2.4 of BCA 2012 and the DDA Premises Standards;

The recommendations of the Access Report have been included in the draft Statement of Commitments at Section 5.0.

4.17 BCA and Fire Safety

4.17.1 BCA

A BCA Report has been prepared by City Plan Services to assess compliance of the proposed development against the Deemed-to-Satisfy provisions of the BCA (refer to **Appendix R**). The report confirms that the proposed works are generally able to comply with the relevant Deemed-to-Satisfy provisions.

Where non-compliances arise, Alternative Solutions will be employed to address these matters. All Alternative Solutions will be developed for approval prior to the issue of a Construction Certificate. Given the site constraints and heritage value of the existing terraces in particular, a number of items have been identified as alternative solutions that are outlined in further detail below.

4.17.2 Fire Safety

The Services Report prepared by WSP outlines the various fire safety measures that will be adopted for the proposed development (see **Appendix J**). The report also establishes a Fire Life Safety Strategy for the buildings, specifically relating to the egress, separation, and Fire Brigade Intervention.

Fire safety services within Blocks 6 and 7 will include:

- smoke detection and alarm system;
- building occupant warning system;
- fire hydrant system;
- fire hose reel system; and
- portable fire extinguishers.

Where required by the BCA, Fire Sprinkler drencher protection will be installed to openings with portable extinguishers suitably located and signed throughout the buildings on the site.

Specifically relating to 2-12 Kensington Lane (Block 6) and addressed looped smoke detection system will be installed as well as a building occupant warning system to allow controlled excavation, in the event of a fire.

Fire and Life Strategy

A Strategy to ensure appropriate occupant fire life safety and fire brigade intervention design is proposed given the significant heritage value of the buildings and their ability to comply with the Deemed to satisfy provisions of the BCA without detrimentally affecting the heritage value of these buildings.

The strategy considers the safeguard measures, cognisant of the necessary requirements and heritage impacts. The Fire and Life Safety Strategy presents Alternative Solutions to be developed and documented in the final Fire Engineering Report (FER) to demonstrate compliance with the Performance Requirements of the BCA.

The Fire and Life Safety Strategy for the adaptive re-use takes into account the heritage aspects of the building and the extent of building compliance to be upgraded as determined by the Consent Authority under Clause 94 of the EP&A Regulations 2000.

Table 12 – Fire and Life Strategy

Item	Solution
Egress	2-12 Kensington Lane <ul style="list-style-type: none"> – Primary evacuation will occur via the fire isolated stair compliance with the DtS of the BCA. – Smoke will be separated from each floor only allowing for suitable internal architectural treatment of glazing as opposed to the need for a solid fire separation wall allow the stairs to be free of smoke for the evacuation phase. – Natural ventilation provided to the top of the building to assist in smoke dispersion
	<ul style="list-style-type: none"> – Egress available via the laneways to the rear of the site with required easements with a choose of five routes. – Separation of tenancies and location in an open area will allow smoke to vent freely and not adversely affect occupants in the evacuation phase.
	Alternative solutions <ul style="list-style-type: none"> – Specific egress related Alternative Solutions which will be developed have been identified as follows: – Allow travel via non-fire isolated exits in 2-12 and 38 Kensington Lane – Allow extended travel distances to an exit or point of choice of up to 23 m from the Level 2 Bar and 26.5 m from the Level 3 Roof Terrace.

	<ul style="list-style-type: none"> – Allow alternative exits at 2-12 Kensington Lane to be less than 9 m apart. – Allow fire-isolated stair to discharge into covered area less than 3 m in height – Allow path of travel to the street of less than 1 m in width under glazed awnings from 22-38 Kensington Lane. – Allow egress from the common laneway to be via adjacent lots with travel paths maintained by appropriate access easements
Fire separation	<ul style="list-style-type: none"> – Provision of structural slab on top of the existing timber floor which is supported by new columns and the existing – brick external walls providing fire separation – The terraces of 14-20, 22-38 and 40-48 seek a variation from the DtS by comparing risk to the occupants and fire fighters with consideration of the
	<ul style="list-style-type: none"> – Specific fire separation related Alternative Solutions which will be developed have been identified as follows: – Allow FRL requirements to be reduced or performance justified based on the existing structure and – proposed use of the area – Allow a stair in 2-12 Kensington Lane to be smoke separated in lieu of fire separated from the remainder of – the building. – Allow stair connecting three levels in 38 Kensington Lane to be non-fire-isolated
Fire Brigade Intervention	<ul style="list-style-type: none"> – A dedicated fire hydrant system will be provided at 2-12 Kensington Lane to allowing fire fighting personnel to operate the assembly safely in the event of a fire. – 14-20, 22-38, and 40-48 Kensington Lane are to be served from street hydrants located on Kensington Lane. – The fire hydrant booster assembly and Fire Indicator Panel (FIP) locations will be discussed and agreed with FRNSW.

