RESPONSES TO KEY ISSUES IN PUBLIC SUBMISSIONS – TOTAL 161	
A. TRAFFIC/ TRANSPORT /PARKING	
TOTAL # SUBMISSIONS RAISED	**125**
INCREASED TRAFFIC	67
INADEQUATE /OMISSIONS TIS - RESUBMIT TIS/INDEPENDENT TIS	48
HEAVY VEHICLES/TRUCKS (ROUTES, IMPACTS AND ROADS INADEQUATE)	34
VEHICLE ACCESS (LOCATION AND IMPACTS)	31
CAR PARKING	
TOTAL # SUBMISSIONS RAISED	**65**
PROVIDE MORE CAR PARKING	26
REDUCE CAR PARKING	17
ON-STREET PARKING BAD NOW AND WILL WORSEN	22
B. OPEN SPACE	
TOTAL # SUBMISSIONS RAISED	**92**
INADEQUATE OPEN SPACE	91
TREATMENT/LANDSCAPING OF OS (NOT HARD SPACES, GREEN SPACE, RECREATION SPACES - SPORTS FIELD, SOCCER, FRISBY, ETC	34
C. BUILDING HEIGHT	
TOTAL # SUBMISSIONS RAISED	**89**
BH TOO HIGH	88
16 STOREYS	24
12 STOREYS GENERALLY (I.E C1 AND D2)	40
6 STOREYS - B1	38
BH OUT OF CHARACTER WITH AREA/IMPACTS ON CHARACTER OF AREA	46
BH IMPACTS ON HERITAGE (ON & OFF SITE)	40
BH AMENITY IMPACTS (PRIVACY, OVERSHADOWING, VISUAL IMPACTS WIND)	39
NON-COMPLIANCE HEIGHT CONTROLS BEP & DGRS	17
D. PEDESTRIAN/ CYCLE ACCESS	
TOTAL # SUBMISSIONS RAISED	**71**
IMPACT ON WILSON ST CYCLEWAY	57
IMPACT ON PEDESTRIAN ACCESS	25
E. HERITAGE	
TOTAL # SUBMISSIONS RAISED	**61**
IMPACT ON HERITAGE/ CONSERVATION AREA OF NEWTOWN & DARLINGTON	43
IMPACT ON HERITAGE BUILDINGS/HERITAGE ON SITE	35
F. COMMUNITY FACILITIES/ INFRASTRUCTURE	
TOTAL # SUBMISSIONS RAISED	**53**
CHILDCARE	42
LOCAL PUBLIC SCHOOLS	35
G. DENSITY	
TOTAL # SUBMISSIONS RAISED	**44**
DENSITY TOO HIGH/TOO DENSE	43
H. SUSTAINABILITY	
TOTAL # SUBMISSIONS RAISED	**42**
SUSTAINABILITY REQUIREMENTS/MEASURES - INADEQUATE/DON'T GO FAR ENOUGH/NON-EXISTENT	34
I. PUBLIC TRANSPORT	
TOTAL # SUBMISSIONS RAISED	**31**
P.T. AT/CLOSE TO CAPACITY, ESPECIALLY IN PEAK HR - OVER CROWDED	16
OVERESTIMATION OF PT USE IN TIS	11
DETAILS OF/NEED FOR STATION UPGRADES	8
J. CITY OF SYDNEY ISSUES	
TOTAL # SUBMISSIONS RAISED	**22**
INCONSISTENT/NEEDS TO BE CONSISTENT WITH SSS 2030	18
K. BRIDGE – EVELEIGH HERITAGE WALK	
TOTAL # SUBMISSIONS RAISED	**20**
IMPROVE LINKAGE TO REDFERN STATION	12
L. AFFORDABLE HOUSING (INCLUDING STUDENT HOUSING)	
TOTAL # SUBMISSIONS RAISED	**15**
SUPPORT PROVISION OF/MAXIMISE/NEED AFFORDABLE HOUSING	10
WILL NOT/DOES NOT PROVIDE AFFORDABLE HOUSING	4

