

ATTACHMENT F

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**SURRY HILLS SHOPPING VILLAGE
PLANNING PROPOSAL:
SUMMARY OF SUBMISSIONS**

Surry Hills Shopping Village Planning Proposal:

Summary of submissions and City of Sydney response

397-399 Cleveland Street and 2-38 Baptist Street, Redfern – Surry Hills Shopping Village Planning Proposal, draft amendment to *Sydney Development Control Plan 2012*, and draft Planning Agreement.

Publicly exhibited from 8 August 2017 to 4 September 2017.

Glossary of terms

FSR – Floor Space Ratio

LGA – Local Government Area

SDCP 2012 – Sydney Development Control Plan 2012

SLEP 2012 – Sydney Local Environmental Plan 2012

Summary of matter raised in submission	Officer's response
<p>Local residents' submissions Including:</p> <ul style="list-style-type: none"> • 54 individual submissions • Three pro forma submissions: <ul style="list-style-type: none"> - Pro forma 1: 14 signatures - Pro forma 2: 13 signatures - Pro forma 3: 5 signatures 	
<p><u>Height</u> (Issue raised in 31 individual submissions and two pro formas)</p> <p>The proposed building heights will detrimentally impact on amenity and quality of the area as the built form will tower over the surrounds and is disproportionate to the site in bulk and scale. Building heights on the site should be restricted to three-four storeys and the surrounding buildings should be respected, including buildings that are of heritage significance.</p>	<p>This planning proposal seeks to increase the maximum building heights from 15 metres to 18 metres in Marriott Street, 22 metres in Cleveland Street and 25 metres in Baptist Street. The new heights are appropriate given the positive public domain outcomes, the negligible impacts to the terrace houses south and west and sensitive building design towards the surrounding heritage buildings and heritage conservation area.</p> <p>Increasing the maximum building heights also allows building floor space to be redistributed. The current site specific controls would result in a built form outcome that has detrimental overshadowing, urban design and amenity issues to neighbouring residences and the broader area. Redistributing the floor space allows for the</p>

<p>Obtaining additional building height through the design excellence process is not appropriate.</p> <p>Increasing the building heights will increase density and create wind tunnels.</p>	<p>provision of open space and a laneway in the south and a retail activated through site link towards the north. It also ensures any new buildings are setback to preserve the significance of the heritage building on the corner of Cleveland and Baptist Streets.</p> <p>The draft DCP ensures the bulk, massing and modulation of buildings respond to surrounding terrace houses and heritage characteristics. This is achieved through stepping building heights down from the north-east to the south-west, two storey street wall heights and ensuring breaks in buildings are provided to reduce the overall scale. Additionally, the proposed controls require the upper most levels to be set back from the street wall reducing the sense of building bulk experienced at street level. This control also allows sun light to reach lower levels and improves solar access to the public domain and surrounding development. These requirements ensure the building envelope will be able to sensitively respond to the low scale residential buildings south and west of the site.</p> <p>The site is required to undertake a competitive design process to achieve design excellence as it has an area of over 5,000 square metres, which triggers the need to prepare a site specific development control plan. Design excellence ensures a development of high quality is provided. If a building demonstrates design excellence it is eligible for up to 10% additional floor space ratio or height, not both.</p> <p>This planning proposal provides for an additional 10% height if the development demonstrates design excellence. The site specific planning controls have been structured in a way to ensure the site cannot exceed the existing maximum floor space ratio, being 2:1. The proposed building heights have been arranged ensuring any future development will only be able to achieve the full 2:1 floor space ratio if it demonstrates design excellence. Therefore density will not increase over and above what is currently permitted.</p> <p>This planning proposal does not seek to increase the floor space ratio. Increasing building heights</p>
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<p>It is inconsistent for Council to relax the height limits for larger site owners and object to the increase of height on smaller sites.</p>	<p>will better distribute floor space minimising impacts to surrounding properties and provide improved public domain outcomes.</p> <p>The comment regarding wind tunnels is noted. The required building setbacks will help manage wind impacts. Further analysis and assessment of the more detailed plans at the development assessment stage will provide further opportunity to mitigate potential wind impacts.</p> <p>The City’s Sustainable Sydney 2030 Vision, from 2008, identifies an opportunity for the site to be renewed so that it can better contribute to the economic and social life of the local area. This planning proposal has undertaken a thorough assessment of the most suitable built form outcome, ensuring amenity to existing residences is maintained and the public domain is improved whilst sympathetically responding to local character.</p> <p>This planning proposal aims to increase the maximum building heights to provide a better distribution of the floor space currently permitted. Increasing the maximum building heights also provides a variety of public domain improvements such as a pedestrian through site link towards the north, a new laneway towards the south, a new open space area in the south west and footpath widening along Marriott Street.</p> <p>Redistributing floor space allows for a built form that will have minimal impacts to the surrounding low scale, low density residential properties south and west. Two storey street wall heights combined with upper level setbacks, tiered building heights and building separation ensures appropriate solar access to surrounding properties and provides a built form scale that is sensitive to local characteristics.</p> <p>Therefore increasing the building heights is appropriate for this large site.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Traffic, Vehicular Access and Car Parking</u> (Issue raised in 28 individual submissions and two pro formas)</p>	

