



## **NORTH EVELEIGH CONCEPT PLAN**

Response to the Director-General,  
Department of Planning  
Response to Key Issues  
Preferred Project Report  
Revised Statement of Commitments



Prepared by Redfern-Waterloo Authority  
September 2008



## Executive Summary

On 24 April 2008 the Redfern-Waterloo Authority submitted a Concept Plan and Environmental Assessment Report for the redevelopment of North Eveleigh to the Department of Planning.

The North Eveleigh Concept Plan and Environmental Assessment Report were placed on public exhibition by the Department of Planning from 4 April until 12 June 2008. An extensive consultation process was undertaken by the Authority during as well as after the exhibition. This included 10 community information sessions, meetings with agencies and a site inspection with community representatives and the Minister for Planning on the 20 August. 161 public submissions and 10 Agency submissions were received. A further late submission was received on 3 September after the site inspection with the Minister.

The RWA has considered the issues which were raised in submissions from Agencies and the Public and has amended the Concept Plan in response.

This Report has been prepared by the RWA for submission to the Director General of Planning. The Report seeks the Minister for Planning's approval for the amended North Eveleigh Concept Plan and includes the following information:

- Responses to Key Issues raised in public and agency submissions
- A Preferred Project Report which outlines the amended Concept Plan for which approval is sought
- A Revised Statement of Commitments.

Key aspects of the amended Concept Plan and Statement of Commitments include:

**Improved Site Layout:** The site layout and design framework has been improved by creating more contiguous open space throughout the site and on Wilson Street. The removal of buildings at the western precinct enables the creation of a significant park providing a generous setback to Ivery's lane and adjacent properties while the provision of pocket parks along Wilson Street provide an improved aesthetic quality to the development, integrates the site with the surrounding neighbourhood and increases its permeability. The removal of the proposed 5 storey commercial building at the eastern end of the site and east-west orientation of a new residential building along the railway lines allows a greater appreciation of the Fan of Tracks and delivers a clearly delineated park with maximum capacity for heritage interpretation. The overall floor space has been reduced by 2,400m<sup>2</sup>.

**New Parks:** The Statement of Commitments has been amended to require the proponent to provide the following five parks, totalling approximately 9,400m<sup>2</sup> including:

- A park at the western end of the site, adjacent to Iverys Lane, with an approximate area of 3,350m<sup>2</sup>.
- A park in the location of the Fan of Tracks with an approximate area of 2,635m<sup>2</sup>.
- A park at the eastern end of the site, adjacent to Little Eveleigh St, with an approximate area of 2,690m<sup>2</sup>.
- A park on Wilson St at the western end of the Blacksmiths' Shop with an approximate area of 445m<sup>2</sup>
- A park on Wilson St opposite Forbes St with an approximate area of 280m<sup>2</sup>.

In addition the Statement of Commitments has been strengthened in relation to the provision



for deep soil planting, play equipment, water sensitive urban design and crime prevention strategies as recommended by the NSW Police, as well as other landscaping treatment which recognises the sites heritage values and responds to community submissions.

**Strengthening Heritage:** The Concept Plan has been amended to provide for the mixed use of the Chief Mechanical Engineers Building, thus allowing for commercial development consistent with its historical use. In addition to the existing requirements for heritage protection, the Statement of Commitments has been amended to require proponents to develop Interpretation Strategies in accordance with the *Interpretation Strategy Guidelines* specifically developed for the site. This will ensure an integrated heritage interpretation which best reflects the site's history.

**Increased Provision for Childcare:** The amended Statement of Commitments increases the provision for childcare facilities from one 45 place centre to the equivalent number necessary for the proposed residential and working population to meet the requirements of the City of Sydney Child Care DCP 2005.

**Reduced Car Parking:** The maximum number of car parking spaces on site has been reduced in the Amended Concept Plan from 1943 spaces to 1800 spaces. Proponents will now be required to provide for car share schemes as well meet the standards for bicycle parking outlined in the South Sydney Development Control Plan.

**Safer Access:** The configuration of the western vehicular access to the site has been changed and directional signage introduced to reduce potential conflicts from vehicles exiting the site at the intersection of Queen and Wilson Street. The Report provides a review of options for the western access developed in response to submissions.

**Sustainability Targets:** Sustainability Targets for commercial development have been introduced. Proponents will be required to achieve best practice equivalent to 4 Star Green Star for Commercial Buildings and 4.5 Star NABERS Office Energy.

**Traffic and Transport:** A Transport Management and Accessibility Plan (TMAP) will be required to be undertaken for the development with emphasis on increasing public transport patronage. The Proposal also reiterates the RWA's commitment to providing the cycle/pedestrian bridge linking North Eveleigh to the ATP. RWA's traffic consultants have responded in detail to the independent traffic assessment commissioned by the Department of Planning.

**Redistribution of Heights:** It has been necessary to redistribute heights to achieve the overall design improvements and in particular, better integrated open space. Where heights have been increased it is demonstrated that there will be no amenity impacts. All variations to heights are addressed in the Report.

**Affordable Housing:** The amended Concept Plan proposes a target of 12% of the new dwellings in North Eveleigh for affordable housing. This will be managed by a registered community housing organisation or government agency and will be funded by the RWA's affordable housing developer levies.



## Table of Contents

<b>1</b>	<b>Introduction.....</b>	<b>1</b>
1.1	Location and Legal Description .....	1
1.2	Ownership.....	1
1.3	Background .....	1
1.4	Format of this Report .....	2
<b>2</b>	<b>Preferred Project Report (Amended Concept Plan) .....</b>	<b>3</b>
2.1	Overview .....	3
2.2	Concept Plan for which approval is sought .....	3
2.2.1	Comparative Overview.....	3
2.2.2	Land Uses.....	4
2.2.3	Building Location, Heights and Envelopes:.....	4
2.2.4	Density.....	6
2.2.5	Demolition.....	6
2.2.6	Car Parking .....	7
2.2.7	Vehicular Access and Circulation.....	7
2.2.8	Roadworks and Intersection Improvements .....	8
2.2.9	Parks and Public Domain.....	8
2.2.10	Affordable Housing.....	8
2.2.11	Community Facilities.....	9
2.2.12	Tree Removal, Retention and Management.....	9
2.2.13	Infrastructure and Services.....	9
2.2.14	Remediation .....	9
2.2.15	Proposed Pedestrian and Cycle Bridge (Eveleigh Heritage Walk).....	9
<b>3</b>	<b>Statement of Commitments.....</b>	<b>10</b>
<b>4</b>	<b>Assessment of Planning Instruments, Policies and Guidelines.....</b>	<b>20</b>
4.1	State Environmental Planning Policy (Major Projects).....	20
4.1.1	Gross Floor Area .....	20
4.1.2	Height.....	22
4.2	State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development.....	23
4.2.1	Building Depth.....	23
4.2.2	Building Separation.....	24
4.2.3	Orientation .....	26
<b>5</b>	<b>Consultation.....</b>	<b>27</b>
5.1	Notification of the Concept Plan .....	27
5.2	Key Stakeholders and Government agencies .....	27
5.2.1	NSW Department of Planning .....	27
5.2.2	City of Sydney Council.....	27
5.2.3	NSW Police.....	28
5.2.4	NSW Heritage Office.....	28
5.2.5	Roads and Traffic Authority .....	28
5.2.6	RailCorp.....	28
5.2.7	Alinta .....	28
5.2.8	Redfern Waterloo Chamber of Commerce.....	29
5.2.9	Redwatch .....	29
5.3	Community consultation.....	29
5.4	Site inspection with Minister for Planning.....	30



<b>6</b>	<b>Submissions and Responses</b>	<b>31</b>
<b>6.1</b>	<b>Submissions from Public Agencies</b>	<b>31</b>
6.1.1	Department of Planning	31
6.1.2	Heritage Council	31
6.1.3	Ministry of Transport	32
6.1.4	City of Sydney Council	33
6.1.5	NSW Police	34
6.1.6	Roads and Traffic Authority	34
6.1.7	Sydney Water	34
6.1.8	Arts NSW	34
6.1.9	Department of Health	35
6.1.10	RailCorp	35
6.1.11	University of Sydney	36
<b>6.2</b>	<b>Community Submissions</b>	<b>36</b>
6.2.1	Traffic	36
6.2.2	Open space	37
6.2.3	Building Height	37
6.2.4	Pedestrian/Cycle Access	38
6.2.5	Car Parking	38
6.2.6	Heritage	39
6.2.7	Community Facilities	40
6.2.8	Density	40
6.2.9	Sustainability	40
6.2.10	Vehicle Access	41
6.2.11	Public Transport	42
6.2.12	City of Sydney - 2030	42
6.2.13	Pedestrian/Cycle Bridge	43
6.2.14	Affordable Housing	43
6.2.15	Analysis of Alternative Western Access to the Site	44
<b>7</b>	<b>Conclusion</b>	<b>46</b>
<b>APPENDIX 1</b>	Amended Concept Plan prepared by Bates Smart	
<b>APPENDIX 2</b>	Solar Study prepared by Bates Smart	
<b>APPENDIX 3</b>	Comparison of Statement of Commitments	
<b>APPENDIX 4</b>	Agency Issues and Responses	
<b>APPENDIX 5</b>	<i>Interpretation Strategy Guidelines</i> by Weir + Phillips Architects	
<b>APPENDIX 6</b>	Residential Flat Design Code Review of Amended Concept Plan	
<b>APPENDIX 7</b>	Community Issues and Responses	
<b>APPENDIX 8</b>	<i>North Eveleigh Rail Yard Site Wind Effects Study</i> by Vipac Engineers & Scientists Ltd	
<b>APPENDIX 9</b>	Supplementary Archaeological Advice by Archaeological & Heritage Management Solutions Pty Ltd	
<b>APPENDIX 10</b>	Circulation Plan and Western Vehicle Access Consideration of Alternatives by Parsons Brinckerhoff	

## **1 Introduction**

This Report is submitted to the Director General of Planning to satisfy the requirements of Part 3A of the Environmental Planning and Assessment Act (EP&A Act) and Director-General Requirements. It is submitted in support of the amended Concept Plan for the redevelopment of the North Eveleigh site.

Approval is sought for the Concept Plan in accordance with the Environmental Assessment Reports previously submitted and exhibited as amended by this Report including a Preferred Project (referred to as the amended Concept Plan) and Statement of Commitments.

### **1.1 Location and Legal Description**

The North Eveleigh site is approximately 10.7 hectares in area and stretches along the northern side of the railway lines from Redfern Station to the east towards MacDonalddown station to the west. The site is bound by Wilson Street to the north, Little Eveleigh Street to the east, railway lines to the south and Ivery's Lane to the west.

The site is legally described as Part Lot 4 and Part Lot 5 in DP 862514.

### **1.2 Ownership**

The site is owned by Railcorp. Railcorp was notified of the Concept Plan Application before the Application was made to the Director General of the Department of Planning in accordance with Section 8F of the Environmental Planning and Assessment Regulation 2000. Railcorp has been consulted throughout the development of the Concept Plan and has provided a written submission to the proposal. Railcorp is in the process of formalising a Deed of Agreement which will transfer the ownership of the North Eveleigh site to the Redfern –Waterloo Authority.

### **1.3 Background**

On 16 January 2008 the Redfern-Waterloo Authority (RWA) lodged a Major Project Application for a Concept Plan for the redevelopment of the North Eveleigh site. At the same time, the RWA sought the Minister for Planning's opinion that the development was a project to which Part 3A of the EP&A Act applies.

On the 13 March the Minister for Planning declared the proposal to be a Major Project and authorised a Concept Plan to be submitted. The Minister for Planning is the consent authority.

On the 17 March 2008 the Department of Planning notified the RWA of the Director-General's Requirements for the preparation of a Concept Plan for the site.

The draft Concept Plan, including an Environmental Assessment (EA) report, was submitted to the Department on 4 April 2008 for the Test of Adequacy. The final Concept Plan and EA were submitted on 24 April 2008.

The North Eveleigh Concept Plan was placed on public exhibition for 43 days from 1 May to 12 June 2008. During this period a total of 161 submissions were received from the community and 10 submissions were received from public agencies.

Following the public exhibition, the Director of Urban Assessments of the Department of Planning (DoP) wrote to the RWA and requested that the Authority:

- respond to issues raised in the submissions
- address specific issues relating to heritage and traffic assessment, and
- provide additional information on basement parking, shadowing impacts and building sections.

The Department also suggested a meeting to discuss these issues prior to the submission of RWA's Preferred Project Report. This meeting was held on 22 July 2008.

