

ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979

APPROVAL OF CONCEPT PLAN NO. 08_0015

(FILE NO. S08/00114)

**CONCEPT PLAN FOR THE REDEVELOPMENT OF THE FORMER EVELEIGH
CARRIAGEWORKS SITE, NORTH EVELEIGH FOR MIXED USES INCLUDING
COMMERCIAL, RETAIL, CULTURAL, RESIDENTIAL AND COMMUNITY USES,
CARPARKING AND PUBLIC OPEN SPACE**

I, the Minister for Planning, under the *Environmental Planning and Assessment Act 1979* determine:

- (a) under section 75O, to approve the concept plan referred to in Schedule 1 subject to the modifications in Schedule 2 and the Proponent's Statement of Commitments in Schedule 3.
- (b) under sections 75P(1)(a) and 75P(2)(c) that future development be subject to the requirements set out in Part A, Part B and Part C of Schedule 2.

The reason for the modifications are:

- (1) to prevent and/or minimise adverse environmental impacts;
- (2) to set requirements for the future applications on the site; and
- (3) to ensure an acceptable built form and public domain outcome for the site.



The Hon. Kristina Keneally MP
Minister for Planning

Sydney, 16 DEC 2008 2008

SCHEDULE 1
CONCEPT PLAN FOR THE COMMERCIAL, RETAIL, CULTURAL, AND
RESIDENTIAL REDEVELOPMENT OF THE FORMER EVELEIGH
CARRIAGEWORKS SITE, NORTH EVELEIGH
(MP 08_0015)

PART A—TABLE

Application made by:	Redfern Waterloo Authority (RWA)
Application made to:	Minister for Planning
Major Project Application:	MP 08_0015
On land comprising:	Part Lot 4 and Part Lot 5 in DP 862514
Local Government Area	City of Sydney
For the carrying out of:	A detailed description of the approved concept plan is described in Schedule 2 at Modification A1.
Estimated Cost of Works	\$550,000,000
Type of development:	Concept Plan
S.119 Public inquiry held:	No
Determination made on:	
Date consent is liable to lapse:	5 years from the date of determination unless specified action has been taken in accordance with Section 75Y of the Act.

PART B—NOTES RELATING TO THE DETERMINATION OF MP NO. 08_0015

Inconsistencies between documents

In the event of any inconsistency between the modifications to this concept plan approval and the approved plans and documentation described in Schedule 2 or the Proponent's Statement of Commitments in Schedule 3, the modifications to this concept plan approval prevail.

PART C—DEFINITIONS

In this approval,

Act means the *Environmental Planning and Assessment Act, 1979* (as amended).

Advisory Notes means advisory information relating to the approved development but do not form a part of this consent.

Council means City of Sydney Council.

Department means the Department of Planning or its successors.

Director-General means the Director-General of the Department.

Environmental Assessment means the Environmental Assessment prepared by Urbis on behalf of the Redfern-Waterloo Authority and dated 28 March 2008 and as amended by the Preferred Project Report prepared by the Redfern-Waterloo Authority September 2008 , additional information dated 20 October 2008 and amended public domain plan submitted 12 November 2008.

Floor Space Ratio (FSR) has the same meaning as in the Standard Instrument (Local Environmental Plans) Order 2006.

Gross Floor Area (GFA) has the same meaning as in the Standard Instrument (Local Environmental Plans) Order 2006.

Minister means the Minister for Planning.

MP No. 08_0015 means the Major Project described in the Proponent's Environmental Assessment Report.

Major Projects SEPP means *State Environmental Planning Policy (Major Projects) 2005*.

North Eveleigh Concept Plan means the project described in Schedule 2, Part A, Modification A1 and the accompanying plans and documentation described in Schedule 2, Part A, Modification A2.

Preferred Project Report means the Preferred Project Report and appendices prepared by the Redfern-Waterloo Authority dated September 2008 and additional information dated 20 October 2008 and amended public domain plan submitted 12 November 2008.

Proponent means the Redfern-Waterloo Authority or any party acting upon this approval.

Regulation means the *Environmental Planning and Assessment Regulations, 2000* (as amended).

RWA means the *Redfern-Waterloo Authority*.

Subject Site has the same meaning as the land identified in Part A of this schedule.

Storey has the same meaning as in Schedule 3, Part 5, Redfern-Waterloo Authority sites of *State Environmental Planning Policy (Major Projects) 2005*.

