

Agency	Issue	Agency Comment	Response and Mitigation Strategy
1. Department of Planning			
	a. Heritage	Impacts of the proposed residential towers on the heritage significance of the Paint Shop	<p>The residential towers are located on the southern side of the Paint Shop. This achieves a wider setback from the rail corridor, provides a separate address as well as landscaping opportunities along the rail corridor.</p> <p>By locating the residential towers to the south their impact on the main east-west view corridor along Carriageworks Way is minimised at street level allowing the elevations of the Paint Shop, Carriage Workshop and Blacksmiths' Shop to be viewed as a group.</p> <p>The idea is to reinforce these buildings as a heritage group and allow them to be read as such from street level. The northern, western and eastern bays of the building would remain free for interpretation.</p>
		Consideration of proposed uses for the Chief Mechanical Engineer's Building	The Concept Plan has been modified to also permit commercial uses within the Chief Mechanical Engineer's Building.
	b. Traffic	i. Need to justify modal split	<p>Parsons Brinckerhoff has provided a review of the issues raised by the Department of Planning's independent traffic review.</p> <p>A mode share target of 60% by transit has been set for the peak hour commuter trips to the site.</p> <p>The proximity of Redfern Railway Station (and to a lesser extent Macdonaldtown Station), with its frequent and direct train services, and strategic bus routes on the regional roads, along with the adoption of a pragmatic approach to parking supply on the site, support the achievement of this target.</p> <p>The 2006 census measured transit mode share for work trips to the area was approximately 30 – 40%, but it would be higher now as fuel prices have dramatically increased the use of transit in areas where such services are available. The overall peak travel split for car travel would also be lower if the</p>

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			<p>University student trips were considered along with the work trips. Local residents have a high transit mode share as well, and a combined achievement of a 60% mode share is not unrealistic for a future date when the development is completed.</p>
		<p>ii. Justify heavy vehicle access in Golden Grove and Wilson Streets.</p>	<p>Large trucks are limited to using only the most direct route to the site such as Golden Grove Street. Trucks which service businesses in the local streets are not diverted unlike through traffic. Existing truck traffic within the Darlington area is largely limited to:</p> <ul style="list-style-type: none"> § deliveries to shops on Abercrombie Street, the TAFE and university buildings § waste disposal and recycling activities § occasional coach traffic to the university and TAFE § occasional deliveries and removal vehicles § emergency services vehicles § truck and coach movements associated with CarriageWorks. <p>The expected routes for the existing heavy vehicle traffic from the site are Wilson Street, Shepherd Street and Abercrombie Street to gain access Cleveland Street; and Wilson Street and Golden Grove Street to gain access to King Street. These routes are capable of accommodating the expected levels of truck traffic.</p> <p>The expected volume of heavy vehicles is not anticipated to increase significantly and thus is unlikely to have a noticeable impact on either the safety or amenity of the area. Currently, heavy vehicle use in the area is very low, so an increase may be detectable by residents. However, the heavy vehicle volumes that can be expected once construction is complete are likely to be less than similar inner-urban residential areas in Sydney where streets are wider and more through traffic infiltrates the residential area to reach the CBD.</p>

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		<p>iii. Development proposes rates of parking provision above the current DCP requirements and creates an increase in on street car parking. The implications of parking supply on achieving mode targets need to be discussed.</p>	<p>The amended Concept Plan reduced the on site car parking provision from 1943 spaces to 1800 spaces. This excludes on street parking.</p> <p>PB has worked with the Redfern Waterloo Authority to develop appropriate parking standards for the North Eveleigh site, this work is set out in the Traffic and Transport Context Report prepared by PB to support stage 1 of the Built Environment Plan for the Redfern Waterloo area.</p> <p>The parking code adopted by RWA for the concept plan for North Eveleigh aims to provide a maximum acceptable level of parking for the whole of the site that both limits vehicle trips attracted and ensures that “over-flow” parking does not adversely affect neighbouring streets. The code aims to restrain commuter parking for commercial trips while providing enough parking space for businesses to function effectively. For commercial parking, the former South Sydney DCP 11 rates were adopted. These rates are among the most restrictive in Sydney, but the proximity of Redfern Railway Station and the good level of bus transit make these rates feasible and appropriate.</p> <p>For the residential development on the site, the rates proposed within the City of Sydney LEP 2005 were selected. In setting these maximum provisions with RWA, PB reviewed parking rates for the former South Sydney Council DCP11, along with the parking rates adopted by recent developments in the local area. The table provides a comparison of parking rates currently adopted close to North Eveleigh:</p> <p>Table: Comparison of parking rates for residential development</p> <table><tr><th>Land Use</th><th>North Eveleigh Concept Plan</th><th>City of Sydney LEP</th><th>South Sydney DCP 11</th><th>Green Square TMAP</th></tr><tr><td>1 bed studio</td><td>0.25</td><td>0.25</td><td>0.5</td><td>0.5</td></tr></table>	Land Use	North Eveleigh Concept Plan	City of Sydney LEP	South Sydney DCP 11	Green Square TMAP	1 bed studio	0.25	0.25	0.5	0.5
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			1 bed apartment	0.5	0.5	0.5	1.0
			2 bed apartment	1.2	1.2	0.8	1.2
			3 bed apartment / town house	2	2	1.2	2
			Visitor	0.166	0.166	0.166	0.14
			<p>Parking over the whole site was set at a maximum so as not to attract more traffic than the reasonable capacity of the local road network.</p> <p>The concept plan needs to demonstrate that the site and environs surrounding the site can accommodate the proposed development, including sufficient parking. The codes adopted for the North Eveleigh site produce a maximum number of spaces that should be provided to meet the broad objectives of: constraining commuter vehicle travel, and providing sufficient parking to permit resident and business activity to be maintained at a reasonable level. The concept plan then suggests how these spaces could be allocated across the land uses proposed to support the mode share target of 60% non-car travel.</p> <p>Based on the 2006 census data the current transit mode share for journeys to work in the Darlington area, as a whole, is between 30 and 40%. In this context, the target mode share of 60% by transit by 2016 is not unreasonable given:</p> <ul style="list-style-type: none"> § the accelerated growth in transit use for work trips since 2006 given factors such as oil prices, tolls and the cost of car parking § the University, a major local employer, does provide parking for staff at rates that will not be repeated in new developments § the state road network in the vicinity of the concept plan does not have excess capacity or speed flow characteristics that encourage car commuting § the greater mix of uses proposed will enhance the opportunities for local walking and cycling commutes 				

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			§ the State Plan transport infrastructure improvements, commits to the strategic bus corridor on Gibbons/Regent Streets and the proposed upgrade of Redfern Station which is to be funded from the net proceeds of the sale of the North Eveleigh site.
	c. Open Space	Extent of basement parking, locations and impact on deep soil landscaping.	The extent of basement parking is shown on the Indicative Parking Provision Plan prepared by Bates Smart attached at Appendix 1. The proposed public parks are generally not located over basements to maximise areas for deep soil planting.
	d. Amenity	Provide further details of shadowing impacts from the proposed buildings within the site. Specifically, details of shadowing on proposed private open space and primary living areas.	Additional solar studies are included within Appendix 2 of this Report. The shadow diagrams demonstrate adequate solar access will be achieved to the private open space and primary living areas of the apartments.
	e. Building Sections	Provide detailed plans of building sections across the site.	The amended Concept Plan provides additional sections across the site prepared by Bates Smart and attached at Appendix 1.
2. Heritage Council			
	a. General	The Heritage Impact Statement submitted with the proposal states that the proposed redevelopment will result in demolition of a number of extant buildings which have been identified as having heritage significance. The reasons for the proposed demolition given are significant structural issues, enabling, quality urban design, sustainable development and the	The stores buildings are in a parlous condition due to white ant infestation over a long period rendering the buildings structurally unsound. Many of the large timber sections supporting the buildings have suffered extensive termite damage. The stores buildings are currently supported by adjoining buildings and infill buildings dating from the twentieth century making a meaningful adaptive reuse impractical.

