

**ITEM 4. DRAFT SOUTH SYDNEY DEVELOPMENT CONTROL PLAN 1997:  
URBAN DESIGN – PART G SPECIAL PRECINCT NO. 10 - 23-45  
PYRMONT BRIDGE ROAD CAMPERDOWN**

**FILE NO: S078204**

**SUMMARY**

NSW Housing is proposing a secure affordable development and essential support services for those most in need in our City at 23-45 Pyrmont Bridge Road, Camperdown. This project will provide 104 affordable housing units towards the *Sustainable Sydney 2030* target of 7959 additional affordable housing dwellings.

In November 2009 a Development Application (D/2009/1939) was lodged on behalf of Housing NSW to demolish four heritage listed residential buildings and construct a 6 storey affordable housing building known as the Camperdown Project at 23-45 Pyrmont Bridge Road, Camperdown.

The existing height and FSR controls adopted in *South Sydney Development Control Plan 1997* (SSDCP 1997) do not reflect the built form or desired future character in the locality given that the area has undergone significant change from a former industrial area to a high density residential area.

Council is currently preparing a new City Plan which includes a single Local Environmental Plan (LEP) and Development Control Plan (DCP) that will apply to the whole Local Government Area (LGA). To inform the new City Plan, Council has undertaken a number of urban design studies which involved surveying and documenting the existing character of a study area in terms of height, floor space, building style and type, heritage elements and streetscapes and parks. These studies recommend controls that will inform City Plan the City's new LEP and DCP. While the Urban Design Studies have no statutory weight, the Camperdown Project proposal generally complies with the proposed controls in the Chippendale Camperdown Darlington West Redfern and North Newtown Urban Design Study.

The proposed building envelope, and the proposed height and FSR have been assessed and reviewed along with the recommended controls from the relevant Urban Design Study. It is considered that the height and FSR controls recommended in the Urban Design Study are appropriate.

However, the proposed development does not comply with existing height and FSR controls under SSDCP 1997 and a favourable recommendation could not be made under the current controls. Nevertheless, as a Crown Development Application, Council has no power to refuse it without the concurrence of the Minister. The development application is currently in abeyance so that consideration can be given to the wider strategic planning issues.

In February 2010, Hassell, on behalf of Housing NSW, submitted a Masterplan for the site. The Masterplan proposes a building envelope for the entire block bounded by Pyrmont Bridge Road, Layton Street, Lambert Street, and Lyons Road, that includes a new six storey building between the existing Joanna O'Dea building and Alexandra Dwellings. The Masterplan proposes a building height of approximately 20m and a gross floor area of approximately 6000m<sup>2</sup> and also includes a north-south through site link between the new building and the Joanna O'Dea building and improvements to landscaping of the site, particularly around the Joanna O'Dea building. To give the Masterplan appropriate status for the consideration of a development application, a draft DCP has been prepared and is recommended for public exhibition. If endorsed, the draft DCP amendment will provide a mechanism for the consideration of redevelopment of the site.

There were 35 submissions received from the community in response to the Development Application. Should Council resolve to put the draft DCP amendment on public exhibition, the City will work with Housing NSW to ensure effective and meaningful public consultation. This consultation will allow issues to be heard, addressed and documented in a report for the consideration of Council as part of any future report recommending adoption of the draft DCP amendment.

Whilst the Urban Design Study did not identify the Alexandra Dwellings as heritage items, it does not alter the heritage listing under *South Sydney Local Environmental Plan 1998* (SSLEP 1998). While SSLEP 1998 identifies only part of the Alexandra Dwellings as heritage items, the entirety of the Alexandra Dwellings should be treated as having heritage significance. While the loss of part of the Alexandra Dwellings will have some adverse impact on the significance of the site, the majority of the dwellings are retained and the loss is not considered to significantly diminish the ability to understand and interpret this phase of public housing within the history of Sydney.

This redevelopment proposal of the site will provide accommodation and support services for people with housing needs. Housing NSW is currently developing two operational documents to guide the Camperdown Project. The first is the Support Services Delivery Model and the second is the Operational Plan of Management which will describe in detail the formalised linkages between tenancy management, concierge and support services. This Operational Plan of Management would form a condition of development consent requiring approval by Council prior to the occupation of the site.

Given the potential positive social benefit, this draft DCP amendment provides new building envelopes and design controls informed by the Masterplan submission to facilitate the redevelopment of the site at 23-45 Pyrmont Bridge Road, Camperdown. In particular, the draft DCP amendment proposes height controls of 6m and 21m and an FSR control of 2:1 over the entire site. It also requires north-south through site link(s) across the site and perimeter buildings. The draft DCP amendment does not change any other existing regulatory provisions.

The Council recommendation proposes placing the draft DCP amendment on exhibition for community comment and feedback. A further report will come to Council on the outcome of the exhibition prior to Council determining whether to adopt the amended planning controls.

