

Attachment E

Submissions

From: Planning Systems Admin <planningsystemsadmin@cityofsydney.nsw.gov.au> on behalf of Planning Systems Admin <planningsystemsadmin@cityofsydney.nsw.gov.au> <Planning Systems Admin <planningsystemsadmin@cityofsydney.nsw.gov.au>>

Sent on: Thursday, July 24, 2025 12:54:14 PM

To: DAsubmissions <DAsubmissions@cityofsydney.nsw.gov.au>

Subject: FW: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050- Attention Max Di Rosario

-----Original Message-----

From: Alessandro Ponzoni [REDACTED]

Sent: Thursday, 24 July 2025 12:50 PM

To: DAsubmissions <DAsubmissions@cityofsydney.nsw.gov.au>

Subject: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050- Attention Max Di Rosario

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Hi Max, I wish to raise our concerns relating to D/2025/385 at 18-28 Briggs Street Camperdown NSW 2050. We are owners of a unit in 15-17 Marsden Street, Camperdown NSW 2050 and considering that we bound the rear elevation of the proposed development we hold the below concerns. We support the building of student accommodation as we believe this frees up rental accommodation in the area for families and other occupants rather than share homes with university students. That said, we hold some concerns over the design of this project. The design prefers the pure economic gain of "premium" student accommodation units over privacy and overlooking to the adjoining neighbours. Limited Privacy from Northern Elevation balconies with only partial screening A-DA-101, A-DA-2110, A-DA-3101 and A-DA-4101 North South Section 2 illustrates the alignment of the balconies of SP90306 with the proposed balconies of the new development. If it was built as a Class 2 Residential Apartment building we would have less occupants peering back at us than the 32 individual Sole Occupancy Units (SOUs) across only levels 1-3 with a potential 64 individuals plus the communal space on level 3, this does not even account for ground floor occupants. Under Section 4.4.1.6 sub section 2. b) and c) (except below) the bedrooms of the SOUs at the rear of the property face directly into 15-17 Marsden Street, Camperdown and specifically our main living areas and bedroom windows to multiple owners. They have done little to limit the overlooking with partial screens only. Considering the occupancy rates of the Class 3 building, the balconies should have complete angled & fixed privacy screening/ louvres to the rear balconies to mitigate overlooking. I also note that this area is part of the Clause 4.5 variation for distance to the boundary. I do not believe they have sufficiently addressed the disruption to neighbouring buildings. 4.4.1.6 Amenity, safety and privacy (1) Boarding houses are to maintain a high level of resident amenity, safety and privacy by ensuring (2) (a) communal spaces, including laundry, bathroom, kitchen and living areas are located in safe and accessible locations (b) bedrooms are located so that they are separate from significant noise sources and incorporate adequate sound insulation to provide (c) reasonable amenity between bedrooms and external noise sources: structural fittings and fixtures for all internal rooms that enhance nonchemical pest management of the building, with all cracks and crevices sealed and insect screening to all openings (d) all appliances achieve an energy star rating of 3.5 or higher, unless otherwise legislated; (e) where fewer than 12 occupants are accommodated, at least two bedrooms have north or east windows and at least one bedroom is adaptable for residents with a disability. Boarding houses are to be designed to minimise and mitigate any impacts on the visual and acoustic privacy of neighbouring buildings by locating: (a) the main entry point at the front of the site, away from side boundary areas near adjoining properties; (b) communal areas and bedroom windows away from the main living area or bedroom windows of any adjacent buildings; (c) screen fencing, plantings, and acoustic barriers in appropriate locations; and (d) double glazed windows where noise transmission affects neighbouring buildings. Acoustic Implications of Communal Space and Balcony in close proximity to our boundary. On A-DA-2113 the communal space on level 3 has a balcony with the potential to cause significant noise to neighbouring properties. The floor plan shows 9 desks suggesting that 9 occupants could occupy this space however the acoustic report limits the use of this space to 8 occupants. The acoustic report also notes that doors and windows should remain closed when occupying this room. This is how they have justified their acoustic report. This room should not have a balcony as it encourages communal gathering with potential noise implications from a densely occupied room. Under Section 4.4.1.6 sub section 2 d) Double glazing to the communal area on level 3 should be required. Considering our living spaces and bedrooms to this elevation of the building, we would request the council impose the removal of the balcony to the level 3 communal space. I also note that this area is part of the Clause 4.5 variation for distance to the boundary. I do not believe they have sufficiently addressed the disruption to neighbouring buildings. Clause 4.6 Variation relating to building height in excess of 12 metre height limit The examples that have been prepared by The Planning Hub are not comparable in my opinion. They either face Parramatta road where there is greater density or they are part of a larger development facing the hospital. Considering the hyper-local setting where the adjacent properties do not exceed the allowable 12 metre height limit and this should be maintained. It is suggested that the only things that exceed the limit are the lift overrun and the implications of the flooding; however the whole of the top floor cannot be built without exceeding the 12 metre limit. Considering the critical mass of the building and the impact on overlooking, solar access and overshadowing, I do not agree that the Clause 4.6 variation is equitable to the community. Clause 4.6 Variation relating to building set back to rear of property This directly impacts our apartment and considering our previous comments relating to privacy of our principal living areas and bedrooms, the distance is concerning. There are set controls for a reason and this variation provides inequitable outcomes for the adjoining properties. Without properly addressing privacy, overlooking, acoustic concerns when windows are open or when occupants are on their balconies. Considering the nature of the occupants being student accommodation the potential increased noise omitted should not be ignored or overlooked. Considering the 32 different SOUs across levels 1-3 plus Ground Floor this is not an insignificant loss of privacy and private open space (POS) amenity. This apartment was preferable to us due to the extended balcony and

now anyone using this balcony will be watched by potentially 64 people. 2 Air Condenser locations - The current drawings and the acoustic report denote the location of condensers to be on the roof. We want to ensure that these condensers cannot be located on the northern elevation balconies as this will have a significant acoustic impact on our property (15-17 Marsden Street, Camperdown). Contamination & Demolition The reports attached to the DA, paint a worrying picture of Asbestos, Hazardous Chemicals in ground, ground water and in existing buildings which needs to be removed safely. Of course I understand the builder will be responsible to do this safely and will conduct air monitoring. Considering the distance to our adjoining property, I would hope that the strata committee is informed and consulted regarding hazardous works and safety measures for our occupants. I assume that standard conditions for adjoining neighbour consultation for hazardous removal will be imposed on any consent given.

Many thanks

--

Regards,
Alessandro

From: PlanningAlerts [REDACTED] on behalf of PlanningAlerts
[REDACTED] <PlanningAlerts@[REDACTED]>

Sent on: Wednesday, May 21, 2025 9:05:36 AM

To: dasubmissions@cityofsydney.nsw.gov.au

Subject: Comment on application D/2025/385

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

For the attention of the General Manager / Planning Manager / Planning Department

Application: D/2025/385
Address: 18-28 Briggs Street Camperdown NSW 2050
Description: Demolition of existing structures and construction of co-living housing containing 55 rooms over four storeys with two levels of basement.
Name of commenter: [REDACTED]
Address of commenter: [REDACTED]
Email of commenter: [REDACTED]

Comment

I support this application.

The area is well-suited for additional housing, given its walkable access to green space at Camperdown Park, public transport along Parramatta Road, King Street's shops, and its proximity to Sydney Uni. Increasing housing density, as proposed here, is one of the most effective ways to tackle Sydney's housing crisis.

This comment was submitted via PlanningAlerts, a free service run by the charity [the OpenAustralia Foundation](#) for the public good. [View this application on PlanningAlerts](#)

Important Privacy Notice - Please Read

The email address and street address are provided to City of Sydney only so you can contact, identify and verify [REDACTED], in response to D/2025/385, and not for any other purpose.

You, City of Sydney do NOT have permission to publish, nor share with anyone outside City of Sydney the email address and street address without express written permission from [REDACTED].

We specifically confirm that any consent given in any form (including pursuant to your privacy policy) to disclose personal information to third parties is withdrawn.

From: James & Sarah Bourke [REDACTED] on behalf of James & Sarah Bourke
[REDACTED] <James & Sarah Bourke [REDACTED]>

Sent on: Thursday, May 22, 2025 4:06:12 PM

To: dasubmissions@cityofsydney.nsw.gov.au

Subject: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050 - Attention Max Di Rosario

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Hi Max,

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We support the building of student accommodation as we believe this frees up rental accommodation in the area for families and other occupants rather than share homes with university students. That said, we hold some concerns over the design of this project. The design prefers the pure economic gain of "premium" student accommodation units over privacy and overlooking to the adjoining neighbours.

Limited Privacy from Northern Elevation balconies with only partial screening

A-DA-101, A-DA-2110, A-DA-3101 and A-DA-4101 North South Section 2 illustrates the alignment of the balconies of SP90306 with the proposed balconies of the new development. If it was built as a Class 2 Residential Apartment building we would have less occupants peering back at us than the 32 individual Sole Occupancy Units (SOUs) across only levels 1-3 with a potential 64 individuals plus the communal space on level 3, this does not even account for ground floor occupants.

Under Section 4.4.1.6 sub section 2. b) and c) (excerpt below) the bedrooms of the SOUs at the rear of the property face directly into 15-17 Marsden Street, Camperdown and specifically our main living areas and bedroom windows to multiple owners. They have done little to limit the overlooking with partial screens only. Considering the occupancy rates of the Class 3 building, the balconies should have complete angled & fixed privacy screening / louvres to the rear balconies to mitigate overlooking. I also note that this area is part of the Clause 4.5 variation for distance to the boundary. I do not believe they have sufficiently addressed the disruption to neighbouring buildings.

4.4.1.6 Amenity, safety and privacy

- (1) Boarding houses are to maintain a high level of resident amenity, safety and privacy by ensuring:
 - (a) communal spaces, including laundry, bathroom, kitchen and living areas are located in safe and accessible locations;
 - (b) bedrooms are located so that they are separate from significant noise sources and incorporate adequate sound insulation to provide reasonable amenity between bedrooms and external noise sources;
 - (c) structural fittings and fixtures for all internal rooms that enhance nonchemical pest management of the building, with all cracks and crevices sealed and insect screening to all openings;
 - (d) all appliances achieve an energy star rating of 3.5 or higher, unless otherwise legislated;
 - (e) where fewer than 12 occupants are accommodated, at least two bedrooms have north or east windows and at least one bedroom is adaptable for residents with a disability.
- (2) Boarding houses are to be designed to minimise and mitigate any impacts on the visual and acoustic privacy of neighbouring buildings by locating:
 - (a) the main entry point at the front of the site, away from side boundary areas near adjoining properties;
 - (b) communal areas and bedroom windows away from the main living area or bedroom windows of any adjacent buildings;
 - (c) screen fencing, plantings, and acoustic barriers in appropriate locations; and
 - (d) double glazed windows where noise transmission affects neighbouring buildings.

Acoustic Implications of Communal Space and Balcony in close proximity to our boundary.

On A-DA-2113 the communal space on level 3 has a balcony with the potential to cause significant noise to neighbouring properties. The floor plan shows 9 desks suggesting that 9 occupants could occupy this space however

the acoustic report limits the use of this space to 8 occupants. The acoustic report also notes that doors and windows should remain closed when occupying this room. This is how they have justified their acoustic report. This room should not have a balcony as it encourages communal gathering with potential noise implications from a densely occupied room.

Under Section 4.4.1.6 sub section 2 d) Double glazing to the communal area on level 3 should be required. Considering our living spaces and bedrooms to this elevation of the building, we would request the council impose the removal of the balcony to the level 3 communal space. I also note that this area is part of the Clause 4.5 variation for distance to the boundary. I do not believe they have sufficiently addressed the disruption to neighbouring buildings.

Clause 4.6 Variation relating to building height in excess of 12 metre height limit

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Clause 4.6 Variation relating to building set back to rear of property

This directly impacts our apartment and considering our previous comments relating to privacy of our principal living areas and bedrooms, the distance is concerning. There are set controls for a reason and this variation provides inequitable outcomes for the adjoining properties. Without properly addressing privacy, overlooking, acoustic concerns when windows are open or when occupants are on their balconies. Considering the nature of the occupants being student accommodation the potential increased noise omitted should not be ignored or overlooked. Considering the 32 different SOUs across levels 1-3 plus Ground Floor this is not an insignificant loss of privacy and private open space (POS) amenity. This apartment was preferable to us due to the extended balcony and now anyone using this balcony will be watched by potentially 64 people.

Air Condenser locations - The current drawings and the acoustic report denote the location of condensers to be on the roof. We want to ensure that these condensers cannot be located on the northern elevation balconies as this will have a significant acoustic impact on our property (15-17 Marsden Street, Camperdown).

Contamination & Demolition

The reports attached to the DA, paint a worrying picture of Asbestos, Hazardous Chemicals in ground, ground water and in existing buildings which needs to be removed safely. Of course I understand the builder will be responsible to do this safely and will conduct air monitoring. Considering the distance to our adjoining property, I would hope that the strata committee is informed and consulted regarding hazardous works and safety measures for our occupants. I assume that standard conditions for adjoining neighbour consultation for hazardous removal will be imposed on any consent given.

Many thanks
Sarah

From: Kiran Khadka [REDACTED] on behalf of Kiran Khadka [REDACTED] <Kiran Khadka [REDACTED]>

Sent on: Wednesday, May 28, 2025 3:32:03 PM

To: dasubmissions@cityofsydney.nsw.gov.au

Subject: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050 - Attention Max Di Rosario

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Hi Max,

I am emailing you to raise my concerns for the above project in the capacity of Secretary of the Owner's Committee for 15-17 Marsden St, Camperdown NSW 2050. The proposed development covers 100% of our rear elevation which is nearly 60% of the rear elevation of the development.

Clause 4.6 - Building Separation

I raise my concern with the Balcony to Boundary distance being 5.159m which doesn't maintain the required 6m distance per standard.

Given a high density building with nearly 41 rear apartments over 4 levels, this raises my concern on the peaceful surrounding that we have been living with.

Clause 4.6 - Building Height

I understand the developer's argument of buildings in the area of being various heights but at the same time they are also comparing with the buildings on Parramatta Road and Rydges Hotel which I assume will follow different standard, while all the residential building are under 12m of the height.

With 25% over the max height of 12m (excl. the lift overrun) and considering each of their levels will be 25% above ours, the units at the proposed building will have the clear and unrestricted view of our living area, bedrooms etc. This puts residents of our building in great disadvantage and fails to provide the privacy that is sought after.

Acoustic Implications

The acoustic report notes the doors and windows should remain closed when occupied thus justifying the design. But the balconies on the nearly 41 rear apartments encourages communal gathering with potential noise implications to our property of 12 apartments.

I request the Council to consider to impose removal of the balconies or have better solution put in place to mitigate high risk of noise pollution and privacy concerns to our building. Noting again that 60% of this development rear's faces 100% of our building which puts us in a great disadvantage.

Air Condenser Location

I request that the Council will make sure that the condenser is located away from the Northern elevation of the development as to reduce significant noise pollution to our property.

I am happy with the new development in the area and request the Council to consider our concerns over the noise and privacy of existing properties which are not of high density and are in the verge of being greatly impacted by this development.

Kiran Khadka

From: John Cheng [REDACTED] on behalf of John Cheng
[REDACTED] <John Cheng [REDACTED]>
Sent on: Thursday, May 29, 2025 2:32:19 PM
To: dasubmissions@cityofsydney.nsw.gov.au
Subject: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050 - Attention Max Di Rosario
Attachments: Project D2025-385.pdf (154.13 KB)

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Hi Max,

I am local residents on Briggs St Camperdown.
Please find my objection letter to the project and advise

- What is next meeting for this DA
- IF there is anything else, I need to follow up

Kind regards,

John Cheng

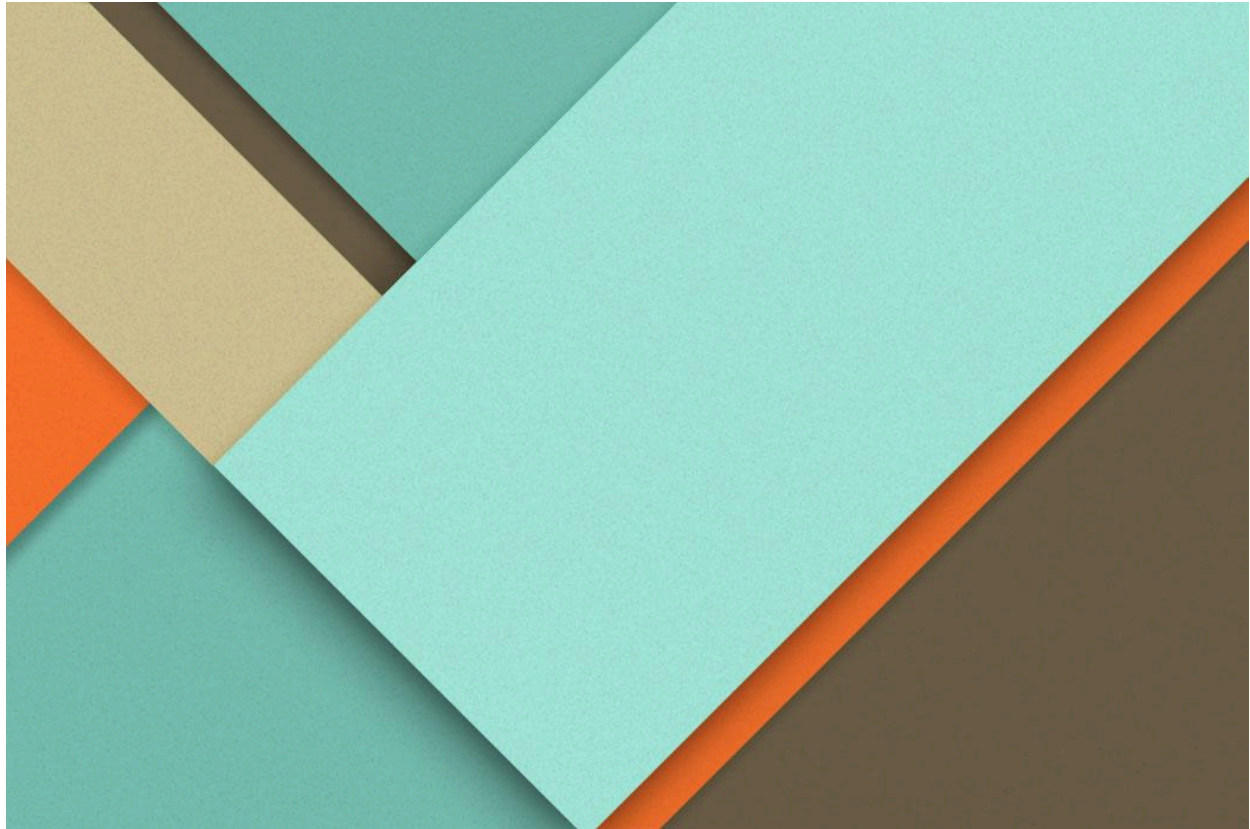
M [REDACTED]
E [REDACTED]

LOUNGEREPAIR GUYS

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Objections to D/2025/385

May 2025

John Cheng

Local residents at 3-11 Briggs St Camperdown

Overview

Current proposed development is bulky, over size and commercial usage is against the merits of the surrounding neighbourhood.