A. TRAFFIC, PARKING			
TOTAL # SUBMISSIONS RAISED	125		
ISSUE	**EXPLANATION (specific mention)**	**TTL#**	**RESPONSE**
1. INCREASE IN TRAFFIC (67 SUBMISSIONS)	a. AMENITY- NOISE,VIBRATION,POLLUTION	21	Any development on the North Eveleigh site will generate additional traffic, however, RWA is committed to traffic and parking guidelines that minimise the generation of private car travel and directs heavy traffic to designated routes to minimise impacts. As the site has been largely unused for over 20 years the impact of increased traffic is likely to be noticeable. The proportion of heavy vehicles is not expected to exceed current levels when development is complete.
	b. CONGESTION ON WILSON, SHEPHERD, BURREN, ERSKINEVILLE, CHARLES, QUEEN, FORBES, HOLDSWORTH, KING/ ABECROMBIE	53	The intersection of Wilson Street with Burren Street did not feature as an intersection of concern in the traffic model. The model simulated traffic conditions in the AM peak hours as this was the period of greatest traffic congestion. The predominant traffic flow in the AM peak is expected to head towards the North Eveleigh site and is expected to travel via City Road / Kings Street and not via Burren Street. The traffic forecast is a simulation model in Paramics, as per RTA preference. Simulations do not assign traffic to streets per se, but forecast intersection performance. The traffic report addressed all intersections where performance was forecast to be reduced in the future. The simulation results for the AM suggest that traffic flow to the south is not expected to significantly change as a result of the development.
	c. ACCIDENTS- QUEEN STREET SINCE CARRIAGEWORKS	9	It is proposed within the Concept Plan that suitable directional signs be provide to help drivers select appropriate routes. The western access to the site has been adjusted to minimise conflicts at Queen/Wilson St from vehicles exiting the site. The Statement of Commitments have been amended to require the provision of a Transport Management and Accessibility Plan (TMAP) which includes traffic management measures to ensure a right hand turn is not permitted from Wilson Street into Queen Street when exiting the site from Carriage Works Way, subject to the approval of the relevant roads authority.
	d. ACCESS INTO MAJOR STREETS WILL WORSEN-KING,	11	Access into these streets is forecast to be at the current Level of Service.

A. TRAFFIC, PARKING			
	CLEVELAND, PARTICULARLY SINCE CARRIAGEWORKS AT QUEEN		
2. PARKING (65 SUBMISSIONS)	a. INCREASE	26	There is a target for 40% or less of travel by car for the development. The proposed parking rates applied to the site fit with the current parking standards in the locality and at similar recent developments. Parking standards need to balance the restraint on vehicular traffic with the need to ensure parking can be provided without impacting on the surrounding neighbourhood. The parking codes 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 and ensures that "over-flow" parking does not affect neighbouring streets. Application of these codes 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 rates were adopted. These rates are among the most restrictive in Sydney, but the proximity of Redfern and Macdonaldtown Railway Stations and the good level of bus transit make these rates feasible and appropriate. For the residential development on the site, the rates proposed within the City of Sydney LEP 2005 were selected. A maximum total of parking for the whole site was set to match the reasonable capacity of the local road network.
	b. DECREASE	17	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.
	c. INSUFFICIENT ON STREET NOW AND WILL WORSEN	22	There is sufficient parking on site to meet the needs of the new population, including on street parking.
	d. BICYCLES	6	The amended Statement of Commitments requires the provision of facilities for bicycles in accord with the provisions of *South Sydney's DCP 11.* The Statement of Commitments also now requires a unified traffic, cyclist and pedestrian guidance system to be introduced across the site. Access to the site was limited to minimise disruptions to the Wilson St cycleway.
	e. SCHEMES INCLUDING	7	The provision of car schemes is considered more appropriate for this site. The

A. TRAFFIC, PARKING			
	INTEGRATED PARKING SOLUTION FOR WHOLE SITE INCLUDING CARRIAGEWORKS		Statement of Commitments has been amended to provide car spaces for use by a car share scheme.
	f. USE DCP 11 RATES FOR WHOLE DEVELOPMENT (RES & COMMERCIAL)	1	The car parking rates are considered adequate as they are maximums.
	g. CORRELATION BETWEEN TRAFFIC GENERATION AND PARKING SPACES NOT EVIDENT	1	There is a correlation between traffic generation and parking spaces and this has been taken account in the modelling.
	h. CONCEPT PLAN SHOULD CONSIDER PROVIDING CAR PARKING ON THE PERIPHERY OF THE SITE. THIS APPROACH HAS BEEN TAKEN BY FRASERS FOR FORMER CUB SITE AND UNI AT CAMPERDOWN CAMPUS.	1	The provision of car schemes is considered more appropriate for this site. The Statement of Commitments has been amended to provide car spaces for use by a car share scheme.
3. INADEQUATE TIS (48 SUBMISSIONS)	a. OMISSION OF STREETS AND INTERSECTIONS: QUEEN; CHARLES, ONE WAY SECTION WILSON; FORBES, INTERSECTION LAWSON & GIBBONS, WILSON & BURREN ST INTERSECTIONS; GIBBONS & REGENT ST; ERSKINEVILLE RD FROM ERSKINEVILLE STATION TO KING ST;	17	Intersections in the report were discussed as exceptions, ie where traffic problems were forecast by simulation. **Lawson Street and Gibbons Street** -The BEP1 report assessed this intersection with the traffic associated with the development of North Eveleigh and other RWA sites. Adequate capacity was identified. Furthermore, in setting the boundaries for the Paramics model, this intersection was excluded as it forms part of the SCATS network as part of paired system with Regent Street that is sometimes referred to as "the Southern Arterial". The timing of the signals at this intersection is responsive to the north/south flow between the CBD and the Airport, and isolating one intersection would not have been appropriate as it would give inaccurate results. **West of Wilson and Burren** – A traffic boundary was determined based on previous assessment and observation. Analysis of this intersection demonstrated that there were not capacity issues. As a result downstream intersections were not expected to be worse off from this development in the AM peak period. **Queen St -** Queen St was included in the modelling. The results indicated that the car traffic exiting the site at AM peak was not significant and therefore did not warrant further analysis.

