

Attachment D: North Eveleigh Affordable Housing Project SSD Application – Response to Agency Submissions


Agency Submissions to North Eveleigh Affordable Housing Project

Item No.	Agency	Issue/comment	Response	Respondent
1.	City of Sydney	<p>The City of Sydney Council is generally supportive of the application, but raises the following points:</p> <ul style="list-style-type: none"> Modified Height - no objection raised to modified height – subject to appropriate design and materiality, additional height can be accommodated on the site. 	<p>Noted.</p> <p>Response: No further action required</p>	Architectus
2.	City of Sydney	<ul style="list-style-type: none"> Reduction in Building Separation - proposed reduction in building separation between Building D4 (subject building) and future residential apartment Building D1 located to the south of the site from 14.8 metres to 9 metres. Raises potential privacy and amenity impacts from reduced separation. <ul style="list-style-type: none"> Recommendation - consideration to be given to placement of windows and balconies in the south west corner of the proposed development (units 115, 116, 215, 216, 315, 316, 415 & 515) to ensure optimal future use and design of the northern elevation of Building D1. 	<p>The southernmost apartments have been designed to have their primary aspect to the east and west (where the balconies are located) to minimise overlooking to the south. The southern façade only contains smaller windows, and then primarily to non-habitable rooms. The proposed design finds an appropriate balance between protecting the privacy of future residents and whilst allowing additional natural light and cross ventilation to the proposed apartments.</p> <p>It is highly unlikely that Building D1 will be built to its northern boundary as shown in the 2008 Concept Plan. The BCA will require that no windows are provided in this facade if it is built to boundary. Being the northern façade, it is likely that this building will be set back 6m from the northern boundary of D1, providing adequate separation between the proposed building (D4) and future development to the south.</p> <p>Response: No further action required</p>	Architectus
3.	City of Sydney	<p>Residential Amenity</p> <ul style="list-style-type: none"> Amenity of 1-bedroom apartment type B – located on levels 2-5, this typology makes up 27% of all units within the development. Due to depth of external access walkway and privacy screen treatment to southern elevation bedroom windows, these bedrooms will be reliant on borrowed light from the living room windows and light transferred through bathroom – bedrooms are 13 metres away from primary natural light source. <p>Recommendations</p> <ul style="list-style-type: none"> Consideration to be given to whether central portion of this building provides natural ventilated apartments with good internal amenity. 	<p>‘Type B’ Apartments</p> <p>The Type B 1-bedroom units have been designed as an alternative to the standard bedsit that combines sleeping and living spaces. These units separate the sleeping area from the living area by locating the kitchen/bathroom pod centrally. As a result, light and air to the bedroom spaces generally come from the living and entry space, as well as the recessed glazing along the gallery wall. These units have been designed for a single person or couple and assume that doors will generally be left open. In addition, security screen doors have also been provided to allow cross ventilation throughout the day while enhancing each unit’s relationship with the gallery space.</p> <p>Apartment Type B provides many benefits, including the option to fully close off the bedroom from the rest of the living areas. CWH are keen to test this layout and Architectus is confident that these apartments achieve good internal amenity. As such it is proposed to maintain the exhibited mix of Type A and Type B apartments in the same location.</p> <p>However, the design of Apartment Type B has been amended to respond to this submission – see below.</p>	Architectus

