

Frasers Broadway

26 Broadway, Chippendale NSW 2008 Concept Plan Modification

Submitted to
Department of Planning
On Behalf of Frasers Broadway Pty Ltd

July 2008 ■ 08084

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This report has been prepared by: Jennie Masson

Signature



Date 10/07/08

This report has been reviewed by: Gordon Kirkby

Signature



Date 10/07/08

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Executive Summary

Background

Concept plan approval (mp_06_0171) for the redevelopment of the former Carlton United Brewery Site (now known as Frasers Broadway) was granted in February 2007.

Frasers Broadway Pty Ltd purchased the Frasers Broadway site in June 2007.

Following the purchase of the site, Frasers embarked on a thorough review of the approved Concept Plan with a particular focus on how the development could be improved. As part of the review process, Frasers also undertook several consultation sessions with the local community, government agencies and other major stakeholders to ascertain their thoughts and suggestions on the redevelopment of the site.

The Proposed Modification

Consistent with the approved Concept Plan, the Concept Plan modification application seeks the Minister's approval for the following:

- The layout of the development into 11 development blocks, a major new park, and other areas of open space and street layout.
- Land uses across the site, and for specific blocks where specified.
- Built envelopes, including maximum floor plates and heights.
- A maximum gross floor area (GFA) within each development block.
- Retention of a range of heritage items of significance.
- Street hierarchy for specified streets (including road pavement widths and provision for bicycles).
- Landscaping concept.
- Access arrangements and car parking based on the provision rates approved under the current Concept Plan.

The modified development proposal comprises the following components:

- Up to a maximum of 257,000m² GFA for mixed use development;
- A minimum of 77,100m² (30%) commercial GFA;
- A maximum of 132,950m² residential GFA, equivalent to approximately 1400 apartments;
- A maximum of 2000 car parking spaces (excluding service vehicles);
- A public park of approximately 6,328m² and adjoining publicly accessible piazza of approximately 4,275m²;
- The retention and adaptive reuse of some 33 heritage items of exceptional, high and moderate significance;
- The construction of a network of streets and lanes, some for ultimate dedication to the City and reintegration of the site into the wider urban context; and
- A sustainability strategy, which incorporates strategies for the future design and delivery of water management and infrastructure services.

The proposed modifications to the approval seek to improve on the approved Concept Plan by way of redistribution of the built form across the site and the resultant creation of larger public domain areas.

The built form will now be largely focused along the Broadway frontage which allows for the lowering of development at the southern part of the site which in turn allows for a better transition across the site and a better built form relationship with the existing adjoining development in Chippendale.

The application also seeks to vary the mix of uses across the site. It is now proposed that approximately 50% of the site will accommodate non-residential uses as opposed to the approved Concept Plan which envisaged a mix of 30% non-residential to 70% residential. A benefit in the change in mix of uses, is that the number of parking spaces required on the site will reduce from 2,440 to approximately 2,000.

To reduce the impact of cars on the site, combined basements are proposed which will result in most of the movement occurring underground. Combining the basements also allows for more efficient basements to be provided with fewer ramps which in turn results in fewer basement levels being required and lower quantities of rock being excavated.

The sustainability of the site has also been given much greater thought and as a result higher sustainable outcomes have been proposed. Frasers are committed to achieving precinct wide the equivalent of Green Star 5 star for all new and existing major buildings with the aim to attain Green Star 6 star on landmark sites.

New Planning Controls – Amendment to Major Projects SEPP Schedule 3

The current 'City Edge' zoning under the Sydney Local Environmental Plan 2005 permits a wide range of uses including all the uses approved in the Concept Plan. However, it is proposed to introduce a number of new site-specific development controls for the land. This will be achieved by amending Schedule 3 of the State Environmental Planning Policy (Major Projects) 2005 which includes all the controls for State significant sites.

The draft SEPP amendment proposes that most of the site have a mixed use zoning modelled on the NSW standard LEP template, consistent with State policy for all new statutory instruments. The proposed Business Zone – Mixed Use includes all the uses that are currently permissible with consent under the City Edge Zone. The draft SEPP amendment also proposes that the main park will be rezoned to a new public recreation zone, also based on the standard LEP template.

Development controls are proposed for the following:

- Building height, including solar access planes to limit overshadowing of the main park and the neighbouring development to the south, and building height planes from dominant streets to provide a built form that sets back from those streets above the street wall.
- Gross floor area distribution across the site to ensure a variety of building densities at different locations. The higher densities and buildings heights have been located in the north east quadrant of the site. The lesser density and lower building heights are located on the southern side of the site near the proposed park and neighbouring Chippendale mixed use area.
- Heritage items to be retained are clearly identified and a special provision included so that even minor development involving heritage items can not proceed without consent.
- A land use mix that provides for a minimum of percentage (30%) of the gross floor area to be used for non-residential purposes, and a minimum percentage (also 30%) for residential development;
- Parking rates consistent with those currently applying to the site under the Sydney LEP 2005.

The modification application also describes the proposed design excellence process which will be applied across the site. It is noted that a Design Integrity Panel (DIP) has been appointed which will oversee the detailed design of the whole Frasers Broadway site.

Environmental Assessment

Sustainability

In order to ensure that the Frasers Broadway site becomes an example of sustainable development within Sydney and potentially Australia, Elton Consulting in conjunction with the Institute for Sustainable Futures have prepared a Sustainability Strategy for the Frasers Broadway site. Key initiatives within the strategy include:

- To aim for a zero net carbon and zero net potable water development
- To target the equivalent of a 6-Star Green Star rating for all new buildings with a minimum achievement of 5-Star Green Star rating for all buildings, including heritage buildings
- Using a gas tri-generation system for power, heating and cooling
- An integrated water recycling scheme that will seek to capture and use roof water from the site and reuse black water for non-potable uses
- To offer the opportunity presented by the site's redevelopment to pilot a precinct based rating tool
- Removal of a significant component of surface traffic from the precinct
- Prioritising bicycle and pedestrian movements and services in street and building design as well as minimising the need for private vehicles
- Reduce car parking to less than 2,000 vehicles
- Developing a series of social and economic sustainability initiatives to help integrate the new community into the existing context and ensure the precinct is a place for people
- Partnering with the University of Technology, Sydney to pioneer a long-term longitudinal sustainability monitoring and evaluation program

In order to ensure that the strategy is achievable and economically viable, Lincolne Scott have undertaken a peer review of the strategy.