Goals

1. Reduced the building height to within 12m height compliance in DCP2012
2. Reduced car park to one level via mixed bedroom configurations

Objections : Height, Room configuration, commercial use and EPA concerns

IT is a matter of facts of the unique community and locality that requires a well-balanced approach to improve the mix of residential configuration instead of putting up a bulk, oversized boarding house style development.

1. Flood restriction is one of the site constraints and not an issue to all other developments in the local buildings to support the departure from height control in the DCP. Given the argument of flooding restriction, to raise ground floor 440mm higher than street level, to support the lift projection to 14.83m which is approx 24% over the 12m height control.
2. The other planning document to support the departure of set back and building separation is using the same merit points of public transportation,, approximately to local hospital and university.
3. The RL of 3F is 1481mm about 12.3% above the 12m height control which introduces 10 units and permanent shadow impact to local residentials and blocks natural airflow. It. Lift access for 4 story buildings is a BCA compliance issue but not a reason or supporting argument that this development should depart from DCP.
4. Given the nature of co-living is to encourage diversity and mixture of living across age group instead of target unique group of residents like students or local workers, the whole building offers 55 units of uniform and compact living space which is more like traditional boarding house or hotel style living with a lift access
5. Given the design of co-living, there are over 250m² corridor space IF not taken into account of GFA 1664m² space which is about 15% above GFA. IF it is part of the GFA, it means the utilisation of GFA was not effective and is about the areas of 10 units on the 3F which are above the 12m height control.

6. Given the commercial nature of boarding houses instead of co-living, there is excessive usage of car parks of 23 spots in a narrow one way vehicle passage, it is a risk and rescue drama if any mechanical breakdown of any vehicle, especially, there are 4 disabled parking spots in this kind of confined space.
7. The limited sample of geo test and report contains mistakes and inappropriate lab procedures as highlighted by EPA consultants already, and there are likely and potential soil contamination during the excavation which requires independent EPA consultants to monitor the process and testing adequate soil samples in the correct and appropriate lab procedure.
8. In the instance of 12 sample spots of geo report were conducted by EPA on a 800m² site, it is a BIG question about the current report with potential contamination concern. The more excavation of like 2 level basement for car park which can potentially contaminate underground water and add unnecessary loading to existing waste management sites.

From: Maggie Joel [REDACTED] on behalf of Maggie Joel
[REDACTED] <Maggie Joel [REDACTED]>

Sent on: Saturday, May 31, 2025 9:39:15 AM

To: dasubmissions@cityofsydney.nsw.gov.au

Subject: Objection to DA/2025/385 18-28 Briggs St, Camperdown

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

To Manager, Planning Assessments

I am an owner at 15-17 Marsden Street, Camperdown and I have a number of concerns regarding Development Application DA/2025/385. The main concern is the loss of privacy and loss of light for units in our block. Owners in our block have reviewed the plans and listed the concerns below.

Limited Privacy from Northern Elevation balconies with only partial screening

On A-DA-101, A-DA-2110, A-DA-3101 and A-DA-4101 North South Section 2 illustrates the alignment of the balconies of SP90306 with the proposed balconies of the new development. If it was built as a Class 2 Residential Apartment building we would have less occupants peering back at us than the 32 individual Sole Occupancy Units (SOUs) across only levels 1-3 with a potential 64 individuals plus the communal space on level 3.

Under Section 4.4.1.6 sub section 2. b) and c) (excerpt below) the bedrooms of the SOUs at the rear of the property face directly into 15-17 Marsden Street, Camperdown and specifically our main living areas and bedroom windows to multiple owners. They have done little to limit the overlooking with partial screens only. Considering the occupancy rates of the Class 3 building, the balconies should have complete angled privacy screening to the rear balconies to mitigate overlooking. We also note that this area is part of the Clause 4.5 variation for distance to the boundary. This does not sufficiently address the disruption to neighbouring buildings.

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variation for distance to the boundary. I do not believe they have sufficiently addressed the disruption to neighbouring buildings.

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If I am on my rear balcony, or indeed anywhere inside that side of my apartment, I will be watched by potentially 64 people.

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The reports attached to the DA, paint a worrying picture of Asbestos, Hazardous Chemicals in ground, ground water and in existing buildings which needs to be removed safely. Of course I understand the building will be responsible to do this safely and will conduct air monitoring. Considering the distance to our adjoining property, I would hope that the strata committee is informed and consulted regarding hazardous works and safety measures for our occupants. I assume that standard conditions for adjoining neighbour consultation for hazardous removal will be imposed on any consent given.

Please confirm receipt of this objection.

Margaret Joel

Resident: Unit 10, 15-17 Marsden Street, Camperdown

Tel: [REDACTED]

From:

Sent on:

Tuesday, June 3, 2025 8:34:35 PM

To:

dasubmissions@cityofsydney.nsw.gov.au

Subject:

D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050

Attachments:

Barry Nichols objections to D2025385 18 28 Briggs Street CAMPERDOWN NSW 2050.pdf (126.31 KB)

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Barry Nichols
23 Briggs Street
Camperdown NSW 2050

Bill MacKay
Manager Planning Assessments
City of Sydney
GPO Box 1591 Sydney
NSW 2001
Town Hall House
456 Kent Street
Sydney NSW 2000

3 June 2025

Dear Mr MacKay,

Re: D/2025/385: Objection to proposed development of 18-28 Briggs Street Camperdown NSW 2050

I have been a resident of Briggs Street since 1991 and have seen many of our industrial buildings disappear in Camperdown. On the 13th March 2025 I arrived home to find 12 workmen with multiple machines beginning to dismantle the beautiful single storey interwar industrial building in front of my heritage listed house. I rang the City of Sydney council office, and you came and stopped them. So I want to thank you for that! They left two days later with all their demolition machines. I would be willing to support council prosecuting ACE Camperdown P/L for this gross action. They should be calling themselves JOKERS Camperdown P/L!

This DA in front of you is a deceitful attempt to diminish a significant building that is part of the fabric of Camperdown. These buildings must be celebrated and reimaged like others in the City of Sydney. (like Dank Street – among others)

This DA fails to understand the simple fact that there is no need to demolish and rebuild, if what they are proposing is a building that looks like the one that exists there now. As the **DCP states “you must preserve the industrial buildings”** Although the developer says their building looks like the building that is there, then there should be nothing stopping them from keeping the building that is there now. Fact is this building is only single storey!

The floor to space ratio is misleading as the common enclosed areas have been included on the plans, they have cheated on the floor to space ratio as there is no way their 4-storey building that appears to cover most of the site would have a floor to space ratio of less than 1.5:1. The floor to space ratio is closer to 1.65:1 as far as I, as a lay person can see.

Also, this DA is not for social housing or affordable housing as the developer will put whoever can pay the rent in there. They are proposing a housing type that will just take the pressure of residential housing stock.

All the Heritage items in the street are standout and significant, and if this DA is granted our home will get very little sun and hence, our lifestyle will be in shadow. We love the view of this industrial building, but the bulk and scale of the proposed building is far too great for the site.

Why have 22 parking places if it's for co-living housing? Don't they know that the City of Sydney has abundant

public transport. The carparking is unreasonable and totally unnecessary intensification of the site. It probably just another revenue stream for them that takes in no account of the existing community here now. Co-living communities are carless.

I can't see how we the residents will handle more cars on this one-way street. Imagine this... one metre from my front door cars coming in and out of the building, accelerating to 60 kms per hr! Can we reduce the speed here?

To be frank with you, what would be acceptable is the frontage and the clear storey windows of the existing single storey interwar industrial building at 18-28 Briggs Street be no more than 2-storey's. Please reject the 55 rooms to something that is sustainable for the site. Also, the existing carparking should be retained as open area as it is now.

Go ahead and build your 4-stories at the back but retain the facade at its present height and keep the integrity of this classic post war industrial factory intact.

We would love to see something that transforms and reimagines this building but retains its history so that the new community that moves in there can enjoy the amenity of the area.

Yours sincerely,

Barry Nichols



Barry Nichols

Producer | Cinematographer | Editor

Studio 54 - 330 Wattle Street, Ultimo 2007

Visual Information operates on Gadigal Country. We acknowledge the Gadigal people of the Eora Nation as the Traditional Custodians of the land and pay our respects to Elders past, present and emerging.

Barry Nichols
23 Briggs Street
Camperdown NSW 2050

Bill MacKay
Manager Planning Assessments
City of Sydney
GPO Box 1591 Sydney
NSW 2001
Town Hall House
456 Kent Street
Sydney NSW 2000

2 June 2025

Dear Mr MacKay,

Re: D/2025/385: Objection to proposed development of 18-28 Briggs Street Camperdown NSW 2050

I have been a resident of Briggs Street since 1991 and have seen many of our industrial buildings disappear in Camperdown. On the 13th March 2025 I arrived home to find 12 workmen with multiple machines beginning to dismantle the beautiful single storey interwar industrial building in front of my heritage listed house. I rang the City of Sydney council office, and you came and stopped them. So I want to thank you for that! They left two days later with all their demolition machines. I would be willing to support council prosecuting ACE Camperdown P/L for this gross action. They should be calling themselves JOKERS Camperdown P/L!

This DA in front of you is a deceitful attempt to diminish a significant building that is part of the fabric of Camperdown. These buildings must be celebrated and reimaged like others in the City of Sydney. (like Dank Street among others)

This DA fails to understand the simple fact that there is no need to demolish and rebuild, if what they are proposing is a building that looks like the one that exists there now. As the **DCP states "you must preserve the industrial buildings"** Although the developer says their building looks like the building that is there, then there should be nothing stopping them from keeping the building that is there now. Fact is this building is only single storey!

The floor to space ratio is misleading as the common enclosed areas have been included on the plans, they have cheated on the floor to space ratio as there is no way their 4-storey building that appears to cover most of the site would have a floor to space ratio of less than 1.5:1. The floor to space ratio is closer to 1.65:1 as far as I, as a lay person can see.

Also, this DA is not for social housing or affordable housing as the developer will put whoever can pay the rent in there. They are proposing a housing type that will just take the pressure of residential housing stock.

All the Heritage items in the street are standout and significant, and if this DA is granted our home will get very little sun and hence, our lifestyle will be in shadow. We love the view of

this industrial building, but the bulk and scale of the proposed building is far too great for the site.

Why have 22 parking places if it's for co-living housing? Don't they know that the City of Sydney has abundant public transport. The carparking is unreasonable and totally unnecessary intensification of the site. It probably just another revenue stream for them that takes in no account of the existing community here now. Co-living communities are carless.

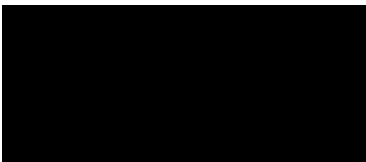
I can't see how we the residents will handle more cars on this one-way street. Imagine this... one metre from my front door cars coming in and out of the building, accelerating to 60 kms per hr! Can we reduce the speed here?

To be frank with you, what would be acceptable is the frontage and the clear storey windows of the existing single storey interwar industrial building at 18-28 Briggs Street be no more than 2-storeys. Please reject the 55 rooms to something that is sustainable for the site. Also, the existing carparking should be retained as open area as it is now.

Go ahead and build your 4-stories at the back but retain the facade at its present height and keep the integrity of this classic post war industrial factory intact.

We would love to see something that transforms and reimagines this building but retains its history so that the new community that moves in there can enjoy the amenity of the area.

Yours sincerely,



Barry Nichols

From: David Flynn [REDACTED] on behalf of David Flynn
[REDACTED] <David Flynn [REDACTED]>
Sent on: Wednesday, June 4, 2025 4:01:27 PM
To: DASubmissions <DASubmissions@cityofsydney.nsw.gov.au>
Subject: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050 - Attention Max Di Rosario
Attachments: Concerns and comments in relation to Development Proposed at 18 to 28 Briggs Street.pdf (117.83 KB), Concerns and comments in relation to Development Proposed at 18 to 28 Briggs Street.docx (11.25 KB)

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Dear Max,

Please find attached (in both word and pdf format) a written submission setting out a number of serious concerns/issues with proposed development application **D/2025/385** – Demolition and Construction of Co-living Housing at 18-28 Briggs Street, CAMPERDOWN, NSW 2050, along with the reasons for those concerns, why they are important to me and our local community and some suggested variations or accommodations that might be considered to help eliminate or minimise their impact.

If you have any further questions or require any additional information in relation to any of matters set out in this submission please do not hesitate to contact me via return email or directly on my mobile at [REDACTED].

Thank you for your time and consideration.

Yours sincerely,

David Flynn

Affected Property: Unit 6, 3-11 Briggs Street, Camperdown, NSW 2050

% David Flynn, Email: [REDACTED] Mobile: [REDACTED]

4th June 2025

City of Sydney (Attention Max Di Rosario)

Town Hall House, 456 Kent Street, Sydney, NSW 2000

Subject: Submission Regarding Development Application D/2025/385 – Demolition and Construction of Co-living Housing at 18-28 Briggs Street, CAMPERDOWN, NSW 2050

Dear Sir/Madam,

I am writing to formally raise my serious concerns as an affected property owner/resident regarding Development Application D/2025/385 for the "Demolition of existing structures and construction of co-living housing containing 55 rooms over four storeys with two levels of basement" at 18-28 Briggs Street, Camperdown, NSW 2050. My property, located at Unit 6, 3-11 Briggs Street, is directly opposite the proposed development, and I believe the current plans, if approved without significant variations or accommodations, will have an unacceptable adverse impact on my amenity, my neighbours and the local streetscape and community..

I respectfully request that the City of Sydney Planning Panel give due consideration to the following concerns and implement necessary variations or accommodations to eliminate or minimise their impact:

1. Impact on Privacy:

The proposed development plans fail to adequately recognise the existing building opposite, particularly its height in the area directly in front of the proposed development. The building at 3-11 Briggs Street is only three storeys in this section (despite the application representing it generically as a four story residential building), meaning my unit, on the top floor of this three story section (i.e. equivalent of Level 2 floor on development plan), will be directly overlooked and looked into. Specifically:

- **Direct line of sight into My Unit:** The windows of the two proposed standard rooms at the South West corner, shown on Level 2 Plan (i.e. the third story of proposed development), situated 2 floors above the driveway / garage roller door of the new development for context, will have direct sightlines into my Level 2 (third-storey) unit. This will severely compromise my privacy within my existing living space.
- **Overlooking of Outdoor Terrace and Living Areas:** The proposed terrace on the fourth storey (on Level 3 Plan - Communal Outdoor terrace at south west corner of proposed development) will directly overlook my existing outdoor terrace and the front

facing windows of my living area and kitchen. This significant loss of privacy will render my existing outdoor space unusable and create an uncomfortable living environment.

To mitigate these severe privacy impacts, I urge the City of Sydney to consider the following:

- **Adequate Privacy Screening:** Require substantial and effective privacy screening for all windows and balconies facing my property, particularly on the third and fourth floors (Level 2 Plan and Level 3 Plan). This screening should be adequately integrated into the design to genuinely and sustainably obscure views into my unit and terrace.
- **Restriction to Three Storeys:** Given the established streetscape and the direct overlooking concerns, consideration should be given to restricting the proposed development to a maximum of three storeys in height, aligning with the height of the opposite building and avoiding significant overshadowing of surrounding one and two storey residential terraces, including a number of heritage item properties, preserving residential amenity. This consideration may also go a long way to addressing concerns of ground floor and second floor residents in existing dwellings, all the way from 1 to 15 Briggs Street, who would otherwise be significantly impacted by additional shadow and loss of sunlight, as shown in the Shadow Diagrams in the application. The additional shadow and loss of sunlight may have unintended negative "Green" impacts, with impacted residents needing to increase their use of artificial lighting and heating (particularly in the winter months).