SCHEDULE 2

RECOMMENDED MODIFICATIONS TO CONCEPT PLAN APPROVAL

MAJOR PROJECT NO. 08_0015

PART A – TERMS OF APPROVAL

A1 Development Description

Concept approval is granted only to the carrying out of development solely within the concept plan area as described in the document titled ***“North Eveleigh Concept Plan”*** prepared by Urbis dated 28 March 2008 and in the document titled ***“North Eveleigh Concept Plan Response to Key Issues, Preferred Project Report and Revised Statement of Commitments”*** prepared by the Redfern-Waterloo Authority dated September 2008 including:

- (1) The redevelopment of the site for a mix of commercial, retail, cultural, community and residential uses involving a maximum of 177,527m² of GFA comprised of:
 - (a) A maximum of 55,672m² commercial GFA;
 - (b) A maximum of 4,000m² retail GFA;
 - (c) A maximum of 22,796m² cultural / community GFA; and
 - (d) A maximum 95,059m residential GFA.
- (2) Maximum building heights and envelopes within development blocks as identified in *Drawing Land Use Plan Eastern Site* and *Land Use Plan Central and Western Sites* prepared by Bates Smart dated October 2008 of the Preferred Project.
- (3) A maximum of 1800 car parking spaces to service the mix of uses, including retention of existing car parking spaces allocated to the Carriage Works and Blacksmiths' Shop buildings, with the final amount to be determined at the detailed design stages using the following maximum car parking rates:

Residential	Maximum Car parking Rate
Studio apartment	0.25 spaces / dwelling
1 bedroom apartment	0.50 spaces / dwelling
2 bedroom apartment	1.2 spaces / dwelling
3+ bedroom apartment	2 spaces / dwelling
Other	
Commercial, Retail and Cultural uses	1 space / 125m ²
New commercial / cultural uses (involving additional GFA) within the Carriage Works Building and Blacksmiths Shop Building	1 space / 125m ²

- (4) Additional on-street parking for 75 car parking spaces on the newly created roadways within the site (subject to Council approval if dedicated).

- (5) Approximately 28,815m² of public parks, public domain and roads as identified in *Drawing Parks and Public Domain Plan* prepared by Bates Smart dated November 2008 of the Preferred Project comprising a minimum of:
- (a) 9,980m² public parks to be offered for dedication
 - (b) 9,859m² roads to be offered for dedication
 - (c) 744m² public domain to be offered for dedication
 - (d) 8,232m² other public domain including circulation and parking
- (6) Retention and adaptive reuse of the following buildings:
- (a) Clothing Store
 - (b) Blacksmiths' Shop
 - (c) Carriage Workshop
 - (d) Paintshop
 - (e) Scientific Services Building Number 1
 - (f) Chief Mechanical Engineers Office
 - (g) Telecommunications Equipment Centre
- (7) (a) Roadways and intersection improvements and vehicle and pedestrian access to the site.
- (b) Affordable housing.
 - (c) Community / cultural centre.

A2 Development in Accordance with Plans and Documentation

The approval shall be generally in accordance with MP 08_0015 and with the Environmental Assessment, except where amended by the Preferred Project Report and additional information to the Preferred Project Report, and the following drawings prepared by Bates Smart:

Amended Concept Plan Drawings prepared at Appendix 1 of the Preferred Project Report			
Drawing No.	Revision	Name of Plan	Date
		Land Use Plan – Eastern Site	October 2008
		Land Use Plan – Central and Western Sites	October 2008
		Open Space Plan	October 2008
		Parks and Public Domain Plan	November 2008
		Eastern Site Sections	September 2008
		Western Site Sections	September 2008
		Longitudinal Sections (Section E)	September 2008
		Longitudinal Sections (Section F)	September 2008
		Site Sections – Sight Lines from Wilson Street	September 2008
		Indicative Parking Provision Eastern Site	September 2008
		Indicative Parking Provision Central and Western Sites	September 2008

except for as modified by the following pursuant to section 75O(4) of the Act.