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		renewal of the site.	
		It is noted that the proposal involves demolition of the Stores buildings, substantial alteration to the Paint Workshop and construction of buildings on the fan of tracks. These works are likely to have an adverse impact on the overall significance of the site. It is considered that a more sensitive design solution could have reduced the need to demolish/ alter some of these buildings. It may be possible within the current proposal to reduce the potential adverse impact on the overall heritage significance of the site with appropriate management (see below)	<p>Demolition of Stores building and alterations to Paint Shop addressed above.</p> <p>The Concept Plan has been amended to open up the Fan of Tracks in front of the Paint Shop to allow better interpretation. There are a number of constraints with interpreting the Fan of Tracks:</p> <ul style="list-style-type: none"> • As they stand they form a hostile pedestrian environment. • Interpretation will require some form of remediation and levelling. • To allow safe use by the public, rails may need to be represented in some other medium. <p>Particular attention will be paid to interpreting the Fan of Tracks in the Interpretation Strategy in accordance with the <i>North Eveleigh Concept Plan Interpretation Strategy Guidelines</i> prepared by Weir+Phillips and attached at Appendix 5.</p>
		16 storey building could interfere with Vine St vista termination of the Chief Mechanical Engineer's Building	The 16 storey building will not interrupt any views of the Chief Mechanical Engineer's building from Vine St.
	b. Site Management	Create funding mechanisms for initial conservation & upgrade of heritage buildings/areas and continuing maintenance on a regular basis, Interpretation for the general public and archival recording of buildings being demolished and the site in general, potentially through a s88B instrument.	<p>Conservation and upgrade has commenced with the successful adaptive reuse of part of the Carriage Workshop as a theatre.</p> <p>A detailed interpretation strategy will need to be prepared in accordance with the <i>North Eveleigh Heritage Interpretation Guidelines</i> prepared by Weir+Phillips attached at Appendix 5. The Strategy will need to deal with aboriginal heritage, social heritage of the workers at Eveleigh and the railway heritage.</p> <p>Archival recording of the heritage significant buildings will take place as a matter of course.</p>
	c. Site layout, public domain and	Ensure the overall industrial character of the subject site is	Approximately 29% of all floor space on the site is within existing buildings, ensuring the character of the site is maintained. Heritage values are also captured in the urban

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	building design	retained.	design framework of the Concept Plan.
3. Ministry of Transport			
	<p>a. Traffic, transport & parking</p>	<p>i. The concept plan declares that a target of 60% non-car mode share for commuters, as part of its public transport strategy, is achievable. Whilst the Ministry supports this target, the plan and the accompanying traffic and transport impact assessment have not provided details on how this target can be achieved. It is considered that this planning exercise provides the best opportunity to test and investigate assumptions about the feasibility of this target.</p>	<p>A mode share target of 60% by transit has been set for the peak hour commuter trips to the site. The mode share target was arrived at following initial planning studies outlined in the Built Environment Plan Stage 1 (BEP).</p> <p>The BEP set out the planning context for the development of North Eveleigh and other key strategic sites within the Redfern Waterloo Area and how these developments would each add to the demand for transport services in the future.</p> <p>The BEP considered how the proximity of Redfern Railway Station (and to a lesser extent, Macdonaldtown Station), with its frequent and direct train services, and strategic bus routes on the regional roads, along with the adoption of a pragmatic approach to parking supply on the site, support the achievement of the 60% mode share target.</p> <p>The 2006 census measured a transit mode share for work trips to the area of approximately 30% – 40%, but it would be higher now that fuel prices have dramatically increased. The overall peak split would also be lower if the University student trips were considered along with the work trips. Local residents have a high transit mode share as well, and a combined achievement of a 60% mode share is not unrealistic for a future date when the development would be ready for occupation.</p> <p>Currently, more passengers leave peak AM trains at Redfern than board them, this gap offers an opportunity to carry many of the future residents of this development.</p> <p>Botany and Gibbons Streets are part of an RTA Strategic Bus Corridor #21 that will be upgraded for enhanced bus performance. This is expected to improve the capacity of bus services in the corridor, as well as the attractiveness of use.</p>

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			<p>There is scope for the City of Sydney to reduce the amount of on-street parking along King Street. This would enable bus services in the off-peak and shoulder periods to perform better and offer higher capacity through faster operation.</p> <p>The target of 60% by transit was applied to the whole site, including the residential development. This target fits with the policy objectives of RWA, the City and regional strategies.</p>
		<p>ii. The Ministry notes the provisions in the proposal for parking and recommends that a minimalist approach to car parking provision be required based on the accessibility of the site to public transport. The Ministry is keen to reduce the provision of on site parking as an effective measure to encouraging greater mode shift to public transport together with increased walking and cycling.</p>	<p>Addressed above in 1(b)(iii)</p>
		<p>iii. The modelling exercise conducted for the proposed development appears to have been confined to vehicular traffic. The Traffic and Transport Impact Assessment report acknowledges an increase in demand for bus and transit trips resulting from the proposed development. There is scope for the assessment to consider in detail the impact of the proposed</p>	<p>The BEP considered the capacity of the transit network to accommodate additional trips that may result from the development of key sites within the Redfern Waterloo Authority area, including the redevelopment of North Eveleigh.</p> <p>Data from the <i>Compendium of CityRail Travel Statistics</i>, fifth Edition April 2006, shows that 2,470 people currently access Redfern Station in the AM peak period, and that 7,050 currently exit the station.</p> <p>Redfern Station clearly has no platform constraints. RailCorp figures demonstrate that capacity at this railway station is not an issue as at least 4,580 seats are available.</p>

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		<p>development on public transport provision. In particular:</p> <ul style="list-style-type: none">Determine the likely transport needs of the proposed development and the capacity of the existing transport services to meet the demand, andIdentify what level of additional infrastructure, if any, would be required to satisfy the demand.	<table><tr><td></td><td colspan="3">AM Peak</td><td colspan="3">24 Hours</td></tr><tr><td>Station</td><td>Entry</td><td>Exit</td><td>Total</td><td>Entry</td><td>Exit</td><td>Total</td></tr><tr><td>Redfern</td><td>2,470</td><td>7,050</td><td>9,520</td><td>15,820</td><td>15,820</td><td>31,640</td></tr><tr><td>Macdonaldtown</td><td>390</td><td>140</td><td>530</td><td>820</td><td>820</td><td>1,640</td></tr></table> <p>Redfern Station is intended to be upgraded; this is included within the State Plan. However, as demonstrated above, capacity is not the issue. The station's perceived security and permeability is considered to be more of an issue, so its upgrade would act as a catalyst for optimism in the inner area. Demand for housing that is not reliant on car access is already at a peak in the vicinity, as recent news reports on the shortage of inner suburban housing to rent or buy demonstrate. The net proceeds from the sale of the North Eveleigh site are intended to fund an upgrade of the Redfern Station. The timing is subject to the sale and the cooperation of RailCorp, but with the hypothecation, it is reasonable to expect that the upgrade would occur before the development was fully occupied.</p>		AM Peak			24 Hours			Station	Entry	Exit	Total	Entry	Exit	Total	Redfern	2,470	7,050	9,520	15,820	15,820	31,640	Macdonaldtown	390	140	530	820	820	1,640
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		<p>iv. The report recommends the preparation of a traffic management plan at the project application stage. The Ministry considers that the concept plan approval process is the appropriate time for the preparation of the above plan, which needs to be expanded into a Transport Management and Accessibility Plan (TMAP). The assessment and planning for transport issues needs to be viewed on the basis of the whole project to be meaningful.</p>	<p>Traffic Management Plans (TMP) require detailed information of the method, form and materials for construction; this information will not be available till the project application stage. An assessment of likely impacts and how these impacts could be managed is included within the Traffic Impact Assessment this included preferred heavy vehicle routes and recommended construction hours and days of working that could be included within planning approval conditions.</p> <p>The BEP traffic and transport strategy sets out the strategic objectives and principles for a transport strategy that would form the key elements of a TMAP.</p> <p>The Statement of Commitments has been amended to require a TMAP, rather than just a TMP. The Commitments set out the matters that are to be included in TMAP to be provided with future Project Application/s.</p>																												
		<p>v. Consideration of transport issues in the draft Statement of Commitment has been limited to</p>	<p>The Statement of Commitments included in Section 3 of this report require public transport provision and travel demand strategies are included in the TMAP.</p>																												

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		traffic considerations. The Ministry recommends that the Statement be expanded to the broader concept of transport and accessibility. In this regard, the Statement should include public transport provision and travel demand management strategies.	
4. City of Sydney			
	a. Draft Sustainable Sydney 2030 Plan	i. The bridge to facilitate pedestrian and cycle movements between North Eveleigh and the ATP car park must be provided. Better connections to and from the site are required.	<p>The RWA is committed to provide a bridge that links North Eveleigh to the ATP. The proposed bridge will improve connectivity and access between North Eveleigh and the ATP carpark.</p> <p>The proposed alignment is the most feasible and pragmatic solution because the bridge provides:</p> <ul style="list-style-type: none"> • Best constructability and launch approach. • Aesthetics as visual bulk is minimised • Shortest construction program • Best demolition sequence • Minimises environmental impact <p>The RWA has also investigated several options for a bridge to be located at the end of Traverser 1, east of the Carriage Workshop connecting across the rail line to the western end of the Locomotive Workshop. This location was not feasible for a number of reasons including operational, technical, safety and heritage constraints.</p>
		ii. Commitments to incorporate green transformers/	The Concept Plan discusses trigeneration and other energy management options.

