

# **Attachment E**

**Table of Submissions and Responses from  
the City of Sydney**

## Local resident's submissions

Including:

- 26 individual written submissions
- 195 responses through Sydney Your Say
- Petition with 262 signatures

NB. Where a respondent has commented on a number of issues which relate to an overarching issue, these are counted each time. E.g. Separate issues relating to height – concern over height, precedent for taller buildings in the area etc. – are counted individually.

Summary of key matter raised in submission	Officer's response
<p><b><u>Support for the Proposal</u></b> (expressed by 105 Sydney Your Say responses, including 6 in full support)</p>	
<p>Support is raised for several elements of the proposal, including;</p> <ul style="list-style-type: none"> <li>• new public parks and plaza</li> <li>• opportunity to extend cycle and pedestrian links</li> <li>• new commercial and retail uses – shops, cafes, restaurants, workplaces</li> <li>• bringing life to the heritage buildings,</li> <li>• opportunity to inject new life into the area</li> <li>• opening up currently restricted areas</li> <li>• improving for residents and workers an area in currently poor state of repair</li> <li>• supportive of a residential environment with a community feel</li> <li>• a coherent masterplan for the precinct</li> </ul>	<p>Noted.</p>
<p><b><u>Height: Towers/Tall Buildings</u></b> (issue raised in 26 individual submissions, 140 Sydney Your Say responses)</p>	
<p>There is significant opposition to the tower height increase, which is a significant departure from the SLEP 2012.</p> <p>The height increase could set a precedent for neighbouring sites.</p> <p>There is a concern that by assisting developers to access the maximum yield through amending the current height restrictions, Council could also set a precedent in the area.</p> <p>Residents and landowners have purchased properties and land with the knowledge of the SLEP 2012 height controls and two towers are now proposed.</p>	<p>The proposed controls allow for two taller buildings to be located in the centre of the precinct, away from boundaries with adjoining neighbourhoods, minimising impacts to the public domain and surrounding residential buildings. An increased tower height in limited key locations allows for the more varied and lower 4-6 storey predominant height for the remainder of the precinct – which is supported by the majority of submissions.</p> <p>The height is reflective of several residential apartment buildings already found in the immediate vicinity of the precinct – such as Moore Park Gardens, Crown Square and the Lachlan precinct.</p>

	<p>The Danks Street South precinct has always been envisaged as a mixed use, predominantly residential neighbourhood, similar to those precincts around it – such as Crown Square and Lachlan, and further south in Victoria Park and Epsom Park. The City has been through a similar masterplanning process in all of these neighbourhoods to ensure the right match between height and FSR controls, thereby achieving a maximised development yield with good urban design and amenity outcomes and also delivering key infrastructure and public domain.</p> <p>This is a dynamic, urban renewal area experiencing change. Planning Proposals, through the Gateway process, provide the opportunity for Council to amend planning controls within the LEP and/or for proponents to request amended development standards to be explored. Gateway has been received from the Department of Planning for Council to progress the proposed amendments in Danks Street South.</p> <p>Noting the significant objection raised to the height of the towers, the planning proposal is amended to address the concern of height. The lower of the towers has been reduced from 16 storeys to 12 storeys.</p>
<p><b><u>Building Heights and Distribution: Height on Morehead Street</u></b> (raised in 2 Sydney Your Say responses)</p>	
<p>Concern is raised about the transition in height between the proposal and the two-storey terraces along Morehead Street, north of Brunswick Street, within the Waterloo Conservation Area.</p>	<p>The built form is revised so that the portion of the building proposed opposite to the run of terraces has a maximum height of three storeys (reduced from four storeys).</p>
<p><b><u>Building Heights and Distribution: Impact on Amenity</u></b> (issue raised in 17 individual written submissions and 66 Sydney Your Say responses)</p>	
<p>A number of concerns have been raised relating to potential impact on amenity and residents' properties. These are:</p> <ul style="list-style-type: none"> <li>• Overshadowing / loss of daylight / sunlight</li> <li>• Loss of privacy / close building proximity</li> <li>• Loss of view</li> <li>• Wind impact</li> <li>• Cross ventilation capacity</li> </ul>	<p>The planning controls have been developed following detailed consideration of these issues and the ability of the proposed building envelopes to comply with relevant standards in each regard.</p> <p>These issues will be considered further within any development application submitted for the redevelopment of the site. They will be assessed against the ADG, SEPP 65 and relevant</p>

<ul style="list-style-type: none"> <li>• Insufficient amenity / open space</li> </ul>	<p>controls in the wider Sydney DCP 2012. There are also new planning controls proposed within the site-specific DCP amendment for Danks Street South for a number of these issues.</p> <p>Any development application will need to be supported by relevant studies to confirm there is no detrimental impact on the nearby residents. Further analysis and assessment of the more detailed plans at the development assessment stage will provide further opportunity to mitigate potential impacts.</p> <p><u>Overshadowing / loss of daylight / sunlight</u></p> <p>An overshadowing analysis has been undertaken to test the proposals against relevant overshadowing requirements. This confirms that the recommended built form option complies with the City's requirements for solar access to the public domain and with relevant standards in the ADG relating to solar access to the future apartment buildings and existing surrounding residential developments.</p> <p>Any future DA will also need to demonstrate compliance with these controls.</p> <p>There is minimal overshadowing on the Divercity and Crowne Square developments and on properties on Danks Street. The shadow associated with the taller buildings moves quickly.</p> <p><u>Loss of privacy / close building proximity</u></p> <p>The proposed building layout has been designed to comply with ADG minimum building separation distances to ensure acceptable levels of privacy.</p> <p>Whilst complying with relevant standards, the 4-storey building closest to the existing residential buildings at 1 Danks Street is removed from the proposed built form layout to provide a greater feeling of openness.</p> <p><u>Loss of view</u></p> <p>A number of residents are concerned about the loss of the view from their property,</p>
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particularly residents from the Divercity building and 1 Danks Street. There may be some loss of view from the Divercity building looking north and some loss of view from the properties at Danks Street looking south. However, given the benefits delivered as a result of the planning proposal, including provision of housing, open space, infrastructure and services, this is considered to outweigh the loss of views.

