

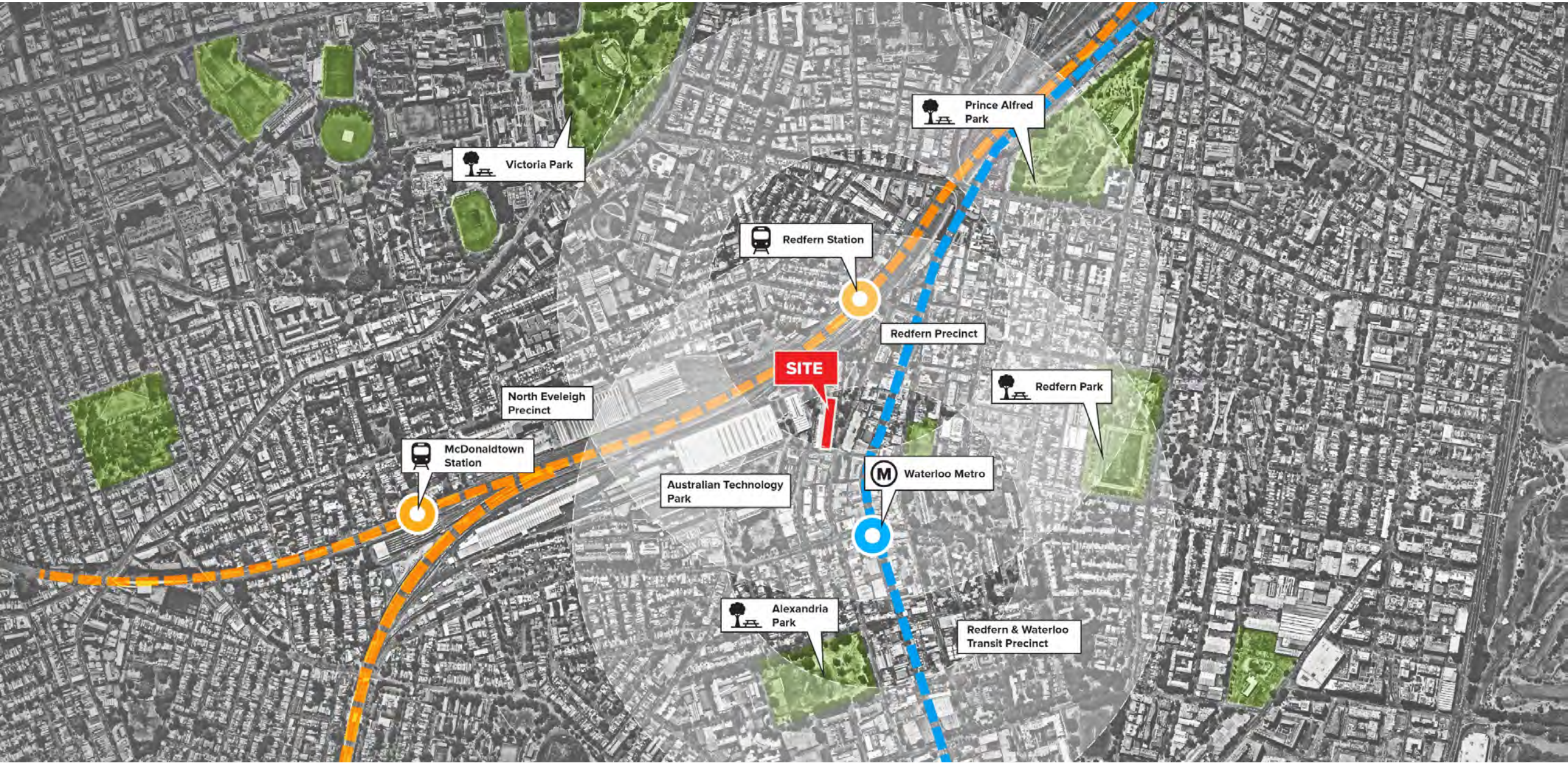
'Gibbons Place' - Redfern

Presentation for the Independent
Planning Panel



Introduction: William Messister

Our Site



Process Overview: Matt Sonter

Process Overview: Matthew Sonter

- Partner in the Planning & Environment team at Mills Oakley who have provided advice on the PP and VPA offers which have been submitted over the course of the proposal.
- Brief summary of context and background to PP.
- Touch on the relevance of statutory and draft planning documents referred to within the Council report from an assessment perspective.
- Provide some clarification on PP documentation and subject matter of PP which is in some instances unclear from the Council report which Land use was never part of the PP
- Confirm the VPA details

Strategic Merit: Chris Wilson

Land Use and Strategic Merit Test

- Land use was *never* a component of the Planning Proposal.
- The site is *already* zoned B4 Mixed Use and *all* proposed land uses are permitted with consent.
- Strategic Merit Test not strictly applicable given the proposal does not alter previous strategic planning completed for the site.
- Discussion should focus on *site-specific merit*.
- In any case, the strategic merit of the proposal is demonstrated through its consistency with key Strategic Plans & Policies.

Relevant Strategic Plans & Policies

- Greater Sydney Region Plan- A Metropolis of Three Cities
- Eastern City District Plan
 - Harbour CBD Innovation Corridor
 - Central to Eveleigh Urban Renewal Corridor
 - 30 Minute City
- Sustainable Sydney 2030
- LUIP is not a relevant consideration – As no longer proceeding.

Note – the following key salient objectives from each of the nominated applicable strategic planning literature documents has not been cherry picked but more so has been provided for emphasis. The planning proposal document itself addresses all objectives chronologically of each of the respective documents.

Greater Sydney Region Plan- A Metropolis of Three Cities

Infrastructure and Collaboration		
Objective 1	Infrastructure supports the three cities <ul style="list-style-type: none"> Support new infrastructure in each city – including cultural, education, health, community and water infrastructure – to fairly balance population growth with infrastructure investment. 	✓
Objective 2	Infrastructure aligns with forecast growth	✓
Objective 4	Infrastructure use is optimized	✓
Objective 5	Benefits of growth realized by collaboration of governments, community and business	✓

Sustainability		
Objective 31	Public open space is accessible , protected and enhanced	✓
Objective 32	The Green Grid links parks, open spaces, bushland and walking and cycling paths	✓
Objective 33	A low-carbon city	✓
Objective 34	Energy and water flows are captured, used and re-used	✓

Greater Sydney Region Plan- A Metropolis of Three Cities

Liveability		
Objective 6	<p>Services and infrastructure meet communities' changing needs</p> <ul style="list-style-type: none"> • Walkable, mixed-use places co-located with social infrastructure and local services. 	✓
Objective 7	<p>Communities are healthy, resilient and socially connected</p> <ul style="list-style-type: none"> • Mixed-use neighborhoods close to centers and public transport. • Prioritize opportunities for people to walk, cycle and use public transport. • Active street life. • Co-location. 	✓
Objective 9	<p>Greater Sydney supports creative industries and innovation</p>	✓
Objective 10	<p>Greater housing supply</p> <ul style="list-style-type: none"> • 46,550 additional homes for the Eastern City by 2021 and 157,500 by 2036. • Urban renewal in the right locations (Redfern to Eveleigh Urban Renewal Corridor): <ul style="list-style-type: none"> ✓ Align with infrastructure investment e.g. Sydney Metro ✓ Accessibility to jobs ✓ Accessibility to transport ✓ Walkability and cycling ✓ Central to Eveleigh Urban Transformation Strategy – Ten Key Moves 	✓

Greater Sydney Region Plan- A Metropolis of Three Cities

Liveability		
Objective 11	Housing is more diverse and affordable <ul style="list-style-type: none">• 5-10% affordable rental housing.	✓
Objective 12	Great places that bring people together <ul style="list-style-type: none">• Diverse land use mix.• Fine grain urban form.• <u>Walkability (within a 10-minute walk of centers).</u>• People-friendly public realm and open spaces.• Social infrastructure.	✓

Greater Sydney Region Plan- A Metropolis of Three Cities

Productivity		
Objective 14	<p>Integrated land use and transport creates walkable and 30-minute cities</p> <ul style="list-style-type: none"> • Sydney Metro a 'city-shaping corridor'. 	✓
Objective 15	<p>The Eastern, GOP and Western Economic Corridors are better connected and more competitive</p> <ul style="list-style-type: none"> • Eastern Economic Corridor – Sydney Metro will improve accessibility between economic agglomerations and significantly increase the size of the labour market which can access the corridor by public transport, boosting productivity. 	✓
Objective 18	<p>Harbour CBD is stronger and more competitive</p> <ul style="list-style-type: none"> • Innovation underpins global 21st century cities. • Harbour CBD Innovation Corridor – Redfern to Eveleigh Precinct. • Facilitating the attraction and development of innovation activities enhances Greater Sydney's global competitiveness. Planning controls need to be flexible to allow for the needs of the innovation economy. • With identified future office supply limited to around 10 years there is a need to maximize vertical development opportunities and outward extensions where possible, for example southward along the Redfern to Eveleigh corridor. 	✓

Greater Sydney Region Plan- A Metropolis of Three Cities

Productivity		
Objective 21	Internationally competitive innovation precincts	✓
Objective 22	<p>Investment and business activity in centres</p> <ul style="list-style-type: none">• 817,000 new jobs by 2036.• Diversify the range of activities in all centres.• Residential development in strategic centres and within 10min walking distance.• Walkability, cycling and public transport.• Vibrant & safe places, quality public realm, locally accessible open space.	✓

Greater Sydney Region Plan- A Metropolis of Three Cities

Sustainability		
Objective 31	Public open space is accessible, protected and enhanced	✓
Objective 32	The Green Grid links parks, open spaces, bushland and walking and cycling paths	✓
Objective 33	A low-carbon city	✓
Objective 34	Energy and water flows are captured, used and re-used	✓

Eastern City District Plan

Infrastructure and Collaboration		
Planning Priority E1	Planning for a city supported by infrastructure <ul style="list-style-type: none">Better align growth with infrastructure by taking into account the capacity of existing infrastructure and existing infrastructure commitments.	✓
Planning Priority E2	Working through collaboration <ul style="list-style-type: none">Central to Eveleigh Urban Transformation Strategy	✓

Sustainability		
Planning Priority E18	Delivering high quality open space	✓
Planning Priority E19	Reducing carbon emissions and managing energy, water and waste efficiently	✓

Eastern City District Plan

Liveability		
Planning Priority E3	Providing services and social infrastructure to meet people's changing needs <ul style="list-style-type: none">• Co-location.• Fine-grain urban form.• Land use mix.• Social infrastructure.	✓
Planning Priority E4	Fostering healthy, creative, culturally rich and socially connected communities <ul style="list-style-type: none">• <u>Walkable streets, pedestrian and cycling connections.</u>• <u>Mixed-use places.</u>• Fine-grain urban form and open spaces.• <u>Diversity of housing types through urban renewal.</u>• Social connectors/social infrastructure.	✓