PART B – MODIFICATIONS TO CONCEPT PLAN

B1 BUILT FORM

- (1) Approval is given to a mixed use development involving a maximum of 177,527m² GFA, comprised of:
 - (a) a maximum of 55,672m² commercial GFA ;
 - (b) a maximum of 4,000m² retail GFA;
 - (c) a maximum of 22,796m² cultural GFA; and
 - (d) a maximum of 95,059m² residential GFA.
- (2) Despite (1) above, future project applications are not to exceed the GFA in each precinct, specifically identified below:
 - (a) Eastern Precinct: 92,241m²
 - (b) Central Precinct: 34,588m²
 - (c) Western Precinct: 50,698m²
- (3) The 9,980m² approved public parks identified in A1(5)(a) are to comprise:
 - (a) a park with a minimum area of approximately 3,350m² at the western end of the site;
 - (b) a park with a minimum area of approximately 3,215m² in the location of the Fan of Tracks;
 - (c) a park with a minimum area of approximately 2,690m² at the eastern end of the site, adjacent to Little Eveleigh Street;
 - (d) a pocket park with a minimum area of approximately 445m² at the western end of the Blacksmiths' Shop building, fronting Wilson Street; and
 - (e) a pocket park with a minimum area of approximately 280m² fronting Wilson Street and opposite Forbes Street, adjacent to western access point to the site.

B2 IMPACTS ON HERITAGE BUILDINGS

- (1) Further design solutions are to be explored for additions to the Paintshop Building, in particular the proposed mezzanine car parking for retail and residential uses and additions above existing parapet level, to ensure that impacts on the heritage significance of the building are minimised. Details are to be submitted with the project application for the Paintshop Building.
- (2) Further design solutions are to be explored for the internal additions to the Carriage Works and Blacksmiths Shop buildings, to ensure that impacts on the heritage significance of the buildings are minimised. Details are to be submitted with the project application or development application for additional GFA within each of these buildings.

B3 TRANSPORT AND PEDESTRIAN MANAGEMENT

- (1) A Transport Management and Accessibility Plan (TMAP) is to be prepared prior to or concurrently with the first project application that includes new floor space for the site, and should include:
 - (a) Identification of measures to support the achievement of a maximum of 40% mode share to car. The measures proposed should be to the satisfaction of the Ministry of Transport, and may include enhancements to public transport,

changes in parking allocation and / or pedestrian infrastructure, policy initiatives or behaviour change programs.

- (b) Detailed modelling of critical local and regional intersections, are to be calibrated and reviewed in consultation with the RTA and Council. Trip generation, mode split assumptions and modelling methodology would also need to be undertaken in consultation with the RTA and the Ministry of Transport. Both AM and PM peaks are to be modelled to determine the impact of any proposed works on intersection operation.
- (c) Funding mechanisms and timing of road and intersection upgrades.
- (d) The method of achieving restriction to traffic generated by site staff and delivery vehicles during AM and PM peak periods.

The TMAP is to be submitted to the Ministry of Transport for approval.

- (2) Notwithstanding modification B2(1)(c), the following are to be incorporated into the final TMAP:
 - (a) Any recommended improvements to existing intersections controlled by traffic signals require assessment by the RTA's Network Operations Section.
 - (b) The extension of existing left and right turning lanes in Abercrombie and Lawson Streets may involve the removal of on-street parking, and will require the concurrence of the City of Sydney Local Traffic Committee.
 - (c) Further investigation into the feasibility of extending the existing right turn bay on Cleveland Street into Shepherd Street.
 - (d) Costs associated with any road improvements are to be borne by the Proponent.
 - (e) Further information regarding the consequences for pedestrians, if any, by removing the pedestrian scramble phase at the intersection of Abercrombie and Shepherd Streets.

B4 STAGING OF DEVELOPMENT

- (1) The Proponent shall demonstrate with each project application that the proposed development represents orderly and coordinated development such that:
 - (a) It may be serviced by existing infrastructure, by infrastructure approved by this Concept Plan, or is capable of being serviced; and
 - (b) Access for vehicles and pedestrians is available and can be made available; and
 - (c) Relevant infrastructure and publicly accessible areas are available.
- (2) The project applications associated with the new and upgraded vehicular and pedestrian access points to the Western Precinct the site are to be concurrently submitted with the first project application for new GFA in that precinct.
- (3) The project applications associated with the new and upgraded vehicular and pedestrian access points to the Eastern Precinct the site are to be concurrently submitted with the first project application for new GFA in that precinct.
- (4) The project applications associated with the public parks identified by modification B(1)(3) are to be concurrently submitted with the respective first project applications lodged for new GFA in the Eastern Precinct and Western Precinct. Public parks and other open space areas are to be provided as soon as practicable.
- (5) Community facilities (eg. Child care) are to be provided to meet the needs of the occupants on site.

B5 DEVELOPER CONTRIBUTIONS

Contributions will be as required by the Minister based on the *Redfern-Waterloo Authority Contributions Plan 2006*, or other applicable Contributions Plan as advised by the Redfern-Waterloo Authority or the Department of Planning at the time that future project applications are determined.

