

Attachment E: North Eveleigh Affordable Housing Project SSD Application – Response to Public Submissions

Public Submissions to the North Eveleigh Affordable Housing Project

Item No.	Issue	Specific Issues Raised	Affected Parties	Response	Respondent
1.	Car parking	<ul style="list-style-type: none"> Objection to lack of parking for cars – only 39 spaces for 88 units Increased pressure on on-street parking in the surrounding streets, precluding residents from parking close to their residences Queen Street could not cope with increased traffic without removing parking spots on the street – this would be unacceptable considering the existing difficulty parking in the area. 	<p>Margaret Swan, Newtown Resident</p> <p>Karen Shepherd, Local Newtown Resident</p> <p>Peta Gamon, Newtown NSW (Name Withheld) 1, NSW</p>	<p>The rate of car parking proposed is consistent with the planning controls, supported by the City of Sydney and is consistent with the rate of demand in other CWH developments.</p> <p>CWH's car parking policy is to provide approximately 40% parking-to-units ratio. Analysis done by CWH on the future demand for car spaces per household on its waiting list shows that approximately 43.5% of households require parking.</p> <p>The proposed development provides a single level basement of 39 car parking spaces for 88 units, equating to 44.3 % of the households being serviced, which exceeds the CWH policy requirement.</p> <p>The proposed parking provision recognises the good public transport, walking and cycling networks surrounding the site – encouraging the use of non-car modes of travel.</p> <p>In addition, the proposed development provides 88 bicycle parking spaces within the basement car park and 6 visitor bicycle parking rails at the main entrance to the building.</p> <p>Response: No further action required</p>	Architectus
2.	Car parking	<ul style="list-style-type: none"> Car parking during an event period or when university is in session is difficult. Residents arriving home from work past 6.30pm on a weeknight have to park a block or two away and walk in. Fear that parking spaces used in events are being lost to this development also. Any parking should be for local residents only and timed. 	Peta Gamon , Newtown NSW	<p>Noted. Residents of the new CWH building will not be eligible for on-street parking permits. As such, the proposed development will not result in a reduction in on-street parking in the area.</p> <p>Response: This issue is included in the City's Draft Condition of Consent. No further action required.</p>	Architectus
3.	Car parking	<ul style="list-style-type: none"> Stage the construction works to have parking places installed early. 	Peta Gamon , Newtown NSW	<p>The parking is to be provided in the basement in the early stages of the development.</p> <p>Response: No further action required</p>	Architectus
4.	Open space	Very little open space in Newtown, increased building footprint	Margaret Swan ,	The concept plan includes substantial provision for designated open space within the North Eveleigh Concept Plan Precinct. The	Architectus

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		unacceptable	Newtown NSW	increased building footprint will occupy a small portion of land that was already designated for residential development as per the approved concept plan and will not impact on any land designated as open space. Response: No further action required	
5.	Size of development	Objection to the increased footprint and height of the proposal.	Margaret Swan, Newtown NSW	The proposed development is generally consistent with the 2008 Concept Plan approval and proposes less floor space than allowed under the Concept Plan (6000sqm GFA where the plan allows for 648sqm GFA). The proposed design is acceptable from a heritage impact perspective, traffic perspective and urban design perspective. The development will provide for 88 affordable housing units, of which there is a significant shortage in Central Sydney (<i>Sustainable Sydney 2030</i>). Response: No further action required	Architectus
6.	Traffic - Queen Street	<ul style="list-style-type: none"> Queen Street carries almost all the traffic connecting Wilson Street and King Street at this northerly point. Queen Street is narrow with cars parked on both sides allowing only singular vehicles to travel along this street – vehicles often required to reverse back on to Wilson Street to accommodate oncoming traffic down Queen Street – cannot handle increased traffic, particularly during peak hours or when events are held at Carriageworks. Queen Street is already unsafe – its narrowness and car parking arrangements limit visibility and makes vehicle entry and exit into Bennett Street difficult. 	Helen Irving, Long term resident of Queen Street, Newtown Karen shepherd, Newtown (Name Withheld) 1, NSW Peta Gamon, Newtown NSW	Section 4.2 of the TMAP supporting the development application outlines the expected traffic distribution resulting from the proposed affordable housing development. This shows an increase of 1 vehicle in both the AM and PM peak hours on Queen Street, which will have a negligible impact on traffic flow along this route. Response: No further action required	Architectus and Arup