These are not protected view corridors in the City's planning controls, however, as with any development application, the loss of view will be considered within the assessment of the scheme and whether this outweighs the benefit of the scheme.

Further discussion on this point is contained in the body of the Council report.

#### Wind impact

Concern is raised that the built form along Bourke Street could create a wind tunnel. This built form is kept at 6 storeys to limit wind effects given the higher built form on the opposite side of Bourke Street. Articulation of the building envelopes will also help in this regard. In addition the required building setbacks will help manage wind impacts.

The draft DCP contains a requirement for wind tunnel testing in accordance with key standards.

#### Cross ventilation

The ADG requires every habitable room to be naturally ventilated. The proposed built form layout has been tested to ensure compliance. A requirement in the DCP also requires new building envelopes to facilitate dual aspect apartments with cross ventilation.

Additionally, the ADG requires building which are affected by noise from busy roads to achieve minimum internal noise levels – through design, orientation and siting, rather than closing windows and preventing natural ventilation.

	<p>This is an emerging industry challenge (since the introduction of the ADG in 2015). In Danks Street South, buildings likely to be affected (on the Bourke and McEvoy street frontages) are slimline to reduce the number of apartments facing only these frontages and the DCP controls are clarified regarding natural ventilation, where cross-ventilation is not achievable.</p> <p>Any development application will require an assessment of more detailed plans and supporting evidence to demonstrate how noise and ventilation have been addressed. Compliance with the ADG is to be demonstrated.</p> <p><u>Amenity / open space</u></p> <p>Within any residential development, private amenity space will be provided in accordance with the Apartment Design Guide. This will be assessed within any development application. Testing of the proposals against the ADG requirements demonstrates that this can be delivered.</p> <p>In addition, the proposed DCP amendments include requirements for public open space, including two public parks totalling 5,400 square metres for recreation and small events. A public square of around 1,400 square metres is also proposed. This provision, along with other open space in the area is sufficient for new residents. A planning control has been included within the DCP for the provision of the open space.</p>
<p><b><u>Density: Traffic Congestion and Public Transport</u></b> (issue raised in 20 individual written submissions and 133 Sydney Your Say responses)</p>	
<p>The proposed density and scale of the development will result in increased congestion as a result of the large number of new residents to the area.</p> <p>The provision of car parking within the proposed development is too high, this will increase traffic congestion further. The proposed development will result in increased</p>	<p><u>Traffic Congestion</u></p> <p>On behalf of the City of Sydney, PeopleTrans reviewed the original Transport Assessment to address a number of questions raised by TfNSW which echo resident concerns about the age of the traffic surveys relied upon. (TfNSW also wanted PeopleTrans to re-examine current and future traffic generation rates for the precinct, basing them on actual surveys of comparable</p>

on-street parking and illegal parking is already problematic in the area.

The Traffic Assessment has not considered impact of further development to the south. The validity of the findings of the Traffic Assessment is questioned given that it relied on data from surveys undertaken in May 2015.

There will also be increased demand for public transport which is already under pressure at Green Square. This will continue to worsen as a result of the proposed development.

sites.) The results of the further surveys and traffic generation analysis show that the original assessment represented a worst-case scenario, over-estimating traffic counts and generation rates. The revised assessment concludes that redevelopment of the precinct is expected to have minimal impact on the road network or intersection performance.

#### Public Transport

Whilst the planning proposal does not seek an increase in density on the site, it is acknowledged that there are capacity issues for public transport in Green Square at present.

Committed major transport investments, including the Green Square Eastern Transit Corridor and the Waterloo Metro station will provide medium term solutions (5 year horizon), however public transport capacity in the short term can be challenging.

In December 2017, following requests by the City to renew a partnership with TfNSW to develop a staged transport plan for Green Square, the City received a letter from the Minister for Transport and Infrastructure that commits to working with the City to develop an access strategy for Green Square to address critical public transport issues in the short term (five years).

As a result, the City is working with TfNSW and have jointly funded and collaboratively developed the draft Green Square and Waterloo Transport Action Plan (draft Action Plan). While the draft Action Plan is yet to be finalised, and is not yet available for publication, the City is working with TfNSW to secure endorsement of the full Action Plan by the Minister for Transport and Infrastructure, in 2018.

The purpose of the draft Action Plan is to address the pressing existing transport issues currently affecting people travelling to, from and within the Green Square and Waterloo area. It will identify public transport solutions in the 0-5 year planning horizon, when

