



# **Environmental Assessment & Environmental Impact Statement**

## **Precinct P3 Development Pemulwuy Project**

## **Eveleigh/Vine/Louis/Caroline and Lawson Streets REDFERN**

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## Consultant List

Discipline	Consultant
Architecture	TURNER
Urban Design	Grimshaw
Town Planning	Ludvik & Associates Pty Ltd
Cost Report	Napier & Blakeley
Public Domain/Public Art/Landscaping	Scott Carver Pty Ltd/Professor Michael Tawa
Surveying	Daw & Walton Pty Ltd
ESD	JHA Consulting Engineers
Wind/Reflectivity/Environmental	Windtech Consultants Pty Ltd
Geotechnical	SMEC Testing Services
Site Investigation/Hazardous Material	EI Australia
Structural	Bonacci Group
Community Consultation	Scott Carver Pty Ltd
Heritage	NBRS + Partners Pty Ltd
Archaeology	Curio Projects Pty Ltd
Traffic & Parking	Barker Ryan Stewart
Crime Prevention – Environmental Design	Barker Ryan Stewart
Acoustic & Vibration	Koikas Acoustics Pty Ltd
Access	Architecture & Access (Aust) Pty Ltd
Social Impact	Urban Advisors
Services & Infrastructure	JHA Consulting Engineers/Greg Houston Plumbing
Stormwater	Neil Lowry & Associates Pty Ltd
BCA	Vic Lilli & Partners
Fire Engineering	Affinity Fire Engineering
Student Housing Management	Atira Student Living
Construction Management	Deicorp Constructions Pty Ltd
Waste Management	Elephants Foot Recycling Solutions





## Abbreviations Used

AHC	Aboriginal Housing Company
Atira	Atira Student Living
ATSI	Aboriginal and Torres Strait Islander
BEP 1	Redfern-Waterloo Built Environment Plan (Stage 1)
SEAR's	Secretary's Environmental Assessment Requirements
District Plan	Central District Plan
DPE	Department of Planning & Environment
EA	Environmental Assessment
EP&A Act	Environmental Planning & Assessment Act 1979
Government Architect	Office of the Government Architect
Infrastructure SEPP	State Environmental Planning Policy (Infrastructure) 2007
State & Regional Development SEPP	State Environmental Planning Policy (State and Regional Development) 2011
State Significant Precincts SEPP	State Environmental Planning Policy (State Significant Precincts) 2005
Metro Strategy	A Plan for Growing Sydney
Minister	Minister for Planning & Environment
Project	Pemulwuy Project
RMS	Roads & Maritime Services
RWA	Redfern-Waterloo Authority
SCC	The Council of the City of Sydney
SEPP 55	State Environmental Planning Policy No.55 - Remediation of Land
SSD	State Significant Development
Urban Renewal SEPP	State Environmental Planning Policy (Urban Renewal) 2010
UTS	Central to Eveleigh Urban Transformation Strategy

I declare that I have prepared this environmental assessment/environmental impact statement and to the best of my knowledge:

- it contains all available information that is relevant to the environmental assessment of the development to which the assessment relates; and
- the information contained in it is neither false nor misleading



Andrew George LUDVIK  
Ludvik & Associates Pty Ltd

Date: 7 July 2017

Issue	Date	Description	By
A	09/06/2017		Andy Ludvik
B	07/07/2017	Final	Andy Ludvik
C	11/09/2017	Amended Final	Andy Ludvik



## Executive Summary

### **BACKGROUND**

The *Aboriginal Housing Company (AHC)* was established in 1973 to provide quality and culturally appropriate housing for the local Aboriginal and Torres Strait Islander (*ATSI*) community on land in Eveleigh/Vine/Louis/ Caroline and Lawson Streets, Redfern, formerly known as The Block.

To achieve this, the *AHC* has embarked on the *Pemulwuy Project (Project)*.

The *AHC*'s core objectives for the *Project* are:

- to deliver quality affordable housing to the *ATSI* community;
- to retain full ownership and control of the land; and
- to create history for the *ATSI* people through a new era of self-determination by delivering the *Project* to the community without financial burden to future generations and maintaining its long-term financial independence.

A locality plan and a plan showing the 3 precincts involved in the *Project* are contained in **Figures 1** and **2**.

Concept Plan Approval No.MP06\_0101 and Project Approval No.MP11\_0093 were issued to the *AHC* by the *Department of Planning & Environment (DPE)* on 21 December 2012 for the redevelopment of 3 precincts

The approved development involves:

#### **Precinct P1:**

The construction of a 2/part 6-storey mixed-use building containing 62 dwellings, 340m<sup>2</sup> of retail/commercial space, 905m<sup>2</sup> of gymnasium/fitness centre space, a 115-space basement car park and the provision of 865m<sup>2</sup> of publicly accessible open space.

The dwellings are designed to provide quality affordable housing for the local Aboriginal and Torres Strait Islander (*ATSI*) community.

#### **Precinct P2:**

The construction of a 2/part 3-storey mixed-use building containing 1,465m<sup>2</sup> of retail/commercial space and a 60-place child care centre.

#### **Precinct P3:**

The construction of a 3/part 6-storey mixed-use building containing 1,100m<sup>2</sup> of retail/commercial space, a 475m<sup>2</sup> gallery and student housing accommodating a total of 154 beds in 42 units and a manager's flat.

The approved development was designed to make the *Project* economically viable and deliverable, by relying on:

- grants provided by State and Federal Governments, including the *National Rental Affordability Scheme*;
- philanthropic grants;
- commercial borrowings; and
- the limited financial resources available to the *AHC*.

Funds were unable to be obtained from these sources and the *AHC* is required to make the *Project* self-funding to enable it to proceed.

In this regard, it is proposed to modify the development approved in Precinct P3 to significantly increase the student housing to enable the *AHC* to enter into a commercial arrangement with a student housing provider to fund the construction of the entire *Project*.

The modified development will:

- provide the critical mass of development required to enable the *AHC* to complete the entire *Project*, i.e. all of the development in Precincts P1, P2 and P3, in an economically viable manner and achieve the core objectives of the *Project*;
- facilitate the economic use and development of the land;
- provide a suitable mix of uses that satisfy the needs of the local *ATS/* community;
- satisfy the increased demand for purpose built student housing in this area; and
- display design excellence and create a sculptured city-shaping building which will be consistent with the desired future character of development in this area as contemplated by development strategies, such as the *Central to Eveleigh Urban Transformation Strategy (UTS)*.

## **PROPOSAL**

Applications are to be submitted concurrently by the *AHC* which propose:

- to modify Concept Plan Approval No.MP06\_0101, under the terms of Section 75W of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*, to facilitate the approval of the modified development in Precinct P3; and
- to obtain a State Significant Development (SSD) approval for the construction of the development, under the terms of State Environmental Planning Policy (State and Regional Development) 2011 (State & Regional Development SEPP).

The modified development involves the construction of purpose built student housing comprising 522 accommodation rooms.

The Secretary's Environmental Assessment Requirements (*SEAR's*) were sought on 6 December 2016 for the construction of a building:

- ranging in height from 3 to 16-storeys; and
- having a gross floor area of 17,080m<sup>2</sup> and a floor space ratio of 7.16:1.

The *SEAR's* were issued on 22 December 2016 and a copy of these requirements is contained in **Appendix 1**.

One of the key elements of the *SEAR's* was that the development needed to demonstrate design excellence.

The design excellence process, which involved a Design Review Panel established in accordance with the *SEAR's*, has resulted in a modified building form which achieves:

- a more sculptured, city-shaping building;
- a better urban design outcome by integrating the building with the surrounding public domain and public art; and
- better ecologically sustainable building outcomes.

This modified form involves building elements which are to vary from 3-storeys along the Eveleigh Street frontage to 24-storeys centrally on the site, the 24th storey accommodating plant rooms and lift overruns.

The amended proposal:

- reduces the gross floor area of the originally proposed modification from 17,080m<sup>2</sup> to 16,530m<sup>2</sup> and its floor space ratio from 7.16:1 to 6.95:1; and
- maintains the originally proposed 522 student accommodation rooms, although design efficiencies have enabled the capacity of these rooms to increase the number of students to be housed from 572 to 596.

The *DPE* was requested on 6 April 2017 to review the *SEAR's* and advise of any additional or amended requirements that needed to be addressed in relation to the amended proposal.

The *DPE* on 3 May 2017 advised of the amendments that were required and a copy of this advice is contained in **Appendix 2**.

The proposal does not involve any change to the approved development in Precincts P1 and P2.

The *AHC* is to retain the ownership of all of the land in Precincts P1, P2 and P3 and the entire *Project*, i.e. the construction of all of the development in Precincts P1, P2 and P3, is to be funded by a 99-year lease of the land comprising the student housing in Precinct P3.

### **CONCEPT PLAN MODIFICATION**

The modifications to the approved Concept Plan for Precinct P3 proposed in this application are:

Element	Approved Concept Plan No.06_0101	Current Proposed Modification
Retail/Commercial	1,215m <sup>2</sup>	0m <sup>2</sup>
Community - Gallery	475m <sup>2</sup>	0m <sup>2</sup>
Student Housing		
Number of Units:	42	350
Number of Rooms:	N/A	522
Number of Beds:	154	596

A comparison between the approved and modified concept plan in terms of the building height, as measured in storeys, and floor space ratio is as follows.

Approved Concept Plan No.06_0101			Current Proposed Modification		
Building Height in Storeys	Floor Space Ratio		Building Height in Storeys	Floor Space Ratio	
	Maximum	Maximum Residential		Maximum	Maximum Residential
3 to 6	2.9:1	2.3:1	3 to 24	6.95:1	6.95:1

The modified development will exceed the height and floor space ratio standards contained in *State Environmental Planning Policy (State Significant Precincts) 2005*, (*State Significant Precincts SEPP*), for development in Precinct P3, as does the approved development on it.

These standards only apply where the *Minister for Planning & Environment (Minister)* has not approved a concept plan which provides for the construction of a building that exceeds the standards.

It is in this context that modification to Concept Plan Approval No.MP06\_0101 is sought.

The plans for the modified development have been prepared by TURNER, an architectural practice identified in the Strategy & Design Excellence Prequalification Scheme of the *Office of the Government Architect (Government Architect)* as having design excellence capabilities in terms of both architecture and urban design and the proposal has been designed to achieve design excellence, having involved consultations and review by a Design Review Panel, which included representatives of the *DPE*, the *AHC* and an independent Architect.

This environmental assessment/environmental impact statement addresses the requirements of the *SEAR's* relating to the applications to be submitted.

## **STATUTORY FRAMEWORK**

### **State Policies**

The prevailing environmental planning instrument controlling development on this land is the *State Significant Precincts SEPP*.

The site is within the area known as the Redfern-Waterloo Authority Sites (*RWA sites*) and controls relating to its development are contained in Part 5 in Schedule 3 of the *Policy*.

The land is zoned Business Zone - Mixed Use and development for the purposes of student housing is permissible, with consent, in this zone and consistent with the relevant zone objectives.

The *Policy* provides that the building height and floor space ratio standards in the *Policy* only apply where the *Minister* has not approved a concept plan which provides for the construction of a building that exceeds these standards.

The proposed modified development will exceed the standards applying to development in Precinct P3.

It is in this context that modification to the Concept Plan Approval No.MP06\_0101 is sought.

The proposal is to comply with other relevant provisions contained in the *Policy*.

Development on *RWA* sites, with a capital investment value in excess of \$10 million, represents *SSD* under the terms of Clause 8(1)(b) and Clause 2(g) in Schedule 2 of the *State & Regional Development*.

The modified development in Precinct P3 is to have a capital investment value of some \$65.8 million.

A detailed cost report is contained in **Appendix 8**.

As such, the modified development represents *SSD* and consent for the construction of the building is sought under the terms of the *State & Regional Development SEPP*.

### **Other Instruments, Plans, Policies & Strategies**

The proposal is consistent with other relevant environmental planning instruments, plans, policies and strategies.

### **COMMUNITY CONSULTATION**

A community consultation program relating to the proposed development was conducted by Scott Carver Pty Ltd.

The program adopted a multi engagement approach which involved:

- Government and key stakeholders;
- the *ATSI* community;
- Redfern and local residents and businesses; and
- community groups and organisations.

Details and outcomes of the program are contained in **Appendix 21**.

### **ENVIRONMENTAL/RESIDENTIAL AMENITY CONSIDERATIONS**

The development has been designed to achieve:

- a building that displays design excellence;
- an urban design outcome which integrates the building into a desirable, attractive and safe public domain; and
- ecologically sustainable building outcomes.

The building satisfactorily addresses amenity issues associated with residents of the student housing and adjoining and nearby residential properties in terms of:

- privacy;
- solar access;
- views;
- visual impact; and
- noise and vibration associated with the surrounding rail and road network.

The proposal will not have any undue or unreasonable effect on:

- any heritage item in the vicinity of the land;
- the Darlington Heritage Conservation Area; or
- land with any archaeological significance.

The land is conveniently located to extensive public transport services, shops and services provided in the Redfern Town Centre and major nearby tertiary educational institutions.

This, together with restrictive street parking policies applying in this area, is expected to result in a high mode share for public transport, walking and cycling for trips by students and reduced reliance of car-related journeys.

The area is currently serviced by public utility infrastructure in the form of water, sewerage, electricity, gas, telecommunications, stormwater systems and roads.

The relevant service providers have been consulted and the existing infrastructure can either adequately accommodate the proposed development or can be augmented and extended to do so.

### **STATEMENT OF COMMITMENTS**

A number of amendments are required to the Statement of Commitments associated with Concept Plan Approval No.MP06\_0101 and Project Approval No.MP11\_0093 issued on 21 December 2012 relating to modifications to public domain works and accessible student accommodation rooms. This issue is addressed in Section 2.5 and the amended Statement of Commitments contained in **Appendix 4**.

### **CONCLUSION**

The modified development:

- is permissible under the terms of the *State Significant Precincts SEPP* and consistent with:
  - the objectives for development in the Business - Mixed Use zoning of the land and the provisions contained in the *Policy*; and
  - the future character of development in this area;
- represents a desirable and appropriate urban design response to the opportunities and constraints offered by the site and its setting;
- is compatible and consistent with the existing and future character of Redfern as envisaged by the *State Significant Precincts SEPP* and urban transformation strategies for development in the Central to Eveleigh corridor;
- is consistent with the relevant plans, policies and strategies applying to development of the land;
- will provide interesting and attractive cityscape and streetscape elements in this section of Redfern;
- will not have any undue or unreasonable impact on the amenity enjoyed by residents of surrounding properties; and
- conforms with the statutory heads of consideration contained in Section 79C of the *EP&A Act*.

Accordingly, the application is suitable for approval.



## **1.0 Site Details**

### **1.1 The Site**

A locality plan indicating the location of Precinct P3 is contained in **Figure 1**.