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7.	Traffic – Median Strip	<ul style="list-style-type: none"> Objection to the installation of a median to prevent turning into Queen Street from east on Wilson Street – this will lead to more cars using Forbes street to turn left directly onto King Street or use Forbes Street to access Queen Street (via Forbes place) to turn right onto King Street. Median strip would inconvenience residents on Queen Street and Bennett Street forcing vehicles to travel down to Burren Street to do a u-turn. 	(Name withheld) 2, Newtown NSW	<p>The TMAP prepared by Arup for the entire Stage 1 development considered the implementation of a median on Wilson Street to prevent traffic movements from the site into Queen Street. It was concluded that, subject to the outcome of community consultation and following discussion with the road authority, construction of a central median be investigated prior to the development of more than 100 dwellings on the Stage 1 site. As the exhibited development proposes only 88 dwellings, construction of a median strip on Queen Street is not a proposed component of the development.</p> <p>Response: No further action required</p>	Architectus and Arup
8.	Traffic – Forbes Street	<ul style="list-style-type: none"> Increased traffic on Forbes Street will create unsafe environment for families and young children, and loss of amenity and liveability. Cumulative impact of Queen Street median proposal on Forbes Street – impacts are only being assessed on a stage by stage basis – traffic measures put in place now will have an increasing impact as the development progresses. 	(Name withheld) 2, Newtown NSW	<p>See above.</p> <p>Response: No further action required</p>	Architectus
9.	Traffic – Speeding	Vehicles turn on to Queen Street from Wilson Street at high speeds with no regard to oncoming traffic coming down Queen Street resulting in near misses.	(Name Withheld) 1, NSW	<p>Noted.</p> <p>This management issue is outside of the scope of this application and outside of the scope of CWH's operations.</p> <p>Response: No further action required</p>	Architectus
10.	Traffic	Increased traffic will exacerbate noise and safety issues – reduce quality of life and amenity for residents.	Helen Irving, Long term resident of Queen Street, Newtown	<p>The proposed development will be located in close proximity to Macdonaldtown and Redfern train stations, and it is envisaged that any resulting increase in traffic will be minimal as the development will promote public transport patronage.</p> <p>Response: No further action required</p>	Architectus
11.	Traffic	Peak hour traffic backs up on Queen Street as they wait to enter King Street and on Fridays, garbage trucks back up traffic.	Alistair McNicol, Queen Street	<p>See above response to Item No. 78.</p> <p>Response: No further action required</p>	Architectus