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		cogeneration should be made in the Concept Plan.	<p>The Statement of Commitments requires that the development comply with the following sustainability targets:</p> <ul style="list-style-type: none"> • Commercial Building <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 <p>in accordance with the Regulation.</p> <p>In addition, the developer must investigate the achievement of higher targets.</p> <p>Trigeneration will be one of the options to achieve the 4.5 Star NABERS Energy and 4 Star Green Star ratings.</p>
		iii. Of all housing 7.5% should be affordable housing and 7.5% should be social housing	A target of 12% of the dwellings in North Eveleigh is proposed for affordable housing, which will be managed by a registered community housing organisation or government agency. This will be funded by the RWA's affordable housing contributions. It is intended that affordable housing will target key workers.
		iv. There is no large scale park and there is no detailed design of open space. Public open space is not useable public open space.	Building B1 has been deleted to provide a larger more useable park in the western precinct. Building J1 has been relocated and reorientated to provide a larger park separated from the rail line by the relocated building. The Statement of Commitments has been amended to require the submission of a Detailed Landscape Plan that requires the provision of five parks and associated landscape treatment to promote usability.
		v. In terms of rail noise the appropriateness of uses and mitigation measures needs to be considered.	The Concept Plan includes a Preliminary Acoustic Report – Rail Traffic Noise and Vibration by Acoustic Dynamics. The report concludes that the proposed development can be constructed to comply with various applicable standards and guidelines for noise and vibration. The Statement of Commitments includes the requirements for further detailed noise and vibration investigations at project application stage.
	b. Heritage	i. Impacts of the proposed	The redevelopment of the Paint Shop will involve the removal of the 1927 Carriage

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		residential towers on the heritage significance of the Paint Shop. Southern elevation should be retained.	Lifting Shop on the southern side of the Paint Shop. The Lifting Shop and stored trains currently restrict the views of the western end of the southern elevation of the Paint Shop. Where practical, the proposal will seek to retain the southern façade, and provides a greater opportunity for views of the southern façade than are currently available. This elevation is set back further from the rail corridor than that of the Carriage Workshop.
		ii. Towers on the Paint Shop will adversely affect the interior by complicating the space with lift and stair shafts and structure.	The Paint Shop is approximately 6,600m ² in area. There are few appropriate uses that are capable of occupying the entire area. The adaptive reuse of the building will require that it is compartmentalised to accommodate future uses.
		iii. Proposed use of the Chief Mechanical Engineer's Building for residential purposes is considered inappropriate. Original use as an office is more appropriate.	The amended Concept Plan also permits commercial uses within the Chief Mechanical Engineer's Building.
		iv. Proposed use of the Clothing Store Building for residential purposes is potentially acceptable. However commercial use may be better as it will require less physical intervention.	Noted. The interior of the Clothing Store is of low significance. Division into residential units would have a manageable impact.
		v. New buildings over the fan of tracks will impact on the ability to interpret the fan of tracks. A reduced number of buildings should be placed in this area and should be concentrated in the north east area toward the tower.	The Concept Plan has been amended to open up the Fan of Tracks in front of the Paint Shop to allow better interpretation. There are a number of constraints with interpreting the Fan of Tracks: <ul style="list-style-type: none"> • As they stand they form a hostile pedestrian environment. • Interpretation will require some form of remediation and levelling. • To allow safe use by the public, rails may need to be represented in some other

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			medium. Particular attention will be paid to interpreting the Fan of Tracks in the Interpretation Strategy in accordance with the <i>North Eveleigh Concept Plan Interpretation Strategy Guidelines</i> prepared by Weir+Phillips and attached at Appendix 5.
	c. Site planning and built form	i. The development should comply with the suggested separation distances in the Residential Flat Design Code to ensure potential overshadowing, loss of privacy and outlook for future residents is minimised. The proposal should comply with <i>Solar and Daylight Access</i> controls in the <i>South Sydney DCP 1997</i> .	The development will generally comply with the suggested separation distances and solar access requirements in the Residential Flat Design Code. A detailed assessment of the amended Concept Plan against the Code is included at Appendix 6. Detailed solar studies are provided at Appendix 2.
		ii. Proposal should address amenity of adjoining residents including privacy and overshadowing.	Addressed above.
		iii. Height variations are acceptable subject to mitigating any impact of the amenity levels of nearby residents.	Noted.
	d. Traffic impact	i. Traffic generation rates, mode split rates and car occupancy rates are not in accordance with RTA Guide to Traffic Generating Developments and known occupancy rates.	PB used trip generation rates set out in the RTA's <i>Guide to Traffic Generating Development</i> , and then adjusted them to reflect the character and high accessibility of this particular site, resulting in the assumed modal split.
		ii. Traffic modelling does not appear to accurately reflect the existing traffic situation on the	The validation of the model demonstrated that the base case had a good fit with traffic

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		surrounding state road network, or take into account proposals to close Shepherd St and Ivy St north of Abercrombie, and Butlin Ave within the University.	<p>currently experienced.</p> <p>The traffic network used in the report is the one that we understand is likely to be the one in place in 2016. These other proposals are options that could be run in the model, but as they are not currently adopted road strategies they were not included in the model. For instance, if the University were to propose the closure of Butlin Avenue.</p> <p>We understand that the City is proposing to commence an LATM plan for this area, but at the time of writing there were no adopted plans to alter the road network.</p>
		<p>iii. Discussions between the RWA and the State Transit Authority (STA) and City Rail to ensure that an increase in public transport can be provided to deal with the increased patronage. A long term mode choice is usually made soon after a new trip is created, the RWA should ensure that all public transport upgrades are available as close to the site being occupies as possible.</p>	<p>It is widely understood that travel behaviour is set soon after new developments are occupied. Travel behaviour can be influenced by availability and proximity of public transit, information and travel demand management. The site has good access to public transit at Redfern Station; Macdonaldtown Station, the bus corridors of City Road / King Street; and the Gibbons Street and Regent Street Arterial pair, which form part of the a Strategic bus corridor between Miranda and the CBD (corridor 21).</p> <p>The RTA is committed to funding major infrastructure improvements on corridor 21 as part of the RTA strategic bus corridor program to improve the average operating speeds of peak hour buses.</p> <p>Improvements to the King Street / City Road corridor could arise from the removal of on-street parking, and there are other such regulatory practices RWA could put forward to the City of Sydney to improve transit on this corridor, but the University has been improving its passenger waiting facilities and MoT is planning more integrated bus routes along this corridor, too.</p> <p>The upgrade of Redfern Station is included in the State Plan, with the funding expected to be provided from the net proceeds of the sale of the North Eveleigh site.</p> <p>Data from the <i>Compendium of CityRail Travel Statistics</i>, fifth Edition April 2006, shows that 2,470 people currently access Redfern Station in the AM peak period, and that</p>

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			<p>7,050 passengers currently exit the station in the same period. This demonstrates that capacity at this railway station should extend to at least 4580 additional passenger spaces.</p> <table><tr><td></td><td colspan="3">AM Peak</td><td colspan="3">24 Hours</td></tr><tr><td>Station</td><td>Entry</td><td>Exit</td><td>Total</td><td>Entry</td><td>Exit</td><td>Total</td></tr><tr><td>Redfern</td><td>2470</td><td>7050</td><td>9520</td><td>15820</td><td>15820</td><td>31640</td></tr><tr><td>MacDonalddtown</td><td>390</td><td>140</td><td>530</td><td>820</td><td>820</td><td>1640</td></tr></table> <p>We anticipate that residents and businesses choosing this location may be expected to be transit oriented</p>		AM Peak			24 Hours			Station	Entry	Exit	Total	Entry	Exit	Total	Redfern	2470	7050	9520	15820	15820	31640	MacDonalddtown	390	140	530	820	820	1640
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		<p>iv. The Concept Plan makes the assumption that no traffic exiting the site will use Queen Street as a link to access King Street. The Council has been made aware that since the Carriageworks site has become occupied the traffic volumes on Queen Street have increased as a result. It is therefore not suitable to assume that no site traffic will use Queen Street without some form of traffic management measures. Since we do not wish for traffic to use Queen Street, RWA will need to design and install suitable traffic</p>	<p>The concept plan assumes that the majority of traffic will use the more convenient routes of Golden Grove and Abercrombie Streets. It is proposed within the concept plan that suitable direction signs be provided to help drivers select appropriate routes. Directional signage will be provided on the site to restrict traffic turning from the site into Queen St.</p> <p>Further measures to reduce traffic volumes on Queens Street should be considered by Council in preparing the Local Area Traffic Management.</p>																												

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		management to prevent site traffic using Queen Street. All designs should be approved by Council prior to installation. All measures should be in place prior to occupation of the site and at not cost to Council.	
		v. The Council has received a number of correspondences from concerned residents in Erskineville relating to the volumes of development traffic that will be moving within Erskineville Village. The RWA should undertake a review of the traffic impact the development will cause to Erskineville Village avoiding the use of residential streets where possible.	Intersections in the report were discussed as exceptions, ie where traffic problems were forecast by simulation. The intersection of Wilson Street with Burren Street did not feature as an intersection of concern in the traffic model. The simulation results suggest that traffic flow to the south is not expected to significantly change as a result of the development. This also suggests that the concerns of the Erskineville residents are not reflected in traffic forecasts. While existing traffic issues in Erskineville will not improve as a result of the development, they should not deteriorate over time as a result of the development at North Eveleigh.
		vi. The entire Darlington Precinct is covered by a 3 ton load limit which therefore limits large trucks to using only the most direct route to the site. Golden Grove Street is the most direct route, from the site to the nearest State Road, and was therefore nominated as the service route for the already approved Carriageworks site and the nearby Macdonaldtown Stabling Project. The RWA	Noted. The expected routes for the existing heavy vehicle traffic from the site are Wilson Street, Shepherd Street and Abercrombie Street to gain access to Cleveland Street and Wilson Street and Golden Grove Street to gain access to King Street.