	<p>additional rail capacity from the new Metro rail station at Waterloo will be provided.</p> <p>The draft Action Plan tailors proven transport network development strategies to the Green Square and Waterloo problems context, recognising the issues are different in different areas of Green Square and Waterloo. It employs behaviour change, maximising the service levels provided by existing infrastructure and adding additional bus service options. Together, this suite of actions can reduce congestion on peak-period services, providing capacity and resilience necessary to cater for demand until the following opportunities are realised:</p> <ul style="list-style-type: none"> <li>• the commencement of CBD and South East Light Rail services in 2020, which enables a bus network with greater emphasis on connections for Green Square and Waterloo . The announcement of new bus services and increased frequencies in November 2018 is the first stage of this evolution of the bus network;</li> <li>• the completion of the Eastern Transit Corridor through Green Square in the short term. This will serve the high density areas in the east of Green Square that are furthest from Green Square Station and the future Waterloo Metro Station and offer an additional north-south transit corridor, relieving pressure on Bourke Street;</li> <li>• preparing for the Metro Station at Waterloo in 2024 – this requires the establishment of bus services and active transport routes to provide access to this major transport hub; and</li> <li>• the potential for significant re-allocation of road space in Green Square if WestConnex proceeds (around 2023-4).</li> </ul> <p>A Green Square and Waterloo Transport Action Plan – Danks Street Background Paper, which is attached to the report, identifies actions that have been announced by TfNSW that will specifically alleviate public transport congestion around the Danks Street South precinct, including:</p> <ul style="list-style-type: none"> <li>• A new bus route 304, connecting Rosebery and Green Square to Circular Quay. This will feature a 12 minute frequency, operating</li> </ul>
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	<p>24/7. It will serve eastern parts of Green Square, including East Village;</p> <ul style="list-style-type: none"> <li>• Additional services on the 343 bus route on Elizabeth Street (approximately 250m west of the site), with an 18% capacity increase between 7am-8am, and a 16% capacity increase between 8am-9am;</li> <li>• Improved bus capacity, travel time and reliability, with bus services 301-3 operating to Redfern (via the site of the future Waterloo Metro station). Operating services to Redfern should make them more reliable, allows a greater frequency, yet reduces overall journey times for most trips due to the directness of rail trips from there; and</li> <li>• By 2024, Waterloo Metro station will provide 16 trains per hour in each direction, offering a rapid service, with capacity, to the City Centre, Lower North Shore and Macquarie Park. There is opportunity for interchange of bus services in connection with the Metro station, which will be facilitated by the changes to routes 301-3 outlined above</li> </ul> <p>It is also noted the precinct and its surroundings is well served by active transport links. These will be enhanced via the new permeable network of streets and pedestrian/cycle links through the precinct.</p> <p>A number of actions in the draft Action Plan will build on the City's existing programs implemented in partnership with Roads and Maritime Services. Subject to funding being agreed, actions include:</p> <ul style="list-style-type: none"> <li>• Walking and bicycle connections to Waterloo Metro will be improved.</li> <li>• Improved pedestrian crossing opportunities will be provided across Green Square and Waterloo, including a new intersection across Lachlan Street at Gadigal Avenue by 2020.</li> <li>• A cycleway connection to University of New South Wales by early 2020.</li> <li>• Behaviour change programs will aim for mode shift, or peak spreading to take advantage of spare capacity outside the peaks. These will build on TfNSW's Travel</li> </ul>
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	<p>Choices Program and the City's award winning project, "Give Yourself a Lift", in Green Square.</p> <ul style="list-style-type: none"> <li>• 40km/h speed limits will continue to be implemented on local streets, to improve amenity, reduce crash risk and increase the use of walking and cycling.</li> </ul>
<p><b>Density: Infrastructure / Services</b> (issue raised in 10 individual submissions and 125 Sydney Your Say responses)</p>	
<p>Submissions raise concern over the impact that 2000 new residents would have on the community in this area of Waterloo. They raise that there is insufficient public infrastructure (open space, schools, hospitals etc.) and services (retail, doctors, post offices etc.) to support the proposed development.</p>	<p>The planning proposals do not seek to increase the density in the precinct, they are unlocking the achievable density via an amendment to the heights of buildings. As such, the new residents of Danks Street South have already been factored into the planning for Green Square.</p> <p>A Social Infrastructure Appraisal has been prepared which pulls together all of the information relating to the provision of social infrastructure and community services in the Green Square and Redfern Village areas which will be available, upon completion of the urban renewal of Green Square, to both the new residents of Danks Street South and the existing residents of Green Square's neighbourhoods. The appraisal identifies that there is significant existing provision of social infrastructure and a significant additional amount either planned or under construction to complement this.</p> <p>The Appraisal sets out how the City has planned for the increase in residents in the future in terms of infrastructure and community engagement and participation.</p> <p>Retail and commercial floor space is proposed as part of the Planning Proposal serving new and existing residents. The draft DCP requires the introduction of a mix of land uses with commercial and retail uses at ground level on Bourke Street, McEvoy Street, Young Street and around the plaza. Retail facilities are also provided along Danks Street and Bourke Street in close proximity to the Site.</p> <p>This City has been advocating for provision of social infrastructure that is provided by other state agencies. A HealthOne facility is planned</p>

	<p>at Green Square Town Centre which can be used by the residents at Danks Street South. Plans have also recently been announced by the Department of Education for a new school to be developed at Green Square. This will provide a number of school places for children within Danks Street South.</p> <p>The Department of Education also has plans to redevelop Alexandria Park Community School to provide additional primary and secondary school spaces. There are plans for the redevelopment of Mitchell Road Campus of Cleveland Intensive English High School. This will cater for an increase in student numbers.</p>
<p><b>Character of the Area</b> (issue raised in 4 individual written submissions and 36 Sydney Your Say responses)</p>	
<p>The proposed development will impact upon the character of the area, its history and how the area looks and feels. It will have an impact on the adjacent Conservation Area and has disregard to heritage items.</p>	<p>The proposal will help to reinvigorate an area which is currently restricted and in large parts neglected.</p> <p>The Office of Environment and Heritage supports the proposal and the accompanying Statement of Heritage Impact.</p> <p>The built form layout is amended in line with the recommendations of the Statement of Heritage Impact:</p> <ul style="list-style-type: none"> <li>• The two 4-storey buildings immediately north of the Valve House are deleted to provide a stronger link between the central public park and 'heritage' plaza created around the Pumping Station and Valve House listed buildings.</li> <li>• The building on Morehead Street, north of Wellington Street, is reduced in height to minimise any potential impact upon the Waterloo Heritage Conservation Area.</li> </ul> <p>Also in line with the OEH submission and the Statement of Heritage impact, a section on archaeology is included in the site-specific DCP controls.</p> <p>The Statement of Heritage Impact commends the City of Sydney for their efforts to minimise the potential heritage impact of the planning proposal, considering the complex issues and the demand to achieve the FSR.</p>