**RECOMMENDATION**

It is resolved that:

- (A) Council publically exhibit the Draft *South Sydney Development Control Plan 1997: Urban Design – Part G Special Precinct No. 10: 23-45 Pyrmont Bridge Road, Camperdown* as shown at Attachment A to the subject report, in accordance with the Environmental Planning and Assessment Regulation 2000;
- (B) Council not adopt the Draft *South Sydney Development Control Plan 1997: Urban Design – Part G Special Precinct No. 10: 23-45 Pyrmont Bridge Road, Camperdown* as an interim policy and will not take it into account in the assessment of any proposed development;
- (C) authority be delegated to the Chief Executive Officer to write to Housing NSW requesting they conduct a full and thorough public engagement programme prior to Council considering the adoption of the draft Development Control Plan amendment;
- (D) Council request the submission of a Support Service Delivery Model Development Plan and note that the Operational Plan of Management, which would closely reference the Support Services Delivery Model, would form a condition of development consent requiring this submission for approval by Council prior to the occupation of the site; and
- (E) authority be delegated to the Chief Executive Officer to make any minor drafting changes that may be required as a result of consideration of the Draft *South Sydney Development Control Plan 1997: Urban Design – Part G Special Precinct No. 10: 23-45 Pyrmont Bridge Road, Camperdown*.

**ATTACHMENTS**

**Attachment A:** Draft South Sydney Development Control Plan 1997 – Amendment 10

**Attachment B:** Masterplan submission prepared by Hassell for Housing NSW

## BACKGROUND

1. The subject site is located in Camperdown three blocks north of Parramatta Road. The site is an irregular shaped block bounded by Pymont Bridge Road to the north, Lyons Road to the east, Lambert Street to the south and Layton Street to the west. The site comprises two allotments being Lot 1 DP 859591 and Lot 39 DP 859594. It has a total site area of 7,500m<sup>2</sup>.
2. The site is owned by Housing NSW and is occupied by an 11 storey residential flat building (known as the Johanna O’Dea building) on the eastern portion of the site and 12 semi-detached 2 storey residential buildings and one convenience store (collectively known as the Alexandra Dwellings) on the western portion of the site. The Alexandra Dwellings are heritage listed. The remainder of the site is publicly accessible open space (see Figure 1)



**Figure 1:** The subject site showing the Joanna O’Dea building to the east and the Alexandra Dwellings to the west (outlined white).

3. On 19 November 2009 Development Application (D/2009/1939) was lodged on behalf of Housing NSW for the demolition of four residential buildings (containing six dwellings) and construction of a 6 storey affordable housing building known as the Camperdown Project.

4. The proposed development comprises 104 apartments and supporting services including tenancy and medical services, a concierge and other social support services. The proposed development also provides basement level car parking for 7 vehicles and provision for bicycle parking. The proposal incorporates ESD initiatives including a green roof system, photovoltaic solar cells and a rainwater harvesting system. Associated works to be undertaken in conjunction with the apartment building include the provision of a through site link, landscaping works to the Johanna O'Dea frontage and the construction of an area of publicly accessible open space fronting Lyons Road.
5. The application was placed on public exhibition from 27 November 2009 to 29 December 2009. A total of 35 objections were received. Issues raised include the loss of public open space, heritage impacts, social impacts, street frontage encroachments, lack of parking, bulk and scale, overlooking and amenity impacts.
6. The proposed development does not comply with existing height and FSR controls under *South Sydney Development Control Plan 1997* and a favourable recommendation could not be made under the current controls. However, as a Crown Development Application, Council is unable to refuse it without the concurrence of the Minister.
7. In February 2010, a Masterplan submission was prepared by Hassell that considered the future development of the entire street block. The Masterplan proposes a building envelope that includes a new six storey street wall building between the existing Joanna O'Dea building and Alexandra Dwellings. The Masterplan envisages a building height approximately 20m excluding roof services and stair access and a gross floor area of approximately 6000m<sup>2</sup>. The Masterplan also includes a north-south through site link between the new building and the Joanna O'Dea building and improvements to landscaping, particularly around the Joanna O'Dea building
8. The Masterplan proposes a floor space ratio (FSR) of 3.5:1 over the portion of the site where the new building is proposed. The current maximum FSR is 1.5:1 across the entire site. The Masterplan proposes a building with a height of 19.7m in between the existing Joanna O'Dea and Alexandra Buildings. The existing maximum height control for that part of the site is 6m and 9m. However, the scale of the proposal is considered appropriate in its context and does not result in excessive visual bulk or overshadowing. The proposal also achieves a significantly improved urban structure and provides a sustainable and well designed architectural form. The provision of affordable housing and support services is consistent with Council's *Homeless Strategy 2007 – 2012* and *Sustainable Sydney 2030*.
9. The Masterplan addresses the significant departures from the current numerical height and FSR controls in the South Sydney DCP. Given the proposed variances are considered a major departure from the DCP, this draft DCP amendment has been prepared in accordance with the Council Resolution of April 2004 concerning the application of height and FSR controls.