Item No.	Agency	Issue/comment	Response	Respondent
		<ul style="list-style-type: none"> - Alternatively, consider redesigning central portion of building to adopt a double loaded corridor arrangement. - Consider reducing depth of walkways to 1.5 metres to allow greater light penetration to south facing windows. - Where existing depth of external walkways supported, consider reducing number of this typology of units in favour of more traditional layouts (like proposed Type A units). - Fanlight windows to be provided to all bedrooms of Type B units to allow cross ventilation without having sliding bedroom door open. 	<p>Sun access to 'Type B' Apartments</p> <p>In order to allow more light into the Type B apartments, the slot windows fronting the gallery space associated with the Type B 1-bedroom units have been modified to have an increased width of 900 mm, and will be floor to ceiling (2.7m). This results in a slightly smaller wardrobe in those affected apartments, however, the storage in this unit still meets the standards under the Residential Flat Design Code.</p> <p>Changes have also been made to the glazing on the front doors to allow improved light penetration into the corridor spaces of these apartments.</p> <p>Natural ventilation for 'Type B' Apartments</p> <p>The Type B 1-bedroom apartments would result in improved cross ventilation when compared to more traditional layouts owing to the flexible layout with sliding doors. Cross ventilation opportunity is maximised as the units are provided with security screen doors, allowing front doors to be left open (while maintaining security and privacy), enabling these units to function as double aspect apartments. A double-skin (i.e. entries comprise a solid door and a screen door, with a gap in between) also protects the space from outside noises.</p> <p>Depth of walkway – light penetration</p> <p>The external corridor is an intentional design feature of the proposed development, and has been envisaged as a gallery space rather than a solely utilitarian walkway. The gallery space has been designed to include pop-out seating areas that can be used as communal socialising spaces overlooking the surrounding ground floor landscaping.</p> <p>Double loaded corridors were rejected in the design process because it would result in half the apartments on these levels having a southern aspect with undesirable amenity, and limited number of apartments with cross-ventilation – which are the foundations of this passively sustainable design.</p> <p>For type B 1-bedroom units, northern light is optimised to living spaces, and bedrooms will be able to gain ambient light throughout the day while providing a greater flexibility of use.</p> <p>Response: Amendments are proposed to the southern facing windows of the Type B apartments and the internal sliding doors will be made smaller and centrally collapsible to allow for greater light penetration.</p>	
4.	City of Sydney	Acoustic Amenity – affecting two 3-bedroom units on the ground floor and Type B 1-bedroom units on Levels 2-5. Potential amenity issue due to location of bedroom windows facing external walkway. Results in conflict between acoustic privacy and natural ventilation.	<p>Acoustic impact – ground floor and level 2 to 5 corridor facing apartments</p> <p>It is not anticipated that the gallery space will generate significant noise at night. The double-skin entries will minimise noise from the gallery, allowing the windows to remain open.</p> <p>In the event that a resident does need to close the window, the apartments are designed so that north-facing windows can be opened to provide natural ventilation.</p> <p>Response: No further action required</p>	Architectus

Item No.	Agency	Issue/comment	Response	Respondent												
5.	City of Sydney	Unit Size – 33 units (37.5%) do not achieve minimum recommended internal area as per RFDC. Adequate justification not provided by proponent, particularly considering amenity concerns outlined above.	Unit size The proposed units show general compliance with the RFDC standards, as shown below. Where a unit is 1 or 2 metres smaller than the ‘rule of thumb’ in the RFDC, the design of that space still achieves high amenity and good solar access and cross-ventilation. The flexible open plan layout, the detailed consideration given to design features (ensuring acoustic and visual privacy to gallery fronting walls and windows), the desirable north facing aspect of the living rooms, and the focus on airy cross-ventilated apartments will ensure adequate amenity for the residents of these units. <table><tr><th>Type</th><th>Proposed City West Housing development</th><th>RFDC Minimum</th></tr><tr><td><i>Studio and 1 bedroom units</i></td><td>48.5sqm - 52.1sqm</td><td>50m²</td></tr><tr><td><i>2 bedroom units</i></td><td>69.8sqm – 87. 5sqm</td><td>70m²</td></tr><tr><td><i>3 bedroom units</i></td><td>89.3sqm – 99.0sqm</td><td>95m²</td></tr></table> The gallery space fronting each unit will further contribute to the sense of space and amenity of these units and their residents by acting as an expanded living room where neighbours can meet and socialise, with provision for seating areas. Further, this building’s efficiency has allowed for the provision of 88 affordable housing units, which will make significant contribution towards the 10% affordable housing target for the North Eveleigh Concept Plan Precinct and the broader targets in <i>Sustainable Sydney 2030</i> . Response: No further action required	Type	Proposed City West Housing development	RFDC Minimum	<i>Studio and 1 bedroom units</i>	48.5sqm - 52.1sqm	50m²	<i>2 bedroom units</i>	69.8sqm – 87. 5sqm	70m²	<i>3 bedroom units</i>	89.3sqm – 99.0sqm	95m²	
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6.	City of Sydney	Floor to Floor Heights – recent project experience shows that 2.7 metre finished floor-to-ceiling height difficult to achieve with 3 metre floor-to-floor heights. - Recommendation - require floor-to-floor height of 3.05 metres.	Finished floor to ceiling heights Detailed design of services shows that all habitable rooms will have ceiling heights of 2.7m and above, without amending the exhibited floor to floor heights. The proposed apartment building design has had the benefit of comprehensive engineering consultant advice that confirms that floor to floor heights of 3 metres will allow 2.7 metre floor-to-ceiling heights to be achieved in habitable rooms. The proposed development does not include any air conditioning, and instead will rely on well-designed cross ventilated unit layouts and designs. As a consequence, this will eliminate any potential for intruding bulkheads from the ceiling, ensuring finished floor to ceiling heights of 2.7 metres in habitable rooms, and 2.4 metres in other areas including kitchen, bathroom and corridors, which is consistent with RFDC guidelines for floor to ceiling heights in new residential flat buildings. Response: No further action required	Architectus												