	<p>The City's ongoing placemaking and community development work will promote use and ownership of the new facilities and ongoing research in Green Square will enable the city to monitor social infrastructure and community needs over time and plan for them accordingly.</p> <p>To influence the precinct's public space planning and design, the City has been working towards an integrated site wide public art and public domain plan which is to guide the provision of public infrastructure within the precinct.</p> <p>The City has also engaged artists to research the history of the local area and speak to the community about the character of the site and neighbourhood surrounding the precinct. This will influence the design of future public art in the precinct and the design of its open space.</p> <p>Social art practitioners, MAPA Art and Architecture, were engaged to develop a high level public art concept to inform the design of a new public space in consultation with local communities in Green Square and areas adjacent to Danks Street South.</p> <p>A printed flyer outlining the creative research project was distributed to approximately 8,150 residences in Redfern, Waterloo and Zetland, within an area north to Zamia Street, east to South Dowling Street, south to East Village shopping centre, and west to Elizabeth Street. Between April and June 2018, MAPA engaged with local community groups, individuals and businesses immediately adjacent to the precinct about their past, present and future connections to the precinct to develop ideas that can be explored in the public domain design. The artists also conducted an open research week at Artbank (222 Young Street, Waterloo) and met with 64 individuals by appointment and drop in.</p> <p>The community has responded enthusiastically and shared a wealth of memories, insights and ideas that have culminated in a report, 'Open Field Agency: Public Domain and Public Art</p>
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	<p>Strategy for Danks Street South', which contains recommendations for the precinct.</p> <p>Following this first part of the project, and once the Planning Proposal and draft DCP are finalised, MAPA will work with landscape architects to be engaged by the City to develop a public domain concept design for the precinct. The artists' community based creative research will inform this concept design.</p>
<p><b><u>Access to the Sydney Water buildings</u></b> (issue raised in 4 individual written submissions and 10 Sydney Your Say responses)</p>	
<p>Sydney Water needs access to the heritage building to the south of the site which could be problematic for the plaza area causing operational limits.</p>	<p>The proposed buildings to the west of the Sydney Water building have been reduced in footprint and re-orientated slightly to allow for full vehicular access to the building for maintenance purposes and to respond to their easements.</p> <p>Any development application for the site will have to demonstrate that access for Sydney Water is acceptable.</p> <p>A Section 73 Certificate will also be required as any proposed development will have an impact on Sydney Water infrastructure, to support this a Service Brief will be required.</p> <p>The plaza area around the southern heritage building, the Pump House, whilst publicly accessible during daylight hours, will remain in private ownership to limit Council's risk relating to Sydney Water's operational requirements. This section of the plaza will also not be the main focus of the heritage plaza – this will be a public square around the northern heritage building, the Valve House.</p> <p>Notwithstanding the mix of public and private ownership across the space, the heritage plaza around both buildings is to have a holistic, coordinated design and appearance and present as one curtilage around the buildings.</p> <p>The draft DCP is also amended to require a plan of management relating to public, private and Sydney Water operation access at detailed development application stage.</p>
<p><b><u>Inconsistency in Council decision making relating to the Site</u></b></p>	

(issue raised in 3 individual written submissions and 2 Sydney Your Say responses)	
<p>Concern has been raised that there has not been consistency with the decision making in the Council. This relates to two planning proposals referenced by the residents:</p> <ul style="list-style-type: none"> <li>• A planning proposal request by LEFTA Pty Ltd to increase the permissible building height from 15 metres to 50 metres and the FSR from a maximum of 2.5:1 to 6:1.</li> <li>• A planning proposal submitted by Dahua in November 2015 to increase the permissible building height from 15 metres to 85 metres.</li> </ul> <p>It appears that Council did not support one but allowed the second, similar proposal to progress.</p>	<p>The original LEFTA planning proposal request was not supported by the City and was subsequently withdrawn in December 2015.</p> <p>The subsequent Dahua planning proposal request was also not supported by the City, primarily because of the proposed heights and built form outcomes.</p> <p>Whilst the Dahua planning proposal was not supported, it was acknowledged that there is an issue in achieving the current permissible FSR within the current permissible heights. It was also acknowledged that the public domain requirements in the precinct had not been adequately resolved, particularly given the significant constraints to development within the precinct and the Dahua site in particular.</p> <p>The City therefore determined to undertake its own planning proposal process, using some of the studies that were prepared for the Dahua site to understand the constraints at play.</p> <p>Significant further work has been undertaken since these planning proposal requests to determine an acceptable planning proposal at Danks Street South and further supporting documentation has been prepared by or on behalf of the City.</p>
<b>Decreasing Property Values</b> (issue raised in 2 individual responses and 8 Sydney Your Say responses)	
<p>The redevelopment of the precinct will result in a decrease in property value, mainly due to the proposed building heights and the reduced city skyline views.</p>	<p>Redevelopment of the precinct will deliver enhanced public access and visual amenity, high quality public domain and built form. It is expected that the majority of residents in the area will benefit from this improvement in amenity.</p> <p>The area is also considered to be an important location for redevelopment given its proximity to the City and the airport. It will facilitate key NSW Government objectives to provide more housing in strategic locations.</p>
<b>Exhibition Notification Issue</b> (issue raised in 3 individual written submissions and 1 Sydney Your Say response)	

<p>Some residents were not aware of the exhibition period.</p>	<p>The City undertook a significant notification effort – including 4,900 letters, newspaper and online advertisements, 4,496 email mailshots and a community drop-in session near the site.</p> <p>Residents were given an extension to prepare their submission.</p>
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## Consultant submissions

From:

- 1 collective submission from an adjoining residential apartment building
- 2 adjoining landowners
- 4 precinct landowners