4.18 Construction Management

A Construction Management Plan (CMP) has been prepared by Frasers Broadway Pty Ltd (refer to **Appendix S**).

The CMP sets out the measures that will be put in place to ensure that the construction process does not result in unacceptable amenity impacts, and to assist the contractor in managing the project, in accordance with the relevant policies, procedures, regulations and Australian Standards.

Each area of consideration is addressed below. The measures set out in the CMP are reflected in the Statement of Commitments at Section 5.0.

4.18.1 Air Quality and Dust Control Procedures

Air pollution will be minimised through the use of the following measures:

- Dust emissions will be controlled by the use of water spraying when required.
- Concrete decks will be kept clean to reduce dust emissions.
- Equipment will be operated in a proper, efficient and correct manner which includes proper maintenance in order to control noise and associated exhaust emissions.
- Odour emissions from the site which could adversely affect air quality or the amenity of the local area to be monitored.

4.18.2 Erosion, Sediment and Stormwater Management Plan

In order to minimise site erosion and control the quality of surface water leaving the construction site, the following measures will be implemented:

- Provide temporary drainage channels and detention pondage to appropriately manage storm water.
- Stormwater drain grates will be wrapped in filtration medium. The filtration medium will be periodically cleaned and changed as and when required.
- Diversion drains will be constructed to minimise runoff from rainfall flowing into the works area. Stormwater diversion drains are to be constructed in the vicinity of areas to be excavated to minimise water flow into excavations.
- Regular visual inspection of the site drainage system will be undertaken by the Contractor.

The Stormwater, Sediment and Erosion Control Plan prepared by Mott MacDonald outlines the specific measures that will be adopted on the site (refer to **Appendix O**).

4.18.3 Noise and Vibration Management Plan

A Noise and Vibration Management Plan will be prepared prior to the commencement of works on the site.

The following noise management measures will be implemented during the construction works.

- The Contractor shall set up noise and vibration monitors around the site at locations identified by the Acoustic Consultant as sensitive areas and high risk areas.
- Works on site will only be carried out during approved hours.
- The Contractor will be responsible for scheduling activities that generate high noise to short term duration wherever possible and practical.
- Establishment of site practices and strategic positioning of processes on site.
- Establishment of direct communication with affected parties.

Activities that have the potential to produce significant ground vibration include jack hammering during excavation and demolition works, and noise from plant and equipment. Vibration monitoring will be used in the following instances:

- At the commencement of a new activity near a sensitive structure, establish and confirm safe working distances from the sensitive structure
- When operating very close to sensitive structures, attended monitoring is to ensure that any preventative action is taken immediately to prevent the targets from being exceeded.
- When an activity identified as producing significant ground vibration is occurring within the safe working distance established, continuously record vibration levels at sensitive structures using unattended vibration loggers. These will also provide a visual / audible alarm when vibration limits are approached

Monitoring alarms will be used and When activated, all vibration producing works in the vicinity of the alarm will stop immediately and the cause of the exceedence will be investigated and resolved.

4.18.4 Demolition and Construction Waste Management

The Waste Management Statement prepared by ARUP sets out the management procedures for the significant volume and variety of wastes which will be generated during the demolition and construction phases (refer to **Appendix T**). Given the proposal will retain a significant proportion of the building fabric the waste generated from demolition and construction will be less than similar sized projects.

Localised demolition will take place throughout the heritage terraces and brick warehouse (run store, with foundations to remain). The demolition of No 14 and 42-44 Kensington Lane will also generate the majority of the demolitions waste.

The main waste streams of waste which will be produced during the demolition phase are concrete, timber, structural steel and steel reinforcement, from flooring, brickworks and galvanised roofing.

The most significant waste streams to be produced during the construction phase will be concrete and structural steel as well as bricks and timber.

In accordance with the proposed ESD principles for the project (refer to Section 4.9) at least 80% of all demolition and construction waste will be reused or recycled, and waste will be diverted from landfill wherever possible. During the construction phase, the primary goal will be to minimise waste generation through materials procurement, handling, storage and use.

The size and location of waste and materials storage and management areas will be determined by the construction contractor and stipulated in the Waste Policy Design Compliance Certificate (to be submitted prior to the issue of a Construction Certificate). Suitable areas onsite (or offsite, if necessary), will be provided to ensure adequate space and access for:

- storage of building materials;
- storage of demolition and construction waste;
- sorting of demolition and construction waste; and
- removal of demolition and construction waste for recycling, re-use or landfill.