The sustainability strategy also includes a social sustainability strategy which will be further developed during the detailed design phase of the site.

To deliver many of the sustainable initiatives that Frasers are proposing, a co-ordinated approach will be required between the different government agencies and utility providers. If a co-ordinated approach cannot be achieved, it may not be possible to deliver some of the sustainability initiatives proposed.

Heritage

As per the approved concept plan, the amended concept plan retains and adaptively reuses the 33 heritage buildings on the site.

The proposed amendments to the approved Concept Plan result in positive impacts on the retained heritage items. Urbis note in particular that the improved and more coherent design gives clarity to the new architectural built form which assists in the presentation of the heritage items on the site. Other benefits identified include:

- The use of a datum line in the new building envelopes to relate to the existing heritage buildings on Broadway and Kent Road.

- Separation of the new built form from the eastern edge of the Brewery Yard Complex.
- Provision of a more consistent backdrop to the Brewery Yard Complex when viewed from the Park and from the eastern parts of the site.
- Provision of a lower scale interface between the Chippendale Conservation Area and the higher density blocks on the northern part of the site.

As the Concept Plan outlines the broad building envelope controls, Urbis make many recommendations which relate to the detailed design of the site which will need to be addressed at the Project Application stage for each precinct in order to ensure that any negative impacts are sufficiently mitigated. Such measures include:

- That a Conservation Management Plan be prepared to determine the detailed requirements for conservation of the interiors of the Australian Hotel, to guide the design of any structural elements that may be required at the rear of the hotel and to assist in determining the form and materials for the new infill on Level 2.
- That a CMP be prepared to determine the detailed requirements for the conservation of the interiors of the terraces on Abercrombie Street, and to assist in determining the extent of conservation and reconstruction of the rear wings.
- That the design of Blocks 1 and 4 be carefully modulated to minimise the impact of the increased height and proximity of the buildings to the Brewery complex.

HBO + EMTB were commissioned to assess the proposed changes for potential impacts on the Kensington Precinct. HBO + EMTB in summary note that there is no significant change in the degree of impact on the retained heritage buildings within the Kensington Precinct. Although there will be some alterations to the buildings in the Precinct, HBO + EMTB note that the changes will not detract from the overall presentation of the original built form, fabric or fenestration and will not prevent interpretation of the buildings original design and use. Recommendations in the report generally relate to the detailed design of the buildings and will be addressed at the project Application stage.

Parking and Access

The approved concept plan was designed with individual basements under each block accommodating approximately 2,400 parking spaces. Modelling undertaken as part of the concept plan assessment process estimated that the site would generate approximately 495 peak hour traffic trips two-way.

The proposed concept plan seeks to provide amalgamated basements which provide more efficient layouts and require less excavation. The resultant change in mix of land uses to a 50/50 split of residential and non-residential uses also results in a reduction in the amount of on-site parking that will need to be provided on the site. Parking rates will comply with the requirements of the City of Sydney parking controls and it is expected that approximately 2,000 parking spaces will be required which is a reduction of approximately 400 parking spaces.

To further facilitate the effective use of the spaces that are to be provided on the site, Frasers are considering several initiatives including common ownership of the parking spaces and car share schemes.

Using the same trip generate rates used to assess the approved concept plan, MWT traffic consultants estimate the amendments to the concept plan will reduce the number of two-way peak hour traffic trips to approximately 473, which equates to a reduction of approximately 20 trips per hour.

The amendments also seek to improve pedestrian permeability and safety at ground level by directing cars quickly underground and by converting some of the approved roads at surface level to pedestrian only zones. These changes also result in cycle links being given greater priority across the site.

Solar Access to Main Park

Foster and Partners have undertaken a comparison of the solar access received to the approved main park and the proposed park within the amended concept plan. The analysis shows that at all times of the year, the main park, as now proposed, will have a larger area in sunlight than the approved park.

Daylight Access to Apartments

Heggies Pty Ltd have undertaken a peer review of the solar access achieved to the proposed residential buildings. In undertaking the analysis, Heggies Pty Ltd used the methodology developed by COX ATA for the assessment of the approved concept plan.

Heggies Pty Ltd results showed that the amended concept plan will achieve a minimum of 2 hours of sunlight during the winter solstice to 70.7% of the total number of units proposed. This is consistent with the approved concept plan which also achieved a minimum of 2 hours of sunlight to 70% of the apartments proposed.

Sun Access Plane

Buildings 4, 8, 9 and 11 will breach the solar access plane applying to the site. However as discussed in the report, these breaches do not reduce the amount of solar access reaching public domain areas or the main park compared to that of the approved concept plan. Surrounding residential properties will also receive 2 hours or more of sunlight on March 21, consistent with the requirements of Section 6 of the Central Sydney Development Control 1996.

Wind Impacts

In assessing the existing wind environment of the site and its surrounds, Heggies Pty Ltd note that the existing westerly wind conditions at various locations along Broadway already exceed the City of Sydney's benchmark of 16 m/sec walking comfort criterion.

In addition to the above, Heggies Pty Ltd note that both the approved Concept Plan and the proposed amendments will result in increased wind velocities around the site on an intermittent basis. In order to overcome this issue, Heggies Pty Ltd recommend that wind break treatments be investigated and refined during the detailed design phase using environmental wind tunnel tests. Heggies Pty Ltd believe that such wind break treatments and landscaping will significantly improve the wind environments in and around the site.

Noise Impacts

Heggies Pty Ltd have also reviewed the amendments in relation to the impact of existing noise on the amenity of the proposed residential areas. Due to the location of commercial uses along Broadway and Abercrombie and the reduction of residential floorspace, Heggies expect that acoustic treatments required will be reduced compared to that of the approved concept plan. However, the key findings of their assessment do not vary to those outlined in the original concept plan. In summary these are:

- Acoustic treatments will be required where the ECRTN criteria cannot be met with windows open (for both residential and commercial criteria).
- The Main Park and public open space in the centre of the site continues to meet the ECRTN criteria.
- Specific protection against air craft noise is not required.
- The site is not affected by rail vibration.

As per the recommendations of Heggies Pty Ltd, future project applications will address issues such as mechanical noise emission criteria, use of improved glazing and mechanical ventilation where required to meet ECRTN criteria and compliance with BCA / City of Sydney sound insulation requirements.

Crime Prevention Through Environmental Design

The proposed amendments, consistent with the approved concept plan, continue to embody the principles of CPTED. The amended proposal retains a legible and connected public domain and avoids confined / hidden areas.