The streets surrounding the site currently experience high levels of traffic congestion. This proposal has not taken this into consideration.

There is a shortage of car parking spaces, particularly during peak hours and on weekends. The proposal provides no detail relating to number of residential and non-residential car parking spaces, however the size of retail and number of dwellings will render traffic in the surrounding streets impassable and increase car parking stress in the area.

A Traffic Study examined the transport implications of a planning proposal for the Surry Hills Shopping Village. The traffic impacts are assessed for a worst case scenario where the on-site car park is full. It concludes that traffic changes can be accommodated within the existing street system without intersection upgrades, there is good access to other modes of transport and there is opportunity for car parking to be accommodated on the site. The City has reviewed the Traffic Study submitted by the proponent in detail and is satisfied with the scope and methodology.

Roads and Maritime Services made no objection to the proposal.

When a development application is lodged, a more detail traffic assessment will be undertaken to determine traffic implications of the proposed development on and surrounding the site.

SLEP 2012 identifies the maximum number of off-street parking spaces that may be provided. In the case of residential development, Clause 7.5 states that the number of residential spaces is determined by the number and size of dwellings. Clause 7.6 provides maximum car parking rates for office and business premises depending on site's location and permitted floor space ratio. The number of off-street parking spaces permitted for residential, office and business uses will not be determined until the development application stage when the final dwelling, office and business use mix is known. The planning proposal does not seek to amend the control which governs the maximum number of residential, office or business use parking spaces.

The maximum retail car parking rates under Clause 7.7 do not apply as it is envisaged more than 2,000 square metres will be used retail uses. This planning proposal does not seek to amend this LEP control, however a site specific car parking rate for retail uses is included in SDCP 2012. The retail car parking rate ensures the number of car parking spaces increases proportionately to current retail car parking.

<p>The proposal disrespects Baptist Street's three tonne limit, which will endanger residents, impact on the structural integrity of existing dwellings, road and overhanging trees.</p> <p>The proposed car parking and loading dock entrance from Baptist Street is dangerous for pedestrians to cross.</p>	<p>The objective of setting maximum off-street parking rates for retail uses is to minimise vehicular traffic generated by new development thereby minimising the impact on the local road network. The planning controls do not specify minimum off-street parking rates. Any amount of off-street parking below the maximum rate is permissible.</p> <p>The three tonne vehicle weight limit along Baptist Street only applies to through-traffic and not to vehicles with a destination on the street. Therefore it wouldn't apply to trucks accessing the site from the Baptist Street entry point.</p> <p>This comment is noted. The existing loading dock vehicular access point is from Marriott Street. This planning proposal will move it to Baptist Street, which is considered to be more appropriate as Marriott Street is too narrow to handle many of the servicing vehicles accessing the site.</p> <p>Provision has been made within SDCP 2012 ensuring the proposed Baptist Street vehicular access width is minimised, which will increase pedestrian footpath amenity and prioritise pedestrian safety via slower vehicles movements on and off the site. The design also helps to ensure amenity along Baptist Street.</p> <p>Detailed design of the vehicular access width for the loading dock will be assessed at the development application stage.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Heritage</u></p> <p>(Issue raised in 17 individual submissions and two pro formas)</p> <p>The proposal has failed to account for the immediate site context as it does not address heritage compatibility with the heritage conservation area, heritage buildings and single and two storey terraces. The proposed bulk and scale will have a detrimental impact on the heritage values and is not sympathetic to surrounding built form.</p>	<p>The site is within the Baptist Street Heritage Conservation Area and the north-eastern corner contains the former Bank of NSW, which is a heritage item of local significance under SLEP 2012. Other heritage buildings are also located within close proximity.</p> <p>SDCP 2012 has identified the site as being detracting (excluding the heritage building), which</p>

The site's inclusion in the Baptist Street Heritage Conservation Area should be preserved as the intent of living in a heritage conservation area is that its character is protected from major new developments.

means the development does not represent a key period of significance and detracts from the character of the heritage conservation area. In redeveloping a detracting site, its relationships with the neighbouring buildings should be improved rather than deteriorated.

