

# **Attachment C**

**Summary of Matters Raised in Submissions**

## Summary of matters raised in submissions 4-44 Wentworth Avenue, Surry Hills

| Submission                               | Issue  | Response   |
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| <p>Pongrass<br/><b>The Landowner</b></p> | <p>Exhibited materials suggest a maximum FSR of 5.6:1 at 4-22 Wentworth Avenue. However, a maximum FSR of 5.7:1 was supported by Council in December 2019.</p>   | <p>An amendment has been made to the planning proposal to reflect a maximum FSR of 5.7:1 at 4-22 Wentworth Avenue. With design excellence of 10% a maximum of 6.3:1 could be approved.</p>   |
|  | <p>Seeks to expand the range of employment generating land uses incentivised at 4-22 Wentworth Avenue. This would entail, permitting residential development in the current B4 Mixed Use Zone through the proposed site-specific clause to limit residential development to a maximum 25% of the gross floor area of the development to satisfy solar access requirements of the Apartment Design Guide.</p> | <p>The permissibility of residential uses misaligns from the strategic intent of this proposal and the broader visions, priorities and actions of the City and Greater Sydney Commission to incentivise development in the harbour CBD for the purpose of employment and business uses. As such, the City will not amend controls for the site to incentivise residential development.</p> |
|  | <p>An anticipated reduced yield in hotel or motel accommodation as a result of the pandemic has decreased viability of the hotel and motel accommodation component at 4-22 Wentworth Avenue.</p>   | <p>Consideration of this request has been conducted based on strategic intent and land use objectives of the exhibited proposal.</p>   |
|  | <p>The proponent seeks an amendment in the LEP and DCP to permit a broader range of employment generating land uses at 4-22 Wentworth Avenue beyond ‘hotel or motel accommodation’ only.</p>   | <p>The City will continue to encourage hotel or motel accommodation use at 4-22 Wentworth Avenue and commercial use at 24-44 Wentworth Avenue.</p>   |
|  | <p>This amendment would be consistent to the exhibited land uses proposed at 24-44 Wentworth Avenue to include ‘commercial premises, health services facilities, educational establishments, entertainment premises, light industry, hotel or motel accommodation and information and education facilities’</p>  | <p>However, an amendment to the LEP and DCP controls has been made to broaden the permitted employment uses at 4-22 Wentworth Avenue to maintain viability of the development.</p>   |
|  |  | <p>The amended permitted uses of commercial premises, health services facilities, educational establishments, entertainment premises, light industry, hotel or motel accommodation and information and education facilities will align with the proposed permitted uses at 24-44 Wentworth</p>   |

| Submission Issue   | Response   |
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| <p><b>Community Overshadowing and amenity</b></p> <ul style="list-style-type: none"> <li>Shadow created by proposed height increase will create shadow and loss of sunlight across Meta B Apartments.</li> <li>Solar analysis doesn't reflect on other times of the year beyond mid-winter.</li> <li>Impact to solar access received by adjoining residential development</li> <li>No regards for the detriment inflicted on nearby residents, through a reduction in amenity</li> </ul>   | <p>Avenue. The uses are consistent with the strategic direction of the LSPS.</p> <p>Extensive overshadowing analysis has been completed by the City as evidenced in the City's reports to Council in August and December 2019 and in the draft DCP.</p> <p>The maximum building envelope for the block has been determined by overshadowing requirements. The proposed building envelope will cause minor additional overshadowing to residential apartment buildings located to the east of the site. The proposal has been extensively reviewed and revised considerably to ensure the additional overshadowing is acceptable and complies with the design criteria of the Apartment Design Guide (ADG).</p> <p>The exhibited material references 21 June winter solstice to meet industry standards to determine the minimum duration of sun a residential development can receive over the course of the year. Testing at 21 June winter solstice ensures the worst case overshading scenario is tested.</p> |
| <p><b>Parking and traffic</b></p> <ul style="list-style-type: none"> <li>Wemyss Lane is narrow and will have an impact on vehicle access</li> <li>Hotel increase and subsequent traffic doesn't substantiate as minor</li> <li>P6 area on Wemyss Lane is not exclusive to Hotel Stella but other commercial vehicles such as Australia Post.</li> <li>Questions whether planned entrance exit on Wemyss allows for vehicles 6.4 metres in height without manoeuvrability impact on traffic</li> <li>Traffic assessment is presumptive and doesn't have a plan of mitigation for existing users.</li> </ul> | <p>A traffic, transport and parking study prepared by ARUP was submitted in support of the proposal and placed on public exhibition. The study concluded that the traffic generated by the proposed development to the surrounding road network would have a negligible impact on road network operation. This view was supported by the City's Transport Planner who identified broad support for the proposal in relation to potential traffic, transport and parking impacts when considering the block as a whole.</p> <p>The draft DCP for this proposal, has site specific controls to manage any associated traffic impacts, including</p>  |