Eastern City District Plan

Liveability		
Planning Priority E5	<p>Providing housing supply, choice and affordability, with access to jobs, services and public transport</p> <ul style="list-style-type: none"> • 157,500 new homes by 2036. • Additional capacity for housing supply in conjunction with Redfern to Eveleigh Urban Transformation. • Urban renewal in the right locations (Redfern to Eveleigh Urban Renewal Corridor): <ul style="list-style-type: none"> ✓ Align with infrastructure investment e.g. Sydney Metro ✓ Accessibility to jobs ✓ Accessibility to transport ✓ Walkability and cycling ✓ Central to Eveleigh Urban Transformation Strategy – Ten Key Moves • 5-10% affordable rental housing. 	✓
Planning Priority E6	<p>Creating and renewing great places and local centres</p> <ul style="list-style-type: none"> • Transit-oriented development, co-locate facilities and social infrastructure. • Walking, cycling and public transport connections. • Protect or expand employment opportunities. • Increase residential development in, or within walkable distance of, the centre. 	✓

Eastern City District Plan

Productivity		
Planning Priority E7	<p>Growing a stronger and more competitive Harbour CBD</p> <ul style="list-style-type: none"> • The Innovation Corridor contains knowledge-intensive, creative and start-up industries that support the global competitiveness of the Harbour CBD. • 662,000-732,000 jobs for the Harbour CBD. 	✓
Planning Priority E8	<p>Growing and investing in the Innovation Corridor (Redfern to Eveleigh Precinct)</p> <ul style="list-style-type: none"> • Competitive Innovation Precincts: <ul style="list-style-type: none"> ✓ High levels of amenity and walkability. ✓ Good transport connections. ✓ Proximity to affordable and diverse housing options. ✓ Cultural, entertainment and leisure activities, including strong night-time activities. ✓ Events spaces, and affordable and scalable office spaces. • Recent expansion of digital and creative industries has reduced the availability of suitable workspaces and substantially increased rents. • Planning controls need to allow sufficient supply of workspaces and flexibility. • Urban regeneration projects should capitalise on opportunities to deliver cultural infrastructure, and walking and cycling connections, alongside these spaces. 	✓

Eastern City District Plan

Productivity		
Planning Priority E10	<p><u>Delivering integrated land use and transport planning and a 30-minute city</u></p> <ul style="list-style-type: none"> • Sydney Metro a 'city-shaping corridor'. • Walking and cycling connections. 	✓
Planning Priority E11	<p>Growing investment, business opportunities and jobs in strategic centres</p> <ul style="list-style-type: none"> • Well-planned centres stimulate economic activity and innovation through the co-location of activities, <u>provide jobs closer to where people live</u> and use infrastructure more efficiently. • <u>A balance must be struck in providing adequate mixed-use land around the commercial core to ensure new residential developments can benefit from access and services in centres.</u> • Opportunities for smart work hubs in strategic centres should be encouraged. 	✓

Sustainable Sydney 2030

Strategic Directions		
Direction 1	A globally competitive and innovative city	✓
Direction 2	A leading environmental performer	✓
Direction 3	Integrated transport for a connected city	✓
Direction 4	A city for pedestrians and cyclists	✓
Direction 5	A lively, engaging city centre	✓
Direction 6	Vibrant local communities and economies	✓
Direction 7	A cultural and creative city	✓
Direction 8	Housing for a diverse population	✓
Direction 9	Sustainable development, renewal and design	✓
Direction 10	Implementation through effective partnerships	✓



‘Alternate Truths’

Council Report	Response
“The PP pre-empts the LUIP”	Council & DPE encouraged the lodgement of the PP. The LUIP is not a relevant consideration as is no longer proceeding.
“Land use conflict”	Land use not part of the PP – site is already zoned for mixed use development?
“Creation of a Dormitory suburb” “Primarily a residential development” “Relies on residents travelling out of the area to access jobs & services”	Housing, affordable housing, commercial space, start-up hub, retail, community facilities, open space. 2min walk to ATP and Redfern centre?
“Loss of employment space”	Maintain 240 jobs on-site – no net loss of jobs. Start-up hub – 55 entrepreneurs – positive multiplier effect.
“Insufficient affordable housing”	5-10% affordable housing (Objective 11, Region Plan & Priority E5, District Plan). 7.2% or \$14million ?

- ✓ A Strategic Merit test was the first assessment undertaken and was considered to then, as it does now, meet and achieve the requirements of the test itself;
- ✓ One of the only remaining sites in this part of Sydney where a proposal of this nature is appropriate and can be achieved from a site and strategic assessment standpoint (without the need for consolidation);
- ✓ VPA Version 1 – Was offered and declined by Council inclusive of affordable commercial floor space;

'Alternate Truths'

Council Report	Response
"No public domain benefits"	Cornwallis Lane revitalisation, 2 public open spaces, pedestrian through-site link, footpath widening, awnings, public art, landscaping, active frontages?
"Narrow approach to infrastructure delivery and meeting needs of future population"	VPA, affordable housing, affordable start-up space, open space and public domain upgrades, Economic Benefit & Community Needs Assessment adoption?
Congestion and strain on transport systems. "The site is located some distance from both Redfern Station and the proposed Waterloo Metro."	2min walk to Redfern Station and Waterloo Metro? City of Sydney Active Travel targets – 60% local trips by walking, 1/3 commuter trips by walking, 10% all trips by cycling. Reduced need to travel (live & work on-site) or next door at ATP?
"Single-site PP cannot achieve energy efficiency"	ESD and TOD fundamentals? Numerous examples in Sydney and the world of single-site developments which achieve excellence in environmental sustainability.

- ✓ The proposal exudes significant public benefit – one need only look at the DRAFT VPA;
- ✓ Housing diversity, affordability, public open space, economic benefit in a sustainable, accessible location, done well!

Local Merit: Stephen Moore

Strategic Design Merit: Three Cities Context

A STRATEGIC RESPONSE

TO HEIGHT ALONG TRANSIT CORRIDORS

Sydney is focused on increasing liveability by investing in the infrastructure to connect people. The new Metro will play a key part in making Sydney more connected and liveable by unlocking the growth potential of existing centres and urban areas. The strategy for higher densities in inner city areas will bring greater vibrancy, reduced travel times and increased economic opportunities by locating people closer to jobs and education. Changes in height and densities along the new Metro corridor supports this growth strategy. Waterloo is part of this change as one of the few sites close to Sydney CBD with this opportunity.

EXISTING & FUTURE HEIGHTS ALONG TRANSIT CORRIDORS

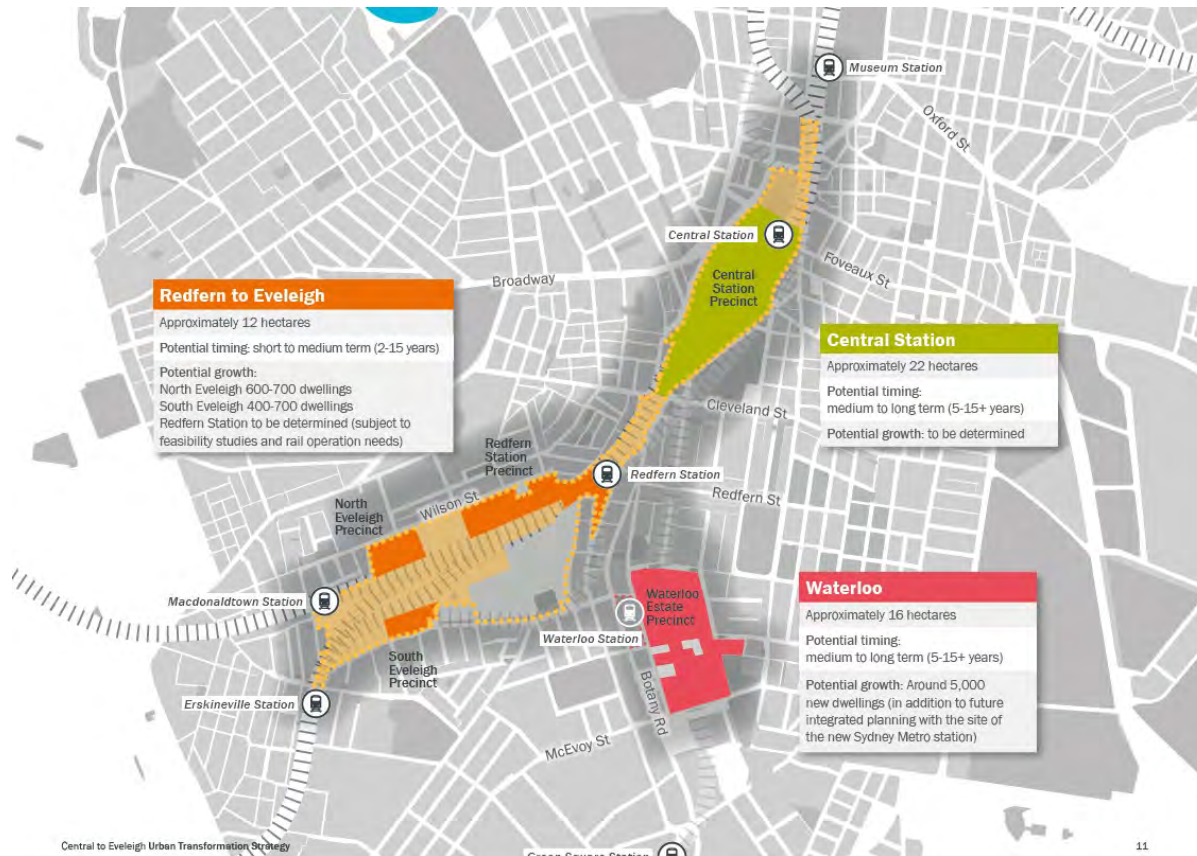


The proposed concept is consistent with Government policy, approvals and proposals for taller buildings near rail stations. Interestingly, 30 storey buildings are the 'new normal' for sustainable development.

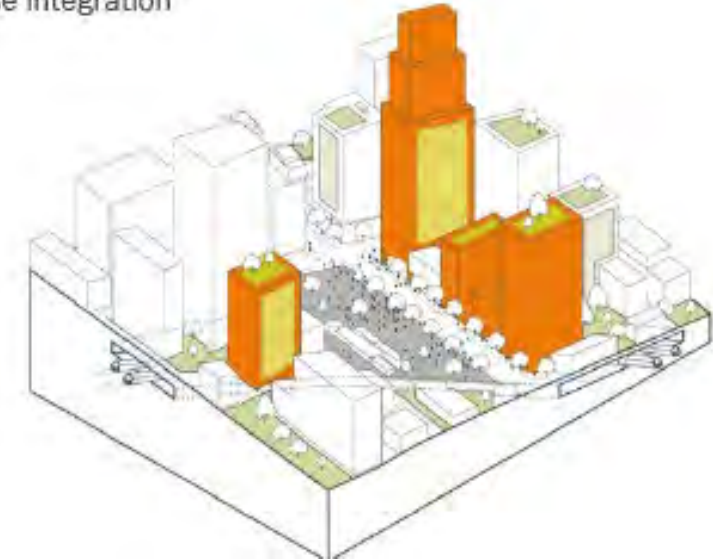


Comparison of existing and future heights within activity centres along transit corridors

Strategic Design Merit: District



High-rise integration



“Excellence in design quality and ‘density done’ well principles, including sensible transitions from taller buildings around rail stations and key locations along the rail line, down to existing one or two storey buildings, will respect everything that is great about the traditional character of surrounding neighbourhoods.”