The Project involves the redevelopment of the land in Eveleigh, Vine, Louis, Caroline and Lawson Streets, Redfern, indicated on the plan contained in **Figure 2** as Precincts P1, P2 and P3.

The applications relate solely to a proposed modification of the development approved in Precinct P3.

Precinct P3 is located between Lawson Street, Eveleigh Street and the railway corridor which connects Central and Redfern Stations and comprises the properties known as 77-123 Eveleigh Street.

The allotments in Precinct P3 comprise:

<b>Address</b>	<b>Lot</b>	<b>DP</b>
77-79 Eveleigh Street	1	996782
81-83 Eveleigh Street	A & B	326761
85 Eveleigh Street	B	81200
87 Eveleigh Street	1	996783
89 Eveleigh Street	1	741715
91 Eveleigh Street	1	779120
93-95 Eveleigh Street	A & B	439127
97 Eveleigh Street	1	797845
99 Eveleigh Street	1	194785
101-105 Eveleigh Street	1	88846
107 Eveleigh Street	1	708931
109 Eveleigh Street	1	996784
111-119 Eveleigh Street	1 to 5	230305
121 Eveleigh Street	1	995857
123 Eveleigh Street	1	803299
Old accessways	11 & 12	1183218

The land:

- has a frontage of some 124.5m to Eveleigh Street;
- has an area of some 2,380m<sup>2</sup>; and
- contains:
  - the partially demolished structure of the Murawina Child Care Centre; and
  - an area that was used for open space purposes by the local community.

The land experiences a fall of some 8.2m along its Eveleigh Street frontage from its intersection with Lawson Street to its northern boundary.

This represents a grade of some 1 in 15, or 6.5%.

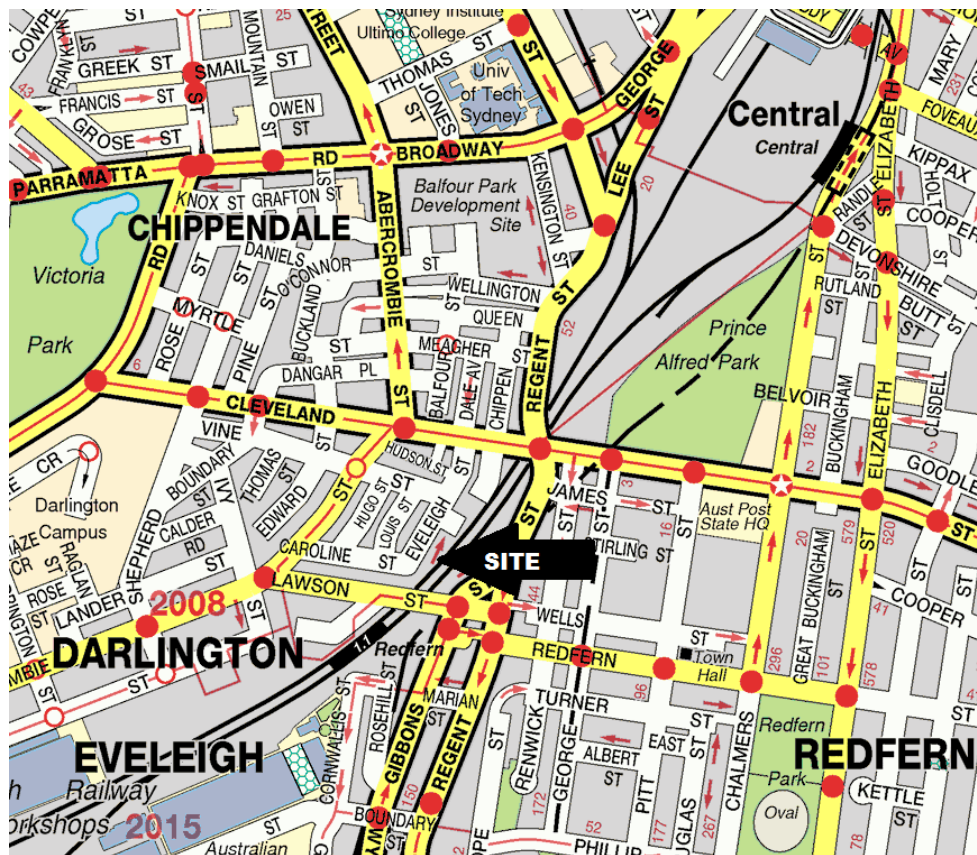


Figure 1 – Locality Plan

## 1.2 Site Context

The land is located in an area that contains a significant degree of diversity in terms of the nature, scale, use and architectural style of buildings.

The land immediately to the north of the site comprises the properties known as 75 Eveleigh Street and 1-5 Holden Street.

These properties contain 2-storey brick terrace houses.

The land immediately to the east of the site comprises the railway corridor and associated infrastructure located between Central and Redfern Stations.

Land on the eastern side of the railway corridor has been developed for a mixture of higher-rise buildings used for retail, commercial and/or residential purposes at the western edge of the Redfern Town Centre.



**Figure 2 - Pemulwuy Precinct Plan**

These developments include:

- an 18-storey mixed-use development accommodating shops, the Redfern RSL Club, offices and apartments constructed on 157-161 Redfern Street in accordance with Project Approval No.09\_0039, issued on 22 December 2009;
- an 18-storey mixed-use development accommodating retail and commercial uses, a supermarket and apartments constructed on 7-9 Gibbons Street in accordance with Project Approval No.08\_0112, issued on 22 October 2010; and
- 2 x 12-storey commercial office buildings, known as the GCA Towers, constructed on 1 Lawson Square.



**Figure 3 - Precinct P3 looking in a southerly direction toward Lawson Street**

In addition:

- an 18-storey mixed-use development accommodating student accommodation for 370 students and retail and commercial premises is currently under construction on 60-78 Regent Street in accordance with SSD Approval 6724, issued on 25 August 2015; and
- work has commenced on alterations and additions to the existing 2 x 12-storey office towers on 1 Lawson Square to create an 18-storey mixed-use development comprising retail, commercial and residential uses in accordance with SSD Approval 5249, issued on 18 December 2014.

The Redfern Station is located 50m to the south-east of Precinct P3.

The land to the west, on the opposite side of Eveleigh Street, comprises the land in Precincts P1 and P2 of the *Project*.

Precinct P1 is vacant, apart from a 2-storey industrial/warehouse building on 36-42 Eveleigh Street, that is currently used as a boxing gymnasium.

Precinct P2 contains a 2-storey brick building on 104-106 Lawson Street, which is currently vacant and formerly used by the *AHC*.





**Figure 4 - Precinct P3 looking in an easterly direction from Eveleigh Street**

The following development has been approved in Precincts P1 and P2:

Precinct P1:

The construction of a 2/part 6-storey mixed-use building containing 62 dwellings, 340m<sup>2</sup> of retail/commercial space, 905m<sup>2</sup> of gymnasium/fitness centre space, a 115-space basement car park and the provision of 865m<sup>2</sup> of publicly accessible open space.

The dwellings are designed to provide quality affordable housing for the local ATSI community.

Precinct P2:

The construction of a 2/part 3-storey mixed-use building containing 1,465m<sup>2</sup> of retail/commercial space and a 60-place child care centre.

The land further to the west contains:

- 2-storey terrace houses fronting Caroline, Hugo and Vine Streets; and
- the 2/part 3-storey Redfern Community Centre and a park and recreation area associated with the Centre on 29-53 Hugo Street.

The Hugo Street residential properties extend through to Louis Street and the rear yards of some of the properties accommodates large scale vegetation and off-street parking facilities accessed off Louis Street.

Where properties do not provide parking, rear fencing provides their streetscape presentation to Louis Street.

Development to be carried out in Precincts P1 and P2 will interrupt views of development in Precinct P3 from these properties.

The land to the south, on the opposite side of Lawson Street, comprises the property known as 115 Lawson Street.

This property contains a 3-storey mixed-use brick building occupied by a café at the ground floor level and dwellings at its upper floor levels.

Lawson Street provides a major access route connecting Regent Street, Gibbons Street and the Redfern Station to Abercrombie Street and Sydney University and associated facilities to the west.

Eveleigh Street is a 10 kph shared pedestrian/vehicular zone from Lawson Street to Caroline Street.

With the exception of Lawson Street, other roads are local access roads.

The area is highly accessible by public transport services with:

- the Redfern Station located within 50m of the land; and
- major bus routes using Gibbons, Regent, Lawson, Abercrombie and Cleveland Streets to connect the area to the Sydney CBD and surrounding areas.

Major tertiary educational institutions located in close proximity to the site include:

- Sydney University, which caters for some 52,000 students;
- University of Technology Sydney, which caters for some 40,000 students;
- Notre Dame University, which caters for some 3,500 students; and
- TAFE Ultimo.

In summary, the area:

- contains a significant degree of diversity in terms of the nature, scale, use and architectural style of buildings;
- is well serviced by a wide range of local retail/commercial facilities in the Redfern Town Centre;
- is conveniently located in terms of:
  - high-frequency, high-volume public transport services, including Redfern Station and bus services using Gibbons, Regent, Lawson, Abercrombie and Cleveland Streets;
  - major tertiary educational institutions;
  - the Sydney CBD;
  - recreation, leisure and entertainment facilities; and
  - the arterial road network, both in a district and regional context.

In this context, the site is ideally located for the establishment of student housing.

## 2.0 The Proposal

### 2.1 Building Details

Applications to be submitted concurrently by the *AHC* propose:

- to modify Concept Plan Approval No.MP06\_0101, under the terms of Section 75W of the *EP&A Act*, to facilitate the approval of the modified development in Precinct P3; and
- to obtain a *SSD* approval for the construction of the development, under the terms of the State & Regional Development SEPP.

The applications facilitate the construction of purpose built student housing:

- ranging in height from 3-storeys along its Eveleigh Street frontage to 24-storeys centrally on the site, the 24th storey accommodating plant rooms and lift overruns;
- having a gross floor area of 16,530m<sup>2</sup>;
- having a floor space ratio of 6.95:1; and
- containing 522 accommodation rooms and 596 beds.

The building has been designed by TURNER to achieve design excellence, having been informed by consultations and review by a Design Review Panel, which included representatives of the *DPE*, the *AHC* and an independent Architect.

An architectural design statement prepared by TURNER is contained in **Appendix 6**.

Reduced scale copies of the plans to be submitted with the application are contained in **Appendix 5** and Drawing No. DA-000-001 contains a complete drawings list.

The building design is shown on:

- Drawings No. DA-100-101, 102 and 103
- Drawings No. DA-110-001, 007, 008, 010, 020, 030, 040, 050, 060, 070, 080, 090, 100, 110, 120, 130 and 140
- Drawings No. DA-250-010, 020, 030 and 040
- Drawings No. DA-350-010, 020, 030 and 040
- Drawings No. DA-400-010 and 020
- Drawings No. DA-700-010, 020, 030 and 040
- Drawings No. DA-710- 010 and 020
- Drawings No. DA-720-010 and 020

The building form is to be highly modulated and articulated, both horizontally and vertically, to create interesting and attractive facades and cityscape and streetscape elements.

The building's Eveleigh Street frontage is to be activated by the large double height glazed foyer/reception/administration/waiting area at the main entry, a secondary entry off Eveleigh Street and fenestration which is to provide a visual connection between pedestrians and the lounge/games area used by the students.



**Figure 5 - Montage of development viewed from Caroline Street**

Photomontages and 3D views of the building are contained on Drawings No. DA-900-010, 020, 030, 040, 050, 060, 070, 080 and 090 and details of the materials, finishes and colours to be used in its construction are shown on Drawings No. DA-950- 001 to 005.

The student housing is to be managed, operated and maintained by Atira Student Living (*Atira*), who formerly operated as The Pad, one of Australia's leading student housing providers and operators.

*Atira's* extensive experience in the provision and operation of student housing has informed the design in terms of the standards and requirements for the student accommodation.

The proposal involves a wide range of self-contained and shared accommodations and options to choose from, including:

- 233 x studios;
- 74 x twin-shared rooms; and
- 43 x 5-bedroom clusters sharing a living room.



### **Public Domain/Public Art/Landscaping**

The public domain and public art strategy and associated landscape plans for Precinct P3 and areas surrounding the building have been prepared and designed by Scott Carver Pty Ltd, in consultation with Professor Michael Tawa from the School of Architecture, Design & Planning of Sydney University.

The strategy and plans are contained in **Appendix 10**.

The development and surrounding public domain have been designed to establish a high standard of civic design, pedestrian amenity and safety and the plans are consistent with the native street planting scheme contained in the approved plans and the Council of the City of Sydney's (SCC's) *Street Tree Masterplan 2011*.

### **Ecological Sustainability**

In order to achieve a high level of ecological sustainability, it is proposed incorporate a number of design and operational measures to reduce energy and water consumption.

These measures are outlined in the ESD report contained in **Appendix 12** and the Section J report in **Appendix 13**.

These measures include:

- the installation of energy efficient LED lighting and occupancy sensing and switching of lighting;
- extensive electrical metering and monitoring;
- a mixed-mode ventilation arrangement;
- centralised air-conditioning controls to time-limit air-conditioning systems and limit temperatures;
- water efficient fixtures; and
- high efficiency instantaneous gas hot water system.

Management of the facility will ensure that energy and water consumption are minimised by monitoring systems and incentive programs for students to reduce their demand on these services and achieve environmental objectives.

### **Employment**

It is expected that up to 150 people are to be employed in the construction phase of the development.

The *AHC*, together with Deicorp Constructions Pty Ltd, has developed an indigenous employment policy and program for the employment of members of the *ATSI* community by sub-contractors during the construction phase.

13 people are to be employed, at any one time, during the operational phase of the development.

As an integral part of the Project, the AHC is to establish a Leading The Way Fund.

The Fund is designed to provide assistance to indigenous people to participate in apprenticeships, traineeships, tertiary studies and other career paths.

### **Access**

The building and its facilities have been designed to be accessible by all people, including people with a disability, and has been informed by the access strategy in **Appendix 27** prepared by Architecture & Access (Aust) Pty Ltd.

Lifts are to facilitate a vertical connection to all of the floors in the building.

The proposal involves 23 beds of the proposed 596 beds which will be capable of accommodating students with a range of disabilities, including:

- 7 fully accessible beds usable by students with mobility and multiple disabilities;
- 11 beds usable by students with a speech and/or hearing impairment; and
- 5 beds usable by students with vision impairment.

### **Parking/Cycling Facilities**

No car parking is to be provided on-site.

Facilities are to be provided for the parking of 172 bicycles at the Lower Ground Floor level of the building, including 20 bikes to be provided by *Atira* that will be available for use by students on a shared basis.

An additional 8 bicycle parking spaces are to be provided in the forecourt adjacent to Lawson Street.