The proposed planning objectives and controls ensure future development will be sympathetically designed and configured to respond to the heritage characteristics of the conservation area. Stepping building heights down from the north-east to the south, combined with a two storey street wall and upper level setbacks, reduces its bulk and scale to respond to the residential terraces south and west. The two storey street wall height is also a sympathetic response to the two storey heritage building in the north-eastern corner and the NSW Police Stables also identified as a heritage building on the eastern side of Baptist Street. The planning controls ensure that any future development on the site does not encroach the heritage building or its airspace above. Therefore the heritage values and characteristics of the surrounding area will be preserved.

This planning proposal intends to remove the site from the Baptist Street Heritage Conservation Area.

Sydney DCP 2012 identifies the site as detracting (excluding the heritage building), which means it does not represent a key period of significance and detracts from the heritage conservation area's character. It is also inconsistent with the surrounding building stock and subdivision pattern. Given its size and future character, if the site was to remain within the Baptist Street Heritage Conservation Area it would weaken the integrity of the heritage conservation area. Redeveloping this detracting site will improve the relationship with neighbouring buildings through good design. The increased heights within this proposal may set an undesirable precedent and its removal from the Baptist Street Heritage Conservation Area is recommended.

A new development will not be able to become contributory because it will never be from the significant period of development and will always

	<p>be substantially different from the heritage buildings in the area. The former bank building continues to be protected by virtue of its heritage listing.</p> <p>LEP Clause 5.10(5) and the proposed draft DCP controls will also ensure future development is sympathetically designed and configured to respond to the heritage characteristics of adjacent heritage buildings and the surrounding conservation area. Stepping building heights down from the north east to the south west, combined with a two storey street wall height and upper level setbacks reduces bulk and scale and responds to the low scale, low density residential terraces to the south and west and heritage building in the north east corner.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Identity and Character</u> (Issue raised in 14 individual submissions)</p> <p>The desirability to live here is associated with its low rise character which will be destroyed if this proposal with its bulk and scale is approved.</p>	<p>In 2008, the City’s Sustainable Sydney 2030 Vision identified the opportunity to renew the site to contribute to the economic and social life of the local area.</p> <p>The large allotment size is uncharacteristic of the area which is predominantly small, narrow allotments. The site is also zoned B2 – Local Centre that permits a range of retail, business, entertainment, community and residential uses. The zoning reflects the aspirations encouraged along Crown Street and complements the B4 – Mixed Use zone along Cleveland Street. The site abuts low scale residential zone to the south and west.</p> <p>The current controls allow for four storey buildings higher than the surrounding development. This proposal to increase the height further will ensure positive public domain outcomes and a built form which responds to the surrounding area.</p> <p>Increasing the maximum building heights allows building floor space to be redistributed across the site. The current site specific controls would result in a built form outcome that has detrimental overshadowing, urban design and amenity issues</p>

<p>It is incorrect to call it the 'Surry Hills Shopping Village' as the area is Redfern. It should be called Redfern Mall.</p>	<p>to neighbouring residences and the broader area. Redistributing the floor space has allowed for the provision of open space and a laneway in the south-western corner and a retail activated through site link towards the north. It has also ensured any new buildings are setback to preserve the significance of the heritage building on the corner of Cleveland and Baptist Streets.</p> <p>A site-specific objective within SDCP 2012 is to ensure the bulk, massing and modulation of buildings respond to the low-scale residential and heritage characteristics of the surrounding area. This is achieved through varying maximum building heights across the site. The proposed controls allow for a variety of building heights from four to seven storeys and ensure breaks in buildings are provided to reduce the overall scale. Additionally, the proposed controls require the upper most levels of the proposed buildings to be set back from the rest of the building which reduces the sense of building bulk experienced at street level. This control also allows sun light to reach lower levels and improves solar access to the public domain and surrounding development. These requirements ensure the building envelope will be able to sensitively respond to the low scale residential buildings south and west of the site.</p> <p>This comment is noted, however, Council does not have the authority to restrict the names of development on privately owned land. The name will be determined by the property owner.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Site Specific Planning Controls</u> (Issue raised in 12 individual submissions and two pro formas)</p> <p>The site specific planning controls do not respond to the wider geographical area and should be amended to:</p> <p>(a) promote retail activated streetscapes similar to Danks Street.</p>	<p>The proposed planning controls will ensure there is retail streetscape activation that is appropriate to the surrounding land uses. Baptist and Cleveland Streets and the pedestrian through site link will have active retail frontages as non-residential uses are required at ground level. This</p>