Summary of key matters raised in submission	Response
<b>Collective submission for 1 Danks Street, Waterloo</b>	
<p>Object to the planning proposal due to:</p> <ul style="list-style-type: none"> <li>- Diminished solar access / overshadowing on the property</li> <li>- Impact on privacy</li> <li>- Inconsistency with built form - provision of a six storey building where others are 4 storey at Danks Street frontage</li> <li>- Impact on local area, including: increased density, congestion, pedestrian risk due to cars, schools, public transport.</li> </ul>	<p>Noted.</p> <ul style="list-style-type: none"> <li>- Whilst the solar access and building separation distances achieved between the proposed built form and 1 Danks Street comply with the ADG, the 4-storey building closest to 1 Danks Street is removed from the proposed built form layout.</li> <li>- Impact of density/redevelopment of the precinct on congestion, public transport and social infrastructure is discussed above.</li> </ul>
<b>Consultant representing 3-7 Danks St, Waterloo (adjoining landowner)</b>	
<ul style="list-style-type: none"> <li>- The Planning Proposal should also consider the development potential of existing properties fronting Danks Street. Concern that changes to FSR or Height controls for Danks Street South should also apply the entire length of Danks St so as not to discriminate development to site owners on neighbouring lots</li> <li>- Requests that the proposal allows a right-of-way vehicular access to their current building at 7 Danks Street from the northern public open space pedestrian link. This in preparation for when 7 Danks Street considers future development.</li> </ul>	<ul style="list-style-type: none"> <li>- The Danks Street frontage is not included within the extent of the precinct given that it already has clear controls in Sydney LEP and DCP which support its current form and function.</li> <li>- The pedestrian link is not intended for vehicular traffic. Any request to re-assess this would need to be proposed as part of any future redevelopment scheme at 3-7 Danks Street and the implications of such a proposal be fully investigated at that point.</li> </ul>

<ul style="list-style-type: none"> <li>- Requests council consider removal of drainage easement on their property by locating new drainage in Young Street.</li> <li>- Would like Council to include a dedicated car park located within the Danks Street South precinct to allow for increased retail/visitor vehicle use.</li> </ul>	<ul style="list-style-type: none"> <li>- Noted. The City will commence public domain concept plans for the precinct in due course. This would include drainage design as required.</li> <li>- Providing a dedicated car park contradicts the City's targets for promoting a mode shift to public transport and active transport (walking and cycling).</li> </ul>
<b>Consultant representing Hillsong Church, 188 Young Street, Waterloo (adjoining landowner)</b>	
<ul style="list-style-type: none"> <li>- Objects to the exclusion of Hillsong Church property from the Danks Street South study area as it is 'an important and prominent contributor to the local community'. Concern with how council has determined precinct area boundaries for controls; displeased that the 30 year old church is not mentioned in the Urban Design study as it plays a significant role in servicing the community and is aligned directly east and south of the precinct boundary lines</li> <li>- Requests that the Danks Street South planning proposal is amended to include the Hillsong Church site to ensure planning controls applied are similar to proposal of surrounding properties</li> <li>- Respondent raises issue of potential noise impacts in the future with neighbouring development use being residential (currently church complies with noise controls)</li> </ul>	<ul style="list-style-type: none"> <li>- None of the Danks Street frontage is included within the extent of the precinct given that it already has clear controls in Sydney LEP and DCP which support its current form and function.</li> <li>- Discussions have been held with the landowner/consultant for this site regarding development opportunities. Should Hillsong wish to redevelop the site at some point in the future, the City is happy to continue discussions.</li> <li>- Potential noise conflicts will be required to be addressed as part of any future development application. The draft DCP is amended to include additional controls relating to noise. These include a requirement for noise studies to be undertaken in association with any development proposal to establish likely noise conflicts/issues at the outset.</li> </ul>
<b>City West Housing (Precinct Landowner, 895-901 Bourke Street, Waterloo)</b>	
<ul style="list-style-type: none"> <li>- Planning Proposal (p.17) contains incorrect reference to the site area, it should be 3,008sqm, not 2,738sqm with the GFA reflecting this (as per the 2014 DA)</li> <li>- Inconsistencies in building heights occur between the Urban Design Study and the DCP, ranging from 5-6 storeys</li> <li>- Requests 6 storeys plus attic to be applied to their site to fully utilise the FSR available to them, which is consistent with other sites</li> </ul>	<ul style="list-style-type: none"> <li>- Noted and amended.</li> <li>- Noted. DCP is amended.</li> <li>- Proposed built form is 6 storeys, with a 4 storey element which responds to ADG building separation requirements.</li> </ul>

<p>- Requests a review of a further increase in height and density for properties fronting Bourke Street, noting examples of 10 storeys on this frontage.</p>	<p>- Built form along Bourke Street is kept at 6 storeys to provide a better pedestrian scale and more pedestrian amenity (reduced wind effects etc).</p>
<p><b>Consultant representing 881-893 Bourke Street and 207-229 Young Street, Waterloo (Precinct Landowners, Jeffman PTY Ltd and Red Breast PTY Ltd, known as the Lawrence Dry Cleaners Site)</b></p>	
<p>- As the constraints that prevent achievement of additional floor space for design excellence across the precinct do not affect this particular site (e.g. easements, heritage, arterial road reservation), the submission requests to re-instate the floor space bonus for competitive design process</p> <p>In so doing, the further detailed requests are made:</p> <ul style="list-style-type: none"> <li>- amend the maximum building height to 36m and an FSR of 2.2:1 (including design excellence) to allow for a 10 storey building on the site.</li> <li>- amend the built form layout to reflect additional 8 and 6 storey buildings (various built form layouts are submitted for consideration, including further schemes submitted in March 2018)</li> <li>- amend the Draft DCP to incorporate a proposed Design Excellence Strategy to ensure Stage 1 DA requirements are satisfied in the event that the Draft DCP is accepted as a DCP for the purposes of clause 7.20 of the Current LEP</li> <li>- amend the Draft DCP to require a public art strategy to be submitted with any Stage 2 DA/detailed design DA, in the event that the Draft DCP is accepted as a DCP for the purposes of clause 7.20 of the Current LEP</li> <li>- include a statement on suitability of the site for development to satisfy clause 7.20 of Sydney LEP</li> </ul>	<p>- Further discussions have been undertaken with the land owner regarding the planning proposal and the points raised in their submission.</p> <p><u>Design Excellence</u></p> <p>Whilst many of the constraints which affect the Dahua site do not affect the Lawrence Dry Cleaners site, the City's urban design testing demonstrates that it is still very difficult to achieve a further 10% floor space on this landholding. Varying options to accommodate the additional floor space, including 8 storeys along Bourke Street, 8-10 storeys in the centre of the site, and 12 storeys to the extreme west of the site, have been investigated, but each results in levels of overshadowing to the central public open space which do not comply with the relevant Sydney DCP 2012 control requiring 4 hours of sunlight to 50% of public open space between 9am and 3pm on 21 June.</p> <ul style="list-style-type: none"> <li>- The later submission uses the ADG requirement for sunlight to open spaces (a minimum of 2 hours, not 4) to support the additional floor space, but this control applies to communal open space within Apartment buildings, not public open space.</li> </ul> <p><u>Stage 1/Clause 7.20 requirements</u></p> <p>Given the significant contamination levels present on the site, associated with the dry cleaning operations, it is not considered appropriate to include a statement on suitability of the land for redevelopment to satisfy Clause 7.20 requirements to waive a Stage 1 development application. As such, a design excellence strategy is also not incorporated into the draft DCP for this site.</p> <p>The draft DCP incorporates additional guidance in relation to any future Public Art</p>