## 1.4 Format of this Report

This Report submitted to the Director-General of Planning provides the following:

- **Section 2: Preferred Project Report (Amended Concept Plan):** Outlines the proposed changes to the project to minimise its environmental impact and respond to submissions.
- **Section 3: Statement of Commitments:** Outlines the revised Statement of Commitments, which accord with the amended Concept Plan and respond to the submissions
- **Section 4: Assessment of Planning Instruments, Policies and Guidelines:** Provides an assessment of the amended Concept Plan against the relevant provisions of the Instruments, Policies and Guidelines.
- **Section 5: Consultation:** Provides an overview of the consultation that was undertaken with the community and agencies during and after the public exhibition process.
- **Section 6: Submissions and Responses:** Identifies key issues raised in the community and agency submissions received during and after the public exhibition. Responses to the issues are provided, including details of amendments that have been made to the Concept Plan and the Statement of Commitments.
- **Section 7: Conclusion**

## **2 Preferred Project Report (Amended Concept Plan)**

### **2.1 Overview**

The following provides a description of the Preferred Project, referred to as the amended Concept Plan, for which approval is sought. The Concept Plan was amended to respond to the issues raised in the submissions from public agencies and the community received during and after the exhibition period. The key issues identified in the submissions, and responses are discussed in Section 4 of this report. This is supplemented by a detailed appraisal of the agency submissions included in Appendix 4 and the community submissions included in Appendix 7.

The amended Concept Plan is accompanied by revised Statement of Commitments which is provided in Section 3 of this report.

The amendments have resulted in an enhanced Concept Plan in terms of design and community benefits.

### **2.2 Concept Plan for which approval is sought**

The amended concept plan is detailed in the Plans prepared by Bates Smart attached at Appendix 1 and is described below.

#### **2.2.1 Comparative Overview**

The following provides a summary of key amendments made to the Concept Plan from that which was originally submitted and publicly exhibited from 1 May to 12 June 2008:

- Deletion of the far western building fronting Wilson Street identified as A1, to accommodate the realignment and widening of the vehicle access and a small park.
- Deletion of far western building, identified as B1 and provision of a larger park in its place.
- Relocation of the building adjacent to the Fan of Tracks, identified as J1 and change in its use from commercial to residential.
- Alteration of building heights to accommodate redistributed floor space from the removal of building B1 and provision of larger parks.
- Provision of larger contiguous parks, which can provide deep soil planting and a range of landscaping and equipment including playgrounds.
- Reduction in the maximum allowable off-street car parking from 1943 spaces to 1800 spaces.
- Realignment and widening of the western access to reduce potential conflicts at the intersection of Wilson and Queen Street.
- Revised Statement of Commitments as outlined in Section 3.



### **2.2.2 Land Uses**

The amended Concept Plan provides for the redevelopment of the site for mixed use purposes including: residential, commercial, retail, cultural and community uses and public open space. The distribution of land uses is illustrated in the Land Use Plan prepared by Bates Smart, included on page 5 and Appendix 1, and outlined below:

- Residential precinct to west of the Carriage Workshop and Traverser 2.
- A mixed use precinct comprising residential, commercial and retail uses to the east of the Carriage Workshop and Traverser 1.
- A cultural/commercial precinct in the centre of the site, comprising the CarriageWorks performance arts centre, additional cultural and commercial floor space within the Carriage Workshop, and cultural and commercial uses within the Blacksmiths' Shop.
- Public open space, public domain and roads across the site.

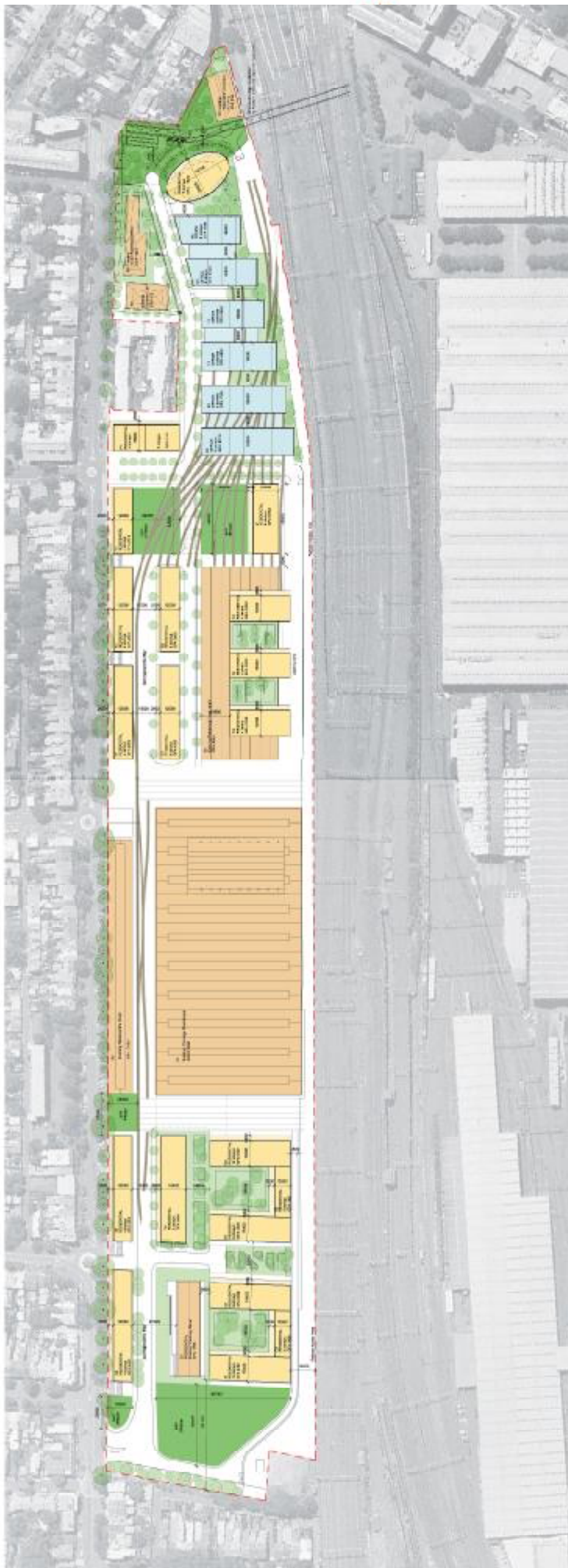
The proposal also seeks approval for the adaptive reuse of the following heritage items and buildings of historical interest for the specified uses.

- Carriage Workshop – Cultural/community and commercial uses.
- Blacksmiths' Shop - Cultural/community and commercial uses.
- Telecommunications Equipment Centre - Cultural/community uses.
- Chief Mechanical Engineer's Office Building – Mixed uses, including either commercial or residential uses.
- Scientific Services Building No 1 - Cultural/community uses
- Clothing Store – Residential uses.
- Paint Shop Building – Retail and commercial uses, and residential uses to be accommodated within a new above ground addition.

### **2.2.3 Building Location, Heights and Envelopes:**

The proposed building locations and envelopes are shown in the Land Use Plan prepared by Bates Smart, included at Figure 1 and Appendix 1. The proposed building locations and envelopes generally comprise:

- New buildings ranging in height from 4 to 16 storeys
- Retention of the existing heritage buildings, including:
  - Carriage Workshop
  - Blacksmiths' Shop
  - Telecommunications Equipment Centre
  - Chief Mechanical Engineer's Office Building
  - Scientific Services Building No 1
  - Clothing Store
  - Paint Shop Building, with addition of a new four storey component.



# North Eveleigh Concept Plan Land Use Plan

Scale: 1:25000 A3



Legend

- Residential
- Office/Retail
- Heritage - adapt/re-use
- Public Open Space

It is important to note that approval is not sought for the number, layout, mix and size of apartments. This does not form part of this application and will ultimately be determined in subsequent Project Application(s). Indicative apartment layouts that are included in the plans prepared by Bates Smart in Appendix 1 have been provided to illustrate different apartment types that may be accommodated within the building envelopes and that a reasonable level of amenity could be achieved for these apartments.

## 2.2.4 Density

The following maximum densities are proposed:

- Eastern Precinct: A maximum floor space ratio of 2:1 for mixed use development (approximately 94,280m<sup>2</sup>) and 1:1 for residential development (approximately 47,140m<sup>2</sup>) in accordance with Clause 21(2) Part 5, Schedule 3 of SEPP (Major Projects)
- Western Precinct: A maximum floor space ratio of 2:1 (approximately 57,960m<sup>2</sup>) in accordance with Clause 21(2) Part 5, Schedule 3 of SEPP (Major Projects)
- Central Precinct: A maximum floor space ratio of 1.1:1 (approximately 34,588m<sup>2</sup>), which exceeds the floor space ratio of 1:1 applying under Clause 21(2) of SEPP (Major Projects). Accordingly a variation to the floor space ratio is sought under Clause 21(3) Schedule 3 of SEPP (Major Projects).

The following table indicates the gross floor area and floor space ratio for the building envelopes, footprints and heights proposed with the amended Concept Plan and shown in the Land Use Plan prepared by Bates Smart, included on page 6 and Appendix 1.

	Floor Space Ratio	Area m <sup>2</sup>	Permitted Gross Floor Area	Proposed Gross Floor Area	Proposed (FSR)
<b>Western Precinct</b>	2:1	28,980m <sup>2</sup>	57,960m <sup>2</sup>	50,698m <sup>2</sup>	1.75:1
<b>Central Precinct</b>	1:1	31,110m <sup>2</sup>	31,110m <sup>2</sup>	34,588m <sup>2</sup>	1.1:1
<b>Eastern Precinct</b>	2:1  (1:1 maximum residential)	47,140m <sup>2</sup>	94,280m <sup>2</sup>  (47,140 m <sup>2</sup> residential)	92,241m <sup>2</sup>  (44,361m <sup>2</sup> residential)	1.96:1  (0.94:1)
<b>Total Site Area</b>		<b>107,230m<sup>2</sup></b>	<b>183,350m<sup>2</sup></b>	<b>177,527m<sup>2</sup></b>	<b>1.65:1</b>

## 2.2.5 Demolition

All existing structures, other than those identified above for retention in 2.2.3 above, are to be demolished.

## 2.2.6 Car Parking

A maximum of 1800 car parking spaces are to be provided on site, excluding on-street parking. The allocation of car parking is to be in accordance with the following maximum rates:

Residential		Commercial
City of Sydney LEP		South Sydney DCP 11
• Studio apartments	0.25 spaces	• 1 space per 125m <sup>2</sup> of GFA
• 1 bed apartments	0.50 spaces	
• 2 bed apartments	1.20 spaces	
• 3 bed apartments	2.00 spaces	

Car parking for the proposal is to be accommodated over two and three levels of basement parking or at grade as illustrated in the Indicative Parking Provision Plan prepared by Bates Smart included at Appendix 1. Approval is not sought for the design and layout of the car parking areas. This will be included in the subsequent Project Applications. The Indicative Parking Provision Plan demonstrate that the car parking can be accommodated on site and its general location.

## 2.2.7 Vehicular Access and Circulation

The site proposes two vehicular accesses, one at the western end of the site and one at the intersection of Shepherd Street with Wilson Street.

The western access, located in the area between Forbes and Queen Street, is an existing access into the site that will require widening to ensure a safe line of sight for motorists and enable full movement for all vehicles expected to use the intersection.

A landscape buffer will be provided to this access adjacent to the existing properties on Iverys Lane.

The eastern Shepherd Street access will require modification to the existing roundabout to provide an access into the site and allow for straight through, right in and, left out movements from Wilson Street and Shepherd Street..

All streets will also be designed to allow emergency vehicle access. Emergency access may also be provided to the new basement car park areas.

A pedestrian and cyclists route is to be provided within the site, as outlined in the Statement of Commitments.

The proposed road designs and access arrangements and at grade parking are to be in accordance with the following:

- Traffic and Transport Impact Assessment prepared by Parsons Brinckerhoff dated April 2008.
- Option One of the Western Vehicle Access Consideration of Alternatives prepared by Parson Brinckerhoff.
- The requirements outlined in the Statement of Commitments.

### **2.2.8 Roadworks and Intersection Improvements**

The proposal provides for road works along Wilson Street and intersection improvements within the vicinity of the site as outlined in the Report by Parsons Brinckerhoff submitted with the Concept Plan.

Improvements to the following intersections are required to accommodate the proposed development. Further details of the improvements are contained within Traffic and Transport Impact Assessment prepared by Parsons Brinckerhoff dated April 2008:

- **Abercrombie Street and Lawson Street.**

The proposed improvements would provide extended turning lanes for left and right turning traffic into and out of Abercrombie Street and changes to signal phases and timings.

- **Cleveland Street and Shepherd Street**

Improvement works include extending the existing right turning bay from 30m to 70m and extending the cycle time for those turns.

- **Abercrombie and Shepherd Street.**

Replace the scramble phase and adjust signal timings, or create additional turning lanes.