The proposed concept is supported by place-based planning strategies, including the District Plan and Central to Eveleigh Transformation Strategy. Gov’t focus on first principle environmental goals (i.e. solar amenity) has informed the concept.

Strategic Design Merit: Gov't Intent Within C2E



Whilst not pre-empting the planning process, the NSW Gov't has publicly released preferred plans for the Waterloo Metro Quarter and Estate. The proposal is consistent with these concepts, including

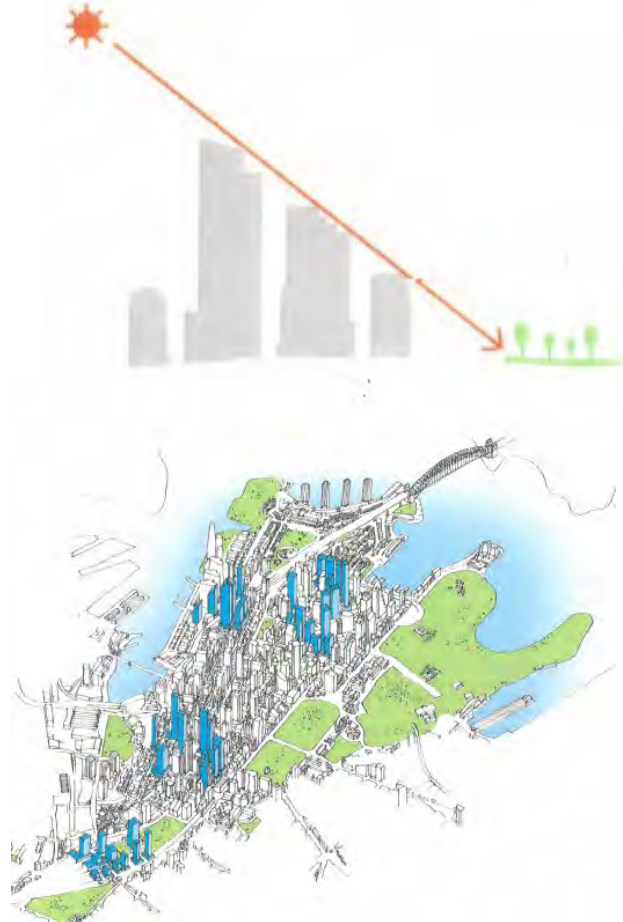
Strategic Design Merit: District



Strategic Design Merit: District

Central Sydney Planning Strategy

2016–2036



SUPPLEMENTARY SUBMISSION: OVERSHADOWING IMPACTS ASSESSMENT PLANNING PROPOSAL AT 44-78 ROSEHILL ST, REDFERN

JUNE 2018

IMPACT ON PUBLIC OPEN SPACE

IMPACT ON RESIDENTIAL BUILDINGS



IMPACT ON PUBLIC SPACE

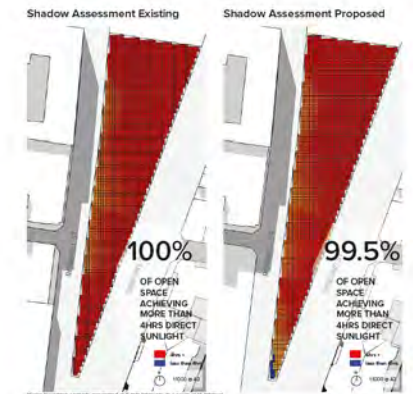
GIBBONS STREET RESERVE

Observation:

The proposal has a minor impact on the southern corner of Gibbons Place. Due to its geometry and proximity to a public-dominated intersection, the southern corner has little benefit for use by the public.

Overall, Gibbons Place complies with the CoS solar amenity standard for the public place.

Gibbons Street Reserve Aerial View



Whilst not geographically applicable, the City of Sydney Planning Strategy “focuses new tower opportunities in those areas less constrained by sun access planes.” Within this context and at the request of the CoS to undertake a detailed solar analysis, our proposal satisfies CoS sun access plane requirements.

Strategic Design Merit: Redfern Station Upgrades



The NSW Government has committed to major upgrades to Redfern Station by 2023, including a southern east-west concourse and improved southern access into ATP and surrounds.

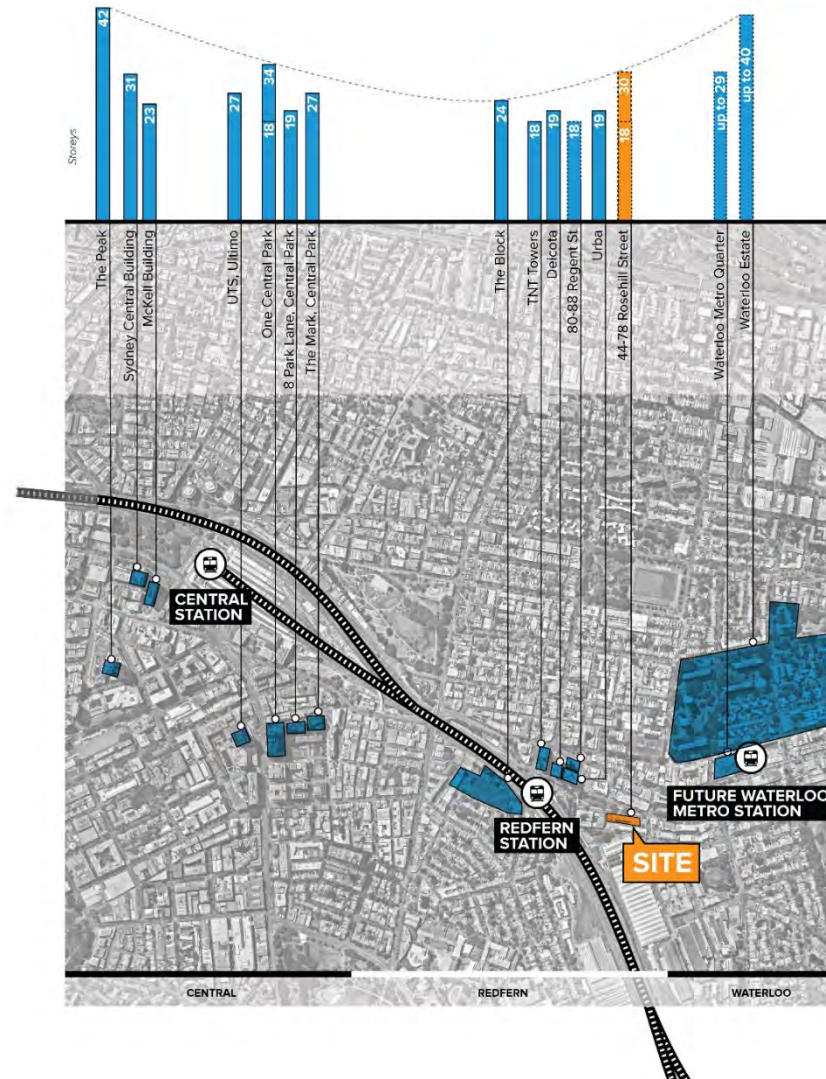
Local Design Merit: Built Form Context + Height

The proposed concept positively contribute to the built form context of the Central to Eveleigh Corridor, including a varied and interesting skyline.

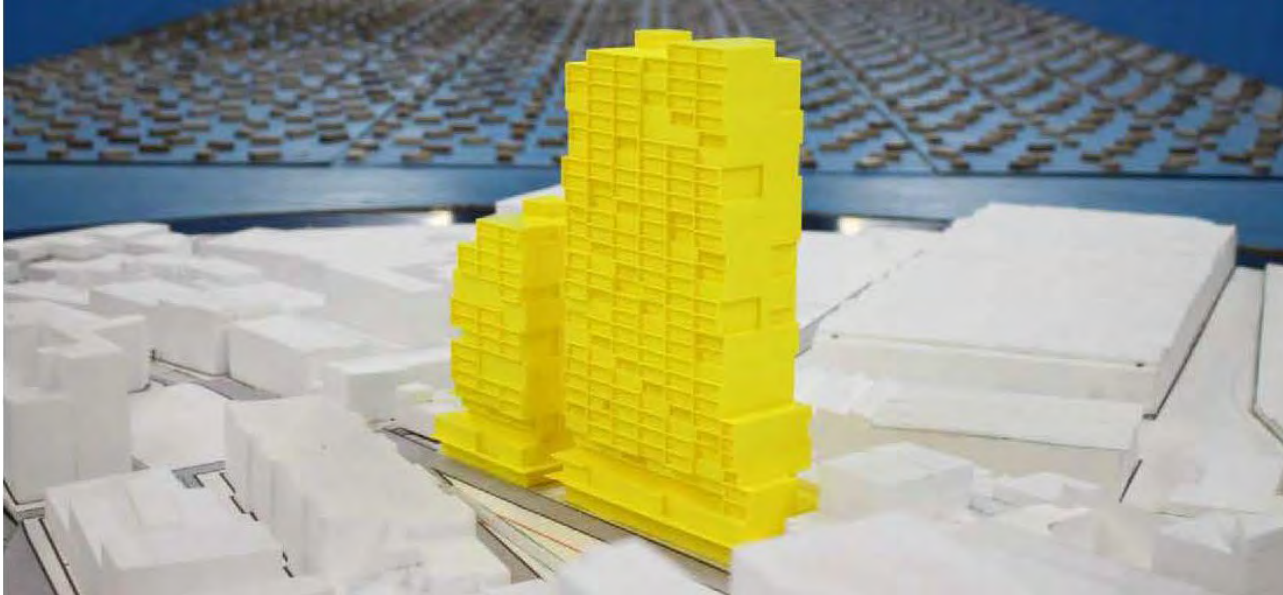
Specifically, the height is contextually appropriate for the corridor creating a skyline punctuated by taller towers.

Given the separation distance from the existing Redfern tower cluster and proposal the visual integrity of the cluster is not diluted by the tower.

The diagram opposite illustrates the built form context.