	expectations, but a site-specific Public Art Strategy is likely to be required at Stage 1
<b>Consultant representing 224-234 Young Street, Waterloo (Precinct Landowner, Majesty Properties)</b>	
<ul style="list-style-type: none"> <li>- Objects to removing the eligibility of FSR bonus for design excellence, requests its reinstatement. An alternative built form accommodating 2.2:1 (with buildings of 7 and 5 storeys) is provided for inclusion in the LEP and DCP.</li>   <li>- Inconsistency between figures 5.9.3, 5.9.13 and 5.9.14 regarding commercial uses and whether they are intended for the entire building or only at ground floor. Requests that Figure 5.9.3 be clarified that the uses are ground floor uses only</li>   <li>- No setback shown at Young Street (Figure 5.9.18). Requests this is amended to illustrate a 4m setback to Young Street given the residential use proposed</li>   <li>- Recommends amending wording of Clause 2.13.17 (f) and Clause 5.9.6.2 (b) of DCP regarding cross ventilation and noise.</li>   <li>- Recommends that the site has additional development potential of up to 4.5:1 with a single 20-storey tower.</li> </ul>	<ul style="list-style-type: none"> <li>- The design excellence approach in the precinct is cognisant of the significant constraints to accommodating additional floor space – e.g. easements, heritage and arterial road reservations. This particular site is affected by an arterial road reservation and is also affected by significant levels of road noise from McEvoy Street. The proposal submitted by the consultant does not demonstrate that it can comply with SEPP 65 and ADG requirements for natural cross flow ventilation and maximum noise level/acoustic amenity requirements. Addressing these issues will constrain the built form on this site.</li>   <li>- Whilst the intended building typology for the building fronting McEvoy Street is commercial uses at ground levels with residential above, it will be dependent on details at DA stage which investigate road noise and amenity of individual apartments as to how many lower levels of non-residential will be required. No change is proposed.</li>   <li>- This reflects the non-residential requirement for the ground floor. No change is proposed.</li>   <li>- Noted and amended. Additional provisions are included in the draft DCP to address noise and ventilation.</li>   <li>- This FSR and height is not supported owing to unacceptable built form outcomes.</li> </ul>
<b>903-921 Bourke Street, Waterloo (Precinct Landowner, Dahua)</b>	
<ul style="list-style-type: none"> <li>- The proposed controls have minor conflicts with existing easements on the site and with swept paths of Sydney Water maintenance buildings. The public domain and building layout will therefore need amending.</li>   <li>- Following detailed testing of the proposed controls there are some significant non-</li> </ul>	<ul style="list-style-type: none"> <li>- Further discussions have been undertaken with the land owner regarding the planning proposal and their submitted scheme.</li>   <li>- The public domain and built form layouts have been revised to address the additional land affected by easements and swept-paths.</li> </ul>

<p>compliances with the ADG including small floorplates, lack of privacy, building separation issues and insufficient floor to floor heights, which means that the proposals achieve an FSR of less than 2:1.</p> <p>- An alternative scheme is proposed, addressing the non-compliances and additional easements/swept paths. It provides</p> <ul style="list-style-type: none"> <li>*built form in compliance with Council’s height limits (for storeys)</li> <li>*built forms with significantly improved to ADG compliance</li> <li>*an improved urban design / open space solution</li> <li>*improved acoustic performance to residences and public spaces</li> <li>*an improved vehicular traffic and access solution from Young Street and Bourke Street.</li> </ul> <p>- Objects to the removal of design excellence FSR bonus. Scheme submitted shows 2.2:1 to be achievable. Dahua considers that proposed removal of the current opportunities the SLEP clause 4.6 and 6.21) unfairly disadvantages Dahua and the other land owners in the Precinct and we object to the proposed reduction in FSR on the site.</p>	<p>- Other amendments to built form on the Dahua site are made to address local resident and state agency submissions received following exhibition.</p> <p>- The recommended built form option has been thoroughly tested to ensure compliance with SEPP 65 and the ADG, thereby ensuring that 2:1 FSR is achievable within the building envelopes proposed. The site area used for the purposes of calculating the gross floor area to achieve 2:1 includes the heritage items.</p> <p>- The submitted design excellence scheme contains the exhibited 16 storey tower, which has been reduced to 12 storeys post exhibition as a result of the public comments. The site is heavily constrained by easements, access requirements, arterial road reservations and heritage which leads to unacceptable amenity impacts and ADG non-compliance when further floor space is introduced. As such, no change to the design excellence restriction is proposed.</p>
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## State Agency submissions

From:

- 5 State Agencies

Summary of key matters raised in submission	Response
<b>Office of Environment and Heritage</b>	
Proposed changes to Sydney DCP 2012 are supported.	Noted.
All recommendations within the Statement of Heritage Impact prepared by the City in April 2017 should be included.	<p>Noted.</p> <p>Recommendation #4 requires investigation of the possibility of deleting the two 4-storey buildings immediately north of the Valve House and redistributing this floor space elsewhere on the site to provide a stronger link between the central public park and 'heritage' plaza created around the Pumping Station and Valve House.</p>