### **2.2.9 Parks and Public Domain**

The amended Concept Plan provides for larger contiguous Parks, as well as various public domain spaces, as illustrated in the Parks and Public Domain Plan prepared by Bates Smart.

The proposed parks total approximately 9,400m<sup>2</sup>, and include:

- A park at the western end of the site, adjacent to Iverys Lane, with an approximate area of 3,350m<sup>2</sup>.
- A park in the location of the Fan of Tracks with an approximate area of 2,635m<sup>2</sup>.
- A park at the eastern end of the site, adjacent to Little Eveleigh St, with an approximate area of 2,690m<sup>2</sup>.
- A park on Wilson St at the western end of the Blacksmiths' Shop with an approximate area of 445m<sup>2</sup>
- A park on Wilson St opposite Forbes St with an approximate area of 280m<sup>2</sup>.

The provision of these parks is reinforced in the Statement of Commitments included in Section 3. The Statement of Commitments also outlines information to be included in the future Detailed Landscape Plan relating to the treatment and landscaping of the parks.

### **2.2.10 Affordable Housing**

A target of 12% of the new dwellings at North Eveleigh are proposed for affordable housing. This will be managed by a registered community housing organisation or government agency and will be funded by the RWA's affordable housing developer levies.



### **2.2.11 Community Facilities**

The existing Scientific Services building will be adaptively reused for a cultural/community centre.

Childcare facilities are required to be provided on site to service the needs of the working and residential populations on site. This has been included in the Statement of Commitments.

### **2.2.12 Tree Removal, Retention and Management**

Approval is sought for the removal of trees identified Appendix B of the Arboricultural Report prepared by Landscape Matrix dated 18 March 2008 and included with the Environmental Assessment submitted with the original Concept Plan.

### **2.2.13 Infrastructure and Services**

Approval for associated infrastructure and services required for the development is also sought as part of the Concept Plan.

### **2.2.14 Remediation**

Remediation is to be undertaken in accordance with the Remediation Strategy for North Eveleigh Rail Yard prepared by SMEC Pty Ltd.

### **2.2.15 Proposed Pedestrian and Cycle Bridge (Eveleigh Heritage Walk)**

The Eveleigh Heritage Walk is a separate Project Application (MP 07\_0063) which is currently being considered by the Department of Planning. The Project Application was publicly exhibited from 16 July to 15 August 2008.

The Eveleigh Heritage Walk is a strategic north-south link between North Eveleigh, Australian Technology Park, Redfern Station, Sydney University and Redfern town centre.

The RWA is committed to ensuring the delivery of the Eveleigh Heritage Walk.

### 3 Statement of Commitments

The Statement of Commitments has been revised to respond to key issues raised in the submissions and amendments made to the Concept Plan. The revised Statement of Commitments is outlined below. A comparison between the previous Statement of Commitments and the revised Commitments is attached at Appendix 3.

ISSUE	STATEMENT OF COMMITMENT	TIMING
<b>Design Excellence</b>	<p>The proponent commits to achieving design excellence of the Project in accordance with Clause 22 Part 5 Division 3 of State Environmental Planning Policy (Major Projects) 2005 as follows:</p> <ul style="list-style-type: none"> <li>(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,</li> <li>(b) whether the form and external appearance of the building will improve the quality and amenity of the public domain,</li> <li>(c) whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resource, energy and water efficiency.</li> </ul> <p>In addition the design of new development must also demonstrate consistency with the following:</p> <ul style="list-style-type: none"> <li>• Design Concepts for the North Eveleigh Site in the Section 4.2 of the RWA Built Environment Plan (Stage 1) 2006.</li> <li>• Roof top plant shall be integrated with the design of the building and roof to minimise visual bulk.</li> </ul>	To be addressed at Project Application Stage.
<b>Accessibility</b>	<p>The proponent commits to providing:</p> <ul style="list-style-type: none"> <li>• two access points in addition to the existing central access into the site as indicated in the Accessibility Report prepared by Morris-Goding Accessibility Consulting and described below: <ul style="list-style-type: none"> <li>- Access in the vicinity of the Wilson St/ Little Eveleigh St intersection</li> <li>- Access at the western end of the site between Golden Grove and Queen Street</li> </ul> </li> <li>• Accessible continuous paths of travel to the main entrances and within all floors of the new residential and commercial buildings and to the main entrances of the heritage buildings.</li> </ul> <p>The proponent will also seek to provide access within all floors of the heritage buildings.</p>	To be addressed at Project Application Stage.

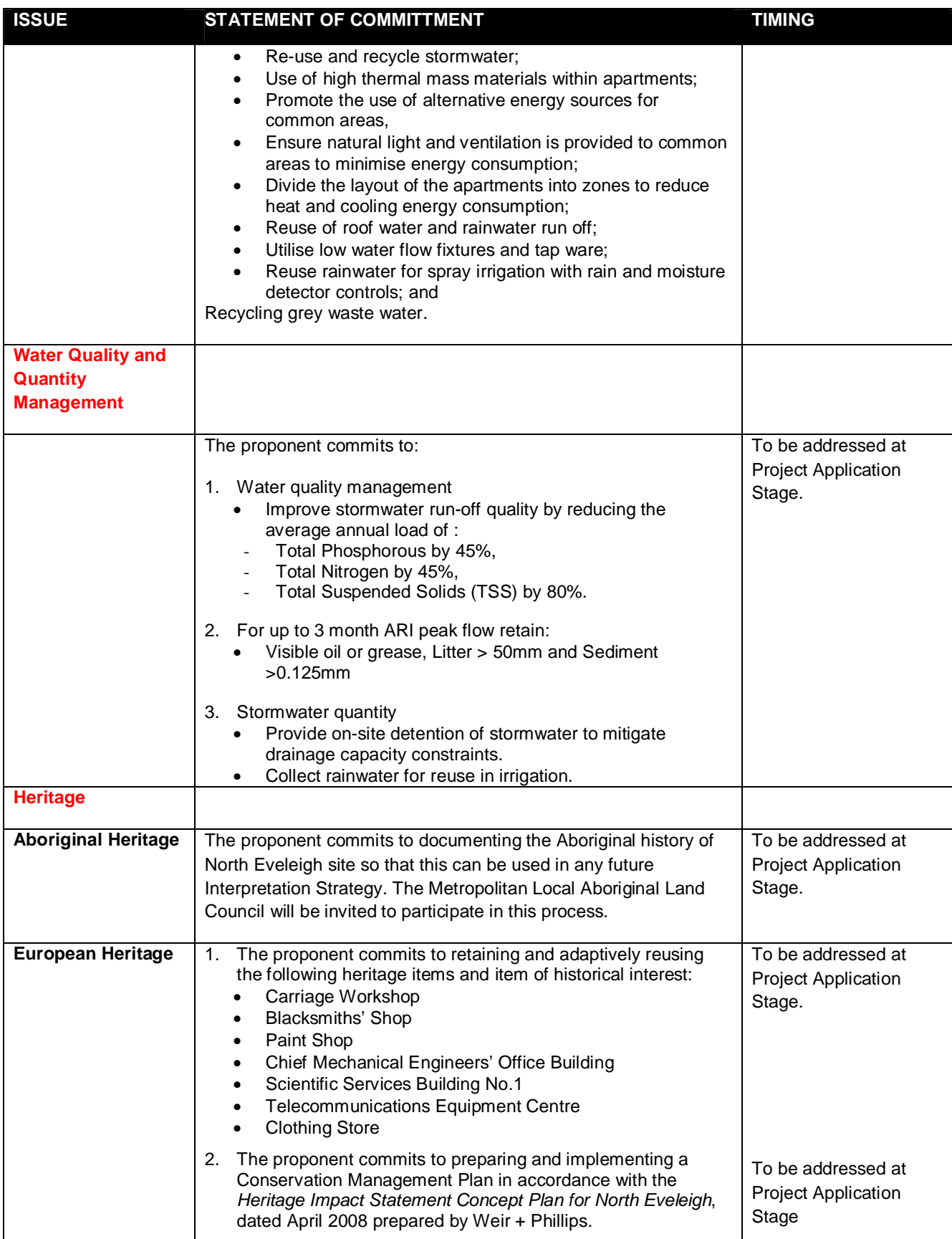
ISSUE	STATEMENT OF COMMITMENT	TIMING
<b>Community Facilities</b>		
	<p>The proponent commits to providing child care facilities on site for the proposed residential and working population in accordance with the recommended requirement outlined in the Sydney City Council Child Care Centre DCP 2005, as at August 2008, and outlined below:</p> <ul style="list-style-type: none"> <li>• 6 places per 100 households (Minimum viable size is 30).</li> <li>• 1 space per 1450sqm commercial space (Minimum viable size is 30).</li> </ul>	To be addressed at Project Application Stage.
<b>Employment</b>		
	The proponent commits to the provision of jobs for indigenous people in accordance with the RWA Indigenous Employment Model.	To be addressed prior to the issue of Construction Certificate.
<b>Open space</b>		
	<ol style="list-style-type: none"> <li>1. The proponent commits to providing public open space to be offered to the City of Sydney Council by way of dedication.</li> <li>2. The proponent commits to provide the following five parks, totalling approximately 9,400m<sup>2</sup> including: <ul style="list-style-type: none"> <li>• A park at the western end of the site, adjacent to Iverys Lane, with an approximate area of 3,350m<sup>2</sup>.</li> <li>• A park in the location of the Fan of Tracks with an approximate area of 2,635m<sup>2</sup>.</li> <li>• A park at the eastern end of the site, adjacent to Little Eveleigh St, with an approximate area of 2,690m<sup>2</sup>.</li> <li>• A park on Wilson St at the western end of the Blacksmiths' Shop with an approximate area of 445m<sup>2</sup></li> <li>• A park on Wilson St opposite Forbes St with an approximate area of 280m<sup>2</sup>.</li> </ul> </li> <li>3. The proponent commits to submit a Detailed Landscape Plan which: <ul style="list-style-type: none"> <li>• Uses landscape design to delineate between private and public spaces</li> <li>• Includes children's play equipment in at least one park</li> <li>• Integrates and interprets the Fan of Tracks as a key element in accordance with the Interpretation Strategy Guidelines prepared by Weir+Phillips dated September 2008.</li> <li>• Provides appropriate tree planting to maximise the privacy of adjoining properties at the eastern end of the site (Little Eveleigh St properties) and the western end of the site (backing onto Iverys Lane).</li> <li>• Incorporates water sensitive urban design principles.</li> </ul> </li> </ol>	<p>To be provided at Project Application stage.</p> <p>To be provided at Project Application stage.</p>

ISSUE	STATEMENT OF COMMITMENT	TIMING
	<ul style="list-style-type: none"> <li>Ensures the design of open spaces will create a safe environment based on Crime Prevention Through Environmental Design.</li> <li>Accommodates the proposed ramp and stair access from the bridge.</li> <li>Provides appropriate boundary fencing to ensure the safety, security and privacy of adjoining residential properties, particularly for the Little Eveleigh Street properties which adjoin the eastern end of the site.</li> <li>Provides pedestrian and bicycle access through the site.</li> <li>Includes a landscape protection and maintenance strategy.</li> <li>Provides for deep soil planting.</li> <li>Ensures the provision of landscaping to mitigate wind impacts in accordance with the recommendations of the Wind Environment Statement for North Eveleigh prepared by Windtech, dated March 2008 and the North Eveleigh Rail Yard Site – Wind Effects Study prepared by Vipac Engineers, dated September 2008.</li> <li>Considers the following City of Sydney's policies: <ul style="list-style-type: none"> <li>Sydney Streets Design Code</li> <li>Parks Technical Manual.</li> <li>Sydney Lights Design Code</li> </ul> </li> </ul> <p>4. A summary of preliminary discussions with the City of Sydney Council regarding dedication will be provided at project application stage. Commitments by the proponent advising of the intended timing of the proposed landscape works, subdivision and dedication of the proposed public open space will also be provided.</p> <p>5. The public open space will be remediated in accordance with the recommendations of the "Remediation Strategy for North Eveleigh Yard" undertaken by SMEC and dated March 2008</p>	<p>To be provided at Project Application stage</p> <p>To be provided at Project Application stage</p> <p>The timing of the proposed remediation will be advised at Project Application stage.</p>
<b>Tree Management</b>		
	<p>The proponent commits to:</p> <ul style="list-style-type: none"> <li>Retaining significant trees at the eastern end of the site adjacent to the Chief Mechanical Engineer's Office Building as identified in the Aboricultural Report prepared by Landscape Matrix and dated 18 March 2008.</li> <li>Implementing tree protection measures for trees to be retained in accordance with the Aboricultural Report prepared by Landscape Matrix and dated 18 March 2008.</li> </ul>	<p>To be addressed at Project Application Stage.</p>