Local Merit: Wind Impacts

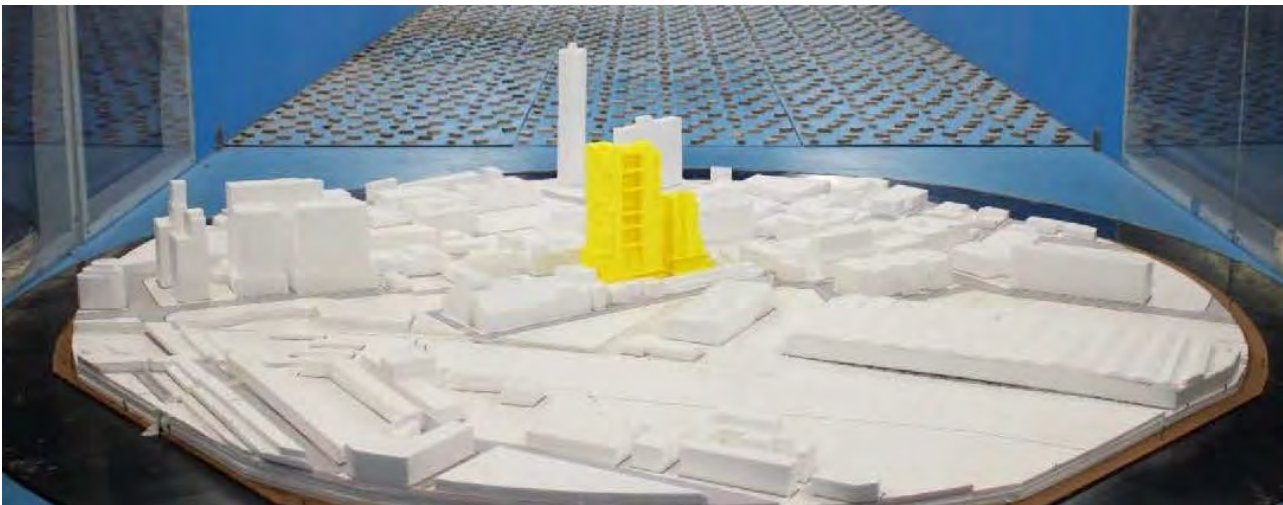


“The model of the proposed development was tested in the wind tunnel without the effect of any forms of wind ameliorating devices such as screens, balustrades, etc. that are not already shown in the architectural drawings.....

.... The results of the study indicate that treatments are required for certain locations to achieve the desired wind speed criteria for pedestrian comfort and safety.....

..... With the inclusion of these treatments to the final design, it is expected that wind conditions for all outdoor trafficable areas within and around the proposed development will be suitable for their intended uses.”

Windtech Report



Local Merit: ADG Compliance – Building Separation

SITE SPECIFIC MERIT TESTS

SITE SPECIFIC TEST 2

BUILDING SEPARATION - Terraces on Rosehill Street

Council Comment:

The site shares a block with five terraces, located immediately to the south. If the site were to be developed according to the planning proposal request, the height transition to these terraces would be an exceptionally poor urban design outcome, with significant amenity impacts. The transition (or "stepping down") of a 30 storey tower to a 19 storey tower and then to the existing 2 storey terraces would not effectively ameliorate the enormous height difference across the single block.

Response:

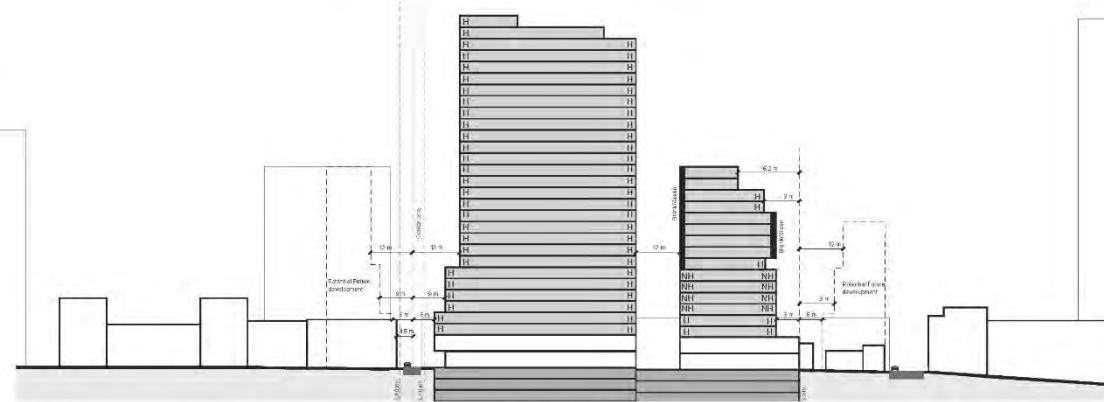
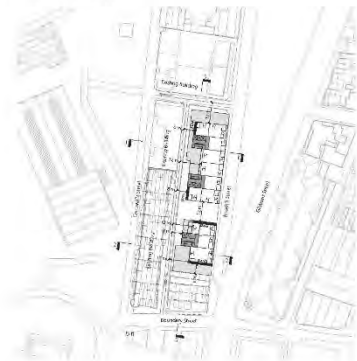
The transition between the Proposal and terraces provides a high quality urban design outcome where a juxtaposition between building heights, age and materiality contributes to a sense of place.

Similar and successful precedents in the City of Sydney include: Green Square's Ovo Tower (28 storeys) adjoining 2 storey terraces on Portman Street; One Central Park's Jean Nouvel Tower (30 storeys) adjoining three storey buildings; Redfern's Igloo Tower (18 storeys) adjoining two storey terraces; Potts Point's Springfield Avenue Tower (14 storeys) adjoining three storey terraces; Potts Point's Macleay Street Tower (20 storeys) adjoining 4 storey buildings, and Hyde Park Towers adjoining Darlinghurst 2 storey terraces.

In addition, the Proposal does not simply go from a 19 storey tower to the existing 2 storey terraces. Instead, a two storey podium base that aligns with the height of the terraces is provided with the tower itself setback 12m from the terraces. This approach is consistent with world's best practice for tall buildings, such as Toronto's Tall Building Guidelines.

Finally, given the broader urban renewal of the area, age, disrepair of existing terraces and fact they are not heritage items, in all likelihood they will be redeveloped over the medium term.

Plan View



Section 3

The proposal does comply with ADG building separation controls. The CoS never requested this clarification.

Local Merit: ADG Compliance – Building Separation

SITE SPECIFIC MERIT TESTS

SITE SPECIFIC TEST 2

BUILDING SEPARATION -Cornwallis Lane

Council Comment:

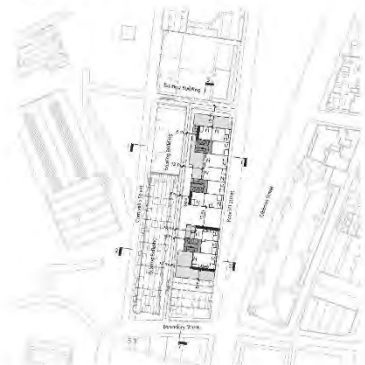
On the eastern side of Cornwallis Lane is a low rise apartment building. The planning proposal request incorrectly quotes the Apartment Design Guide in stating that 12m building separation between habitable residential spaces is adequate to satisfy ADG requirements and allow additional development on this site. The ADG requirements for separation between two habitable residential spaces for 8+ storey buildings is 24m, and 18m for habitable facing non habitable residential spaces. Given the size of the blocks, and the narrow width of the laneway, setbacks to provide minimum required building separation for buildings over 8 storeys are not possible on either side of Cornwallis Lane.

Response:

The Proposal does comply with ADG requirements for building separation by applying the "how to measure building separation" (page 37) for adjoining sites, where half the minimum separation distance measured to the boundary is applied.

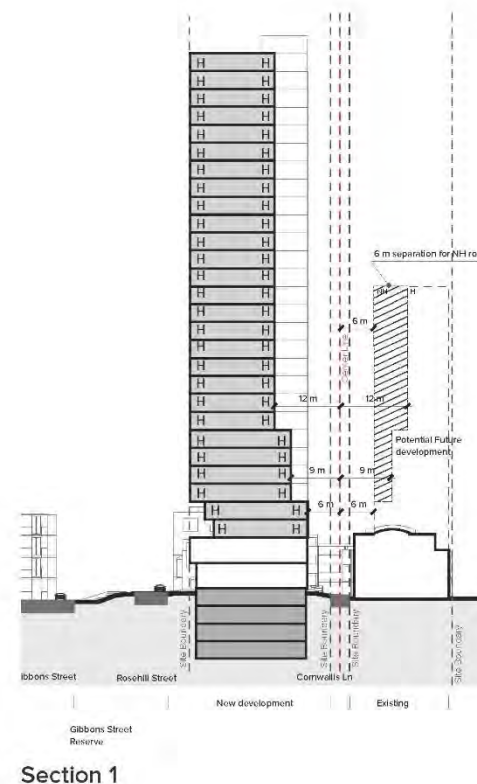
Given the narrow width of Cornwallis Lane, the sites are adjoining. As such, for the purpose of achieving the ADG separation requirements between building faces the centre line of Cornwallis Lane has been used.

Plan View



This approach demonstrates the concept complies with the following:

- Proposed Levels 1 and 2 are commercial and separation is not required;
- Proposed Levels 3 to 4 apply the above standard and provide 6m of building separation to the centre line of Cornwallis Lane. The potential redevelopment of the adjoining site for these levels is also able to apply 6m setback, providing a total of 12m separation;
- Proposed Levels 5 to 8 apply the above standard and provide 6m of building separation to the centre line of Cornwallis Lane. The potential redevelopment of the adjoining site for these levels is also able to apply 9m setback, providing a total of 18m separation. The adjoining site has the potential to reduce this setback if non-habitable is provided;
- Proposed Levels 9 to 30 apply the above standard and provide 12m of building separation to the centre line of Cornwallis Lane. The potential redevelopment of the adjoining site for these levels is also able to apply 12m setback, providing a total of 24m separation.



The proposal does comply with ADG building separation controls. The CoS never requested this clarification.

Local Merit: Building Length



SDCP2012 requires a maximum street frontage length of 65m on streets with a width greater than or equal to 18m wide. Our street reservation including Rosehill St, Gibbons St Reserve and Gibbons St is an average of 32m wide.

Our proposal complies with the above standard with one tower have a frontage of 53m and one tower a frontage of 32.2m.

In addition, the proposal is consistent with the DCP's objectives for Fine Grain, Architectural Diversity and Articulation including:

- a) Subdivision of larger sites
- b) Fine grain built form and varied architectural character
- c) A scale, modulation and facade articulation responding to local context.

Local Merit: Public Realm



Local Merit: ADG Compliance – Deep Soil

SITE SPECIFIC TEST 1

DEEP SOIL

Council Comment:

As no deep soil areas are provided at street level the proposal will need to rely on alternative measures for stormwater management on the site. Given that the proposal includes a 4.5 storey basement carpark, meeting these requirements will pose a significant challenge.

Response:

The Proposal provides 7.1% of the site area (180m²) as deep soil. The minimum requirement under the ADG 7%. This could be increased to 11% with minor adjustments to the basement carpark.



The indicative floor plan shown above shows an example floor layout which would support commercial and retail space interfaced with the plaza, rear laneway, Rosehill Street and Margaret Street. The location and orientation of these spaces are key in working with or translating to the desired urban design and activated streetscape outcome.