	<p>This has been addressed in the revised built form layout.</p> <p>Recommendation #8 requires investigation of revisions to the heights of buildings along the Morehead Street boundary of the Precinct, particularly the north of Wellington Street to minimise any potential impact upon the Waterloo Heritage Conservation Area and other adjacent heritage items.</p> <p>This has been addressed in the revised built form layout.</p>
<p>Archaeology objectives are recommended for inclusion:</p> <ul style="list-style-type: none"> <li>a. To conserve the indigenous and European Cultural heritage and minimise development impact.</li> <li>b. To ensure development is appropriately designed to protect and manage the potential Archaeological resources.</li> </ul>	<p>Noted. Appropriate objectives are included in the Heritage section of the site-specific DCP amendment.</p>
<p>Additional controls are also recommended for inclusion:</p> <ul style="list-style-type: none"> <li>a. Carefully design any new interventions to avoid any disturbance of potential archaeological items located within these areas.</li> <li>b. Engage a suitable heritage consultant or archaeologist to assess, record and monitor the works in the event of any disturbance to the site having to take place. Archaeologists must meet the current Heritage Council requirements for an Excavation Director and obtain appropriate approvals, exemptions to or excavations permits required under Section 57(1) or sections 139-146 of the Heritage Act 1977 prior to any excavation of areas of identified archaeological potential.</li> <li>c. Retain any archaeological evidence uncovered on the site in situ wherever possible, so long as it will not be damaged in any works on site.</li> <li>d. Appropriately catalogue any archaeological finds retained in situ for future reference.</li> <li>e. Assemble, catalogue and safely house any archaeological finds that have been or are in the future uncovered on the site and are</li> </ul>	<p>Noted. Appropriate controls (provisions) are included in the Heritage section of the site-specific DCP amendment.</p>

deemed appropriate to be removed by the supervising archaeologist.	
<b>Sydney Airport</b>	
Referring to the attached drawing HOB_017 – there are two maximum building heights: Y – 50m above ground 77m AHD. AA2 – 65m above ground 92m AHD. Both of these building heights would constitute controlled activities & would be subject to Federal Government determinations. All other proposed building heights are below prescribed airspace and not an issue for Sydney Airport.	Noted. This would be undertaken at Development Application stage.
Approval to operate construction equipment (i.e. cranes) should be obtained prior to any commitment to construct.	Noted. This would be undertaken at Development Application stage.
Whilst there are currently no national aviation standards relating to defining public safety areas beyond the airport boundary, it is recommended that proposed land uses which have high population densities should be avoided.	Noted.
<b>Sydney Water</b>	
Strategic investigation shows that currently the trunk water and wastewater systems have adequate capacity to service the development area. Future trunk amplifications will be required and these will be handled by the Sydney Water process for servicing growth.	Noted.
The development area has frontage to multiple existing 200mm water mains in Bourke Street, Danks Street and McEvoy Street and the northern section of Young St. Multiple trunk wastewater assets are also adjacent to the development area. Sydney Water advises that extensions / adjustments of our assets will be required to allow a connection of the proposed individual developments to the trunk assets.	Noted.
Sydney Water has major assets within the land, these include heritage listed buildings and related infrastructure that have significant operational importance. Suitable access to these assets and buildings will be required for maintenance purposes. Will require 24 hour access for Sydney Water.	Noted. The layout of buildings and public domain is amended to account for all easements and to facilitate operational access by Sydney Water.

<p>Sydney Water requires regular vehicle access to the Valve House and Pump House. Vehicles range from utilities and vans to light rigid and semi-trailer trucks. The future RMS road widening will limit our ability to access the site from McEvoy Street. Accordingly, Council needs to ensure that sufficient truck turning space is provided around the Valve House and Pump House.</p> <p>It is noted buildings are proposed over easements in Sydney Water's favour. However building over these easements will not be approved. It is requested that the planning proposal mapping reflects the easements and restrictions in Sydney Water's favour.</p>	
<p>Formal requirements for servicing the development will be determined as part of the Section 73 application.</p> <p>To assist in determination of Sydney Water's requirements as part of the Section 73 application phase, a Service Brief covering concept options should be prepared and submitted as part of an individual development application.</p>	<p>Noted. A Section 73 Compliance Certificate is needed to develop land, and determines whether additional infrastructure or developer fees are required. It is undertaken in conjunction with a DA.</p>
<p>Sydney Water does not support the two buildings proposed in close proximity to the Valve House and Pump House. The operational function of these buildings, particularly the Pump House which has an electrical substation, emits noise and is regularly maintained by staff, does not provide an appropriate synergy for commercial and residential buildings being built so close to them. The areas where these buildings are proposed should instead become open space/parkland.</p>	<p>Noted. The draft DCP contains provisions requiring acoustic measures to the operational buildings prior to redevelopment around them. The DA process will address any noise conflicts associated with the operational Sydney Water buildings. Any DA will also be supported by a site Access Plan to ensure the buildings can be accessed safely and they remain secure.</p>
<p>There is a commercial intention for Sydney Water and Dahua Group to undertake improvement and conservation work to the Valve House and Pump House. As Sydney Water's land is in the Planning Proposal, we expect the FSR potential for our lots to be counted, and as such the GFA may be contributed, and that the Planning Proposal envelopes can allow for this.</p>	<p>The FSR for the Sydney Water site has been dispersed throughout the wider site.</p>