ISSUE	STATEMENT OF COMMITMENT	TIMING
<b>Crime Prevention Through Environmental Design</b>		
	<p>The proponent commits to the prepare a Safety Management Strategy that:</p> <ul style="list-style-type: none"> <li>Provides guidelines for the application of CPTED principles and Safer by Design best practice models.</li> <li>Addresses issues raised by the NSW Police in their letter to the Department of Planning dated 3 July 2008.</li> </ul>	To be provided at Project Application Stage.
<b>Transport and Traffic</b>		
	<p>The proponent commits to prepare a Transport Management and Accessibility Plan (TMAP) at the Project Application stage, which includes the following.</p> <p><u>Access and Road Works</u></p> <ul style="list-style-type: none"> <li>The provision of road works to Wilson Street to enable access to the site. This will include: <ul style="list-style-type: none"> <li>Improvement to the existing access at the western end of the site,</li> <li>Improvement to the intersection of Wilson St and Shepherd St for a new site access.</li> </ul> </li> <li>The associated Road application will be submitted to the Roads and Traffic Authority, or the relevant roads authority.</li> <li>Undertaking detailed designs for the intersection improvement works identified in the Traffic Impact Assessment, prepared by Parsons Brinckerhoff</li> </ul> <p><u>Road and Public Domain Dedications</u></p> <ul style="list-style-type: none"> <li>The dedication of public roads in accordance with the Parks and Public Domain Plan prepared by Bates Smart.</li> <li>Ensuring that all public roads intended to be dedicated are constructed to the standards of the City of Sydney Council namely the <i>Development Specifications for Civil Works Design and Construction</i>.</li> </ul> <p><u>Traffic Management</u></p> <p>Traffic management measures to ensure a right hand turn is not permitted from Wilson Street into Queen Street when exiting the site from Carriage Works Way, subject to the approval of the relevant roads authority.</p> <p><u>Car parking</u></p> <ul style="list-style-type: none"> <li>Car spaces for use by a car share scheme are to be provided.</li> <li>Details of kerbside parking</li> </ul>	To be provided at Project Application Stage.



ISSUE	STATEMENT OF COMMITMENT	TIMING
	<p><u>Public Transport</u></p> <ul style="list-style-type: none"> <li>Identify public transport opportunities and constraints, with a view to encouraging a high level of travel by public transport, walking and cycling.</li> <li>Work place strategies for maximising public transport use, walking and cycling to access employment uses on the site.</li> </ul> <p><u>Pedestrians and Cyclists</u></p> <ul style="list-style-type: none"> <li>A unified traffic, cyclist and pedestrian guidance system will be introduced across the site.</li> <li>The provision of a pedestrian/cycle route through the site.</li> <li>A strategy for pedestrian and cyclist safety, which includes consideration of the potential impact on cyclists in the design of the roundabout at the Shepherd St intersection.</li> <li>Providing secure bicycle facilities in accordance with the provisions of <i>South Sydney DCP No. 11 Transport Guidelines for Development 1996</i>.</li> <li>Investigating opportunities for improving pedestrian access to between the site and Macdonaldtown Station. A summary of preliminary discussions with the City of Sydney Council regarding improvements to this access are to be provided.</li> </ul> <p><u>Staging</u></p> <p>The provision of details of timing for the proposed road and site access works, intersections improvements and dedications.</p>	
<b>Sustainability</b>		
	<p>The proponent commits to:</p> <ol style="list-style-type: none"> <li>The achievement of the following sustainability targets, or equivalent minimum:           <ul style="list-style-type: none"> <li>Commercial Buildings               <ul style="list-style-type: none"> <li>4 Star Green Star (Office Design)</li> <li>4.5 Star NABERS Office Energy (Base Building)</li> </ul> </li> <li>Residential Buildings               <ul style="list-style-type: none"> <li>BASIX water consumption benchmark</li> <li>BASIX energy consumption benchmark</li> </ul>               in accordance with the Regulation.             </li> </ul> </li> <li>The proponent commits to investigating the achievement of higher targets.</li> <li>Non-Potable Water Further assessment will be undertaken into the viability of obtaining an external non-potable water supply.</li> <li>Further investigate the opportunity for including the following Ecologically Sustainable Development principles:           <ul style="list-style-type: none"> <li>Design internal apartment layouts to maximise natural ventilation and to capture prevailing winds;</li> <li>Utilise roof forms to capture natural light and ventilation</li> </ul> </li> </ol>	<p>To be addressed at Project Application Stage.</p>



ISSUE	STATEMENT OF COMMITMENT	TIMING
	3. The proponent commits to preparing and implementing an Interpretation Strategy for the site in accordance with the <i>North Eveleigh Concept Plan Interpretation Strategy Guidelines</i> , prepared by Weir + Phillips dated September 2008.	To be addressed at Project Application Stage.
	4. The proponent commits to recording items of local or higher significance prior to demolition, in accordance with NSW Heritage Council Guidelines.	To be addressed at Project Application Stage and implemented prior to demolition.
<b>Archaeology</b>		
	The proponent commits to ensuring any impacts on items or places of archaeological significance will be managed under the relevant legislation and the recommendations of the AHMS report <i>North Eveleigh Railway Carriage Workshops NSW: Historical Archaeological Impact Assessment, Archaeological Zoning Plan and Impact Mitigation Strategy, April 2008</i> , as amended by the further submission prepared by AHMS dated 28 August 2008.	To be addressed at Project Application stage.
<b>Wind</b>		
	The proponent commits to undertaking a wind tunnel assessment for the buildings and surrounds in accordance with the <i>Wind Effects Study</i> prepared by Vipac Engineers, dated September 2008 and <i>Wind Environment Statement</i> prepared by Windtech, dated March 2008 to ensure achievement of the relevant wind criteria.	To be addressed at Project Application stage.
<b>Rail Impacts</b>		
	<p>The proponent commits to the following:</p> <ul style="list-style-type: none"> <li>For any structure within 25m of the rail corridor that involves ground penetration of greater than 2m, the preparation of a Geotechnical and Structural report, and Excavation and Construction methodology that meets RailCorp's requirements for endorsement by RailCorp.</li> <li>For any structure within 25m of the rail corridor that involves ground penetration of greater than 2m, the preparation of cross sectional drawings showing ground surface, rail tracks, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the Rail Corridor.</li> <li>For any future structure located within 20m from the centreline of a track, the preparation of a derailment protection risk assessment in accordance with Australian Standard 5100. Where the risk assessment has identified a need for derailment protection, or where required by the Australian Standard, the applicant is to incorporate those measures into the design and engineering details of the development, and to submit those with the application.</li> </ul>	To be addressed at Project Application stage.

ISSUE	STATEMENT OF COMMITMENT	TIMING
	<ul style="list-style-type: none"> <li>All structures which are proposed for construction or installation, or which are constructed or installed, which are located within 25m of the North Eveleigh Dive Alignment (future underground rail connection) and require in excess of 2m excavation, must be designed in accordance with design criteria specified by RailCorp.</li> <li>Discharging stormwater drainage from the North Eveleigh site across the rail corridor and providing RailCorp with the necessary information in relation to drainage.</li> <li>Ensuring that the detention system is designed to ensure that post development flow rates from the site are not more than the pre development site discharge.</li> <li>Providing three access gates through the development to access the rail corridor. These will be provided along the southern boundary of the site, at the western end, at the eastern end of the Paint Shop and adjacent to the telecommunications building.</li> </ul>	To be addressed at Project Application stage.
<b>Noise and Vibration</b>		
	<p>The proponent commits to:</p> <ul style="list-style-type: none"> <li>Conduct further detailed noise and vibration investigations in accordance with the Preliminary Acoustic Report by Acoustic Dynamics Report (2008).</li> <li>Compliance with RailCorp's <i>Interim Guidelines for Applicants - Consideration of Rail Noise and Vibration in the Planning Process</i>.</li> <li>The consideration of noise from CarriageWorks in further noise and vibration investigations.</li> </ul>	To be addressed at Project Application stage.
<b>Payment of Developer Contributions</b>		
	The proponent commits to payment of Developer Contributions in accordance with the <i>Redfern -Waterloo Contribution Plan 2006</i> (as amended).	To be paid prior to issue of Construction Certificate.
<b>Payment of Affordable Housing Contributions</b>		
	The proponent commits to payment of Affordable Housing Contributions in accordance with the <i>Redfern-Waterloo Authority Affordable Housing Contribution Plan 2006</i> (as amended).	To be paid prior to issue of Construction Certificate
<b>Site Contamination</b>		
	The proponent commits to providing a site audit statement(s) prior to final occupation certificate(s) certifying the land is suitable for the proposed use.	To be provided prior to Occupation.

ISSUE	STATEMENT OF COMMITMENT	TIMING
<b>Structural</b>		
	The proponent commits to undertaking further assessment, to ensure the structural adequacy of the heritage buildings to be adaptively reused.	To be addressed at Project Application Stage.
<b>Sydney Ports Impacts</b>		
	The proponent commits to ensuring that the Sydney Ports' communication link between Botany Bay and Darling Control is maintained.	To be addressed at Project Application Stage.
<b>Sydney Airports Corporation Limited impacts</b>		
	The proponent commits to include the requirements of SACL. An application will be forwarded to SACL.	To be addressed at Project Application Stage.
<b>Transgrid impacts</b>		
	The proponent commits to ensuring the Transgrid 330kV underground cable is not impacted by the development. Appropriate methods of construction and footings will be employed to ensure there is no adverse effect.	To be addressed at Project Application Stage.
<b>Construction Management</b>		
	<ol style="list-style-type: none"> <li>The proponent commits to preparing and implementing a Construction Management Plan which addresses the following: <ul style="list-style-type: none"> <li>Construction duration and times</li> <li>Noise and vibration management</li> <li>Traffic and pedestrian management and safety in accordance with the Construction Traffic Management Plan referred to in 2. below.</li> <li>Waste management, including quantities, storage and disposal.</li> <li>Dust control and management</li> <li>Erosion and sediment control.</li> <li>Tree protection and management</li> <li>Contact details of site manager</li> </ul> </li> <li>The proponent commits to preparing and implementing a Construction Traffic Management Plan (CTMP) which addresses construction access and egress to the site, including vehicle routes and parking for workers, staging and timing of construction of internal road network and other relevant issues. The Construction Traffic Management Plan will be prepared in accordance with the RTA guidelines and be approved by the relevant traffic authority.</li> </ol>	To be addressed at Project Application Stage and implemented during construction.



ISSUE	STATEMENT OF COMMITMENT	TIMING
<b>Community Communication</b>		
	<p>The Proponent commits to developing a communication consultation strategy to establish ongoing consultation with the community. The strategy shall:</p> <ul style="list-style-type: none"> <li>• Outline the methods of consultation that will be provided to communicate information about the development to the community;</li> <li>• Provide contact details for enquiries and matters related to the site's development;</li> <li>• Provide details regarding construction management including construction duration and times, noise and vibration management, traffic and pedestrian management and safety, waste management, dust control and management erosion and sediment control and tree protection and management.</li> </ul>	To be addressed at Project Application stage.
<b>Staging</b>		
	<p>A Staging Plan is to be submitted with the Project Application, which details the timing for the:</p> <ul style="list-style-type: none"> <li>• Road and site access works, intersections improvements and proposed road dedications.</li> <li>• Construction and proposed dedication of parks, open space and public domain.</li> <li>• Delivery of services to the site (water, sewerage, electricity, gas telecommunications, etc).</li> </ul>	To be addressed at Project Application stage.

## 4 Assessment of Planning Instruments, Policies and Guidelines

This section supplements section 5 '*Environmental Planning Assessment and Guidelines*' of the Environmental Assessment Report prepared by Urbis submitted with the original Concept Plan. This section assesses the Preferred Project, referred to as the amended Concept Plan, and revised Commitment Statement against the relevant provisions of the following instruments, policies and guidelines:

- State Environmental Planning Policy (Major Projects)
- State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development
- Residential Flat Design Code

This assessment should be read in conjunction with Section 5 of the Urbis Environmental Assessment Report, which remains relevant in respect to the assessment of the following planning instruments and policies:

- Standard Instrument (Local Environmental Plans) Order 2006
- State Environmental Planning Policy No. 55-Remediation of Land
- State Environmental Planning Policy (Infrastructure) 2006
- Draft State Environmental Planning Policy 66- Integration of Land Use and Transport
- Sydney Metropolitan Strategy
- The Redfern Waterloo Built Environment Plan (Stage One)
- Redfern Waterloo Authority Contributions Plan 2006
- Redfern Waterloo Authority Affordable Housing Contributions Plan 2006

### 4.1 State Environmental Planning Policy (Major Projects)

State Environmental Planning Policy (Major Projects) identifies maximum permitted heights and floor space ratios for the eastern, western and central portions of the site.