2. Vehicular Access and Traffic Congestion – Driveway Position, Width and Setback:

My second significant concern relates to the proposed driveway (with roller door) to the two storey basement parking (22 spaces), which is "single lane" and lacking adequate setback to manage contention on an already congested road. This will also create significant traffic congestion and collision risks due to its direct alignment with an existing equivalent driveway and roller door serving 3-11 Briggs Street.

- **Overlapping Turning Circles:** The required sweep and turning circles for vehicles entering and exiting both the proposed development's driveway and the existing driveway at 3-11 Briggs Street will have significant overlap. This will inevitably lead to vehicular congestion, especially during peak times, and substantially increase the risk of collisions between vehicles attempting to access or exit their respective properties.
- **Retention of "No Parking" Zone:** The area in front of the driveway into 3-11 Briggs Street is currently designated as "No Parking." This designation is crucial for allowing sufficient space for vehicles to safely sweep and turn into and out of the narrow driveway of the existing building. It is imperative that this "No Parking" zone is retained to ensure the safe and efficient operation of both driveways. The Traffic and Transport Impact Assessment Report states that there is an on-street car share space that will need to be relocated east of the current location to permit the driveway access, it is critical that any relocation plans do not impinge on the existing no parking zone necessary for safe entry/exit from 3-11 Briggs Street.

I request that the City of Sydney Planning Panel require a redesign of the proposed driveway to include an adequate setback from the kerb to allow for safe waiting and consideration of existing road conditions. This setback is also essential to allow for safe turning circles and to prevent the dangerous overlap with the existing driveway opposite (servicing the residents of 3-11 Briggs Street).

3. On-Street Servicing and Congestion:

The relevant DCP notes that service vehicles should be provided at a rate of 1 space per 50 dwellings (with 0.5 spaces beyond that), however, despite this requirement the application makes no provision for servicing space(s) within the site itself and reinforces this planning position by citing that the waste collection strategy is to be managed “on-street”. It concludes that “Servicing will continue to operate from the street, which is wide enough to cater for this use” which has failed to recognise that servicing to the existing Industrial Property at this site is done via the existing “off-street”, ground level car park facility, with building access set back from the road and kerb. It is also worth noting that while this existing car park is private property it commonly used by vehicles to service other dwellings and residents along Briggs Street (eg is it common to see an AustraliaPost delivery van parked on this site while distributing parcels to residents all along the street), as such the existing property has over time made part of this car park amenity available as a community resource that is beneficial to residents on the street as a whole. Additionally, the assessment that there is adequate ability for on-street servicing (waste collection, delivery vehicles loading/unloading) in front of the proposed development appears to be based on a fundamentally false assumption regarding Briggs Street's capacity in the area and the operation of (and necessity for) the no parking zone directly in front of the driveway for residents entering/exiting the existing building directly opposite the development site (3-11 Briggs Street).

- **Incorrect Assumption of Two Free Lanes:** The application apparently assumes Briggs Street maintains two free lanes at all times, with the Traffic and Transport Assessment stating that the width of Briggs Street allows for a vehicle to wait safely in the kerbside without blocking the street. This is entirely incorrect. Briggs Street is a one-way street with severely limited kerbside parking, which is consistently at full capacity.
- **One-Way Street with permanent Landscaping Blisters:** With City of Sydney's recent addition of landscaping blisters (adding garden beds, trees and canopy to the streetscape), Briggs Street is effectively now a one lane, one-way street in any operational sense. Any vehicle attempting to service the proposed development from the kerbside will inevitably block the entire street (recognising kerbside access is and will be significantly restricted with parking already at capacity, landscape blisters occupying additional parts of the road and other no-parking zones), causing significant congestion and disruption for all residents.
- **Impact on Existing Off-Street Parking:** The proposed removal of the existing off-street ground level car-park and servicing area, which is currently set back from the kerb, to be replaced exclusively with an “on-street” servicing solution for an additional 55 dwellings,

will exacerbate existing traffic issues. This will directly impact residents in properties with existing off-street parking facilities, making it incredibly difficult to enter and exit their driveways when servicing vehicles are present. The introduction of 55 co-living units will significantly increase the demand for servicing, making this issue untenable.

I strongly urge the City of Sydney to require the preservation of an adequate setback from the kerbside within the proposed development's design to allow for dedicated off-street servicing for the 55 additional co-living units. Relying on on-street servicing in a street as constrained as Briggs Street is unrealistic and will lead to intolerable levels of congestion and inconvenience for existing residents.

In conclusion, while I understand the need for new housing, it is paramount that new developments do not unduly compromise the amenity and safety of existing residents. The current proposal, particularly concerning privacy, vehicular access, and servicing, presents significant and unacceptable impacts on my property and the wider Briggs Street community.

I trust that the City of Sydney Planning Panel will carefully consider these concerns and require substantial variations or accommodations to Development Application D/2025/385 to ensure a design that is truly compatible with the existing neighbourhood and mitigates these adverse impacts. I request to be kept informed of the progress of this application and any opportunities to discuss my concerns further.

Thank you for your time and consideration.

Sincerely,

David Flynn

Affected Property: Unit 6, 3-11 Briggs Street, Camperdown, NSW 2050

% David Flynn, Email: [REDACTED], Mobile: [REDACTED]

4th June 2025

City of Sydney (Attention Max Di Rosario)

Town Hall House, 456 Kent Street, Sydney, NSW 2000

Subject: Submission Regarding Development Application D/2025/385 – Demolition and Construction of Co-living Housing at 18-28 Briggs Street, CAMPERDOWN, NSW 2050

Dear Sir/Madam,

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I request that the City of Sydney Planning Panel require a redesign of the proposed driveway to include an adequate setback from the kerb to allow for safe waiting and consideration of existing road conditions. This setback is also essential to allow for safe turning circles and to prevent the dangerous overlap with the existing driveway opposite (servicing the residents of 3-11 Briggs Street).

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- **Incorrect Assumption of Two Free Lanes:** The application apparently assumes Briggs Street maintains two free lanes at all times, with the Traffic and Transport Assessment stating that the width of Briggs Street allows for a vehicle to wait safely in the kerbside without blocking the street. This is entirely incorrect. Briggs Street is a one-way street with severely limited kerbside parking, which is consistently at full capacity.
- **One-Way Street with permanent Landscaping Blisters:** With City of Sydney's recent addition of landscaping blisters (adding garden beds, trees and canopy to the streetscape), Briggs Street is effectively now a one lane, one-way street in any operational sense. Any vehicle attempting to service the proposed development from the kerbside will inevitably block the entire street (recognising kerbside access is and will be significantly restricted with parking already at capacity, landscape blisters occupying additional parts of the road and other no-parking zones), causing significant congestion and disruption for all residents.
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will exacerbate existing traffic issues. This will directly impact residents in properties with existing off-street parking facilities, making it incredibly difficult to enter and exit their driveways when servicing vehicles are present. The introduction of 55 co-living units will significantly increase the demand for servicing, making this issue untenable.

I strongly urge the City of Sydney to require the preservation of an adequate setback from the kerbside within the proposed development's design to allow for dedicated off-street servicing for the 55 additional co-living units. Relying on on-street servicing in a street as constrained as Briggs Street is unrealistic and will lead to intolerable levels of congestion and inconvenience for existing residents.

In conclusion, while I understand the need for new housing, it is paramount that new developments do not unduly compromise the amenity and safety of existing residents. The current proposal, particularly concerning privacy, vehicular access, and servicing, presents significant and unacceptable impacts on my property and the wider Briggs Street community.

I trust that the City of Sydney Planning Panel will carefully consider these concerns and require substantial variations or accommodations to Development Application D/2025/385 to ensure a design that is truly compatible with the existing neighbourhood and mitigates these adverse impacts. I request to be kept informed of the progress of this application and any opportunities to discuss my concerns further.

Thank you for your time and consideration.

Sincerely,

David Flynn

From: [REDACTED]
Sent on: Thursday, June 5, 2025 8:14:40 PM
To: dasubmissions@cityofsydney.nsw.gov.au
CC: [REDACTED]
Subject: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050 - Attention Max Di Rosario
Attachments: Claire Nichols Comment on 18-28 Briggs Street Camperdown.pdf (59.13 KB)

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

3 June 2025

Dear Mr MacKay, Mr Di Rosario, and Planning team,

Re: D/2025/385: Objection to proposed development o 18-28 Briggs Street Camperdown NSW 2050

I am writing to oppose the demolition of existing structures and construction of a four-storey, 55 room, co-living housing development with two basement levels at 18-28 Briggs Street, Camperdown. The current proposal is an unreasonable and excessive intensification of the site that will negatively impact local heritage buildings in the street, overshadow and devastate the privacy and amenity of residents living in Briggs Street and contravene City of Sydney Local Environmental Plan planning controls and the City of Sydney DCP protocols.

I and my family of five live directly opposite the site which is currently a one-storey, post-war industrial building and we have been residents and part of this street community since 1991. The prospect of replacing the existing one-storey factory with a four-storey building that houses 55 transient residents is an untenable, insensitive, and inappropriate development for this site for the following reasons.

Height of Buildings (Clause 4.3 Appendix B Sydney LEP 2012 Compliance Table)

Firstly, The Sydney Local Environmental Plan 2012 planning controls specify that the height of the building on this site is restricted to 12 metres but the current building proposal has a height of 14.84 metres, well above the permissible limit and excessive in proportion to other properties in the street. I ask that the developer's requested amendment (Request Under 4.6 of the Sydney LEP 2012 to Vary Clause 69 (2) (b) at the Housing SEPP 2021) be denied.

Height to Floor Space Ratio (Clause 4.4 Appendix B Sydney LEP 2012 Compliance Table)

The proposed building is an overdevelopment of the site and is deceptively represented in the submitted documents. Clause 4.4 of Appendix B states that the permissible floor space ratio for this site is 1.5:1 but this development has a floor space ratio of 1.65/1. Even with the allowable bonus of 0.15:1 floor space ratio bonus given for purpose of co-living housing; it is questionable as to how the floor space ratios have been calculated from the diagrams presented. For example, have the so called external communal areas on ground and first floor at the east and south sides of the building and the north facing balconies and internal 'open' corridor spaces (many of which seem to be enclosed by louvres) been included in calculations of total floor space ratio? The height to floor space ratio is excessive and out of character for the street and area.

Overshadowing (Clause 6.21C LEP 2012 Compliance Table 2d (vii))

The front of our house 23 Briggs faces north and the only sun we get into our house during winter months comes in through the first-floor bedroom balcony and front porch on the street front side of our terrace. The proposed four-storey building opposite would completely overshadow the sunlit parts of our terrace house and all the neighbouring terraces on the south side of Briggs Street 13-29 Briggs Street. The shadow diagrams do not convey how severely the scale of this development will negatively impact our access to a sunlit space and amenity in our home. Many of the current residents do not have rear gardens and courtyards and rely on the street front windows or balcony sunshine for their inner-city outdoor enjoyment. The proposal needs to be scaled back with no more than 2-storeys occurring at Briggs Street frontage, a third storey being set back from the road to protect amenity of local residents and the fourth floor being removed completely.

Lack of Privacy and Absence of long-term community.

Briggs street is a narrow street and having communal outdoor living spaces, car, and pedestrian entrances to a 55-unit facility

directly opposite our bedroom and private street front balcony and living room will dramatically intrude on our privacy (visual and auditory). Furthermore, having 55 additional residents in our small street is far too intense and will overwhelm the existing community, most of whom are long term residents, young professionals, and families, not transient, short-stay students and workers. The scale of this co-living style of housing will dramatically change the character of our neighbourhood and street.

Heritage (Statement of Heritage Impact p 42)

According to the City of Sydney DCP 2012, warehouses, and industrial buildings older than 50 years should be conserved and any alterations, additions and adaptive reuse should maintain the legibility of the historic use. The existing warehouse at 18-28 Briggs Street is a post-war industrial building with a unique tooth structure roof system with clearstory windows. Surely the current development should be reduced and amended to include some of original existing industrial roof typology and industrial structure on the Briggs Street frontage with any new forms, density and additions being pushed further to the north side of the development. Wanting to demolish the current structure completely ignores any recognition of the building's historic use and demonstrates the developer's complete misunderstanding of its heritage value.

I strongly disagree with Clause 5.10 of Appendix B LEP 2012 Compliance Table comment that states "that the proposed development complies with pertinent heritage controls and would engender a neutral impact on the heritage significance of the heritage items in the vicinity". 18-28 Briggs Street site is located in the vicinity of a Heritage Conservation area and is directly opposite a row of listed heritage terraces on south side of Briggs Street, specifically numbers 13,15,17-23, 25-35 Briggs Street. Contrary to statements made in Appendix B (Sydney LEP2021 Compliance Table), I would argue that the external appearance of the proposed development will detrimentally impact view corridors of all the listed heritage properties opposite, including our own. I like seeing the old industrial fabric of Camperdown's past as part of the view corridor from our listed heritage property. Erasing this and replacing it with a disproportionately scaled four storeys with three storeys at street front is clearly a money-making proposal for the developer rather than a respectful, responsible acknowledgment of any heritage significance.

Traffic and Parking Requirements

The minimum parking requirement set by the City of Sydney for a co-living housing development is 1 car space per 5 rooms (quote document). The current proposal includes 22+ parking spaces for 55 single dwellings which is far in excess of permissible levels. This is particularly relevant in this locality which has easy close access to cycle routes, bus and train services and already has too much traffic given its proximity to the hospital, university, and medical centres. Building a two-storey underground car park is completely unnecessary if intended residents are local workers and students such as nurses and university students. Existing street parking for current Briggs Street residents and non-resident workers (nurses/academics) will also be reduced dramatically by this development if it goes ahead at its current oversized scale.

Impact of Construction on local community relationships, creative professionals, and businesses

The construction of the development will involve major groundworks and sustained heavy construction noise and constant and multiple construction vehicles, and this would have a devastating impact on the current Briggs Street community and the tenancy of Briggs Street properties and offices. For example, tenants of Church Street Studios (full of local composers and professional recording musicians) and families in adjoining terrace properties will need to uproot and relocate rather than endure an unbearable and lengthy construction process that makes access to their own homes and workplaces extremely difficult, uncomfortable, and frankly undoable. Surely forcing local professionals who already work in fields of technology, education, and health out of Briggs Street is contrary to the local precinct masterplan for this area to become a health, technology, and education hub.

In summary, I would like to see a significantly reduced scale development proposal for 18-28 Briggs Street that respects the existing listed heritage properties and buildings in Briggs Street and their amenity (sunlight, sustained long term connection to neighbours and heritage fabric of the street) and contains a mixed range of dwelling types (2 and 3 bedroom apartments), not just 55 individual hostel-style co-living housing rooms for transient tenants that won't be around long enough to engage as local community members.

I trust that the Council will consider these objections to the current proposal favourably and ensure that that the development proposal for 18-28 Briggs Street is responsive to community feedback.

Yours Sincerely,

Claire Nichols (nee Claire Crammond)
Permanent long term owner resident
23 Briggs Street Camperdown

Bill MacKay
Manager Planning Assessments
City of Sydney
GPO Box 1591 Sydney
NSW 2001

3 June 2025

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Firstly, The Sydney Local Environmental Plan 2012 planning controls specify that the height of the building on this site is restricted to 12 metres but the current building proposal has a height of 14.84 metres, well above the permissible limit and excessive in proportion to other properties in the street. I ask that the developer's requested amendment (Request Under 4.6 of the Sydney LEP 2012 to Vary Clause 69 (2) (b) at the Housing SEPP 2021) be denied.

Height to Floor Space Ratio (Clause 4.4 Appendix B Sydney LEP 2012 Compliance Table)

The proposed building is an overdevelopment of the site and is deceptively represented in the submitted documents. Clause 4.4 of Appendix B states that the permissible floor space ratio for this site is 1.5:1 but this development has a floor space ration of 1.65/1. Even with the allowable bonus of 0.15:1 floor space ratio bonus given for purpose of co-living housing; it is questionable as to how the floor space ratios have been calculated from the diagrams presented. For example, have the so called external communal areas on ground and first floor at the east and south sides of the building and the north facing balconies and internal 'open' corridor spaces (many of which seem to be enclosed by louvres) been

included in calculations of total floor space ratio? The height to floor space ratio is excessive and out of character for the street and area.

Overshadowing (Clause 6.21C LEP 2012 Compliance Table 2d (vii))

The front of our house 23 Briggs faces north and the only sun we get into our house during winter months comes in through the first-floor bedroom balcony and front porch on the street front side of our terrace. The proposed four-storey building opposite would completely overshadow the sunlit parts of our terrace house and all the neighbouring terraces on the south side of Briggs Street 13-29 Briggs Street. The shadow diagrams do not convey how severely the scale of this development will negatively impact our access to a sunlit space and amenity in our home. Many of the current residents do not have rear gardens and courtyards and rely on the street front windows or balcony sunshine for their inner-city outdoor enjoyment. The proposal needs to be scaled back with no more than 2-storeys occurring at Briggs Street frontage, a third storey being set back from the road to protect amenity of local residents and the fourth floor being removed completely.

Lack of Privacy and Absence of long-term community.

Briggs street is a narrow street and having communal outdoor living spaces, car, and pedestrian entrances to a 55-unit facility directly opposite our bedroom and private street front balcony and living room will dramatically intrude on our privacy (visual and auditory). Furthermore, having 55 additional residents in our small street is far too intense and will overwhelm the existing community, most of whom are long term residents, young professionals, and families, not transient, short-stay students and workers. The scale of this co-living style of housing will dramatically change the character of our neighbourhood and street.