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7.	City of Sydney	<p>Overshadowing – inadequate documentation provided to assess additional overshadowing impacts to future residential buildings to the south (C2, D1 & D2).</p> <ul style="list-style-type: none"> Recommendation - Department should require additional solar access analysis to demonstrate requisite amounts of sunlight to communal open space and future residential apartment buildings (70% solar access) can be achieved. 	<p>Overshadowing impacts</p> <p>The building footprints depicted in the concept plan for buildings C2, D1 & D2 will be further articulated during the subsequent detailed modelling of these developments to be dealt with in future development applications. For example, it is highly unlikely that Building D1 will be built to boundary as shown in the concept plan, for amenity and BCA reasons. There is little certainty about the design and location of these future buildings.</p> <p>The privacy and amenity considerations for residential units within these developments would ensure that the eventual design would further set back the buildings from their lot boundaries (compared to concept plan footprints), reducing the potential overshadowing impacts of the proposed north Eveleigh affordable housing development.</p> <p>The shadow studies have been updated to show the footprints of the approved under the Concept Plan; however it is difficult to assess the impact on these envelopes, in the absence of detailed design. Architectus is confident that the shadows cast by the proposed building:</p> <ul style="list-style-type: none"> Do not represent significant additional impact when compared to the envelope approved under the 2008 Concept Plan; and Will allow for the buildings to the south to be designed to achieve reasonable sun access. <p>Response: Refer to the amended shadow studies, included in the set at Attachment A. No further action required.</p>	Architectus
8.	City of Sydney	<p>Unit Mix</p> <p>The proposed unit mix reflects immediate needs of CWH. However, it is recommended that assessment consider long-term housing needs – Department should consider provision of a greater proportion of 3-bedroom unit typologies to cater for families.</p> <ul style="list-style-type: none"> Recommendation - proposal be amended to adopt unit mix in line with Sydney DCP 2012 provisions. 	<p>Refer to Item 15 – NSW Housing supports the affordable housing project at North Eveleigh and does not raise any issues with the proposed unit mix.</p> <p>The unit mix provides more one-bedroom and two-bedroom units than encouraged in the preferred unit mix set out in the Sydney DCP 2012. Note that the Sydney DCP 2012 does not apply to this application, but should be used as a guide.</p> <p>The proposed unit mix reflects the immediate housing needs as per CWH's waiting list, justifying the higher proportion of 1-bedroom units. All other CWH projects provide a mix of units that aligns with the provisions within Sydney DCP 2012, ensuring that there is adequate diversity of housing when you look at CWH's affordable assets as a whole.</p> <p>As such, we find that the exhibited unit mix is supportable for this affordable housing development, which is responding to specific housing needs.</p> <p>Response: No further action required</p>	Architectus
9.	City of Sydney	<p>Activation of Streetscape</p> <p>Proposal lacks street activation and connectivity along northern frontage (Carriageworks Way). Proponents</p>	<p>For security reasons, CWH buildings are required to have one entrance. Entrance is gained to the building via a security card which records who is in the building at a given time. This system does not work with multiple entries. CWH also benefits from all visitors entering via the lobbies, where</p>	Architectus

Item No.	Agency	Issue/comment	Response	Respondent
		<p>justification (in SEE) of security and building management for not providing individual street entries not substantiated by CPTED and Social Impact Assessment reports or advice provided by NSW Police.</p> <ul style="list-style-type: none"> - Recommendation - include individual entries to apartments G01 to G04 (inclusive). 	<p>CCTVs will be installed.</p> <p>Whilst individual ground floor entries cannot be provided, the design allows for maximum passive surveillance and activation regardless.</p> <p>Ground level terraces (facing north onto the new CarriageWorks Way) are 1m above the street level, and habitable rooms and balconies are located in this frontage. A small garden area is provided for these ground floor apartments, increasing the reasons for people to be in this area, and activate the street. Waist level balconies are to be constructed in brick and open, metal fences, allow for views out to the public whilst maintaining privacy for dwellings. The design of the 'Common Ground' project in Glebe has provided some design ideas to resolve this façade,</p> <p>Refer to the drawing below, which is an excerpt from the Northern Elevation, Attachment A</p>  <p>Response: No further action required</p>	
10.	City of Sydney	<p>Materials</p> <p>Concern regarding use of face brick due to proximity of adjacent heritage listed buildings. Concept plan recommended the use of light-weight cladding materials to reduce competition between new infill building and heritage buildings on the site.</p> <ul style="list-style-type: none"> - Recommendation – Department to give consideration to appropriateness of the materials selected and/or the siting of the face brick components in relation to the adjacent Carriageworks and Clothing Store buildings. 	<p>The proposed materials find a good balance between:</p> <ul style="list-style-type: none"> • Reflecting the robust, industrial character of the precinct; and • Ensuring that the proposed building looks sufficiently different to existing heritage items, remembering it are for a different use and built at a different time. <p>The proposed choice of brick colour will provide adequate contrast with the existing buildings. Modern bricklaying techniques will provide further contrast still.</p> <p>Response: No further action required</p>	Architectus