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12.	Traffic – Speeding	Vehicles increase their speed so they do not have to slow or stop for pedestrians crossing Wilson Street nor cars or cyclists turning right from Wilson Street into Queen Street.	Karen Shepherd, Newtown	Noted. This management issue is outside of the scope of this application and outside of the scope of CWH's operations. Response: No further action required	Architectus
13.	Traffic – Speeding	The cross roads at the Carriageworks entrance/Queen Street and Wilson Street is accident prone as vehicles speed across Wilson Street to enter Queen Street without anticipating oncoming traffic coming down Queen Street.	Karen Shepherd, Newtown	Noted. This management issue is outside of the scope of this application and outside of the scope of CWH's operations. Response: No further action required	Architectus
14.	Traffic – Speeding	Cars speed up Queen Street to get the lights onto King Street. Cars travelling along King Street, frustrated by the time it takes, often run the red light.	(Name Withheld) 1, NSW	Noted. This management issue is outside of the scope of this application and outside of the scope of CWH's operations. Response: No further action required	Architectus
15.	Traffic - Construction vehicles	<ul style="list-style-type: none"> Construction traffic will result in heavy vehicles and machinery, danger for pedestrians, cyclists and motorists and damage to parked vehicles. Objection to construction vehicles using Forbes Street – creates safety hazard for residents and other users, makes street noisy and dirty. Current traffic routes for the enabling works are not adhered to by construction workers – trucks and other construction vehicles have on occasion been using Forbes Street to access King Street – enforcement needed. Disallow parking of construction vehicles in local streets. Should be parked on site or workers encouraged to use train. Other options include – car sharing scheme or compound outside the project area which shuttles staff in at the beginning and end of each day. Officers (council or private) to monitor parking regularly to fine workers using restricted parking as all day spots – important in the first 6 months of construction 	Karen shepherd, Newtown Peta Gamon, Newtown NSW	Section 4.10 of the TMAP supporting the development application outlines the construction traffic routes to be used to and from the site. These would be defined in accordance with City of Sydney requirements, which is to be via King Street and Golden Grove Street. A detailed construction management plan is to be prepared prior to the commencement of construction. Response: A construction management plan will be required prior to the issue of a Construction Certificate, as required by the City's Draft Conditions. No further action required.	Architectus and Arup
16.	Traffic flow	<ul style="list-style-type: none"> Queen street only street in the vicinity with left and right turn access to King Street with traffic lights. 	Helen Irving, Long term	The TMAP prepared by Arup for the entire Stage 1 development considered the implementation of a median on Wilson Street to	Architectus and Arup

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		<ul style="list-style-type: none"> Traffic should use Codrington/Butlin Avenue – wider with two lane access to King Street, City Road, Uni etc Existing left turn only configuration of Forbes Street and Golden Grove Street on to King Street should be reconsidered. Access to proposed development limited to one point – at Wilson Street facing intersection with Queen Street. Queen Street is one way in a north-westerly direction – it will become a channel for traffic from the proposed development through to King Street. Median strip required on Wilson Street outside exit from proposed development – to block right turn access to Queen Street. Traffic turning right at the traffic lights at Queen Street/King Street intersection already present danger to people crossing the road at this point (including school children) – the increased traffic will increase this danger Restrict dog-leg entry by vehicles exiting development to travel up Queen Street – alternative route to access Queen Street available using round about at Burren/Wilson Street intersection or at Golden Grove Street/Wilson Street intersection. Access to King Street by development users to be diverted to Golden Grove Street or Codrington Street – wider safer roads and can accept increased traffic. 	<p>resident of Queen Street</p> <p>Alistair McNicol, Queen Street</p> <p>(Name Withheld) 1, NSW</p> <p>Peta Gamon, Newtown NSW</p>	<p>prevent traffic movements from the site into Queen Street. It was concluded that, subject to the outcome of community consultation and following discussion with the road authority, construction of a central median be investigated prior to the development of more than 100 dwellings on the Stage 1 site. As the exhibited development proposes only 88 dwellings, the construction of a median strip on Queen Street is not a proposed component of the development.</p> <p>Response: No further action required</p>	
17.	Traffic Study	<ul style="list-style-type: none"> The TMAP requirement was put into the consent because the Department found the Concept Plan study flawed – departmental acceptance of the TMAP for a small proportion of the site contradicts its previous position – no cumulative assessment of how these two developments will impact on the local area. Department should act in accordance with the planning consent and require UGDC and the first floor space proponent to prepare and make available a TMAP showing the full traffic impact of the Concept Plan. Otherwise, DGRs will not be delivered and the full impact of the traffic issues created by both these developments will remain hidden and not taken into account. 	<p>(Name withheld) 1, NSW</p>	<p>The Stage 1 TMAP has assessed the cumulative traffic impacts of development arising from the potential development of 200 residential dwellings at the western end of the Concept Plan site. Further development of the remainder of the Concept Plan site is to be staged over a number of years as land becomes available for development. The TMAP has recommended that further analysis is provided prior to the approval of any additional floor space for the site which considers the cumulative requirements of the site population.</p> <p>Response: No further action required</p>	Architectus and Arup