Heritage (Statement of Heritage Impact p 42)

According to the City of Sydney DCP 2012, warehouses, and industrial buildings older than 50 years should be conserved and any alterations, additions and adaptive reuse should maintain the legibility of the historic use. The existing warehouse at 18-28 Briggs Street is a post-war industrial building with a unique tooth structure roof system with clearstory windows. Surely the current development should be reduced and amended to include some of original existing industrial roof typology and industrial structure on the Briggs Street frontage with any new forms, density and additions being pushed further to the north side of the development. Wanting to demolish the current structure completely ignores any recognition of the building's historic use and demonstrates the developer's complete misunderstanding of its heritage value.

I strongly disagree with Clause 5.10 of Appendix B LEP 2012 Compliance Table comment that states "that the proposed development complies with pertinent heritage controls and would engender a neutral impact on the heritage significance of the heritage items in the vicinity". 18-28 Briggs Street site is located in the vicinity of a Heritage Conservation area and is directly opposite a row of listed heritage terraces on south side of Briggs Street, specifically numbers 13,15,17-23, 25-35 Briggs Street. Contrary to statements made in Appendix B (Sydney LEP2021 Compliance Table), I would argue that the external appearance of the proposed development will detrimentally impact view corridors of the all the listed heritage properties opposite, including our own. I like seeing the old industrial fabric of Camperdown's past as part of the view corridor from our listed heritage property. Erasing this and replacing it with a

disproportionally scaled four storeys with three storeys at street front is clearly a money-making proposal for the developer rather than a respectful, responsible acknowledgment of any heritage significance.

Traffic and Parking Requirements

The minimum parking requirement set by the City of Sydney for a co-living housing development is 1 car space per 5 rooms (quote document). The current proposal includes 22+ parking spaces for 55 single dwellings which is far in excess of permissible levels. This is particularly relevant in this locality which has easy close access to cycle routes, bus and train services and already has too much traffic given its proximity to the hospital, university, and medical centres. Building a two-storey underground car park is completely unnecessary if intended residents are local workers and students such as nurses and university students. Existing street parking for current Briggs Street residents and non-resident workers (nurses/academics) will also be reduced dramatically by this development if it goes ahead at its current oversized scale.

Impact of Construction on local community relationships, creative professionals, and businesses

The construction of the development will involve major groundworks and sustained heavy construction noise and constant and multiple construction vehicles, and this would have a devastating impact on the current Briggs Street community and the tenancy of Briggs Street properties and offices. For example, tenants of Church Street Studios (full of local composers and professional recording musicians) and families in adjoining terrace properties will need to uproot and relocate rather than endure an unbearable and lengthy construction process that makes access to their own homes and workplaces extremely difficult, uncomfortable, and frankly undoable. Surely forcing local professionals who already work in fields of technology, education, and health out of Briggs Street is contrary to the local precinct masterplan for this area to become a health, technology, and education hub.

In summary, I would like to see a significantly reduced scale development proposal for 18-28 Briggs Street that respects the existing listed heritage properties and buildings in Briggs Street and their amenity (sunlight, sustained long term connection to neighbours and heritage fabric of the street) and contains a mixed range of dwelling types (2 and 3 bedroom apartments), not just 55 individual hostel-style co-living housing rooms for transient tenants that won't be around long enough to engage as local community members.

I trust that the Council will consider these objections to the current proposal favourably and ensure that that the development proposal for 18-28 Briggs Street is responsive to community feedback.

Yours Sincerely,

Claire Nichols (nee Claire Crammond)

Permanent long term owner resident

23 Briggs Street Camperdown

From: Matt Johnson [REDACTED] on behalf of Matt Johnson

[REDACTED] <Matt Johnson [REDACTED]>

Sent on: Monday, June 9, 2025 4:19:59 PM

To: dasubmissions@cityofsydney.nsw.gov.au

Subject: Objections to D/2025/385 - 18-28 Briggs St, Camperdown

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Good afternoon,

I would like to lodge my objections to ACE Camperdown's DA for a 55 unit co-living housing building. I am a resident in 15-17 Marsden St, which is adjacent to the proposed development.

The main issues I would like to highlight are:

- **Likelihood of acoustic impacts to neighbouring properties:** Given that this is likely to be student accommodation (i.e. relatively transient and a consistent demographic), I am concerned about the number of balconies and communal space that is close to our [building.lt](#) looks as though a significant volume of air condensers are proposed, which will add to the persistent noise pollution in our street (e.g. aircraft noise, traffic from Parramatta Rd)
- **Limited privacy:** My reading of the drawings is that the developer is only proposing partial screening for the rear balconies, which will look onto to the living areas of our building. Many of us with Marsden St balconies also have privacy issues on that side of the building, due to the new-ish development opposite us.
- **Hazardous material on the proposed site:** My understanding is that the site that will be demolished contains a number of hazardous materials, due to its former life as an industrial site (e.g. asbestos, lead). But I couldn't see what controls or oversight would be provided for the safe removal of this material, if approved. I have a young family, and am concerned that this will not be handle responsibly.

All of the above issues are compounded by the fact that there appears to be minimal distance between our building and the proposed development, which I think will negatively impact our property more than any others in the neighbourhood.

Could the Council please ensure that the DA is modified, so that there is:

- less acoustic impact on our property (e.g. fewer balconies, air condensers distributed throughout the building more evenly)
- greater privacy (e.g. via full privacy screening)
- a clear plan for Council oversight and consultation in relation to removal of asbestos or any other hazardous material.

Thank you for considering this objection.

M. Johnson
11/15-17 Marsden St
Camperdown

From: Dean Harvey [REDACTED] on behalf of Dean Harvey [REDACTED] <Dean Harvey [REDACTED]>
Sent on: Monday, June 9, 2025 5:53:18 PM
To: dasubmissions@cityofsydney.nsw.gov.au
CC: Cate and Dean Harvey [REDACTED]
Subject: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050 - Attention Max Di Rosario

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Dear Max,

Thank you for seeking community feedback on the proposed DA submission for 18-28 Briggs St.

I am the owner of 7/15-17 Marsden St, which is a complex of 12 units directly on the rear boundary of the proposed development.

I wish to register my concerns about the potential impact of the new development on the residents of my complex. These are as follows:

1. Impact on privacy, given that the new development would have 32 units over 3 levels overlooking the balconies of residents in my complex.
2. Potential noise levels from the communal space on the Level 3 balcony.
3. Overshadowing from the development as it exceeds the allowable 12m height.
4. The above concerns are exacerbated by the proposal for the new development to be inside the minimum set-back from the rear boundary between the two complexes.

I ask the Council please to consider what revised or additional design measures are appropriate to assure the privacy and peaceful amenity of all affected residents. At a minimum I seek a more complete screening arrangement on the Briggs St complex balconies than is currently proposed.

Many thanks,

Dean Harvey
Tel: [REDACTED]

From: Jax Rousselot [REDACTED] on behalf of Jax Rousselot
[REDACTED] <Jax.Rousselot@[REDACTED]>
Sent on: Sunday, June 8, 2025 1:22:56 PM
To: dasubmissions@cityofsydney.nsw.gov.au
Subject: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050 - Attention Max Di Rosario
Attachments: Response to DA Proposal.pdf (7.04 MB)

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Attention: Max Di Rosario

I attach my comments on the current DA application (D/2025/385) for 18 Briggs Street.

Thank you for your consideration,

Jacqueline Rousselot
[REDACTED]

8 June 2025

Mr Bill MacKay, Manager, Planning Assessments, Sydney City Council
(By e-mail to dasubmissions@cityofsydney.nsw.gov.au)

RE: DA application (D/2025/385) for 18 Briggs Street

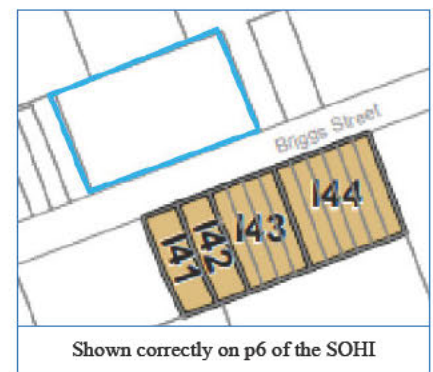
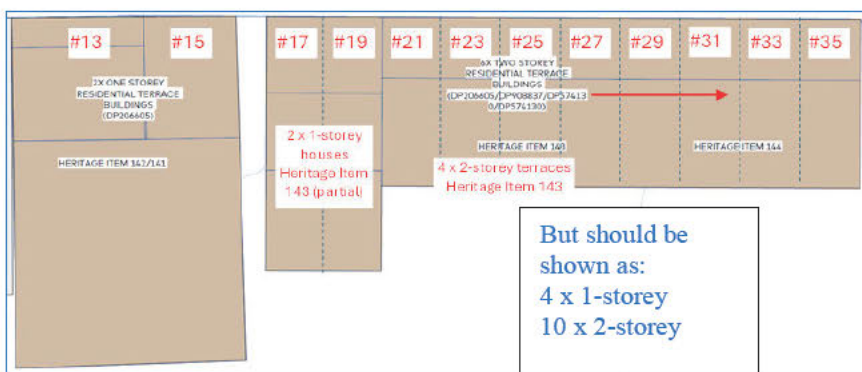
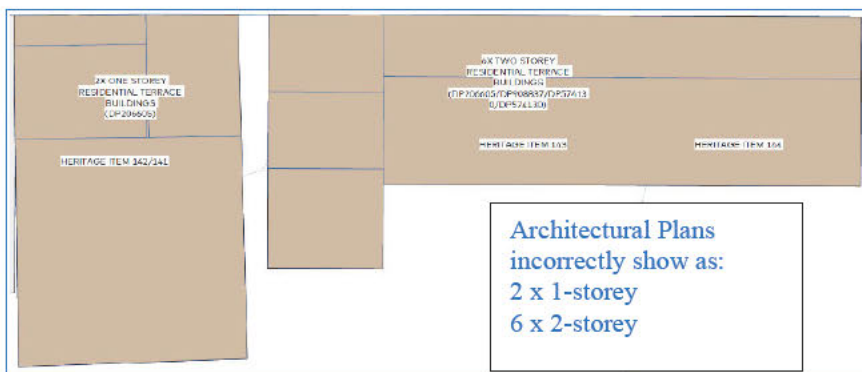
Dear Mr. MacKay,

I own and occupy a 1-storey heritage-listed cottage at 19 Briggs Street, Camperdown, directly opposite the proposed development at 18 Briggs Street. I have thoroughly reviewed the proposal (for demolition of existing structures and construction of co-living housing containing 55 rooms over four storeys with two levels of basement), and would like to share my concerns, below.

1. Significant negative impact on heritage buildings and Briggs Street

1A. Many heritage listed 1-storey houses and 2-storey terraces are directly affected

- **There is a line of 12 small 1-2 storey heritage houses and terraces** directly across the street from the proposal which are significantly negatively impacted by the bulk and scale of the proposal.
- **Architectural Plans mischaracterise the number of heritage homes:** The Plans (p2-4) label only 8 heritage homes, and this graphic is repeated in virtually all other supporting documents. Yet there are actually 12 heritage homes in a row directly across the street from the site (plus one on the corner, not shown below), as detailed on the table and graphic on p6-7 of the SOHI.

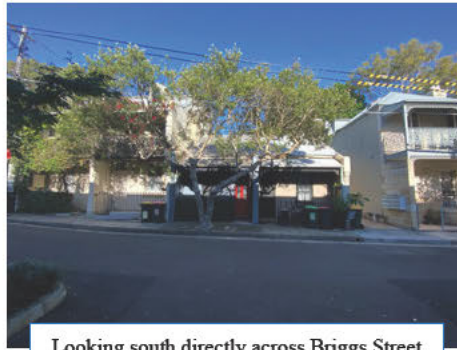


- **Context photos misrepresent the context:** Both the Co-Living Report (p21), and the SOHI avoid showing photos of the 1-storey homes directly across the street from the site, along with much of the line of heritage terraces, zooming instead onto the taller buildings at the ends of the street. The Co-Living Report Photo 2 ("Looking at the opposite side of Briggs Street from the site") is taken from the end of the street, not from the site. Similarly, photos 3 and 4 mischaracterise the locality of the site by zooming in on the built-up ends, rather than the part of the street where the proposal is to be located.

These are actual photos of the site context, taken from the middle of the site, showing that the existing 2-storey structure to be demolished and replaced is already as big as (or bigger than) the surrounding buildings:



Looking west to Church Street



Looking south directly across Briggs Street

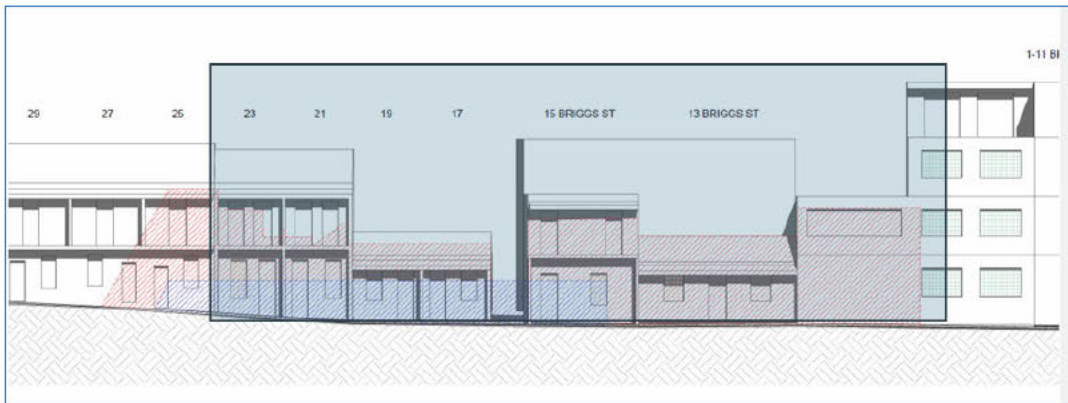


Looking east to Missenden Road

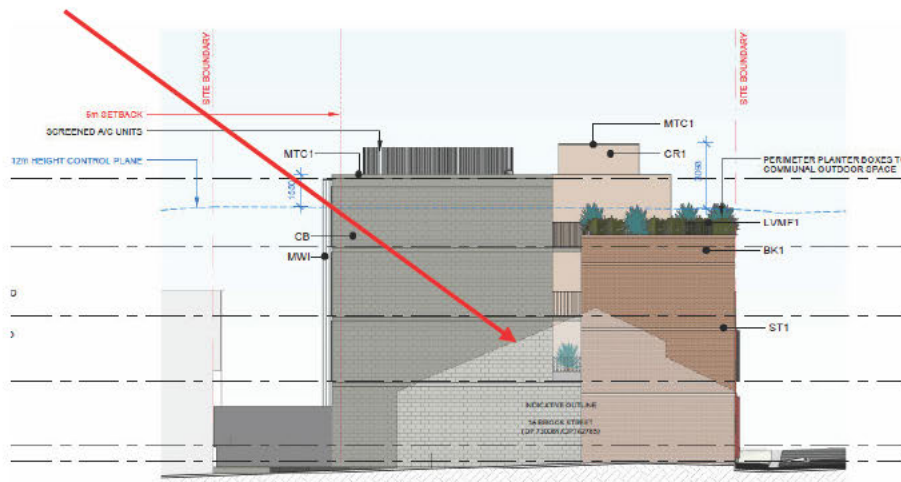
- **The SOHI mischaracterises lack of setback:** despite stating on p42 and 44 that the building has been designed “with ample setback from the street” and with “sufficient setback from the nearby heritage-listed items,” in fact it is built to the front boundary on a narrow street. It further alleges that it “will not majorly impact significant view lines of Briggs Street” compared to what is currently there, which is patently false.

1B. Proposed height, length, and bulk would harm heritage items and historical character

- **Height, length, and insufficient articulation detract from heritage character:** The Plans (p17) depict the streetscape opposite the proposed building (shown below). The bulk of the proposed building, and its position relative to the heritage items, is the shaded blue box. It looms over the heritage items (shown numbered, though missing 3 more at #31, 33, and 35):



- **Bulk completely out of scale in context of heritage streetscape:** While the Architectural Plans omit the (required?) superimposed outlines of the current building, an idea can be gained from the outline of the neighbouring building (Plans p12), showing that the proposed height and bulk are many times that of the current building and its neighbours:



- **Increased bulk over current building:** The current site is characterised by a 2-storey building, half of which is built to the front boundary, but half of which is significantly set back from the

street. It is sympathetic in size and form with the surrounding buildings, including the heritage items. However, the proposal to build along the front boundary for the entire length of the site – even if the proposal were the same height, which it is not – would significantly increase the perception of bulk relative to the heritage items across the street. The fact that it would be a 4-storey building would be catastrophic to the historic look and feel.