These arrangements have been designed in the context of the site's highly accessible location in terms of surrounding public transport services, shops and services in the Redfern Town Centre and its proximity to major tertiary educational institutions that can be accessed by walking and cycling.

A traffic and parking impact assessment report prepared by Barker Ryan Stewart is contained in **Appendix 24**.

An on-road cycle route for low to medium traffic is to be established connecting Lawson and Abercrombie Streets via Eveleigh, Caroline, Louis and Vine Streets to promote and facilitate bicycle use by local residents and the workforce in this area.

The existing shared zone at the southern end of Eveleigh Street will be retained and reinforced by proposed public domain works.

## **Waste Management**

The waste storage facilities have been designed to satisfy the waste storage and recycling requirements of the building.

The waste management plan in **Appendix 35** addresses issues relating to the management of wastes associated with the development.

## **2.2 Operational Details**

The student housing is to be available to both indigenous and non-indigenous students and is to be managed, operated and maintained by *Atira*.

An Operation Management Plan prepared by *Atira* is contained in **Appendix 33** which identifies the general management and operating practices and procedures for the student housing.

*Atira* provides a holistic approach to student housing which involves a student experience program.

The program is conducted by student experience officers who:

- assist students to develop bonds and friendships within the student community and the wider community;
- offer events and opportunities to meet students' recreation and leisure needs; and
- support and mentor students.

The main entry to the building is to be staffed on a 24/7 basis.

The secondary access off Eveleigh Street is to be accessed using a swipe card system that will provide access between the hours of 7am and 7pm daily.

General administration and reception of the facility is to operate between 7am and 6pm on Mondays to Saturdays.

A total of 13 people are to be employed to manage and operate the facility, including a general manager, 2 x customer service officers, 8 x student experience personnel, an evening duty manager and a security guard.

Students are to be issued with swipe cards that allow them to access:

- the building entry outside reception operating hours;
- the lift and their room; and
- common facilities, including the gymnasium, cinema, and smaller study pods.

A CCTV system to be installed will provide coverage of:

- building entries;
- foyers;
- lifts;
- residential corridors; and
- communal areas.

Communal facilities for students are to include:

- large group study areas and personal study rooms;
- casual lounge areas;
- internal and external recreation areas;
- a dining room and kitchen designed to cater for larger groups;
- meetings rooms;
- a cinema;
- a gymnasium; and
- games rooms.

## 2.3 Staging

The primary purpose of the modification is to provide the critical mass of development to enable the construction of the *Project*, i.e. all of the development in Precincts P1, P2 and P3, at the one time.

The *Project* is not to be staged.

## 2.4 Comparison with Approved Concept Plan

A comparison between Concept Plan approved on 21 December 2012 and the modified concept plan proposed in this application in terms of its composition is as follows.

Element	Approved Concept Plan No.06_0101	Current Proposed Modification
Retail/Commercial	1,215m <sup>2</sup>	0m <sup>2</sup>
Community - Gallery	475m <sup>2</sup>	0m <sup>2</sup>
Student Housing		
Number of Units:	42	350
Number of Rooms:	N/A	522
Number of Beds:	154	596

A comparison between the approved and modified concept plan in terms of the building height, as measured in storeys, and floor space ratio is as follows.

Approved Concept Plan No.06_0101			Current Proposed Modification		
Building Height in Storeys	Floor Space Ratio		Building Height in Storeys	Floor Space Ratio	
	Maximum	Maximum Residential		Maximum	Maximum Residential
3 to 6	2.9:1	2.3:1	3 to 24	6.95:1	6.95:1

## **2.5 Statement of Commitments**

A number of amendments are required to the Statement of Commitments associated with Concept Plan Approval No.MP06\_0101 and Project Approval No.MP11\_0093 issued on 21 December 2012 to reflect the proposed modifications to the approved plans.

These amendments relate to:

- the new public domain works and public art approach resulting from the modified building design;
- changes to the nature and extent of student accommodation rooms; and
- the relocation of a gallery proposed in Precinct P3 to Precinct P1.

Commitment No.7 in the Statement of Commitments requires public domain works to be constructed in accordance with a report and plan prepared by SCAPE.

These public domain works included a “land bridge” connection over a portion of the railway corridor to provide improved physical and visual integration of the development with the surrounding area.

The “land bridge” requires the demolition of a significant portion of the cultural Aboriginal art wall that currently bounds the rail corridor in Eveleigh and Lawson Streets, which because of its height, location and form inhibits visual connection between Redfern Station and the Redfern Community Centre.

The AHC commissioned Scott Carver Pty Ltd, in consultation with Professor Michael Tawa, to prepare a detailed public domain and arts strategy in relation to the development as now proposed.

The report and plans relating to the strategy are contained in **Appendix 10**.

The strategy represents a departure from the response inherent in the prevailing development consent for the *Project*.

The current approach involves the deletion of the “land bridge” in favour of retaining the Aboriginal art wall.

The wall is a focal element of the public domain in this area and stakeholder consultations associated with the preparation of the strategy revealed the strong desire of the local community that it be retained.

Consequently, the strategy involves its retention supported by a rich public domain offering new pavement systems, tree planting and seating.

The art wall is to be integrated as a key element of the public art framework that explores themes of connection to country, culture and people and its artwork is to be updated by the original artist and retained as a ‘living canvas’ reflecting the local values and culture.

The proposed public domain works:

- have evolved with input and direction from the Design Review Panel;
- exceed the *SCC - Public Domain Guidelines*; and
- are designed to strongly define the identity of the Pemulwuy precinct.

The public domain and arts strategy is a significant commitment by the *AHC* in defining the Pemulwuy precinct and ensuring its urban quality.

Commitment No.7 has been amended to reflect the new public domain strategy and plans.

Commitment 17 in the Statement of Commitments requires 3 out of the approved 154 beds in the student housing in Precinct P3 to be provided as adaptable accommodation.

The current proposal involves 23 beds of the proposed 596 beds in the student housing being capable of accommodating students with a range of disabilities, including:

- 7 fully accessible beds usable by students with mobility and multiple disabilities;
- 11 beds usable by students with a speech and/or hearing impairment; and
- 5 beds usable by students with vision impairment.

Commitment No.17 has been amended to reflect the current plan.

A gallery originally proposed to be established in Precinct P3 is to be relocated into the space allocated for retail/commercial space in Precinct P1.

This commitment has been added to the Statement of Commitments.

The remainder of the commitments remain unaltered.

An amended Statement of Commitments is contained in **Appendix 4**.

### **3.0 Consultation**

A community consultation program relating to the proposed development was conducted by Scott Carver Pty Ltd.

The program adopted a multi engagement approach which involved:

- Government and key stakeholders;
- the *ATSI* community;
- Redfern and local residents and businesses; and
- community groups and organisations.

The program included:

- individual meetings with key stakeholders and Government agencies;
- notifications to public authorities and community organisations;
- meetings with key Aboriginal organisations;
- notification of a community information event held on 9 March 2017 at Redfern Community Centre and the distribution of 6,500 community event flyers to residents in the catchment of the development;
- a post-event program which included individual contact with community members who registered contact details at the event;
- print media communications with articles in local newspapers, including advertisements in the South Sydney Herald and an article in Central Sydney Magazine; and
- an *AHC*-hosted project website which provided ongoing information to interested parties.

Full details and outcomes of the program are contained in **Appendix 21**.

## 4.0 Strategic Context

### 4.1 Need for the Project

The *AHC* was established in 1973 to provide quality and culturally appropriate housing for the local *ATSI* community.

Since that time, the *Company* has progressively acquired land with funding from the Commonwealth Government and has endeavored to provide affordable housing opportunities for its community.

The *AHC*'s core objectives for the *Project* are:

- to deliver quality affordable housing to the *ATSI* community;
- to retain full ownership and control of the land; and
- to create history for the *ATSI* people through a new era of self-determination by delivering the *Project* to the community without financial burden to future generations and maintaining its long-term financial independence.

The currently approved development was designed to make the *Project* economically viable and deliverable, by relying on:

- grants provided by State and Federal Governments, including the *National Rental Affordability Scheme*;
- philanthropic grants;
- commercial borrowings; and
- the limited financial resources available to the *AHC*.

Funds were unable to be obtained from these sources and the *AHC* is required to make the *Project* self-funding to enable it to proceed.

It is in this context that the *AHC* propose to modify the development approved in Precinct P3 to significantly increase the student accommodation to enable the *AHC* to enter into a commercial arrangement with a student housing provider to fund the entire *Project*.

The modified development will:

- provide the critical mass of development required to enable the *AHC* to complete the entire *Project*, i.e. all of the development in Precincts P1, P2 and P3, in an economically viable manner and achieve the *AHC*'s core objectives;
- facilitate the economic use and development of the land;
- provide a suitable mix of uses that satisfy the needs of the local *ATSI* community;
- satisfy the increased demand for purpose built student housing in this area; and
- display design excellence and create a sculptured city-shaping building which will be consistent with the desired future character of development in this area as contemplated by development strategies, such as the *UTS* and other relevant State environmental planning policies.



The modified development provides a unique opportunity for the *AHC* to achieve objectives that it has strived to achieve over the last 30 years and to do so without the need for any Government funding or financial burden on future generations.

## **4.2 Need for Student Accommodation**

Based on data from the Australian Bureau of Statistics, the NSW Department of Industry has indicated that:

- international education has surged ahead of tourism to become NSW's main service export;
- the number of overseas students at the State's universities has grown by 22.4% from 140,000 enrolments in the first half of 2013 to 171,000 in the first half of 2015; and
- the value of international education to State's economy has jumped from \$5.5 billion in 2013 to \$6.69 billion in 2015.

A research study, entitled *Australian Purpose Built Student Accommodation - Supply, Demand, Needs and the Investment Opportunity in the Sector*, was published by Knight Frank Research in April 2016.

The study revealed that:

- the rising number of students in Australia, in particular international students, is having a direct impact on the demand for quality and affordable student accommodation;
- there is an undersupply of purpose built student accommodation, currently estimated to be 290,525 beds nationally, with the potential for that figure to rise closer to 404,700 by 2020 if full-time (both domestic and international) growth and student mobility trends continue;
- the undersupply in Sydney is projected to increase from 74,763 bed spaces today to 99,275 bed spaces in 2020
- the fundamentals for the establishment of student accommodation are location, amenity and the quality of the accommodation; and
- there is a need for State and local governments to review their policy settings and strategies relating to purpose built student housing to help the sector grow.

The site is ideally located for the establishment of student housing because of its proximity to:

- a wide range of major tertiary educational institutions, including:
  - Sydney University, which caters for some 52,000 students;
  - University of Technology Sydney, which caters for some 40,000 students;
  - Notre Dame University, which caters for some 3,500 students; and
  - TAFE Ultimo;
- high-frequency public transport services, including Redfern Station and bus services using Gibbons, Regent, Lawson, Abercrombie and Cleveland Streets;
- local shopping and service facilities; and
- the Sydney CBD.

Student housing:

- represents private market affordable housing in the housing continuum identified in the draft *Central District Plan (District Plan)*; and
- is acknowledged by the Council of the City of Sydney as a form of affordable housing.

An objective of Council's *Affordable Rental Housing Strategy 2009-2014* is to increase the amount of affordable housing by, among other things, facilitating affordable student housing.

The establishment of purpose built student housing will reduce demand for the use of private rental accommodation by students and is expected to increase the availability of that accommodation to low and moderate income households.

Purpose built student housing also provides a holistic approach which, in addition to accommodation, provides for the welfare and support of students.

In summary:

- there is established demand and need to increase levels of purpose built student housing development in this area;
- the site is ideally located to fulfil that need;
- the development will support the continued growth of the international education sector and the tertiary educational establishments in this area and contribute to this sector's growth and the NSW economy; and
- the proposal will lead to an increase in affordable housing in the form of student accommodation in a manner consistent with the draft *District Plan* and Council's *Affordable Rental Housing Strategy*.

### **4.3 Redfern-Waterloo Potential Precinct**

Precinct P3 and surrounding land are part of the *Redfern-Waterloo Potential Precinct* identified in *State Environmental Planning Policy (Urban Renewal) 2010, (Urban Renewal SEPP)*.

The aims of this *Policy* are:

- to establish the process for assessing and identifying sites as urban renewal precincts;
- to facilitate the orderly and economic development and redevelopment of sites in and around urban renewal precincts; and
- to facilitate delivery of the objectives of any applicable State, regional or metropolitan strategy connected with the renewal of urban areas that are accessible by public transport.

The *Redfern-Waterloo Potential Precinct* is one of only 3 potential precincts that have been identified in the *Policy*.

Clause 10 of the *Policy* requires that, if a development application is made to carry out development in a potential precinct with a capital investment of more than \$5 million, consideration must be given to:

- whether the development is consistent with the objective of developing the potential precinct for the purposes of urban renewal; and
- whether the development is likely to restrict or prevent:
  - the development of the precinct for higher density housing, commercial or mixed-use development;
  - the future amalgamation of sites for the purposes of any such developments; or
  - access to, or development of, infrastructure associated with existing and future public transport.

The *Policy* provides guidance that major developments in the potential precinct should not restrict or prevent higher density housing, commercial or mixed-use development.

The proposal is consistent with the aims and provisions of the *Policy*.

## **4.4 A Plan for Growing Sydney**

*A Plan for Growing Sydney (Metro Strategy)*, the current strategy for the development of the Sydney metropolitan area, was published by the *DPE* in December 2014.

The *Strategy's* vision for Sydney is “*a strong global city, a great place to live*”.

This vision is to be realised by Sydney achieving the following goals:

- Goal 1: A competitive economy with world-class services and transport
- Goal 2: A city of housing choice with homes that meet our needs and lifestyles
- Goal 3: A great place to live with communities that are strong, healthy and well connected
- Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The proposal is consistent with the planning principles of the *Metro Strategy* which relate to:

- increasing housing choice around all centres through urban renewal in established areas;
- creating stronger economic development in strategic centres and transport gateways; and
- connecting centres with a networked transport system.

The proposal is also consistent with the following relevant directions contained in the *Strategy*:

- Direction 2.1: To accelerate housing supply across Sydney
- Direction 2.2: To accelerate urban renewal across Sydney to provide homes closer to jobs and, more particularly, to undertake urban renewal in transport corridors which are being transformed by investment
- Direction 2.3: To improve housing choice to suit different needs and lifestyles and to deliver more opportunities for affordable housing
- Direction 3.1: To revitalise existing suburbs

## **4.5 Central to Eveleigh Urban Transformation Strategy**

UrbanGrowth NSW on 25 November 2016 published the *UTS*.

The *Strategy* relates to around 50 hectares of government-owned land in and around the rail corridor from Central to Erskineville Stations and includes the Redfern to Eveleigh precinct, which involves:

- Redfern Station;
- land between Eveleigh Street and the railway corridor south of the Station; and
- the airspace above the railway corridor.