A. TRAFFIC, PARKING			
	b. STUDY AREA FOR DARLINGTON MODEL DEFICIENT, SHOULD COVER THE AREA BOUNDED BY THE SURROUNDING ARTERIAL ROADS I.E GIBBONS, CLEVELAND, CITY RD, KING ST, ERSKINVILLE RD AND ERSKINVILLE RD TO REDFERN STATION CORRIDOR. THIS ALLOWS TRAFFIC IMPACT TO BE ASSESSED LEAVING AND ENTERING THE LOCAL AREA AT ALL INTERSECTIONS WITH THE SURROUNDING MAJOR RD NETWORKS	1	The Study Area for the Model includes the nearest State Roads (Cleveland St, City Road, King St).
	c. DATA INADEQUATE: PEDESTRIAN COUNTS NOT UP TO DATE; CAR OWNERHIP NOT CONSISTENT WITH ABS; JUSTIFICATION FOR DISCOUNTING FOR TRAFFIC GENERATION NOT EXPLAINED; MODAL SPLIT NOT JUSTIFIED; INCONSISTENCY WITH SMEC ANALYSIS - SECTION 5.3.2 AND 5.3.3; OMISSION OF QUEUE LENGTHS; GROWTH FIGURES VARY FROM RTA GROWTH PROJECTIONS; NOT REPRESENTATIVE OF TRAFFIC IN THE AREA; ACCURACY OF THE MODEL UNKNOWN GIVEN IT IS UNTESTED - PB HAD TO DEVELOP NEW MICRO	15	The TIS was compiled by Parsons Brinckerhoff under industry best practice and addresses the Director-General Requirements. The Paramics modelling software used to construct the micro simulation model for the Darlington area is widely used and is the preferred modelling software of the RTA. PB constructed and verified the model in accord with industry standards. All necessary data was inputed. The TIS provided an explanation of data used and further opportunity was provided for clarification during information sessions and other consultative processes. The data is based on actual observations and counts, RTA traffic generation rates, future forecasts published by the RTA and previous modelling undertaken for the BEP 1.

A. TRAFFIC, PARKING			
	SIMULATION MODEL		
	d. LACK OF COMPREHENSIVE BASE LINE DATA PROVIDED WITH THIS TIS	1	Baseline data relied upon in the Paramics Modelling included: • 2006 pedestrian and vehicle counts • 2008 SCATS data • RTA future year trip distributions • 2008 manual calibration checks • 2007 University mode share survey All formal traffic counts and SCATS data were done when the University was in session. The SCATS data were for March, so a slightly higher than average traffic flow might be expected, and Tuesdays are generally used as typical days, especially as there is some suspicion that University traffic falls on Fridays. The classified intersection counts were done to replicate as closely as possible previous counts to get a feel for how levels had changed over time. In general, traffic levels have fallen in the area, but for the sake of low risk, we assumed a traffic growth rate of 0.9% per annum and this was applied in the model and is higher than recent reported traffic patterns and the spot checks revealed. If there were a bias in the base data, and there is no reason to suppose there is, it would be more than compensated for in the bullish traffic growth figures included without the traffic generation predicted from the model. As both RWA and the University have reduced their proposals from the levels of active floorspace assumed in the model, the model is going to be biased toward too high an assessment of impact.
	e. CALIBRATION OF THE MODEL – DIFFICULT TO ASSESS DUE TO LIMITED AVAILABILITY OF INTERSECTION COUNT DATA TIS SHOULD. REQUEST THE TIS DISCLOSE THE MARGINS FOR ERROR	1	Appropriate model calibration and validation reporting as per industry practice was made in the modelling section of the report.

A. TRAFFIC, PARKING			
	f. MORE ASSESSMENT OF QUEEN, WILSON, BURREN, CHARLES ERSKINEVILLE. TRAFFIC MODEL DOES NOT TAKE THIS INTO ACCOUNT.	21	Addressed in 3(a) above.
	g. OMISSION OF TRAFFIC FLOWS AND VOLUMES ON STREETS.	9	Addressed in 3(a) above.
	h. CUMULATIVE IMPACTS NOT CONSIDERED FOR: ALL THE UNI PROPOSALS - BUTLIN ST CLOSURE, ABERCROMBIE ST PRECINCT, 2020 MASTERPLAN; BLACKSMITHS WORKSHOP; CHANGED CONDITIONS SINCE CARRIAGEWORKS	13	PB assessed the cumulative traffic impact of the North Eveleigh and Abercrombie Precincts in the weekday AM peak period. It allowed for growth in the vicinity "Background traffic" that covered other growth proposals by the University and small in-fill development in the area.
	i. FLAWED ASSUMPTION ABOUT PUBLIC TRANSPORT USEAGE, ALREADY OVERSUBSCRIBED, FEW BUSES AT CITY ROAD.	18	A mode share target of 60% by transit has been set for the peak hour commuter trips to the site. The overall transport strategy for the site was demonstrated in the earlier traffic report that accompanied the Built Environment Plan. 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. Sydney Buses reports its current annual growth rate as 3.5-4%. It is STA policy that services are increased where there are repeated incidents of passengers being left behind. Currently, there are almost 5000 more passengers alighting at Redfern Station in the AM peak period than entering so capacity remains for peak hour travellers. The State has supported the upgrade of the station in its State Plan, and the net proceeds of the sale of North Eveleigh will fund the upgrade. State funding has been identified for transit improvements that will serve this area.
	j. LACK OF DISCLOSURE IN TIS DURING EXHIBITION/Q&A'S NOT	4	The TIS was compiled by Parsons Brinckerhoff under industry best practice and addresses the Director-General Requirements.