The proposed amendments do not change Elton's key recommendations, future applications will be accompanied by Safety Management Plans.

Conclusion

The proposed amendments to the concept plan are the result of a commitment by Frasers to deliver a high quality development on the Frasers Broadway site. The proposed amendments are generally consistent with the approved concept plan but will ensure that a superior and more sustainable outcome will be achieved. In particular the proposal will deliver:

- New housing, jobs and infrastructure as per the aims of the Sydney Metropolitan Strategy;
- A greater amount of public domain area for the new and existing communities;
- Better solar access to the public domain;
- A better transition between Broadway and Chippendale;
- Greater sustainability outcomes through the use of tri-generation and water treatment; and
- Safer pedestrian links and cycle routes.

1.0 Introduction

This Environmental Assessment Report (EAR) is submitted to the Minister for Planning pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It is submitted to fulfil the Environmental Assessment Requirements for a modification to the approved Concept Plan (ref: MP06_0171) relating to the land formerly known as the 'CUB site' (now known as Frasers Broadway) under Section 75W of the EP&A Act.

The approved Concept Plan was prepared by COX/ATA on behalf of Carlton & United Breweries (NSW) Pty Ltd, the then landowner and proponent for redevelopment of the site.

The site is now owned by Frasers Broadway Pty Ltd, the current proponent for its redevelopment. Having purchased the site and undertaken a thorough review of the existing Concept Plan, Frasers Broadway Pty Ltd wish to modify a number of elements of the approved scheme. The architectural drawings describing the Concept Plan modifications for which consent is now sought by Frasers Broadway Pty Ltd have been prepared by Foster + Partners and are included at **Appendix A**.

This EAR has been prepared by JBA Urban Planning Consultants Pty Ltd on behalf of Frasers Broadway Pty Ltd. It describes the site, its environs and the proposed Concept Plan modifications, and includes an assessment of the modification proposal in accordance with the Director-General's Environmental Assessment Requirements issued under Part 3A of the EP&A Act. It also includes a modified proposal relating to the listing of the Frasers Broadway site on Schedule 3 of State Environmental Planning Policy (Major Projects) 2005 (the Major Projects SEPP) which was initiated by the Minister for Planning on 5 July 2006.

This report should be read in conjunction with the supporting information appended to it as listed in the Table of Contents. It should also be read in conjunction with the Notice of Determination relation to Concept Plan Approval MP06_171 and the original *CUB Site Study and Environmental Assessment Report* prepared by JBA on behalf of Carlton & United Breweries (NSW) Pty Ltd dated October 2006.

1.1 Site Location

The former CUB site, now known as 'Frasers Broadway' is located on the southern edge of the Sydney Central Business District (CBD). The site address is formally known as 26 Broadway, Chippendale, although it includes other properties in Kensington Street and O'Connor Street that are not known by this address. The site's location is shown in **Figure 1**. A separate application is being made to the Land and Property Information Office to change the official site address to 20 – 100 Broadway, Sydney.

1.2 Land Ownership and Legal Description

The site is predominantly owned by Frasers Broadway Pty Ltd and has an area of 58,346 square metres (see **Figure 2**). The site also includes small parcels of land owned by the Council of the City of Sydney and by Energy Australia. Each parcel is identified on the site survey included at **Appendix B**.

The proponent has written to both the City of Sydney and Energy Australia to obtain consent as land owners to this modification application. Land owner's consent is required before the modification application can be determined. Should consent not be provided for any reason the application will be modified prior to its determination to excise any relevant parcels.