4.18.5 Access and Traffic Management Plan

A separate Construction Traffic Management Plan (CTMP) has been prepared by GTA Consultants (refer to **Appendix U**). It is anticipated that construction activities will take approximately 15-18 months, with peak truck movements occurring during the construction phase, when there will be between 3 to 5 truck movements per day. Construction traffic will be managed in accordance with the following measures:

- A 20m work zone will be established on Kensington Lane, opposite Block 7. All loading and unloading of trucks will be undertaken within this designated zone. Frasers Broadway Pty Ltd is in the process of gaining approval from City of Sydney Council for the proposed works zone. This will result in the loss of a small number of parking spaces on the western side of Kensington Lane, however general vehicular access will be maintained at all times.
- Heavy vehicle warning signs will be installed to warn motorists that heavy vehicles are accessing the work zone on Kensington Lane, and a traffic controller will be present near the work zone to assist pedestrians, cyclists and general traffic.
- Kensington Lane will be maintained as a one-way northbound road (between Outram Street and Dwyer Street) with construction vehicles entering

Kensington Lane via Regent Street in a forward direction. Construction vehicles will exit Kensington Lane in a forward direction via a left-out movement onto Broadway, as per the existing permitted egress movement.

- Designated truck routes will be established for construction vehicles travelling to and from Block 3A. All building contractors shall be notified of the truck routes and will be required to adhere to the routes when accessing the site. Construction vehicles will be required to radio site office on approach, to ensure that the access is available to the work zone.

The CTMP concludes that given the existing traffic volumes along Broadway and Regent Street, and the small volume of construction traffic that the proposal will generate, there will be no adverse impact on the operation of the surrounding road network.

In accordance with the approach for other sites within Central Park, no on-site parking will be provided for construction workers.

4.19 Consultation

In accordance with the DGRs for this project, 'an appropriate and justified level of consultation' must be undertaken. This section details the consultation undertaken as part of the preparation of the proposal.

4.19.1 Council

A meeting was held with Council officers in early 2012 to discuss the intent of the project as part of the Kensington Precinct redevelopment.

On 16 October 2012, a meeting was held on-site with Council officers. Council was generally supportive of the proposal, particularly with regard to heritage conservation. The following items were raised, which have been addressed in this EAR and will be addressed as part of future separate Development Applications:

- impacts on residential amenity;
- the concentration of licensed premises; and
- pedestrian movements and amenity.

Fraser's Broadway Pty Ltd met with the City of Sydney Council on Monday 12 November 2012 to commence a series of detailed discussions on the "shared zone" option for Kensington Lane. Approval for this process will be subject to separate approval and was only discussed due to its interface with Blocks 6 and 7, with traffic studies and further consultation with the Council required to be completed in this process.

4.19.2 NSW Department of Planning and Infrastructure

On 30 October 2012, a meeting was held on site with the NSW Department of Planning and Infrastructure to discuss the project application. An inspection of the Administration was also carried out with the Officers from the DPI.

4.19.3 NSW Heritage Office

On 15 October 2012, a meeting was held with the NSW Heritage Office where Fraser's Broadway Pty Ltd and TZG presented the project application scheme and proposed plans. The NSW Heritage office was generally supportive of the application. An inspection of the site was also carried out by an officer from the NSW Heritage Office on 24 October 2012.

4.19.4 Community Consultation

It is noted that during the preparation of the Concept Plan, Frasers Broadway Pty Ltd undertook a significant level of public consultation to gain an understanding of the issues and concerns neighbouring residents had regarding the redevelopment of the site. Most recently, a community information and feedback session was held on 31 March 2012. Information was displayed about the redevelopment of Kensington Precinct as a whole. A consultation outcomes report was prepared summarising the feedback received (this can be provided upon request). Further, Frasers Broadway Pty Ltd implements a number of ongoing consultation strategies to keep the community abreast of development on the site. These include:

- updates to the Central Park Sydney Facebook page;
- publication of a Gazette, which is circulated to a list of email recipients;
- updates to the Central Park website, with details about construction road closures, forthcoming applications etc.

Further, as part of the application process, this environmental assessment will be publicly exhibited for a period of 30 days. Any submissions received during that consultation period will be responded to by the Proponent.

4.20 Staging

The proposal will be delivered as one single stage, with phases of demolition and construction to allow for orderly site works.