FEATURES

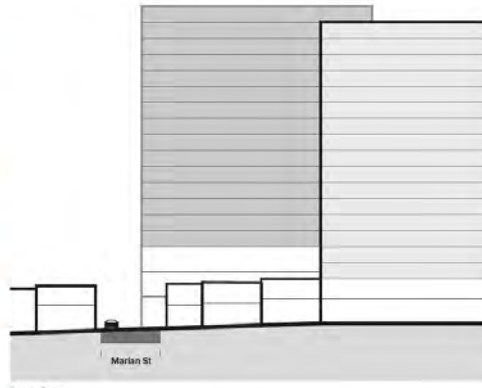
- DEEP SOIL : 180 SQM (7.1%)

The proposal does comply with ADG deep soil control. The CoS never requested this clarification.

Local Merit: Relationship to Rosehill Terraces

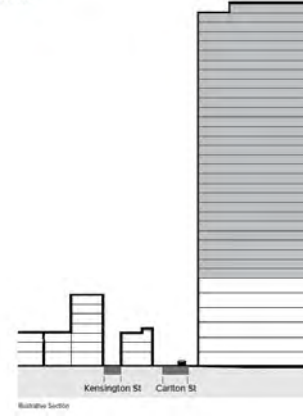
SITE SPECIFIC TEST 2

PRECEDENT - Terraces on Regent Street, Redfern



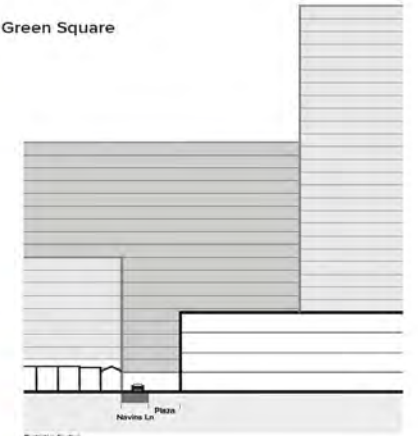
SITE SPECIFIC TEST 2

PRECEDENT - Terraces on Broadway, Chippendale



SITE SPECIFIC TEST 2

PRECEDENT - Terraces on Portman St, Green Square



The juxtaposition of taller towers with lower terraces within transitional urban renewal areas creates interesting places. Significant Sydney-based precedent and overseas examples demonstrate this is an acceptable urban design solution.

Design Review: Ken McBryde

Ken

Acting on behalf of Sydney Architecture Studio

01_ SITE FUNDAMENTALS & FIRST IMPRESSIONS

02_ ADGs

03_ WIND

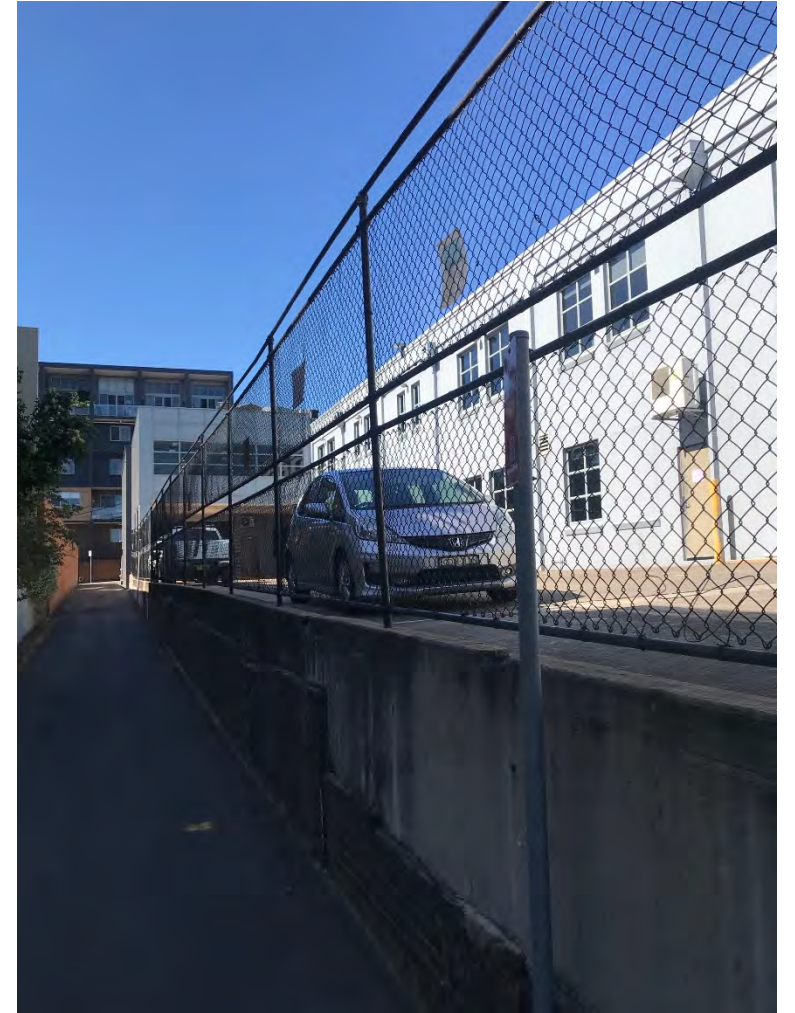
04_ RECOMMENDATIONS.

01_ Site Fundamentals & First Impressions

Site is part of an island



Cornwallis Lane in need of activation



Cornwallis Lane activated by Gibbons Place



Cornwallis Lane _ secondary outlook



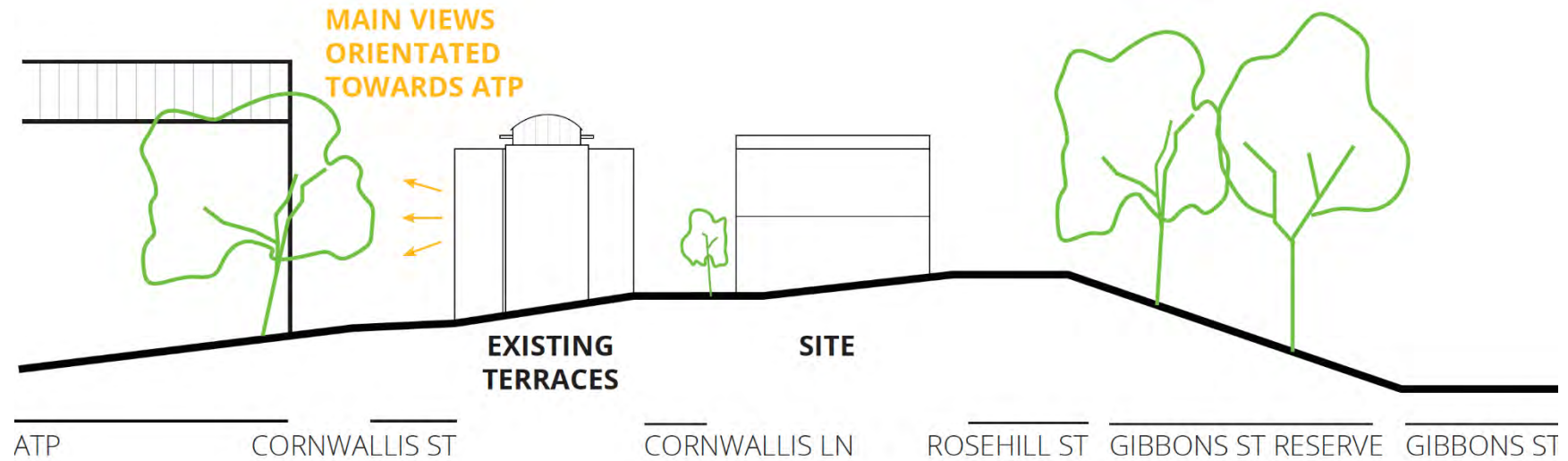
Terraces' primary living spaces & outlook



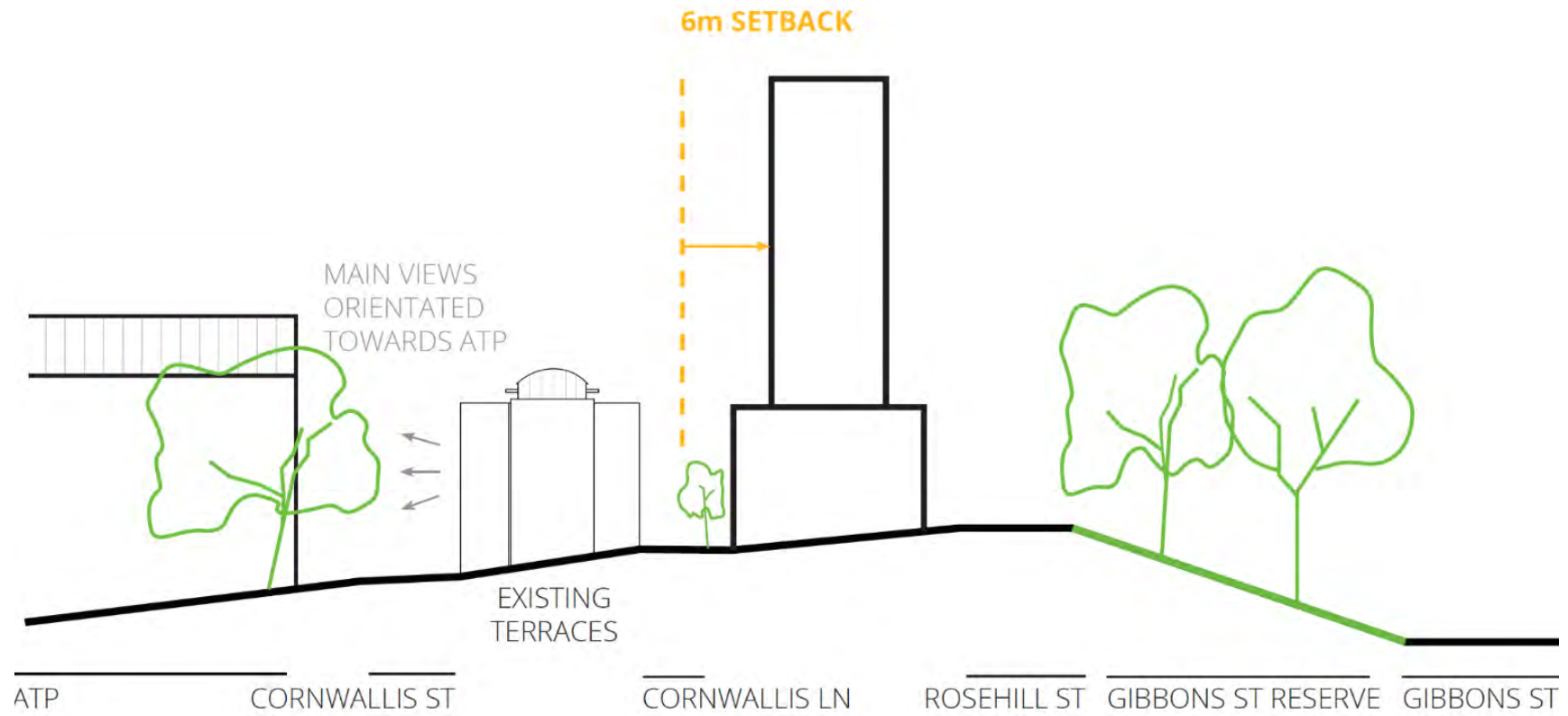
Innovation Corridor _ ATP pedestrian activity