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		should ensure that all heavy vehicle traffic will be directed along Golden Grove Street.	
		vii. All loading and unloading must occur entirely within property boundaries. No on-street loading zones will be approved as the availability of such zones cannot be guaranteed.	All loading is proposed to occur entirely within the site curtilage. Loading will be facilitated by loading docks to the rear of the retail space. Loading for the commercial buildings is expected to be via basement loading docks.
	e. Road Design	The following elements are critical to enable a proper assessment of the development: i. All roads (public) within the North Eveleigh Site must be designed to meet “Australian Model Code for Residential Development” (AMCORD) standards	In the project application all roads will be designed to Council’s standard.

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		The new roads within the site must be designed with on-street parking on both sides of the street as provided on the majority of all standard public roads. A change to this arrangement will require an appropriate traffic reason to be given either through the site's Kerbside Parking Restriction Plan or the Traffic Management Plan	The majority of road widths within the concept plan could permit kerbside parking. Details of kerbside parking will be included in the Traffic Management and Accessibility Plan which will be submitted at the project application stage when the final distribution of uses within the building envelopes is known.
		ii. Retail Commercial and Entertainment traffic within the site should be separated wherever possible, so that it does not travel through the residential sections of the site and therefore causes a disturbance.	<p>Traffic from the residential zone at the western end of North Eveleigh is separated from the commercial traffic. There is a mixed use area where commercial and residential traffic are mixed, but this is appropriate near major railway stations such as Redfern, and is in accord with introducing more vibrancy into the local footpaths and street frontages.</p> <p>The concept plan has given consideration to the need to reduce trip lengths by providing a mix of uses. The commercial development has been located close to Redfern Station to maximise opportunities for transit use. The residential development to the west of the site provides good access to transit and ensures that commercial traffic past residential dwellings is minimal.</p>

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		iii. The City of Sydney supports and encourages the inclusion of Shared Zones wherever possible. The developer must review and assess each street proposed as a Shared Zone to ensure compliance with the Roads and Traffic Authority's Technical and design requirements for Shared Zones.	No shared zones are proposed on the site. There is a pedestrian zone that can be traversed by emergency vehicles and market establishment vehicles between the Carriage Workshop and the Blacksmith's Shop.
		iv. All proposed Shared Zones must meet the RTA's Technical Directives. This would include (at present) issues such as the Shared Zones being designed to create a physically self enforcing 10km/h speed limit environment which only carries traffic volumes less than 300 vehicles per day and has a length that is less than 250 metres for each Zone and carries not trucks or coaches	No shared zones are proposed on the site. There is a pedestrian zone that can be traversed by emergency vehicles and market establishment vehicles between the Carriage Workshop and the Blacksmith's Shop.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		v. f) Any road that is not a Shared Zone must be designed to suit a 40km/h speed limit.	Noted.
	f. Road Dedication	i. The Council has not entered into an agreement to accept a transfer of the land, or to maintain the whole in the future. The standard of construction (including compatibility within the existing road network) is of importance to the Council in reaching an agreement to accept transfer of such infrastructure.	The developer is required to ensure all public roads intended to be dedicated are constructed to the standards of the City of Sydney. This is reflected in the Statement of Commitments included in Section 3 of this report.
		ii. To date, insufficient, co-ordinated details have been provided with regard to critical aspects to enable a proper assessment of this element of the proposal.	Noted. This detail will be provided in future project applications.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		<p>iii. The developer must only dedicate these roads to Council once the following actions have been carried out:</p> <ul style="list-style-type: none"> Ø 75% of the residential component of the site is occupied and the occupants are satisfied with the road arrangements. 	<p>The Statement of Commitments, included in Section 3 of this report, requires the provision of a staging plan with future Project Applications, which addresses the staging of dedications.</p>
		<ul style="list-style-type: none"> Ø A Traffic Management study for the roads within the site has been undertaken. Approval will then need to be obtained from both the Sydney Traffic Committee and the City of Sydney for the results of this study. All approved devices for roads within the site must be installed in accordance with the RTA Technical Directives (eg. Pedestrian crossings, speed humps etc) 	<p>Noted</p>

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		<p>Ø Preparation of a Kerbside Parking Restriction Plan in accordance with the RTA Technical Directives which ensures parking is allocated for short-stay parking. This Plan must be approved by both the Sydney Traffic Committee and the City of Sydney. To eliminate the use of the area by long term commuter's unrestricted parking spaces must not be provided.</p>	Noted.
		<p>Ø Approval from the Roads and Traffic Authority has been obtained for all the proposed Shared Zones.</p>	As detailed in 4(e)(iii) above no shared zones are proposed. There is a pedestrian zone that can be traversed by emergency vehicles and market establishment vehicles between the CarriageWorks and the Blacksmith's Shop. This area does not form part of proposed dedications.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		Ø A pedestrian safety and access audit (eg: PAMP study) must be carried out for all roads within the site.	Noted. This will be addressed as part of the future staging plan referred to in 4(f)(iii)
		Ø Any proposal to dedicate roads to the public, vested in Councils ownership will require that all associated certified engineering, plans and documentation for civil works, road design and construction, stormwater and flood mitigation design and construction and landscaping be approved by Council and prior to acceptance of any such dedication, all associated works are to be completed in accordance with the requirements and to the satisfaction of Council.	Noted. Detailed design will be the subject of future project applications.
		Ø All such designs and works are to be in accordance with	Noted. This is reflected in the Statement of Commitments included at Section 3.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		<i>Council's Development Specifications for Civil Works Design and Construction and Council's Public Domain Manual.</i>	
	g. Pedestrian and cycle issues	i. As mentioned earlier, the bridge to facilitate pedestrian and cycle movements between North Eveleigh and the ATP car park must still be provided.	Refer to response in 4(a) above.
		ii. Wilson, Abercrombie and Codrington Streets form part of the City's cycleway network laid out in the City's adopted Cycle Strategy and Action Plan 2007 – 2017/ Wilson Street is proposed to have separated cycleway constructed on the North Eveleigh development side of the road for the section between Ivy Street to Burren Avenue. Any reconstruction of the roundabouts to enlarge them in this section of road would have a negative impact on the City's cost of construction for the separated cycleway, and therefore cannot be supported.	<p>Enlargement and realignment of the Shepherd Street roundabout to provide a fourth leg and access into the North Eveleigh site is proposed.</p> <p>How a dedicated cycle lane crosses the roundabout will require careful design, however, the enlargement of the roundabout is unlikely to be a restraint on provision of this cycle facility. Any diversion of the bike route to accommodate the slight enlargement of the roundabout would be minimal. Details of the roundabout design will be provided at project application stage.</p> <p>Consultations with residents regarding the North Eveleigh Concept Plan, suggest that a far greater obstacle for Council will be the challenge of designing the cycle lane without losing on street parking.</p> <p>The provision of only two vehicle access points into the site minimises disruption for pedestrians and cyclists.</p>
		iii. Golden Grove Street is key access corridor from King Street and disability access to the site	Disability access is provided in to the site at several locations and is discussed in the access report. The permeability of the wider road network by people with mobility