A. TRAFFIC, PARKING			
	PROVIDED/ INADEQUATE INFORMATION FOR PUBLIC TO MAKE ASSESSMENT, CLARIFICATION OF DATA INSUFFICIENT/ RESUBMIT.		Extensive opportunity was provided to the community to meet, clarify and discuss all aspects of the Traffic Impact Statement (TIS) with Parsons Brinckerhoff (PB) during and after the exhibition. This included eight information sessions held during weekdays and on weekends, which were attended by PB and where the community was able to ask questions relating to the TIS as well as general traffic and transport matters. These were held at North Eveleigh on: Tuesday, 6 May 4-6 pm Saturday, 10 May 2-4 pm Tuesday, 13 May 4-6 pm Tuesday, 20 May 4-6 pm Wednesday, 28 May 4-6 pm Wednesday, 4 June 4-6 pm Saturday, 7 June 2-4 pm Wednesday, 11 June 4-6 pm At the request of Redwatch a special meeting was also held with PB, Redwatch members and RWA officers at the RWA on 27 May 2008. An additional community information session was held on Saturday 31 May 2008 specifically for Redwatch. PB was present and provided responses to questions. A site inspection with community members and the Minster for Planning on 20 August 2008 provided further opportunity for community members to raise issues and gain responses from PB. Following on from the site inspection with the Minister, RWA staff and PB met with a member of the community on 26 August to discuss vehicular access to the western end of the site at Golden Grove Street. PB provided options for access for that meeting.

A. TRAFFIC, PARKING			
			PB responded to community members by phone to further enquiries that arose. In addition PB provided further written responses by email to transport and traffic enquiries.
	k. SIGNIFICANT DIFFERENCES BETWEEN THIS TIS AND BEP TIS RELATING TO: STUDY AREA; TRIP ASSIGNMENTS; INTERSECTION PERFORMANCE	1	The TIS and BEP were different projects and prepared for different purposes. However, there was a consistent approach to the use of base data.
	l. TIS DOES NOT ADEQUATELY DEMONSTRATE THAT THE SOLUTIONS FOR THE ABERCROMBIE/SHEPHERD ST INTERSECTION (I.E ADJUSTING SIGNAL TIMING PHASING, REMOVING SCRAMBLE PHASE, ADDITIONAL TURNING LANES) WORKS FOR PEDESTRIAN AND VEHICLES	1	A conventional traffic signal controlled crossing with two pedestrian phases would provide greater time for pedestrians to cross and shorter waiting times. Conventional control may also provide a safer option. Detailed designs for the intersection will be provided at Project Application stage.
	m. TIS HAS NOT ADDRESSED THE IMPACT OF PROPOSED CHANGES TO ABERCROMBIE/ LAWSON ST INTERSECTION – EXTENDED TURNING LANES - ON IVY LANE AND IVY ST	1	Ivy St and Ivy Lane were included in the modelling, which incorporated the proposed intersection treatments.
	n. LAWSON& GIBBONS STREET ISSUES		Addressed above
	i. LAWSON/GIBBONS STREET INTERSECTION WAS EXCLUDED FROM THE TIS-THIS IS A SHORTCOMING		Addressed above
	ii. INCONSISTENT TALLY BETWEEN COUNTS FOR LAWSON STREET AND DATA IN		Link flow calibration approximates the results of traffic counts. Calibration was performed in accord with industry standards and is fully reported in the modelling section of the TIS.

A. TRAFFIC, PARKING			
		THE TIS (FIGURES IN APPENDIX B DO NOT TALLY FOR LAWSON ST WITH THE 1 HOUR COUNTS IN THE LINK FLOW CALIBRATION (PG 35 TIS)		
	iii.	DIFFERENCE BETWEEN RTA FIGURES AND TIS COUNTS OF 50% IS AN ISSUE AND UNDERLINES IMPORTANCE OF USING ACCURATE DATA.		This represents a comparison of old forecasts with actual counts so in the context, differences are acceptable. The streets where large differences in data are shown are those most lightly used so the small base numbers result in a large percentage change.
	iv.	INCONSISTENT DATA BETWEEN TIS AND BEP TIS RE. PREDICTED DEVELOPMENT PEAK HOUR INTERSECTION VOLUMES		Addressed above
	v.	A MAJOR PROBLEM IS THAT LAWSON INTERSECTS WITH A MAJOR ARTERIAL ROAD AND THERE IS LIMITED ROOM FOR PHASING ADJUSTMENT AS WELL AS LIMITED ROOM FOR VEHICLE STACKING DUE TO INTERSECTION BEING JUST OVER THE RAILWAY BRIDGE AND LARGE NUMBER OF PEDESTRIANS.		The intersection of Lawson and Gibbons is discussed above.
	vi.	PEAK HOUR DATA SHOULD HAVE BEEN LABELLED CLEARLY AND AT LEAST ONE SET OF COMPARABLE FIGURES SHOULD HAVE BEEN INCLUDED.		Noted, but figures in different assessment methods are not readily comparable.
	vii.	DIFFERENCES BETWEEN AM PEAK AND PM PEAK TRAFFIC		The BEP considers traffic for the whole day and sets out the reasons for using an AM model. The use of an AM peak hour model fits with the RTA strategic model and