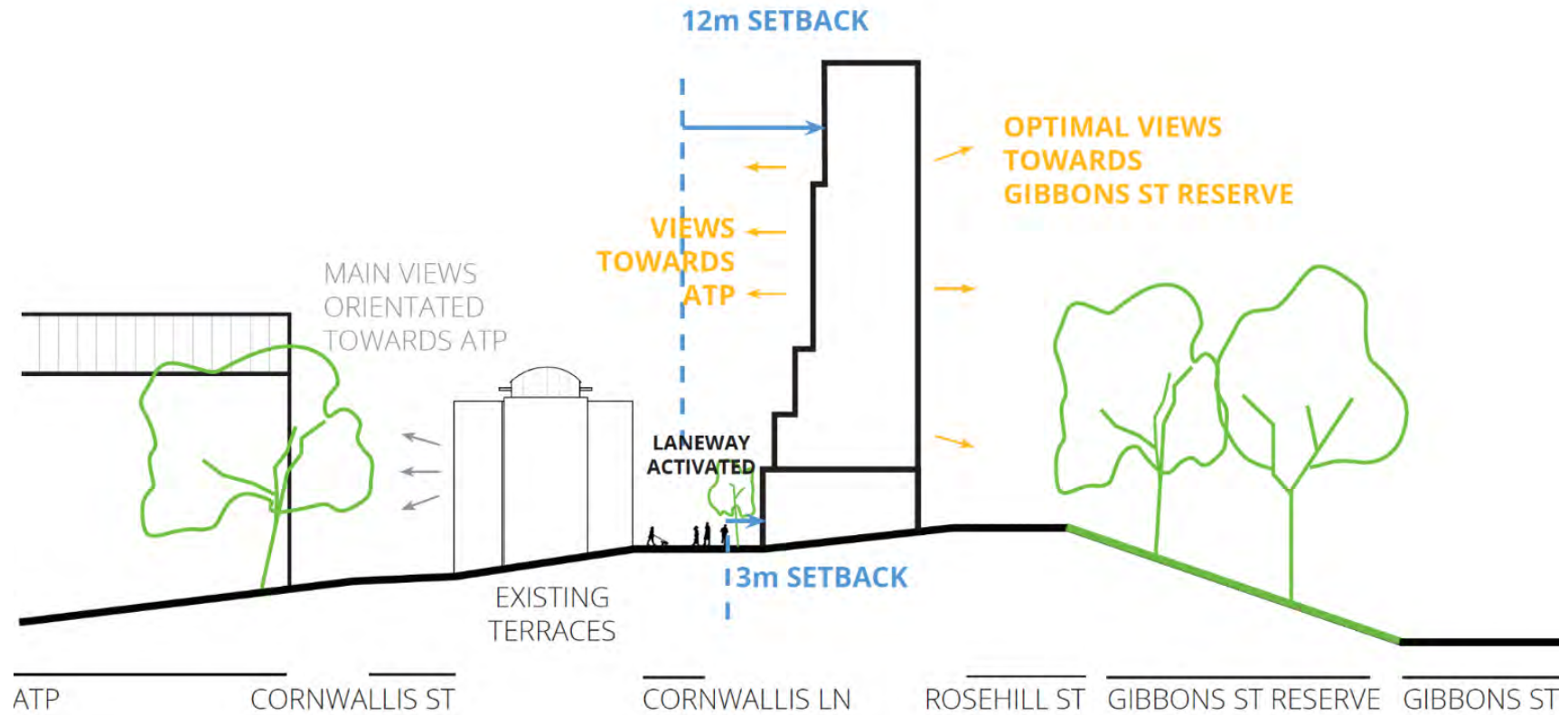
Initial response to first impressions



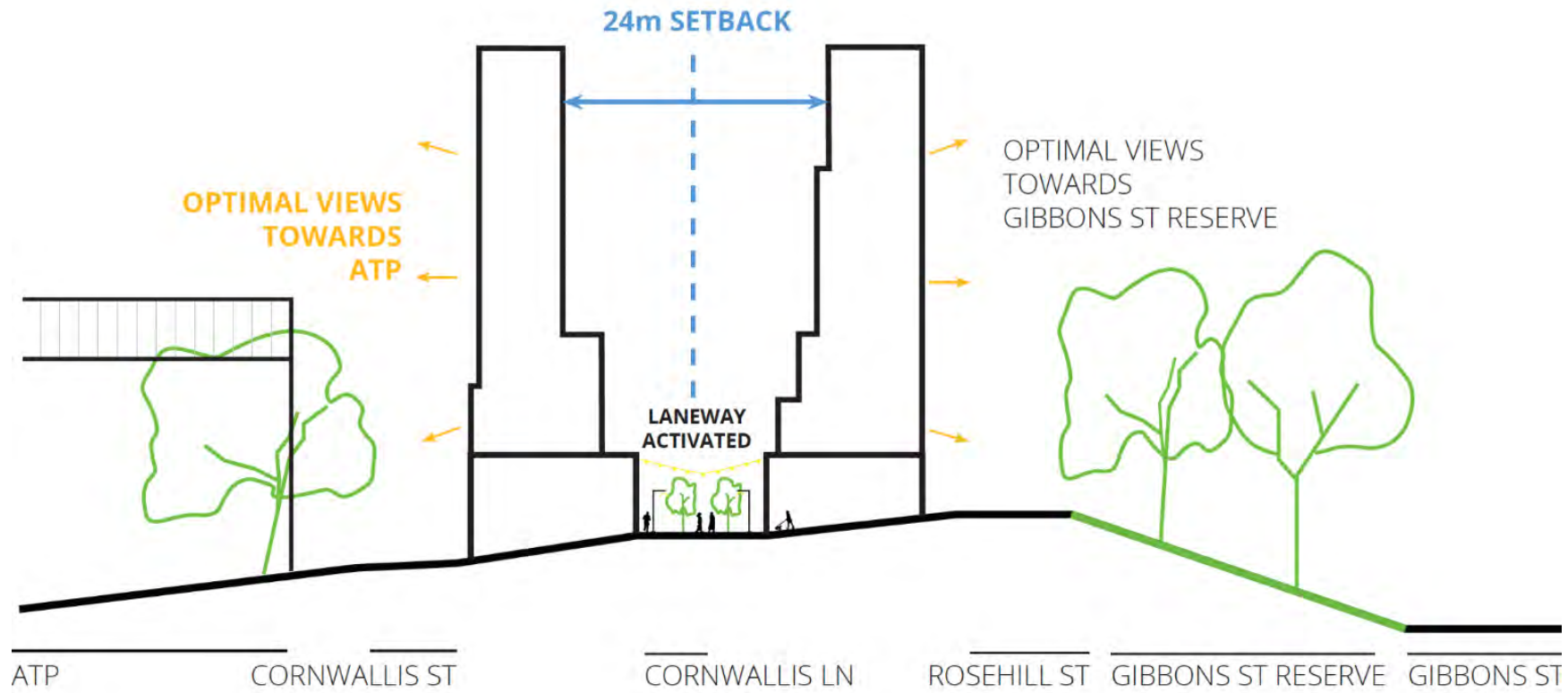
Existing condition: terraces' primary outlook is the west