	<p>will enhance the vitality of the area. Active frontages are not required along the southern boundary and Marriott Street (South of James Street Reserve) considering the close proximity to residential uses. In this case, residential uses are more compatible and sensitive to the surrounding uses.</p>
<p>(b) include more detailed controls with respect to height, design articulation, solid void ratios, materials and finishes.</p>	<p>A future development application will need to undergo a competitive design process to achieve the maximum height. This process will ensure a high quality design outcome. The proposed planning controls state the overall building heights, street wall heights, ground floor and upper level setbacks and building separation requirements. The Apartment Design Guide also includes specific controls for residential flat buildings in relation to siting, amenity, configuration and performance. These controls will deliver a quality design that responds appropriately to the character of the area, landscape setting and surrounding built form.</p>
<p>(c) ensure the street reservation and zero setback line of the terraces along the northern side of Cooper Street are repeated for the proposed dwellings fronting the laneway.</p>	<p>The proposed planning controls ensure the built form and associated setbacks will appropriately respond to the siting and layout of surrounding development. The siting of future south facing buildings will have similar front setbacks to existing terraces that front Cooper Street. The proposed 2.5 metre landscape setback will provide private open space, increase amenity along the new laneway and contributes towards reducing overshadowing impacts and the development's bulk and scale.</p> <p>The new nine metre wide laneway complements the street reservation along Cooper Street by enhancing the visual corridor from Baptist Street through to Cooper Street.</p>
<p>(d) ensure mixed uses are allowed for the buildings facing south as it will enable flexibility to achieve best outcome at the DA stage.</p>	<p>The proposed planning controls require that residential terrace styled dwellings face the southern boundary. Residential uses are considered to be more compatible with the low scale, low density residential uses south and west of the site. It will also promote passive surveillance of the proposed laneway and new open space area.</p>

	<p>No change to the exhibited controls is recommended.</p>
<p><u>Overshadowing</u> (Issue raised in 11 individual submissions and one pro forma)</p> <p>The proposal will result in significant loss of sunlight and increase building shadows to existing residences along Marriott, Boronia and Baptist Streets. The existing and proposed open space area will be severely overshadowed by 25 metre buildings. The proposal should not negatively impact existing residences who rely on solar powered systems to provide hot water and electricity to their dwellings.</p> <p>There is concern future residents in the new development will not have enough solar access.</p>	<p>The existing development on the subject site does not cast any shadow on the surrounding properties. Redevelopment of the subject site in accordance with the proposed controls will result in more overshadowing than is currently experienced.</p> <p>Extensive overshadowing analysis based on mid-winter data (i.e. 21 June) was completed as part of this planning proposal. This represents the maximum possible extent of overshadowing caused by the proposal within the calendar year. The proposed building envelopes have been designed and configured to ensure overshadowing to neighbouring sites is minimised.</p> <p>The maximum building heights at the south west corner will be 18 metres. This has been combined with setting back the upper levels of the buildings along the western and southern portions to reduce overshadowing impact.</p> <p>At mid-winter (i.e. 21 June) all the single storey terraces fronting Marriott Street will receive full sun access from 9:15am, the residences fronting Boronia Street will have full sun from 10am and the residences fronting Baptist Street, south of the site will have full sun from midday. The proposed open space in the south western corner will experience full sun from 12:30pm. Therefore surrounding residences will continue to experience appropriate levels of solar access as a result of the proposed planning controls.</p> <p>The Apartment Design Guide establishes minimum requirements for solar access to residential flat buildings to ensure adequate resident amenity. Under Objective 4A-1 of the Guide, living rooms and private open spaces of at least 70% of apartments in a building are required to receive a minimum of 2 hours direct sunlight between 9am and 3pm at mid-winter in Metropolitan Sydney. The configuration of buildings on the site will</p>