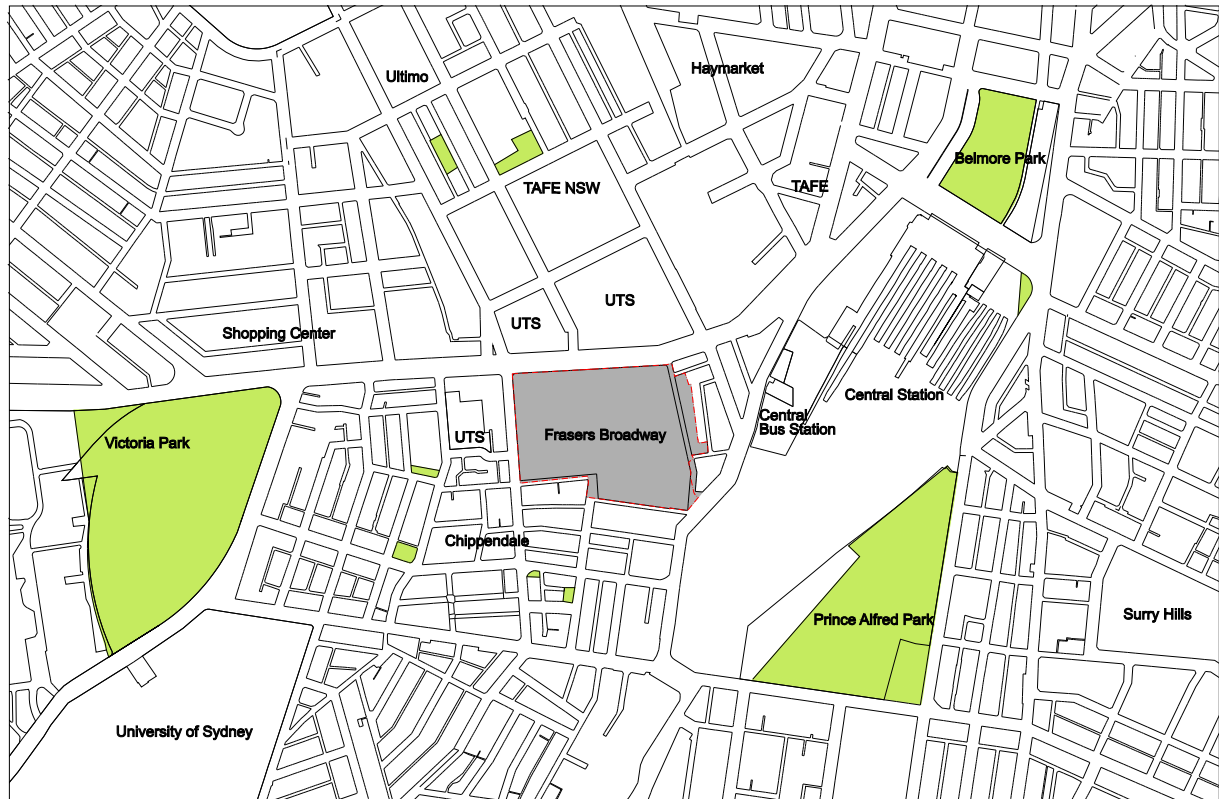


Figure 1 – Site location
Source: Foster + Partners

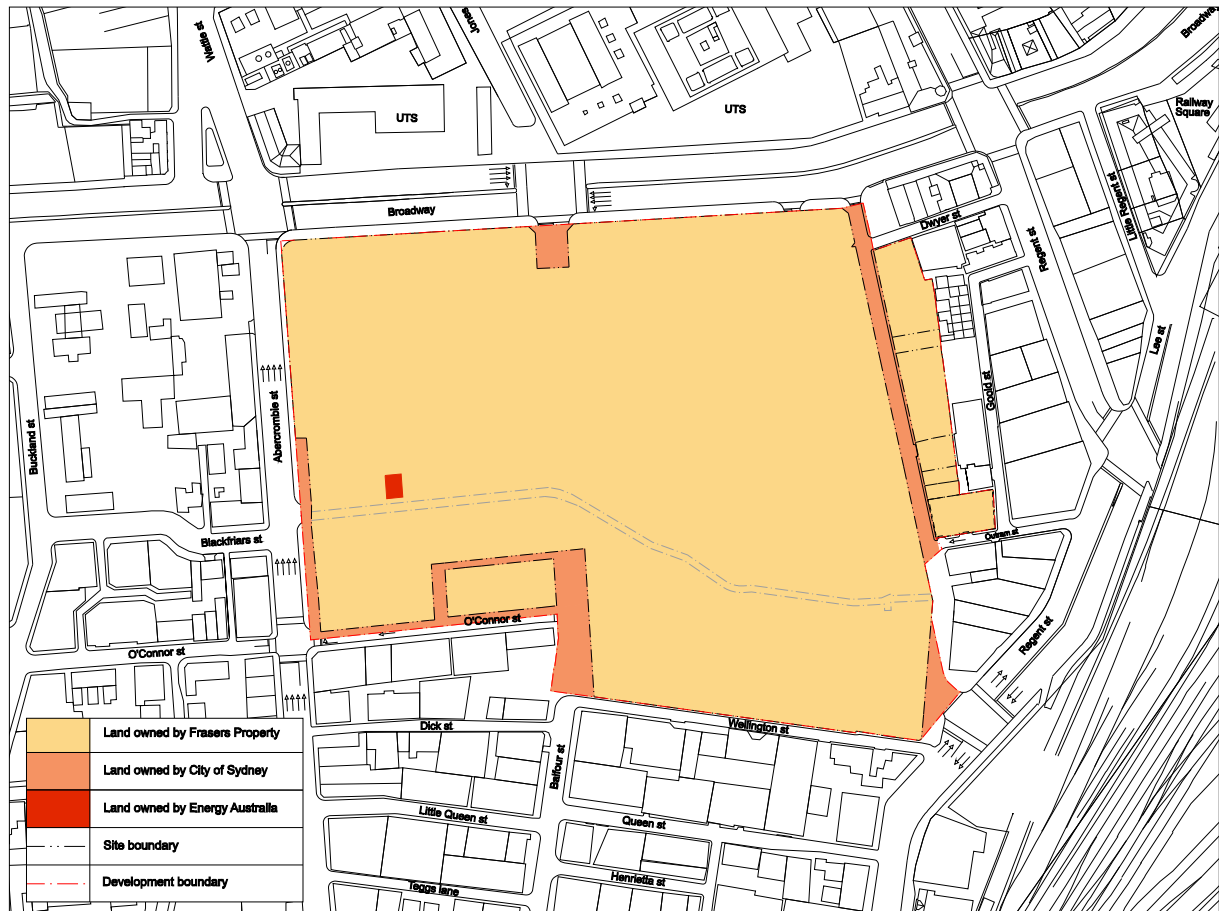


Figure 2 – Land Ownership
Source: Foster + Partners

1.3 Project Team

The project team is listed in **Table 1** below.

Table 1 – Project Team

Specialty	Consultant
Landowners	Fraser's Broadway Pty Ltd / City of Sydney / Energy Australia
Proponent	Fraser's Broadway Pty Ltd
Project Manager	Incoll Management Pty Ltd
Architecture and Urban Design	Foster + Partners
Urban Planning	JBA Urban Planning Consultants Pty Ltd
Surveyor	Degotardi Smith & Partners
Quantity Surveyor	Davis Langdon
Landscape	Jeppe Aagard Anderson & Turf Design
Environmentally Sustainable Design	UTS Institute for Sustainable Futures / Elton Consulting / Lincolne Scott
Community Consultation	Elton Consulting
Stormwater	Hughes Trueman
Traffic and Transport	Masson Wilson Twiney
Heritage	Urbis Pty Ltd and HBO + EMTB Heritage Pty Ltd
Wind	Heggies Australia Pty Ltd
Reflectivity	Heggies Australia Pty Ltd
Noise	Heggies Australia Pty Ltd
Shadow Studies	Foster + Partners and JM Modelling Pty Ltd
Acoustic	Heggies Australia Pty Ltd
Solar Access (Residential)	Heggies Australia Pty Ltd
Social Planning	Elton Consulting
Economic	Elton Consulting

2.0 Background

Preparation of Concept Plan and Consent Authority

The approved Concept Plan is the outcome of a long and at times controversial planning process. The process started in 2003 when the then landowner and site occupant Carlton and United Breweries (NSW) Pty Ltd (CUB) announced that the brewery would be closing in February 2005 and that CUB and Australand Holdings Ltd (Australand) were in discussions regarding the sale of the site.

Following the above announcement, the Central Sydney Planning Committee (CSPC) resolved to prepare a site specific Local Environmental Plan (LEP) for the site. As part of the planning process a design competition was held and a Conservation Management Plan was prepared.

Following the conclusion of the design competition Cox Richardson and Tzannes Associates (COX/ATA) were commissioned by CUB to further develop the preferred scheme. At the same time the City of Sydney Council also engaged a consultant team, including BVN Pty Ltd, to undertake further studies and assist Council in formulating new planning controls for the site. Numerous meetings were held between the CUB team, Council representatives and their consultants. CUB presented its preferred scheme, developed by COX/ATA in June 2005.