- **The SEE mischaracterises street frontage length, which is over 40m long:** The SEE (p56) states that “the proposed development has a maximum street frontage length that does not exceed 40m”. On p57 it says that the building is not over 40m, so is not required to have articulation. Yet the site survey shows the length of the lot as 41.12m, and the building is built from boundary to boundary, making it over 40m.
- **The building length overwhelms the line of small heritage homes across the street:** As per Sydney DCP s4.2.4, where the street frontage of the building exceeds 40m, it is to be broken into two or more buildings, each with different architectural characters, ensuring that “the scale, modulation and façade articulation of development responds to its context.” This has not been done and presents a huge 41m-long mass to the street, especially in the context of the 12 small heritage homes facing it.
- **The proposal is inconsistent with the surrounding built form:** The applicant says that the proposal is consistent with the surrounding established built form, which “includes 4-storey buildings on sites where the 3-storey limit applies”. There are only two buildings of 4 storeys on Briggs Street, visually removed from the heritage homes, as detailed below:



Figure 2: The site outlined red and its proximity to existing 4-storey buildings and higher density built form along Missenden Road (shaded pink) (Source: Nearmap, 2024)

- **“Moderate scale” is not moderate in the heritage context:** Despite assurance that the scale is “moderate” in relation to the “mixed styles and heights” on the street, the higher buildings referenced (and included in graphics, including the one immediately above) are at the ends of the street, particularly towards Missenden Road. The site’s location – far from the ends of the street – is what is relevant. And its position directly across a narrow street (referred to on p45 of the SEE as essentially a laneway) from a row of heritage homes is most relevant of all. The heritage context means the scale of that listed part of the street will never change, so the proposal would forever overpower the existing heritage buildings.
- **The Variation Request is misleading:** Page 6 says “The immediate locality is characterised by a mix of land uses, including industrial, commercial, residential and hotel accommodation.

There is no single uniform-built form surrounding the site, with buildings ranging from single-storey industrial buildings (including the site), rows of single and double-storey terrace housing, three to four-storey residential flat buildings, shop top housing and commercial buildings. Moving east from the site, towards Missenden Road, the density and built form increases to include five to six -storey shop top housing buildings and an eight-storey Rydges Hotel." This is misleading, as the "immediate locality" of Briggs Street is almost exclusively small homes and terraces until the end of the street adjoining Missenden Road, where the buildings get bigger. These larger buildings are far enough away from the proposal – and the heritage items – that they cannot readily be seen. The hotel is not on the street, nor can it be seen from Briggs Street. The "immediate locality" of the site is low-profile 1- and 2-storey heritage-listed homes, which would be dwarfed by the proposal.

- **Breaching maximum storeys is not justified:** The maximum 3 storeys may only be achieved where it can be demonstrated that the proposed development achieves the following:
 - o Reinforces the neighbourhood character – which this clearly does not given that it (a) demolishes a warehouse-style building more than 50 years old, and (b) overpowers the size and scale of the buildings in the immediate vicinity, including the 12 heritage-listed buildings directly across the street.
 - o Is consistent with the scale and form of surrounding buildings in heritage conservation areas – which this clearly is not as there are 12 tiny 1- and 2-storey tall houses and terraces just across the street.
 - o Does not detract from the character and significance of the existing building – but this clearly does detract, as it dwarfs the heritage items, crowds them, blocks solar access to them, and negatively impacts views to and from them.

The proposal doesn't even fulfil the requirements to be granted the maximum of 3 storeys, much less to exceed that maximum by an additional storey.

- **The SOHI wrongly dismisses any impact on heritage:** Throughout the document (esp. p40-43) the SOHI states that the design "acknowledges the historic significance of the heritage items in the vicinity by employing a low to moderate scale" and "sympathetic form", resulting in a "neutral impact on the heritage items in the vicinity of the site." This is not the case, as the proposal is 33% over the zoned stories, 24% over the zoned height, and 2-3 times as high as the heritage items. It is thus not a "low or moderate scale" by any relevant measure. The current structure that it seeks to replace (low, articulated, and with nearly half its length significantly set back from the street) is sympathetic in form, height and bulk. In contrast, the proposed building would loom over the small heritage homes, and increase the bulk and scale as perceived from the heritage items many times over.
- **Non-respect of the traditional heritage scale:** New developments should acknowledge and respect heritage character and items, yet the height and length of this proposal do not.

1C. Negative view impacts to and from heritage items

- **The SOHI incorrectly negates the view impacts to and from the heritage items:** stating on p43 that it would "not overpower the heritage-listed terrace groups, due to its moderate scale." On the contrary, it would completely overpower the heritage homes for many reasons, including that it proposes to:
 - o Replace a 2-storey warehouse-style building over 50 years old – half the length of which is significantly set back from the street – with a 41m long building built to the front boundary.
 - o Have the full 41m length of the building be at a perceived height of more than 12m at the front boundary.
 - o Have lift and stair wells nearly 15m high set back only 3m off the front boundary.
 - o Rise to an additional 4th floor 14m high set back just 8m from the street frontage.

1D. Potential damage to heritage items

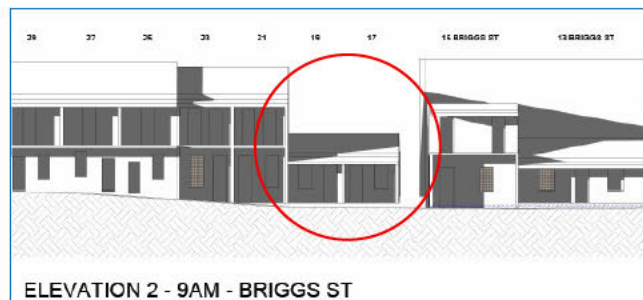
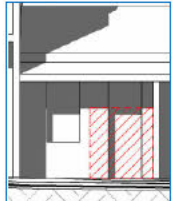
- **Excavation within the zone of influence:** According to the Geotechnical Report (p9), "If rock hammers are to be used, such works will need to be completed carefully as there may be direct transmission of ground vibration to existing structures." The excavation of the basements will be within the zone of influence of heritage items across the street and could significantly damage them, not only from vibration and disturbance, but from removing the soil and stone structure supporting the zone of influence.

1E. Demolition of existing manufacturing/warehousing buildings over 50 years old

- **Demolition of a building over 50 years old:** There should be strong and unavoidable reasons to demolish what remains of the historic fabric of Camperdown. These arguments have not been compellingly made by the proposal.
- **Demolition of a building of sympathetic bulk, form, and design:** The existing building is over 50 years old, of 2 storeys, and with nearly half of its length significantly set back from the street. The SOHI (p44) assesses it as "possessing limited heritage value". However, the existing building should be evaluated in the context of how it complements (in height, articulation, bulk, and character) the context of the scale, age, and heritage significance of its surroundings, particularly the 12 heritage items just across the street from the site, before it is summarily demolished.

2. Significant reduction in already very limited solar access

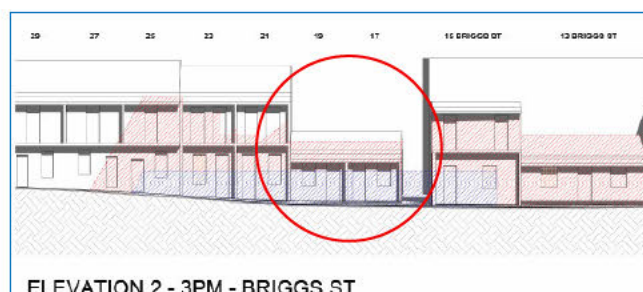
- **Additional overshadowing on dwellings receiving less than 2 hours direct sunlight to habitable rooms:** New development must not create any additional overshadowing onto a neighbouring dwelling where that dwelling currently receives less than 2 hours direct sunlight to habitable rooms. Yet this proposal does so. The existing shadows shown on the front of my house – the only side that gets direct sun – show it in complete darkness at 9am and 3pm. While it currently has light at 12pm, it currently gets less than 3 hours total (even before raising the height of the 2-storey building across the street to 4 storeys).
- **The SEE mischaracterises solar impact:** The SEE focuses only on outdoor spaces, remaining silent on the solar impact on habitable rooms. E.g. p 53: "The Sun Eye Views show that on the winter solstice, the proposed building does not negatively impact the adjoining terraces' private open space's access to direct sunlight." But it fails to mention the severe adverse impacts on solar access to habitable rooms.
- **Approval would assure less than 2 hours direct sunlight to habitable rooms:** While I believe my tiny heritage-listed home at #19, and my neighbour's at #17, already get less than 3 hours of direct sunlight in winter, this situation will be further worsened by the proposal, which would assuredly result in less than 2 hours. Each of these two houses has only one window and door facing north (onto Briggs Street). The increased overshadowing from the replacement of a 2-storey building with one at 4-storeys is significant given the existing lack of sunlight. Shadow diagrams show total darkness to



ELEVATION 2 - 9AM - BRIGGS ST



ELEVATION 2 - 12PM - BRIGGS ST



ELEVATION 2 - 3PM - BRIGGS ST

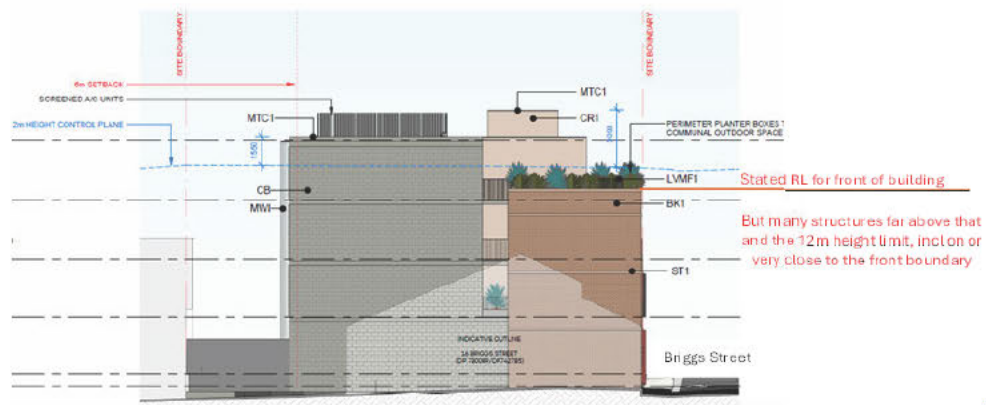
both homes' north-facing windows and doors at 9am and 3pm, and the window at my home (#19) getting sun to about half of it at 12pm, while that at #17 never gets any sun at times displayed. I thus fear that direct solar access will be virtually eliminated (and far less than 2 hours) if the new building is approved as designed.

- **The new build deserves more solar access than its historic neighbours?** While the SEE (p23) states that "at least 3 hours of direct solar access will be provided between 9am and 3pm at mid-winter in at least 1 communal living area," why do new developments have better direct solar access than the habitable rooms of established homes, at only 2 hours?
- **Additional shadows reduce amenity and increase energy requirements:** Being a heritage home, the interior is already cold in winter. Obstructing sunlight across the façade and over the roof will only exacerbate this, requiring increased heating in the interior of the house throughout the colder months.
- **No recourse, forever:** My house (and the one at #17, which is to receive no light whatsoever under the proposal) are heritage-listed and unable to be changed, so approval of the proposal as designed would condemn them to being permanently dark and cold.

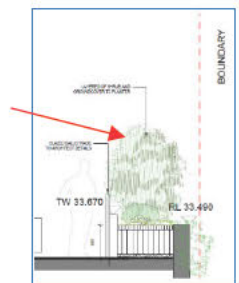
3. Excessive height, length, and bulk (non-heritage impacts)

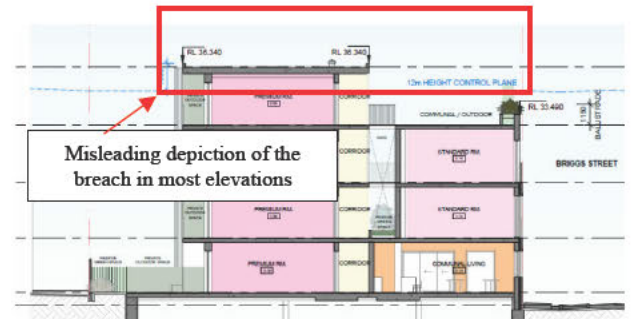
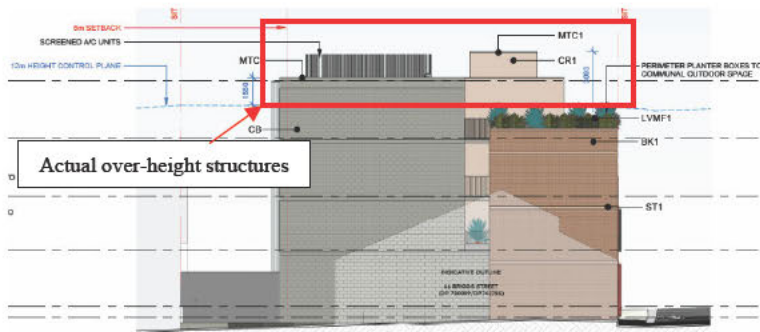
3A. Height is far too high for street context, and breaches guidelines

- **Breaches height limit:** Apart from the fact that the proposal breaches the guidelines by a full storey, the majority of the site also surpasses the height limit by up to 3m, as shown in the graphic below from the Architectural Plans (p13). Elevations show the entire 4th floor breaches the 12m height limit, and not just by a little. The associated lift, stair shafts, and AC screening breach the height limit by even more. This breaching of guidelines is not in the public interest, especially in an area with so many heritage homes adjacent. The guidelines have been set up to preserve the public interest. If the 4th floor were deleted, the roof structures would likely adhere to the 12m level.



- **Impression of height from street is even higher than building height:** The height is stated as to the top of the building, but the impression from the street will be to the top of the "white fibreglass planterbox" / fence (if not in clear glass) **plus** the "shrubs" (some of which grow to 3m according to the Landscaping schedule), as they are right on / over the boundary. The impression is thus several metres higher than the 12m limit.
- **Elevations are misleading for actual building height** (p12-13 Architectural Plans, and p 5 Request for Variation): Elevations are depicted missing elements that surpass height limits (e.g. the entire 4th floor, AC and screening, stair wells, and lift well), giving the misleading impression that the breach and overheight aspects of the design are far more minimal than they actually are:
 - o p12: East Elevation: gives the impression of a lesser overrun because the AC units and housing are not shown.
 - o p13: East-west section 1 missing AC and screening, stair wells, lift well
 - o p13: North-south section 1 missing AC and screening, stair wells, lift well
 - o p13: North-south section 2 missing AC and screening
 - o p13: East-west section 2 missing the whole 4th floor, AC and screening

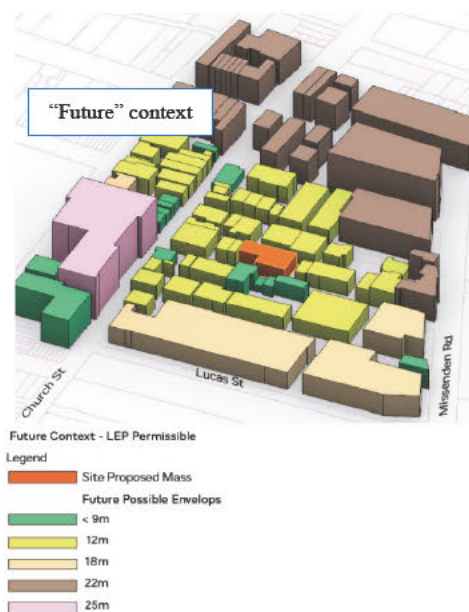
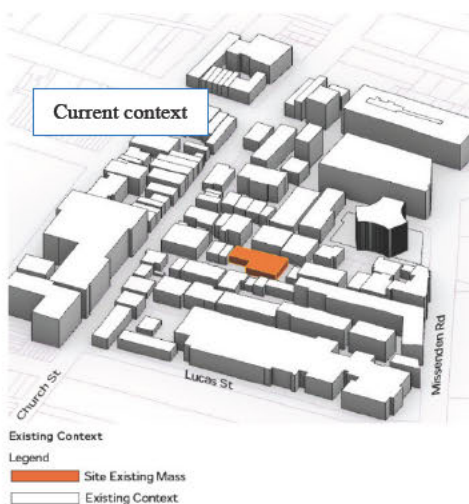




- **Co-Living Report graphic is misleading for height** (p30): Erroneously shows the lift and stair wells, which tower over the street at up to 14.84m high with a setback of only 3m, as the same height as the 3-storey front part of the building that conforms to the 12m height limit, despite being more than a full storey above it. (Also missing the 4th floor and AC screening). The development will thus not look anything like this in terms of bulk, height, or scale.



- **The SEE is misleading about future heights:** The SEE (p29) says it “aligns harmoniously with the future urban context of Camperdown, creating an appropriate transitional scale.” It proposes to significantly over-develop the site compared to SEP and DCP guidelines, and justifies this with a graphic growing everything else on the street to a height that is contrary to currently zoned height restrictions. The development is not “transitional” if it is taller than anything else in the vicinity currently, and also taller than anything allowed in the vicinity in the future. (See graphic, below.)



- Misleading items:
- Shape of proposed site has not changed to show actual bulk (e.g. deleting the existing building setback)
 - Proposed site is shown as same height as 9 and 12m buildings, yet it is nearly 15m
 - 12 heritage-listed homes zoned 1 or 2 storey max, right across the street from the proposal, are shown as <9m, with 8 of them depicted being as high as the proposal (nearly 15m)
 - Surrounding buildings of <12m shown as being as high – or higher than – the proposal (nearly 15m)

3B. Contravention of storeys is out of character with the immediate area

- **No reason to exceed 3-storey maximum:** Guidelines clearly state that “Development must not exceed the maximum number of storeys as shown in the Building Height in storeys map.” This was clear long before the developers bought the property recently, and there is no public interest or reason to exceed it.

3C. Inadequate articulation

- **The building articulation depicted is misleading:** Throughout the documents (Plans, SEE, Co-Living Report, etc) the graphic shows the required full-height, complete break in the façade to visually present 2 buildings, when in fact it is only a doorway setback of approx 3m deep by 3m wide. The gate at ground floor level (set back less than 1m) is hidden in shadow.