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18.	Traffic Study	Consultant's disclosure on title page of study states – "this report takes into account the particular instructions and requirements of our client" - Does this mean that Urban Growth NSW Development Corporation instructed the consultants to consider residents' traffic movements only and select a specific but deceptive time of low visitor numbers? To ignore the additional impact of nearby development already underway? How can the UGNSWDC exclude safety considerations? Is its philosophy development first, community second?	(Name withheld) 1, NSW	Noted. This submission has been forwarded to UGDC. Response: No further action required as part of this application.	Architectus
19.	Traffic Study	<ul style="list-style-type: none"> Traffic assessment details provided with DA inadequate and misleading – describes Forbes Street and Golden Grove Street as linking Wilson Street and King Street - ignores Queen Street. Queen Street has a high volume of traffic – traffic study inaccurate as it was conducted on 25/10/12 when university traffic was minimal. There should be a thorough and accurate traffic study completed on the Wilson Street and Queen Street intersection with suitably amended plans for consideration. Fact Base of calculations – the study is based on the travel behaviours of small and unique population of Darlington residents, not the large number of people who live in and visit the North Newtown area daily – including workers, students, shoppers and attendees to events at Carriageworks site. 	Helen Irving, Long term resident of Queen Street Karen shepherd, Newtown (Name withheld) 1, NSW	The Traffic counts in the vicinity of the site were undertaken on a typical Thursday during the University semester period and outside of school holidays to provide a typical representation of traffic flows. Survey dates and locations were previously agreed with both the RMS and Transport for NSW. Response: No further action required as part of this application.	Architectus and Arup
20.	Traffic Study	<ul style="list-style-type: none"> The Stage 1 TMAP focuses on car movement and fails to consider pedestrian and cyclist safety. Fails to consider the lack of safety inherent with the dog-leg right hand turn into Queen Street. TMAP is conflict with the City of Sydney's 2030 Plan and Policies – failure to consider the safety and amenity of pedestrians and cyclists. 	(Name withheld) 1, NSW	Section 4.6 of the TMAP supporting the development application deals extensively with the movement of pedestrians and cyclists in the North Eveleigh precinct. This considers future cycle links along Wilson Street, pedestrian routes to public transport nodes and other pedestrian improvement works in the vicinity of the site. Response: No further action required as part of this application.	Architectus and Arup
21.	Vehicular access	<ul style="list-style-type: none"> At least one other access point should be required to the development. There is only one access point to the development at Wilson street opposite Queen street – will create a traffic bottleneck on Wilson Street. 	Helen Irving, Long term resident of Queen Street Karen	Access to the Western precinct of the North Eveleigh Concept Plan Precinct, proposed on Wilson Street between Queen Street and Forbes Street, is in accordance with that proposed in the Concept Plan. A further site access, at the eastern end of the site opposite Shepherd Street, is to be the subject of a future	Architectus and Arup