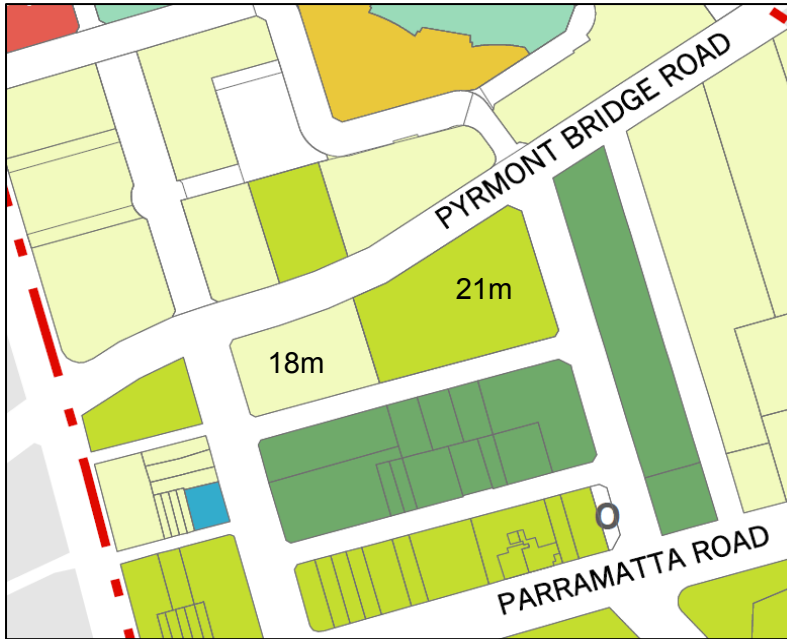
10. Council is currently preparing a new City Plan which includes a single Local Environmental Plan (LEP) and Development Control Plan (DCP) and supporting information that will apply to the whole Local Government Area (LGA). To inform the new City Plan, Council has undertaken a number of urban design studies which involved surveying and documenting existing character of a study area of height, floor space, building style and type, heritage elements and streetscapes and parks. These studies recommend controls that inform the City's new LEP and DCP.
11. In May 2008, Council noted the Chippendale, Camperdown, Darlington, West Redfern and North Newtown Urban Design Study (UDS) which recommends proposed height and FSR controls. In particular, the UDS recommends a height control of 18m and 21m and an FSR control of 2.5:1 and 3:1 respectively. The Masterplan has been informed by the UDS.
12. The draft DCP amendment at Attachment "A", is recommended for public exhibition has been prepared in response to that Masterplan.

### KEY IMPLICATIONS

13. The Masterplan at Attachment "B", has undertaken a detailed analysis of the built form on and in the vicinity of the site and establishes acceptable building envelopes. This draft DCP amendment provides new building envelopes and design controls unique to the site at 23-45 Pyrmont Bridge Road, Camperdown, without changing any other existing regulatory provisions.
14. The proposed provisions in the draft DCP amendment are discussed below.