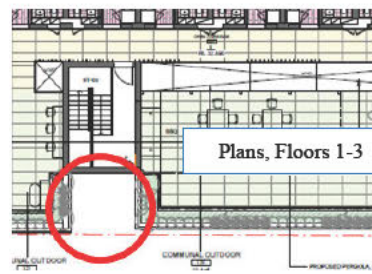


Main Entrance from Briggs St

- **Overlong:** The building presents as one long building of over 41m in length. The applicant says (SEE, p57) that the "building has been designed to incorporate a couple of breaks in the built form (where the stairwell is located and a void space above the communal open space area) to provide modulation along the front building elevation." However, the setback for the stairwell is less than 1m at ground level to the gateway, and the entry is a 2-storey high brick and vertical metal blade wall in the same plane as the rest of the building, so presents as a continued expanse of wall.



Plans, Ground Floor

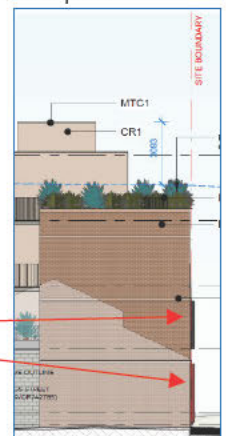


Plans, Floors 1-3

- **Non-existent visual differentiation:** Due to the building being over 40m long, it should visually present as two buildings of different but compatible styles. This has not been attempted.
- **Concern about overall impression:** While I acknowledge that I am not a designer, I am concerned that a virtually unbroken 41m-long brick building with high metal palisades at the entry, carpark, and accessible entry may read as a prison.

3C. Building to / over the front boundary results in danger, visual pollution, and breaches

- **Increased pedestrian danger:** The Traffic Assessment (p8) says "Footpaths on Briggs Street are relatively narrow with several obstacles to navigate (e.g. bins, trees, utility poles etc). The measured maximum width is approximately 1m on both sides of Briggs Street from the face of kerb to the boundary, with driveway crossovers on the north side limiting the accessibility further. People were observed to therefore walk on the road until they accessed either Missenden Road or Church Street..." It is contrary to the public interest to approve a new build – which also seeks to replace a long stretch of generous setback – with no setback to the front boundary, thereby increasing the danger to pedestrians.
- **Danger further exacerbated by bins:** The proposal anticipates 15 large bins which will be put out on the sidewalk to be emptied twice per week. This is 2 days (minimum) each week that they are on the street. No one will be able to pass large bins on the narrow sidewalk ("measured maximum width approximately 1m"), forcing them to walk in the street. A setback at least as deep as the bins, so that the new development doesn't further increase the danger already existing on the street, would be more logical.
- **Increased visual pollution:** 15 bins littering the sidewalk 2 days per week will only further detract from the heritage homes opposite, and general public amenity.
- **Appears that some structures encroach even beyond the front boundary:** The Plans (p12) show the front boundary line being breached by the balconies and other structures at ground level. This further aggravates the reduction of the sidewalk width, visual pollution, and lack of compliance of the proposal.



4. Damage to the local character, amenity, and community

4A. Additional 110 people on one site on a small street is too intensive

- **A small street cannot accommodate 110 additional people:** As per the SEE (p45) the street is small enough to be referred to as essentially a laneway. Adding 110 people to this quiet street will intensify it enormously, completely changing the established community character, and creating significant additional congestion.
- **And it could be even more:** The Plan of Management (p2) stipulates that the building manager must ensure total occupancy of the rooms pursuant to the leases does not exceed 110 lodgers. "Pursuant to the leases" means that if a lodger wants to have several friends stay for long periods of time then they may, which could swell occupancy to several times what is written in the leases. This control should thus be stipulated as: The building manager must ensure total occupancy of the rooms pursuant to the leases, and also as a matter of practice at all times, does not exceed 2 lodgers for any room at any time.

4B. Disruption to neighbourhood amenity from communal outdoor rooftop area:

- **Number of people:** The outdoor rooftop stipulates a maximum of 54 people. How will this be enforced as a practical matter, and what is to stop the rooftop from becoming a permanent AirBNB-style party fixture? The Plan of Management (p8) stipulates: "*Occupants are not to congregate in groups in any part of the common property, especially the external common property.*" However, that is contrary to the stated intent of the proposed o-living "*to foster community interaction*". Referring specifically to this outdoor roof area, the Co-Living Design Report (p41) says "*The communal outdoor space at level 3 completes the narrative of community and connection.*" It is thus difficult to understand how this area will be managed to foster community interaction while preserving local amenity.
- **Noise:** The rooftop community area faces the street, and the building is built to the front boundary. The Acoustic Report (p24) stipulates that acoustic amenity to the neighbours from the rooftop should be acceptable with a solid boundary fence, and that all gaps should be minimised, as "*gaps between the panels and the posts or the ground will significantly reduce the effectiveness of the noise barrier and may lead to non-compliant noise levels at the adjoining premises.*" However, the Architectural Plans (p10) show the rooftop boundary fence as "metal palisade balustrade" which provides no acoustical mitigation whatsoever. (Note that the Landscape Plan (p6) shows a glazed boundary fence rather than a palisade fence, which would be much better acoustically, assuming it had no gaps between or under the panels. However, I believe Architectural Plans take priority over Landscape Plans when there is a discrepancy.)
- **Hours:** Though the Plan of Management (p10) says the outdoor space will only be accessible until 10pm, 2 pages later it says, "*No Parties or any other noise generating activity is to occur after 10pm Sunday to Thursday and after midnight Friday and Saturday.*" With 110 residents, the noise during these hours will surely be constant. Thus, acoustic controls and controls for number of people are critical to preserving neighbourhood amenity. What plans are in place to effect these controls?

4C. Disruption to neighbourhood amenity from dining area:

- **Controls?** The ground-floor dining area with windows on the street (and no setback from the boundary) stipulates a maximum of 42 people. The Acoustic Report (p25) says that if all windows and doors to this area remain shut then acoustic amenity to neighbours will be acceptable. How will these parameters (maximum number of people, closed windows and doors, and operating hours) possibly be enforced as a practical matter, especially when one of the stated desired outcomes is to link the dining area to the outdoors via the open entry atrium? (Co-living Report, p31): "*the communal living spaces seamlessly extend into the forecourt, establishing an inviting and transparent threshold*".)

4D. Loss of a car share space

- **Treated as unimportant:** The Traffic Assessment (p13) notes "There is an on-street car share space that will need to be relocated east of the current location to permit the driveway access." This is a valuable local resource, and should be given appropriate consideration.
- **Unable to be easily relocated:** There are only approximately 13 car park spaces on Briggs Street. Relocating the car share space – unless it is still to be in front of the proposed site – will reduce by almost 10% the already chronically-scarce parking.

- **Unclear why this is required:** The aerial photo below shows the current car share space being well clear of where driveway access would be. Why does it need to be relocated?



4E. Increased traffic congestion and parking scarcity

- **Significant additional congestion:** The addition of 110 people will have negative impacts on the surrounding streets, including exacerbating traffic and parking congestion in the area.
- **Existing congestions and lack of parking:** Briggs and surrounding streets are already characterised by a chronic lack of non-metered parking and congestion as cars circle, searching for parking, or waiting while others park, as the street is not wide enough for a car to pass a parking or waiting car.
- **Traffic assessment is misleading:** Stating (p14) that "the width of Briggs Street allows for a vehicle to wait safely in the kerbside without blocking the street" is untrue as a practical matter. Briggs Street has only 1 driving lane and a parking lane, which is always full of parked cars. There are only 5 parking spaces prior to the proposed driveway, and these are always full. The street will thus be blocked by anyone waiting to use the driveway, as there is nowhere for them to pull over to wait. If they go past the driveway (on a one-way street) they will have to go around a long block to try again, and no one will do this. Increased congestion is virtually guaranteed.
- **Car parking inadequate:** The car trip calculations use boarding house parking rates to determine the number of spaces, but this is a co-living residence. The difference, apparently, is that there is no affordability requirement for co-living, and co-living thus caters to a more affluent demographic. In the city of Sydney, 56.2% of households own at least one car, which would thus require at least 31 spaces for the 55 residences. The proposal allows 10 spaces for 110 residents, which seems woefully inadequate, especially in a part of town that is known to already have a chronic lack of parking.
- **How will on-site parking be maximised?** How will the parking be assigned to residents to ensure that none of it goes unused? If the 10 resident car spaces are allocated inefficiently, then they could go unused while demand for street parking increases significantly.

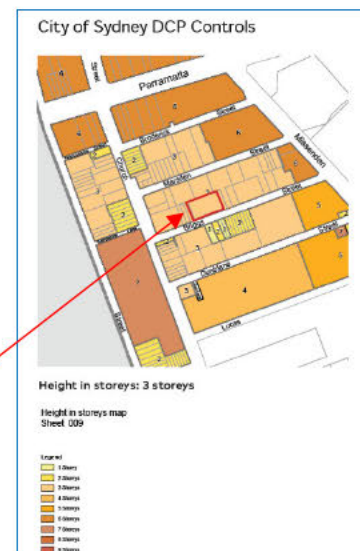
4F. Other concerns

- **Demolition / Construction & Waste Management Plan refers to 57 double residences and 114 residents (p4):** Rather than 55 residences and 110 residents. Assume this is a draft that has since been superseded.
- **Co-Living shows the length of the building as 21m (p29):** Assume this is a typo, though it is the only measurement label on any document other than the Survey (which shows 41.12m).
- **ESD Report has no commitments whatsoever.** The proposal touts many design initiatives to mitigate unsustainability, without a single commitment to any. Commitments are all prevaricated by phrases such as "being considered," "being explored," etc. What value does an ESD Report have if it commits to nothing?

5. Breaches longstanding building guidelines, and sets significant undesirable precedent

- **Breaches longstanding guidelines:** The developers would have known before they recently bought the site that it was subject to development controls, a line of 12 heritage homes just across the street, and a manufacturing/warehouse building on the site of more than 50 years old. All of these factors should be considered and treated with respect. Yet they have designed a building that does not acknowledge any of these factors, by

- o Breaching development controls (for height, storeys, and setback).
 - o Ignoring the heritage homes with their surrounding context and scale.
 - o Demolishing the existing building.
- **Variations requested for BOTH height and storeys:** While buildings at the distant ends of the street may have done one or the other in the past, there is no public interest to do both, particularly across from a row of tiny heritage-listed homes. Doing so just paves the way for overdevelopment that will continue to dwarf the heritage homes and obliterate the local character of the small street.
 - **Significant height breach of nearly 25%:** The SEE (p26) and Request for Variation (p3) propose a maximum building height of 14.84 metres and 14.83m, respectively for the lift-overrun (though there are many other structures that are nearly as high and breach the height restriction of 12m (e.g. stair wells x 2, AC and screening, the entire 4th floor). A height of 14.84m is 23.7% higher than the development standard. This is not a small breach, but rather represents the height of virtually a full storey, at nearly 3m. Reducing this proposal by that amount would delete the proposed 4th floor, which would then make it a conforming development. Not reducing it, and allowing a breach of the guidelines by nearly 25%, calls into question the point of having guidelines at all.
 - **Significant storey breach of 33%:** The proposal seeks to build to 4 storeys (plus a lift well and AC screens even further above that), despite being in a 3-storey limit area. This is not in the public interest, and there is no compelling planning reason to approve it.
 - **The design does not “reduce visual impact” or “respect the heritage items”:** Instead, it presents an over-long (41m), over-high building abutting the street boundary with 0 setback. If it is allowed to go ahead as designed, what respect can ever be expected for the heritage items of Sydney in future developments?
 - **Sydney DCP clearly shows zoning for 3 storeys for the subject site:** Although the application cites 4-storey buildings nearby, these are located on or near Missenden Road, and not on a small street across from heritage homes limited to 1 and 2 storeys. 3 storeys at the front boundary is already out of proportion to the heritage items; 4 storeys is entirely out of proportion to the streetscape. Granting this would mean granting it for all requests in future.



6. Conclusion

In summary, the design as proposed is not in the public interest for myriad reasons, including that it:

- Would create an untenable negative precedent on the heritage character of the area
- Proposes significant height (+24%) and storey (+33%) breaches
- Would have multiple negative impacts on the row of 12 small heritage homes directly across the street from it, including visually overpowering and literally overshadowing them
- Would exacerbate parking scarcity and traffic congestion on Briggs and surrounding streets
- Would increase danger to pedestrians, and visual pollution, with 15 bins on the sidewalk

2 storeys at the front would be consistent with the streetscape: This could be combined, as proposed, with a one-storey rise at the back of the development, to 3 storeys. This solution would pay some respect to the small scale of adjoining buildings – including the heritage homes – reduce solar obstruction to them, mitigate the proposed congestion, noise, and parking issues by reducing the number of residents, and likely comply with planning controls.

I hope you will take all of the above factors into consideration and reject the proposal.

Best regards,



From: Ian Kendall [REDACTED] on behalf of Ian Kendall [REDACTED] <Ian Kendall [REDACTED]>

Sent on: Monday, June 9, 2025 2:28:31 PM

To: dasubmissions@cityofsydney.nsw.gov.au

Subject: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050 - Attention Max Di Rosario

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

To Whom It May Concern,

Subject: Formal Objection to Development Application D/2025/385

Site Address: 18–28 Briggs Street, Camperdown NSW 2050

Applicant: ACE CAMPERDOWN PTY LTD

Proposed Development: Demolition of existing structures and construction of co-living housing comprising 55 rooms over four storeys with two levels of basement

Submitted by: Ian William Kendall

Residential Address: 97 Hall Parade, Hazelbrook NSW 2779

Strata Plan (if applicable): [Strata Number]

I am writing to lodge a formal objection to the development application referenced above, which proposes the construction of a co-living housing facility at 18–28 Briggs Street, Camperdown. As a family member, who visits regularly, of a neighbouring resident whose property is in close proximity to the proposed site, I have significant concerns regarding the adverse impacts this development will have on residential amenity, streetscape character, and local infrastructure.

1. Excessive Bulk, Scale, and Density

The proposed development represents a significant departure from the established built form and scale of the immediate area. A four-storey building accommodating 55 rooms, with two basement levels, constitutes overdevelopment of the site and is incongruous with the prevailing low-rise residential character of the surrounding neighbourhood.

The visual bulk of the structure, in conjunction with minimal setbacks, would result in an overwhelming and dominating presence that would severely compromise the amenity of adjoining and nearby properties. This is inconsistent with the principles of orderly and sustainable development.

2. Overshadowing and Loss of Solar Access

The excessive height and massing of the proposed building will cause substantial overshadowing to adjacent residences, including my family's. In particular, the northern façade of their home — which contains their primary living spaces — will experience a significant reduction in sunlight, especially during winter months.

This loss of solar access will not only diminish their quality of life but also contravenes planning controls designed to protect the reasonable access to sunlight for neighbouring properties. The resultant impact on energy usage, comfort, and health is both considerable and unacceptable.

3. Traffic, Parking, and Access Impacts

Briggs Street is a narrow, one-way residential street with limited traffic capacity and on-street parking availability. The proposed development, which does not appear to include adequate onsite parking facilities, will introduce a substantial increase in vehicular movements associated with residents, staff, service providers, deliveries, and rideshare vehicles. This will exacerbate existing traffic congestion and pose safety risks for pedestrians, particularly in an area not designed for high-intensity residential or commercial traffic. The cumulative effect of increased traffic and parking stress is a matter of serious concern for existing residents.

4. Incompatibility with Neighbourhood Character

The proposed use of the site for a high-density co-living facility is inconsistent with the established character of the locality, which is predominantly comprised of family homes and long-term residential occupancies. Co-living developments, by nature, are associated with high occupant turnover and a more transient population.

Such a use risks undermining the social cohesion and stability of the neighbourhood, which has been cultivated over

many years by residents who have invested in the community and contributed to its amenity and identity.

5. Inadequate Consideration of Amenity and Design Quality

The internal configuration and density of the proposal raise concerns regarding the standard of accommodation being offered to future occupants. Moreover, the development appears to offer minimal communal open space, insufficient landscaping, and poor integration with the surrounding built form.

The likely proximity of communal areas to neighbouring property boundaries also gives rise to concerns regarding privacy, noise generation, and light pollution — all of which will negatively affect the amenity of adjoining residents, including my household.

Conclusion

In summary, I submit that the proposed development in its current form is inappropriate for this location due to its excessive bulk and scale, significant amenity impacts, incompatibility with the surrounding context, and potential adverse consequences for local infrastructure and community character.


I respectfully request that the City of Sydney refuse Development Application D/2025/385 unless substantial amendments are made to address the issues outlined above, including a reduction in building height and density, improved setbacks, provision for adequate onsite parking, and a demonstrable commitment to design excellence and neighbourly outcomes.

Thank you for your attention to this matter and for the opportunity to provide input during the assessment process.

Yours faithfully,

Ian William Kendall

9 June 2025



From: Andreas Kroemer [redacted] on behalf of Andreas Kroemer [redacted]
[redacted] <Andreas.Kroemer@[redacted]>
Sent on: Sunday, June 8, 2025 1:12:33 PM
To: dasubmissions@cityofsydney.nsw.gov.au
CC: axkroemer <axkroemer@gmail.com>; Michael Rieke <riekemichael@gmail.com>
Subject: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050 - Attention Max Di Rosario

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Andreas Kroemer and Michael Rieke
Unit 7 3-11 Briggs St
Camperdown NSW 2050
[redacted]
[redacted]

8 June 2025

Max Di Rosario
Manager Planning Assessments
City of Sydney

**Re: Development Application D/2025/385 – 18–28 Briggs Street, Camperdown NSW 2050
Objection to Proposed Development**

Dear Mr Di Rosario and the Planning Team,

I am writing to formally object to Development Application D/2025/385 for the demolition of the existing warehouse and construction of a four-storey co-living development at 18–28 Briggs Street, Camperdown. I am a resident of the apartment building at **3–11 Briggs Street**, located **partially opposite and diagonally across the street from the proposed development site**. My apartment is on the **ground floor with a street-facing lounge room**, and I have serious concerns regarding the impacts this development would have on my residential amenity.