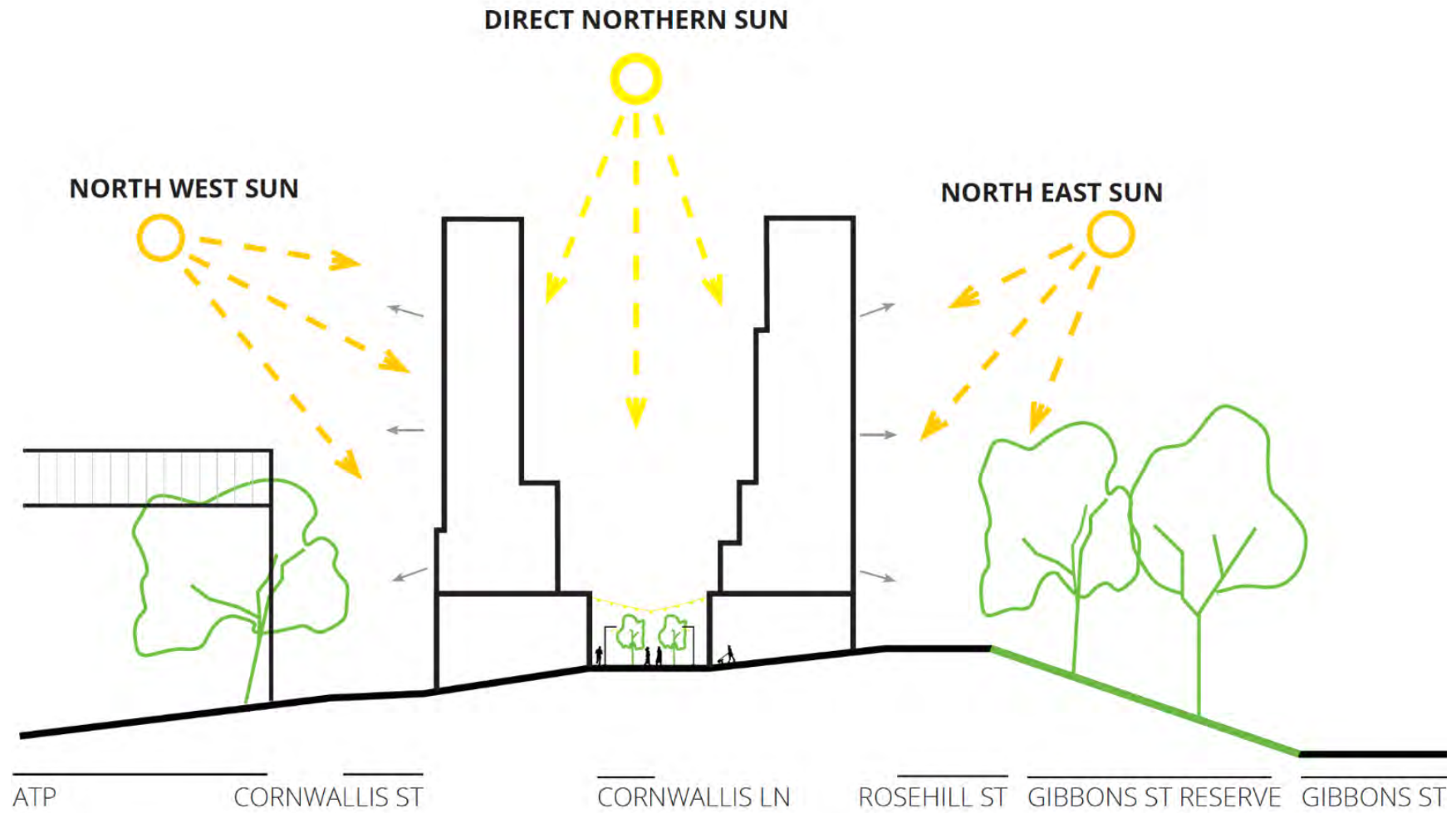
Typical response



Proposed response



Future condition: site to the west's interests accommodated



Northern aspect to the lane

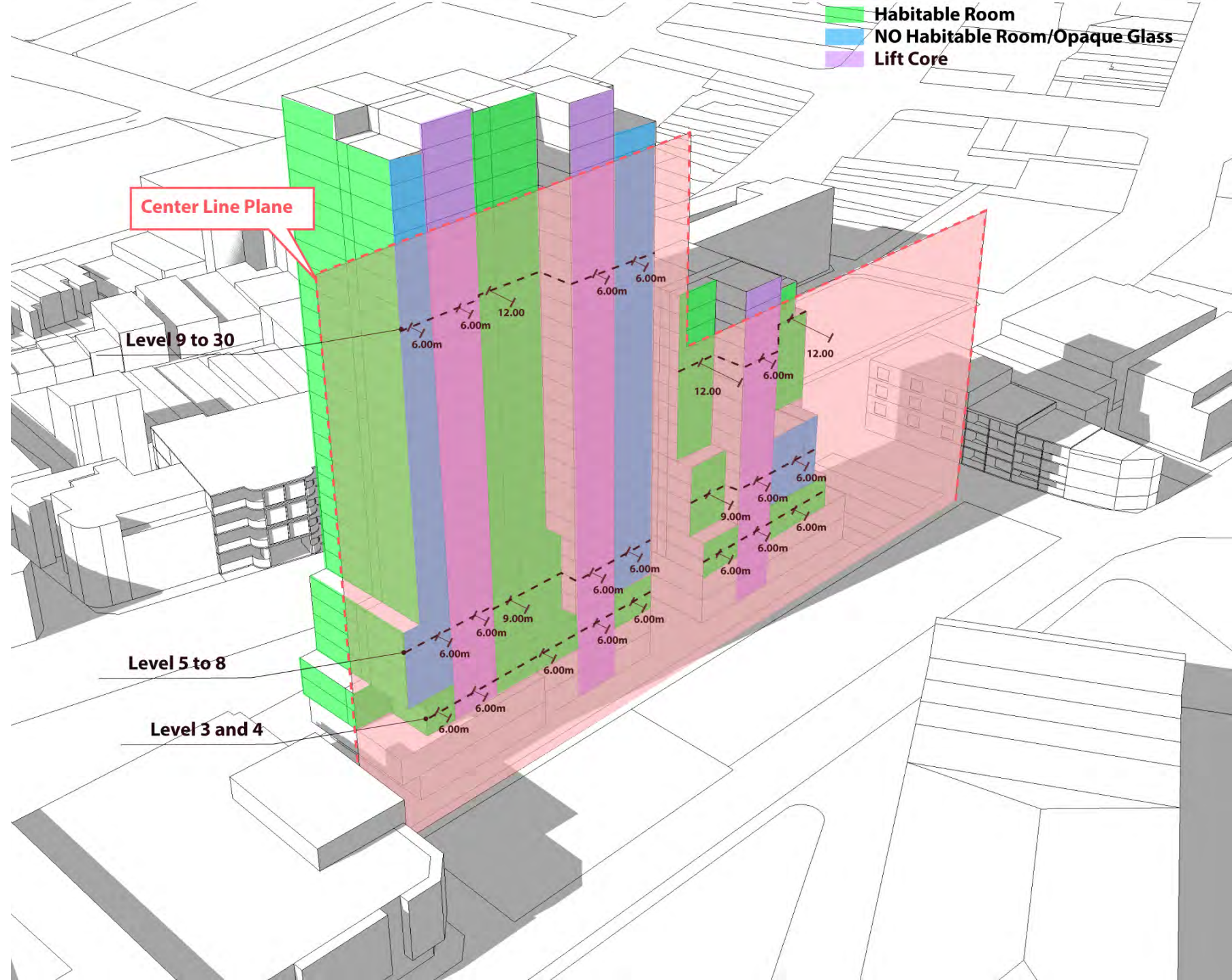
Gibbons Reserve _functional components needed



02_ADG

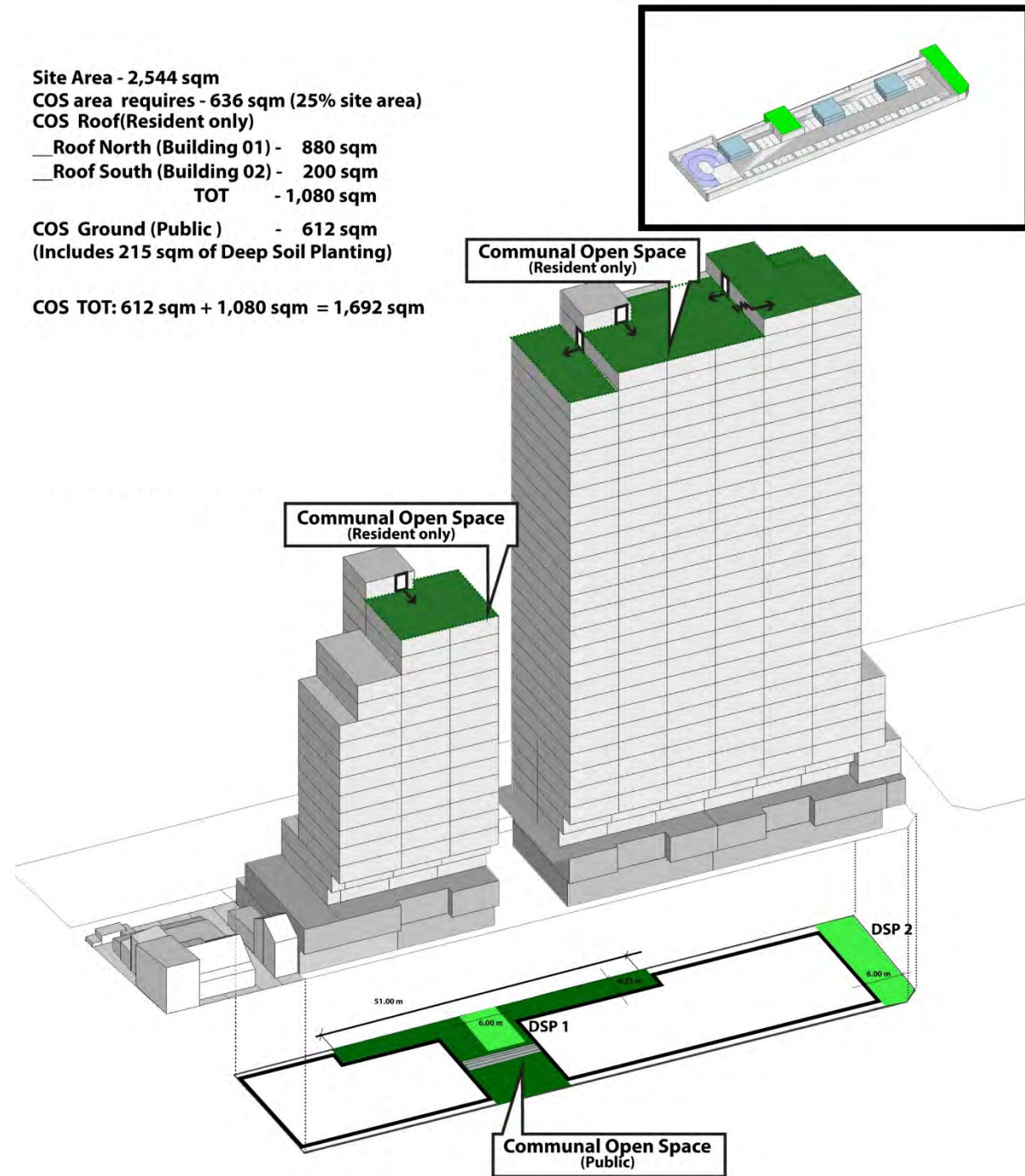
specific issues

02_ADG Separation



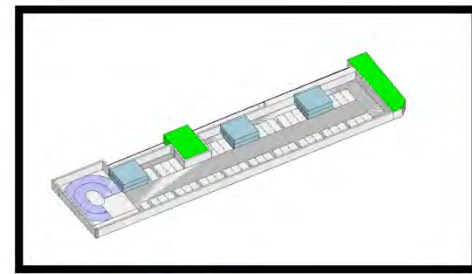
02_ADG Mandatory Communal Open Space

Site Area - 2,544 sqm
COS area requires - 636 sqm (25% site area)
COS Roof(Resident only)
_Roof North (Building 01) - 880 sqm
_Roof South (Building 02) - 200 sqm
TOT - 1,080 sqm
COS Ground (Public) - 612 sqm
(Includes 215 sqm of Deep Soil Planting)
COS TOT: 612 sqm + 1,080 sqm = 1,692 sqm