Item No.	Agency	Issue/comment	Response	Respondent
11.	City of Sydney	<p>Vehicular Access</p> <p>Concept plan vehicular access to site is from its eastern boundary. This land (including existing car park and access driveway) is outside the boundaries of land currently being development by Urban Growth NSW.</p> <p>No objection raised to basement car park configuration or access to site from new western access road.</p> <ul style="list-style-type: none"> - Recommendation – access road to be dedicated as public road. Where access road is unable to be dedicated as public road, it is recommended that the car park and vehicular crossover be reconfigured to provide access from new Carriageworks Way. 	<p>Access from the new CarriageWorks Way and new North-South Street</p> <p>The proposed development requires access from this road to enter the basement. The roads are currently being transferred to UGDC from RailCorp.</p> <p>The roads (comprising Lot 1 and Lot 2, as shown in the subdivision plan at Attachment X), are to be dedicated to the City of Sydney Council, and these negotiations have commenced.</p> <p>Should there be any issues with this dedication process, UGDC have committed to creating a right-of-way on the road (once transferred to UGDC) to allow ongoing access to the subject site.</p> <p>Response: No design changes required</p> <p>Condition: It is considered appropriate that the Department include within the conditions of approval that the road reservation be secured, either through its dedication to the City of Sydney Council, or through the creation of a positive easement on the road if still owned by UGDC, prior to the issue of <u>Occupation Certificate</u>. This timing is considered appropriate for this project because of UGDC's on-going cooperation in the matter.</p>	Architectus
12.	City of Sydney	<p>Garbage Collection</p> <p>Concern regarding siting of proposed garbage and recycling storage rooms adjacent to eastern boundary of the ground floor level, necessitating use of access road to the east of site which lies outside the precinct under development. Council cannot service land outside bounds of the site that would not be in public ownership.</p> <ul style="list-style-type: none"> - Recommendation - discuss alternate location for garbage storage and collection, with consideration given to accommodating on-site waste collection at ground or basement level. 	<p>Access from RailCorp land to the east of the site (the 'Traverser') for Garbage Removal</p> <p>The Concept Plan approval shows that this Traverser street should be dedicated to Council as part of the development of the precinct.</p> <p>Once this land is dedicated, Council waste trucks will have legal right to access the proposed garbage room in the exhibited location.</p> <p><u>As such, it is not proposed to re-locate the garbage room.</u></p> <p>At this stage, the Department have to be comfortable that the design provides a workable solution in the event that the dedication of this road does not occur.</p> <p>In response, the design has been amended to set the eastern wall of the building back from the eastern boundary at ground level only. The amendment allows for access to the garbage room from CarriageWorks Way, via a path wholly contained within the subject site.</p> <p>CWH adopt the GAR Key system for all of their assets. With this system, the garbage truck can stop in CarriageWorks Way and the waste collectors can access the garbage room, and wheel the bins to the truck, as occurs on other CWH sites. Bins are emptied and replaced back in the garbage room on collection day, which means that no bins are left out overnight or on the street.</p> <p>This is a far superior outcome to moving the garbage room to adjoin CarriageWorks Way, which would have a significant impact on the architectural design quality and relationship with the public domain.</p> <p>Response: Refer to amended Ground Level plan at Attachment A to review the proposed eastern setback and access to the Garbage Room. No further action required.</p>	Architectus