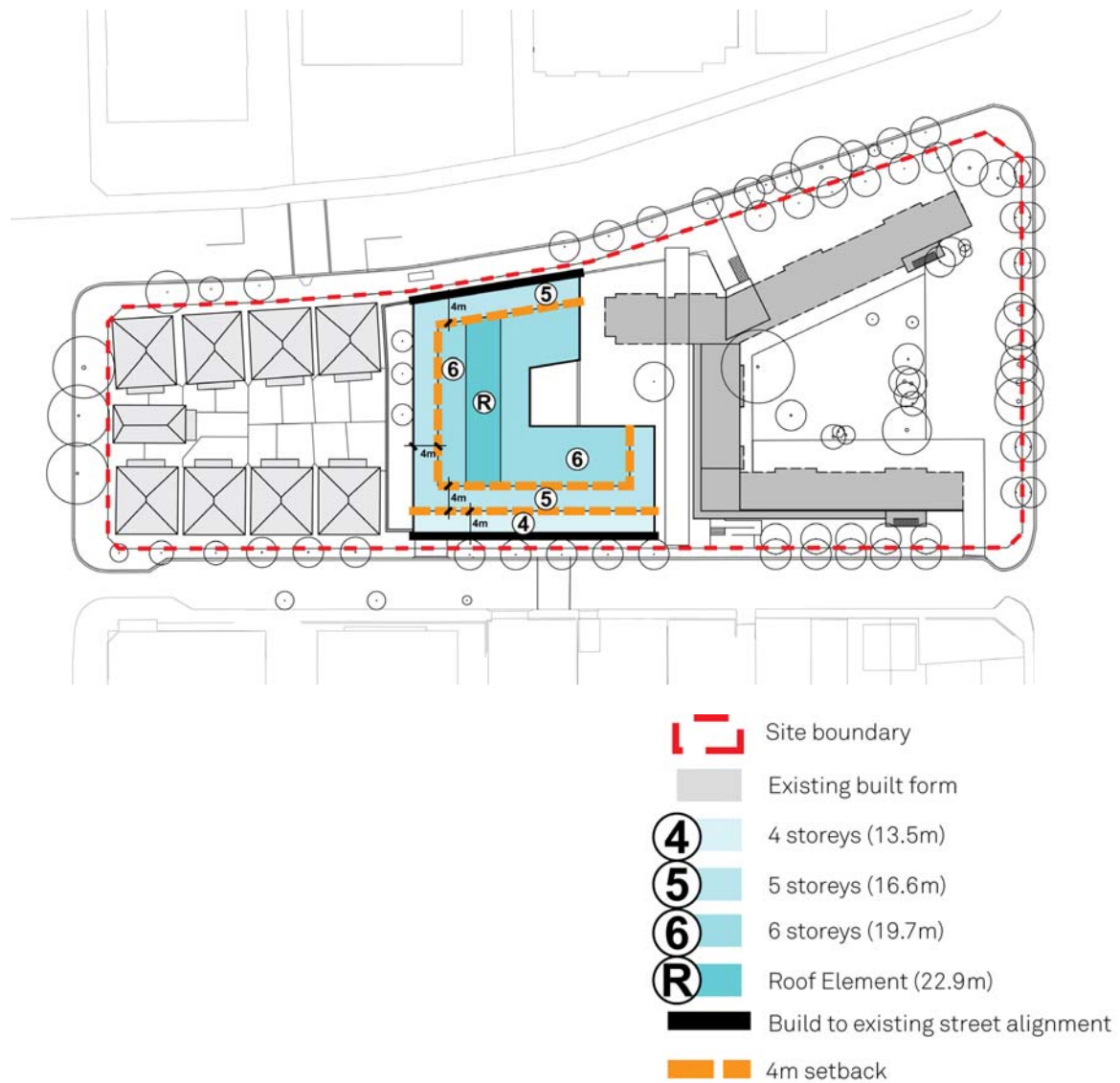
### Height

15. South Sydney DCP 1997 applies three height controls over the site being 12m, 9m and 6m moving from east to west. However the existing Joanna O'Dea building, which occupies the eastern portion is 33m in height. Existing buildings to the west are two storeys, approximately 6m. The central portion is currently used as open space.
16. Council's UDS recommends a height control of 21m on the eastern portion and 18m to the western portion, measured to the highest point of a building. No separate control is identified for the central portion of the site. A copy of the relevant part of the recommended height map is in Figure 2.



**Figure 2:** Recommended height map from Council’s Urban Design Study

17. Given the inconsistent form and heights of adjoining buildings in this instance, a predominant height and scale cannot be established. In achieving a built form that fits contextually, a proposed building envelope should appropriately respond to the existing streetscape.
18. The existing surrounding development includes one and two storey buildings as well as five to six storey residential flat buildings. High density residential development in the vicinity includes the City Quarter to the north, residential warehouse conversions to the east and west and four storey residential flat developments to the south. Developments in the vicinity include one storey warehouse and industrial buildings on Purkis Street and two storey terraces on Layton Street.
19. The Masterplan proposes a six storey building of 19.7m with an overall building height 22.9m (measured to the top most point of the building). The proposed building presents as a five storey street wall height to Pyrmont Bridge Road and a four storey street wall height to Lambert Street as shown in Figure 3.



**Figure 3:** Proposed height in Masterplan submission.

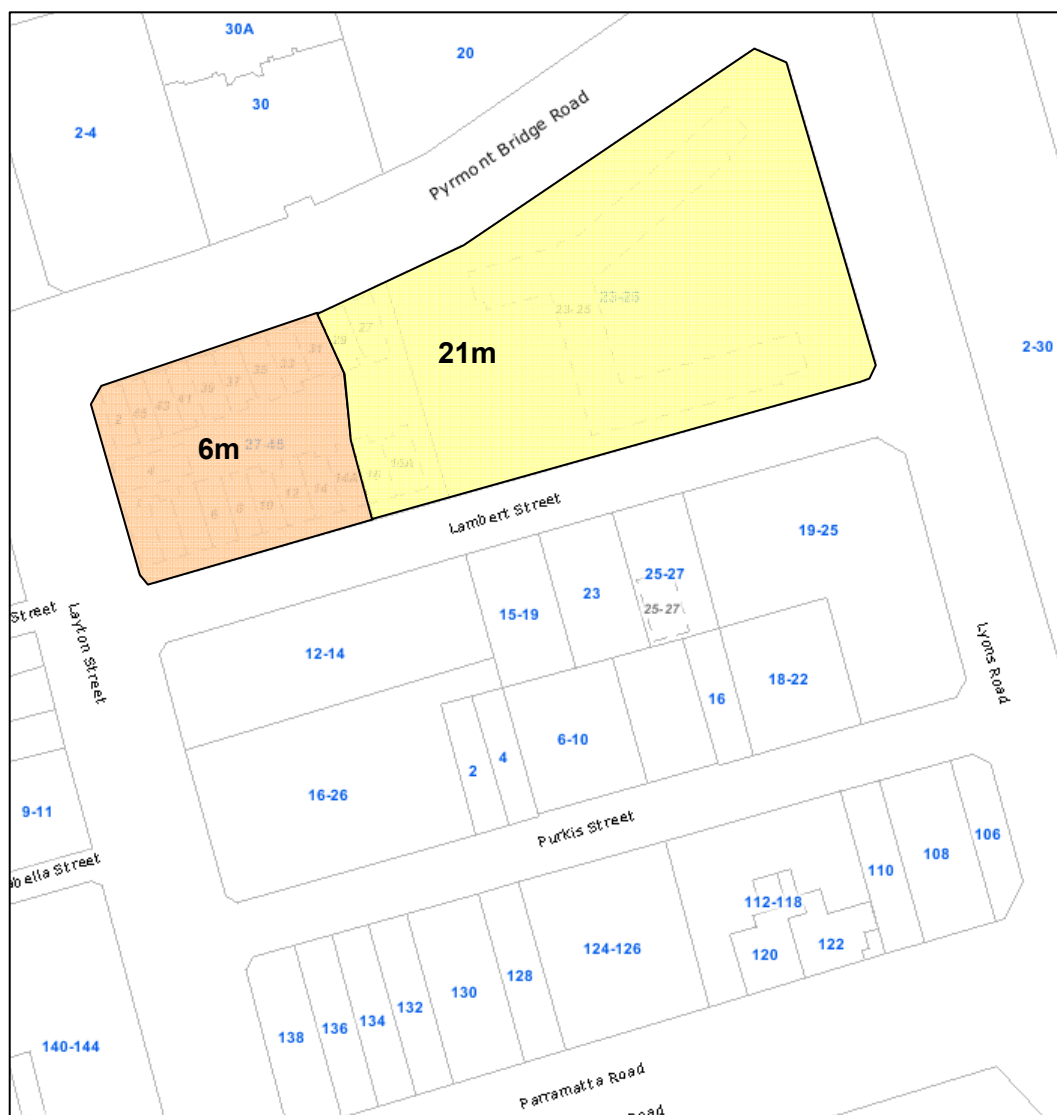
20. The 5 storey street wall height responds to similar five storey street wall heights established within the surrounding locality, including on the corners of Pymont Bridge Road and Alexandra Drive, Pymont Bridge Road and Layton Street, and, Pymont Bridge Road and Sterling Circuit. The approximate existing heights of surrounding buildings are shown in Figure 4.