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		must be provided at this location.	<p>disabilities, including along Golden Grove, to reach transit and services along King Street is a direct function of Council's current provision of services. This development has barrier free access at several locations and has enhanced the accessibility of the site.</p> <p>The Statement of Commitments included at Section 3 commits to:</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, Forbes St and Queen St.
		iv. Whilst it is understood that there is a substantial level difference between Wilson Street and the site, most of the proposed pedestrian access points from the north are resolved through multiple flights of stairs. The only visible attempt to provide an accessible entrance has been at the far eastern end of the site through a switchback ramp. Accessible access should also be provided to the central and western site precincts.	<p>Addressed above.</p> <p>The final buildings on the site may have lifts, some in public areas. This will be determined in the future project/development applications for the site.</p>
		v. The highest level physical accessibility of both public and private domains should be a design objective. Accessible	Noted. Addressed above.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		local public transport is also a priority.	
		vi. The Carriageworks site, being a performing arts centre, and the proposed supermarket near to this site requires disability access from Wilson Street near Codrington Street.	A ramp access to the CarriageWorks site is currently provided. Once on the site, level, at-grade access will be available to all buildings in accord with the Australian Standards.
		vii. The increased traffic and pedestrian movements in the area will require pedestrian facility upgrades across and along Wilson Street. The applicant shall submit a plan to Council showing all proposed pedestrian facility upgrades along Wilson Street. These upgrades will be installed prior to occupation of the site and at not cost to Council.	Although pedestrian numbers will be significantly increased along Wilson Street, the existing width of facilities should be sufficient given the low speed and low traffic volumes experienced and likely to be experienced in the future. Pedestrian facilities will be considered as part of the TMAP which will be lodged at project application stage.
	h. Parking	The City will not consider changes to parking restrictions on Abercrombie, Lawson and Shepherd Streets as the Council does not wish for them to carry any more traffic.	It should be noted that the improvements to these streets will be required without traffic associated with the North Eveleigh development in order to ensure a satisfactory Level of Service in coming years.
		Car share parking spaces must be provided within the development.	As outlined in Section 3 of this report the Statement of Commitments, the Concept Plan commits to providing car spaces for use by car share schemes. Details are to be included in the Transport Management and Accessibility Plan (TMAP) that the Statement of Commitments requires at the Project Application Stage.
	i. Housing Diversity/	i. Information on the location,	A target of 12% of the dwellings in North Eveleigh is proposed for affordable housing,

Agency	Issue	Agency Comment	Response and Mitigation Strategy
	Affordable Housing	quantum or design of affordable housing is requested.	which will be managed by a registered community housing organisation or government agency. This will be substantially funded by the RWA's affordable housing contributions. The RWA intends to withhold from sale land upon which affordable housing will be developed.
		ii. Future affordable housing should include a substantial component of culturally appropriate housing for Aboriginal and Torres Strait Islander communities.	<p>Noted. The RWA has made a public commitment to provide affordable housing for Aboriginal people. The target group for affordable housing will be based on the definition for affordable housing contained within the <i>Environmental Planning and Assessment Regulations</i>.</p> <p>Affordable housing will be managed by a Government or registered community housing organisation.</p> <p>Access to affordable housing will be determined by the appointed housing organisation.</p>
	j. Community Facilities	i. Supports the provision of child care on the site in accordance with the City's Child Care Centre DCP.	<p>The amended Concept Plan includes a Statement of Commitment that requires that Child care facilities be provided 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 spaces). • 1 space per 1450sqm commercial space (Minimum viable size is 30 spaces).
	k. Local employment and training	Supports the provision of employment and training programs on site.	Noted.
	l. Staging	<p>It is recommended that:</p> <ul style="list-style-type: none"> • Clarification of staging inclusions, ie whether just construction, or construction and dedication is envisaged 	As detailed in 4(f)(iii) of the Statement of Commitments, included in Section 3 of this report, the provision of a staging plan is required with the Project Application, which addresses the staging of dedications.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		<p>within each stage</p> <ul style="list-style-type: none"> • Consideration to be given of subsequent stage construction impacts and access when determining the staging plan, not just market forces • Consideration to be given to the practicalities of staging, with the particular reference to the current proposal to split delivery of an access roadway in two stages, some 6 years apart. 	
	m. Access	<p>It is recommended that the plan:</p> <ul style="list-style-type: none"> • Consider or provide accessible entrances to the central and western precincts • Provide a clear outline of proposed circulation for all modes of transport (Pedestrian, cycle, vehicular) and how the separation of use will be achieved, taking into account the City's desire to avoid a proliferation of bollards. 	<ul style="list-style-type: none"> • Refer to response to access issues in 4(g) above. • A circulation plan is provided at Appendix 10.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
	n. Land dedication of public space	<p>It is recommended that further discussion is undertaken with Council to address issues such as:</p> <ul style="list-style-type: none"> i. Separation of public / private open space, in areas where they are proposed to directly adjoin one another 	<p>The amended Concept Plan provides more clarity on the open space areas and clearly defines parks and public domain areas as illustrated in the Parks and Public Domain Plan prepared by Bates Smart attached at Appendix 1. The design of public and private places will also be addressed in the Detailed Landscape Plan and Safety Management Strategy that are required by the Statement of Commitments.</p>
		<ul style="list-style-type: none"> ii. Relationship between building entries / uses and the interface with proposed public open space – there must be clear separation of these areas so that public open space is recognised as public space and not appropriated by the building as part of its forecourt 	<p>This will be addressed in the Detailed Landscape Plan and Safety Management Strategy to be provided with future Project Applications in accordance with the Statement of Commitments,</p>

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		iii. Understanding of what lies underneath proposed dedication areas in stratum.	The amended Concept Plan has sought to minimise dedications in stratum by limiting basement areas under roads, parks and public open spaces. The proposed parks at the western end of the site near Iverys Lane, and on the Fan of Tracks are not located above basements. The proposed pocket park along Wilson Street at the western end of the Blacksmith's Shop, the park at the eastern end of the site near the 16 storey building and pedestrian access ways from Wilson St will likely require a dedication in stratum. The Statement of Commitments requires that the details of proposed dedications are addressed with future the Project Application/s.
	o. Existing public domain impacts	It is recommended that: <u>Landscape/ Public Domain Design</u>	The amended Concept Plan provides larger, contiguous parks and open spaces to minimise fragmentation. The shadow analysis prepared by Bates Smart demonstrates that more than 50% of the areas of the proposed parks will receive 4 hours of sunlight between 10am and 2pm in mid winter
		i. Address fragmented and overshadowed spaces	
		ii. Provide detail of deep soil and on-slab planting areas over the entire site	The Statement of Commitments requires the provision of a Detailed Landscape Plan which addresses deep soil planting. The proposed parks will provide extensive areas for deep soil planting.
		Provide further detail on the proposed treatment of adjacent spaces, such as the RailCorp access to the south of the site and interface with existing properties, such as 501 Wilson Street.	The RailCorp access to the south of the site will be separated from the development by a RailCorp approved fence. Residential development adjacent to the western wall of No.501 Wilson Street will be of a similar height and will not have balconies on the eastern (No.501) façade. Further detail on the treatment of buildings will be provided at project application stage.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		Provide further detail on proposed landscape treatments and finishes, including the Water sensitive Urban design measures and bioswales.	The Statement of Commitments requires a Detailed Landscape Plan which provides further detail on landscape treatments, including water sensitive urban design measures.
		Refer to City policy/guidelines such as Sydney 2030, Sydney Streets Design Code; and Parks Technical Manual to help shape the design of intended public spaces	The Statement of Commitments requires a Detailed Landscape Plan which considers: <ul style="list-style-type: none"> - Sydney Streets Design Code - Parks Technical Manual. - Sydney Lights Design Code
		Provide indicative approach to lighting design	Lighting within public areas to be dedicated will be in accordance with the Sydney Lights Design Code. This is reflected in the Statement of Commitments.
		<u>Existing Street Impact</u> Include upgrade of existing, surrounding street frontages as part of the development works	Future project applications will need to consider any need for upgrading the surrounding street frontages.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		As a minimum, include a requirement for a damage deposit / security payable to the (public domain landowner) to cover possible construction damage to the surrounding public domain areas and those affected by associated works	To be addressed with future project applications.
		Further discussion on the resolution of the public open space/ landscaping, dedication and remediation issues with Council be undertaken.	The proponent will continue to liaise with Council regarding dedication issues.
5. University of Sydney			
		Will be a catalyst for the further improvement of the surrounding areas of Redfern and Waterloo.	Agreed
	a. Links to the University and Community	i. Recommends a 'more open frontage along Wilson Street, including broader public access and view lines'. Activation of the Wilson St frontage through the provision of residential and small business commercial space.	The amended Concept Plan deleted buildings A1 and B1. As a result public open space is increased and directly accessible from Wilson Street. In addition a further pocket park is provided at the western end of the Blacksmiths' Shop on Wilson St. The amended Concept Plan continues to provide public access at several locations along Wilson St, ensuring connectivity between the site and the adjoining neighbourhood.
		ii. Create community linkages to major employers such as the University of Sydney, RPA, and	Noted. The Concept Plan enhances existing linkages to surrounding employment uses.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		ATP.	
	b. Sustainability	i. Provide an increased proportion of housing for families with children. Provide for townhouses/modern terraces and create adequate open space for play.	The residential floor space and building envelopes provided for within the amended Concept Plan allows a mix of studio, 1 to 3 bedroom apartments.
		ii. Provide affordable student and academic accommodation.	<p>A target of 12% of the dwellings in North Eveleigh is proposed for affordable housing, which will be managed by a registered community housing organisation or government agency. This will be substantially funded by the RWA's affordable housing contributions. The RWA intends to withhold from sale land upon which affordable housing will be developed.</p> <p>The target group for affordable housing will be based on the definition for affordable housing contained within the <i>Environmental Planning and Assessment Regulations</i>. Affordable housing will be managed by a Government or registered community housing organisation. Access to affordable housing will be determined by the appointed housing organisation. It is intended that the affordable housing is intended to be targeted toward key workers.</p>
		iii. Should include minimum provisions regarding the quality of accommodation.	All accommodation will satisfy the provisions of the Residential Flat Design Code. The Statement of Commitments also requires design excellence.
		iv. Some commercial activities should be provided on the Wilson St frontage to contribute to integration between the site and Darlington community.	The amended Concept Plan includes the use of the Scientific Services building for community purposes and allows for the use of the Chief Mechanical Engineer's building for commercial purposes. Furthermore, the Blacksmith's Workshop is currently being refurbished for a market, which will provide fresh produce to service the local community. These uses, combined with open space uses and access points through the site the development provides for the integration of the site with the Darlington community.
		v. Provide a child care facility on site	The Statement of Commitments requires: Child care facilities be provided 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:

Agency	Issue	Agency Comment	Response and Mitigation Strategy
			<ul style="list-style-type: none"> • 6 places per 100 households (Minimum viable size is 30 spaces). • 1 space per 1450sqm commercial space (Minimum viable size is 30 spaces).
	c. Open Space	i. Reduce hard landscaping as much as possible.	The amended Concept Plan provides increases in the level of soft landscaping throughout the site. Approximately 9,400m ² of parks will be provided throughout the site.
		ii. Review provision of basement car parking to encourage more deep soil planting.	The amended Concept Plan reduces the amount of basement car parking and increases the land available for deep soil planting.
		iii. Consider realigning buildings in the eastern zone to replace courtyards between the buildings with more north facing green space, similar to approach in western zone.	Building J1 has been realigned to be parallel to the rail corridor, increasing the open space within the Fan of Tracks.
		iv. Provide more open space in the western zone.	The amended Concept Plan provides three parks in the western precinct, totalling approximately 4,075m ² in area. This includes two pocket parks on Wilson St, one opposite Forbes St at the site's entrance and the other at the western end of the Blacksmith's Shop and a larger park adjacent to Iverys Lane (3,350m ²).
	d. Safety and Security	Alignment of eastern commercial buildings may create pockets for anti social behaviour. Align buildings so that open space areas are more visible from main street.	The Statement of Commitments requires that a Safety Management Plan be prepared for the site which provides guidelines for the application of Crime Prevention Through Environmental Design (CPTED).
		Broader mix of activities for the Blacksmiths' Shop to allow 24 hour activation.	The Blacksmiths' Shop has development consent for use as a market, a car park and for arts uses. The uses ensure the activation of the area without unreasonably impacting on the amenity of nearby residents.
	e. Quality and scale	Encourage a design competition seeking excellence in built form and innovation in environmental	In August 2007 RWA invited four leading architectural firms to prepare urban design proposals for the site in a Design Competition. The RWA appointed an independent Urban Design Panel comprising industry specialists to judge the competition and select

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		sustainability.	the preferred entry. Bates Smart won the competition. The design was then refined for the Concept Plan. Further design competitions could be held for the design of the built form, the subject of future project applications.
		10 storey height limit should be observed for the whole site.	A ten storey height limit across the site would compromise compatibility with surrounding residential development especially at Wilson St.
		Proposed office towers have relatively small individual building footprints. Such small footprints are unattractive to many modern businesses and may preclude occupancy by major tenants. Recommends consolidating some commercial footprints into larger footprints to improve building efficiency and marketability.	The amended Concept Plan consolidates the footprint of two buildings. These were always intended to be developed together, potentially with an atrium between. The amendment allows for the development of a building with or without an atrium, but that complies with the height and floor space as indicated.
	f. Traffic and Transport		
		New pedestrian bridge should provide direct linkages to Redfern Station platforms.	<p>The purpose of the Bridge is to provide improved southern and northern links in the RWA Operational Area over the railway corridor whilst also providing an alternate route for those people approaching Redfern Station from the north. The bridge will also assist in linking the ATP and North Eveleigh sites.</p> <p>The Redfern-Waterloo Built Environment Plan Stage 1 indicated that a Bridge adjoining Redfern Station would be examined. The Plan stated that this bridge will either be linked to the Station or stand alone depending on structural engineering, costs and approval by RailCorp.</p> <p>The project team for the bridge examined connections to the existing Station and determined that it was unfeasible given the existing narrow width of the platforms, the additional span of the bridge required (therefore additional cost), the need for piers to be located on the rail corridor which RailCorp does not support, and the need for an additional paid entry point to the Station which RailCorp is also not supporting.</p>

Agency	Issue	Agency Comment	Response and Mitigation Strategy
			The design concept which was the subject of the Project Application has been designed to ensure that there is a link from the Bridge to Marian Street where an entrance to the Station is located.
		Concern regarding increased traffic especially at Shepherd and Abercrombie St intersection and through University's Butlin Ave.	The Statement of Commitments requires the provision of a Transport Management and Accessibility Plan which is to include a strategy for traffic and pedestrian and cyclist safety.
		Doesn't provide a pedestrian management plan especially at key intersections	The Statement of Commitments requires the provision of a Transport Management and Accessibility Plan which is to include a strategy for pedestrian and cyclist safety.
	g. Impact of Rail Corridor	Provide a 15-20m setback from the rail access road to permit deep planting of significant trees to screen the rail corridor from the development.	The provision a landscaping strip will provide increased spaces for anti social behaviour, a recognised concern of the University of Sydney's. Open space in this area would not be attractive or useable for residents and is considered better provided on the northern side of buildings.
	h. Delivery of Project	Fragmentary or unduly delayed development of the site will be detrimental.	The intention of the Concept Plan is to ensure an overall framework for the site that will deliver an integrated development outcome.
		Delivery of the project should be undertaken by a single entity.	The intention of the Concept Plan is to ensure an overall framework for the site that will deliver an integrated development outcome.
6. Arts NSW			
	a. Easements and Restrictions	i. Heavy vehicle access is to be maintained to allow free and uninterrupted access from Wilson St to allow articulated and other heavy vehicle entry and egress to the precinct and CarriageWorks loading docks.	The Concept Plan provides improved heavy vehicle access to the site, including CarriageWorks, with the realignment and formalising of the existing western access. The heavy vehicle route is adjacent to the entrance to CarriageWorks loading docks at the western end of the building.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		ii. Provide a minimum of 44 car parking spaces in Traverser 2 and 44 spaces in Traverser 1	Traverser 1 is currently used for car parking for Yaama Dhiyaan and will be used for car parking for the markets when they become operational. Car parking associated with these uses will occupy the entire Traverser 1. This Concept Plan does not propose any change to the existing approved car parking arrangements for the Carriage Workshop on Traverser 2.
		iii. Provide emergency vehicle access to Carriage Workshops	Emergency vehicle access will be provided to the site. The pedestrian/cycle area between the Carriage Workshop and Blacksmiths' Shop and on Traverser 1 will also be available for emergency vehicles.
		iv. Provide easements to allow opening of all doors in accordance with relevant standards	The Concept Plan does not propose any buildings that would preclude the opening of the Carriage Workshop doors. Easements are a matter for discussion between Arts NSW and the land owner.
		v. The minimum standard for all vehicle and pedestrian access shall be in accordance with the relevant Australian Standards.	The roads and the public domain areas within the eastern and western precinct are proposed to be dedicated to Council. Accordingly, vehicle access and pedestrian access will be designed in accordance with the City of Sydney's requirements: <ul style="list-style-type: none"> • <i>Development Specifications for Civil Works Design and Construction.</i> • <i>Sydney Streets Design Code</i>
		vi. Access be provided at all times.	Public vehicle access will extend along Traverser 2, adjacent to the Carriage Workshop western boundary.
		vii. Building Alterations, Maintenance, Repairs – allow for scaffolding up to 4m wide on all building facades viii. - Arts NSW be permitted to allow allocation of car parking as a builder's compound or other	The Concept Plan does not propose any buildings that would inhibit scaffolding on the building facades. It is noted that use of these areas are a matter for discussion between Arts NSW and the land owner. Car parking for the Carriage Workshop should be in accordance with relevant development consents for the site.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		ix. Easement to continue with existing signage, to prevent encroachment, and to provide access.	Existing signage may be affected by the Concept Plan development. Signage for Arts NSW should be discussed with the land owner.
		x. Utility Services <ul style="list-style-type: none"> access to be provided to electrical switch room continuity of supply of services to be provided 	Arts NSW should discuss these issues with Energy Australia.
		xi. Pedestrian access to be maintained.	The existing pedestrian access from Codrington/Wilson St to the site will remain as pedestrian access for the site. Additional pedestrian accesses will also be provided.
		xii. Bus interchange to be provided close to the venue.	A bus set down area could be considered on Traverser 2, adjacent to the Carriage Workshop western façade. The western access will provide improved access for heavy vehicles to the CarriageWorks.
		xiii. Public area lighting to be provided and maintained.	New lighting will be provided in accordance with the City of Sydney's Lights Design Code.
		xiv. Adjoining building works to minimise any disruption to CarriageWorks	The Statement of Commitments requires that a Construction Management Plan be provided at project application stage. This will address: <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 Waste management, including quantities, storage and disposal. Dust control and management Erosion and sediment control. Tree protection and management Contact details of site manager
		xv. Adjoining owners shall not be	Issues relating to noise from CarriageWorks will be considered in the preparation of a