In September 2005 the site specific LEP and draft Development Control Plan (DCP) were released for public comment. In December 2005 the CSPC resolved to adopt the site specific LEP for referral to the Director General of the Department of Planning (DoP) for public exhibition.

In June 2006, the Minister wrote to the Lord Mayor expressing concern in relation to the delay in process and negotiations surrounding the project. Following receipt of the letter, the CSPC resolved to request the Minister to use his powers under Part 3A of the EP&A Act to deal with the site.

On 23 June 2006, the Minister for Planning first declared the project as a major project subject to Part 3A by order published in the Government Gazette and became the consent authority for its development. On 21 July 2006, the Minister published a second order defining the boundaries of the site by amendment to the accompanying map (See **Appendix H**).

In June, the Minister also appointed an Expert Advisory Panel ('the EAP') to consider the proposed CUB redevelopment from an urban design perspective and make recommendations to the Minister. The panel members consisted of Chris Johnson as the Panel Chair, Lucy Turnbull, Mike Collins and Neil Bird.

The Panel, in its report submitted to the Minister on 27 August 2006, made 27 recommendations 'to give certainty to the site's development potential'. In the Panel's view the recommendations would 'ensure an appropriate quality of development that responds to the surrounding communities and built form'.

By letter dated 4 October 2006, the Director General of the DoP advised that the site could be considered as a potential State significant site. The letter also advised that the nomination of the site as a State significant site would require the preparation of a study, and that the study could be prepared concurrently with the EAR to accompany the Concept Plan.

Following the above declaration and recommendations CUB submitted a Concept Plan and Study in support of the proposed State significant site listing to the DoP for assessment in October 2006.

For further detail relating to the historical project chronology leading to lodgement of the original Concept Plan, refer to Section 2.1 of the *CUB Site Study and Environmental Assessment Report* dated October 2006.

Approval of Concept Plan

On 9 February 2007, the Minister for Planning determined to approve the Concept Plan under Section 750 of the EP&A Act subject to conditions and amendments. The Concept Plan approval allows for the following:

- The layout of the development into 11 development blocks, creation of a new public park (approx 5,000m²) and other areas of open space and street layout.
- Land uses across the site and for specific blocks/floor levels where specified.
- Building envelopes including floor plates and maximum heights.
- Maximum floor space (GFA) within each development block and a total 235,000 GFA across the site.
- Retention of a range of heritage items of significance (33 in total).
- Street hierarchy for specific streets (including road pavement widths and provision for bicycles).
- Landscaping concept.
- Access arrangements and car parking based on the recommended rate and the assumed dwelling mix.
- Stormwater management concept plan.
- Voluntary Planning Agreements and Statement of Commitments.

A copy of the Notice of Determination is included at **Appendix C. Figure 3** shows the approved layout of the CUB scheme.

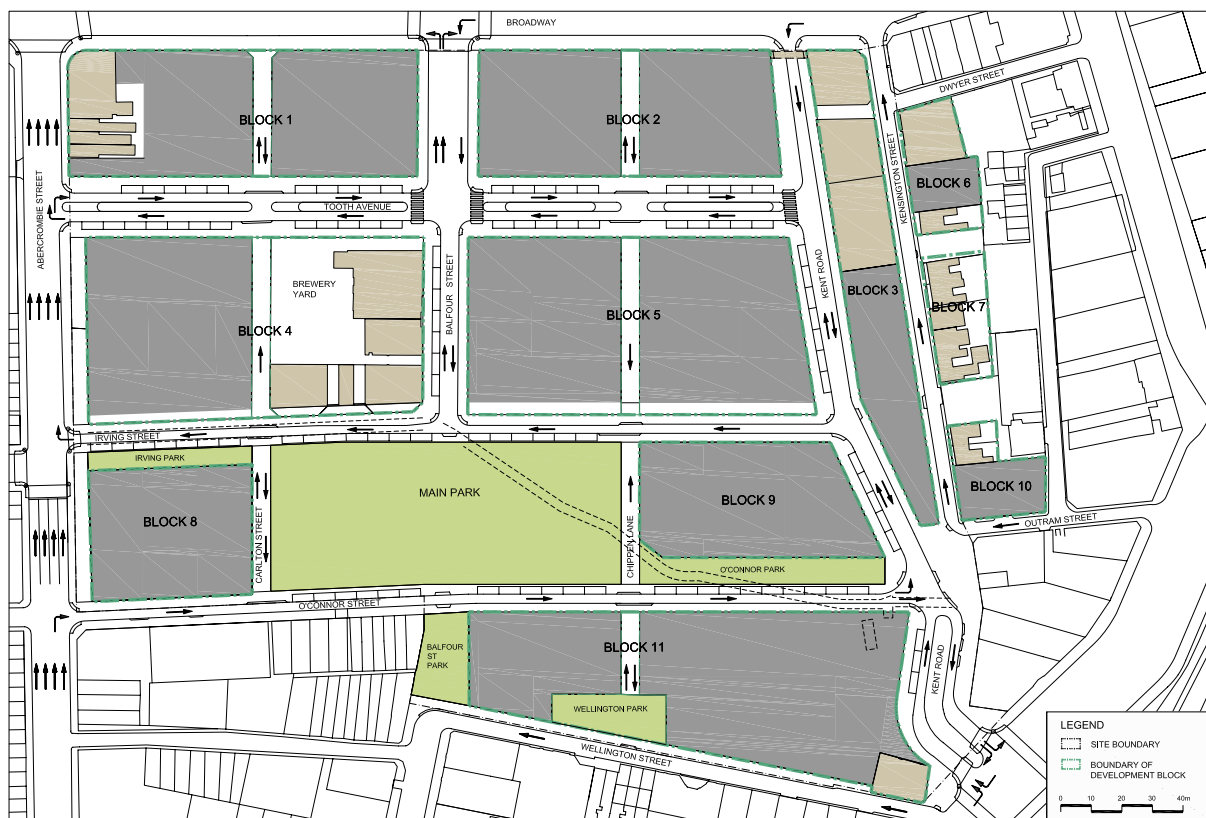


Figure 3 – Approved layout of CUB scheme
Source: COX/ATA

Sale of Site to Frasers

On 29 June 2007, Frasers Broadway Pty Ltd (Frasers) purchased the former CUB site from Carlton United Breweries (NSW) Pty Ltd and the site is now referred to as Frasers Broadway.