	<p>allow any future development to comply with this requirement.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Draft planning agreement – open space</u> (Issue raised in 6 individual submissions and two pro formas)</p> <p>There will be no increase in open space as there is already a park located adjacent to the south-western corner.</p> <p>The proposed open space will create an unsafe area that will only be used for residents that live within the development.</p> <p>Future activities will have negative acoustic impacts to the residences fronting Boronia Street.</p>	<p>This planning proposal will result in an increase in open space. The VPA states that a new open space area will be located in the south-western corner and will be integrated with the existing adjoining open space area located to the west. The existing and new open space will have a combined area of 1,650 square metres. This area aligns with the City’s preference for local open space area to be at least 1,500 square metres. Increasing the open space will improve its usability for recreation, the amenity of the public domain and complement the established and proposed streetscape. It will also provide greater separation between future development and existing terraces fronting Boronia Street.</p> <p>The proposed open space area is a public benefit that will be delivered in accordance with the details outlined in the VPA. This means that the community will benefit from this new open space area, not just future residents of the development. The public open space area will be accessible from Cooper Street, Baptist Lane, the proposed laneway and the existing open space area. The VPA requires that an appropriate amount of lighting be provided within the new open space improving sense of safety.</p> <p>An at grade car parking currently exists where the new open space area is proposed. This car park has associated acoustic and odour impacts for residences south of the site fronting Boronia Street. The proposal to change it to open space will significantly improve amenity and reduce vehicular acoustic issues. The design and scale of this open space area will not encourage large scale recreational activities that are often associated with negative noise impacts.</p>

<p>This area should instead become an urban farm.</p>	<p>The City is developing an urban farm in Sydney Park. After the open space is provided to the City, the City and the community will be able to decide what recreational uses occur in the open space, which could include a community garden.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Draft planning agreement – proposed laneway</u> (Issue raised in 3 individual submissions)</p> <p>The proposed laneway will create an unsafe environment.</p> <p>The proposed laneway should be integrated with existing pedestrian and cycle routes.</p>	<p>The distribution of floor space resulting from the proposed increased building heights allows for a new nine metre wide laneway towards the south. The laneway will comprise of a shared zone connecting Baptist Lane to Baptist Street and a new pedestrian/cycle path from the shared zone through to Cooper Street.</p> <p>Residential terrace styled dwellings will front the laneway, encouraging passive surveillance and discouraging anti-social behaviour. The lighting from the new open space area and shared zone will foster a sense of safety and increase amenity in the area.</p> <p>The new laneway will maintain pedestrian permeability to allow access to the retail services for people travelling from the south and west.</p> <p>Introducing the laneway will enhance east/west cyclist connections between Moore Park in the east and Redfern or Central in the west. Cyclists will no longer need to travel through the car park therefore increasing safety and amenity.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Tree Preservation</u> (Issue raised in 3 individual submissions)</p> <p>The proposal should retain trees on the site as too much tree loss is occurring in the area.</p>	<p>Tree preservation will be considered and assessed when a development application is lodged in the future. The planning controls do require a landscape setback along the southern and western boundaries, abutting the built form, which will allow for deep soil planting and increase streetscape amenity.</p>

<p>The built form fronting Marriott street should be pushed back further so the street trees can be retained.</p>	<p>This comment is noted. The proposed planning controls state that any building fronting Marriott Street must be setback six metres from the street kerb. This setback is made up of three metres for a public footpath and a three metre landscape setback. This increases current Marriott Street building setbacks by around 5.5 metres. The proposed planning controls ensure the three metre landscape setback can accommodate deep soil planting for trees and other vegetation. This is appropriate as it will improve the amenity of the public domain along Marriott Street.</p> <p>Retention or replacement of trees and vegetation will be considered as part of any future development application.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Public Transport</u> (Issue raised in 2 individual submissions)</p> <p>The new light rail will have no positive effect on the development as 500 metres is too far to walk.</p> <p>The proposal will result in additional people wanting to use the already congested bus services in the area.</p>	<p>The location of the site and proposed mixed use development will encourage the use of public transport including the existing bus services and the future South East Light Rail line.</p> <p>It is a relatively flat 10 minute (800 metre) walk from the southernmost corner to the proposed South East Light Rail stop, which is considered to be an acceptable standard. There is also the option to use bus services as there are multiple bus stops along Baptist and Cleveland Streets providing access around other parts of Sydney.</p> <p>This planning proposal does not include increase the density of the site, the floor space ratio remains at 2:1. Despite no residential dwellings currently on the site, the controls permit residential development up to the 2:1 maximum. This planning proposal changes the height to get better public domain and retail outcomes. Future development will include around 170 residential apartments. In addition to on-site car parking, it is expected that future residents will be encouraged to use the public transport in the area. The future South East Light Rail will help ease congestion of public transport by providing an alternative mode of transport away from the site, particularly in</p>