Part 3, Division 3, Clause 21(3) of SEPP (Major Projects) allows the Minister to vary floor space ratio and height control in an approval for a Concept Plan for RWA sites.

#### 4.1.1 Gross Floor Area

As outlined in Section 5 of the previously submitted Environmental Assessment Report, the SEPP (Major Projects) provides different floor space controls for the western, central and eastern precincts within the North Eveleigh site as identified in Figure 15 of that report.

Table 4 in Section 5 of the previously submitted Environmental Assessment Report also provided a summary of the site area for the whole site as well as each portion, the permitted floor space areas and proposed floor space areas.

The building envelopes, heights and footprints in the amended Concept Plan achieve the following gross floor area and floor space ratios.

	Floor Space Ratio	Area m <sup>2</sup>	Permitted Floor Space	Proposed Floor Space	Proposed (FSR)
<b>Western Precinct</b>	2:1	28,980m <sup>2</sup>	57,960m <sup>2</sup>	50,698m <sup>2</sup>	1.75:1
<b>Central Precinct</b>	1:1	31,110m <sup>2</sup>	31,110m <sup>2</sup>	34,588m <sup>2</sup>	1.1:1
<b>Eastern Precinct</b>	2:1	47,140m <sup>2</sup>	94,280m <sup>2</sup>	92,241m <sup>2</sup>	1.96:1
	(1:1 maximum residential)		(47,140 m <sup>2</sup> residential)	(44,361m <sup>2</sup> residential)	(0.94:1)
<b>Total Site Area</b>		<b>107,230m<sup>2</sup></b>	<b>183,350m<sup>2</sup></b>	<b>177,527m<sup>2</sup></b>	<b>1.65:1</b>

As indicated in the Table:

- The maximum permitted floor area for the whole site is approximately 183,350m<sup>2</sup>, which equates to an overall floor space ratio for the site of 1.7:1. The proposal achieves a floor space of approximately 177,527m<sup>2</sup> which is less than the permitted floor space area and 2,480m<sup>2</sup> less than the floor space area proposed in the exhibited Concept Plan. The reduced floor space reflects the amendments to the Concept Plan arising from submissions and consultation with authorities and the community. The floor space ratio for the whole site is now 1.65:1.
- The maximum permitted residential floor space for the entire site is 105,100m<sup>2</sup>. The amended proposal achieves a residential floor space of approximately 95,059m<sup>2</sup> which is less than the maximum permitted for the whole site.
- The maximum permitted floor space area for the western portion of the site is approximately 57,960m<sup>2</sup>. The amended building envelopes, heights and footprints deliver a floor space area of approximately 50,698m<sup>2</sup>, which is less than the maximum permitted and 5,153m<sup>2</sup> less than the floor space area in the exhibited Concept Plan.
- The maximum permitted floor space area for the eastern portion of the site is 94,280m<sup>2</sup>. The amended building envelopes, heights and footprints achieves a floor space area of 92,241m<sup>2</sup> which is less than the maximum permitted.
- The maximum permitted floor space area on the eastern portion for residential development is 47,140m<sup>2</sup>. The amended building envelopes, heights and footprints achieves a floor space area of 44,361m<sup>2</sup> which is less than the maximum permitted.

Justification for the variation in the maximum permitted floor space ratio for the central portion of the site is provided in Section 5 of the Environmental Assessment Report prepared by Urbis and previously submitted to the Department.

#### 4.1.2 Height

The SEPP (Major Projects) identifies maximum height limits defined as storeys. In relation to RWA sites the SEPP defines a “Storey” as:

**Storey** means a space within a building that is situated between one floor level and the floor level next above or, if there is no one floor level above, the ceiling or roof above, but does not include:

- (a) a space that contains only a lift shaft, stairway or meter room, or
- (b) a mezzanine, or
- (c) an attic, or
- (d) a basement, or
- (e) any space within a building with a floor level that is predominantly below a basement.

As outlined in Section 5 of the previously submitted Environmental Assessment Report the Concept Plan did not achieve the maximum permissible heights in some areas of the site. In other instances it was necessary to exceed permissible heights and to redistribute heights across the site. Section 5 in the previously submitted Environmental Assessment Report provides a justification for variations to heights of a number of buildings.

As a consequence of amendments to the Concept Plan arising from submissions, variations to the heights of the following building envelopes are provided. This information supplements the information already provided in the previous Environmental Assessment Report.

D4: Building D4 which is oriented east-west along Carriageworks Way, aligns with the heritage buildings on the site and frames Carriageworks Way. The orientation and scale of this building is an essential design element in the scheme. The Concept Plan proposed a split height of 5 and 6 storeys for this building. The permitted height for this building under the SEPP varies. On the eastern section of the building the height limit is 10 storeys and the western section is 4 storeys. As outlined in the previous Environmental Assessment Report a variation to permitted heights is encountered on the western portion of the site where the proposed building is 5 to 6 storeys and the permitted height is 4 storeys.

It is now proposed that the 5 storey element be increased to 6 storeys making the whole building a 6 storey building. This additional height is equivalent to around 540 square metres.

The variation is sought as the amended Concept Plan eliminates Building B1 and A1 creating public open space in their place. As indicated in the drawing Site Sections – Sight Lines from Wilson Street by Bates Smart in Appendix 1, Building D4 will not be visible from the street and will have minimal visual impacts.

The marginal increase in height to this building assists in delivering improved open space for the development in response to submissions.

It achieves a good urban design resolution as the visual impact of the increased building height is negligible. Furthermore, the additional height it does not compromise the urban design logic adopted for the site and will not have any adverse overshadowing impacts.

Buildings G1 and G2: As outlined in Section 5 of the previously submitted Concept Plan the maximum permitted height for these buildings is 4 storeys. The amended Concept Plan increases the height of these buildings from 5 storeys to 6 storeys. The increase in height of these two buildings will not have any adverse visual impact from Wilson Street as indicated in the drawing Site Sections – Sight Lines from Wilson Street by Bates Smart in Appendix 1,. Redistributing height to these buildings will facilitate the provision of improved open space and public parks within the development in response to submissions. The increase in height will not compromise the urban design logic adopted for the site and will not have adverse overshadowing impacts on site.

Building J1: In the previously submitted Concept Plan a small portion of Building J1 which was 5 storeys in height protruded into the 4 storey maximum height zone. The amended Concept Plan proposes that this building be reoriented east-west along the railway line, framing the park proposed on the Fan of Tracks. The proposed height of 8 storeys complies with the permissible height limit of 10 storeys applying to this part of the site. Accordingly the amended Concept Plan does not seek a height variation for Building J1. .

The variations in height have a negligible impact on the amenity of future residential apartments to be accommodated within the development, as indicated in the assessment of the SEPP 65 Design Quality Principles which is provided in Appendix 6.

## **4.2 State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development**

An assessment of the SEPP 65 Design Quality Principles was included in Section 5 of the previously submitted Environmental Assessment Report. SEPP 65 is supported by the Residential Flat Design Code, which provides further detail of how to achieve the design principles contained in SEPP 65. The following provides an assessment of the amended Concept Plan against the key guidelines and provisions of the Design Code to demonstrate the proposal is a quality design and will enable the achievement of good design in the detailed design stage to be undertaken with the future Project Application. This information supplements the SEPP 65 Design Statement provided with the previously submitted EA. Further details regarding the achievement of other provisions of the Design Code is included in Appendix 6.

### **4.2.1 Building Depth**

#### Guidelines

- 1. An apartment building depth of 10-18 metres is appropriate (18m measured from glass line to glass line-ie excluding balcony)*
- 2. Developments that propose wider than 18 metres must demonstrate how satisfactory daylight and natural ventilation are to be achieved.*



### Comment

The proposed maximum building depths satisfy this guideline:

Building A2	12.5metres (excluding balcony)
Building A3	12.5 metres (excluding balcony)
Building C1	16.4 metres (excluding balcony)
Building C2	16.4 metres (excluding balcony)
Building C3	10.5 metres (excluding balcony)
Building D1	16.4 metres (excluding balcony)
Building D2	16.4 metres (excluding balcony)
Building D3	10.5 metres (excluding balcony)
Building D4	16.4 metres (excluding balcony)
Building E1	12.5 metres (excluding balcony)
Building E2	12.5 metres (excluding balcony)
Building E3	12.5 metres (excluding balcony)
Building F1	16.9 metres (excluding balcony)
Building G1	12.5 metres (excluding balcony)
Building G2	12.5 metres (excluding balcony)
Building H2	16.4 metres (excluding balcony)
Building H3	16.4 metres (excluding balcony)
Building H4	16.4 metres (excluding balcony)
Building J1	16.4 metres (excluding balcony)

Building P1 is 26.6 metres in depth at its axis and reduces in depth as it tapers toward its northern and southern points. Based on the building types identified in the Design Code, Building P1 is an elliptical tower building, which will have a limited number of apartments arranged around a central core. The Design Code states that tower buildings may have building depths greater than 18m provided adequate amenity for building occupants in terms of sun access and natural ventilation is achieved. The buildings elliptical shape provides the opportunity for living areas and balconies to have a northerly orientation, as well as views to the city skyline, and allows lift cores and services to be located toward the south - western façade of the building. This is demonstrated in the Indicative Apartment Layout prepared by Bates Smart included at Appendix 1. Furthermore, the elliptical shape of the building reduces its bulk and scale.

## **4.2.2 Building Separation**

### Guidelines

- *Separation of buildings up to four storeys in height:*
  - *12m between habitable rooms/balconies*
  - *9m between habitable rooms/balconies and non habitable rooms*
  - *6m between non-habitable rooms.*

- *Between five to eight storeys in height:*
  - *18m between habitable rooms*
  - *13m between habitable rooms/balconies and non-habitable rooms*
  - *9m between non-habitable rooms*
- *Between nine storeys and above/ over 25 metres*
  - *24 metres between habitable rooms/balconies*
  - *18 metres between habitable rooms/balconies and non-habitable rooms*
  - *12 metres between non-habitable rooms*

The building separations are indicated on the Land Use Plan prepared by Bates Smart and attached at Appendix 1 and outlined below. As the internal apartment layouts have not been designed, the exact location of habitable and non-habitable rooms is not yet known. It is noted however, that the maximum recommended separations (between habitable rooms) are achieved for most buildings:

- *Separation between Buildings A2, A3, E1, E2, E3 and dwellings across Wilson Street:* As Wilson Street separates the existing dwellings and the proposed Buildings A2, A3, E1, E2, E3, a separation in excess of 12m is achieved, which is recommended for buildings up to four storeys.
- Buildings C1, C2, D1 and D2 range in height from 8 to 12 storeys. The building separations comply with the maximum 24m separation recommended for buildings nine storeys and above as demonstrated below:
  - Building C1 to C2: 26.550m
  - Buildings D1 to D2: 28.6m
  - Buildings C2 to D1: 24m
- Building D4 is 6 storeys and Building A3 is 4 storeys. These buildings are 15m apart, which is considered adequate, given the maximum recommended separation for a 4 storey building is 12m and for buildings between five and eight storeys an 18m separation is recommended.
- Building A2 is 4 storeys and C4 is the existing Clothing Store, which has an equivalent height of two storeys. These buildings are approximately 27m apart which is well in excess of the maximum recommended building separation of 12m for buildings up to four storeys.
- Buildings C4, the existing Clothing Store building is 6m from Buildings C1 and C2. The achievement of the recommended separation distances is constrained by the retention of the existing heritage building. The design of apartment layouts proposed with future applications will minimise opportunities for direct views between the buildings given the southern elevation of C4 faces Buildings C1 and C2 and is unlikely to accommodate habitable rooms. Furthermore, the principle living areas of C1 and C2 are likely to be orientated to the north –east and not towards the Clothing Store.

- Building D4 is approximately 14.8m from Buildings D1 and D2. Building D4 is 6 storeys, D1 is 8 storeys and D2 is 12 storeys. The recommended separation distances between habitable rooms for buildings between 6 and 12 storeys ranges from 18m to 25m, 13m to 18m between habitable and non-habitable rooms and 9m to 12m between non-habitable rooms. The design of apartment layouts proposed with future application will minimise opportunities for direct views between the buildings given the southern elevation of Building D4 faces Buildings D1 and D2 and is unlikely to accommodate habitable rooms. Furthermore, the principle living areas of D1 and D2 are likely to be orientated to the north –east and not towards Building D4. Accordingly the 14.8m buildings separation is considered adequate.
- Buildings to E1 and E2 are four storeys and Buildings G1 and G2 are 6 storeys. Buildings E1 and E2 are 15m from Buildings G1 and G2. The 15m separation is considered adequate, given the maximum recommended separation for a 4 storeys building is 12m and for buildings between five and eight storeys an 18m separation is recommended.
- Buildings H2, H3, and H4 are the four storey additions located on top of the existing Paintshop Buildings. There is a 17.2m separation between each of these buildings. This exceeds the maximum separation of 12m recommended for 4 storey buildings.
- All other proposed residential buildings are separated from other residential buildings by proposed roadways, parks and open space and achieve separation distances in excess of the maximum recommended distances.