The *UTS* provides a reference document to help guide development of these lands over the next 20 to 30 years and expresses an ambition, vision and key moves that set the framework for the future delivery of more homes alongside better public transport, new parks and community facilities.

The community consultation program associated with the formulation of the *Strategy* made it clear that the renewal of Redfern Station and its surrounds is essential

The *UTS* specifies a number of key moves relevant to development in the vicinity of Redfern Station, which include:

- the renewal of the Station;
- the creation of centres of activity around the Station; and
- the integration of new high-density mixed-use buildings with existing neighbourhoods and places.

Notions contained in the *Strategy* relevant to development at Redfern Station, its environs and this proposal, include:

- the Station becoming a world-class facility accommodating long-term operational public transport needs;
- the area becoming a renewed core and a place for Sydney's growing innovation and technology industries and a bustling, active hub of innovative businesses, shops, community services and new public places;
- the area reflecting an enduring and important place for Aboriginal communities;
- bringing together the places where people live, work and do day-to-day activities, and enabling people to take shorter trips on foot or by bike;
- accommodating taller buildings and higher densities concentrated around the rail corridor, designed with regard for nearby areas and delivering more housing suited to the future community;
- dealing with the significant challenges posed by limited housing choice and housing affordability for families, students and others in the area;
- providing opportunities for well-designed housing and new, attractive places right next to a major transport interchange; and
- integrating different types of buildings and structures, old and new, to promote a variety of uses.

The *Strategy* also indicates that excellence in design quality and 'density done well' principles, including transitions from taller buildings around stations and key locations along the rail line to existing 1 or 2-storey buildings, will respect the traditional character of surrounding neighbourhoods.

A plan to transform Central Station into Sydney's "mid-town" in the area between Central Station and Cleveland Street was announced on 21 March 2017 and involves the creation of over 1 million m<sup>2</sup> of space accommodating apartments, offices, a hotel, shops, restaurants and bars.

The proposed development is clearly consistent with the key moves and notions inherent in the *UTS* for development in this area.

## 4.6 Draft Central District Plan

The draft *District Plan* was published by the Greater Sydney Commission in November 2016 and was exhibited until the end of March 2017.

The *Plan* is expected to be finalised toward the end of 2017.

The *Plan's* vision is “for the Central District to be a global sustainability leader, managing growth while maintaining and enhancing the District’s liveability, productivity and attractiveness for residents and visitors” by 2036 and translates and tailors the planning priorities of the *Metro Strategy* to the Central District.

The framework in the *Plan* for a liveable city involves:

- housing choice, by supporting affordable and appropriate housing for all;
- urban design excellence, by delivering high quality design that supports community safety, health and wellbeing and enhances community assets and character;
- connected communities, by supporting walking, cycling and public transport movement between destinations; and
- a sense of belonging and social identity, by creating great places that are socially inclusive and promote respect and feelings of belonging.

The *Plan* indicates that:

- planning must ensure that there is capacity for new housing that responds to local needs and housing market characteristics provided in proximity to public transport, health, education, infrastructure and services;
- housing choice is to be improved by creating additional housing capacity in the District;
- great places are created by design-led planning; and
- the Aboriginal community is to be supported in providing socially and culturally appropriate infrastructure and services.

More particularly, in relation to housing, the *Plan* indicates:

- housing strategies need to consider opportunities for additional capacity around strategic and district centres and other areas with good transport connectivity and service provision;
- the timeframes associated with delivering new housing to the market will require the planning system to continue to identify areas to create additional capacity;
- the housing target for the City of Sydney LGA for the period 2016-2021 is 18,300 new dwellings;
- there is a need to accelerate housing supply across Greater Sydney to accommodate new housing growth while also responding to housing affordability;
- urban renewal provides opportunities to focus new housing in existing and new centres with frequent public transport that can carry large numbers of passengers meaning that more people can live in areas that provide access to jobs and services;

- the City of Sydney Council should:
  - plan and deliver urban renewal in the Central to Eveleigh Urban Transformation Program; and
  - investigate local opportunities to address demand and diversity in and around local centres and infill areas with a particular focus on transport corridors and other areas with high accessibility.
- the supply of housing should focus on the type of housing that the District needs as it grows and the diversity of housing types and sizes that can help affordability; and
- design-led planning produces good quality integrated land use, with transport as a key element of a people-centred sustainable and liveable environment.

The proposal is consistent with the productivity, liveability and sustainability priorities and actions in the *Plan* relating to:

- increasing the health, education, knowledge and professional services sectors and developing Camperdown-Ultimo as a health and education super precinct;
- creating the capacity to deliver 20-year strategic housing supply targets across the District and increasing housing capacity, diversity, choice and affordability;
- supporting the provision of culturally appropriate services and improved decision making with the Aboriginal community; and
- contributing to energy efficiency, reduced emissions and improved environmental performance.

The proposal is also consistent with the *District Plan's* notions of:

- increasing housing close to centres and stations, making it easier to walk or cycle to shops, services, work and other centres and, consequently, reducing demand for car use as the principal means of private transport and traffic congestion;
- increasing building height in the right locations;
- providing affordable housing options closer to where people work and study;
- increasing the variety of housing available to make it easier for people to find a home that suits their lifestyle, household size and budget; and
- supporting the growth of Camperdown-Ultimo as a health and education super precinct.

## 4.7 Contemporary Town Planning Practice

Accepted town planning practice dictates that, in terms of urban form and structure, building height and development density should be concentrated within 400m of public transport nodes, such as railway stations, and that building height and density should gradually decrease relative to distance from nodes.

This practice is consistent with:

- the aims and objectives of the *Metro Strategy*;
- the integrated transport and land use policies and transit-oriented development principles of Transport for NSW; and
- the NSW Legislative Assembly Committee on Transport and Infrastructure's inquiry into the utilisation of land adjacent to rail corridors in the Sydney metropolitan area held in 2012.

The NSW Government on 20 March 2017 indicated that it would ramp up a program of encouraging major housing development near railway stations through an expanded “priority precinct” program.

The modified development is consistent with contemporary planning principles and practice.

## 4.8 Summary

The modified development will provide a unique opportunity for the *AHC* to achieve its core objectives for the *Project* and, at the same time, satisfy an identified need for purpose built student housing in this locality.

The proposal represents a good example of design-led planning and will contribute to the ongoing renewal and revitalisation of the area adjacent to Redfern Station.

The proposal is consistent with the land’s strategic context in terms of:

- the *Urban Renewal SEPP*;
- the *Metro Strategy*;
- the *UTS*;
- the draft *District Plan*; and
- contemporary town planning principles and practice.



## 5.0 Urban Design Context

### 5.1 Urban Design Context

The current urban design context for development on the *RWA* sites, which involves limiting building height to 5-storeys and a floor space ratio of 2:1 on this land, is predicated on State and metropolitan planning strategies that were put into place when *State Environmental Planning Policy (Major Projects) 2005* was amended on 16 July 2009.

Since that time, there have been significant changes to metropolitan strategies and policies relating to development in this locality, including:

- the *Metro Strategy*, published by the *DPE* in December 2014;
- the *UTS*, published by UrbanGrowth NSW on 25 November 2016;
- the draft *District Plan*, the public exhibition of which by the Greater Sydney Commission concluded at the end of March 2017;
- the *Urban Renewal SEPP*, made on 15 December 2010; and
- the NSW Legislative Assembly Committee on Transport and Infrastructure's inquiry into the utilisation of land adjacent to rail corridors in the Sydney metropolitan area, held in 2012.

The site's location, in immediate proximity and linked to a major transportation hub, universities, other tertiary education institutions, the Sydney CBD and the Australian Technology Park, lends itself to increased growth and density as fostered and promoted by these contemporary metropolitan development strategies.

In addition, the rail corridor between Central and Eveleigh itself has been identified as a zone for strategic development.

Within this future context of increased development density, the site provides an opportunity for a transitional change in height and density to the wider precinct, particularly as the proposed redevelopment of Redfern Station is likely to further improve public transport connections and support future density.

The overall building mass on the site has been determined within the emerging context of development surrounding the Station, where existing and proposed new developments to the south and east continue to redefine the area's skyline.

This context has informed the placement of the taller mass of the building to the south to cluster with the suite of taller buildings surrounding the Station and the extent and presence of taller buildings anticipated to occur over time under plans such as the *UTS*, the *Metro Strategy* and the *District Plan*.

The latter is manifested by the plan to transform Central Station into Sydney's "mid-town" in the area between Central Station and Cleveland Street announced on 21 March 2017 involving the creation of over 1 million m<sup>2</sup> of space accommodating apartments, offices, a hotel, shops, restaurants and bars.

This significant redevelopment site is located within 1 Km of the site.

An urban context report for the proposed development, prepared by Grimshaw, is contained in **Appendix 9**.

The report provides a comprehensive analysis of the land's existing context in terms of:

- a visual impact study;
- land use;
- transport and movement;
- walking and cycling;
- open space;
- heritage;
- constraints; and
- pipeline developments.

It also provides an urban analysis of:

- development in the precinct envisaged by:
  - the UTS;
  - the draft District Plan;
  - the Central Sydney Planning Strategy; and
  - Redfern Station redevelopment;
- speculative potential development;
- projected development; and
- transit-oriented development.

Through the design development, the height, bulk and scale of the building has been articulated to respond to the site's unique conditions.

The variable building height considers the lower terrace house typologies to the north and west and offers a transition in height along Eveleigh Street to the south and the 2 to 6-storey built form of the mixed-use building to be constructed in Precinct P1 to the west.

The overall height of the building at RL 96.57m evolved from the design excellence process and responds to the existing and future character and context of buildings surrounding the Station, which include:

- Deicota Apartments at 157-161 Redfern Street, which has an overall height at RL 96.92m;
- Urbis Apartments at 7-9 Gibbons Street, which has an overall height at RL 96.60m; and
- GCA Towers, which are currently being altered and added to include apartments at 1 Lawson Square, which is to have an overall height at RL 98.85m.

An analysis of form, height and scale revealed opportunities to provide an outcome that could offer development efficiency where the built form could:

- relate appropriately to its current and future built form context;
- mitigate parcels of land with low amenity;
- offer an appropriate building footprint, where internal areas benefit from greater amenity; and
- have a meaningful interaction with the surrounding public realm and streetscape.

The design strategy for the development achieves a desirable urban design outcome by:

- responding to its existing and future contextual setting;
- peeling back the building from the Lawson Street edge to create an urban square, responding to the public realm with the creation of Pemulwuy as the “Meeting Place” and celebrating the corner and gateway to this precinct;
- providing a high level of visual interest as a result of its articulated and modulated facades and the palette of materials and finishes to be used in its construction;
- creating an attractive and interesting architectural built form and contributing positively to existing and future character of development surrounding Redfern Station;
- respecting and maintaining an appropriate relationship with surrounding development by reducing building height along Eveleigh Street and creating a desirable streetscape element;
- providing a well-resolved internal design to create a high level of amenity for its future occupants in terms of both accommodation and communal facilities;
- achieving a high level of ecological sustainability, with 79% of the accommodation rooms receiving solar access for at least 2 hours;
- designing building height to increase solar access and daylight within the development and surrounding areas; and
- providing the higher built form adjacent to the rail corridor and away from the residents to the west.

The linear built form has derived from intense studies, where environmental and contextual factors have been considered, tested and applied with a high level of scrutiny with the intent of responding positively to the site’s unique conditions, present, past and future.

The thin, stepped form opens the majority of internal spaces to natural light, air and views, with good privacy, while complimenting the greater precinct’s current and future skyline and built form density.

The articulation and further detailing of the building’s location, bulk and massing provides for a significant setback to Lawson Street and presents the building with a cantilevered/ undercut form, creating a distinctive and meaningful interface with the proposed public “Meeting Place”, the gateway to Pemulwuy and the site.

The wrap around double height lobby is physically and visually linked to the exterior through the cantilevered portion of the building where the application of public art binds the building to the public realm.

The Eveleigh Street interface provides a contextually sensitive built edge via a suitable transition in scale designed to achieve an appropriate relationship with neighbouring terrace house typologies as well as the proposed 2 to 6-storey building to be constructed in Precinct P1.

This interface includes a 3-storey element along the building’s Eveleigh Street elevation and on the northern part of the site where the building is designed to integrate with the residential character of existing and proposed buildings.

The visual appearance of the building is demonstrated in the photomontages submitted with the applications which indicate the building:

- maintaining a consistent skyline and future composition with the existing tower buildings on the eastern side of the rail corridor and future taller buildings envisaged by the *UTS* in a densification of development in the greater precinct concentrated around Redfern Station; and
- transitioning to lower built form typologies along Eveleigh Street and its streetscape.

Considering the strategic planning context for development in this area and existing and pipeline developments around Redfern Station, the development represents an appropriate density and allows for a transitional change in height from the planned density around the rail corridor to the wider precinct.

This analysis and the urban context report support the urban design outcome of the development, in terms of its building height and floor space ratio, and its height, bulk, scale and design in the context of the existing and future character of development in this area.

## **5.2 Architecture/Design Excellence**

The plans for the modified development have been prepared by TURNER, an architectural practice identified in the Strategy & Design Excellence Prequalification Scheme of the *Government Architect* as having design excellence capabilities in terms of both architecture and urban design.

Their comprehensive architectural design statement contained in **Appendix 6** addresses both urban design and architectural issues associated with the modified development.

The proposal has been designed to achieve design excellence, having evolved through a design excellence process which involved consultations and review by a Design Review Panel established in accordance with the *SEAR*'s.

The Panel included:

- Olivia Hyde, from the *Government Architect*, nominated by the *DPE*;
- Tony Caro, Tony Caro Architecture, nominated by the *AHC*; and
- Kim Crestani, principal of Order Architects Pty Ltd, an independent member of the Panel.

The Panel met on 6 occasions, on 24 January, 13 and 27 February, 7 and 21 March and 10 April 2017.

Minutes of the Design Review Panel meetings are contained in **Appendix 7**.

The Panel reviewed the originally proposed 16-storey building concept.

Following an iterative design process based on the Panel's deliberations, it was determined in April 2017, that a more desirable urban design outcome would be achieved by a modified building form which involved:

- a more sculptured, city-shaping building;
- a better outcome by integrating the building with the surrounding public domain and public art; and
- better ecologically sustainable building outcomes.

This modified form involves building elements which are to vary from 3-storeys along the Eveleigh Street frontage to 24-storeys centrally on the site, the 24th storey accommodating plant rooms and lift overruns.

The decision to modify the building form resulted from a performance appraisal and comparison of the 16-storey modification on which the *SEAR's* was originally based with the building currently proposed.

The current proposal significantly improves:

- the articulation, modulation and architectural form of the building;
- the level of amenity enjoyed in the accommodation rooms;
- the extent and orientation of communal open space within the development; and
- the building's ecologically sustainable performance.

A comparison of the originally proposed modified plan to the current plan is as follows.