	<p>peak periods. This will assist to redirect some patron use away from bus services in the area.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Pedestrian Access</u></p> <p>(Issue raised in 2 individual submissions)</p> <p>Concerned about the movement of people with mobility issues along Marriott Street and accessibility from the street to the supermarket.</p>	<p>This planning proposal ensures people with a mobility issue are easily able to move around and within the development. The VPA includes a requirement to widen the footpath along Marriott Street to three metres. This will improve accessibility for people from the south and west. Footpath widths along Cleveland and Baptist Streets will be a minimum of 4.5 metres. The planning controls also require equitable access to the through site link from Marriott, Cleveland and Baptist Streets. The through site link will provide stair and lift access to the underground entrance of the supermarket.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Increasing Housing Density and Diversity</u></p> <p>(Issue raised in 2 individual submissions)</p> <p>There is no need to increase housing density or housing diversity on the site as surrounding developments in inner Sydney such as Green Square, Moore Park and Elizabeth Street provide enough housing stock to cater for the needs of the population.</p>	<p>Density on the site will not increase over and above what is currently permitted. This planning proposal ensures that the floor space and built form is appropriately distributed across the site ensuring minimal detrimental impacts to surrounding properties and the established character. The residential component of any future development application will need to satisfy dwelling mix requirements under SDCP 2012. This will ensure that greater housing choice is provided to meet the diverse needs of the community.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Consultation Process</u></p> <p>(Issue raised in 2 individual submissions)</p> <p>The Department of Planning and Environment have already approved the development, therefore consultation should have occurred before it went to State Government. There needs to be further</p>	<p>The planning proposal has been prepared in accordance with the Department's <i>A guide to preparing planning proposals</i> (guideline). The process requires the Department to review the planning proposal and decide whether there is</p>

	<p>provides sustainable places for the community to meet, create, learn, work and shop.</p> <p>This planning proposal seeks to increase the maximum building heights to better distribute floor space across the site and achieve improved public domain and amenity outcomes. There is no proposal to change the zoning or increase floor space ratio (i.e. density).</p> <p>The planning proposal will deliver a variety of beneficial public domain outcomes such as a pedestrian through site link towards the north, a new laneway towards the south, new open space area, footpath widening along Marriott Street and active retail frontages along Baptist and Cleveland Streets.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Draft planning agreement – community bus</u> (Issue raised in 1 individual submission)</p> <p>There is concern regarding the Community Bus and the proposed drop-off location at Coles Danks Street. There isn't anywhere people can be dropped-off safely that also caters for people with a disability.</p>	<p>A community bus service will be provided to transport people to the supermarket at Waterloo. This service will run from the closure of the existing supermarket until the opening of the new supermarket.</p> <p>The VPA requires the community bus to have the capacity to hold 21 passengers and will provide for disabled access. Therefore the bus will include accessible access pick-up and drop-off locations.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Draft planning agreement – sustainability</u> (Issue raised in 1 individual submission)</p> <p>The proposed development should be sustainable in construction, materials and operation.</p>	<p>Future development will be required to incorporate several sustainability measures ensuring it supports green design in categories such as conservation of water, energy and building materials.</p> <p>The VPA states that specific BASIX targets need to be achieved for the residential component of the development. BASIX is a planning initiative of the NSW Government that requires all new dwellings to be designed and built to achieve a reduction in</p>