Item No.	Agency	Issue/comment	Response	Respondent
13.	City of Sydney	Car Parking No objection to amount of car parking. Development does not provide visitor car parking spaces within basement car park. It is envisaged future street parking will be restricted/time-limited. - Recommendation – Require some designated visitor spaces within the basement to cater for longer term guests.	Response: One designated visitor car parking space has been provided within the basement of the proposed development in response to this submission.	Architectus
14.	City of Sydney	Excavation and potential dewatering of the site SEE and Geotechnical Investigation report do not state clearly the extent of dewatering of the site required as a result of basement level excavation. Depth of excavation would impact on the water table. - Recommendation – clarification of matter with applicant, and where necessary, appropriate consultation and conditions of consent.	Response: It is considered appropriate that this matter be dealt with via conditions of approval and addressed in further detail at the construction management plan stage.	Architectus
15.	Housing NSW	Submission supports proposal for the Affordable Housing Project.	Noted. Response: No further action required	Architectus
16.	NSW Police	Attention to Safety Through Surveillance Principles and movement between the resident buildings is apparent from drawings provided - with clear site lines seen and trees not observed to be excessive. - Recommendation – foliage to be kept to a minimum within terraced seating areas to preserve clear sight lines.	Noted. The landscape plan (which is to be provided prior to Construction Certificate) will address these principles. Response: No further action required	Architectus
17.	NSW Police	Matters to be discussed close to Development Completion, during 2014 Owing to the site's inner city location, specific issues include aging infrastructure, possible concentration of homelessness, and drug and alcohol dependency. - Recommendations – additional CPTED issues to be considered closer to development completion (during 2014) include – needle bins within buildings, seating in areas external to buildings, gates and fencing. These issues are to be	City West Housing commits to meeting with NSW Police prior to issue of Occupation Certificate to discuss these matters. Response: No further action required	Architectus

Item No.	Agency	Issue/comment	Response	Respondent
		considered with reference to the findings from the 'Redfern and Waterloo Audit Reports 2010 & 2012' regarding high-rise housing in Redfern/Waterloo and fencing/gates/seating/outdoor areas/bin rooms/alcohol related zones.		
18.	NSW Police	Urban Identity Consideration to be given to recognising the North Eveleigh Affordable Housing site as an equally respected living and meeting space as the nearby Pemulwuy site, rather than a site of lesser artistic/scenic and spatial heritage for future residents. <ul style="list-style-type: none"> - Recommendation – consider future artistic scope and development around the site with young artists celebrating indigenous culture and sport, and achievements through art and lighting. 	CWH's buildings are designed to a very high standard to ensure integration with the surrounding community. In terms of character, the design incorporates recycled materials and artefacts to reflect the area's industrial past. The architects are considering the inclusion of local artworks in the foyer, but this is subject to detailed design. Response: No further action required	Architectus
19.	NSW Police	Future Crime Prevention Initiatives The recommendations by NSW Police are applicable as of January 2013, and need for further consultation and crime prevention initiatives may become apparent as the building process commences and other mixed use development applications occur.	Noted. Response: No further action required	Architectus
20.	NSW Police	Car Parking <ul style="list-style-type: none"> Police are aware that where parking is not allocated, it can trigger ownership issues and lead to malicious damage of vehicles, assault or antisocial behaviour. Tailgating to access parking space can become a consistent concern, requiring Housing to take action and tow vehicles at locations such as Redfern and Waterloo. Inadequate parking within mixed use areas can lead to users of the area parking in residential areas, disrupting residential parking patterns. 	The proposed development provides 39 car parking spaces for 88 units, equating to 44.3 % of the households being serviced, which exceeds the CWH policy requirement (which is based on current demand for parking in other CWH buildings) As per the City of Sydney's draft Conditions of Consent, future residents of this building will not be eligible for parking permits in the area to limit parking impacts on local streets. The current provision of spaces is supported by the City of Sydney, and the team's traffic experts. Response: No further action required	Architectus
21.	NSW Police	Surveillance <ul style="list-style-type: none"> CCTV should be used at entry points to the building, in stairwells and also foyer areas and car park entries 	Noted In their most recent developments, CWH has installed security cameras at the front door to the	Architectus

Item No.	Agency	Issue/comment	Response	Respondent
		<p>and exits.</p> <ul style="list-style-type: none"> Redfern LAC note that similar large scale development incorporating mixed use have CCTV plans and would seek to further discuss CCTV with management of the DA at this time. It is anticipated that this development seeks to include crime prevention strategies and monitoring of protection to property and users at the same standard of other residential sites and not of a lesser standard. 	<p>building, in the garbage rooms and the basement car park. These cameras are monitored by CWH Housing Officers. This information can be relayed directly to the police if required.</p> <p>The proposed North Eveleigh Affordable Housing Project seeks to include crime prevention strategies and monitoring of protection to property and users at the same standard of other residential sites and not of a lesser standard.</p> <p>Response: No further action required as part of this application</p>	
22.	NSW Police	<p>Disability Access</p> <p>As a means to ensure safety for the elderly and disabled, provide lifts as shown on plans, wheelchair access to front buildings and car parking, all of which is to be monitored via CCTV.</p>	<p>The lifts and wheel chair access to front buildings and car parking will be provided as per plans.</p> <p>Response: No further action required</p>	Architectus
23.	NSW Police	<p>Lighting</p> <ul style="list-style-type: none"> Lighting plans considered appropriate for the mixed use area, and will be satisfactory to ensure safe movement of pedestrian traffic around the mixed use area. A lighting maintenance policy needs to be established for the development to ensure lights are always working and resistant to malicious damage as they are a requirement for the effective CCTV monitoring of the property and public areas. Extra lighting of all external areas should be considered to maximise safety for evening and night pedestrian users. Consider placement of CCTV cameras throughout the site in strategic access and route locations as persons walking around at night are more likely to become victims of robbery. 	<p>The proposed development is wholly residential and does not incorporate a mix of uses. However, it is noted that the lighting is considered appropriate to ensure safe movement of pedestrian traffic at the ground level.</p> <p>CWH has established management systems for all their properties that include lighting maintenance.</p> <p>Response: No further action required as part of this application</p>	Architectus
24.	NSW Police	<p>Landscape Plan</p> <ul style="list-style-type: none"> No concerns raised with the landscape plans submitted. Recommended that lower tree limbs should be clipped below average height. Shrubs should be kept low, no higher than 90cm to minimise concealment possibilities. Trees chosen provide no lower concealment concerns. 	<p>Maintenance of various landscape elements is covered in the City of Sydney Draft Conditions of Consent.</p> <p>Demolition issues will be addressed within the Construction Management Plan, which is also required as per the City of Sydney Draft Conditions of Consent.</p> <p>City West Housing has established management systems for all their properties that include landscape management.</p> <p>Response: These issues are dealt with by the City's Draft Conditions of Consent</p>	Architectus