B6 AFFORDABLE HOUSING CONTRIBUTION

To contribute to the provision or refurbishment of affordable housing within the Redfern-Waterloo Operational Area, contributions will be as required by the Minister based on the *Redfern-Waterloo Authority Affordable Housing Contributions Plan 2006*, or other applicable Affordable Housing Contributions Plan as advised by the Redfern-Waterloo Authority or the Department of Planning at the time that future project applications are determined.

PART C - FUTURE ASSESSMENT REQUIREMENTS

Pursuant to Section 75P(1)(a) of the Act the following future environmental assessment requirements apply.

C1 WIND IMPACTS

- (1) Recommendations made in the Wind Effects Study, prepared by Vipac Engineers & Scientists Ltd and dated 12 September 2008, are to be implemented in each subsequent project application.
- (2) A wind tunnel based assessment is to be undertaken when building design(s) are resolved at each project application stage, and should consider the following:
 - (a) main entries to buildings being located away from building corners
 - (b) the use of canopies/awnings to assist in effective wind amelioration
 - (c) the use of other wind amelioration measures as necessary

C2 SITE CONTAMINATION AND REMEDIATION

- (1) Prior to the lodgement of the first project application, a Remediation Strategy and Remediation Action Plan are to be prepared and submitted to the Department and Council. The remediation strategy and remediation action plan may be implemented in a staged manner and should be in a rational and orderly manner.

C3 HERITAGE AND ARCHAEOLOGY

- (1) Archival or oral historical research together with the local Aboriginal community into the nature and significance of the Aboriginal connections with the railyards as a whole is to be undertaken prior to or during the preparation of an Interpretation Plan for the site.
- (2) An Aboriginal Cultural Heritage Impact Assessment on archaeological grounds for the small area of land adjacent to Wilson Street, as identified in the Historical Archaeological Impact Assessment and Zoning Plan and Impact Mitigation Strategy prepared by AHMS dated April 2008, is to be prepared and submitted with the project application for development in this part of the site.
- (3) An Interpretation Plan is to be submitted
 - (a) with the lodgement of the first Project Application, if the site is developed as a whole, or
 - (b) with the first Project Application for each precinct, if the site is developed in parts.

C4 LANDSCAPING AND TREE REMOVAL

- (1) The recommendations contained in the conclusion of the Arboricultural Assessment and Development Impact Report prepared by Guy Paroissien Landscape Matrix Pty Ltd are to be adopted and incorporated in to the detailed design of future project applications, including replacement trees.
- (2) Detailed landscape plan(s) are to be submitted with subsequent project applications, informed by principles set out in the Landscape Masterplan Drawing No. DAL1 dated 20.10.08 prepared by Bates Smart Architects and Turf Design Studio + Jeppe Aagaard Andersen.

C5 DEDICATION OF PUBLIC OPEN SPACE AND ROADWAYS

- (1) Public parks, roads and public domain are to be offered for dedication as public spaces, to the Council.
- (2) The public domain and open space areas to be dedicated will have a total area of approximately 10,724m² and will be in various locations as indicated on the *Drawing Parks and Public Domain Plan* prepared by Bates Smart dated November 2008 and the *Landscape Masterplan Drawing No. DAL1* dated 20.10.08 prepared by Bates Smart Architects and Turf Design Studio + Jeppe Aagaard Andersen.
- (3) The public roads to be dedicated on the site will have a total area of approximately 9,859m² as indicated on the *Drawing Parks and Public Domain Plan* prepared by Bates Smart dated November 2008.
- (4) The following are to accompany the future Project Applications for public parks, roads and public domain:
 - (a) Record of Council's agreement to the dedication;
 - (b) A landscape plan demonstrating proposed landscape scheme consistent with the approved Landscape Masterplan;
 - (c) A landscape protection and maintenance strategy consistent with the Arboricultural Assessment and Development Impact Report prepared by Landscape Matrix; and
 - (d) Plans illustrating proposed subdivision of the land to enable dedication as public open space.
 - (e) Commitments by the proponent advising the proposed timing of the proposed landscape works, roadworks, subdivision and dedication of the proposed open space and roadways.
- (5) If Council refuse the dedication of public open space(s), the areas are to be provided as communal open space servicing the site with public access allowed, with Right of Ways and Easements created to allow public access to occur. Details are to be provided with the future Project Application(s).
- (6) If Council refuse the dedication of the public roadways, the roadways are to be provided as access ways servicing the site with public access allowed. Right of Ways and Easements are to be created to allow public access and access for Railcorp (to the rail corridor) to occur. Details are to be provided with the future Project Application(s).