Stakeholder Consultation

Frasers recognised that, as a consequence of the owner's intentions at the time, there are opportunities available for review and potential amendment to the Concept Plan which was prepared and approved by the Minister to improve the development outcomes for both the new owners, and the surrounding community.

In response to this recognition, Frasers organised a series of stakeholder consultation sessions with the community, government agencies and other key stakeholders to hear what they thought about the approved Concept Plan and to investigate alternative design options and ways to improve the eventual development outcome on the Frasers Broadway site. Elton Consulting Pty Ltd facilitated the consultation sessions and a summary of the outcomes of the sessions are included at **Appendix D**.

During the first consultation in September 2007 the following key issues were raised:

- **Environmental and social sustainability:** particularly initiatives to minimise energy and water consumption and support social sustainability
- **Traffic and transport:** managing traffic flow into, out of and around the site and surface traffic on site, minimising car usage and traffic generation and encouraging walking and cycling
- **Parks and open space:** particularly how the community can influence the design of these areas
- **Buildings:** attendees had a number of specific ideas in relating to building design, density and usage
- **Site clearing and recycling:** attendees wanted to know more about how Frasers intends to work cooperatively with the site's immediate neighbours during site clearing and recycling
- **Interface of the development to Chippendale:** in particular the interface between Block 9 and Kensington St and Block 11 and Wellington St
- **Proposed Kensington Lane arts precinct:** attendees wanted examination of this idea in more detail; it had broad appeal based on a combination of creating something special for the area, the introduction of night life and positive impact on the immediate area and surrounds
- **Ongoing consultation:** consultation opportunities and mechanisms as planning and development of the site progresses.

The second stage of Fraser's community consultations for the Broadway site was held over a three day period in November 2007 – Thursday 15 to Saturday 17. The purpose of the consultation was to bring together the entire project team, including architects, sustainability academics, transport experts and urban designers for the first time, and to provide the community and other agency and authority stakeholders with an opportunity to meet with and discuss key issues, ideas and opportunities with the new proponent team.

Representatives from international architect firms Foster + Partners, Ateliers Jean Nouvel and landscape architect Jeppe Aagaard Andersen joined with Australian architects from Johnson Pilton Walker, Tonkin Zulaikha Greer, Tzannes and Australian landscape architects Turf Design over the three days to gain a better understanding of the key issues and significance of the Frasers Broadway site.

Investigation of Alternative Designs and Preparation of Amendments

Following the second consultation process, Foster + Partners in conjunction with the Project Team, have taken the suggestions made during the stakeholder consultations and have investigated several design options for the site. The proposed amendments to the approved Concept Plan, which represent the outcomes of these investigations and the design options analysis, seek to significantly improve the sustainability of the site and to provide a built form outcome that is better integrated with its surrounding context. They also seek to provide improved market flexibility, particularly with respect to the creation of a vibrant and viable commercial precinct adjacent to Broadway.

State Significant Site Listing

At the time of approval of the Concept Plan in February 2006, the listing of the site as a State significant site on Schedule 3 of the Major Projects SEPP was endorsed by the Minister, and the drafting of the statutory planning provisions to be incorporated in an amendment to the SEPP commenced by the DoP.

The scope of modifications proposed in this current application do not affect the Study supporting the State significant site listing that was submitted with the original Concept Plan, nor the conclusions with respect to the significance of the site documented at Part B (Section 3.0) of the CUB Site Study and Environmental Assessment dated October 2006. The scope of the modifications now proposed do not necessitate the revisiting of this aspect of the earlier documentation.

As identified above, to ensure that the statutory planning provisions to be included in the amendment to the Major Projects SEPP for the Frasers Broadway site are consistent with the Concept Plan, as proposed to be modified, a modified SEPP proposal is included in this report.

Project Implementation Status

Since the approval of the Concept Plan, two project applications have been lodged. The first project application (mp_07_0120) was for the soft strip, demolition and recycling of all existing buildings (other than those nominated for retention) and the decommissioning of infrastructure on the site. The application was approved in March 2008 and works have now commenced on the site.

The second project application (mp_07_0163) was submitted to the Department in March 2008. The application proposes remediation works to make the site suitable for the approved uses. The application was placed on public exhibition in late April 2008.

3.0 Site Description and Analysis

A detailed site analysis, including supporting technical studies and photographs / graphics is included at Part C (Section 6) of the *CUB Site Study and Environmental Assessment* accompanying the original Concept Plan proposal. For further detail in relation to the baseline site analysis for the project, reference should be made to Section 6.0 of that report.

The following section identifies the key issues, findings and conclusions relating to that site analysis, and provides additional / updated material and information as relevant to the modifications now proposed to the approved project, as well as in relation to where further information is now available following the commencement of implementation of the project by Fraser's Broadway.

3.1 Locational Context

Fraser's Broadway is located on the southern edge of the Sydney Central Business District (CBD). The site is in close proximity to Central Station and Broadway Shopping Centre.

The site is located on Broadway, the major south west bus route into and out of the city, linking into George Street, Central Sydney's major public transport artery.

3.2 Site Description

The site's formal address is 26 Broadway, Chippendale, although it includes other properties in Kensington Street and O'Connor Street that are not known by this address.

The boundary of the land that is the subject of the Concept Plan modifications is shown in **Figure 4**. The land shown on **Figure 2** includes two properties on Kensington Street that were not included in the original Concept Plan site which are known as 18-20 and 42-44 Kensington Street.

The inclusion of these two additional properties is on the basis of their purchase by Fraser's Broadway Pty Ltd since approval of the Concept Plan. They are to be included in the overall site planning for the development in order to ensure appropriate integration with the remainder of the Kensington Street precinct.

It is noted that these two properties, whilst excluded from the original Concept Plan site boundary, are included in the Ministerial Order of 21 July 2006 and thus form a part of the development site that has been declared subject to Part 3A of the EP&A Act.

A site survey plan prepared by Degotardi Smith and Partners is included at **Appendix B**.

3.3 Existing Land Use within the Site

The existing character of the site is established by the past development and use of the site as a brewery. The Kent Brewery, as it was known, grew and evolved as a brewery and distribution centre over more than 170 years. Until it ceased operations in 2005, it was the last major brewery in inner Sydney. The component uses associated with the brewery use of the site include the production, packaging, warehousing and distribution of beer, and other beverages.

Today the only parts of the site which are still occupied are buildings 10a and 10b which continue to function as administration buildings for Fosters Brewery. Once Foster's lease has expired in June 2008, the buildings will be occupied by Frasers.