Item No.	Agency	Issue/comment	Response	Respondent
		<ul style="list-style-type: none"> Landscaping close to the building should be regularly maintained to ensure branches cannot act as a natural ladder to gain access to higher parts of the building. During the demolition and building process, any trees that need to be cut down, and the resulting trimmings or other rubbish/rubble are to be removed to prevent these items from being used to commit assault or malicious damage. Redfern LAC place high importance on the need for community safety from any contamination from site during demolition from asbestos and other soil and ground water contamination. 		
25.	NSW Police	Territorial reinforcement <ul style="list-style-type: none"> Redfern LAC would seek to work closely with the Developers of North Eveleigh as building occurs to ensure all crime prevention measures are considered in relation to building equipment and securing of the site as this process occurs. Signage showing ownership of area may need to be installed in certain areas as they are built to avoid trespass offences and associated malicious damage, break and enter or theft from the development site. Redfern LAC note that a rail corridor will be maintained along the eastern Rail side of the plans to allow Railcorp access to trains. All security fencing should be potentially locked in areas of access and frequently inspected by Railcorp to prevent any incidents. 	<p>City West Housing commits to meeting with NSW Police prior to the issue of the Occupation Certificate to discuss these matters.</p> <p>Response: No further action required as part of this application</p>	Architectus
26.	NSW Police	Fire safety On completion of all buildings: <ul style="list-style-type: none"> signage needs to be provided on the Fire Exit Doors warning intruders that they will be prosecuted and to assist users signage to explain to users that they are to be used for emergency purposes only Fire safety audits to be conducted on properties, including alarms, fire exits and fire plan signage in 	<p>Noted.</p> <p>Response: It is considered appropriate that these matters be dealt with via the conditions of approval.</p>	Architectus

Item No.	Agency	Issue/comment	Response	Respondent
		<p>areas for resident viewing.</p> <ul style="list-style-type: none"> Recommendation that all areas used for residential, retail, mixed use and office space are alarmed and monitored. Recommendation that property practises a non-smoking policy to further maximise fire safety and health issues for users. 		
27.	NSW Police	<p>Transom Louvres</p> <p>Strong recommendation that new high rise complexes utilise Transom Louvres to prevent breaking and entering, and incidents of young children falling out of windows.</p>	<p>It is now required as part of the BCA to install window restrictors to all operable windows in new developments. These will be specified as part of the detailed design of the proposed development.</p> <p>Response: No further action required as part of this SSD DA</p>	Architectus
28.	NSW Police	<p>Mixed Use development</p> <ul style="list-style-type: none"> Should any future mixed use development become part of this site, Redfern LAC would seek to advise on the site of any ATM, as they are often involved in crimes such as robbery, theft or stealing. Facilities open later often require additional safety measures - Redfern Police will continue to be involved in individual applications for site ownership and usage and seek that they continue to utilise CPTED guidelines. 	<p>The proposed development has been specifically designed as affordable housing units which will be owned and operated by CWH in the long term.</p> <p>Any future DAs for mixed use development on other sites will be exhibited separately and subject to public comment.</p>	Architectus
29.	NSW Police	<p>Access to railway corridor</p> <p>Police may require access to train lines and to train tunnels throughout the building process and in the event of any emergency would be assisted by mobile phone numbers for contact persons at the building site.</p>	<p>The proposed State Significant Development the modifications to the concept pan are limited to the CWH development parcel which does not adjoin the railway corridor. The railway corridor is currently fenced and the proposal does not change those conditions.</p>	Architectus
30.	OEH Heritage Branch	<p>Continuity of Scale</p> <p>The proposed design and increase in height of the building is contrary to this expectation of a continuity of scale to surrounding heritage building. It is desirable to reduce height of proposed building D4 to no more than the height of the carriage works building.</p>	<p>Please refer to response at Item 9, Attachment B and Item 18, Attachment C.</p> <p>The approved Concept Plan approves an envelope for Building D4 that is already taller than the CarriageWorks building, as a transition between the lower scale buildings at the Wilson Street frontage and the taller development adjacent to the rail corridor.</p> <p>The variation proposed to the height of Building D4, to achieve close conformity with the allowable floor space, retains the conceptual building hierarchy and is consistent with the continuity of scale envisaged in the approved Concept Plan.</p>	Architectus and GBA Pty Ltd