While I support thoughtful and sustainable urban renewal, the proposed development in its current form **is inappropriate in scale, design, and impact** for this unique and historically sensitive location. My key objections are as follows:

1. Overshadowing and Amenity Impacts

The proposed building height exceeds the LEP 2012 height limit and introduces a fourth level that will **create excessive shadowing**, particularly in winter months. The **shadow diagrams submitted in the Statement of Environmental Effects (SEE) fail to reflect the full extent of overshadowing on properties like mine**, where ground-level living areas front directly onto Briggs Street.

As a resident of a three-storey apartment block I rely on the **street-facing aspect for natural light**, especially in winter when rear open spaces are unusable. The **SEE and Sun Eye Views claim “minimal overshadowing to the terraces opposite”**, but fail to consider **low-set, diagonally opposite properties like mine**, which are clearly impacted by winter shadow cast from a 14.83m building mass, especially during critical morning sunlight hours.

The **overshadowing analysis must be revised** to include accurate modelling of light loss for all affected properties, not just those directly opposite. I urge Council to request **updated 3D modelling** that includes impacts on **ground-level apartments at 3–11 Briggs Street**.

2. Excessive Height and Bulk

The proposed building reaches a maximum height of **14.83m**, significantly exceeding the LEP limit of **12m**. The fourth storey, and associated lift overrun, **introduces excessive bulk and scale**, inconsistent with the established low-rise residential character of the area. The bulk is exacerbated by a lack of appropriate upper-level setbacks and articulation, presenting an overpowering and monolithic form to a **narrow residential street**.

Contrary to claims made in the SEE, this massing **does not “align harmoniously with the future urban context”**, and sets a **dangerous precedent** for overdevelopment along Briggs Street.

3. Loss of Heritage Character and Context

The **Heritage Impact Statement (HIS)** acknowledges proximity to several listed heritage terraces (Items I41–I44), yet the conclusion of a “neutral impact” is not well-founded. The proposal demolishes a post-war industrial building with local character and replaces it with an **overly contemporary façade lacking meaningful reference to local context**.

The development should **retain or reinterpret key features of the existing warehouse** (e.g., brickwork, sawtooth roof) to better integrate with the established built form and preserve the **visual rhythm of Briggs Street**, which is largely defined by low-rise, fine-grain buildings.

4. Traffic and Parking Pressure

The DA proposes 23 car spaces for 55 rooms. While compliant on paper, this is likely to result in increased **street parking overflow**, as not all residents will have dedicated parking. Briggs Street is **narrow, one-way, and already congested**, particularly given its proximity to the University of Sydney and RPA Hospital. Increased vehicular traffic will further degrade residential amenity and pedestrian safety.

Given the excellent access to public and active transport, a more modest parking provision would be more appropriate—especially in alignment with sustainability goals.

5. Design Quality and Streetscape Impact

The design, though described in the SEE as “responsive” and “sympathetic”, in fact fails to **draw any meaningful architectural reference from its heritage context**. The street-facing façade reads as stark and institutional, with minimal modulation or material interest to soften its visual impact. The opportunity to **create a more context-sensitive and engaging public interface** has not been seized.

Recommendations

I respectfully request that Council require the applicant to:

- **Remove or significantly reduce the fourth storey**, and comply with the 12m height control;
- **Revise overshadowing modelling** to include affected ground-level apartments across and diagonally opposite the site;
- **Retain or reinterpret the existing warehouse façade** to preserve visual continuity and local character;
- **Reduce on-site car parking** in favour of bicycle, car share, and active transport incentives;
- **Redesign the street frontage** with more thoughtful articulation and materials that better reflect local heritage.

Thank you for considering my concerns. I trust Council will give appropriate weight to the **cumulative heritage, amenity, and character impacts** this development poses, and ensure a built outcome more compatible with the unique setting of Briggs Street.

Yours sincerely,

Andreas Kroemer and Michael Rieke
Unit 7 3-11 Briggs St
Camperdown NSW 2050

Andreas Kroemer Project Director | [Novotech](https://www.novotech.com)®
Level 19, 66 Goulburn Street Sydney New South Wales 2000 Australia



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From: Jason Brown [REDACTED] on behalf of Jason Brown [REDACTED] <Jason Brown [REDACTED]>

Sent on: Monday, June 9, 2025 3:01:34 PM

To: dasubmissions@cityofsydney.nsw.gov.au

Subject: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050 - Attention Max Di Rosario

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Dear Max Di Rosario.

I am writing to express my strong opposition to the proposed demolition and construction of a four-story, 55-room co-living housing development with two basement levels at 18-28 Briggs Street, Camperdown. This proposal signifies an overdevelopment of the site, which will negatively impact the local residents and buildings.

My family of four have lived next door to this site since 2012. The idea of replacing this site with a four-story building accommodating 55 transient residents is unacceptable and insensitive. The influx of 55 new residents will overwhelm the existing community, which consists mainly of long-term residents, young professionals, and families

The construction process will entail extensive groundworks and prolonged heavy construction noise, which will significantly disrupt the Briggs Street community and local businesses. It is known that the building contains asbestos, and the owners have already begun demolition of internal walls without council approval and made no effort to contain the dust which was observed billowing out of the roller door and onto the street. They clearly have a disregard for council rules and community safety.

I trust the Council will consider these objections and ensure the development proposal is responsive to community feedback.

Regards

Jason Brown

From: [REDACTED]
Sent on: Tuesday, June 10, 2025 2:58:25 PM
To: DAsubmissions <DAsubmissions@cityofsydney.nsw.gov.au>
CC: [REDACTED]
Subject: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050 - Attention Max Di Rosario
Attachments: Letter of objection - D 2025 385 - 18-28 Briggs Street CAMPERDOWN NSW 2050 - Google Docs.pdf (204.63 KB), DA 2025 385 Briggs St Camperdown 250610.pdf (218.24 KB)

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Dear Mr Di Rosario,

We spoke briefly about this development. My family own the properties outlined in red on the attached image. (62-68 Church St and 12,14,16 Briggs St).

Please find 2 PDF's attached; our letter of objection and also a supporting letter from Paul Davies, B Arch MBEnv Bldg Cons AIA - Chartered Architect.

We hope it is possible to find a compromise to all the points raised.

Thank you for your attention to this matter.

Guy Gross

[REDACTED]
On behalf of Guy and Sandra Gross. (cc'ed)





Guy Gross - Church Street Studios

62-68 Church St, Camperdown. NSW 2050

10/06/25

Re: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050

Dear Mr Di Rosario,

We wish to lodge a request (see below) and also objections to this development application. Please find also attached to our email, a supporting document which we have commissioned from Paul Davies, *B Arch MBEnv Bldg Cons AIA - Chartered Architect*. In essence our objections are:

1. The submitted Heritage Impact Statement fails to properly assess the building's significance and disregards the planning controls requiring conservation of post-war warehouse buildings over 50 years old
2. The proposed demolition contradicts the objectives of Clause 3.10.1 of the DCP, which seeks adaptive reuse, not removal.
3. The excessive height and floor space breach planning controls and would overwhelm the adjacent heritage streetscape.

Further, whilst not an objection, the construction noise and vibration pose a serious risk to the operation of our business Church Street Studios, which relies on strict acoustic conditions for professional recording. We have over 20 tenants who all rely on quiet to do their work. (Recording sound and music). Whilst we have spent a great deal of money over the years soundproofing the rooms, ground based vibration noise is unstoppable.

As a possible compromise to remedy this, we would like the Council to consider including a condition in the final approval that jack-hammering type percussive noise be limited to the hours of **7am - 12pm**. This will enable our businesses to shift their own work hours from **9am - 5pm to 12pm - 8pm**. Our tenants are not happy about this but understand that it may be the only way to co-exist with the inevitable interruption.

We have also just lost our tenant from 16 Briggs St as a result of this development. We are hoping to offer the unit to the builders as a site office for the duration of the build to compensate for our loss, buffer the noise to our other tenants and as a sign of good will.

Yours sincerely,



Guy Gross

On behalf of Guy and Sandra Gross. Owners of 62-68 Church St and 12, 14, 16, Briggs St, Camperdown.



10th June 2025

The General Manager
City of Sydney Council
Town Hall House
456 Kent Street
SYDNEY NSW 2000

re DA/2025/385: 18-28 Briggs Street Camperdown

We have been engaged by the owners of the adjoining properties at Church Street Studios on the corner of Church and Briggs Streets Camperdown to review the application that has been submitted to redevelop the above site. Paul Davies Pty Ltd are architects and heritage consultants who are experienced in assessing significance and preparing and reviewing such applications. This response considers the following areas in particular:

- 1 the heritage assessment and its adequacy
- 2 clause 3.10.1 of the DCP related to warehouse buildings
- 3 compliance with controls generally
- 4 noise and the impact of construction on the recording and sound studios adjacent

THE HERITAGE ASSESSMENT: PREPARED BY CENTURY 21

While the site is not a heritage item or within a heritage precinct it is located opposite a group of heritage items and falls within the ambit of clause 3.10.1 (discussed below).

The applicant provided an HIS, prepared by Heritage 21, that follows a generally accepted format for such reports. The history is adequate to understand the place and to allow an assessment of significance to be made.

However, the report stops short of actually undertaking the assessment of significance. Rather it states under the heading of significance:

Despite the historical development of the subject site, the subject building itself is a typical warehouse structure, lacking significant architectural features beyond those commonly found in structures built during the post-war period. Consequently, there is no evidence to suggest that the existing structure at 18-28 Briggs Street, Camperdown, constructed between the 1950s and 1970s, demonstrates any of the criteria against which heritage significance is usually assessed.

This is an incomplete statement for a range of reasons but fundamentally as it fails to undertake the assessment of significance. As a result, the recommendation that the building can be demolished, as it is claimed to be non-significant, is not based on anything except an unsubstantiated opinion.

Looking at the paragraph taken from the HIS, the initial problem is that the first sentence infers that the place does have significance due to its historical development. This is not tested but is acknowledged.

The building is stated as being typical of the 1940-1950s form of small warehouse development, this is correct as it was built at that time. Being typical is not an adverse heritage outcome, it fits correctly into the representative criterion of the assessment criteria and appears to satisfy that issue potentially at moderate level.

A lack of significant architectural features, beyond those found in structures of the post-war period is also not a denigration of the building or its value as is implied. It does mean that the building is not rare or perhaps unique. It appears clear that the building does not satisfy the rare area of significance.

The second part of the statement then draws a broad dismissal of any heritage value that may (or may not) exist by stating that there is NO EVIDENCE to suggest.....that the building demonstrates any criteria.

From the first part of the statement that is clearly incorrect.

Without undertaking a detailed heritage significance assessment (which is not the role of a submission such as this) the building does in some ways satisfy criteria for historical significance, potentially aesthetic significance, and is a representative example of a group of buildings that are particularly noted in the DCP as being important.

The HIS fails to use the exclusion/inclusion criteria (that are set out to assist in making assessments of significance) to assist in understanding whether the place has significance. The HIS fails the fundamental test of a heritage report which is to consider significance against each criterion.

On this basis the report cannot be relied on as a basis to determine the significance or future of this building.

CLAUSE 3.10.1 ASSESSMENT

The following sets out the section of the DCP addressing warehouses in the inner city ring areas.

Clause 3.10.1 Warehouses and industrial buildings older than 50 years

The City has a variety of warehouses and industrial buildings including Victorian, Federation, and Interwar periods. These different architectural periods result in various built form characteristics and detailing.

Central Sydney, Haymarket, Chippendale, Pyrmont, Ultimo and Surry Hills have examples of Federation and pre-war, interwar and post-war warehouses. These often draw inspiration from Romanesque architecture and feature arched windows and sandstone trimmings. Federation warehouses are typically utilitarian in character and often have simple cubic or rectangular forms reinforced with vertical brick piers terminating in arches and articulated bays at regular intervals.

The following objectives and provisions relate to alterations and additions to warehouse buildings that are heritage items on Schedule 5 of the Sydney Local Environmental Plan 2012, draft heritage items or are located within a Heritage Conservation Area

Objectives

- (a) Conserve warehouse and industrial buildings older than 50 years and ensure that alterations, additions and adaptive re-use maintain the legibility of the historic use.*
- (b) Encourage the conservation of existing warehouse buildings and fabric and ensure that alterations and additions are sympathetic in scale and style to the existing building.*

Provisions

- (1) Alterations and additions are to be supported by a report, prepared by a suitably qualified and practising engineer, certifying that the works will not jeopardise the structural integrity of the building.*
- (2) Alterations and additions are to maintain significant fabric and building elements.*
- (3) A proposed change of use must not compromise the significant fabric and building elements.*
- (4) A proposed increase in floor space outside the existing building envelope is not permitted where it would compromise the significant fabric and building elements.*
- (5) The provision of car parking within the existing building is not an acceptable justification for creating additional storeys above the height of the existing roof.*
- (6) Where scope exists for a roof addition, it is to be complementary to, rather than dominate the original building; be simple in form; and able to be distinguished as new work.*

- (7) *Additional storeys or roof additions must not result in the removal of the original roof structure where that roof is an essential component of the original building form.*
- (8) *Alterations and additions are to:*
- (a) *retain the essential geometric form of the existing building when viewed from the public domain; and*
 - (b) *complement the materials and articulation of existing façade elevations, including distinguishing features that occur at regular intervals.*
- (9) *The original or significant pattern of windows and openings is to be retained.*
- (10) *All original window frames, sashes and lights are to be retained on prominent elevations and on secondary elevations where considered critical to the significance of the building.*
- (11) *Work to the facade is to:*
- (a) *retain original and significant elements and finishes including catheads, hoists and face brick detailing;*
 - (b) *reinstate or restore missing original elements;*
 - (c) *remove detracting elements;*
 - (d) *minimise new elements; and*
 - (e) *not obscure original elements.*
- (12) *Street level doors, gates or grilles should, where possible be set back a minimum of 200mm from the external face of the building, if not, detailed in a manner that makes them recessive.*
- (13) *External awnings, hoods and other overhanging devices are not to be attached to the building façades where they detract from the overall building form.*
- (14) *Face brick and sandstone must not be rendered, painted or otherwise coated.*
- (15) *Existing floor levels are to be maintained. Mezzanine or loft areas may be acceptable where they have minimal heritage impact, including on any significant structure and significant views into the interior.*
- (16) *Any internal subdivision and change to the layout of floor areas such as the creation new units, is to respect the existing pattern of windows and openings and have minimal heritage impact including on significant structure and views into the interior.*
- (17) *Significant original elements, fabric and features that are characteristic of the former use of the building are to be:*
- (a) *retained;*
 - (b) *generally not obscured by new elements; and*
 - (c) *where retained, be adapted to meet contemporary needs or safety standards, alterations must be reversible and minimal, where possible.*
- (18) *Active street frontages in the form of a retail or studio space are encouraged to help screen visible car park levels and ventilation openings. Detracting blank street walls are to be avoided at street level.*
- (19) *Active frontages are to be integrated into the existing fabric to ensure that entrances and display windows do not alter the regularity of façade elements or compromise the external appearance.*
- (20) *Where existing or amalgamated sites contain significant buildings of a different character, form, size and finish which reflect former uses, this difference is to be retained.*
- (21) *Existing painted signs that relate to the history of the building, or to the surrounding area are to be retained and kept visible where possible.*
- (22) *Development proposals that relate to warehouse and industrial buildings with courtyards are to:*

- (a) retain the courtyard at its existing size, with:
 - (i) the buildings defining the courtyard and opening onto the courtyard at all levels; and
 - (ii) the courtyard remaining open to sky (although a glazed roof structure may be acceptable if it does not obscure views in and out);
- (b) maximise opportunities for active uses within the buildings defining the courtyard and within the courtyard itself; and
- (c) preserve original vertically aligned openings to the courtyard and replace later unsympathetic openings with reconstructed original or similarly proportioned openings.

The clause, written prior to the amalgamation of council areas, includes post war warehouses. Interestingly it establishes a time frame of ‘over 50 years’ which at this point in time means anything built prior to 1975.

Built in the late 1940s to early 1950s the building fits within that time frame by 25 years, that is, it is not a building on the cusp of the group.

The objective in the DCP is to conserve this group of buildings and then allow adaptation and some change and re-use while retaining characteristic forms and values.

There is no provision in the controls for demolition, the objectives require conservation and the provisions only consider works that relate to retention and conservation. If the building is retained in some form, the provisions then can be applied.

It is not a matter of whether the place is of high or modest significance, the controls simply require such buildings to be retained.

It is then necessary, if demolition is proposed, to establish why the building cannot be retained as set out in the DCP.

The heritage assessment by Heritage 21 addresses the 2 objectives of the clause, concluding that demolition is acceptable and as a result, the report does not consider the provisions. The Heritage 21 rationale is set out below with an assessment of whether it is valid.