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		permitted to complain about performances.	site management agreement between Arts NSW and the landowner. Detailed noise and vibration investigations are required as part of the Statement of Commitments. Compliance with RailCorp's <i>Interim Guidelines for Applicants - Consideration of Rail Noise and Vibration in the Planning Process</i> is also required.
	b. Commercial Viability	To provide the government's 'financial target' the Carriage Workshops should allow an additional 19,000m2 with NO internal car parking. [Concept Plan allows 12,000m2 and 187 car spaces].	Car parking as a result of CarriageWorks performances is a significant issue for local residents. Any development proposal needs to ensure adequate car parking is provided to service the development.
	c. Residential Encroachment	RWA's Acoustic Report focuses on rail noise and not noise from CarriageWorks. Request for covenant regarding noise from CarriageWorks venue.	Issues relating to noise from CarriageWorks will be considered in the preparation of a site management agreement. Detailed noise and vibration investigations are required as part of the Statement of Commitments. Compliance with RailCorp's <i>Interim Guidelines for Applicants - Consideration of Rail Noise and Vibration in the Planning Process</i> is also required.
7. Sydney Water			
	a) Provision of recycled water	Sydney Water is currently investigating a reticulated recycled water scheme for new development.	Noted
	b) Connection to Sydney Water network	RWA/developer should liaise with Sydney Water to ensure infrastructure is appropriately sized.	Noted
8. NSW Police			
	a. Surveillance	i. Consider installing CCTV cameras along site access points.	The Statement of Commitments requires a Safety Management Strategy be prepared at project application stage that: <ul style="list-style-type: none"> Ø Provides guidelines for the application of CPTED principles and Safer by Design best practice models. Ø Addresses issues raised by the NSW Police in their letter to the Department of

Agency	Issue	Agency Comment	Response and Mitigation Strategy
			Planning dated 3 July 2008.
		ii. Fences should not restrict surveillance opportunities.	This should be addressed in the Safety Management Strategy, referred to above.
		iii. Security and other surveillance equipment should be installed.	This should be addressed in the Safety Management Strategy, referred to above.
	b. Lighting	Lighting should be designed to comply with Australian Standards.	This should be addressed in the Safety Management Strategy, referred to above.
	c. Landscaping	Important that landscaping does not inhibit surveillance or be capable of being used as a ladder to access areas.	This should be addressed in the Safety Management Strategy, referred to above.
	d. Territorial reinforcement	i. Signage can be used to assist with territorial reinforcement.	This should be addressed in the Safety Management Strategy, referred to above.
		ii. Needs to be clear who owns the space, cares for it and is responsible for it. Opportunistic criminals will exploit areas where this is unclear. There is concern over the pedestrian/cycle links where private open space is publicly accessible.	Addressed above. In addition, the Statement of Commitments requires a Detailed Landscape Plan that uses landscape design to delineate between private and public spaces and ensures the design of open spaces will create a safe environment based on Crime Prevention Through Environmental Design.
	e. Environmental Maintenance	A maintenance policy including graffiti management will need to be developed.	This should be addressed in the Safety Management Strategy, referred to.
	f. Space/ Activity Management	Limit access points to areas that need to be restricted.	This should be addressed in the Safety Management Strategy, referred to.

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		Need to consider how to restrict access to underground car parks.	This should be addressed in the Safety Management Strategy, referred to.
	g. Access Control	i. Access control treatments should be considered to minimise crime.	This should be addressed in the Safety Management Strategy referred to.
		ii. Development should include a secure underground car parking area with entry restricted to residence and cardholders. Open underground car parks are subject to fires, malicious damage and theft.	This should be addressed in the Safety Management Strategy, referred to.
9. Department of Health Sydney South-West Area Health Service			
	a. Noise and Vibration	Continue to monitor noise and vibration impacts through the detailed design stages of the project to minimise any harmful health effects.	Noted. The Statement of Commitments requires further detailed noise and vibration assessments at project application stage.
	b. Affordable housing	Maximise the provision of affordable housing in the development.	A target of 12% of the dwellings in North Eveleigh is proposed for affordable housing, which will be managed by a registered community housing organisation or government agency. This will be funded by the RWA's affordable housing contributions. The RWA intends to withhold from sale land upon which affordable housing will be developed
	c. Pedestrian/cycle bridge	Recognise the bridge as critical to the proposal.	Noted. The RWA lodged a separate Project Application with the Department of Planning on 17 June 2008 for the proposed pedestrian bridge, referred to as the Eveleigh Heritage Walk. The application was publicly exhibited from 16 July to 15 August 08. The RWA will continue to progress the application with the Department for

Agency	Issue	Agency Comment	Response and Mitigation Strategy
			determination by the Minister.
	d. Car parking	Recommend reduction in car parking given the accessibility of the site.	The amended Concept Plan reduces car parking on the site by providing a maximum of 1800 spaces, which is 143 spaces less than 1943 spaces provided for in the original Concept Plan. The parking provision is in line with the City of Sydney controls, which aim to establish a 60% mode share to public transport.
	e. Traffic	An increase in motor vehicles would adversely affect the existing cycle friendly environment.	The Statement of Commitments requires the provision of a Transport Management and Accessibility Plan with future Project Applications. The TMAP is required to include a strategy for pedestrian and cyclist safety.
	f. Contamination	The Public Health Unit of the Area Health Service can provide advice on human health risk aspects of soil and groundwater contamination.	Noted.
10. Roads and Traffic Authority			
	a. Improvements to intersections	i. Changes to signalised intersections will need to be assessed by RTA's network Operations section	Noted.
		ii. The extension of Abercrombie and Lawson St turning lanes requiring the removal of on-street car parking will require the concurrence of the City of Sydney Local Traffic Committee with subsequent project applications.	Noted.
		iii. The feasibility of extending the existing right hand turn bay on Cleveland St into Shepherd St needs to be	Noted.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		reviewed. Any road improvement costs will be at no cost to the RTA.	
		iv. Information is required into the consequences for pedestrians on the removal of the pedestrian scramble phase at the intersection of Abercrombie and Shepherd St at project application stage.	Noted.
	b. Traffic Management Plan	A Traffic Management Plan for demolition/construction needs to be submitted to Council and the RTA for approval with any subsequent project application.	The Statement of Commitments requires the preparation of a Construction Traffic Management Plan with future Project Applications. Construction Traffic Management Plan will be prepared in accordance with the RTA guidelines and be approved by the relevant traffic authority.
11. RailCorp			
	a. Conditions of Consent	RailCorp has requested that the Department impose detailed conditions on the consent, the contents of which are reflected below. Should the Department choose not to impose any conditions of consent, or obtain RailCorp's agreement prior to any changes, then RailCorp's support for the concept plan has not been granted.	<p>The majority of issues that Railcorp have requested are included as conditions of consent on the concept plan should be addressed with future Project and Development Applications as they involve consideration of more detailed design. The issues may be raised as part of a referral process to Railcorp under Part 3A or Part 4 of the EP& A Act, which includes referral requirements under SEPP (Infrastructure). The matters may also be addressed with the imposition of conditions on a development consent or project application approval. This is considered more appropriate given conditions are not imposed on a Concept Plan approval.</p> <p>Have regard to the above, the following matters raised by Railcorp have been included in the Statement of Commitments:</p> <ul style="list-style-type: none"> • Corridor Protection • Derailment Protection • Ongoing Railcorp Access