A. TRAFFIC, PARKING			
	MOVEMENTS DUE TO THE CONFIGURATION OF THE ARTERIAL ROAD INTERSECTIONS. THE TIS ONLY CONSIDERED AM PEAK MOVEMENTS AND DOES NOT ADDRESS PM MOVEMENTS WHICH IN THE CASE OF LAWSON STREET IS MORE CONGESTED		simulation models for the surrounding areas.
	viii. TIS MUST EXAMINE MAJOR INTERSECTIONS IN BOTH THE AM AND PM PEAKS AS WELL AS ASSESS IF TRAFFIC FLOW IMPROVEMENTS TO HANDLE PEAKS WILL INCREASE NON-PEAK RAT RUNS THROUGH THE STUDY AREA WHICH FOLLOW PRIMARILY FROM CONGESTION FROM KING STREET		The BEP demonstrated that the AM peak is greater in magnitude and delay. By modelling the AM peak PB has demonstrated that the network has capacity to accommodate the cumulative developments.
	ix. LAWSON STREET IS A MAJOR DETERMINANT ON EMERGENCY VEHICLE RESPONSE TIMES DUE TO THE LIMITED OPTIONS TO CROSS THE RAIL CORRIDOR. TIS DOES NOT ADDRESS POSSIBLE IMPACT OF TRAFFFIC CONGESTION ON LAWSON ST FOR EMERGENCY VEHICLE ASSESS TO THE SITE AND SURROUNDING AREA.		Emergency access is not expected to be adversely affected by this Concept Plan.
	o. WILSON ST ISSUES HAVE NOT	1	

A. TRAFFIC, PARKING

	BEEN ADEQUATELY ADDRESSED IN TIS:		
	i. IMPACT ON CYCLISTS FROM SHEPHERD ST/WILSON ST INTERSECTION (NO. VEHICLE EXITING SITE)		Addressed in 2(d) above.
	ii. IMPACT OF RELOCATION OF WILSON/ SHEPHERD ST ROUND-ABOUT, TO CATER FOR ARTICULATED VEHICLES, ON CYCLISTS & PEDESTRIANS (INCLUDING CHILDREN). MAY REQUIRE A PEDESTRIAN CROSSING OR LIGHTS		Any potential signals at this location would add more delay to walkers and cyclists. The Statement of Commitments includes a requirement for consideration of the potential impact on cyclists in the design of the roundabout at the Shepherd St intersection.
	iii. POSITION OF WESTERN ACCESS NEEDS TO BE FULLY ASSESSED GIVEN NARROWNESS OF QUEEN ST, RESIDENTS REPORTING INCREASED ACCIDENTS FROM CARRIAGEWORKS. REALIGNING WITH FORBES OR GOLDEN GROVE WOULD BE FAR BETTER		Addressed above in 1(c)
	p. STREET CAPACITY - TIS DOES NOT INVESTIGATE THE STRUCTURAL CAPACITY OF STREETS TO HANDLE INCREASED TRAFFIC (I.E QUEEN, SHEPHERD FORBES) RAILCORP USES SMALL BUSES DUE TO THIS ISSUE	1	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: § deliveries to shops on Abercrombie Street, the TAFE and university buildings § waste disposal and recycling activities § occasional coach traffic to the university and TAFE

A. TRAFFIC, PARKING

			§ occasional deliveries and removal vehicles § emergency services vehicles § truck and coach movements associated with CarriageWorks. 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.
	q. MODE SHARE ISSUES: i. FIGURES VARY DEPENDENT ON THE ABILITY OF PUBLIC TRANSPORT TO PROVIDE A VIABLE ALTERNATIVE TO CAR USE, AND FAILS TO CONSIDER THAT PUBLIC TRANSPORT PUSHED TO CAPACITY CONSTRAINTS. ii. DOES NOT ADDRESS THE ISSUE OF SPARE CAPACITY IN THE PEAK NETWORK RATHER THAN SPARE CAPACITY AT REDFERN STATION. iii. ASSUMES PEOPLE TRAVEL TO CARRIAGEWORKS BY PUBLIC TRANSPORT, TO DATE THIS HAS NOT BEEN THE CASE	1	Addressed in 3(i) above Addressed in 3(i) above The mode share target, while aspirational, fits with regional and state planning policies that promote sustainability.
	r. LACK OF INTEGRATION - INTEGRATED MOVEMENT INFRASTRURE REPORT SHOULD BE PROVIDED (SIMILAR TO THAT PROPOSED WITH THE PEMULWUY PROJECT BY AHC).	1	Addressed in 3(h) above. Additionally, the Statement of Commitments requires the provision of a TMAP that addresses a range of traffic, transport and pedestrian movement issues as detailed in Section 3 of this Report.