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		<ul style="list-style-type: none"> There should be a second entry and exit for the development further along Wilson Street. The use of the proposed entry and exit point to the development site is inappropriate – an entry/exit point that directs traffic along Golden Grove Road or another more highly trafficked road would be more appropriate. 	Shepherd, Newtown Peta Gamon, Newtown NSW	<p>development application. It is noted that the Shepherd Street entrance serves the eastern end of the North Eveleigh Concept Plan Precinct, and cannot be accessed from the western end.</p> <p>Extensive investigations have been undertaken to consider the option of including a vehicular site access opposite Golden Grove Street. While this location would also be suitable for primary access to the site there are various constraints that prevent this access from being utilised – the most notable constraint being the grade separation at the intersection requiring a raised platform or bridge. Further constraints on the western access relate to access through the site, site heritage and preservation of existing buildings. The proposed access outlined in the TMAP is appropriate to accommodate future vehicle movements into and out of the development.</p> <p>Response: No further action required</p>	
22.	North Eveleigh Precinct Character	<ul style="list-style-type: none"> North Eveleigh was planned to be a communal precinct including markets, artists, creative spaces for writing and performance spaces. 	(Name withheld) 1, NSW	<p>The proposed affordable housing development is only a minor proportion of the North Eveleigh urban renewal precinct. The concept plan identifies Building D4 as a residential building. Thus, the proposed affordable housing development is in keeping with the approved concept plan.</p> <p>Response: No further action required</p>	Architectus
23.	Built form	<ul style="list-style-type: none"> Planned height of these buildings is out of character with the heritage and the current height characteristics of the area Objection to the increase in the building height from 6 storeys (as approved in the concept plan) to seven storeys – sets a precedent for development on the remainder of the site that could lead to overdevelopment of the site and put strain on services and amenity of the surrounding areas. 	Karen shepherd, Newtown (Name withheld) 2, Newtown NSW	<p>Refer to Item No. 76.</p> <p>Response: No further action required</p>	Architectus
24.	Design	<p>The following design issues specific to the State Significant Development Application for the North Eveleigh Affordable Housing development were also raised in a public submission to the modification of the concept plan -</p> <ul style="list-style-type: none"> Unsympathetic to surrounding industrial architecture – design of façade harsh and bunker like, with large flat areas of solid brick with no detailing, contrast or curves 	Jillian Bartlett, Darlington NSW	<p>The strong external wall treatment 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 detailed design of Building D4 has considered the massing of the adjacent industrial buildings and reflects the materiality and rhythmic form of the buildings in its vicinity without mimicking the composition and materials of the heritage items.</p>	Architectus

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		<ul style="list-style-type: none"> Modern flat roof design not sympathetic to distinctive saw tooth pitched roofs Dark colour of brick oppressive. 		<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>Response: No further action required</p>	
25.	Pedestrian safety	<ul style="list-style-type: none"> The area has a diverse population of visitors and residents in the area – large number of pedestrians including young children. Current pedestrian entry into the North Eveleigh site is dangerous for pedestrians crossing Wilson Street – no pedestrian crossing, only a speed hump. Vehicles increase their speed so they do not have to slow or stop for pedestrians crossing Wilson Street. Construction traffic will be a danger for pedestrians 	Karen shepherd, Newtown	Noted.	Architectus
26.	City of Sydney's 2030 Plan and Policies	<ul style="list-style-type: none"> The development misses opportunity to contribute to making Sydney a 'Creative City' as 'a cultural and creative city is one of the ten strategic directions of Sustainable Sydney 2030' Affordable living and work spaces for artists in the Carriageworks precinct should be a priority for development in this area Local and other artists are in dire need of affordable spaces to work, study and meet, and the cultural life of the city would be promoted if the area was enhanced with artists' studios, writers' rooms, meeting rooms for writers' groups and small performance spaces for example, with a particular focus on indigenous artists and young people. 	(Name withheld) 1, NSW	<p>The affordable housing will be available to people from very low to moderate income households who meet certain criteria. Future residents may include artists who could not otherwise afford to live in this area.</p> <p>This development will complement the many community and cultural opportunities offered by the CarriageWorks operation, next to the site.</p> <p>It is likely that future stages of the development in the North Eveleigh area include community spaces.</p>	Architectus
27.	Consultation process	<ul style="list-style-type: none"> No mention of the proposed building height increase at the Community Information day held a month before submission of the DA. Developer must have been aware of this proposal at that point in time – supporting documents to the EIS were prepared on the basis of the revised building height. Shows little regard for the consultation process – instilled lack of trust in the process and the project. 	(Name withheld) 2, Newtown NSW	<p>The design and use of the site were primarily determined in 2008 under the Concept Plan approval. Significant public consultation was undertaken at this stage.</p> <p>The proposed modification was the subject of a community consultation meeting. 63 people attended the community information session held at Yaama Dhiyaan, 255 Wilson Street Darlington between 5.30 and 7.00pm on Wednesday 20 March</p>	Architectus

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				<p>2013. At this meeting, drawings of the proposed 7-storey development, and the Concept Plan approval were placed on display boards, and the architects and planners were available to answer questions about the proposed design.</p> <p>The State Significant Development and the Concept Plan Modification have been exhibited in accordance with the EP&A Act 1979.</p>	