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|            |  | <p>the location of vehicle entries and servicing at Wemyss Lane. This includes a 'transport management plan' to be submitted for any hotel development, which sets out management strategies for pick up and drop off, bus/coach parking and pedestrian safety.</p>   |
|            | <p><b>Noise</b></p> <ul style="list-style-type: none"> <li>Noises associated with traffic, rubbish, delivery and parking will add to the reverberation associated with the narrowness of Wemyss lane, already heard from the existing apartment buildings.</li> <li>No assessment conducted to evaluate noise impact to residents from within inside the building</li> <li>Meta building has spent over 5 years improving the building, this proposal will impact the value and enjoyment of living there</li> </ul> | <p>The City notes the proposal for 4-44 Wentworth Avenue is within a dense and highly urbanised precinct that has several residential and mixed-use developments in its vicinity. The area has and will continue to evolve to be subject to associated acceptable noise impacts that are permissible for commercial, entertainment, and residential uses under a B4 Mixed Use Zone. The management of noise, traffic and servicing will be assessed under a DA with the potential to condition measures that will manage impacts.</p> |
|            | <p><b>Alfresco Dining</b></p> <ul style="list-style-type: none"> <li>Alfresco dining and lifting liquor laws can make the area more attractive and viable</li> </ul>   | <p>The NSW Government made changes to the Liquor Act in December 2020 as part of the reforms following the removal of the lockout laws. The changes also included temporary measures to support additional outdoor dining and other footpath activities which the City is facilitating.</p>   |
|            | <p><b>Heritage</b></p> <ul style="list-style-type: none"> <li>Historic buildings and heritage are being destroyed</li> </ul>   | <p>The aim of the proposal at 4-44 Wentworth Avenue is to encourage development that revitalises the area and provides social and economic benefits. By encouraging a mix of active and economic generating uses and allowing architectural flexibility and the adaptive reuse of heritage items, the proposal will contribute to the strategic priorities for the Harbour CBD as an attractive place for business, enterprise and visitors.</p>  |

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|                          | <p><b>Strategic intent</b></p> <ul style="list-style-type: none"> <li>• Planning Proposal is driven by business interests</li> <li>• Existing buildings have been developed with adherence to planning controls</li> <li>• An alternate business case should be considered</li> </ul>  | <p>Sydney's competitiveness will continue to rely on sustainably and appropriately accommodating growing enterprise and visitor related businesses in highly accessible and strategic locations. This is especially the case in a post-Covid-19 environment where businesses need support to adapt to changing economic conditions</p> |
| <b>Community</b>         | <p><b>Commercial viability</b></p> <ul style="list-style-type: none"> <li>• Allowed height in this block will make a hotel commercially viable – is essential to revitalisation of the area which currently has little activity</li> <li>• Consistent with surrounding uses such as the nearby Wyndham and Travelodge and upcoming Ace and NH Collection Hotels</li> </ul> | <p>Noted</p>   |
| <b>Heritage NSW</b>      | <ul style="list-style-type: none"> <li>• The proposed DCP controls are a strong approach in respecting history and context of the site</li> </ul>  | <p>Noted</p>   |
| <b>Transport for NSW</b> | <ul style="list-style-type: none"> <li>• Access arrangements and site-specific DCP inclusions regarding vehicular access and parking have been suggested</li> </ul>  | <p>The site-specific DCP and traffic assessment adequately address these requirements at the planning proposal stage and can be refined at the time of a development application.</p>  |