Item No.	Agency	Issue/comment	Response	Respondent
31.	OEH Heritage Branch	Architectural Treatment <ul style="list-style-type: none"> Recessed balconies - Proposed design with deep wrap-around balconies at odds with industrial character of Carriageworks building and other heritage buildings – built form will potentially compete with the heritage buildings in the vicinity. Brick Colour - Proposed brick colour not clear – exposed brick finish for the eastern section of the proposed building is desirable. Brick colour to be sympathetic to colour of bricks used in the carriage works building. 	<p>As the proposed development is a new residential building in a former industrial setting, not the adaptive reuse of an existing building, it is considered appropriate that it have a residential character.</p> <p>The strong external wall treatment that results from the recessed balconies is evocative of the former character of the area and is considered to be sympathetic to the heritage buildings in its vicinity.</p> <p>The Carriageworks building façade comprises a variety of bricks, including a darker coloured brick similar to the one proposed for the affordable housing building.</p> <p>The colour has been selected to provide a clear contrast between the existing buildings on the site and the new element. A different coloured brick brown brick is used along the base of the building. In addition, different sized bricks and brick patterns break up the façade and provide visual interest to the proposed affordable housing development.</p> <p>Please refer to Attachment H for response to submissions prepared by GBA Pty Ltd, which finds that the overall scale of the building is appropriate for this location.</p> <p>Response: No further action required</p>	GBA Pty Ltd
32.	OEH Heritage Branch	Built Form <ul style="list-style-type: none"> Proposed entrance at eastern edge on Building D4 would be considered more sympathetic with carriage works building if designed as solid wall with an opening for entrance. Footprint – increased footprint considered acceptable and unlikely to have detrimental impact on heritage buildings provided eastern edge of the previously approved building is retained. 	<p>Noted.</p> <p>Amended plans reflecting changes to the proposed entrance and the eastern edge of the building have been prepared and submitted in response to this comment.</p> <p>Please refer to Attachment A for the amended plans.</p> <p>Response: No further action required</p>	Architectus
33.	Railcorp	<p>Unless amendments are required by Railcorp, the proposed works are to be undertaken in accordance with the details, methodology, advice, undertakings and recommendations details in the following documents:</p> <ul style="list-style-type: none"> Geotechnical Report prepared by JK Geotechnics dated 13/3/2013 (Ref 26366SBprt). Structural Engineering Report prepared by Entrust Group dated 26/3/2013 – Version B (Ref 4389). Noise Assessment prepared by WSP Acoustics dated 27/3/2013 (Ref ACG1301500). Electrolysis Report prepared by NPC Engineering Pty Ltd, dated 16/3/2013 (RefNPC-REP-NERS-R-0001- 	<p>Noted.</p> <p>Response: It is recommended that a condition be applied, requiring that development is undertaken in accordance with these reports.</p>	Architectus