**Figure 4:** Approximate street wall heights in storeys of surrounding developments.

21. The subject site is located at the apex of a bend in Pyrmont Bridge Road, meaning, when travelling along the road in an east or west direction, the site is highly prominent. The establishment of a 5 storey street wall height in this location is considered contextually acceptable as it responds to an established pattern of development. It will assist in defining and reinforcing an important east west link in the City and remains in proportion with the width of Pyrmont Bridge Road without creating an overbearing form that dominates the streetscape.
22. The southern edge of Lambert Street is defined by street wall heights of 3 storeys up to 4 storeys. The proposed development remains consistent with the streetscape. The 4 storey street wall height is considered appropriate in this context as it appropriately defines Lambert Street without creating an overbearing form that dominates the streetscape. The proposed height is also responsive to the width of Pyrmont Bridge Road and Lambert Street, helping to define and frame these areas of public domain.
23. The Masterplan provides for a height transition from the Joanna O’Dea building to the Alexandra Dwellings. This reflects the apparent intent of the South Sydney DCP height map that specifies three separate height controls for the site. The recommended maximum height control in the UDS is considered reasonable given that the area currently contains a mix of building types and heights and is consistent with the context of existing buildings.

24. It is acknowledged that part of the site contains heritage items, the Alexandra Buildings, and the significance of the items and impact of any proposed development should be taken into consideration during the assessment of the DA.
25. A height control of 21m is proposed to be consistent with existing development in the vicinity and the desired future character of the area. The proposed height control for the Alexandra Dwellings being heritage items to be considered, is 6m. The proposed height control is shown in Figure 5.



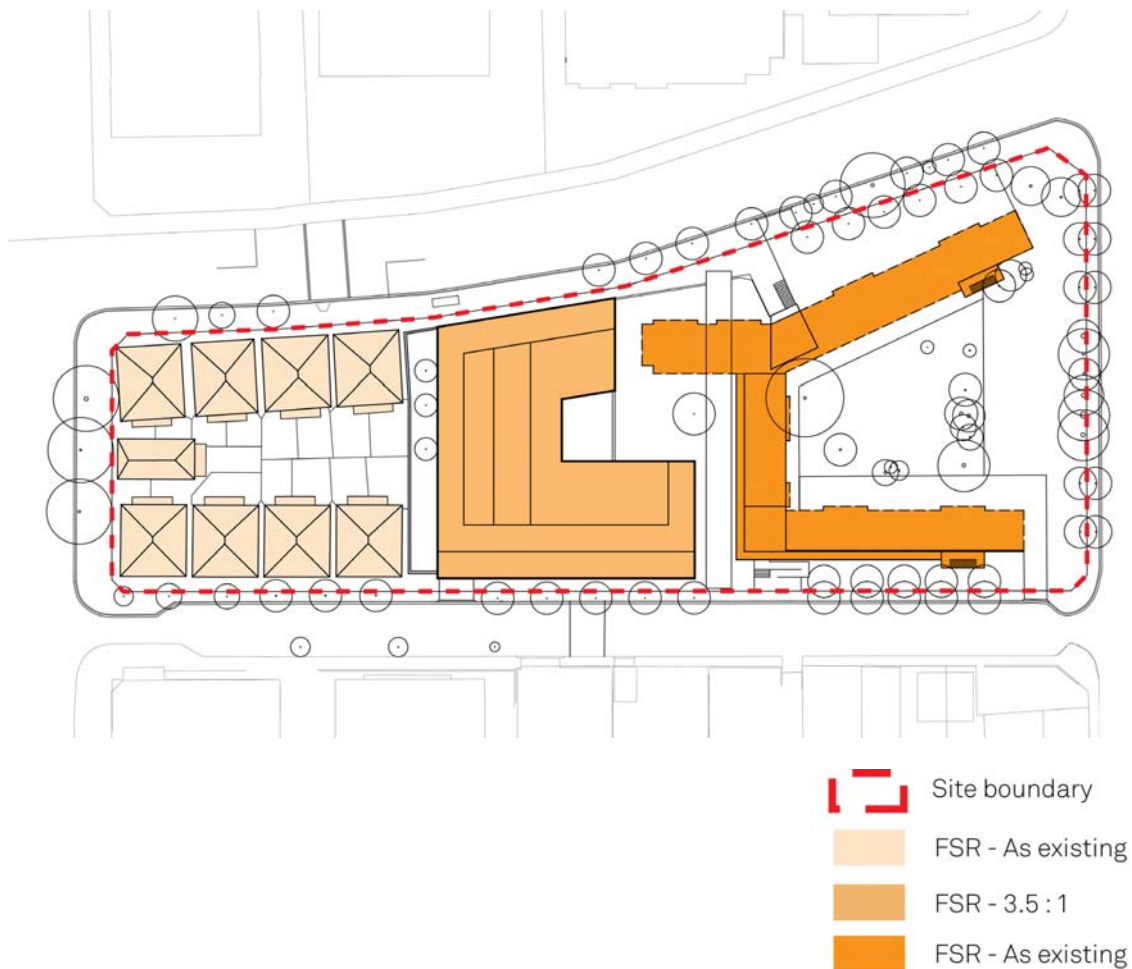
**Figure 5:** Proposed height control

**FSR**

26. Under South Sydney DCP 1997, the FSR control over the whole site is 1.5:1.
27. Council’s UDS recommends a maximum FSR control of 3:1 on the eastern portion of the site and 2.5:1 on the western portion reflecting the current two allotment subdivision pattern. A copy of the relevant part of the recommended FSR map is in Figure 6.