Agency	Issue	Agency Comment	Response and Mitigation Strategy
			<ul style="list-style-type: none"> • Protection of the Future North Eveleigh Dive Alignment • Stormwater discharge
	b. Corridor Protection	<p>i. Prior to the lodgement of an application seeking development approval for any structure within 25m of the rail corridor that involves ground penetration of greater than 2m, the Applicant is to prepare a Geotechnical and Structural report, and Excavation and Construction methodology that meets RailCorp's requirements for endorsement by RailCorp. The Applicant will be required to incorporate RailCorp's comments/amendment prior to the lodgement of the application with the consent authority.</p>	<p>The Statement of Commitments, commits the proponent to:</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.
		<p>ii. Prior to the lodgement of an application seeking development approval for any structure within 25m of the rail corridor that involves ground penetration of greater than 2m, the Applicant is to prepare 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 and to</p>	<p>The Statement of Commitments, commits the proponent to:</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 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.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		submit these with the documentation as required with the above condition.	
	c. Derailment protection	Prior to the lodgement of an application seeking development approval for any future structure located within 20m of the rail corridor a derailment protection risk assessment in accordance with Australian Standard 5100 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.	<p>The Statement of Commitments, commits the proponent to:</p> <ul style="list-style-type: none"> 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.
	d. Ongoing RailCorp access	RailCorp's ongoing access (including for large vehicles) to the rail corridor through the subject site must not be restricted at anytime. This includes the use of all internal roads as identified in the approved concept plan. Should the internal roads not be dedicated as "public roads~ then this access is to be maintained through the creation of appropriate right of ways or easement. Prior to the creation of any right of way or easement	<p>The Statement of Commitments, commits the proponent to:</p> <ul style="list-style-type: none"> 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.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		benefiting RailCorp must be endorsed by RailCorp prior to registration on title.	
	e. Future North Eveleigh Dive Alignment	i. All structures which are proposed for construction or installation, or which are constructed or installed, which have a potential impact on the North Eveleigh Dive Alignment (future underground rail connection) must be designed, constructed and maintained in accordance with design criteria specified by RailCorp.	<p>The Statement of Commitments, commits the proponent to:</p> <ul style="list-style-type: none"> 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.
		ii. The concept design of the basements for Block B, C and D must be modified to comply with RailCorp exclusion zone requirements for the North Eveleigh Dive Alignment (future underground rail connection). A revised concept plan, endorsed by RailCorp, is to be submitted to the Department of Planning, prior to the lodgement of the first application seeking approval for any future building.	Noted. The Concept Plan has been amended to comply with the exclusion zone requirements for the North Eveleigh Dive Alignment.
		iii. The design and construction of the basement levels, foundations and ground anchors which have a potential impact on the North Eveleigh Dive	To be addressed with future applications.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		Alignment (future underground rail connection) must be completed to the satisfaction of RailCorp.	
		iv. No modifications may be made to that approved design without the written consent of RailCorp.	To be addressed with future applications.
		v. RailCorp, and persons authorised by it for this purpose, are entitled to inspect the site and all structures to enable it to consider whether those structures on that site have been or are being constructed and maintained in accordance with these conditions, on giving reasonable notice to the principal contractor or the owner or occupier of the part of the site to which access is sought.	To be addressed with future applications.
		vi. A detailed regime is to be prepared for consultation with, and approval by, RailCorp for the excavation of the site and the construction of the building foundations (including ground anchors) which have a potential impact on the North Eveleigh Dive Alignment (future underground rail connection), which may include geotechnical and structural certification in the	To be addressed with future applications.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		form required by RailCorp.	
	f. Drainage	i. Stormwater drainage from the North Eveleigh site is to be discharged across the rail corridor utilising either the existing drainage system or through the installation of a new drainage system across the rail corridor serving the subject land.	The Statement of Commitments, commits the proponent to: <ul style="list-style-type: none"> 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
		ii. The final drainage solution (including whether the existing drainage is to be used or a new system to be installed) will be subject to RailCorp's written approval. RailCorp's written approval on the drainage solution is to be obtained prior to the lodgement of the either the first application for subdivision or first application for the development of a future building, whichever may occur first, following the approval of this concept plan.	To be addressed with future applications.
		iii. In order for the Applicant to obtain RailCorp's approval, the Applicant is to provide RailCorp, but not be limited to, the following information:	To be addressed with future applications.
		<ul style="list-style-type: none"> The applicant needs to demonstrate that drainage and 	To be addressed with future applications.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		<p>stormwater within the site can be managed without any adverse impact on the rail corridor, and that any existing or future pipes, as the case may be, 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.</p>	
		<ul style="list-style-type: none"> • The applicant is to provide drainage calculations carried out in accordance with 'Australian Rainfall and Runoff' published by the Institution of Engineers Australia, and are to include a contoured catchment diagram and delineation of flow paths for storms of average recurrence interval of 1:100 years (1% AEP) where appropriate. 	<p>Addressed above. It should be noted that this has already been provided in Appendix Y - the <i>Concept Plan Hydraulic Service Concept Design Report</i> by Warren Smith and Partners, April 2008</p>
		<ul style="list-style-type: none"> • The applicant is to provide full computer modelling of the stormwater drainage design and analysis of the site and results 	<p>Addressed above. It should be noted that this has already been provided in Appendix Y - the <i>Concept Plan Hydraulic Service Concept Design Report</i> by Warren Smith and Partners, April 2008.</p>

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		of the computer output shall be 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.	
		<ul style="list-style-type: none"> Stormwater runoff from all impervious surfaces on the property shall be collected and conveyed to a point suitable for integration with the constructed stormwater drainage system. The drainage system shall be provided to 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. 	Addressed above. It should be noted that this has already been provided in Appendix Y of the <i>Concept Plan Hydraulic Service Concept Design Report</i> by Warren Smith and Partners, April 2008.
		<ul style="list-style-type: none"> The Applicant is to provide any additional information requested by RailCorp. RailCorp can vary the above requirements should it deem necessary and these new requirements will need to be complied with. 	To be addressed with future applications.
		<ul style="list-style-type: none"> The future care and control of the drainage system serving the development site will also be subject to RailCorp's approval, 	Noted. The detail is not considered relevant for the Concept Plan or Statement of Commitment. This is a matter that will be addressed between RailCorp and RWA as part of the land transfer process.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		and if deemed necessary by RailCorp, the Applicant or future owners of the site will be required to enter into a Deed or licence agreement for this drainage system and obtain registration on Title of a Positive Covenant prior to the commencement of any work, at no cost to RailCorp. RailCorp may impose connection fees and/or annual maintenance fees through the Deed or license agreement.	
	g. Noise and Vibration	Prior to the lodgement of an application seeking development approval for any future building, the Applicant is required to undertake an acoustic assessment. An Acoustic Report is to be submitted with the application seeking development approval.	<p>The Statement of Commitments commits the proponent 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>.
	h. Balconies and windows	Given the possible likelihood of objects being thrown onto the rail corridor from future buildings, all balconies that are within 20m of the rail corridor are to incorporate adequate measures that prevent the throwing of objects onto the rail corridor or are to be entirely enclosed. The measures to be utilised are to be endorsed by RailCorp in writing prior to the	To be addressed with future applications.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		lodgement of an application seeking development approval for any future building.	
		Given the possible likelihood of objects being thrown onto the rail corridor from future buildings, all windows that are within 20m of the rail corridor are to incorporate mechanisms that limit the opening of windows to prevent the throwing of objects onto the rail corridor. The measures to be utilised are to be endorsed by RailCorp in writing prior to the lodgement of an application seeking development approval for any future building.	To be addressed with future applications.
	i. Reflective material	Future structures located along the rail corridor are not to utilise any reflective material, such as mirrored glass or metal finishes without the written endorsement of RailCorp.	To be addressed with future applications.
	j. Fencing and Landscaping	Prior to the lodgement of the first application for either subdivision or building construction, Redfern Waterloo Authority is to prepare design guidelines regarding the fencing to be used/ constructed along the entire common boundary with the rail corridor. The fencing guidelines and specifications are to be endorsed by RailCorp prior to the lodgement of the first application for	To be addressed with future applications.

Agency	Issue	Agency Comment	Response and Mitigation Strategy
		either subdivision or building construction. This fencing is to be installed in accordance with the endorsed guidelines and specifications prior to the commencement of a building construction.	
		All landscaping within 20m of the rail corridor is to meet RailCorp requirements. RailCorp's Biodiversity Specialist is to be contacted to obtain details of appropriate tree and plant species.	To be addressed with future applications.
	Future amendments	Any future amendment to the approved concept plan must be endorsed by RailCorp prior to lodgement with the consent authority.	As an adjoining land owner RailCorp will be consulted as part of the development consent process, either with a Part 3A Project Application or a development application. Following the sale of the land, there is no statutory requirement for Railcorp to endorse the concept plan application prior to lodgement.
	Car parking	While not requested as a condition of consent RailCorp encourages the review of the provision of car parking given the site's close proximity to Redfern Station.	The amended Concept Plan reduces car parking on the site by providing a maximum of 1800 spaces, which is 143 spaces less than 1943 spaces provided for in the original Concept Plan. The parking provision is in line with the City of Sydney controls, which aim to establish a 60% mode share to public transport.