<b>Element</b>	<b>SEAR's 16-Storey Proposal</b>	<b>Current Proposal</b>
No. Rooms facing railway corridor	42.6%	13%
No. Rooms with 2 hours solar access	52.6%	79%
Typical Lower Floor Plan Area	990m <sup>2</sup>	950m <sup>2</sup>
Typical Lower Floor Plan Rooms	33	33
Typical Upper Floor Plan Area	610m <sup>2</sup>	480m <sup>2</sup>
Typical Upper Floor Plan Rooms	22	14
No. of Rooms	522	522
Building depth	17m	8.5m to 16.5m

The splitting of the building's northern end, together with lowering of its Eveleigh Street elevation, has facilitated the creation a north-facing communal open space on the lower ground floor area of the building.

By varying the design of the envelope and adjustments to the height of the building across the site, the proposal has resulted in:

- 411 of 522 (i.e. 79%) of the accommodation rooms receiving solar access for at least 2 hours; and
- the 340m<sup>2</sup> of communal open space on the lower ground level and the 195m<sup>2</sup> roof terrace receiving a minimum of 2 hours of solar access between 9am to 3pm during winter to at least 50% of their area.

A shadow analysis indicates that the modified building form will not have any undue or unreasonable effect on the level of solar access enjoyed by residents of surrounding residential properties in the vicinity of the site.

It is a generally accepted town planning practice to allow higher building heights and floor space ratios for buildings that exhibit design excellence.

### **5.3 Summary**

The building will achieve design excellence, responding to the opportunities and constraints offered by the site and its setting, by:

- creating a high standard architectural design, form and detailing;
- significantly improving amenity and public domain in this area; and
- achieving a highly desirable urban design outcome for the development and its relationship with surrounding development.

The proposal represents a good example of designed-led planning of the nature advocated by the draft *District Plan*.

The modified development will result in a building which is compatible with:

- the existing character of older-styled residential development to the west and higher-rise contemporary mixed-use development to the east in the vicinity of Redfern Station; and
- the future character of development contemplated by the *Metro Strategy* and the *UTS* in this identified urban renewal precinct.

## 6.0 Statutory Context

### 6.1 State Significant Precincts SEPP

#### Zoning

The prevailing environmental planning instrument controlling development on this land is the *State Significant Precincts SEPP*.

The *Policy* was made on 25 May 2005 and was most recently amended on 29 August 2016.

The aims of the *Policy*, as expressed in Clause 2, are:

- to facilitate the development, redevelopment or protection of important urban, coastal and regional sites of economic, environmental or social significance to the State so as to facilitate the orderly use, development or conservation of those State significant precincts for the benefit of the State; and
- to facilitate service delivery outcomes for a range of public services and to provide for the development of major sites for a public purpose or redevelopment of major sites no longer appropriate or suitable for public purposes.

The land is within the *RWA* sites identified on Map 3 in Schedule 3 - State Significant Sites of the *Policy* and is subject to the development control measures contained in Part 5 of Schedule 3.

Clause 9A(1) and Schedule 6 of the *Policy* provide that the *Minister* is the consent authority for development on the *RWA* sites.

The *Minister* has delegated the *DPE* and the *Planning Assessment Commission* the authority to determine applications for State Significant Developments.

Clause 7(2) of the *Policy* gives effect to the development control measures contained in Part 5 of Schedule 3.

The *RWA Sites Zoning Map* indicates that the land is within the Business - Mixed Use zone.

The proposal represents development for the purposes of “*residential accommodation*” under the definitions contained in the *Standard Instrument (Local Environmental Plans) Order 2006* adopted by Clause 2(1) of Part 5 in Schedule 3.

Development for this purpose is permissible, with consent, within the Business - Mixed Use zone.

Clause 7(2) in Part 5 of Schedule 3 requires each of the objectives for development in the zone to be considered in the determination of a development application.

## **Zone Objectives**

A summary assessment of the proposal in terms of the objectives of the Business - Mixed Use zone is as follows.

<b>Zone Objective</b>	<b>Proposal's Response</b>
To support the development of sustainable communities with a mix of employment, educational, cultural and residential opportunities	<p>The proposal will contribute to</p> <ul style="list-style-type: none"><li>• provide an appropriate mix of uses in the <i>Project</i>; and</li><li>• provide a catalyst for further development, renewal and revitalisation in the vicinity of Redfern Station</li></ul>
To encourage employment generating activities by providing a range of office, business, educational, cultural and community activities in the Zone	<p>The proposal will provide employment generating activities by virtue of the proposed student housing.</p> <p>It will also generate retail and service employment opportunities associated with the demand created by the proposed student population</p>
To permit residential development that is compatible with non-residential development	<p>The proposed student housing is to be compatible with other non-residential uses in the area.</p> <p>The character of the proposal is consistent with contemporary town planning principles and practice relating to mixed-use development adjacent to town centres and major public transport nodes</p>
To maximise public transport patronage and encourage walking and cycling	<p>The proposal is located adjacent to major public transport services in terms of Redfern Station and bus routes using Regent, Gibbons, Lawson, Abercrombie and Cleveland Streets.</p> <p>The nature and extent of the development will increase the potential patronage of these services.</p> <p>The site is conveniently located to the Redfern Town Centre and students are expected to walk and/or cycle to the services and facilities provided in the Town Centre.</p> <p>Provision has been made for ample on-site bicycle parking.</p>
To ensure the vitality and safety of the community and public domain	<p>The proposal will enhance vitality at street level as a result of the student housing and associated activities and the active street frontage proposed along Eveleigh Street.</p> <p>Improvements proposed to the public domain and the casual surveillance of the street from the student accommodation will optimise public safety in the area</p>
To ensure buildings achieve design excellence	<p>The building has been designed to achieve excellence in its design, responding to the opportunities and constraints offered by the site and its setting.</p> <p>See Section 5.2</p>



<b>Zone Objective</b>	<b>Proposal's Response</b>
To promote landscaped areas with strong visual and aesthetic values to enhance the amenity of the area	The public domain areas surrounding the site and on-site landscaping, in accordance with the public domain and public arts strategy and plans contained in <b>Appendix 10</b> , have been designed to significantly enhance the visual setting of the area

The proposal is, therefore:

- consistent with the objectives of the Business - Mixed Use zone; and
- permissible with the consent of the *Minister*.

### **Provisions of the Policy**

A summary assessment of the application under the relevant provisions contained in Part 5 of Schedule 3 of the *State Significant Precincts SEPP* is as follows.

<b>Clause</b>	<b>Consideration</b>	<b>Proposed</b>	<b>Compliance</b>
2(1)	Interpretation - Land Use	The proposal represents development for the purposes of “ <i>residential accommodation</i> ” under the definitions adopted by Clause 2(1)	✓
7(1)	Zoning	The land is situated within the Business - Mixed Use zone as shown on the <i>RWA Sites Zoning Map</i>	✓
7(2) and 9(1)	The objectives of the Business - Mixed Use zone	The proposal is consistent with the objectives of the Business - Mixed Use zone. See above	✓
9(2) and (3)	Land Use Controls - Business - Mixed Use zone	Development for the purposes of “ <i>residential accommodation</i> ” is permissible, with the <i>Minister's</i> consent, in the Business - Mixed Use zone	✓
20(1)	Consent is required for the subdivision of land	The proposal does not involve any subdivision of the land	✓
21(1)	Buildings are not to exceed the maximum building height shown on the <i>RWA Sites Height Map</i> , which in the case of Precinct P3 is 5-storeys	3/part 24-storeys	See Clause 21(3)
21(2)	Buildings are not to exceed the maximum floor space ratio shown on the <i>RWA Sites Floor Space Ratio Map</i> , which in the case of Precinct P3 is:  <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <div> <u>Total</u> Precinct P3: 2:1 </div> <div> <u>Residential</u> 1:1 </div> <div> <u>Total</u> 6.95:1 </div> <div> <u>Residential</u> 6.95:1 </div> </div>		See Clause 21(3)
21(3)	The building height and floor space ratio standards imposed by Clauses 21(1) and (2) only apply where a concept plan has not been approved for the construction of buildings exceeding those standards	The purpose of the modification to Concept Plan Approval No.06_0101 is to facilitate the construction of the building as proposed in the modified concept plan and which exceeds the building height and floor space ratio standards imposed by Clauses 21(1) and (2)	✓

<b>Clause</b>	<b>Consideration</b>	<b>Proposed</b>	<b>Compliance</b>
22(1)	Consent is not to be granted unless consideration has been given as to whether the development exhibits design excellence	The building has been designed to achieve design excellence, responding to the opportunities and constraints offered by the site and its setting. See Section 5.2	✓
22(2)	<p>Considerations of design excellence are to include:</p> <ul style="list-style-type: none"> <li>• whether a high standard of architectural design, materials and detailing appropriate to the building type and location are achieved;</li> <li>• whether the form and external appearance of the building will improve the quality and amenity of the public domain; and</li> <li>• whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resource, energy and water efficiency</li> </ul>	<p>The proposal has been prepared by TURNER, an architectural practice identified in the Strategy &amp; Design Excellence Prequalification Scheme of the <i>Government Architect</i> as having design excellence capabilities in terms of both architecture and urban design.</p> <p>The proposal has been designed to achieve design excellence, involving consultations and review by a Design Review Panel, which included representatives of the <i>DPE</i>, the <i>AHC</i> and an independent Architect.</p> <p>See Section 5.2</p>	✓
22(3)	A design competition may be required for any development over 12 storeys	Design excellence has been achieved in accordance with a process endorsed in the <i>SEAR</i> 's. See Section 5.2	✓
27(1)	Consent is required for development associated with a heritage item	<p>No building on the land has been identified as a "<i>heritage item</i>" on the <i>Redfern-Waterloo Authority Sites: Heritage Map</i>.</p> <p>The only "<i>heritage item</i>" in the vicinity of Precinct P3 is the Redfern Station Booking Office.</p> <p>Land to the west of Precincts P1 and P2 of the <i>Project</i> is located in the Darlington Heritage Conservation Area.</p> <p>See the heritage impact assessment contained in <b>Appendix 22</b> and Section 7.4.</p>	✓
28(3)	Consent is required for the lopping or removal of any trees or vegetation	This application seeks approval to remove the trees and vegetation required to facilitate the construction of the development	✓

The proposal complies with the relevant provisions of the *State Significant Precincts SEPP*.

## **Development Standards**

Clause 21(3) in Part 5 of Schedule 3 of the *State Significant Precincts SEPP* provides that the building height and floor space ratio standards imposed by Clauses 21(1) and (2) only apply to development where a concept plan has not been approved for the construction of buildings exceeding those standards.

The purpose of the modification to Concept Plan Approval No.06\_0101 is to obtain the concept plan approval for development as now proposed and facilitate the issuing of a *SSD* approval for its construction.

The building height and floor space ratio standards imposed by Clauses 21(1) and (2) are as follows.

Building Height in Storeys	Floor Space Ratio	
	Maximum	Maximum Residential
5	2:1	1:1

A comparison between the approved and modified concept plan in terms of its building height and floor space ratio is as follows.

Approved Concept Plan No.06_0101			Current Proposed Modification		
Building Height in Storeys	Floor Space Ratio		Building Height in Storeys	Floor Space Ratio	
	Maximum	Maximum Residential		Maximum	Maximum Residential
3 to 6	2.9:1	2.3:1	3 to 24	6.95:1	6.95:1

The current Concept Plan Approval involves a variation from the standards contained in Clauses 21(1) and (2), albeit in lesser extent to those proposed in the modified proposal.

The proposal:

- will facilitate the extent and nature of the development required to enable the *AHC* to develop the *Project* in an economically viable manner to provide affordable housing for the local *ATSI* community;
- will ensure that the *Project* is capable of being self-funded and delivered by the *AHC*;
- is consistent with the strategic context for development in this locality;
- has been designed to achieve design excellence; and
- will lead to a desirable and appropriate urban design outcome for the development of the land in this locality.

In these circumstances, the modified concept plan represents an appropriate development of the land, despite its variation from the numerical values of the development standards contained in Clauses 21(1) and (2), and is suitable for approval.

## **6.2 State & Regional Development SEPP**

The State & Regional Development SEPP commenced operation on 1 October 2011.

The relevant aim of the Policy is to identify development that is SSD.

Item 2(g) in Schedule 2 of the Policy identifies the RWS sites as SSD sites and development, with a capital investment value in excess of \$10 million, represents SSD under the terms of Clause 8(1)(b).

The modified development in Precinct P3 is to have a capital investment value of some \$65.8 million and, consequently, represents SSD.

A SSD approval is sought for the construction of the development under the terms of the State & Regional Development SEPP.

## **6.3 Other State Environmental Planning Policies**

The following State environmental planning policies also apply to the proposed development.

### **6.3.1 Urban Renewal SEPP**

See Section 4.3.

### **6.3.2 State Environmental Planning Policy (Infrastructure) 2007**

*State Environmental Planning Policy (Infrastructure) 2007, (Infrastructure SEPP)*, was made on 21 December 2007.

The aims of the *Policy* relevant to the consideration of this application are expressed in Clause 2 as:

- to identify matters to be considered in the assessment of development adjacent to particular types of infrastructure development; and
- to provide for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing.

In this regard, Part 3 of the *Policy* contains development controls relating to:

- railway infrastructure - Division 15; and
- roads and traffic infrastructure - Division 17.

The land is not located in the area identified for the CBD Rail Link & CBD Metro between Central and Redfern Stations on maps associated with the *Policy*.

A summary assessment of the application under the relevant provisions contained in Divisions 15 and 17 in Part 3 of Schedule 3 of the *Infrastructure SEPP* is as follows.

Clause	Consideration	Proposed	Compliance
85(2)	<p>(a) The likelihood of an adverse effect on rail safety.</p> <p>(b) The placement of a metal finish on structures, if the corridor is used by electric trains.</p> <p>(c) The use of a crane in the air space above a rail corridor.</p>	<p>Issues relating to the potential effect of the proposed building works on rail infrastructure in this area have been discussed in detail with Transport for NSW and geotechnical and structural investigations and reports have been prepared by SMEC Testing Services Pty Ltd and the Bonacci Group Pty Ltd. See <b>Appendices 17 and 21</b>.</p> <p>Provided the recommendations of these reports are implemented, the proposal will not have any adverse effect on the adjoining railway infrastructure</p>	✓
86(4)	<p>The potential effects of development that penetrates the ground to a depth of 2m below ground level within 25m of a rail corridor on:</p> <p>(a) The safety or structural integrity of existing or proposed railway infrastructure.</p> <p>(b) The safe and effective operation of existing or proposed railway infrastructure.</p> <p>Measures to avoid or minimise potential effects</p>	See above	✓
87(2)	Noise and vibration impacts on residential development on land adjacent to a rail corridor	<p>An acoustic and vibration assessment has been prepared by Koikas Acoustics Pty Ltd and a copy of the assessment is contained in <b>Appendix 26</b>.</p> <p>Students of the housing will enjoy a satisfactory acoustic environment</p>	✓
88	Effect of development within or adjacent to the interim rail corridor for the CBD Rail Link and Metro	The land is not within or adjacent to the interim rail corridor for the CBD Rail Link or Metro	✓
101	Development on land with a frontage to a classified road	The land does not have a frontage to a classified road	✓
102	Noise and vibration impacts on residential development on land adjacent to roads with an AADT volume of > 40,000 vehicles	There are no roads adjacent to the site which have an AADT volume of > 40,000 vehicles	✓
104	Potential traffic safety, road congestion and parking implications	See the traffic and parking impact assessment report, prepared by Barker Ryan Stewart, in <b>Appendix 24</b> and Section 7.3	✓

The proposal is consistent with the relevant provisions of the *Infrastructure SEPP*.