A. TRAFFIC, PARKING			
	THIS REPORT ASSESS THE IMPACT ON MOVEMENTS FROM ALL PROPOSED DEVELOPMENTS (UNI 2020, REDFERN TOWN CENTRE UNDER BEP, STATION UPGRADE, ETC)		
	s. TIS DOES NOT ADDRESS CONFLICT/INTERACTION BETWEEN CARS, BIKES & PEDESTRIANS ESPECIALLY ALONG WILSON, ABERCROMBIE, SHEPHERD AND LAWSON STREETS. NEED TO ASSESS IMPACTS OF ACCESS POINTS ON CYCLISTS.	4	As addressed in 2(d) above.
	t. PEDESTRIAN ANALYSIS INADEQUATE (SEE 7(b) BELOW)	19	The Modelling considered pedestrian flow and improvements to the pedestrian network. Pedestrian counts undertaken in 2006 and the 2007 University Mode Share survey were considered.
	u. RESUBMIT TIS/INDEPENDENT TIS	27	
	i. INFORMATION FLAWED AND INDEPENDENT REPORT TO BE SUBMITTED	19	The Department of Planning appointed SKM traffic consultants to undertake a review of the TIS.
	ii. DOES NOT MEET DGR'S	10	The Executive Summary of the TIS clearly demonstrates that the DGRs have been met.
	iii. EXTEND EXHIBITION TO ALLOW MORE INFORMED DECISION	1	The Concept Plan was exhibited for six weeks, which exceeds the statutory time for exhibition of major projects.
4. INTERSECTIONS (7 SUBMISSIONS)	a. WILSON AND SHEPHERD NOT CAPABLE OF WORKING-3 TON LIMIT, WILSON AND CLEVELAND –TRAFFIC BANKING UP.	3	Wilson Street and Shepherd Street currently have low traffic flows and considerable scope to carry additional traffic during the peak hours.
	b. QUEEN AND KING STREET,	3	As addressed in 3(a) above

A. TRAFFIC, PARKING			
	LAWSON/GIBBONS, GIBBONS/REGENT PAIR, NOT INCLUDED IN ANALYSIS NOR MITIGATION STRATEGIES		
	c. WILSON AND QUEEN STREET MITIGATION STRATEGIES NEEDED	3	As addressed in 1(c). The Statement of Commitments requires the provision of a TMAP that addresses a range of traffic, transport and pedestrian movement issues as detailed in Section 3 of this Report.
5. ACCESS INTO THE SITE (31 SUBMISSIONS)	a. PROVIDE ALTERNATIVE ACCESS AT GOLDEN GROVE	13	The grade separation at the Golden Grove/Wilson St intersection and the site is in excess of 5m. This separation would require that a raised platform or bridge be constructed to access the site. Such a structure would be unacceptable due to: • The area of land that would be required for the purpose of roads and retaining walls • The imposition of such a structure on the views within the site • The division of the site and the heritage buildings
	b. PROVIDE ALTERNATIVE ACCESS AT FORBES	2	The grade separation at the Forbes St/Wilson St intersection and the site is in excess of 4m. An access at this location would require the demolition of the Clothing Store in order to obtain appropriate turning paths. Refer to Appendix 10 for discussion on access options.
	c. PROVIDE ALTERNATIVE ACCESS AT CODRINGTON	8	The grade separation at the Codrington St/Wilson St intersection and the site is in excess of 3m. A vehicular access at Codrington St is not considered viable as there is an existing pedestrian entry/observation platform and a substation that provides service for the Carriage Workshop and the Blacksmiths Shop buildings in this location.
	d. WESTERN ACCESS NEEDS MITIGATION FOR CYCLISTS	10	Addressed in 4(c) above
	e. DANGEROUS OFFSET AT QUEEN	4	Addressed in 1(c) above
	f. IMPACT ON IVERYS LANE PROPERTIES- NOISE VIBRATION.	1	Vehicles entering the site, with the exception of existing Railcorp service vehicles, will turn left into CarriageWorks way and will not travel past Iverys Lane. The majority of vehicles will use the same route to exit the site, with the exception of occasional heavy vehicles.
	g. CONCENTRATION OF ACCESS POINT DANGEROUS – ONLY 2	5	The vehicular access points to the site are limited as a result of the existing grade separation between the site and Wilson St. The limit in the access points is

