FPDplanning

24 May 2024

Ben Pechey
Executive Manager
Strategic Planning and Urban Design
City of Sydney

Att: Jarrod Booth - jbooth@cityofsydney.nsw.gov.au

Re: 47-51 Riley Street, Woolloomooloo

Dear Mr Pechey,

This letter provides a response to your request for additional information to support the Planning Proposal for 47-51 Riley Street, Woolloomooloo. The items raised in your letter are addressed below and this response is supported by the following:

- Updated Urban Design Report
- Draft site specific development controls
- Swept path diagrams
- CAD files of the proposed development scheme.

Development information

Council's letter sought additional development information to support the Planning Proposal which is provided in the following table.

Information requested	Detail provided
Existing floor space by use	1,000sqm of commercial office space
Existing number of workers on site	25
Existing number of car parking spaces	14
Estimated value of capital works for the proposed development scheme	$13,274,500
CAD files of the proposed development scheme	Provided to Council with this RFI letter

Basement and loading area design

Council sought additional information in relation to the basement loading area design which is considered and addressed in the table below.

Issue raised	Response
The loading dock area may require changes for access. A swept path assessment is required to show access to the loading zone of the largest design vehicle, and compliance with AS 2890 should be checked.	A swept path diagram has been provided which shows basement ingress and egress to the loading zone for B99 service vehicles. The basement design has been refined to ensure that this swept path can be accommodated. The loading bay will provide for car sized vehicles (vans and courier sized vehicles). The car park will be provided in accordance with Australian Standards and will therefore provide appropriate access for these vehicles.
The gradient of the driveway does not include the position of a car park access control (such as a roller shutter). As the control point requires a change in gradient, the position should be identified and the overall gradient checked.	The car park access has been amended to move the garage door to be set back from the boundary to provide a waiting bay. The Traffic Report notes low traffic generation from the proposal would not have noticeable effects on the operation of the surrounding road network.
The bicycle parking area is not large enough to accommodate the stated 24 bike parking spaces. At between 0.4 and 0.5m width per bike depending on the device, between 9.6m and 12m is required.	The bike parking area design has been amended and accommodates 24 compliant stacked bike parking racks. The ceiling heights within the car park allow for this configuration as illustrated by the diagram within the Urban Design Report (p60).
The proposed waste collection arrangement involving bin hoist access and on-street collection would have considerable impacts on the public domain. Please demonstrate attempts to provide on-site waste collection inside the basement, including by using a SRV “mini-rear loader”. If this is demonstrated to not be possible, then a “wheel out wheel back” collection arrangement with on-street loading should be provided. This will require an internal waste storage area that waste contractors can access directly from Busby Lane.	A waste holding area has been provided fronting onto Busby Lane so that waste contractors can access bins directly from Busby Lane.

Flooding

Council raised the following concerns regarding flooding which are considered and addressed in the table below.

Issue raised	Response
An initial assessment has found an issue with the proposed floor levels of the retail and front lobby area. The proposed floor level is 8.5m AHD, which is below the 10% AEP level of 8.85m AHD and the 1% AEP level of 8.9m AHD. Addressing this may affect the heights of other built form elements, including the overall height, so assessment of the planning proposal requires this is resolved first.	As detailed within the flood report the flood level along Riley Street in the 1% AEP event is contained within the roadway with max of 50mm depth of water along the footpath. It also notes that the 1% AEP flood level along Riley Street varies across the street frontage from RL8.1m to 8.8m. The floor levels of the retail and front lobby area have been raised by 50mm from RL8.50m to RL8.55m which can be accommodated with a ramp. The scheme prioritises street activation, connection and accessibility into the lobby and retail space to achieve the best urban design outcome. The flood report recommends further assessment of flood levels at DA stage. Any future modification to lobby/retail levels would have no impact on the overall building height control.
The City has also identified emergency management risks associated with the proposed design, including internal areas that will be isolated in a PMF event. To address this, a detailed flood impact and risk assessment and comprehensive flood emergency response management plan, including flood modelling to include longer duration PMF events, will be required at detailed development application stage. To clarify, these are not requirements to progress the planning proposal, but may be pursued at this stage to ensure no additional design changes are necessary.	Noted. This will be addressed further at DA stage however it is considered that stairs could be accommodated to provide access from both the basement level and ground floor up to level 1 during a flood event.

Site specific Development Control Plan

The letter noted that a site specific Development Control Plan (DCP) was not lodged with the Planning Proposal and that the applicant may choose to lodge a site specific DCP or provide input to Council to assist in the preparation of this document.

A site specific DCP has been prepared and is submitted with this RFI response.

Please contact me should you require any clarification on the responses provided in this letter.

Yours sincerely,

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