C6 SITE MANAGEMENT AGREEMENT

A Site Management Agreement for construction and ongoing operations, between the owner of Carriage Works and the Blacksmiths Shop and the owner(s) of residential and commercial buildings, will be required to be prepared for future Project Applications.

C7 SITE SERVICING

Emergency and service vehicles must have adequate access to and within the site and into each proposed basement carparking area.

C8 ESD AND SUSTAINABLE DESIGN

- (1) The future project applications for residential development are to demonstrate compliance with the provisions of *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*.

-
- (2) Future project applications are to consider the Water Management Plan of the Environmental Assessment, and are to investigate options for reducing potable water consumption, provision of alternative water supply for non-potable uses, and the use of recycled water.
 - (3) Future project applications for commercial development are to demonstrate that they achieve a minimum of 4.5 Star ABGR or equivalent Green Star rating.

C9 SYDNEY WATER

- (1) Future project applications are to consider the impacts on Sydney Water stormwater infrastructure. Prior to lodgement of project applications consultation with Sydney Water regarding any potential impacts on this infrastructure is to occur.
- (2) Future project applications are also to liaise with Sydney Water to:
 - (a) ensure water and sewer infrastructure are appropriately sized to correlate with the requirements of the Water Management Plan.
 - (b) investigate the potential of having a reticulated recycled water scheme for the development.

C10 RAILCORP

Future project application(s) must address the following requirements of RailCorp:

(1) Corridor Protection

- (a) Prior to the lodgement of an application seeking approval for any structure within 25m of the rail corridor that involves ground penetration of greater than 2m, the following are to be prepared in accordance with Railcorp's requirements and lodged with the relevant application:
 - (i) a Geotechnical and Structural report
 - (ii) an Excavation and Construction methodology
 - (iii) 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.

(2) Derailment protection

- (a) Prior to the lodgement of any project application seeking approval for new structures located within 20m of the rail corridor, a derailment protection risk assessment in accordance with Australian Standard AS5100 must be prepared and lodged with the application. 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 building, and to submit those with the application.

(3) Drainage

- (a) Stormwater drainage from the North Eveleigh site may be discharged across the rail corridor utilising either the existing drainage system or through the installation of a new drainage system across the corridor serving the subject land.
- (b) The final drainage solution should be developed in consultation with Railcorp and with the written approval of Railcorp as landowner, prior to the lodgement of either the first application for subdivision or first application for new GFA, whichever occurs first.
- (c) Notwithstanding C11(3)(a) and (b) the following information is to be submitted regarding the final drainage solution:

-
- (i) Demonstrate that drainage and stormwater within the site can be managed without any adverse impact on the rail corridor, and that any existing or future pipes, across the corridor can accommodate any increase in stormwater and drainage loads. Any necessary amplification or upgrading of the downstream drainage system is to be borne by the Proponent. Stormwater runoff from and through the property is to be appropriately managed including by volume, direction and speed so as to control nuisance, damage and hazard during storm events.
 - (ii) Provide drainage calculations carried out in accordance with "Australian Rainfall and Runoff" published by the Institution of Engineers Australia, including a contoured catchment diagram and delineation of flow paths for storms of average recurrence interval of 1:100 years (1% AEP) where appropriate.
 - (iii) Provide full computer modelling of the stormwater drainage design and analysis of the site and results of the computer output shown on the engineering plans. Detention system shall be designed to ensure that post development flow rates from the site is not more than pre-developed site discharge at each discharge point for all rainfall events up to 1 in 100 year ARI.
 - (iv) That stormwater runoff from all impervious surfaces on the property is collected and conveyed to a point suitable for integration with the constructed stormwater drainage system. The drainage system shall convey runoff from storms up to the 10% AEP. Defined overland flow paths shall be provided to safely convey runoff from storm events up to the 1% AEP.
 - (v) Details of the future care and control of the drainage system.

(4) Noise and Vibration

An acoustic assessment is to accompany any project application for a new building.

(5) Balconies and Windows

Any proposed balcony or window that is within 20m of the rail corridor is to incorporate adequate measures that prevent the throwing of objects onto the rail corridor.

(6) Reflective material

Future structures located along the rail corridor are to minimise the use of reflective material such as mirrored glass and metal finishes.