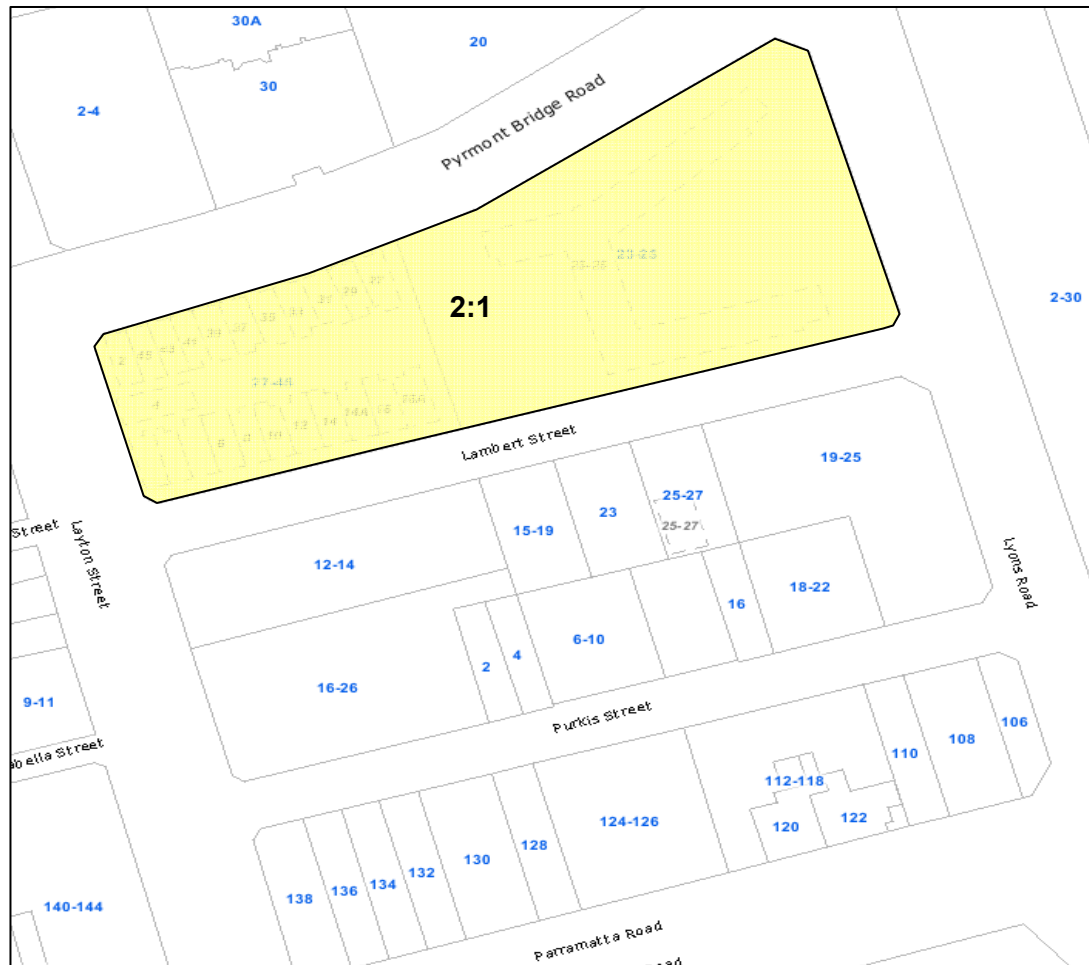


28. The majority of the developments in the area are built to the street boundary and are perceived to be high density developments. They include the City Quarter and other five and six storey developments along Pyrmont Bridge Road.
29. The Masterplan proposes an FSR of 3.5:1 over the central portion of the site and maintaining the existing FSR for the remainder of the site as shown in Figure 7.



**Figure 7:** Proposed FSR in Masterplan submission

30. The urban design analysis of the proposed height controls has concluded that an increase in height from 6-12m to 18-21m is appropriate given the site's context and desired future character of the area. In this regard, consideration must also be given to an appropriate increase in FSR to accommodate building envelopes within the recommended controls.
31. The Masterplan proposes a six storey envelope similar to the Development Application. Using the submitted Development Application as a model, the gross floor area of the proposed building will total 6,092m<sup>2</sup> which when combined with the gross floor area of the existing buildings, Alexandra Dwellings 1,389m<sup>2</sup> and the Joanna O'Dea building 7626m<sup>2</sup>, results in a total FSR across the whole street block of 2:1.
32. The FSR of 2:1 provides enough additional floor space to allow the development and preserves and enhance the remaining heritage items and desired future character.
33. An FSR control of 2:1 is proposed for the whole street block in the draft DCP amendment to be consistent with the proposed height controls and the desired future character. It is unclear what form the eventual subdivision pattern may take and given the two lots within the site are in one ownership, it is considered appropriate to apply one FSR to the street block. The draft DCP amendment FSR control is shown in Figure 8.