### **6.3.3 State Environmental Planning Policy No.55 - Remediation**

*State Environmental Planning Policy No.55 - Remediation of Land (SEPP 55)* was made on 28 August 1998.

The aim of the *Policy* is to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspects of the environment by:

- specifying when consent is required, and when it is not required, for remediation works;
- specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out remediation works in particular; and
- requiring that remediation works meet certain standards and notification requirements.

Clause 7(1) of the *Policy* provides that consent for development is not to be granted unless:

- consideration has been given to whether the land is contaminated;
- if land is contaminated, consideration is given to the suitability of the land in its contaminated state for the purpose for which development is proposed; and
- if the land requires remediation, it will be remediated before the land is used for its intended purpose.

The extent of earthworks required to accommodate the modified proposed is little different to those associated with the development approved by Concept Plan Approval No.MP06\_0101 and Project Approval No.MP11\_0093 issued by the *DPE* on 21 December 2012.

A site investigation report and a hazardous materials survey carried out by EI Australia are contained in **Appendix 19**.

The soil conditions on the site are considered appropriate to accommodate the proposed development in accordance with the recommendations contained in these reports.

The proposal is consistent with the provisions of *SEPP 55*.

## 6.4 Other Development Plans, Policies & Strategies

A summary assessment of the proposal in terms of other relevant plans, policies and strategies is as follows.

Plan/Policy/Strategy	Proposal
<p><b><u>NSW State Priorities</u></b></p> <p>In September 2015, the NSW Premier unveiled 12 personal priorities and 18 state priorities to grow the State's economy, deliver infrastructure, protect the vulnerable, and improve health, education and public services across NSW</p>	<p>The proposal is consistent with relevant announced priorities relating to:</p> <ul style="list-style-type: none"> <li>• creating jobs;</li> <li>• faster housing approvals;</li> <li>• encouraging business investment;</li> <li>• accelerating major project assessment; and</li> <li>• increasing housing supply.</li> </ul>
<p><b><u>A Plan for Growing Sydney, December 2014</u></b></p>	<p>See Section 4.4</p>
<p><b><u>Draft Central District Plan, November 2016</u></b></p>	<p>See Section 4.6</p>
<p><b><u>Central to Eveleigh Urban Transformation Strategy, November 2016</u></b></p>	<p>See Section 4.5</p>
<p><b><u>Draft Architecture and Design Policy for NSW, September 2016</u></b></p> <p>The draft policy's focus is on people and about how communities live, work and enjoy the urban environment through great architecture, landscape architecture and urban design to provide spaces and places that perform well and provide a comfortable, enjoyable and safe experience for people.</p> <p>The policy fosters and promotes design excellence and focuses on:</p> <ul style="list-style-type: none"> <li>• cities and towns</li> <li>• the public realm</li> <li>• buildings</li> </ul>	<p>The proposal has been designed to achieve design excellence in both urban design and architecture.</p> <p>See the urban context report and architectural design statement contained in <b>Appendices 9</b> and <b>6</b>, respectively, and Section 5.0.</p>
<p><b><u>NSW Long Term Transport Master Plan, 2012</u></b></p> <p>This plan represents the Government's framework to deliver an integrated, modern transport system and identifies the needs required to support the State's economic and social performance over the next 20 years and guide the Government's transport funding priorities.</p> <p>Its <i>Master Plan</i>:</p> <ul style="list-style-type: none"> <li>• advocates an integrated approach to land use and transport planning to meet the community's social, environmental and economic objectives; and</li> <li>• identifies Redfern Station for a comprehensive and multi-modal upgrade.</li> </ul> <p>The site is in a growth precinct in the Redfern-Waterloo area identified in the <i>Master Plan</i>.</p>	<p>The proposal will not affect any existing or proposed transport infrastructure in the vicinity of the site.</p> <p>The proposal's scale and location adjacent to Redfern Station and the bus routes using the surrounding road network is consistent with the principles of integrating transport and land use and promoting the use of public transport as a primary means of travel.</p> <p>The proposal is to be consistent with the plan.</p>

<b>Plan/Policy/Strategy</b>	<b>Proposal</b>
<p><b><u>Integrated Public Transport Service Planning Guidelines - Sydney Metropolitan Area, 2013</u></b></p> <p>The purpose of the <i>Guidelines</i> is to provide guidance for service planning activities to support the implementation of the <i>NSW Long Term Transport Master Plan</i>.</p> <p>The <i>Guidelines</i> are designed:</p> <ul style="list-style-type: none"> <li>to ensure that services align with customer demand for bus, ferry, light rail and train services, government priorities and funding availability; and</li> <li>to achieve a balance between service frequency, service coverage and simplicity and legibility of bus, ferry, light rail and train networks</li> </ul>	<p>A key aspect of these <i>Guidelines</i> is the Government's decision to develop the transport system in a way that supports the <i>Metro Strategy's</i> hierarchy of strategic centres that are highly accessible through good transport links, making them attractive locations for economic development and employment growth.</p> <p>The proposal is to be consistent with the <i>Metro Strategy's</i> encouragement of major housing developments near railway stations and will foster and promote the use of public transport.</p>
<p><b><u>Sydney's Walking Future, December 2013</u></b></p> <p>This policy represents the Government's plan:</p> <ul style="list-style-type: none"> <li>to build connected walking routes that will create accessible and sociable centres people want to live in and visit; and</li> <li>to complete missing links in walking networks within two kilometres of cities, towns, local centres and public transport hubs.</li> </ul> <p>The policy aims:</p> <ul style="list-style-type: none"> <li>to increase walking trips to schools, workplaces and universities;</li> <li>to explore the feasibility of completing the walking link between Pyrmont, Ultimo, Darling Harbour and Redfern; and</li> <li>to develop policies to ensure places and major transport developments are designed around safe walking</li> </ul>	<p>No actions have been identified in the policy that would be affected by the proposed development.</p> <p>The student housing is conveniently located to public transport services, the Redfern Town Centre and tertiary educational establishments and it is expected that students will, in the main, walk to these facilities.</p> <p>The proposal is consistent with the aims of the policy.</p>
<p><b><u>Sydney's Cycling Future, December 2013</u></b></p> <p>The overarching goal of the policy is to make cycling a safe, convenient and enjoyable transport option for short trips and:</p> <ul style="list-style-type: none"> <li>advocates a safe and connected network of bicycle paths as an important part of Sydney's integrated transport system;</li> <li>outlines improvements to be made to the bicycle network; and</li> <li>ensures that the needs of bike riders are built into the planning of new transport and infrastructure projects.</li> </ul> <p>The policy proposes the installation of secure bicycle facilities at the Redfern Station transport interchange.</p>	<p>No actions have been identified in the policy that would be affected by the proposed development.</p> <p>The student housing is conveniently located to public transport services, the Redfern Town Centre and tertiary educational establishments and it is expected that students may cycle to these facilities.</p> <p>The proposal is consistent with the aims of the policy.</p>



<b>Plan/Policy/Strategy</b>	<b>Proposal</b>
<p><b><u>Sydney's Bus Future, December 2013</u></b></p> <p>This policy represents the Government's long-term plan to redesign the city's bus network to meet Sydney's existing and future needs involving a three-tiered bus network which includes rapid service, suburban and local bus routes operating to deliver defined levels of service consistency and reliability.</p> <p>The policy identifies key short, medium and long-term actions to enhance these routes.</p>	<p>No actions have been identified in the policy that would be affected by the proposed development.</p> <p>The student housing is conveniently located to existing bus routes and it is expected that students are likely to increase patronage of these public transport services.</p> <p>The proposal is consistent with the aims of the policy.</p>
<p><b><u>Sydney's Rail Future, June 2012</u></b></p> <p>This policy represents the Government's plan:</p> <ul style="list-style-type: none"> <li>• to transform and modernise Sydney's rail network so that it can grow with the population and meet the needs of customers into the future; and</li> <li>• to provide a long-term increase in the capacity of Sydney's rail network through investment in new services and upgrading of existing infrastructure.</li> </ul>	<p>No actions have been identified in the policy that would be affected by the proposed development.</p> <p>The student housing is conveniently located to Redfern Station and it is expected that students are likely to increase patronage of this public transport service.</p> <p>The proposal is consistent with the aims of the policy.</p>
<p><b><u>Development Near Rail Corridors and Busy Roads - Interim Guideline, 2006</u></b></p> <p>The aim of this <i>Guideline</i> is to assist in reducing the health impacts of rail and road noise and adverse air quality on sensitive adjacent development and assists in the planning, design and assessment of development in, or adjacent to, rail corridors and busy roads.</p> <p>The <i>Guideline</i> sets out internal noise level criteria adopted from the <i>Infrastructure SEPP</i> for developments with the potential to be impacted by traffic or rail noise and vibration.</p>	<p>The internal amenity of the student housing has been assessed with regard to the criteria specified in the <i>Guideline</i> in the acoustic and vibration assessment prepared by Koikas Acoustics Pty Ltd, a copy of which is contained in <b>Appendix 26</b>.</p> <p>The assessment specifies a number of attenuation measures, which when implemented, will ensure that the internal amenity criteria of the <i>Policy</i> will be achieved.</p> <p>The proposal is to be consistent with the <i>Guideline</i>.</p>

<b>Plan/Policy/Strategy</b>	<b>Proposal</b>
<p><b><u>Redfern-Waterloo Built Environment Plan (Stage One), August 2006</u></b></p> <p>This plan was designed to reflect <i>State Environmental Planning Policy (Major Developments) 2006</i>.</p> <p>It sets out the strategic land use and urban design principles for the sites identified as State significant sites.</p> <p>The site is located in the Eveleigh Street area identified in the plan.</p> <p>The land use concepts for the area are:</p> <ul style="list-style-type: none"> <li>• to create a vibrant sustainable business and residential community which provides opportunities for Aboriginal enterprise and housing, including culturally appropriate housing and community and cultural facilities; and</li> <li>• to reinforce the pedestrian and cycle link between Redfern Station and Eveleigh and Cleveland Streets.</li> </ul> <p>Design concepts for development in the area involve:</p> <ul style="list-style-type: none"> <li>• reinforcing the significance of Redfern as a meeting place by: <ul style="list-style-type: none"> <li>• ensuring a mix of community, cultural and recreational facilities for Aboriginal residents and the wider community;</li> <li>• allowing for the establishment of Aboriginal enterprises, businesses and training and support services on this site;</li> </ul> </li> <li>• enhancing employment uses and the mixed-use character of the area;</li> <li>• facilitating quality housing;</li> <li>• respecting the existing residential and industrial character and providing an appropriate interface to surrounding development;</li> <li>• increasing height and floor space ratio along the railway corridor to provide a buffer to the lower scale development to the west;</li> <li>• providing a safe, vibrant and cohesive community; and</li> <li>• providing open space.</li> </ul> <p>The building height and floor space ratio standards applying to development in Precinct P3 in the plan reflect the standards contained in the <i>State Significant Precincts SEPP</i>.</p>	<p>The proposal is consistent with the land use concepts in the plan applying to this area.</p> <p>The <i>Project</i> provides the embodiment of the design concepts relating to ensuring a mix of community, cultural and recreational facilities for Aboriginal residents and the wider community and allowing for the establishment of Aboriginal enterprises, businesses and training and support services on this site, in particular.</p> <p>The proposal is consistent with the other development concepts for development within this area.</p> <p>Both the approved and proposed concept plans differ from the height and floor space ratio standards in the plan and this issue is addressed in detail in Section 6.1.</p> <p>The proposal has been designed to achieve design excellence in both urban design and architecture.</p> <p>See the urban context report and architectural design statement contained in <b>Appendices 9</b> and <b>6</b>, respectively, and Section 5.0.</p> <p>The proposal will be consistent with the existing and future built form character of development in this locality.</p>

<b>Plan/Policy/Strategy</b>	<b>Proposal</b>
<p><b><u>Redfern-Waterloo Development Contributions Plan 2006</u></b></p> <p>The purpose of the plan is:</p> <ul style="list-style-type: none"> <li>• to authorise the Minister to impose a condition requiring the payment of a development levy;</li> <li>• to set out how the levy is to be determined; and</li> <li>• to set out the purposes for which the levy is to be applied.</li> </ul> <p>Contributions plans adopted by SCC that apply to this area are set aside by virtue of Section 7 of the plan.</p> <p>Section 8 of the Plan specifies the development levy payable is 2% of the proposed cost of the development.</p>	<p>The total project cost assessment of the entire <i>Project</i>, i.e. all of the development in Precincts P1, P2 and P3. is \$ 97.8 million.</p> <p>On this basis, the levy applicable to the overall development is \$1.96 million.</p> <p>Section 16 of the plan provides that an application may include an offer to carry out works or provide a material public benefit toward works to which the levy is to be applied.</p> <p>In this regard, the development includes:</p> <ul style="list-style-type: none"> <li>• extensive public domain improvement works;</li> <li>• the establishment of traffic management facilities designed to improve pedestrian safety and amenity and improve traffic circulation; and</li> <li>• the construction of a 60-place child care centre.</li> </ul> <p>These works are estimated to cost \$ 3.5 million.</p> <p>In these circumstances, the levy should be waived in respect to the proposed development.</p>
<p><b><u>Redfern-Waterloo Affordable Housing Development Contributions Plan 2006</u></b></p> <p>The purposes of the plan are:</p> <ul style="list-style-type: none"> <li>• to authorise the Minister to impose a condition requiring the payment of an affordable housing contribution;</li> <li>• to set out how the contribution is to be determined; and</li> <li>• to set out the purposes for which the contribution is to be applied.</li> </ul> <p>Section 8 and Schedule 1 of the <i>Plan</i> specify the contribution payable in respect to the proposed development is \$82.30/m<sup>2</sup> of gross floor area.</p>	<p>The entire <i>Project</i>, i.e. all of the development in Precincts P1, P2 and P3. is to have a gross floor area of some 28,510m<sup>2</sup> and the required contribution is \$2,346,373.</p> <p>Clause 12 of the plan provides that where, in the <i>Minister's</i> opinion proposed development makes satisfactory arrangements for the provision of affordable housing, that contribution may be taken into consideration in determining the contribution required to be paid.</p> <p>The principal purpose of the development is to provide 62 units of affordable accommodation for the local <i>ATSI</i> community.</p> <p>Student housing is, in itself, recognised as a form of affordable housing.</p> <p>In addition, the student housing will reduce demand for the use of private rental accommodation by students and is expected to increase the availability of that accommodation to low and moderate income households.</p> <p>In this regard, the contribution should be waived.</p>