(7) Fencing and Landscaping

- (a) Prior to the lodgement of the first project application for either subdivision or new GFA, design guidelines are to be prepared regarding the fencing to be used/constructed along the entire common boundary with the rail corridor. The fencing guidelines and specifications are to be developed in consultation with RailCorp and submitted to the Department.
- (b) Prior to finalising landscaping within 20m of the rail corridor the proponent is to consult with RailCorp's Biodiversity Specialist.

(8) Future North Eveleigh Dive Alignment

Railcorp have nominated the North Eveleigh Dive Alignment adjacent to the southern boundary and in the southern section of the site, which may accommodate a future underground rail connection.

-
- (a) All new structures, which have a potential impact on the North Eveleigh Dive Alignment must be designed in accordance with Railcorp's design criteria.
 - (b) The location of the basements for Block B, C and D are to be located outside the RailCorp exclusion zone for the North Eveleigh Dive Alignment. Future project applications involving basement structures of any block adjacent to the North Eveleigh Dive Alignment are to be developed in consultation with RailCorp.
 - (c) The design of the basement levels, foundations and ground anchors which have a potential impact on the North Eveleigh Dive Alignment must be in consultation with RailCorp.
 - (f) A detailed regime is to be prepared, in consultation with RailCorp, for the future excavation of the site and the construction of building foundations (including ground anchors) which have a potential impact on the North Eveleigh Dive Alignment, and may include geotechnical and structural certification.
- (9) Both parties to the abovementioned consultation shall act reasonably and RailCorp is not to unreasonably prevent a resolution / agreement from being reached. In the event that a resolution / agreement is unable to be reached within 3 months, the matter is to be referred to the Director General for determination. All areas of disagreement and the position of each party are to be clearly stated to enable this determination to be made.

C11 WATER TABLE / GROUNDWATER

The future project application(s) involving basement structures are to provide details of how the water table and ground water will be managed during and after construction of the basement car park.

C12 AIRPORT ZONE OF INFLUENCE

The future project application(s) involving an RL in excess of 51 metres AHD are to be in accordance with the requirements of the *Airports (Protection of Airspace) Regulations 1996*.

C13 CAR SHARE

Details of car share arrangements are to be submitted with future project applications.

C14 CHILD CARE

Details of location and timing of child care use(s) are to be submitted with future project applications for commercial and residential uses.

C15 DESIGN COMPETITION

The proposed residential tower located at the eastern end of the site will be subject to a design competition in accordance with Clause 22(3) of the Major Projects SEPP.

SCHEDULE 3

PROPONENT'S STATEMENT OF COMMITMENTS

ISSUE	STATEMENT OF COMMITMENT	TIMING
Design Excellence	<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"> (a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved, (b) whether the form and external appearance of the building will improve the quality and amenity of the public domain, (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. <p>In addition the design of new development must also demonstrate consistency with the following:</p> <ul style="list-style-type: none"> • Design Concepts for the North Eveleigh Site in the Section 4.2 of the RWA Built Environment Plan (Stage 1) 2006. • Roof top plant shall be integrated with the design of the building and roof to minimise visual bulk. 	To be addressed at Project Application Stage.
Accessibility	<p>The proponent commits to providing:</p> <ul style="list-style-type: none"> • 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"> - Access in the vicinity of the Wilson St/ Little Eveleigh St intersection - Access in the vicinity of the existing western vehicular access located 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. <p>The proponent will also seek to provide access within all floors of the heritage buildings.</p>	To be addressed at Project Application Stage.
Community Facilities	<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"> • 6 places per 100 households (Minimum viable size is 30). • 1 space per 1450sqm commercial space (Minimum viable size is 30). 	To be addressed at Project Application Stage.
Employment	<p>The proponent commits to the provision of jobs for indigenous people in accordance with the RWA Indigenous Employment Model.</p>	To be addressed prior to the issue of Construction Certificate.