34. The Masterplan proposes the reconfiguration of the buildings resulting in the loss of the central area of open space. Although not formally dedicated as open space, the loss of the park may be significant to the surrounding local population. The Masterplan proposes publicly accessible open space by providing a through site link and publicly accessible open space along the Lyons Road frontage. The orientation of the park ensures sufficient light access is maintained throughout the year. The park's position provides connection to three streets ensuring a high level of accessibility and visual prominence.
  
35. The draft DCP amendment will require north-south through site link(s) to be maintained that is publicly accessible enabling pedestrian and bicycle access to expand and enhance the open space and street network. The DCP will allow for the more detailed design to provide multiple through site linkages, that is via a link under, and to the west of, the existing Joanna O'Dea building.
  
36. The City's UDS recognises the importance of strengthening the north-south linkages in this area. With established local services situated to the south including those along King Street, the Royal Prince Alfred Hospital, Camperdown Park, Sydney University and the more recent residential City Quarter precinct and recreational facilities of Orphan School Creek reserves and Lyons Road is a key component in enhancing that north-south connection between Missenden Road and Pyrmont Bridge Road. Council's cycle plan proposes to extend the cycle network along Missenden Road, Lyons Road and Pyrmont Bridge Road.

37. Perimeter development is encouraged for the Lyons Road and Pyrmont Bridge Road on the eastern allotment currently occupied by the Joanna O'Dea building. The current setback of the Joanna O'Dea building is considered to be uncharacteristic of the neighbourhood. Buildings aligning with the street frontage will provide a better street edge and allow for internal courtyard areas and communal open space.

### Heritage

38. The Masterplan proposes demolition of four Alexandra Dwellings which are heritage items listed in the heritage schedule of SSLEP 1998.
39. The heritage significance of the items has been considered. The Alexandra Dwellings are one of four known examples of workmen's dwellings built by the Municipal Council of Sydney that are rare within the City of Sydney LGA. Each of the other four examples is intact, and continues their original function as public housing. However, the Alexandra Dwellings differ in design from the other examples of council housing in that they are an innovative design of vertically-separated duplexes with rear yards rather than a block of flats.
40. The loss of one portion of the four examples of such housing is not considered to significantly diminish the ability to understand and interpret this phase of public housing. Whilst the proposal results in some adverse impacts on the heritage value of the item, the remaining buildings are sufficient in number for the key historical, social and aesthetic values of the item to be conserved and interpreted. Heritage controls continue to apply and any future development is to consider the heritage significance of the item and satisfy Councils requirements for development of and in the vicinity of heritage items.
41. The design of any future buildings on site must consider the impact of the proposed development on the heritage significance of the item and consider heritage provisions in the *City of Sydney Heritage Development Control Plan 2006*.
42. While the loss of part of the heritage item will have some adverse impact on the significance of the site, the provision of support services and housing for people in need has other significant social benefits.

### Council Resolution – Variation of Height & FSR Numerical Standards

43. On the 19 April 2004 Council resolved to apply numerical FSR and height limits as the absolute maximum and would only allow a variation of these standards under certain circumstances. The Resolution requires that:  
  
*“Major variations to planning controls should only occur through varying the control itself, after necessary public consultation, and wider consideration of issues such as the character of an area, density, integrated transportation strategies, environmental capacity, sustainability and cumulative impacts of such variations.”*
44. An assessment of the matters for consideration in the council Resolution is presented below.

(a) Character and Density

The existing character and density of the area is varied with one and two storey buildings as well as five and six storey residential flat buildings in the vicinity of the site and the eleven storey Joanna O'Dea building on site. Existing development includes street wall buildings, tower buildings and buildings in a landscaped setting in a mix of residential, commercial and industrial developments. More recent development has transformed the neighbourhood from a former industrial area to a high density mixed use neighbourhood. The proposed increase in height and FSR from existing controls aligns with the desired future character for the neighbourhood.

(b) Integrated Transport

The site is well serviced by public transport and services. Located three blocks north of Parramatta Road, the site is within walking distance of existing bus routes. It is also adjacent to the planned extension of the City's cycle network.

(c) Environmental Capacity

The infill nature of the proposed development represents a consistent integration of new development with existing building form and infrastructure. It utilises existing infrastructure capacity, and will not have a detrimental impact upon the amenity of adjoining buildings. The additional FSR can be accommodated without significant adverse environmental impacts.

(d) Sustainability

The draft DCP supports a higher density and more compact development on the subject site, which allows higher social and economic benefits in encouraging diversity, improving the viability of and access to public facilities, and an efficient increase in the utilisation of existing infrastructure capacity.

The redevelopment will also allow for improved building sustainability. The proposed DA indicated the development would include rainwater harvesting; solar power and green roofs.

(e) Cumulative Effects

Whilst the variations to the existing development controls are not minor, it is considered that the circumstances in this case are unique and are not likely to be repeated in the immediate locality. There are few large scale development opportunity sites remaining in the locality and the proposed controls incorporated into the draft DCP will not create any undesirable precedent.

Furthermore, the draft DCP is generally consistent with the recommendations from the UDS which will inform the City Plan and the future development controls for the site.