Item No.	Agency	Issue/comment	Response	Respondent
		<p>A).</p> <ul style="list-style-type: none"> Site Management Agreement prepared by City West Housing (Version 4). 		
34.	Railcorp	<p>If required by RailCorp, the following items are to be submitted for review and endorsement by RailCorp prior to the commencement of works:</p> <ul style="list-style-type: none"> Machinery to be used during excavation/construction A monitoring plan that meets the relevant RailCorp Standard detailing the proposed method of track monitoring during excavation and construction phases. Any other matter as required by RailCorp in order to protect the rail corridor. 	<p>Noted.</p> <p>Response: The City's Draft Conditions of Consent deal with this issue adequately. No further action required.</p>	Architectus
35.	Railcorp	No rock anchors/bolts are to be installed into RailCorp's property or easements.	Noted.	Architectus
36.	Railcorp	Prior to commencement of works, the Applicant shall peg-out the proposed common boundary with RailCorp's property and/or easement and the affordable housing allotment (being Lot 3 DP 1175706) to ensure that there is no encroachment. This work is to be undertaken by a registered surveyor.	<p>Noted.</p> <p>Response: The City's Draft Conditions of Consent deal with this issue adequately. No further action required.</p>	Architectus
37.	Railcorp	Prior to the commencement of works, on completion of excavation/ground penetration and prior to the issue of the Occupation Certificate, a joint inspection of the rail infrastructure and property in the vicinity of the project is to be carried out by representatives from RailCorp and the Applicant. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report will be required unless otherwise notified by RailCorp.	<p>Noted.</p> <p>Response: The City's Draft Conditions of Consent deal with this issue adequately. No further action required.</p>	Architectus
38.	Railcorp	Prior to the commencement of works a Final Risk Assessment and/or Construction Management Plan and detailed Safe Work Method Statements (SWMS) for the proposed works are to be submitted to RailCorp for	<p>Noted.</p> <p>To be included within the Conditions of Approval and the Construction Management Plan.</p>	Architectus

Item No.	Agency	Issue/comment	Response	Respondent
		review and endorsement. Works shall not commence until written confirmation has been received from RailCorp that this condition has been satisfied.		
39.	Railcorp	Prior to the commencement of works a Final Stormwater Management Plan is to be submitted to RailCorp for review and endorsement. Works shall not commence until written confirmation has been received from RailCorp that this condition has been satisfied.	Noted. To be included within the Conditions of Approval and the Construction Management Plan.	Architectus
40.	Railcorp	No metal ladders, tapes and plant/machinery, or conductive material are to be used within 6 horizontal metres of any live electrical equipment. This applies to the train pantographs and catenary, contact and pull-off wires of the adjacent tracks, and to any aerial power supplies within or adjacent to the rail corridor.	Noted.	Architectus
41.	Railcorp	If required by RailCorp, prior to the commencement of works the Applicant is to submit to RailCorp a plan showing all craneage and other aerial operations for the development and must comply with all RailCorp requirements. Works shall not commence until written confirmation has been received from RailCorp that this condition has been satisfied.	Noted. To be included within the Conditions of Approval and the Construction Management Plan.	Architectus
42.	Railcorp	During all stages of the development extreme care shall be taken to prevent any form of pollution entering the railway corridor. Any form of pollution that arises as a consequence of the development activities shall remain the full responsibility of the Applicant.	Noted.	Architectus
43.	Railcorp	Drainage from the development must be adequately disposed of/managed and not allowed to be discharged into RailCorp's land unless prior approval has been obtained from RailCorp.	Noted.	Architectus
44.	Railcorp	Fencing along the common boundary shall meet RailCorp's satisfaction. The method of erection of the fencing is to be to the satisfaction of RailCorp prior to the fencing work being undertaken.	Noted.	Architectus

Item No.	Agency	Issue/comment	Response	Respondent
45.	Railcorp	Prior to the issuing of an Occupation Certificate, the Applicant is to submit the as-built drawings to RailCorp and Council. Any encroachments into RailCorp's land are to be rectified at the Applicant's cost.	The proposed building is wholly contained within land that is being transferred from Railcorp to UrbanGrowth Development Corporation and ultimately to City West Housing.	Architectus
46.	RMS	The proposed development to comply with the North Eveleigh Affordable Housing Project Traffic Management and Accessibility Plan (TMAP)	Noted.	Architectus
47.	RMS	The layout of the proposed car parking areas, loading docks and access driveway associated with the subject development should be in accordance with the AS 2890.1-2004	Noted.	Architectus
48.	RMS	Developer to be responsible for all public utility adjustments/relocation works, necessitated by above work and as required by the various public utility authorities and/or their agents.	Noted.	Architectus
49.	RMS	All works/regulatory signposting associated with the proposed development shall be at no cost to the RMS	Noted.	Architectus
50.	Sydney Water	No Specific servicing comments from Sydney Water at this stage.	Noted.	Architectus
51.	Sydney Water	The proponent must apply for a Section 73 Certificate at which stage more detailed comments will be provided.	Noted	Architectus
52.	Sydney Water	Developer should engage a Water Servicing Coordinator to get a Section 73 Certificate and manage the servicing aspects of the development. The Water Servicing Coordinator will ensure submitted infrastructure designs are sized and configured according to the Water Supply Code of Australia (Sydney Water Edition WSA 03-2002) and the Sewerage Code of Australia (Sydney Water Edition WSA 02-2002).	Noted.	Architectus
53.	Transport for NSW	No issues with the application for affordable housing.	Noted.	Architectus