### 4.2.3 Orientation

#### Guidelines

- *Orient buildings to maximise north facing walls and provide adequate building separation*
- *Respond to streetscape and optimise solar access*
- *Courtyards and setbacks to northern boundaries*
- *Optimise solar access to living spaces and private open spaces by orienting them to the north*
- *Building elements to maximise sun in winter and shade in summer.*

Comment: As previously indicated, the design and layout of apartments does not form part of this application, but will be included in future project applications. However, to demonstrate that the proposed building orientations and envelopes will ensure adequate solar access and amenity for future apartments, Bates Smart have prepared Indicative Apartment Layouts which are attached at Appendix 1. In addition, Bates Smart has undertaken detailed solar analysis for the indicative apartment layouts, which is included at Appendix 2. The solar analysis demonstrates that living rooms and private open spaces for at least 70% of apartments receive a minimum of three hours direct sunlight between 9am and 3pm in mid winter.

## 5 Consultation

The Department of Planning placed the Concept Plan on public exhibition from 1 May to 12 June 2008. Following the commencement of the exhibition the RWA undertook additional consultation with key stakeholders, government agencies and the community.

This section of the Report provides the following information:

- Notification of information about the Concept Plan to the community by the RWA.
- Outline of the consultation/meetings which occurred with key Stakeholders and Government Agencies during and after the exhibition of the Concept Plan.
- Outline of the consultation/meetings which occurred with the community during and after the exhibition.
- Additional Consultation with the Minister for Planning following public exhibition.

An outline of matters that were raised in the submissions and responses are included in Section 6 of this Report.

### 5.1 Notification of the Concept Plan

The exhibition of the North Eveleigh Concept Plan was advertised by the Department of Planning in newspapers circulated within the local area.

The RWA Website included all information relating to the Concept Plan Application.

Railcorp and the City of Sydney Council were notified of the Concept Plan prior to its lodgement with the Department of Planning.

Fifteen thousand newsletters were distributed within the local area providing information about the Concept Plan, including the public exhibition and community information sessions.

### 5.2 Key Stakeholders and Government agencies

The North Eveleigh Concept Plan Environmental Assessment Report prepared by Urbis stated that the RWA would undertake detailed discussions with a number of key stakeholders and government agencies to inform them about the Concept Plan. These discussions are outlined below.

#### 5.2.1 NSW Department of Planning

Meetings were held with the Department of Planning. The Department was also provided with a briefing of the proposal at North Eveleigh including a site inspection.

#### 5.2.2 City of Sydney Council

On 13 May 2008 the RWA met with officers from the City of Sydney Council to brief them on the proposal. At this meeting discussion concentrated on traffic issues. Council advised of intended changes to Wilson Street for the cycleway including the removal of angle parking

and the preparation of a Local Area Traffic Management scheme. Council and the RWA also discussed heavy vehicles routes, street closures and the proposed access points.

On 11 August a second meeting was held with officers from the City of Sydney Council. The matters raised by the City of Sydney Council in their submission were discussed.

### **5.2.3 NSW Police**

On 21 May, 3 June and 25 June 2008 the RWA met with officers from NSW Police, Redfern and Newtown Local Area Commands to brief them on the proposal. At these meetings discussion centred on the prevention of crime and safety issues.

### **5.2.4 NSW Heritage Office**

On 27 May 2008 the RWA met with officers from the Heritage Branch of the Department of Planning on the North Eveleigh site. The site and following heritage items were inspected :

- Chief Mechanical Engineers Building
- Scientific Services Building
- Paint Shop Building
- Telecommunications Building
- Clothing Store Building

RWA met with the Heritage Branch again on 24 June 2008. At this meeting Weir + Phillips' Heritage Impact Statement, including the review of the draft Conservation Management Plan and measures to ensure the long term conservation of the heritage buildings were discussed.

### **5.2.5 Roads and Traffic Authority**

On 27 June 2008 the RWA met with officers from the Roads and Traffic Authority to discuss the proposal. Issues discussed included improvements to existing intersections, consequences for pedestrians and preparation of a Traffic Management Plan for demolition and construction purposes.

### **5.2.6 RailCorp**

RailCorp was notified of the Concept Plan Application prior to its lodgement with the Department of Planning. The RWA has met with RailCorp staff on average once a fortnight for the last three years to discuss the transfer of the site to RWA and the site's future development. More recently RWA met with RailCorp on 17 June to discuss the North Eveleigh Rail Dive Alignment.

### **5.2.7 Alinta**

On 26 June 2008 the RWA met with officers from Alinta, gas provider. Alinta advised that the existing infrastructure should have sufficient capacity for the residential development. Servicing for the commercial/retail development will require additional detail on appliances to determine the load and therefore capacity. Reinforcements may be required. Alinta will not

make provision for co/tri generation without certainty. In addition, a retailer will need to be found to provide the gas.

### **5.2.8 Redfern Waterloo Chamber of Commerce**

On 8 May RWA held an information session for the Redfern Chamber of Commerce to inform them of the proposal. Members discussed a number of issues including: potential impact on the retail trade in the area, pedestrian movement, traffic impact of the development and the potential for car share schemes.

### **5.2.9 Redwatch**

On the 27 May representatives from Redwatch met with the RWA and RWA's transport consultant, Parsons Brinckerhoff to discuss the traffic impact statement submitted with the Concept Plan. RWA and Parsons Brinckerhoff responded to issues raised at the meeting and subsequently provided Redwatch with written answers to questions raised as well as a copy of the Report on Traffic relating to the Built Environment Plan (Stage One).

The RWA held a community information session at the request of Redwatch on Saturday 31 May 2008, from 11am to 1pm. The issues raised at the session included, but were not limited to, traffic and parking issues, open space and density. These issues are addressed in detail in Redwatch's submission. This is addressed in Appendix 7 with other community submissions.

## **5.3 Community consultation**

Prior to the Department of Planning's exhibition of the proposal the RWA distributed 15,000 newsletters advising the community of the upcoming exhibition of the Concept Plan and the dates and times for Community Information Sessions. Advertisements were also placed in local papers and on RWA's website.

Coinciding with the Department's public exhibition, the RWA held 8 Community Information Sessions, as follows:

Tuesday, 6 May 4-6 pm  
Saturday, 10 May 2-4 pm  
Tuesday, 13 May 4-6 pm  
Tuesday, 20 May 4-6 pm  
Wednesday, 28 May 4-6 pm  
Wednesday, 4 June 4-6 pm  
Saturday, 7 June 2-4 pm  
Wednesday, 11 June 4-6 pm

The following information relating to the Concept Plan was provided at the Community Information Sessions:

- Several copies of Environmental Assessment and supporting information submitted to the Department of Planning.
- Display boards outlining the planning and approvals process to enable the development of the site.
- A model
- A 3D animated computer model walk through the site.



RWA staff and their transport consultants, Parson Brinckerhoff, attended the information sessions and were available to answer questions from the community and discuss the proposal. The community was advised that all submissions regarding the Concept Plan must be sent to the Department of Planning. A summary of the key issues raised by the community in their submissions is discussed in section 6.2 of this report, along with responses to the submissions.

#### **5.4 Site inspection with Minister for Planning**

On Wednesday 20 August the former Minister for Planning, Frank Sartor, the member for Marrickville Carmel Tebutt, the CEO of the Redfern Waterloo Authority, staff from the NSW Department of Planning and the RWA, as well as consultants met with members of the community to discuss the Concept Plan and potential amendments.

The meeting was held at the Yaama Dhiyaan Training Centre, which is located at the North Eveleigh site. The model was available at the meeting and provided the focal point for discussion.

The meeting was followed by a site inspection, which was led by the Minister and attended by community representatives, the RWA CEO, staff and consultants. The following matters were raised during the meeting and site inspection:

- Traffic generation from the development, impacts on the local streets, car parking provision, traffic modelling.
- Access into the site, the potential conflict with Queens Street and impacts of traffic on the residential properties along Iverys Lane. Opportunities for alternative access into the site. Provision for cyclists within the development.
- The need for more useable green open space within the development.
- Further analysis of wind impacts required.
- The density of the development.
- The need for a Heritage Interpretation Strategy for the whole site to ensure an integrated heritage response.

On Tuesday 26 August RWA staff and consultants met with a member of the community to discuss vehicular access to the western end of the site at Golden Grove Street. A submission from Stapleton Transportation and Planning Pty Ltd (STP) was later received by RWA on 3 September and forwarded onto the Department of Planning.

Responses to the issues that arose from the site inspection, including options for the site access, are addressed in Section 6 of this Report.

## 6 Submissions and Responses

The Department of Planning has received 10 submissions from agencies and 161 submissions from the community. An overview of these submissions and RWA's response is provided below. Further details of the submissions and responses by RWA are provided in Appendix 4 Agencies Comments and Responses and Appendix 7 Community Submissions – Issues and Responses.

### 6.1 Submissions from Public Agencies

#### 6.1.1 Department of Planning

In their letter dated 11 July 2008, the Department of Planning provided RWA with submissions from agencies and the community and requested a response to the issues raised in the submissions. In addition, the RWA was requested to address issues associated with the Paint Shop and the Chief Mechanical Engineer's Building, traffic issues arising from an independent traffic assessment undertaken by SKM and to provide additional information on deep soil planting and shadowing impacts.

Response: In response to the issues raised by the Department the RWA:

- Undertook a site inspection with officers from the Department and provided further information on the Paint Shop building including an indicative scheme for its adaptive reuse prepared by Bates Smart.
- Has amended the Concept Plan to allow the use of the CME Building for mixed use purposes, including commercial uses.
- Engaged traffic consultants Parsons Brinckerhoff to respond to issues raised by the Department's independent assessment undertaken by SKM.
- Identified basement parking on the plans, provided further detail and assessment of solar studies as well as more detailed building sections and views (Appendix 1 and 2).

A more detailed outline of the Department's submission and RWA's response is provided in Appendix 4.

#### 6.1.2 Heritage Council

The Heritage Council submission, dated 2 July 2008, referred to the proposed demolition of the Stores building, the design for the adaptive reuse of the Paint shop building and the construction of buildings on the Fan of Tracks. The Council suggested the retention of the overall industrial character of the site to maintain its heritage significance and recommended the establishment of funding mechanisms to ensure the conservation of heritage items. It also suggested a commercial use for the CME building and a sensitive design response to the development to retain its heritage significance.

Response:

- Approximately 29% of all floor space on the site is within existing heritage buildings. The retention and adaptive reuse of such a significant proportion of the site will ensure its industrial character is respected. All heritage items identified in SEPP (Major Projects) will be retained and adaptively reused.
- The Concept Plan is supported by the *North Eveleigh Concept Plan Interpretation Strategy Guidelines* prepared by Weir+Phillips, attached at Appendix 5, which will frame the preparation of a future Interpretation Strategy for the whole site.
- The urban design framework governing the Concept Plan inherently responds to the site's industrial character and heritage buildings.
- The Stores Buildings are in a parlous condition due to white ant infestation. The buildings are structurally unsound and a potential safety issue.
- The Concept Plan has been amended to expose a greater portion of the Fan of Tracks which will enhance its interpretation.
- The use of the CME Building will be amended to enable commercial use.

A more detailed outline of the Heritage Council's submission and RWA's response is provided in Appendix 4.

### **6.1.3 Ministry of Transport**

The Ministry of Transport submission, dated 18 June 2008 raised a number of traffic and parking related issues. The Ministry requested additional information on how the 60% modal split can be achieved, recommended minimising the car parking provision and the provision of a Transport Management and Accessibility Plan (TMAP) for the site.

Response:

- The Statement of Commitments has been amended to require a Transport Management and Accessibility Plan (TMAP) for the site.
- The RWA requested Parsons Brinckerhoff to respond to all the issues raised by the Ministry and these are outlined in Appendix 4.
- Maximum car parking on the site has been capped at 1800 spaces (off street-including visitor spaces). This is a reduction of 143 spaces from the previously submitted Environmental Assessment.
- The Statement of Commitments has been amended to ensure public transport provision and travel demand strategies are addressed in the TMAP to be provided with the Project Application Stage.

A more detailed outline of the Ministry of Transport's submission and RWA's response is provided in Appendix 4.