3.4 Existing Buildings within the Site

A project application for the demolition and recycling of existing structures on the site was approved by the DoP in March 2008. The consent allows for the demolition of the majority of existing structures on the site with the exception of the heritage items which have been nominated for retention. The heritage items to be retained on the site include the following and are shown in **Figure 4** below and on drawing A-1200 at **Appendix A**:

- Building 10 a & b: Administration Building
- Building 14: Castle Connell Hotel (builder's store)
- Building 22: Filtration Building
- Building 23: Malt Silo Building
- Building 26: Gas Receiving Station
- Building 30: Old Boiler House
- Building 36: Chimney Stack
- Building 38: Country Clare Hotel.
- Building 40: Australian Hotel
- Building 42a, b & c: Terrace, 8 – 12 Abercrombie Street
- Building 51: Main Entrance Gateway former Tooths Kent Brewery
- Building 59: Balfour Street Streetscape
- Building 61: Irving Street
- Building 67: Ovoid Drain

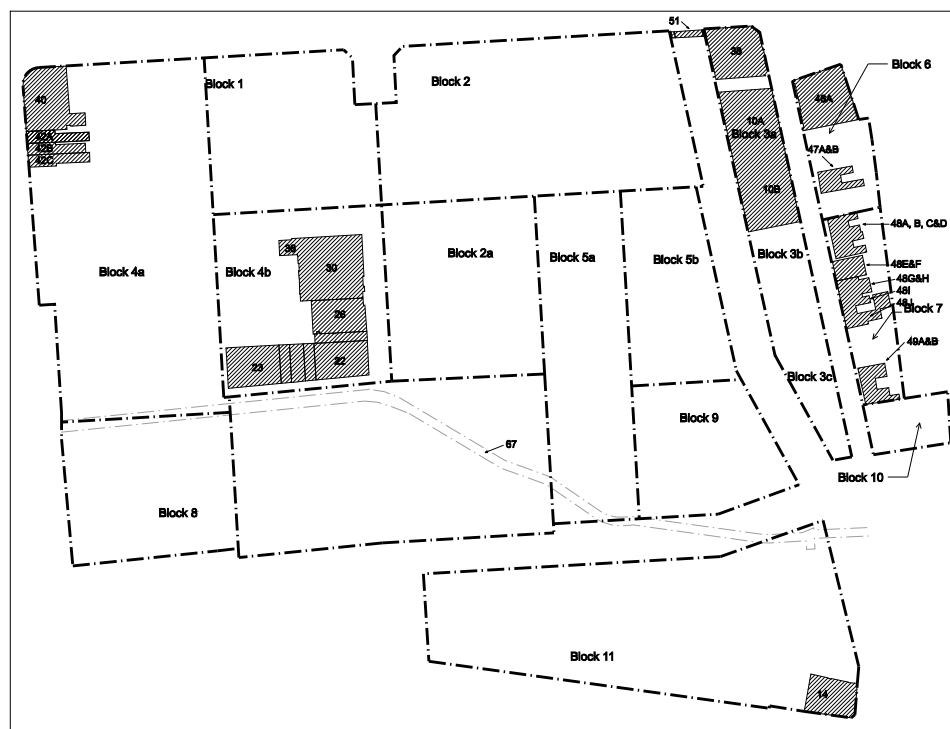


Figure 4 – Heritage Items
Source: Foster and Partners

In addition to the above, several removable items have been identified by Godden MacKay Logan in a salvage survey, and will be considered for re-use within the new public domain to be established on site. The salvage survey has been previously submitted to the DoP as part of the remediation and transitional works PA.

3.5 Services and Infrastructure

The approval of the demolition project application allows for the decommissioning of most of the existing infrastructure on the site. An exception to this is the mains infrastructure which runs down the length of Balfour Street, which will remain in situ following the completion of the approved demolition and remediation works.

3.6 Surrounding Development

Existing development in the vicinity of the site is mixed use, including residential, commercial, retail and educational. To the north, west and east, the site is separated from its neighbourhood by the barrier effect of major roads or the railway line. The site is at the urban fringe interface between the Sydney CBD and the established commercial/industrial/residential area of Chippendale to the south and west and Ultimo to the north. The locality is characterized by tertiary educational uses with the University of Technology Sydney (UTS) situated immediately across Broadway to the north of the site, the newly established University of Notre Dame located across Abercrombie Street to the west, and the University of Sydney located just a few blocks to the south-west along City Road and south of Cleveland Street.

To the south

To the south, the suburb of Chippendale wraps around the Frasers Broadway site. Compared to the west, this area includes a higher concentration of commercial and light industrial land use intensifying towards Cleveland Street. Beyond Cleveland Street lies the Redfern Commercial area and Australian Technology Park on the former Eveleigh rail yards.

To the north

To the north is the UTS Campus and tower of the University of Technology Sydney. The predominant land uses are commercial, educational and retail. To the north east are the key landmarks of Central Railway Station and Railway Square. Broadway forms a physical barrier between the site and Ultimo / Pyrmont.

To the west

To the west is the mixed use, but predominantly residential suburb of Chippendale. Abercrombie Street forms a physical barrier on the western side of the Frasers Broadway site. Immediately to the west is Notre Dame University. Further west is City Road, Victoria Park and Sydney University.

To the east

To the east is Regent Street, the historic Mortuary Station and Railway reserve of Central Station, all of which form a significant barrier to Prince Alfred Park, further to the south east.

3.7 Integration with the City

There is a distinct transition in urban form along the northern and western boundary of the site from the taller, large scale, multi storey city buildings to the north, progressing to the dramatic industrial structures of the brewery itself to the smaller scaled residential terraces and older industrial buildings on the southern perimeter of the site.

The site was (and is) linked through industrial, social, physical and visual connections to its surrounding area. The existing street grid continues the line of public streets and includes the less evident laneway connections. The built form around the site is characterised by a wide range of building scale and type and retains important examples of its nineteenth and twentieth century development history. The surrounding area exhibits a mix of building types, function, ages and conditions including the commercial, retail and business and educational uses of Broadway to the residential and remnant industrial development of Chippendale.

Socially, the site was connected to the adjacent Chippendale residential and warehouse area as a result of the Tooth family acquiring housing for its workers immediately adjacent to the brewery facilities.

The site today is an island site both physically and functionally. Physical separation has resulted from major road and civic works undertaken by both the City of Sydney and the State government by the construction of Abercrombie Street and Parramatta Road, and by the closure of the former public streets within the site as the land was progressively acquired by the brewery particularly in the last half of the 20th century.