<b>Plan/Policy/Strategy</b>	<b>Proposal</b>
<p><b><u>City of Sydney Development Control Plan 2012</u></b></p> <p><b><u>Part 4.4 - Boarding Houses and Student Accommodation</u></b></p> <p>Subdivision of student accommodation is not permitted</p> <p>Minimum GFA for 1-person bedrooms: 12m<sup>2</sup>  Minimum GFA for 2-person bedrooms: 16m<sup>2</sup>  Minimum size of en-suite: 2.1m<sup>2</sup>  Minimum size of en-suite including a shower: 2.9m<sup>2</sup>  Minimum size for a laundry: 1.1m<sup>2</sup>  Minimum size of kitchenette: 2m<sup>2</sup></p> <p>Windows and doors to bedrooms are to have a minimum aggregate area of 10% of the floor area of the room</p>	<p>The proposal does not involve any subdivision of the student accommodation.</p> <p>16m<sup>2</sup> minimum  20m<sup>2</sup> minimum  2m<sup>2</sup> minimum  2m<sup>2</sup> minimum  Lower Ground Floor - Communal facilities  2m<sup>2</sup> minimum</p> <p>Windows and doors to bedrooms are to have a minimum aggregate area of 10% of the floor area of the room</p>
<p>Minimum floor to ceiling height of 2.7m for bedrooms containing double bunks</p> <p>Requirements for communal kitchens</p> <p>Appropriately designed and located communal living areas are to have:</p> <ul style="list-style-type: none"> <li>• a minimum area of 12.5m<sup>2</sup> or 1.25m<sup>2</sup>/resident</li> <li>• a minimum width of 3m</li> <li>• 2 hours of sunlight between 9am and 3pm on 21 June</li> </ul> <p>Appropriately designed and located communal open space to have:</p> <ul style="list-style-type: none"> <li>• a minimum area of 20m<sup>2</sup></li> <li>• a minimum width of 3m</li> <li>• 2 hours of sunlight between 9am and 3pm on 21 June</li> </ul> <p>Bathroom facilities</p> <p>Laundry and drying facilities</p> <p>Amenity, safety and privacy</p> <p>Plan of Management</p>	<p>The proposal does not involve any bedrooms with double bunks.</p> <p>The communal kitchen at the Lower Ground Floor level has been designed to meet <i>Atira's</i> specifications</p> <p>Appropriately designed and located communal living areas are to be provided to meet <i>Atira's</i> specifications</p> <p>Appropriately designed and located communal open space is to be provided exceeding these minimum requirements</p> <p>Satisfactory bathroom facilities are to be provided in relation to all of the rooms and are to include a wash basin and shower</p> <p>The communal laundry and drying facilities at the Lower Ground Floor level have been designed to meet <i>Atira's</i> specifications</p> <p>The rooms have been designed to provide a high level of amenity, safety and privacy.</p> <p>An Operation Management Plan is contained in <b>Appendix 33</b>.</p>
<p><b><u>Part 3.11 - Transport &amp; Parking</u></b></p> <p>Transport impact study</p> <p>Car share spaces</p>	<p>A traffic and parking impact assessment report is contained in <b>Appendix 24</b>.</p> <p>The proposal does not propose the establishment of any car share spaces.</p>

<b>Plan/Policy/Strategy</b>	<b>Proposal</b>
Bicycle parking	<p>Provision is to be made for the parking of a total of 180 bicycles in Precinct P3.</p> <p>See the traffic and parking impact assessment report contained in <b>Appendix 24</b> and Section 7.3.</p>
Car parking	<p>No on-site car parking is to be provided.</p> <p>See the traffic and parking impact assessment report contained in <b>Appendix 24</b> and Section 7.3.</p>
Waste collection and loading facilities	<p>Satisfactory provision is to be made for waste collection and loading facilities.</p> <p>See the plans in <b>Appendix 5</b> and the traffic and parking impact assessment report contained in <b>Appendix 24</b></p>
<b><u>Part 3.12 - Accessible Design</u></b>	<p>The building has been designed in accordance with accessible design best practice in relation to the proposed student housing.</p> <p>See the access strategy contained in <b>Appendix 27</b></p>
<p><b><u>Affordable Rental Housing Strategy 2009-2014</u></b></p> <p>Objective 1 of the <i>Strategy</i> is to increase the amount of affordable housing available in the City and Action A1.3 provides that, where appropriate, the City will facilitate the development of affordable student housing.</p> <p>Objective 5 of the <i>Strategy</i> is to advocate the protection and facilitation of affordable housing to other levels of government and the community.</p>	<p>The principal purpose of the development is to provide 62 units of affordable accommodation for the local <i>ATS/</i> community.</p> <p>The <i>Strategy</i> acknowledges that student housing is a form of affordable housing.</p> <p>The student housing will reduce demand for the use of private rental accommodation by students and is expected to increase the availability of that accommodation to low and moderate income households.</p> <p>The proposal is consistent with Action 5.4 which indicates that the City will continue to liaise with the <i>AHC</i> on the detailed development of the <i>Project</i>.</p> <p>The proposal is consistent with the <i>Strategy's</i> objectives and actions.</p>

## 7.0 Environmental Assessment

### 7.1 Built Form & Urban Design

#### Design Excellence

Clause 22(1) in Part 5 of Schedule 3 of the *State Significant Precincts SEPP* requires consideration to be given to whether new buildings exhibit design excellence and Clause 22(2) requires regard to be given to the following matters:

- “(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,*
- (b) whether the form and external appearance of the building will improve the quality and amenity of the public domain,*
- (c) whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resource, energy and water efficiency,*
- (d) if a competition is held as referred to in subclause (3) in relation to the development, the results of the competition.”*

A design excellence process was conducted in accordance with Item 2 of the *SEAR*'s contained in **Appendix 1** and details of this process are outlined in detail in Section 5.2 of this report.

Architectural plans, photomontages and details of materials and finishes to be used in construction of the building are contained in **Appendix 5** and a comprehensive architectural design statement, prepared by the Project Architects, is contained in **Appendix 6**.

The building is to create a sculptured, city-shaping building integrated into the new attractive and vital public domain of Pemulwuy.

Through the design development, the height and bulk of the building has been articulated to respond to the site's unique conditions.

The variable building height considers the lower terrace house typologies to the north and west and offers a transition in height along Eveleigh Street to the south and the 2 to 6-storey built form of the mixed-use building to be constructed in Precinct P1 to the west.

The linear built form has derived from intense studies, where environmental and contextual factors have been considered, tested and applied with a high level of scrutiny with the intent of responding positively to the site's unique conditions, present, past and future.

The thin, stepped form opens the majority of internal spaces to natural light, air and views, with good privacy, while complimenting the greater precinct's current and future skyline and built form density.

The articulation and further detailing of the building's location, bulk and massing provides for a significant setback to Lawson Street and presents the building with a cantilevered/undercut form, creating a distinctive and meaningful interface with the proposed public "Meeting Place", the gateway to Pemulwuy and the site. See **Figure 7**.



**Figure 6 - Montage of development viewed from Eveleigh Street south of Lawson Street**



**Figure 7 - Montage of development viewed from Eveleigh Street north of Lawson Street**

The wrap around double height lobby is physically and visually linked to the exterior through the cantilevered portion of the building where the application of public art binds the building to the public realm. See **Figure 7**.

The Eveleigh Street interface provides a contextually sensitive built edge via a suitable transition in scale designed to achieve an appropriate relationship with neighbouring terrace house typologies as well as the 2 to 6-storey building to be constructed in Precinct P1.

This interface includes a 3-storey element along the building's Eveleigh Street elevation and on the northern part of the site where the building is designed to integrate with the residential character of existing and proposed buildings.

Activation of the building's Eveleigh Street frontage has been optimised within the constraints of the site's dimensions, location adjoining the rail corridor and the need to provide building services.

The shadow analysis contained in the plans in **Appendix 5** indicates that the building will not have any undue or unreasonable effect on the level of solar access enjoyed by residents of surrounding residential properties in the vicinity of the site.

The visual appearance of the building is demonstrated in the photomontages submitted with the applications which indicate the building:

- maintaining a consistent skyline and future composition with the existing tower buildings on the eastern side of the rail corridor and future taller buildings envisaged by the UTS in a densification of development in the greater precinct concentrated around Redfern Station; and
- transitioning to lower built form typologies along Eveleigh Street.

The building achieves design excellence by:

- responding to its existing and future contextual setting;
- peeling back the building from the Lawson Street edge to create an urban square, responding to the public realm with the creation of Pemulwuy as the "Meeting Place" and celebrating the corner and gateway to this precinct;
- providing a high level of visual interest as a result of its articulated and modulated facades and the palette of materials and finishes to be used in its construction;
- creating an attractive and interesting architectural built form and contributing positively to existing and future character of development surrounding Redfern Station;
- respecting and maintaining an appropriate relationship with surrounding development by reducing building height along Eveleigh Street and creating a desirable streetscape element;
- providing a well-resolved internal design to create a high level of amenity for its future occupants in terms of both accommodation and communal facilities;
- achieving a high level of ecological sustainability, with 79% of the accommodation rooms receiving solar access for at least 2 hours;
- designing building height to increase solar access and daylight within the development and surrounding areas; and
- providing the higher built form adjacent to the rail corridor and away from the residents to the west.



The building exhibits design excellence and is suitable for approval in terms of the matters required to be considered under Clause 22(2) of the *State Significant Precincts SEPP*.

### **Height, Bulk & Scale**

The height bulk and scale of development on this land needs to be considered in terms of contemporary metropolitan strategies and policies, including:

- the *Metro Strategy*;
- the *UTS*;
- the draft *District Plan*;
- the *Urban Renewal SEPP*; and
- the NSW Legislative Assembly Committee on Transport and Infrastructure's inquiry into the utilisation of land adjacent to rail corridors in the Sydney metropolitan area.

The site's location, in immediate proximity and linked to a major transportation hub, universities, other tertiary education institutions, the Sydney CBD and the Australian Technology Park, lends itself to increased growth and density as fostered and promoted by these contemporary metropolitan development strategies.

In addition, the rail corridor between Central and Eveleigh itself has been identified as a zone for strategic development.

The overall building mass on the site has been determined within the emerging context of development surrounding the Station, where existing and proposed developments to the south and east continue to redefine the area's skyline.

This context has informed the placement of the taller mass of the building to the south to cluster with the suite of taller buildings surrounding the Station and the extent and presence of taller buildings anticipated to occur over time under plans such as the *UTS*, the *Metro Strategy* and the *District Plan*.

Through the design development, the height, bulk and scale of the building has been articulated to respond to the site's unique conditions.

The variable building height considers the lower terrace house typologies to the north and west and offers a transition in height along Eveleigh Street to the south and the 2 to 6-storey built form of the mixed-use building to be constructed in Precinct P1 to the west.

The building's primary interface is with land to the west on the opposite side of Eveleigh Street which comprises the land in Precincts P1 and P2 of the *Project*.

The building to be constructed in Precinct P1 involves a 2/part 6-storey mixed-use building accommodating residential, retail/commercial space and community facilities, while the Precinct P2 is to contain a 2/part 3-storey mixed-use building containing retail/commercial space and a child care centre.

The buildings to be constructed in Precincts P1 and P2 and the Redfern Community Centre will interrupt views of development in Precinct P3 from residential properties to the west and north-west.

The separation of the building from the contemporary mixed-use buildings on the eastern side of the rail corridor fronting Redfern and Gibbons Streets will mitigate its effects on the city views enjoyed by residents of those buildings.

Considering the strategic planning context for development in this area and existing and pipeline developments around Redfern Station, the development represents an appropriate density and allows for a transitional change in height from the planned density around the rail corridor to the wider precinct.

The height, bulk and scale of the building will not have any undue or unreasonable effects on the residents and occupiers of surrounding buildings in terms of privacy, solar access, view loss or visual impact.

The building will be compatible with:

- the higher-rise contemporary mixed-use development to the east adjacent to Redfern Station and existing character of older-styled residential development to the west; and
- the future character of development contemplated by the *Metro Strategy* and the *UTS* in this identified urban renewal precinct.

The building's height, bulk, scale and design provide a satisfactory urban design response to development in Precinct P3 in terms of the existing and future character of development in this area.

## **7.2 Public Domain Improvements**

The proposal has been designed to enhance the quality and amenity of the public domain.

A detailed public domain and public arts strategy has been prepared by Scott Carver Pty Ltd, in consultation with Professor Michael Tawa, and is outlined in the report and plans contained in **Appendix 10**.

Public domain improvements are to include:

- the establishment of a unique urban identity through the application of the *Pemulwuy* graphic, materials, cultural interpretive elements and plant selections to reinforce the shared pedestrian/vehicle zone in Eveleigh Street between Lawson and Caroline Streets and the substantial public open space areas proposed in the *Project*;
- upgraded streetscapes, including new pavements, tree planting and improved street lighting;
- integration of cultural interpretation elements with the architecture and public domain; and
- application of crime prevention through environmental design principles in the design of the public domain to optimise public safety.

The development and surrounding public domain have been designed to establish a high standard of civic design, pedestrian amenity and safety.

### **7.3 Ecologically Sustainable Development**

The building has been designed to accord with ecologically sustainable development best practice:

- to be energy efficient;
- to optimise solar access to the building;
- to decrease total energy use in the building through a reduction in heat loss and energy consumption for the purposes of heating and cooling; and
- to reduce the level of attributed greenhouse gas emissions and natural resource consumption.

The proposal has embraced these principles by, among other things:

- the adoption of best practice energy and water conservation measures in terms of the installation of energy and water efficient fittings and equipment;
- the optimisation of the use of the site's orientation; and
- the minimisation of the depth of the building to allow daylight penetration and the use of less intense internal illumination.

An ESD statement of the proposal, prepared by JHA Consulting Engineers, and a Section J report, prepared by Windtech Consultants Pty Ltd, are contained in **Appendices 12 and 13**, respectively.

Measures include:

- the installation of energy efficient LED lighting and occupancy sensing and switching of lighting;
- extensive electrical metering and monitoring;
- a mixed-mode ventilation arrangement;
- centralised air-conditioning controls to time-limit air-conditioning systems and limit temperatures;
- water efficient fixtures; and
- high efficiency instantaneous gas hot water systems.