<i>3.10.1 Warehouses and industrial buildings older than 50 years: Objectives</i>
<i>O1 Conserve warehouse and industrial buildings older than 50 years and ensure that alterations, additions and adaptive re-use maintain the legibility of the historic use.</i>
<p><i>Heritage 21 Assessment:</i></p> <p><i>As discussed in Section 4.2 (of their report), the subject industrial building lacks the merits to be considered historically significant within its context. While the current building was part of the industrial development of the suburb, it does not demonstrate any significant aesthetic or research potential. The building was constructed purely for utilitarian purposes and does not exhibit any construction techniques beyond those commonly used during the period.</i></p> <p><i>Therefore, the addressed objective is not applicable in this case, as the building is currently in a state of dilapidation and the proposal seeks to reuse the site. The salvaged materials from the site would be repurposed and incorporated into the proposed four-storey building.</i></p>
<p>Response:</p> <ul style="list-style-type: none"> - The ‘merit’ of the building was not assessed and any statements that follow must be flawed. - The building is historically significant, noting that its significance is modest - The heritage report observes that it is not historically significant “within its context”. Its context is

not defined or discussed, the statement then is meaningless.

- The statement acknowledges that the building is part of the industrial development of the suburb. This is correct and supports the DCP requirement for retention.
- The statement then concludes that it does not have aesthetic significance or research potential. However, these were not criteria that were addressed in the significance section, consequently it is not possible to draw such conclusions as there is no background or analysis.
- The building is a utilitarian structure – it is a factory – and it uses standard construction techniques. This is stated as a reason for it not being significant, but we would suggest that is exactly why it does have significance. There appears to be a lack of understanding of how significance works and should be considered in the assessment. The inference throughout the HIS is that the place is too ordinary to have any value and that it has to have high aesthetic, research or other values to warrant it being significant. The vast majority of places that are significant are significant in part because they are ordinary and demonstrate once typical patterns of life and development. At a minimum, this building and site demonstrates the evolution of inner suburbs in the twentieth century with the gradual shift to industrial uses.
- The final paragraph takes an illogical leap and confuses significance with condition. The DCP objective is applicable, there may be other reasons for not retaining the building but they are not heritage reasons.
- With regard to condition, it is noted the building is dilapidated, that is reversible and simply being dilapidated does not justify reusing the site as stated. The report does not suggest the building is beyond recovery, it may not be convenient to the owner to recover the building but that is not the test in the objective.
- The comment on salvaged materials has nothing to do with the objective.

O2 Encourage the conservation of existing warehouse buildings and fabric and ensure that alterations and additions are sympathetic in scale and style to the existing building.

Heritage 21 Assessment:

The existing industrial building does not exhibit any significant heritage fabric, and the current condition of the building is poor. It may be preferable to demolish the existing building and repurpose the site with the proposed co-living space, which would feature a moderate and sympathetic design that addresses the heritage context and the streetscape of Briggs Street.

Response:

The assessment does not actually address the objective.

The concept of encouraging retention means look at how retention of all or part of the building may be achieved if other works or development is being considered. This is not even considered in the HIA.

Despite what is said, the building does contain (demonstrate) heritage fabric. The building is a modest warehouse/industrial building that retains much of its material, form and detail. It may be of relatively modest significance but it cannot be said that it ‘does not exhibit any significant heritage fabric’.

There is no evidence suggesting the building is in such poor condition that it cannot at least in part be retained.

The comment that it may be preferable to demolish the building is an opinion that appears to be provided to facilitate development rather than consider the DCP controls.

It is not relevant under this objective to discuss what a new built form may be like.

Summary

The heritage assessment fails to establish any basis for the current building to be removed either wholly or in part. As set out it would appear that the building should be retained with consideration of adaptation, possibly partial demolition or perhaps other related options.

It would also appear that, as a minimum, the applicant should seek to retain elements of the existing building on the site and either build behind or incorporate some parts of the extant building. It is appreciated that with extensive excavation this may create challenges, but without any consideration of retaining the building as required by the DCP, we suggest the application is flawed and should be refused.

COMPLIANCE WITH CONTROLS

Briggs Street is a narrow street with a range of quite mixed development. The central part of the street, where this application is proposed comprises the industrial building on the subject site with small scale Victorian housing opposite and to the west. There is a reasonable amount of new development but also a retained older warehouse on the corner of Briggs and Church Street.

If development is approved, there is no reasonable rationale to exceed the planning controls for the site aside from the desire to achieve more development.

The core controls of height and floor space are important as they go some way to limit the impact of new development on surrounding places, that, subject to their heritage listing cannot be similarly developed. There is an onus in the controls to ensure that new development fits into the context and is not excessive.

It is noted that there is a submitted 4.6 variation for height and a floor space bonus applicable to the site. If the additional height is sought to facilitate the bonus floor space (that is if the design cannot accommodate the adjusted FSR without breaking other controls) it should not be granted.

Height is a key aspect of how a new building (or adapted built form) fits into the street. The site is to the north of the heritage items and will, even with the statutory height overwhelm those buildings. They do not have the potential to mitigate this in the future as they cannot be developed.

Any new building should work within the height and setback controls and that should in turn dictate the available floor space for development. We strongly oppose the increase in height as there is simply no reason outside wanting more development to support it.

ACOUSTIC ISSUES

It is understood that on completion the acoustic matters of the building will largely relate to the outdoor communal areas at both roof top and lower levels, we would ask council impose controls on the use and times of use of these areas along with standard noise control conditions.

A key issue for my client at Church Street Studios is construction noise and the hours of operation of the site. They are making a separate submission with greater detail of this but the operation of that business which involves sound recording, studio use and a high level of environmental control is likely to be affected by vibration and other construction noise. It is noted that the studios are built to a high acoustic standard but excavation vibration and noise in particular in a very tight urban environment as well as truck movements in narrow streets will have impacts over the construction phase.

Controls on truck access, use of excavation techniques that minimise noise and vibration are sought to allow the reasonable use of the adjoining buildings during any potential construction work.

This issue remains for any future development of the site and we encourage council to apply conditions of consent that manage the noise, the methodology related to excavation and the movement of trucks to the site.

CONCLUSION

We submit that the application in its present form should be refused as it fails to satisfy fundamental requirements of the controls.

It is understood that at some point the site may be redeveloped in whole or part. This should be only undertaken with regard to the planning controls and within the context of the area and its heritage values. We request that Council address acoustic issues during contrition in particular by consent conditions that consider the operation of surrounding buildings and in particular the Church Street Studios.

Yours faithfully



Paul Davies

Director
B Arch MBEEnv Bldg Cons AIA
Chartered Architect

From: Stuart Kendall [REDACTED] on behalf of Stuart Kendall

[REDACTED] <Stuart Kendall [REDACTED]>

Sent on: Tuesday, June 10, 2025 2:48:48 PM

To: dasubmissions@cityofsydney.nsw.gov.au

Subject: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050 - Attention Max Di Rosario

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

To the Assessment Officer

Dear Max Di Rosario,

Subject: Objection to Proposed Co-Living Development – 18–28 Briggs Street, Camperdown NSW 2050

Submitted by: Stuart Kendall

Address: 2/3–11 Briggs Street, Camperdown NSW 2050

Strata Plan No.: SP75577

Date: 28 May 2025

I am writing to object to the development application at 18–28 Briggs Street, Camperdown, which proposes a four-storey co-living development containing 55 rooms and two basement levels. As a resident directly opposite the site, my family will be severely and personally affected by this proposal in terms of solar access, safety, and amenity. My concerns are detailed below.

1. Direct Loss of Solar Access to Our Home

The development's height and lack of setback will severely overshadow our property, particularly the west-facing front room of our home — our primary living area and only source of natural light. Currently, we enjoy consistent sunlight throughout the day. This will be significantly reduced by the proposed building, especially in the winter months, degrading comfort, increasing energy usage, and representing a permanent loss of amenity.

2. Overdevelopment and Visual Impact

The proposed structure is considerably larger and denser than neighbouring dwellings. It is not in keeping with the low-scale, residential nature of Briggs Street. The height and bulk of the building will dominate the streetscape and directly impact the visual outlook from our home, diminishing both privacy and residential character.

3. Unsafe Driveway Position and Traffic Conflict

The proposed single-lane basement driveway directly opposes the driveway of our property at 3–11 Briggs Street. This will result in:

- **Overlapping vehicle turning movements**, increasing the risk of congestion and accidents
-

No kerb setback, meaning vehicles will queue across the street, idling outside our home

- **Loss or compromise of the essential “No Parking” zone**, which currently allows safe access to our building

The driveway as proposed is not feasible or safe and must be redesigned with proper alignment and spacing.

4. Excessive Street-Level Traffic Disruption

The proposal includes no on-site parking for residents or visitors, despite housing up to 55 occupants. The resulting increase in rideshare vehicles, couriers, food delivery, waste collection, and service traffic will strain our already narrow, one-way street. This will significantly degrade local amenity, increase noise and pollution, and create safety hazards at our doorstep.

5. Incompatible Use and Neighbourhood Disruption

The co-living model generally supports short-term, high-turnover tenancy, which is not compatible with the stable, community-focused character of our street. We have lived here for over 15 years and have chosen this location for its neighbourly feel. Introducing a transient population at this density will fundamentally alter the social fabric of the area.

6. Design Quality, Noise and Privacy Impacts

Squeezing 55 rooms onto this lot compromises internal amenity and leaves little room for landscaping or communal space. Balconies, windows and service areas located near our boundary will create:

- Ongoing **noise and light intrusion**
 - Significant **loss of privacy**
 - A harsh and overbearing presence directly across from our home
-

Request for Reconsideration

Given the extent of these concerns, I urge the City of Sydney to **refuse the application in its current form**. However, should amendments be considered, the following changes must be made:

- A substantial **reduction in overall height and massing**
- A **complete redesign of the driveway**, ensuring safe access and preservation of the No Parking zone at 3–11 Briggs Street
- **Mitigation of privacy and noise impacts** through setback and design changes

Importantly, **the southern end of the development must be redesigned** to preserve our only source of direct solar access. Reducing the building height to two storeys at this end, with setbacks, would mirror the northern

elevation and offer a far more balanced interface with existing homes. This is essential to achieving a fair outcome for both developers and neighbouring residents.

We support considered urban development that improves housing diversity without sacrificing community integrity or residential quality of life. This proposal does not currently meet those standards.

Thank you for your time and consideration.

Yours sincerely,

Stuart Kendall, Grace Kendall and Natasha Blinova

2/3–11 Briggs Street

Camperdown NSW 2050



10 June 2025

From: Mark Harris [REDACTED] on behalf of Mark Harris [REDACTED] <Mark.Harris@cityofsydney.nsw.gov.au>

Sent on: Tuesday, June 10, 2025 3:35:12 PM

To: dasubmissions@cityofsydney.nsw.gov.au

Subject: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050 - Attention Max Di Rosario

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

To:

Mr MacKay, Mr Di Rosario, and the Planning Team
City of Sydney Council

Re: D/2025/385 – Objection to Proposed Development at 18–28 Briggs Street, Camperdown NSW 2050

Dear Mr MacKay, Mr Di Rosario, and Planning Team,

I am writing on behalf of myself as owner of, and also my home based business Lah-Lah Productions Pty Ltd, which operates out of Unit 1, 1 Briggs Street, Camperdown - in close proximity to the site of the proposed development. We strongly object to Development Application D/2025/385, which seeks to demolish the existing warehouse building at 18-28 Briggs Street and replace it with a four-storey, 55-room co-living facility with two basement levels.

While we support thoughtful and appropriate development, this proposal is excessive, insensitive to the character of the street, and would significantly disrupt the fabric of the community - both residential and commercial.

Our office is home to creative producers working in sound recording and post-production, as are the tenants of Church Street Studios directly opposite us. The proposed construction - particularly the excavation of a two-storey basement carpark and a four-storey build - would involve prolonged and intense construction activity. The noise, vibration, and dust from this level of disruption would make our day-to-day work impossible and may force us to relocate. As professionals working in sound, acoustic environments are critical to our business viability, and the scale of this project poses a direct threat to our continued operation.

In terms of planning controls, the development exceeds both the maximum height and floor space ratio permissible under the Sydney Local Environmental Plan 2012. The proposed building height of 14.84 metres exceeds the allowable 12 metres. The floor space ratio is also above the permissible 1.5:1, reaching 1.65:1. Even with allowances for co-living developments, the diagrams and definitions used to justify this figure are questionable - especially where enclosed balconies and communal areas are concerned. This is a clear case of overdevelopment, not a reasonable variation.

We are also concerned by the significant increase in car parking being proposed. The DA includes 22+ car spaces - well above the City of Sydney's guidelines for co-living developments. Our area is already under considerable parking pressure, and we've recently seen a reduction in street parking following the introduction of new planting and infrastructure. As a property that is ineligible for resident parking permits, any further strain on parking availability is unacceptable. Adding high-density housing with excessive off-street parking provisions will only worsen the issue.

Beyond these compliance and amenity issues, we also wish to raise serious concerns about the loss of heritage value. The existing building at 18-28 Briggs Street is one of the last remaining examples of Camperdown's industrial past, featuring a distinctive clerestory "tooth" roof. The City of Sydney DCP encourages adaptive reuse of buildings over 50 years old, especially those with architectural merit. The proposed total demolition disregards this policy and replaces it with a generic, oversized development that lacks any recognition of the area's heritage. A more respectful approach would incorporate and celebrate elements of the original structure - particularly on the Briggs Street frontage.

The development, in its current form, is completely at odds with the nature and scale of Briggs Street. Ours is a small, diverse, and tightly knit street of long-term residents, professionals, and small businesses. The introduction of 55 co-

living rooms - largely for transient tenants - would fundamentally alter the character and livability of the area. The density proposed is simply too high for this site, and the style of living is inconsistent with the existing community.

For all these reasons, we respectfully request that Council reject the proposal in its current form and encourage the developer to submit a revised design that better reflects the scale, heritage, and character of Briggs Street - and that demonstrates genuine consideration for the local community.

Thank you for your attention to this matter.

Yours sincerely,

Mark Harris
Apartment owner / Company Director
Lah-Lah Productions Pty Ltd
Unit 1, 1 Briggs Street
Camperdown NSW 2050

From: Yasmin Green [REDACTED] on behalf of Yasmin Green

[REDACTED] <Yasmin.Green@[REDACTED]>

Sent on: Tuesday, June 10, 2025 6:02:14 PM

To: dasubmissions@cityofsydney.nsw.gov.au

Subject: 18-28 Briggs St Camperdown (D/2025/385)

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Hi,

I am writing to object to the new development, at 18-28 Briggs St Camperdown (D/2025/385).

We have had 2 new developments on either side of our building approved in the time we have lived here - opposite us at 13 Broderick St, and next to us at 9-13 Marsden St Camperdown.

That latter property is already a high-density student accommodation, and I am concerned about the overall amenity of our neighbourhood if there is a new 55-unit building. Traffic is already congested in our area, and we get a fair bit of noise pollution from vehicles and from being a densely populated area.

In particular, a 55-unit four-storey building seems inconsistent with the 'alleyway' arrangement of Briggs, Marsden & Broderick St. Most of the buildings here have less than 10-15 units large, or are townhouses and cottages. This just seems like an effort to cram as many people into one money-making venture, with little regard for existing residents.

The design of the building is also concerning. It doesn't seem like we would get much privacy in our units, if the development is as close to our boundary and has as many balconies as the current design. When I bought here, I was told that the Briggs St site was an old industrial estate and that there was a lot of asbestos in there. What will demolishing that building do for the health of neighbouring residents?!

I realise there's a housing shortage, but surely there's a way to support young renters without degrading the standard of living for existing residents.

Hopefully the design can be adjusted, so that we can have some privacy and amenity preserved.

Sincerely,

Y Green

15-17 Marsden St
Camperdown

From: Jax Rousselot

Sent on: Friday, June 13, 2025 12:41:58 AM

To: dasubmissions

Subject: Re: Submission - D/2025/385 - 18-28 Briggs Street CAMPERDOWN NSW 2050 - Attention Max Di Rosario

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Attention: Max Di Rosario

Hello –

I live at # 19 Briggs Street.

While I have already submitted my concerns in a previous email, I wanted to clarify:

Solar access: the proposed plans show only partial sun to my only north facing window at noon. The rest of the day my house would be in shadow.

I thought it important to clarify that this window serves my home office, not a bedroom. My partner and I use this room all day to work from home. Thus, solar access is key to our amenity.

I would appreciate if you could please take this into consideration when you evaluate the impacts on our amenity.

Best regards –

Jacqueline Rousselot

On Sun, 8 Jun 2025 at 13:22, Jax Rousselot <jax.rousselot> wrote:

Attention: Max Di Rosario

I attach my comments on the current DA application (D/2025/385) for 18 Briggs Street.

Thank you for your consideration,

Jacqueline Rousselot


From: **Kathryn A** <[REDACTED]>
To: **Max Di Rosario** <MDiRosario@cityofsydney.nsw.gov.au>
Subject: Query: D/2025/385 - 18-28 Briggs Street Camperdown NSW
Date: 12.06.2025 19:31:55 (+02:00)

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Hello

I am a term resident and owner on Briggs Street and would like to voice my opinion on the proposed development.

4 Floors is too high - the apartments at that end are 3 or less. At that height the other side of the street will never see sun.

The number of apartments - traffic will become a further issue

Sewerage

Construction time dirt noise

This street is constantly having works - trees planted - what will happen to the green street tree planted out the front of 22 Briggs street?

Its a narrow street - we will be blocked from entering the street for long periods of time

No - I really can't say NO enough or loud enough!

Many thanks

Kathryn