	<p>water consumption and in greenhouse gas emissions compared to the average pre BASIX dwellings. Future development will be required to exceed the minimum BASIX energy and water scores by at least 5 points ensuring the residential dwellings perform above average industry standards for energy and water efficiency.</p> <p>The VPA requires the supermarket to have a 4 Star Green Star rating. Green Star ratings addresses energy efficiency through equipment, materials and design to improve energy consumption. The other speciality retail uses will need to exceed energy efficiency provisions in the National Construction Code ensuring less energy is used for heating, cooling, ventilation, lighting and other services.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Draft planning agreement – other Footpath widening</u> (Issue raised in 1 individual submission)</p> <p>The footpath along Baptist Street should also be widened to three metres.</p>	<p>The footpath along Baptist Street will have a width ranging from 4.5-5 metres, which is wider than many of the City’s high streets. This footpath width is acceptable and allows ample space for pedestrian activity and people with a disability along a retail activated part of Baptist Street.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Affordable housing</u> (Issue raised in 1 individual submission)</p> <p>The development should provide affordable housing.</p>	<p>The planning proposal does not include affordable housing. This is considered appropriate as the planning proposal only intends to increase the maximum building heights, which means the development potential of the site will not increase. Previously the City has only included affordable housing where there has been an increase in floor space or a change in zoning.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Insufficient amenity</u> (Issue raised in 1 individual submission)</p>	

<p>There is insufficient additional amenity provided to the community in exchange for a quantifiable uplift in development value. The City should negotiate better community outcomes.</p>	<p>This planning proposal seeks to increase the maximum building heights applicable to the site. There will be no rezoning and no changes to the maximum floor space ratio is proposed.</p> <p>This planning proposal will result in the following community public benefit outcomes:</p> <ul style="list-style-type: none"> - Widening the footpath along the eastern side of Marriott Street; - Introducing a new nine metre laneway towards the south; - Introducing a new open space area in the south west; - Incorporating specific sustainability measures into future development; and - Providing a community bus service to an alternative Coles for the duration of construction. <p>A new pedestrian through site link towards the north will provide access to the supermarket, specialty retail and commercial premises.</p> <p>The community outcomes will contribute to increasing amenity, permeability and promote safety while ensuring the development satisfies specific environmental requirements.</p> <p>This planning proposal does not change the development potential of the site. Under current controls it can be developed up to 2:1 floor space ratio. Overall the change to the planning controls will deliver a better outcome for the community than a development under current controls.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Provision of Schools</u> (Issue raised in 1 individual submission)</p> <p>The local schools are already at capacity. The proposal will result in additional people living in the area. These additional people, including children, will have a negative impact on children being able to attend local schools.</p>	<p>The NSW Department of Education is responsible for the provision of schools. The Australian Bureau of Statistics census data states that the population of school aged children grew by 71 in the Redfern and Surry Hills areas between 2011 and 2016. There is also a new school being developed along Cleveland Street. It is not expected that development of the site will have a significant impact on school capacity.</p>

	No change to the exhibited controls is recommended.
<p><u>Flooding</u></p> <p>(Issue raised in 1 individual submission)</p> <p>The south-western corner of the site is flood affected which means the proposed open space will not be a good community outcome.</p>	<p>Analysis has demonstrated that the south-western portion of the site is prone to flooding. The draft VPA requires the open space to be constructed to minimise impacts from flooding. Works to address this issue include surface and subsoil drainage, importation and grading of clean fill, top soil, garden soil and turf. These flooding works together with planting, lighting, footpaths and integration with the existing open space to the west will result in a good community outcome.</p> <p>The proposed increase in building heights provides the flexibility for development to accommodate flood planning levels.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Safety</u></p> <p>(Issue raised in 1 individual submission)</p> <p>Ensure the development provides sufficient street lighting along Marriott Street and the proposed laneway to make it more pedestrian friendly and safe.</p> <p>Security should also be offered within the proposed through site link to increase safety and detract any anti-social behaviour.</p>	<p>This comment is noted. The VPA associated with this planning proposal requires the developer to widen the footpath along the eastern side of Marriott Street to three metres. It also requires a new nine metre wide laneway made up of a shared zone connecting Baptist Lane to Baptist Street and a new pedestrian and cyclist path from the shared zone through to Cooper Street. The issue of sufficient street lighting will be addressed as part of any future development application for the site.</p> <p>This comment is noted. This issue will be addressed as part of any future development application.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Design Excellence Process</u></p> <p>(Issue raised in 1 individual submission)</p> <p>The Design Excellence Process is subjective, so who would deem any design and construction worthy of such acclaim?</p>	<p>Any future development on the site will be required to demonstrate design excellence as Clause 6.21 of SLEP 2012 states that a site specific development control plan is to be prepared since</p>