Management of the facility will ensure that energy and water consumption are minimised by monitoring systems and incentive programs for students to reduce their demand on these services to achieve environmental objectives.

The proposal is to accord with ecologically sustainable development best practice.

## 7.4 Traffic & Parking

No car parking is to be provided on-site.

The traffic and parking impact assessment report prepared by Barker Ryan Stewart contained in **Appendix 24** justifies the non-provision of on-site parking on the basis that:

- the students to be accommodated in the development will have low, if any, private car ownership;
- the site is located within a reasonable walking distance of universities, public transport and shops;
- cycleways located immediately adjacent to the site enable cyclists to head in any direction;
- the accommodation rooms are marketed to occupants with the expectation that there will be no on-site parking available;
- there are resident permit parking restrictions on surrounding on-street parking;
- the non-provision of parking is consistent with City of Sydney's aim to minimise parking numbers, encourage the use of sustainable transport services and address inner-city congestion by minimising the amount of vehicular traffic generated by developments; and
- the non-provision of parking is unlikely to effect on-street parking availability in the streets in the immediate vicinity and surrounding areas.

Facilities are to be provided for the parking of 172 bicycles at the Lower Ground Floor level of the building and 8 bicycle parking spaces in the forecourt adjacent to Lawson Street.

In terms of bicycle parking, the assessment in **Appendix 24** indicates that:

- based on the requirements for bicycle parking for boarding houses in *City of Sydney Development Control Plan 2012* and *State Environmental Planning Policy (Affordable Rental Housing) 2009*, between 174 and 105 bicycle parking spaces, respectively, would be required for the 522 rooms of student housing proposed;
- the 180 spaces to be provided will exceed these requirements;
- a survey of student housing currently operated by *Atira* in Brisbane indicates bicycle/student ratios varying between 1 space/9.8 students and 1 space/11.9 students;
- the *Project* is to provide 1 space/3.5 students, substantially in excess of expected demand;
- *Atira* is to operate a bicycle share scheme involving 20 bicycles for use by students; and
- the number of proposed bicycle spaces is expected to be sufficient to accommodate the likely number of students requiring a bicycle park.

The arrangements for car and bicycle parking have been designed in the context of the site's highly accessible location in terms of surrounding public transport services and its proximity to the Redfern Town Centre and major tertiary educational institutions that can be accessed by walking and cycling.

The traffic and parking impact assessment concludes:

- the proposed development will not have any adverse impacts to the operation or safety of the surrounding road network;
- the site is suitable for the proposed development in relation to the impact of traffic, vehicle access, parking and safety considerations; and
- the development is considered to have negligible effect on the operating outcome and the level of service of the surrounding transport network.

An on-road cycle route for low to medium traffic is to be established connecting Lawson and Abercrombie Streets via Eveleigh, Caroline, Louis and Vine Streets to promote and facilitate bicycle use by local residents and the workforce in this area.

The existing shared zone at the southern end of Eveleigh Street will be retained and reinforced by proposed public domain works.

## **7.5 Heritage & Archaeological Considerations**

There are no heritage items identified in the *State Significant Precincts SEPP* on the site itself.

The only heritage item identified in the vicinity of the land is the Redfern Railway Station building on the southern side of Lawson Street.

The development is to establish a substantial public open space area at the southern end of Precinct P3 at its interface with the Station building.

The land to the west of Louis Street is located in the Darlington Heritage Conservation Area identified on the *Heritage Map* associated with *Sydney Local Environmental Plan 2012*.

A heritage impact assessment, prepared by NBRS + Partners Pty Ltd, is contained in **Appendix 22**.

The assessment:

- concludes that the proposed development generally complies with the heritage controls applicable to the site and does not unacceptably or adversely affect the identified heritage significance of the Redfern Station Booking Office or the larger Redfern Railway Station group; and
- recommends the heritage aspects of the proposal be approved subject to:
  - recommendations relating to a heritage interpretation strategy and coordination with the public art strategy being reviewed and implemented in design development and construction; and
  - an archival recording of the site prior to construction.

An historical archaeological and Aboriginal cultural heritage assessment of the proposal, prepared by Curio Projects Pty Ltd is contained in **Appendix 23**.

The assessment indicates:

- the historical archaeological and Aboriginal cultural heritage assessment requirements have been met by the currently approved development as supplement, where required, by the current assessment.
- the proposed modification to the currently approved development will not result in any new impacts to historical archaeology or Aboriginal cultural heritage values or objects;
- the site does not have the potential to contain historical archaeological relics of local or state significance or Aboriginal objects that would be disturbed by the development; and
- it is appropriate for excavation to proceed without archaeological monitoring and works should only cease if any historical archaeological relics or Aboriginal objects are unexpectedly discovered during the excavation program.

To manage the low risk of unexpected finds, the assessment recommends a process to be followed should an unexpected historical archaeological relic or Aboriginal object be discovered.

The proposal is to embrace this process.

## **7.6 Residential Amenity**

The building's primary interface is with land to the west on the opposite side of Eveleigh Street which comprises the land in Precincts P1 and P2 of the *Project*.

Precinct P1 is vacant, apart from a 2-storey industrial/warehouse building that is currently used as a boxing gymnasium, and Precinct P2 contains a 2-storey brick building which is currently vacant and formerly used by the *AHC*.

The following development has been approved in Precincts P1 and P2:

### Precinct P1:

The construction of a 2/part 6-storey mixed-use building containing 62 dwellings, 340m<sup>2</sup> of retail/commercial space, 905m<sup>2</sup> of gymnasium/fitness centre space, a 115-space basement car park and the provision of 865m<sup>2</sup> of publicly accessible open space.

### Precinct P2:

The construction of a 2/part 3-storey mixed-use building containing 1,465m<sup>2</sup> of retail/commercial space and a 60-place child care centre.

The land further to the west and north-west contains:

- 2-storey terrace houses fronting Caroline, Hugo and Vine Streets; and
- the 2/part 3-storey Redfern Community Centre and a park and recreation area associated with the Centre.

Residential properties in Hugo Street extend through to Louis Street and the rear yards of some of the properties accommodates large scale vegetation and off-street parking facilities accessed off Louis Street.

Where properties do not provide parking, rear fencing provides their streetscape presentation to Louis Street.

Development to be carried out in Precincts P1 and P2 will interrupt views of development in Precinct P3 from residential properties to the west and north-west.

Shadow diagrams contained in the plans in **Appendix 5** indicate that the proposed development will not have any unreasonable or undue effect on the level of solar access enjoyed by residents of surrounding properties.

The separation of the building from the contemporary mixed-use buildings on the eastern side of the rail corridor fronting Redfern and Gibbons Streets will mitigate its effects on the city views enjoyed by residents of those buildings.

Consequently, the proposed development will not have any undue or unreasonable effect on the amenity of the residents of any surrounding properties in terms of:

- privacy;
- solar access;
- views; or
- visual impact.

The proposal will not have any adverse effect on the natural environment.

## **7.7 Access**

The proposal has been designed:

- to provide access for people with disabilities as required by the *Disability Discrimination Act 1992*;
- to promote the concept of an accessible environment for the whole community; and
- to be accessible by people with a disability in accordance with *Australian Standard 1428 - Design for Access and Mobility*.

An access strategy prepared by Architecture & Access (Aust) Pty Ltd is contained in **Appendix 27**.

## 7.8 Community Safety

The development has been designed:

- to maximise safety and security in both public and private domain areas on and surrounding the site; and
- to accord with the principles of *Crime Prevention Through Environmental Design* published by the *DPE* in April 2001.

In this regard, the proposal has been designed:

- to enhance vitality at street level as a result of the student housing and associated activities;
- to activate the building's Eveleigh Street frontage by the large double height glazed foyer/reception/administration/waiting area at the main entry, a secondary entry off Eveleigh Street and fenestration which is to provide a visual connection between pedestrians and the lounge/games area to be used by students;
- to improve the public domain by implementing the detailed public domain and public arts strategy as outlined in the report and plans contained in **Appendix 10** to significantly enhance the visual setting of the area; and
- to optimise safety and security both internally within the development and in the public domain by the casual surveillance to be available from the various uses and activities to be conducted on the site.

Opportunities for concealment have been minimised and glass façades used to maximise casual natural surveillance opportunities.

Graffiti-resistant paint is to be applied to external masonry finishes.

Appropriately designed lighting is to be established along streets and at building entry points and access controls are to be used to maximise safety and security.

Accordingly, the proposal is likely to lead to a significant improvement in public safety and security in this locality.

## 7.9 Construction Considerations

The building has been designed to comply with the *Building Code of Australia*.

In addition, a construction management plan, prepared by Deicorp Constructions Pty Ltd, is contained in **Appendix 34** to outline the ways activities associated with the construction of the *Project* are to be managed to minimise their effect on adjoining properties and the area generally.

The construction management plan includes the measures to be implemented to mitigate potential impacts on pedestrians and cyclists during the construction phase and a waste management plan.

This plan indicates the manner in which wastes associated with demolition, construction and the ongoing operations of the building are to be satisfactorily managed.



## **7.10 Stormwater Management**

Stormwater drainage plans prepared by Neil Lowry & Associates Pty Ltd are contained in **Appendix 30**.

The plan provides details of:

- the proposed drainage facilities;
- on-site detention measures;
- connections to existing stormwater infrastructure; and
- erosion and sedimentation control measures.

Stormwater drainage issues are capable of being addressed within the scope of accepted civil engineering practice.

## **7.11 Public Utilities**

The public utility infrastructure required to support the proposed development includes:

- water;
- sewerage;
- electricity;
- gas;
- telecommunications;
- stormwater systems; and
- roads.

The area is currently serviced by this infrastructure.

A services and infrastructure report has been prepared by JHA Consulting Engineers, a copy of which is contained in **Appendix 29**.

The proposal can be serviced by the required utility infrastructure.

## 8.0 Statutory Compliance Assessment

The following is a summary assessment of the proposed development under the heads of consideration contained in Section 79C(1) of the *EP&A Act*.

### **Section 79C(1)(a)(i) - The provisions of any environmental planning instrument**

The proposal is permissible, with the *Minister's* consent, and conforms with the relevant provisions of the environmental planning instruments applying to this land. See Section 6.0.

### **Section 79C(1)(a)(ii) - The provisions of any proposed instrument that is, or has been, publicly exhibited and notified to the consent authority**

There are no relevant instruments applying to this land.

### **Section 79C(1)(a)(iii) - The provisions of any development control plans**

There are no relevant development control plans applying to this proposal. The proposal is consistent with the relevant development plans, policies and strategies applying to it. See Section 6.4.

### **Section 79C(1)(a)(iiia) - The provisions of any planning agreement under Section 93F**

The proposal does not involve any planning agreement under Section 93F.

### **Section 79C(1)(a)(iv) - Matters prescribed by the Regulations**

There are no relevant matters prescribed by the *Regulations* applicable to this matter. All building work is to be carried out in accordance with the requirements of the *BCA*.

### **Section 79C(1)(a)(v) - Any coastal zone management plan**

The land is not subject to any coastal zone management plan.

### **Section 79C(1)(b) - Likely impacts of the development**

The proposal will have no adverse or identifiable impact in terms of:

- context and setting;
- access, transport and traffic;
- the public domain;
- utilities;
- heritage;
- other land resources;
- water;
- soils;
- air and microclimate;
- flora and fauna;
- waste;
- energy;
- noise and vibration;

- natural hazards;
- technological hazards;
- safety, security and crime prevention;
- social impact;
- economic impact;
- site design and internal design;
- construction; or
- cumulative impacts.

#### **Section 79C(1)(c) - Suitability of the site for the development**

The proposal is suitable for the site in accordance with the provisions contained in the *State Significant Precincts SEPP* and development strategies, such as the *UTS*.

#### **Section 79C(1)(d) - Submissions**

Any submission received following the notification of the application is to be considered in the determination of this application.

#### **Section 79C(1)(e) - Public interest**

There is no issue of public interest that should preclude the approval of this proposal.

In fact, the public interest would best be served by the approval of this application having regard to the proposal:

- taking a unique opportunity to provide the critical mass of development:
  - to enable the *AHC* to complete the entire *Project*, i.e. all of the development in Precincts P1, P2 and P3, in an economically viable manner; and
  - to achieve the *AHC*'s core objectives for the *Project* of providing affordable housing for the local *ATSI* community;
- facilitating the economic development and use of the land by the *AHC* and providing a suitable mix of uses that satisfy the needs of the local *ATSI* community;
- achieving design excellence and responding site's context by:
  - creating a high standard architectural design, form and detailing;
  - significantly improving the amenity of the area and the public domain;
  - achieving a desirable urban design outcome; and
  - providing a catalyst for the ongoing renewal and revitalisation of the area in the manner contemplated by development strategies, such as the *State Significant Precincts SEPP* and the *UTS*;
- providing additional housing opportunities in an area planned for more intensive development conveniently located adjacent to extensive public transport services, shops, services and major tertiary educational institutions;
- satisfying a demand for purpose built student housing and supporting the continued growth of the international education sector and tertiary educational establishments in this area and contributing to the sector's growth and the NSW economy; and
- creating employment opportunities during both the construction and operational phases of the development.

## 9.0 Conclusion

The proposal will deliver self-funded, quality and culturally appropriate housing for the local *ATSI* community and achieve the *AHC*'s core objectives of:

- retaining full ownership and control of the land; and
- creating history for the *ATSI* people through a new era of self-determination by delivering the *Project* to the community without financial burden to future generations and maintaining its long-term financial independence.

The proposal is permissible, with the *Minister's* consent, under the terms of the *State Significant Precincts SEPP* and conforms with the relevant provisions of the *Policy* and is consistent with:

- the objectives of the Business - Mixed Use zoning of the land under the *State Significant Precincts SEPP*;
- the future character of the area; and
- the objectives and guidelines contained in the relevant plans, policies and strategies applying to it.

The development has been designed to achieve design excellence, responding its context by:

- creating a high standard architectural design, form and detailing;
- significantly improving the amenity of the area and the public domain; and
- providing a catalyst for the ongoing renewal and revitalisation of the area in the manner contemplated by development strategies, such as the *State Significant Precincts SEPP* and the *UTS*.

The development will provide an interesting and attractive built form element in this section of Redfern and represents a desirable urban design outcome for the development of the land in terms of the future character of the *RWA* sites surrounding Redfern Station.

The development will:

- satisfy a demand for purpose built student housing in this locality;
- support the continued growth of the international education sector and tertiary educational establishments in this area; and
- contribute to the sector's growth and the NSW economy.

The proposal will not have any undue or unreasonable effect on the amenity enjoyed by residents of surrounding properties in terms of overshadowing, loss of privacy, loss of views or visual impact.

The development will create employment opportunities during both its construction and operational phases.

The proposal conforms with the statutory heads of consideration contained in Section 79C of the *EP&A Act* and the public interest would best be served by the approval of this application.

Accordingly, the application is suitable for approval.