#### 6.1.4 City of Sydney Council

The City of Sydney submission, dated 12 June 2008, discussed a broad range of issues relating to the proposed development of the site. The key issues raised in the submission relate to sustainability, pedestrian/cycle bridge, heritage, residential amenity, affordable housing, community facilities, open space, traffic, pedestrians and cyclists, child care, staging and dedications.

On 11 August 2008 the RWA met with the City of Sydney to discuss these issues.

##### Response:

- The Concept Plan has been amended to require best practice 4 Star Green Star for commercial buildings and 4.5 star NABERS Office Energy. Trigenation will be one of the options for achieving the 4.5 Star NABERS Energy and 4 Star Green Star Rating. Water sensitive urban design of open space areas are to be provided.
- As outlined in Section 2.2.15 of this report, the RWA is committed to the delivery of pedestrian/cycle bridge.
- A target of 12% affordable housing will be provided on the site. This has been included in the amended Concept Plan proposal outlined in Section 2.2.10.
- Additional and larger parks are to be provided by eliminating Building B1 and A1 and reorientating Building J1. Parks will comprise around 9,400 square metres. As outlined in the Statement of Commitment included in Section 3 parks will be required to provide for deep soil planting and playground equipment as well as other design requirements. Consideration is to be given to the City of Sydney's guidelines such as Sydney Streets Design Code and the Parks Technical Manual.
- The Concept Plan has been amended to minimise basements beneath proposed open space areas to be dedicated, as requested by Council.
- The Statement of Commitments and Concept Plan now require a Conservation Management Plan and Heritage Interpretation Strategy which complies with defined guidelines prepared by RWA Heritage Consultants.
- Parsons Brinckerhoff have been engaged to provide specific responses to all traffic issues raised by Council in its submission
- The Statement of Commitments has been revised to require:
  - two access points, in addition to the existing central access into the site, in the vicinity of the Wilson St/ Little Eveleigh St intersection and between Golden Grove and Queen Street.
  - accessible continuous paths of travel to the main entrances and within all floors of the new residential and commercial buildings and to the main entrances of the heritage buildings.
- The Statement of Commitments has been revised to require the provision of childcare facilities in accordance with the recommended requirements of Council's Child Care Centre DCP.

A more detailed outline of the City of Sydney's submission and RWA's response is provided in Appendix 4.

#### **6.1.5 NSW Police**

The NSW Police submission, dated 3 July 2008, discussed crime prevention including surveillance, lighting, landscaping, and maintenance and access control.

##### Response:

- The Statement of Commitments now requires the preparation of a Safety Management Strategy that will consider the issues raised by the NSW Police.

A more detailed outline of Police's submission and RWA's response is provided in Appendix 4.

#### **6.1.6 Roads and Traffic Authority**

The Roads and Traffic Authority submission, dated 14 July 2008, discusses improvements to existing intersections, consequences for pedestrians and preparation of a Traffic Management Plan for demolition and construction purposes.

##### Response:

- All of the issues raised by the RTA are noted. The Concept Plan has been amended to require the preparation of a Traffic Management Plan.

A more detailed outline of the RTA's submission and RWA's response is provided in Appendix 4.

#### **6.1.7 Sydney Water**

Sydney Water's submission, dated 23 June 2008, supported the Concept Plan's intentions for reduced water usage and offered to collaborate with RWA in relation to the delivery of recycled water schemes to service the development.

##### Response:

- Sydney Water's response is noted.

A more detailed outline of Sydney Water's submission is provided in Appendix 4.

#### **6.1.8 Arts NSW**

Arts NSW's submission, dated 23 June 2008, raised issues relating to their ongoing use of the CarriageWorks. These included access, car parking, emergency access and residential encroachment.

##### Response:

- Issues relating to easements and access will be addressed by the provision of public roads. Other issues will be considered and addressed in the preparation of a site management agreement.

A more detailed outline of Arts NSW's submission and RWA's response is provided in Appendix 4.

### **6.1.9 Department of Health**

The Department of Health's submission states that the plan addresses a number of issues which are important in terms of positive health impacts on future residents, including access to employment, reduced car dependency, integration of disabled access and the provision of affordable housing. The Department also made recommendations regarding the consideration of noise and vibration, affordable housing, the pedestrian/cycle bridge, car parking, traffic and contamination.

#### Response:

- A number of issues raised by the Department of Health have been addressed in the amended Statement of Commitments and Concept Plan Application including:
  - requirement for further detailed noise and vibration assessments at project application stage.
  - a target of 12% affordable housing is proposed to be provided on the site by the RWA.
  - reduction in the number of maximum car parking spaces'
  - requirement for a transport management plan.

A more detailed outline of the Department of Health's submission and RWA's response is provided in Appendix 4.

### **6.1.10 RailCorp**

RailCorp's submission, dated 8 August 2008, raised issues relating to drainage, the North Eveleigh Dive Alignment, Corridor Protection, Derailment Protection, noise and vibration, the built form and materials of the development, fencing and landscaping.

#### Response:

- Following RailCorp's concerns the basements of the development in the western precinct adjacent to the rail corridor were amended to ensure there were no encroachments on the North Eveleigh Dive Alignment. This is incorporated in the amended Concept Plan.
- The Statement of Commitments includes a number of Railcorp requirements as outlined in their submission.
- The site development agreement between Railcorp and the RWA will manage such issues as excavation, safety, noise and vibration and other management issues.

A more detailed outline of the Railcorp submission and RWA's response is provided in Appendix 4.



### **6.1.11 University of Sydney**

The University of Sydney submission, dated 12 June 2006, raises issues of links with the university and community, affordability, sustainability, public open space, safety and security, scale of development and traffic and transport.

#### Response:

- The Concept Plan has been amended to provide pocket parks on Wilson Street which enhance connectivity between the site and the adjoining neighbourhood.
- A target of 12% affordable housing is proposed to be provided on the site by the RWA.
- The Concept Plan has been amended to provide better and more integrated open space in the eastern, western and central portion of the site.
- The Statement of Commitments requires the proponent to incorporate CPTED principles and recommendations from the NSW Police.

A more detailed outline of the Sydney University's submission and RWA's response is provided in Appendix 4.

## **6.2 Community Submissions**

The Table below provides a summary of the key issues raised in written submissions by the community and the key responses. Detailed responses to community submissions are outlined in Appendix 7.

### **6.2.1 Traffic**

Issue: Traffic was the principle issue raised in 125 submissions. The main concerns were in relation to increased vehicle movements through the adjoining road network and the capacity of the road system to accommodate the increase. There was concern regarding the Traffic Impact Statement (TIS) that was prepared by Parsons Brinckerhoff and requests for an independent assessment of the TIS. Issues relating to heavy vehicles, routes and their impacts were also highlighted.

#### Response

Additional work has been undertaken by RWA's traffic and transport consultants, Parsons Brinckerhoff, to qualify and explain the methodology and technical aspects of the traffic impact statement.

The Department of Planning engaged an independent assessment of the Traffic Impact Statement and RWA's consultants were requested to provide more information on a number of aspects. Detailed responses to the questions raised by the independent assessor were provided by Parson Brinckerhoff and submitted to the Department on 21 August 2008. Responses have also been provided to traffic and transport issues raised by the City of Sydney and Ministry for Transport in their submissions, which are included at Appendix 4.

In addition Appendix 7 addresses traffic issues raised by the community. It is noted that RWA staff and representatives from Parsons Brinckerhoff were present at the community

information sessions held during the exhibition. Responses to questions raised by the community were provided during these sessions.

### **6.2.2 Open space**

Issue: 92 submissions raised issues relation to the provision and treatment of open space proposed in the Concept Plan. The submissions considered the provision of open space to be inadequate and objected to the proposed treatment of open space due to the insufficient soft landscaping.

#### Response

The Concept Plan has been amended to provide parks within the site as well as pocket parks at Wilson Street. The new parks provide improved useable open space which allow for deep soil planting and importantly enable grassed areas for active recreation. Open Space comprises around 23% of the site area (15% public open space and 8 % private open space). The Statement of Commitments has been amended to require additional standards for the treatment of open space to address submissions raised by the community. These include provision for play areas, heritage interpretation, water sensitive urban design and safety and security.

### **6.2.3 Building Height**

89 submissions raised building height as an issue. Specific mention (40 submissions) were made in relation to the 12 storey building on the western precinct, including the potential overshadowing impact on adjoining properties along Iverys lane. 38 submissions raised issues relating to the 6 storey building B1 and 24 submissions raised issues regarding the proposed 16 storey building.

#### Response

The amended Concept Plan generally accords with the Built Environment Plan and the SEPP (Major Projects) in relation to building heights. The SEPP (Major Projects) allows the Minister to vary heights in accordance with Clause 22(3). Variations in heights are proposed in a few instances and heights have been redistributed to achieve a better urban design solution for the site. In some instances compliance with permitted heights would not have achieved a practical outcome in terms of construction. Where variations have occurred, justification has been provided and impacts minimised. In relation to the 12 storey building, detailed shadow diagrams indicate that there will be a negligible impact on adjoining properties (see Appendix 2). The deletion of Building B1 on the western end the site further reduced potential overshadowing and visual impacts. Where variations in height have occurred these have been justified on the grounds of achieving a better urban design solution by redistribution heights. A number of submissions acknowledged that the redistribution of heights was acceptable if it resulted in an improved design resolution and reduced impacts on nearby properties.

## **6.2.4 Pedestrian/Cycle Access**

### Issue:

71 submissions raised issues relating to pedestrian/cycle access and the potential impact of the development on this access.

### Comment

The pedestrian/cycle bridge, known as the Eveleigh Heritage Walk (EHW) will link North Eveleigh to the ATP and the cycle route to Alexandria. Provision for improved access to the Redfern Railway station will also be enhanced. The RWA has lodged a separate Project Application (MP 07\_0063) which is currently being considered by the Department of Planning. The Project Application was publicly exhibited from 16 July to 15 August 2008. The RWA is committed to ensuring the delivery of the Eveleigh Heritage Walk.

The Concept Plan proposal has been amended to clarify that a pedestrian/cycle route will be provided within the site in response to a number of submissions. This is also reflected in the revised Statement of Commitments included in Section 3.

The design of the development, with only two access points, minimises interruptions to the Wilson Street cycleway. The Statement of Commitments requires the preparation of strategy for pedestrian and cyclist safety, as part of the TMAP, which includes consideration of potential impacts to cyclists in the design of the roundabout at the Shepherd Street intersection.

The reduction in the maximum car parking spaces from 1943 to 1800 is a positive response to submissions as is the commitment for the provision of bicycle spaces within the development in accordance with the South Sydney DCP 11.

## **6.2.5 Car Parking**

### Issue:

65 submissions raised issues regarding car parking. About half of these suggested that there was too much parking on the site while the other half recommended an increase in parking provision. There were also a number of submissions which advocated the provision for car share schemes.

### Response

The Concept Plan has been amended by reducing the maximum car parking on site to 1,800 spaces. This is an overall reduction of 143 from the previously submitted Concept Plan. There is still a strong likelihood that the actual number of spaces will be less than 1,800 as the provision of car parking spaces is directly related to the size and type of dwellings. For example, an increase in the average dwelling size above a GFA of 75m<sup>2</sup> for the whole development is likely to result in less parking than the maximum permitted.

The Statement of Commitments has been amended to provide for the allocation of spaces for car share schemes.

It is noted that the rate of car parking provision is still based on the City of Sydney's Code for residential component and the South Sydney Code for commercial development.

The adopted car parking rates and cap produce a maximum number of spaces that should be provided to meet the broad objectives of: constraining commuter vehicle travel, providing sufficient parking to permit resident and business activity to be maintained at a reasonable level and ensuring that "over-flow" parking does not adversely affect neighbouring streets of Darlington and Newtown.

The amended Concept Plan demonstrates that the car parking proposed for the development is capable of being accommodated in 2 and 3 storey basements within the site without compromising open space or Railcorp proposes future rail dive.

### **6.2.6 Heritage**

#### Issue

61 submissions raised issues relating to heritage. Of these, 43 submission raised concerns regarding the impact of the proposed development on the heritage conservation of the surrounding area and 35 submissions raised issues relating to the heritage significance of the site and the impact of the development.

#### Response:

An Heritage Impact Statement prepared by heritage consultants Weir and Phillips was submitted with the original Concept Plan.

The heritage conservation of the surrounding area has been respected by ensuring that the dwellings on Wilson Street respond to the character of the existing 2 and 3 storey terrace houses on the Street. Proposed dwellings are 3 storeys above Wilson Street and 4 storeys within the site.

The urban design framework responds to the site's industrial character, subdivision pattern and buildings.