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 13 – Draft Statement of Commitments

No.	Issue	Commitment	Timing
1	Design	The proposed development will be constructed in accordance with the Architectural Plans prepared by TZG and dated November 2012 and documentation submitted with the Project Application.	Ongoing.
2	ESD	The proposed development will be consistent with the recommendation of the ESD Strategy prepared by WSP Built Ecology and dated 9 November 2012.	Throughout construction works and during the occupation of the building.
3	Construction Management	An updated Construction Management Plan will be prepared once a building contractor is appointed, in accordance with the preliminary Construction Management Plan prepared by Frasers Broadway Pty Ltd and dated 22 November 2012.	Prior to commencement of works.
4	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 dated 22 November 2012. The proposed development will comply with AS1428 and the City of Sydney Access DCP.	Prior to issue of the relevant Construction Certificate.
5	Waste Management	Waste management will be undertaken in accordance with the Waste Management Statement prepared by ARUP and dated 16 November 2012.	Ongoing.
6	Plan of Management	The preliminary Operational Management Plan prepared by Frasers Broadway Pty Ltd and dated 22 November 2012 will be updated once an operator is appointed for the management of the site.	Prior to occupation of the building.
7	Plan of Management	Mitigation measures outlined in the detailed Operational Management Plan will be implemented during the operation of tenancies.	Prior to and during occupation
8	Safety and Security	Details and requirements outlined in the Safety Management Plan, prepared by Elton Consulting and dated 30 October 2012 will be implemented.	During construction and prior to occupation of the building.
9	Fire Engineering	Fire Engineering Solutions will be developed in accordance with the recommendations of the Services Report prepared by WSP and dated 13 November 2012.	Prior to the issue of a Construction Certificate
10	Noise Management	The plant selected for the building will be acoustically treated so as to meet the acoustic goals set in the Acoustic Report prepared by WSP Acoustics dated 9 November 2012.	Prior to occupation of the building.
11	Noise management	Window and facade treatments to mitigate against acoustic privacy impacts will be	Prior to the issue of the relevant construction certificate

		adopted in accordance with the recommendations of the Acoustic Report prepared by WSP Acoustics dated 9 November 2012.	
12	Heritage	The proposed works will be carried out in accordance with the recommendations of the Heritage Impact Statement and Specific Element Conservation Management Plan prepared by Paul Davies Pty Ltd and dated November 2012.	Throughout the duration of the construction and operation of the building.
13	Archaeology	Construction works will be overseen by a qualified historical archaeologist as part of an archaeological monitoring program.	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.
15	Geotechnical	Works will be carried out in accordance with the Geotechnical Investigation prepared by JK Geotechnics and dated 15 November 2012.	Prior to the issue of a Construction Certificate

6.0 Conclusion and Justification

Project approval is sought for the adaptive commercial and retail use of Block 6 and 7 Central Park, including:

- Internal and external works to terraces and industrial building on the and adaptive reuse as retail and commercial uses across including:
 - Heritage conservation and upgrade works to existing terraces and industrial buildings to reinstate, reconstruct, and upgrade internal and external building fabric
 - Use of the ground floor of terraces and industrial building and retail/food premises
 - Use of the upper levels within the terraces and non public commercial/storage space
 - Total GFA of 2997.2m
 - 13 bicycle parking spaces within No 2-10 and pocket park at 42-44 Kensington lane
 - 10 Bicycle Parking spaces to be located in Basement 2 and 5
- Demolition of no 14 and 42-44 Kensington Lane (including some outbuildings) and construction of two new buildings consisting of glazing and steel construction including:
 - No 14 – Two storey building to be used as a retail/deli at ground floor and restaurant above, as well as providing access from Kensington lane to the rear Courtyard.
 - No 42-44 – creation of a pocket park and two storey building setback beyond the park to accommodate retail/cafe use at ground floor and mezzanine level office space.
- Construction of two additional levels, facade alterations and upgrade works and reuse of no 2-10 Kensington Lane for restaurants, bars, and office space with outdoor terraces to levels 2 and 3.
- Construction of a single storey building to the rear (east) of the site to accommodate a number of restaurants, cafes, and food premises as well as garbage rooms, services, and facilities.
- Upgrades and rear glazed addition to No 46-48 Kensington Lane to be used as a bar, and outdoor enclosed courtyard.
- Public domain and landscaping works including:
 - to the create a number of rear courtyards between the existing terraces and new single level building on the rear boundary
 - creation of a pocket park (no 42-44) and accessible through site access
 - construction glazed entry walkways providing access from Kensington Lane to the rear Courtyards between no 20-22 and 28-30 Kensington lane
- Subdivision/consolidation into four lots

This environmental assessment report has demonstrated that the proposed development is generally consistent with the Frasers Broadway Concept Plan, as modified, and will not result in any adverse environmental impacts. A list of commitments has been provided at Section 5.0 of the report which will ensure that the implementation of the project is consistent with the recommendations of the specialist consultant reports.

In addition to the above, it is expected that the proposed building will result in the following benefits:

- Creation of a precinct that will activate the Kensington Precinct;
- preservation and ongoing maintenance of heritage character and significance of terraces and industrial building, indicative of the site character.
- provision of a significant number of commercial and retail tenancies
- creation of a large number of jobs and services in close proximity to highly accessible and connected by public transport
- Contribution to the vision of Kensington Lane as an active and integral part of the Central Park development.

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