The existing visual relationship of the site with its surrounding setting is characterised by 'separateness'. This is created by the:

- range of strong, long street walls and fences around the perimeter of the site;
- contrasting lower scale and mass of the hotels that define the external corners of the site;
- decorative monumental scale of the Art Deco gateway of the main entrance on Broadway; and
- groupings of early twentieth century structures, including the Irving Street Brewery buildings and chimney, which provide the most visible link to the brewery's early history.

3.8 Roads and Traffic

Modes of Travel

Currently the CBD of Sydney achieves the following split of travel mode for the journey to work (JTW):

- Train - 50%
- Bus - 20%
- Car (Driver + Passenger) - 20%
- Other (walk/cycle/ferry etc) - 10%

Road System

The principal vehicular access roads for the Fraser's Broadway site are Regent Street, Abercrombie Street and Broadway. Broadway currently carries some 3,617 vehicles per hour during peak periods of a weekday, Abercrombie some 1,637 vehicles and Regent Street some 2,886 vehicles.

Road Network

The site has a number of vehicle connections to the surrounding road network including three access points along Broadway, one to Regent Street and one to Abercrombie Street. Broadway is the major east-west arterial road connecting the CBD to its western suburbs. Broadway accommodates a dedicated bus lane in both directions and otherwise consists of three lanes in each direction. Abercrombie Street is northbound only, and Regent Street is north south. Currently, right-hand turns into the site are limited to where slip lanes can be provided.

Public Transport

The site is within convenient walking distance of Central Railway Station and the bus stops at Railway Square. In combination, these provide an exceptionally good level of public transport accessibility. The services include suburban and country trains, a wide range of commuter bus services; links to the inner west light rail, taxi ranks and long distance coaches. The Fraser's Broadway site has a 'likely natural high proportion of non car borne modal choice' and presents real opportunities for development that takes advantage of the existing transport infrastructure.

In front of the site is Broadway's high frequency bus corridor, with a bus arriving every 30 seconds on week days and every two minutes on a Saturday morning.

Walking and Cycling

The site is not publicly accessible and as a result acts as a physical barrier to pedestrian and cycle connections between Chippendale and Railway Square.

Pedestrian and cycle conditions in the area are characterised by:

- Busy arterial roads of Broadway, Regent Street and Abercrombie Street that are difficult to cross;
- Narrow footpaths in Chippendale;
- Strong desire lines along Broadway from Railway Square and Central Station to the University of Technology and Sydney University;
- Quiet local roads providing opportunities for cycle route; and
- Poor facilities for access for the aged, infirm and disabled.

3.9 Demographics

The 2006 Census indicates that residents in the Chippendale area had higher individual incomes than the Sydney average, were generally younger (65% aged 20 to 40 compared with 30% for Sydney), single (62% compared with 42% for Sydney), in smaller households (2 people compared with 2.5 for Sydney).

3.10 Environmental Factors

Land form, topography and orientation

The site has a north south orientation.

The location of the brewery was initially determined by the availability of water from Blackwattle Creek. The remnant creek channel runs in an east west direction through the site (through the ovoid drain). The site was extensively modified over time to meet the expanding requirements of its use as a brewery.

The general topography of the area slopes down to the west and north towards Blackwattle Bay. Elevations range from approximately 18 metres above the Australian Height Datum (AHD) in Kensington Street to approximately 10 metres AHD along Abercrombie Street. Balfour Street and the adjacent area to the west slope south wards towards a low point near the Filtration Building at an elevation of approximately 12 metres AHD.

Further detail with respect to landform, topography and orientation is provided in the *CUB Site Study and Environmental Assessment* accompanying the approved Concept Plan (Refer Section 6.1 of that report).

Wind Conditions

Sydney is affected by two primary wind seasons, namely summer/autumn and winter/early spring. Summer/autumn winds occur mainly from the south and southeast, with a third prevailing (but generally weaker) direction from the northeast. The latter are typically mild and arise as offshore land-sea breezes. These offshore breezes do not penetrate far away from the coastline and have their most significant impact in the eastern parts of Sydney and the Harbour area. Winter/early spring winds are dominated by winds from the west and provide the strongest winds throughout the year. Although not quite as strong, winds from the south are also common during this period.

Simulations which were carried out by Heggies Australia for the original concept plan indicate that it is likely that localized areas along Broadway in the vicinity of the UTS tower are exceeding the 16 m/sec criterion for westerly winds in the existing condition. Higher wind velocities are also present at several other localized areas throughout the existing site, including localized sections along Abercrombie Street. These winds are caused by flow funnelling between gaps and around building corners.

Further detail with respect to existing wind conditions is provided in the *CUB Site Study and Environmental Assessment* accompanying the approved Concept Plan (Refer Section 6.1 of that report).

Potential Noise Sources

The site is surrounded by two significant potential sources of noise that could affect noise sensitive land uses, namely residential dwellings and public open space. The key potential source of noise is road traffic noise intrusion from the highly trafficked roads that surround the site, particularly Broadway and Abercrombie Street, with rail noise and vibration impact from the rail reserve to the east of the site presenting a secondary noise source.

Further detail with respect to the existing acoustic environmental and potential noise sources is provided in the *CUB Site Study and Environmental Assessment* accompanying the approved Concept Plan (Refer Section 6.1 of that report).

3.11 Geotechnical Conditions and Contamination

The study carried out by URS in 2006 outlined that the site is underlain by Triassic Hawkesbury Sandstone, overlain by residual clay, overlain by alluvial and estuarine sediments. Above these layers is a layer of fill of varying thickness.

Further studies carried out during the preparation of a Remedial Action Plan have confirmed the geological structure of the site. As mentioned previously an application proposing works to remediate the site has been lodged with the DoP. Once the works are complete it is expected that the site will be suitable for the approved uses.

3.12 Existing Infrastructure

The *CUB Site Study and Environmental Assessment* provides detail with respect to the existing utility services connecting / available to the site (refer to Section 6.10 of that report).

As part of the demolition and recycling project application, many existing services will be terminated and decommissioned. Notwithstanding this, measures have been taken to ensure that there is no disruption to the power supply of properties external to the site which rely on the substation currently located within the Brewery site. Consultation with Energy Australia has been undertaken and it has been proposed to locate a temporary substation near the corner of Abercrombie and Irving Street until a permanent replacement substation is operational.