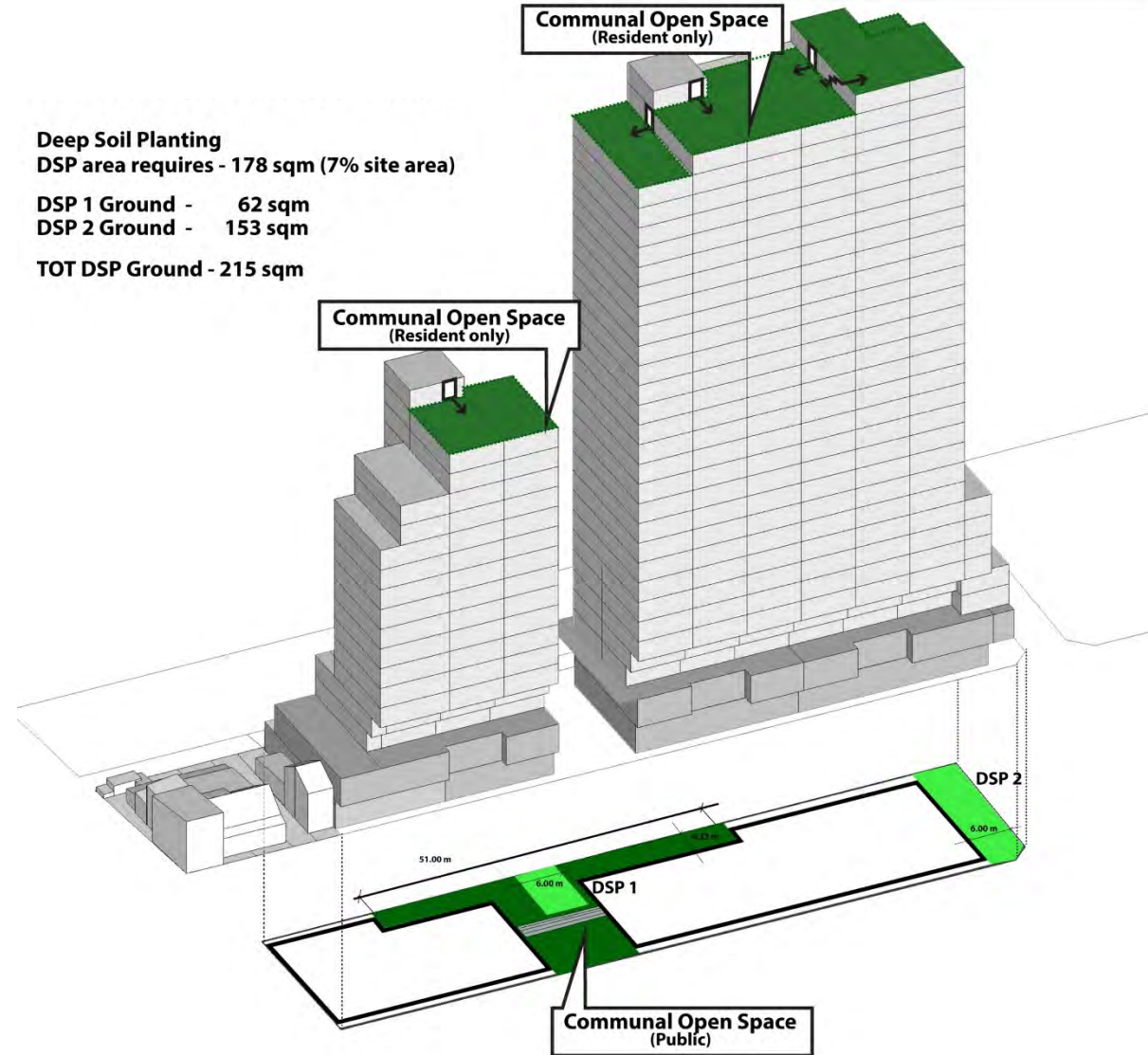
02_ADG Deep Soil Planting

Site Area - 2,544 sqm



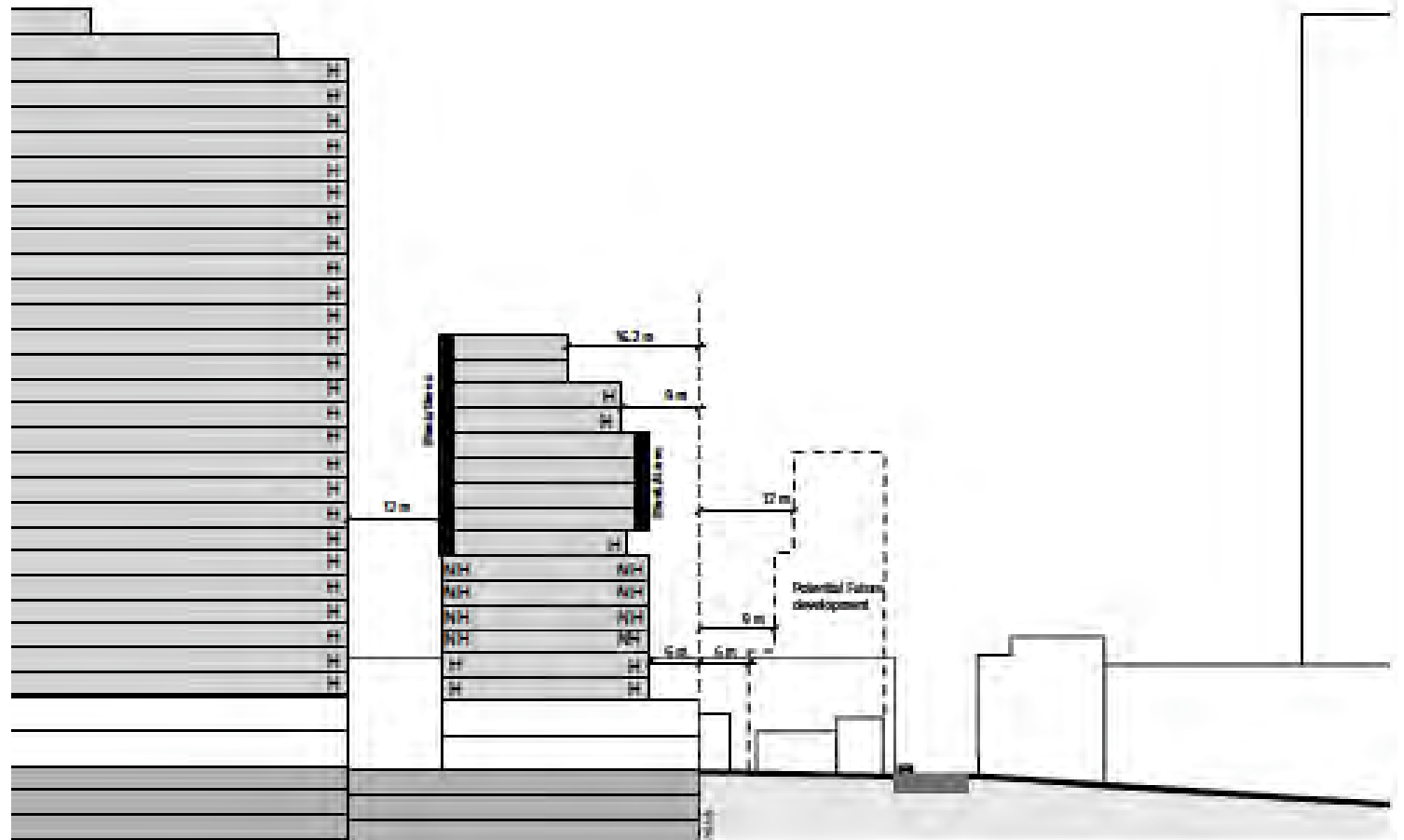
Deep Soil Planting
DSP area requires - 178 sqm (7% site area)

DSP 1 Ground -	62 sqm
DSP 2 Ground -	153 sqm
TOT DSP Ground -	215 sqm



02_ADG

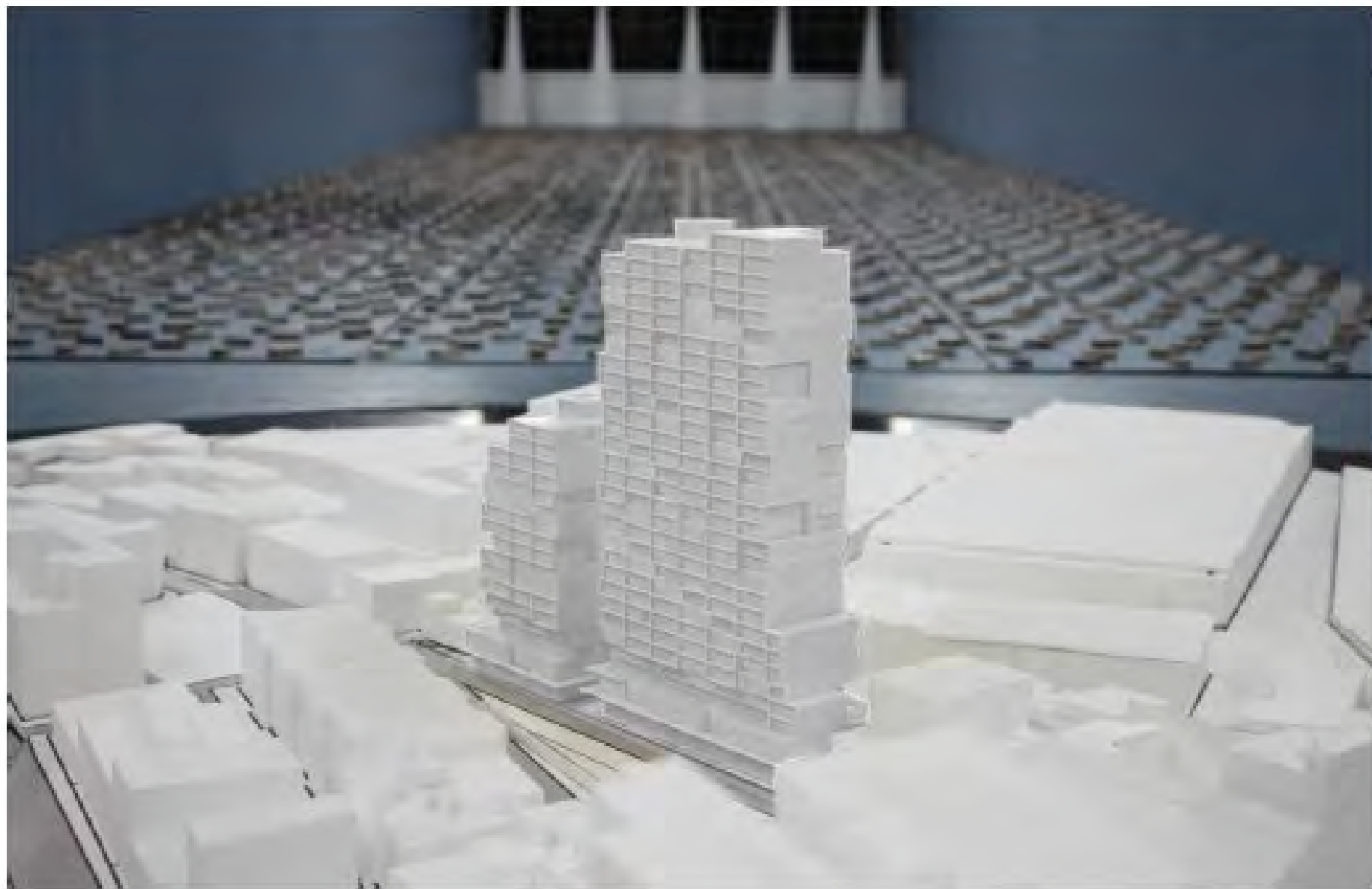
Transition in heights



03_WIND



03_WIND



04_ OUTCOMES OF THE REVIEW

Recommend support

_as the site lends itself to density and height

_ADGs well satisfied

_no unusual issues with wind.

04_ OUTCOMES OF THE REVIEW

With the following recommendations:

01_ Plaza design be developed to provide settings for public use in addition to those for paying customers of the food & beverage outlets that flank the plaza. Wind mitigation devices need to be designed to be asset to place making, proportions, and appeal of this Plaza

02_ Proposal be developed with resilient and robust accommodation typologies for both the ground & first floors with the characteristics outlined in The Eastern City District Plan's Planning Priority E8 "Growing and investing in health and education precincts and the Innovation Corridor" Objective 21

03_ Design excellence undertaken so the best outcomes of this challenging site and proposed massing are delivered

04_ Landscape design of communal open spaces, including the wind mitigation elements, to be part of delivering design excellence

05 _ Immediate context and transitions to the neighbouring sites are thoroughly developed in future stages as a requirement to achieve design excellence.

Thank you