	<p>the site has an area greater than 5,000 square metres. In order for a development to demonstrate design excellence the proponent is required to undertake a competitive design process prior to the development application stage.</p> <p>The Design Excellence Strategy section within the proposed planning controls states that a minimum of four architectural firms will be invited to participate in the competitive design process. These proposals will be assessed by a jury panel which is made up of four members, two from the City of Sydney and two nominated by the proponent. The jury members must be appropriate to the type of development proposed, have expertise and experience in the design and construction profession and industry, include a majority of registered architects with urban design expertise and represent the public interest.</p> <p>The jury may:</p> <ul style="list-style-type: none"> • appoint a winner based on how well the proposal has satisfied the assessment criteria; or • recommend that further refinements be made to one or more of the submissions; or • decline to declare a winner of the design competition if none of the entries exhibit design excellence. <p>The decision of the jury will not fetter the discretion of the consent authority in its determination of any subsequent development application associated with the development site.</p> <p>Therefore the competitive design process to achieve design excellence will ensure a high quality development is provided.</p> <p>No change to the exhibited controls is recommended.</p>
<p><u>Visual and Acoustic Privacy</u> (Issue raised in 1 pro forma)</p> <p>Visual privacy analysis is limited in the current proposal as living rooms and balconies will impact on visual privacy of existing residences.</p>	<p>The proposed planning controls ensure that visual privacy to the residences south and west of the site is maintained. Retaining visual privacy will be achieved through establishing a two storey street wall height around the site. The third and fourth storeys along Marriott Street will be setback four</p>

<p>The loading dock 24 hour access will increase noise levels and have a detrimental impact on acoustic privacy for existing residents.</p>	<p>metres and the fifth storey will be setback another five metres from the fourth storey.</p> <p>A nine metre laneway and 2.5 metre landscaped setback, totalling 11.5 metres, will separate future development from the residential terraces south of the site fronting Baptist Street. Upper levels will be setback four metres from the two storey street wall height and the sixth storey will be setback another four metres from the fifth storey.</p> <p>There will be around 25 metres that separates the residences south of the site fronting Boronia Street and future development on the site. The existing residences fronting Marriott Street will also be separated from future development by around 15 metres.</p> <p>Therefore the setbacks and building articulation controls ensure visual privacy to adjoining residences is maintained and is appropriate.</p> <p>Current loading dock access is via Marriott Street. Access for large vehicles can be difficult as the street is narrow, particularly if cars are parked on the street. This has negative acoustic impacts on residents in Marriott Street and surrounding low scale, density residential streets west of the site.</p> <p>The planning controls require the loading dock to be relocated towards the south-eastern corner where access for servicing vehicles will be from Baptist Street. Residents south of the site fronting Baptist Street will be separated from the loading dock by approximately 20 metres, which will assist to reduce vehicular noise impacts and maintain amenity.</p> <p>The planning controls do not stipulate that the loading dock will have 24 hour access. This detail will be assessed at the development application stage and, if approved, included as a condition of consent.</p> <p>No change to the exhibited controls is recommended.</p>
<p>Public Authority Submissions</p>	
<p><u>Roads and Maritime Services</u></p>	

No objections	No change to the exhibited controls is recommended.
<p><u>Office of Environment and Heritage</u></p> <p>The site should remain within the Baptist Street Heritage Conservation Area as any new development on the site should retain a nexus with the Heritage Conservation Area and become a contributory development.</p>	<p>The site is within the Baptist Street Heritage Conservation Area. The north-eastern corner contains the former Bank of NSW which is identified as a heritage item of local significance under SLEP 2012.</p> <p>The planning proposal seeks to remove the site from the Baptist Street Heritage Conservation Area. This will ensure future development does not set an undesirable precedent for infill developments in the conservation area.</p> <p>SDCP 2012 has identified the site as being detracting (excluding the heritage building), which means the development does not represent a key period of significance and detracts from the character of the heritage conservation area. In redeveloping a detracting site, its relationships with the neighbouring buildings will be improved rather than made worse.</p> <p>Existing LEP controls require Council to consider the impact on the conservation area. The proposed planning controls ensure future development will be sympathetically designed and configured to respond to the heritage characteristics of the surrounding conservation area. Stepping building heights down from the north-eastern to the south-western corner combined with a two storey street wall and upper level setbacks reduces its bulk and scale to respond to the residential terraces south and west. The two storey street wall height is also a sympathetic response to the two storey heritage building in the north-eastern corner and the NSW Police Stables, the heritage building on the eastern side of Baptist Street. The planning controls ensure that any future development on the site does not encroach the heritage building or the airspace above. Therefore the heritage values and characteristics of the surrounding area will be preserved.</p> <p>No change to the exhibited controls is recommended.</p>