ISSUE	STATEMENT OF COMMITMENT	TIMING
Open space	<ol style="list-style-type: none"> 1. The proponent commits to providing public open space to be offered to the City of Sydney Council by way of dedication. 2. The proponent commits to provide the following five parks, totalling approximately 9,980m² including: <ul style="list-style-type: none"> • A park at the western end of the site, adjacent to Iverys Lane, with an approximate area of 3,350m². • A park in the location of the Fan of Tracks with an approximate area of 3,215m². • A park at the eastern end of the site, adjacent to Little Eveleigh St, with an approximate area of 2,690m². • A park on Wilson St at the western end of the Blacksmiths' Shop with an approximate area of 445m². • A park on Wilson St opposite Forbes St with an approximate area of 280m². 3. The proponent commits to submit a Detailed Landscape Plan which: <ul style="list-style-type: none"> • Uses landscape design to delineate between private and public spaces • Includes children's play equipment in at least one park • Integrates and interpret the Fan of Tracks as a key element in accordance with the Interpretation Strategy Guidelines prepared by Weir+Phillips dated September 2008. • 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). • Incorporates water sensitive urban design principles. • Ensures the design of open spaces will create a safe environment based on Crime Prevention Through Environmental Design. • Accommodates the proposed ramp and stair access from the bridge. • 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. • Provides pedestrian and bicycle access through the site. • Includes a landscape protection and maintenance strategy. • Provides for deep soil planting. • 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. • Considers the following City of Sydney's policies: <ul style="list-style-type: none"> - Sydney Streets Design Code - Parks Technical Manual. - Sydney Lights Design Code 	<p>To be provided at Project application Stage. To be addressed at Project Application stage.</p> <p>To be provided at Project Application stage</p>
	<ol style="list-style-type: none"> 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. 	To be provided at Project Application stage

ISSUE	STATEMENT OF COMMITMENT	TIMING
	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.	The timing of the proposed remediation will be advised at Project Application stage.
Tree Management		
	<p>The proponent commits to:</p> <ul style="list-style-type: none"> 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. Implementing tree protection measures for trees to be retained in accordance with the Aboricultural Report prepared by Landscape Matrix and dated 18 March 2008. 	To be addressed at Project Application Stage.
Crime Prevention Through Environmental Design		
	<p>The proponent commits to the prepare a Safety Management Strategy that:</p> <ul style="list-style-type: none"> Provides guidelines for the application of CPTED principles and Safer by Design best practice models. Addresses issues raised in by the NSW Police in their letter to the Department of Planning dated 3 July 2008. 	To be provided at Project Application Stage.
Transport and Traffic		
	<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"> The provision of road works to Wilson Street to enable access to the site. This will include: <ul style="list-style-type: none"> Improvement to the existing access at the western end of the site, Improvement to the intersection of Wilson St and Shepherd St for a new site access. The associated Road application will be submitted to the Roads and Traffic Authority, or the relevant roads authority. Undertaking detailed designs for the intersection improvement works identified in the Traffic Impact Assessment, prepared by Parsons Brinckerhoff <p><u>Road and Public Domain Dedications</u></p> <ul style="list-style-type: none"> The dedication of public roads in accordance Parks and Public Domain Plan prepared by Bates Smart. 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>. 	To be provided at Project Application Stage.

ISSUE	STATEMENT OF COMMITMENT	TIMING
	<p><u>Traffic Management</u> 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> Car spaces for use by a car share scheme are to be provided.</p> <p><u>Public Transport</u></p> <ul style="list-style-type: none"> • Identify 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. <p><u>Pedestrians and Cyclists</u></p> <ul style="list-style-type: none"> • The provision of a pedestrian/cycle route through the site. • 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. • Providing secure bicycle facilities in accordance with the provisions of <i>South Sydney DCP No.11 Transport Guidelines for Development 1996</i>. • 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. <p><u>Staging</u> The provision of details of timing for the proposed road and site access works, intersections improvements and dedications.</p>	
Sustainability		
	<p>The proponent commits to:</p> <ol style="list-style-type: none"> 1. The achievement of the following sustainability targets, or equivalent minimum: <ul style="list-style-type: none"> • Commercial Buildings <ul style="list-style-type: none"> - 4 Star Green Star (Office Design) - 4.5 Star NABERS Office Energy (Base Building) • Residential Buildings – Residential Buildings <ul style="list-style-type: none"> - BASIX water consumption benchmark - BASIX energy consumption benchmark in accordance with the Regulation. 2. The proponent commits to investigating the achievement of higher targets. 3. Non-Potable Water Further assessment will be undertaken into the viability of obtaining an external non-potable water supply. 4. Further investigate the opportunity for including the following Ecologically Sustainable Development principles: <ul style="list-style-type: none"> • Design internal apartment layouts to maximise natural ventilation and to capture prevailing winds; • Utilise roof forms to capture natural light and ventilation; • Re-use and recycle stormwater; • Use of high thermal mass materials within apartments; 	To be addressed at Project Application Stage.