A. TRAFFIC, PARKING

			considered favourable for the movement of cyclists and pedestrians along Wilson St, limiting points of potential conflict.
	h. HEADLIGHTS ACROSS THE ROAD, NOISE.	1	The proposed access in the same location as the existing access, which was used when the site was a fully functioning rail yard.
	i. BANK UP OF TRAFFIC AT ERSKINEVILLE AND KING	1	Addressed in 3(a) above
	j. INCORRECT DESCRIPTION OF WESTERN ACCESS IN TIS	8	The TIS incorrectly locates the main entrance as between Forbes Street and Golden Grove St when it is actually between Forbes street and Queen Street. The location of the entrance is correctly shown on plans and is in the model correctly.
6. HEAVY VEHICLES (34 SUBMISSIONS)	a. MORE INFORMATION ON ROUTES FOR RETAIL	7	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. These routes, while not suited to large volumes of heavy vehicular traffic, are capable of accommodating the expected low levels of truck traffic.
	b. MORE INFORMATION ON AMENITY IMPACTS	3	Additional truck traffic generated by the proposed development is dependant on the final use of the commercial building. However, it is not anticipated that truck volumes will be above those normally experienced in the local area, so they could not present a greater nuisance than at present. Given the limited connections of this area to the regional road network, only heavy vehicles with a local purpose are expected to be using these streets.
	c. MORE INFORMATION ON CONSTRUCTION TRAFFIC	5	The TIS addresses construction impacts and further details will be addressed in the Construction Traffic Management Plan required by the Statement of Commitments.
	d. MITIGATION STRATEGIES SHOULD BE OUTLINED AT CP STAGE FOR RETAIL AND CONSTRUCTION TRAFFIC, DEDICATE TRUCK ROUTES	12	Addressed above at 6(c)
	e. MITIGATION STRATEGY TO DISTRIBUTE TRAFFIC AWAY FROM RESIDENTIAL TOWARD COMMERCIAL PRECINCT.	8	Addressed above at 6(a)
	f. CAPACITY OF ROADS TO CATER FOR HEAVY VEHICLES IS	11	Addressed above at 3(p)

A. TRAFFIC, PARKING			
	LIMITED. LIMIT HEAVY VEHICLES ON WILSON, BURREN, CHARLES, SHEPHERD, ERSKINEVILLE, FORBES, QUEEN		
	g. IMPACT ASSESSMENT OF HEAVY VEHICLES NEEDED	9	Addressed above at 6(a)
	h. DETRIMENTAL IMPACT OF CARRIAGEWORKS.	6	Heavy vehicles associated with CarriageWorks was the subject of a separate application process and TMP which was assessed and approved by the City of Sydney.
7. PEDESTRIANS (25 SUBMISSIONS)	a. IMPACTS ON PEDESTRIAN FROM INCREASED TRAFFIC, INCREASED PARKING, ACCESS POINTS, ETC	14	Addressed above at 3(t). In addition the Statement of Commitments requires the provision of a TMAP that includes the following: • A unified traffic, cyclist and pedestrian guidance system will be introduced across the site. • The provision of a pedestrian/cycle route through the site. • A strategy for pedestrian and cyclist safety, which includes consideration of the potential impact on cyclists in the design of the roundabout at the Shepherd St intersection. • Providing secure bicycle facilities in accordance with the provisions of *South Sydney DCP No.11 Transport Guidelines for Development 1996*. • Investigating opportunities for improving pedestrian access to between the site and Macdonaldtown Station. A summary of preliminary discussions with the City of Sydney Council regarding improvements to this access are to be provided.
	b. TIS DEFICENT IN PEDESTRIAN ANALYSIS	19	Addressed in 7(a) above
	i. DOES NOT ASSESS IMPACTS OF INCREASED TRAFFIC ON MAIN PEDESTRIAN ROUTE BETWEEN UNI AND STATION - LAWSON ST TO ABERCROMBIE ST	2	The North Eveleigh development will change pedestrian movements as it gives some additional paths for pedestrians with greater intermediate destinations, so is expected to relieve the reliance on Lawson Street. The pedestrian Bridge will be a shorter route for Uni students arriving on the Eastern Suburbs and Illawarra Lines, as well as those travelling by foot and bike from Redfern. We expect many students will continue down Wilson Street to Codrington and avoid the Shepherd/ Abercrombie signals all together.

A. TRAFFIC, PARKING				
	ii.	NO SOLUTIONS TO PEDESTRIAN CONGESTION ON LAWSON ST	2	Addressed in 7(a) and (b)(i) above.
	iii.	DOES NOT CONTAIN PEDESTRIAN COUNTS, ONLY REFERENCES STATE RAIL SURVEY DATA, WHICH DOES NOT ACCOUNT FOR PEOPLE TRAVELLING BY BUS, WALK, ETC	2	Addressed in 7(a) and (b)(i) above.
	iv.	DOES NOT ADDRESS CONFLICT/INTERACTION BETWEEN CARS/CYCLISTS AND PEDESTRIANS, ESPECIALLY ALONG WILSON, ABERCROMBIE, SHEPHERD AND LAWSON STREETS	4	Addressed in 7(a) and (b)(i) above.
	v.	PEDESTRIAN FIGURES BASED ON 2001 RAILCORP STUDY & VERY DIFFERENT TO FIGURES FOR 1994 “DARLINGTON PRECINCT TRAFFIC MANAGEMENT & PEDESTRIAN STUDY’ WHICH IS LAST PEDESTRIAN STUDY CONDUCTED FOR AREA/INADEQUATE COUNTS	4	Addressed in 7(a) and (b)(i) above.
	vi.	DOES NOT ADDRESS POTENTIAL CONFLICT BETWEEN TRAFFIC AND HEAVY PEDESTRIAN TRAFFIC, PARTICULARY ASSOCIATED WITH UNIVERSITY	4	Addressed in 7(a) and (b)(i) above.