Of the proposed floor space, around 29% is comprises the adaptive reuse of heritage buildings. All heritage items in the SEPP (Major Projects) will be retained and adaptively reused.

The Concept Plan is supported by the North Eveleigh Concept Plan Interpretation Strategy Guidelines prepared by Weir+Phillips, attached at Appendix 5, which will frame the preparation of a future Interpretation Strategy for the whole site. The requirement to comply with these guidelines forms part of the Commitment Statement.

## **6.2.7 Community Facilities**

### Issue

53 submissions raised concerns regarding impacts of the Concept Plan on community facilities. Of these, 42 submissions identified the need for additional childcare facilities for the development, above the proposed 45 child care centre. Around 35 submissions questioned the capacity of the local schools to accommodate the population from the new development given the current waiting list.

### Response

The Commitment Statement has been amended to increase the provision for childcare facilities. Child care provision is now based on the City of Sydney Childcare DCP of 6 spaces per 100 households and 1 space per 1450 sqm of commercial.

The Department of Education and Training has confirmed that there is sufficient capacity in the local Darlington school for potential students from the new development.

## **6.2.8 Density**

### Issue

44 submissions stated that the development would be too dense.

### Response

The proposed development complies with the BEP and SEPP (Major Projects) with respect to floor space ratios on the eastern and western precincts. The slight increase in proposed density in the central portion of the site of 1.1:1 is justified on the grounds that floor space will be accommodated within the heritage Carriage Workshop and will have no impact.

The redevelopment assists in achieving the metropolitan and subregional residential and employment targets, as well as the targets adopted by the City of Sydney's 2030 Strategy for the area. The site comprises surplus Government land within 3kms from the Sydney CBD and 50 metres from Redfern Railway Station. Its redevelopment under the proposed density supports sustainability outcomes.

The building envelopes, heights and open spaces proposed in amended Concept Plan provide a reduced gross floor area of around 2400m<sup>2</sup> from the original Concept Plan.

## **6.2.9 Sustainability**

### Issue:

42 submissions raised issues regarding sustainability, in particular that the targets of the Concept Plan did not go far enough to achieve sustainability.

### Response

The Statement of Commitments has been amended to require the achievement of a minimum 4 Star Green Star for commercial buildings, including a 4.5 star NABERS Energy Rating - thus promoting best practice. Trigeneration is one of the options to achieve the 4.5 Star NABERS Energy and 4 Star Green Star ratings. The Statement also encourages higher targets to be pursued by proponents.

Notwithstanding the proposed targets for residential and commercial buildings the redevelopment achieves a high level of sustainability for a number of reasons not captured by rating tools. These include:

- provision for jobs and housing within close proximity to major transport hubs. Redfern Railway Station is the 10th busiest station in the metropolitan network and has capacity to accommodate increased patronage from the redevelopment.
- the promotion of a high modal split in favour of public transport
- the high proportion of adaptive reuse of heritage buildings on the site, approximately 29% of the proposed floor space is located within heritage buildings, will reduce waste, encourage the use of existing materials and curtail the release of embodied energy.
- providing the opportunity for people to live and work on the site, within close proximity to the Sydney CBD.

## **6.2.10 Vehicle Access**

### Issue

31 submissions raised vehicle access as an issue. Some submissions called for an increase in access points, while a number raised concerns that increased access points would reduce safety for cyclists along Wilson Street. Other submissions advocated access points for the western precinct to be relocated to the intersection of Wilson St and Codrington, Golden Grove or Forbes St. A common issue was the perceived conflict which may occur from vehicles exiting the site and entering Queen Street.

### Response

Access into the site was carefully considered in the development of the Concept Plan from a number of aspects. These included: resolution of the grade separation between Wilson Street and the site; the desire to achieve a good urban design outcome; ensuring the least disruption for pedestrians and cyclists on Wilson Street; preservation of the Clothing Store building on the Western precinct and recognition of the constrained capacity of Little Eveleigh Street.

A number of options for access into the site have been developed by RWA's traffic and transport consultants, Parsons Brinckerhoff, which are provided at Appendix 10. These options respond to suggestions raised in submissions and consultation for alternative access points into the site from Forbes, Golden Grove and Codrington Streets. The options show clearly that the existing western access with adjustments provides the most logical and best design solution.

In response to submissions and further consultation with the community after the exhibition, the Concept Plan has been amended with respect to the western access into the site. The access has been widened and building A1 removed to provide a pocket park. The resolution reduces the likelihood for vehicle movements from the site into Queen Street. The Concept Plan will also require the proponent to install signage within the site at the western exit to prevent vehicles exiting the site from turning right into Queen Street. The requirement for this signage has been included in the Statement of Commitments.



## **6.2.11 Public Transport**

### Issue:

31 submissions raised issues relating to public transport. These submissions considered that public transport was close to capacity and could not cope with additional usage, that public transport use had been overestimated (and thus traffic impact was underestimated), and that additional information was required regarding the upgrade of Redfern Station.

### Response

Both RailCorp and STA continually review their service provision to ensure that the demand for services is met. At Redfern Station there are almost 5000 more passengers alighting at Redfern Station in the AM peak period than entering, so considerable capacity remains for peak hour travellers. For buses, it is STA policy that services are increased where there are repeated incidents of passengers being left behind.

This service provision will assist in the achievement of the mode share target of 60% by transit for the peak hour commuter trips to the site. The 2006 census measured a transit mode share for work trips to the area was approximately 30 – 40%, but it would be higher now as fuel prices have dramatically increased the use of transit in areas where such services are available. The overall peak travel split for car travel would also be lower if the University student trips were considered along with the work trips. Local residents have a high transit mode share as well, and a combined achievement of a 60% mode share is not unrealistic for a future date when the development would be ready for occupation.

The design for station improvements have not been finalised however the improved station will provide lifts, platform re-surfacing, improved lighting and access, and will encourage better linkages to the surrounding areas.

The Statement of Commitments requires that a Transport Management and Accessibility Plan be prepared which identifies:

- Public transport opportunities and constraints, with a view to encouraging a high level of travel by public transport, walking and cycling.
- Work place strategies for maximising public transport use, walking and cycling to access employment uses on the site.

## **6.2.12 City of Sydney - 2030**

### Issue

22 submissions discussed consistency between the Concept Plan and the City of Sydney 2030 vision.

### Response:

The Concept Plan and redevelopment of North Eveleigh is consistent with the 2030 Vision in many aspects. The 2030 document actually identifies North Eveleigh as a renewal site and the City has included the residential and employment yields from the redevelopment within their targets for the area.

In its submission to the City on 2030 the RWA indicated its preparedness to work with the City to achieve renewal and revitalisation in Redfern through joint projects and initiatives.

In many respects the redevelopment of North Eveleigh achieves the sustainability objectives outlined in the 2030 Vision document particularly in relation to providing for housing and jobs in close proximity to public transport and encouraging a high modal split.

The redevelopment of North Eveleigh will also generate other positive social and economic outcomes which will result in jobs for indigenous people, affordable housing, preservation of heritage, investment and economic prosperity for the local community and improved infrastructure. These are all consistent with the objective of the 2030 Vision.

### **6.2.13 Pedestrian/Cycle Bridge**

#### Issue

20 submissions raised the issue about the proposed pedestrian/cycle bridge and in particular, questioned why the bridge did not connect with the platforms. It was asserted that the bridge should provide more direct access to the railway station.

#### Comment

The RWA has committed significant resources and time in assessing the most direct and achievable option for the provision of the pedestrian bridge including the option of providing the bridge toward the centre of the site. The option shown in the Concept Plan and the model is the result of a great deal of assessment and review of many options. The bridge will result in a safer additional access to the station and will provide a direct connection to the employment hub at the ATP. It will also provide improved links to local and regional cycleways.

Options for connecting to the existing Station platforms were examined. Due to numerous technical and safety constraints including: the narrow width of the railway platforms; the need for piers to be located within the rail corridor; the requirement for an additional paid entry point into the station; and the increased span of the bridge that would be required and associated additional cost, Railcorp did not support the direct connection to the platforms.

A business case is being prepared to support a preferred design option for the upgrade of Redfern Railway Station. Improved access to the station from North Eveleigh will be considered in the final analysis.

### **6.2.14 Affordable Housing**

#### Issue

Affordable Housing was raised in 15 submissions. There was support for the provision of affordable housing and an assertion that affordable housing was not being provided for in the development.

#### Response

The RWA is committed to achieving a target of 12% of the gross floor area of the development to be allocated for affordable housing. Affordable housing will be provided from

the levies raised by the RWA and the allocation of land within the development site. It is anticipated that around 200 affordable housing units may be provided depending on dwelling sizes. Affordable housing will be managed by an accredited community housing provider or Government Agency.

## **6.2.15 Analysis of Alternative Western Access to the Site**

### Issue

During the site inspection with the former Planning Minister and the community on 20 August, the issue of potential conflict at the intersection of Queen and Wilson Street due to the sites western access was raised. Alternative access points were canvassed, in particular an access from Golden Grove Street.

On Tuesday 26 August RWA staff and consultants met with a member of the community to discuss vehicular access to the western end of the site at Golden Grove Street. A submission from a Stapleton Transportation and Planning Pty Ltd (STP) was later received by RWA on 3 September.

The report by STP provides a critique of the proposed location of western access to the site and proposes an alternative location at the intersection of Wilson Street and Golden Grove Street.

A full review of the STP Report was undertaken by RWA's traffic consultants. Furthermore, RWA's Consultants were requested to further analyse 3 options for access into the site.

### Response

RWA requested that Parsons Brinckerhoff (PB) investigate Golden Grove Street as an alternate access to the site, and respond to the submission by STP. PB advised that:

- Access into the site at the intersection of Wilson Street and Golden Grove Street would require a ramp into the site which at the maximum gradient of 1 in 10 would extend for at least 50m. The ramp would have to cross the main east – west internal road Carriageworks Way which would also need to be raised to tie in with the access road.
- An access at the intersection with Golden Grove Street would be more legible than the proposed location further to the west and would provide a more direct route to the arterial road network. However, the additional distance a driver would need to travel to the current proposed access is minimal.
- It is expected that drivers would use Golden Grove Street regardless of the location of the access.
- Roundabouts do not provide a safer environment than a tee intersection for cyclists or pedestrians. Indeed, roundabouts are generally considered to be less safe for cyclist.
- A number of pedestrian crossing points are provided. Providing multiple accesses for pedestrians into the site is preferred as this provides greater permeability and shortened distances to travel for pedestrians.

- Providing a long ramp along CarriageWorks Way to accommodate an access from Golden Grove Street will require that ramps or stairs into buildings that would otherwise be at ground level.

It should be noted that the level difference between the Wilson St/Golden Grove intersection and the site is in excess of 5m, providing probably the worst location for a vehicular access in terms of site conditions. This location would require a raised road with a substantial batter that would leave the existing Carriage Workshop and Clothing Store effectively in a hole.

PB has also prepared a number of options for the resolution of vehicle access. These are provided in Appendix 10.

Option 1 widens the existing vehicle entry location. This will allow for differing grades for entering and exiting traffic, permitting improved grades for exiting traffic which will reduce impacts of noise from vehicles exiting the site. It also proposes the provision of signage and other traffic control measures to prevent vehicles leaving the site from turning into Queen St.

Option 2 provides a vehicular entry at Forbes St. This requires the demolition of the Clothing Store in order to achieve required turning paths for heavy vehicles. The demolition of this building is not considered acceptable. Further, the four way intersection is considered less safe than a Tee intersection.

Option 3 achieves the vehicular entry at Forbes St without the demolition of the Clothing Store. However, it creates an indirect route into the site that would result in additional journey times for all users. This also requires the reduction in the size of the park to provide the road, and separation of the park from the rest of the site by the access road, creating a safety hazard. This is not considered acceptable.

Further investigation into the western access has accepted Option 1 in part as a preferred access solution and resulted in amendments to the existing access to incorporate a median and to delete building A1 to improve vehicular access into the site. The removal of this building will also provide additional open space for the development. The Statement of Commitments does require traffic management measures to ensure a right hand turn is not permitted from Wilson Street into Queen Street when exiting the site from Carriage Works Way, subject to the approval of the relevant roads authority.

## 7 Conclusion

The amended Concept Plan will result in significant positive social, environmental and economic outcomes for the Redfern-Waterloo Area. The provision of a high quality mixed use development continues to respond to the objectives of the State Government's Metropolitan Strategy particularly having regard to the growing population and demand for dwellings and jobs closer to home. The Concept Plan demonstrates a high level of consistency with prevailing planning instruments including the relevant State Environmental Planning Policies and as well as the *Redfern-Waterloo Built Environment Plan (Stage One)*.

In conclusion the site is considered suitable for the proposed development and the implementation of the amended Concept Plan is consistent with the public interest.