<p>Available records indicate that there is a major Sydney Water stormwater trunk drainage system located within the Precinct.</p> <p>No building or permanent structure is to be proposed within 1m from the outside wall of the Sydney Water's stormwater asset. This clearance requirement would apply for unlimited depth and height.</p>	<p>Noted. The proposed building envelopes and public domain account for this.</p>
<p><b>Transport for New South Wales</b></p>	
<p>The traffic generation rates adopted in the Transport Assessment which accompanies the Planning Proposal are not supported, without further justification, due to:</p> <ul style="list-style-type: none"> <li>- these rates being derived from the results of surveys undertaken at the sites where higher level of public transport service is provided compared to the subject site; and</li> <li>- traffic generation for the residential component needs to be estimated based on the number of units rather than the number of parking spaces.</li> </ul>	<p>A meeting was held with TfNSW and RMS to further explore the comments made. The Transport Assessment was reviewed by PeopleTrans to include surveys at comparable sites in the local area. The difference in results using traffic generation based on number of units and number of parking spaces was explored. TfNSW clarified that either approach is acceptable provided it is properly justified. PeopleTrans' review from the original Transport Assessment to represent a worst-case scenario.</p>
<p>TfNSW advises that the applicant undertakes traffic surveys to obtain accurate traffic generation data from the existing sites.</p>	<p>PeopleTrans also undertook additional traffic surveys to establish the existing traffic situation and traffic generation from existing sites. When compared with likely future traffic generation (whether based on parking spaces or number of units) the overall impact on the traffic network and intersection performances is expected to be minimal following redevelopment of the precinct.</p>
<p>TfNSW requests that the applicant provide the following information:</p> <ul style="list-style-type: none"> <li>- future public transport, pedestrians and cyclists demand generated by the proposal, and</li> <li>- adequacy of the existing and future public transport services including Sydney Metro City and Southwest and active transport infrastructure to cater for additional trips generated by the proposal.</li> </ul>	<p>The revised PeopleTrans report addresses this point. The draft Green Square and Waterloo Background Paper and Action Plan also helps to show how investments in public transport in the short term will cater for the growing population of Green Square, including the new residents of Danks Street South in the more immediate future.</p>
<p>In order to support the existing and future public transport operations, TfNSW requests that City of Sydney consults with TfNSW regarding bus services and operational requirements in relation to the precinct.</p>	<p>A draft Green Square and Waterloo Transport Action Plan, that is attached to the report, identifies actions that have been agreed in principle with TfNSW officers, though at the time of writing this had not yet been endorsed by the Minister for Transport and Infrastructure.</p>

	<p>The draft Action Plan details the key actions TfNSW and the City will take to address public transport issues over the next five years. It focuses on urgently needed transport service and infrastructure improvements in the period up to 2024, when additional rail capacity can be provided.</p> <p>Some key actions include:</p> <ul style="list-style-type: none"> <li>• Restructured Botany Road bus services in the next 2 years. Buses will hub to Redfern Station, supported by improvements to major stops and greater priority along the Botany Road corridor. This will increase capacity and reliability, and reduce overall journey times.</li> <li>• New bus services on the Eastern Transit Corridor, by mid 2020. These services will start at Green Square and run to the City Centre via Surry Hills. They will serve the eastern sections of Green Square, provide an alternative to Bourke Street services, and connect residents to the facilities in the Town Centre.</li> <li>• Improved bus capacity, travel time and reliability on the Elizabeth and Bourke Street bus corridors by end 2020. This will include additional seats, more services starting at Green Square, and bus priority measures.</li> <li>• Better bus connections between Green Square, Sydney University and University of NSW, after 2020. A new service will provide a more direct connection to Sydney University.</li> <li>• An additional four city-bound rail services for Green Square Station in the peak hour, by 2024, increasing capacity for an additional 5,000 people per hour.</li> <li>• By 2024, Waterloo Metro station will provide 16 trains per hour in each direction, offering a rapid service, with capacity, to the City Centre, Lower North Shore and Macquarie Park. There is opportunity for interchange of bus services in connection with the Metro station.</li> <li>• Walking and bicycle connections to Waterloo Metro will be improved, including improved east-west links provided through redevelopment of Danks Street South.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Improved pedestrian crossing opportunities across Green Square and Waterloo, including a new intersection across Lachlan Street at Gadigal Avenue by 2020.</li> <li>• Cycleway connection to University of New South Wales by early 2020.</li> <li>• Behaviour change programs to achieve mode shift, or peak spreading to take advantage of spare capacity outside the peaks. These will build on TfNSW's Travel Choices Program and the City's award winning project, "Give Yourself a Lift", in Green Square.</li> <li>• 40km/h speed limits on most streets, to improve amenity, reduce crash risk and increase the use of walking and cycling. This is being implemented in partnership between the City and RMS.</li> </ul>
TfNSW requests that the applicant undertakes intersection analysis in consultation with Roads and Maritime Services by taking into consideration the changes to traffic flows as a result of the Alexandria to Moore Park Connectivity Upgrade.	The City has been in further discussions with TfNSW and RMS regarding their comments. No detailed design is available at this point relating to proposed A2MP intersection upgrades. The proposed controls factor in the land required for road widening at this intersection.
<b>Roads and Maritime Services</b>	
Supports and reiterates the submission made by TfNSW.	Noted.
Intersection improvement planned to the Bourke Street intersections with Lachlan and McEvoy as part of Alexandria to Moore Park Connectivity Upgrade. These improvements include road widening along the Bourke and McEvoy Street frontages, as per submitted map.	Noted. The City has ensured that the proposals account for the land required for road widening.
Given the significant scale of the proposal, and associated traffic and transport impacts, the developer should make an appropriate contribution towards the wider regional road and transport networks. This could be in the form of dedication of land, at no cost to Government, required for the intersection upgrade, prior to gazettal of the LEP.	During further discussions with RMS concerning their submission, RMS clarified that the land dedication would only be required with substantial density uplift, in lieu of regional development contributions. Given that there is no increase in density proposed, RMS has confirmed that dedication would not be pursued at this stage, but the land would be subject to future negotiations.
Indicate a preference for Young Street access for Sydney Water, rather than from McEvoy	Noted. The public domain and building layout facilitates access from Young Street. Sydney

<p>Street. Occasional McEvoy Street access could be managed with controlled signalling at the new intersection if Young Street is constrained.</p>	<p>Water has confirmed they are happy with this arrangement.</p>
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