	<ul style="list-style-type: none"> • Promote the use of alternative energy sources for common areas, • Ensure natural light and ventilation is provided to common areas to minimise energy consumption; • Divide the layout of the apartments into zones to reduce heat and cooling energy consumption; • Reuse of roof water and rainwater run off; • Utilise low water flow fixtures and tap ware; • Reuse rainwater for spray irrigation with rain and moisture detector controls; and • Recycling grey waste water. 	
Water Quality and Quantity Management		
	<p>The proponent commits to:</p> <ol style="list-style-type: none"> 1. Water quality management <ul style="list-style-type: none"> • Improve stormwater run-off quality by reducing the average annual load of : <ul style="list-style-type: none"> - Total Phosphorous by 45%, - Total Nitrogen by 45%, - Total Suspended Solids (TSS) by 80%. 2. For up to 3 month ARI peak flow retain: <ul style="list-style-type: none"> • Visible oil or grease, Litter > 50mm and Sediment >0.125mm 3. Stormwater quantity <ul style="list-style-type: none"> • Provide on-site detention of stormwater to mitigate drainage capacity constraints. • Collect rainwater for reuse in irrigation. 	To be addressed at Project Application Stage.
Heritage		
Aboriginal Heritage	The proponent commits to documenting the Aboriginal history of North Eveleigh site so that this can be used in any future Interpretation Strategy. The Metropolitan Local Aboriginal Land Council will be invited to participate in this process.	To be addressed at Project Application Stage.
European Heritage	<ol style="list-style-type: none"> 1. The proponent commits to retaining and adaptively reusing the following heritage items and item of historical interest: <ul style="list-style-type: none"> • Carriage Workshop • Blacksmiths' Shop • Paint Shop • Chief Mechanical Engineers' Office Building • Scientific Services Building No.1 • Telecommunications Equipment Centre • Clothing Store 2. The proponent commits to preparing and implementing a Conservation Management Plan in accordance with the <i>Heritage Impact Statement Concept Plan for North Eveleigh</i>, dated April 2008 prepared by Weir + Phillips. 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. 4. The proponent commits to recording items of local or higher significance prior to demolition, in accordance with NSW Heritage Council Guidelines. 	<p>To be addressed at Project Application Stage.</p> <p>To be addressed at Project Application Stage and implemented prior to demolition works.</p>

ISSUE	STATEMENT OF COMMITMENT	TIMING
Archaeology	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.
Wind	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.
Rail Impacts	<p>The proponent commits to the following:</p> <ul style="list-style-type: none"> • 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. • 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. • 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. • 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. • Discharging stormwater drainage from the North Eveleigh site across the rail corridor and providing RailCorp with the necessary information in relation to drainage. • 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. • 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. 	To be addressed at Project Application stage.
Noise and Vibration	<p>The proponent commits to:</p> <ul style="list-style-type: none"> • Conduct further detailed noise and vibration investigations in accordance with the Preliminary Acoustic Report by Acoustic Dynamics Report (2008). • Compliance with RailCorp's <i>Interim Guidelines for Applicants - Consideration of Rail Noise and Vibration in the Planning Process</i>. 	To be addressed at Project Application stage.

ISSUE	STATEMENT OF COMMITMENT	TIMING
Payment of Developer Contributions		
	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.
Payment of Affordable Housing Contributions		
	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
Site Contamination		
	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.
Structural		
	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.
Sydney Ports Impacts		
	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.
Sydney Airports Corporation Limited impacts		
	The proponent commits to include the requirements of SACL. An application will be forwarded to SACL.	To be addressed at Project Application Stage.
Transgrid impacts		
	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.
Construction Management		
	<p>1. The proponent commits to preparing and implementing a Construction Management Plan which addresses the following:</p> <ul style="list-style-type: none"> • Construction duration and times • Noise and vibration management • Traffic and pedestrian management and safety in accordance with the Construction Traffic Management Plan referred to in 2 below. • Waste management, including quantities, storage and disposal. • Dust control and management • Erosion and sediment control. • Tree protection and management • Contact details of site manager 	To be addressed at Project Application Stage and implemented during construction.

	2. The proponent commits to preparing and implementing a Construction Traffic Management Plan (CTMP) will be prepared 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.	
Community Communication		
	<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"> • Outline the methods of consultation that will be provided to communicate information about the development to the community; • Provide contact details for enquiries and matters related to the site's development; • 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. 	To be addressed at Project Application stage.
Staging		
	<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"> • Road and site access works, intersections improvements and proposed road dedications. • Construction and proposed dedication of parks, open space and public domain. • Delivery of services to the site (water, sewerage, electricity, gas telecommunications, etc). 	To be addressed at Project Application stage.