### **Strategic Alignment - Sustainable Sydney 2030 Vision**

45. *Sustainable Sydney 2030* is a vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress.

- (a) Direction 8 - Housing for a Diverse Population - seeks to build on Sydney's character as a city of diversity and equity, with a place for everyone. It recognises that housing affordability is an increasing challenge in inner Sydney. While State and Federal Governments share responsibility for housing policy, including housing provision, the City can support and advocate for initiatives to expand affordable housing opportunities.
- (b) Objectives include facilitating the supply of housing by the private market; ensuring that housing developments provide a diversity of housing opportunities for different lifestyle choices and household types; ensuring that a substantial proportion of housing is aimed at the lower end of the market; facilitating and promoting growth in the 'affordable housing' sector including by Not-for Profit (NFP) and other housing providers; facilitating and promoting growth in the social housing sector to provide housing opportunities for those with very low incomes; and promoting partnerships and developing advocacy strategies for the delivery of housing for low through to moderate income households.
- (c) The draft DCP amendment increases the height and FSR controls facilitate redevelopment and an increase of affordable housing.
- (d) Direction 9 - Sustainable Development, Renewal and Design - responds to sustainability and environmental imperatives facing our cities. Actions under this direction aim to better capture the potential of streets, parks and squares in public life and improve design excellence in our buildings.
- (e) Objectives include ensuring renewal areas make major contributions to the sustainability of the City; defining and improving the City's streets, squares, parks and open space, and enhancing their role for pedestrians and in public life; planning for a beautiful City and promoting design excellence; continually improving development controls and approvals processes to minimise compliance and supply side costs; ensuring new development is integrated with the diversity and 'grain' of the surrounding City; and planning for the long term structure of the City.
- (f) The draft DCP amendment requires building forms that addresses the street and enhances pedestrian connections by requiring a through site link.

### **Social / Cultural / Community**

- 46. The site is owned by Housing NSW and the existing buildings provide public housing for Housing NSW tenants. Any development providing additional dwellings would likely benefit more people with housing needs including people experiencing homelessness and people on low incomes. The recent Development Application proposes an affordable housing model that includes support services and housing for a diverse population, including housing for people formerly experiencing homelessness. It is understood that the proposed height and FSR changes are important to ensuring the financial viability of a future social/affordable housing development on the central area of the site.
- 47. The future consideration of the DA will include a thorough assessment of the social impacts and benefits. However from the initial analysis, it appears that the housing model proposed is consistent with the aims and strategies of the *City of Sydney Social Plan 2006 – 2010* and the *City of Sydney Homelessness Strategy 2007-2012*.

48. Housing NSW is currently developing two operational documents to guide the Camperdown Project. The first is the Support Services Delivery Model and the second the Operational Plan of Management which will describe in detail the formalised linkages between tenancy management, concierge and support services.
49. Recognising the complexity of the above documents, and reliance on NSW Government, Non Government Organisation partner agencies, and the City's active participation in the planning process, the City does not require the finalised documents prior to any report to Council recommending the adoption of the draft DCP amendment. It does, however, request that Housing NSW submit a Support Service Delivery Model Development Plan, prior to any future report recommending adoption of the draft DCP amendment. It is to:
- (a) provide a description of the envisaged delivery model;
  - (b) detail preliminary information about the intended outcomes of the project and key outputs;
  - (c) provide a summary of what Council can expect in the Support Services Delivery Model; and
  - (d) outline what level of consultation with the City will occur and at what stages of the project.
50. It is expected that the Operational Plan of Management (which would closely reference the Support Services Delivery Model) would form a condition of development consent requiring this submission for approval by Council prior to the occupation of the site.

### **Environmental**

51. The north-south through site link required as part of the DCP amendment would enable public pedestrian thoroughfare and/or bicycle access to expand and enhance the open space and street network.
52. The proposed DA incorporates ESD initiatives including a green roof system, photovoltaic solar cells and a rainwater harvesting system.

### **RELEVANT LEGISLATION**

53. *Environmental Planning and Assessment Act 1979; and Environmental Planning and Assessment Regulation 2000.*

### **OPTIONS**

54. Council may:
- (a) endorse the public exhibition of the Draft DCP at Attachment A without amendments;
  - (b) endorse the public exhibition of the Draft DCP at Attachment A with amendments; or
  - (c) reject the Draft DCP at Attachment A.

**PUBLIC CONSULTATION**

55. This report recommends public exhibition of the proposed amendments to the South Sydney DCP 1997 for a statutory period of 28 days, in accordance with the *Environmental Planning and Assessment Regulation 2000*.
56. There were 35 submissions received from the community in response to the Development Application. Should Council resolve to put the draft DCP amendment on public exhibition, the City will work with Housing NSW to develop a Change Management and Community Engagement Strategy to ensure effective and meaningful public consultation. The consultation process is to include, as a minimum:
- (a) a public workshop facilitated by an independent third party conducted by Housing NSW. All interested stakeholders are to be invited and the workshop format should include introductory information and a small group facilitated workshop session, providing an opportunity for issues to be raised by individuals and recorded;
  - (b) an online facility by which the public may make comment to Housing NSW on the proposal; and
  - (c) a report commissioned by Housing NSW which details public comments raised and the response of Housing NSW. The report will be included as an attachment to any future report recommending adoption of the draft DCP amendment.

**MICHAEL HARRISON**

Director City Strategy and Design

(Karen Wang, Specialist Planner)