A. TRAFFIC, PARKING				
	vii.	HEAVY PEDESTRIAN TRAFFIC SPILLING ONTO ROADS AT PEAK PERODS AND WHETHER THERE IS A NEED FOR TRAFFIC CALMING	3	Addressed in 7(a) and (b)(i) above.
	viii.	REMOVAL OF SCRAMBLING PHASE: WILL RECREATE USAGE PATTERN WHERE STUDENTS CROSS ABERCROMBIE ST ILLEGALLY; NEED ASSESS HOW WILL IMPACT ON PEDESTRIAN TRAFFIC AND INTERACT WITH INCREASED TRAFFIC	8	Addressed in 3(l) above.
	ix.	MODEL DOES NOT TAKE INCREASED PEDESTRIAN USAGE INTO ACCOUNT	6	Addressed in 7(a) above
	x.	DOES NOT ADDRESS POTENTIAL CONFLICTS BETWEEN TRUCKS AND PRIMARY SCHOOL CHILDREN USING CROSSING ON GOLDEN GROVE	9	Addressed in 7(a) above
	xi.	ENVISAGES STATION ACCESS FROM THE DEVELOPMENT TO BE VIA LITTLE EVELEIGH ST, RATHER THAN PROPOSED BRIDGE	1	Addressed in 7(b)(i) above
	xii.	REMOVAL OF SCRAMBLING PHASE: WILL RECREATE USAGE PATTERN WHERE STUDENTS CROSS ABERCROMBIE ST ILLEGALLY; NEED ASSESS HOW WILL	8	Addressed in 3(l) above.

A. TRAFFIC, PARKING			
	IMPACT ON PEDESTRIAN TRAFFIC AND INTERACT WITH INCREASED TRAFFIC		
8. CYCLISTS (57 SUBMISSIONS)	a. DETRIMENTAL IMPACT (SAFETY, CHARACTER, ETC) DUE TO INCREASED TRAFFIC, ACCESS, ETC	57	Addressed in 2(d) above. The Statement of Commitments requires a TMAP that includes: • A unified traffic, cyclist and pedestrian guidance system will be introduced across the site. • The provision of a pedestrian/cycle route through the site. • A strategy for pedestrian and cyclist safety, which includes consideration of the potential impact on cyclists in the design of the roundabout at the Shepherd St intersection. • Providing secure bicycle facilities in accordance with the provisions of *South Sydney DCP No.11 Transport Guidelines for Development 1996*. • Investigating opportunities for improving pedestrian access to between the site and Macdonaldtown Station. A summary of preliminary discussions with the City of Sydney Council regarding improvements to this access are to be provided.
	b. PROVIDE CYCLE TRACK WITHIN SITE	9	Addressed in 8(a) above
	c. TIS DOES NOT ADDRESS CONFLICT/INTERACTION BETWEEN CARS/BIKES & PEDESTRIANS ESPECIALLY ALONG WILSON, ABERCROMBIE, SHEPHERD AND LAWSON STREETS	4	Addressed in 8(a) above
9. TRAFFIC MEASURES (5 SUBMISSIONS)	INTRODUCE SPEED RESTRICTIONS, CALMING, ROUNDABOUTS, SIGNAGE	5	Addressed in 1(c) and 7(a) above.

A. TRAFFIC, PARKING			
10. ACCESS TO MACDONALTOWN STATION (5 SUBMISSIONS)	a. IMPROVE ACCESS TO MACDONALDTOWN STATION FROM SITE.	5	Access to Macdonaldtown Station will be the subject of future discussions with the City of Sydney Council. Wilson St is expected to remain the main path to the station.
11. RESTRICT TRAFFIC (1 SUBMISSIONS)	a. RESTRICT VEHICLES TURNING LEFT FROM ABERCROMBIE	1	This was not considered beneficial in the Traffic Impact Assessment.
12. INSTALL TRAFFIC MEASURES, TRAFFIC MANAGEMENT STRATEGY (6 SUBMISSIONS)	a. INSTALL TRAFFIC MEASURES PRIOR TO ANY CONSTRUCTION WORK AND CONSULT WITH COMMUNITY	4	The Statement of Commitments requires the preparation of a Construction Traffic Management Plan which addresses construction access and egress to the site, including vehicle routes and parking for workers, staging and timing of construction of the internal road network and other relevant issues.

B. OPEN SPACE			
TOTAL # SUBMISSIONS RAISED	**92**		
ISSUE	**EXPLANATION (specific mention)**		**RESPONSE**
1. INADEQUATE OS/PROVIDE MORE (91 SUBMISSIONS)	a) NO SIGNIFICANT GREEN SPACE/NOTHING OF SUBSTANTIAL SIZE	10	The Concept Plan has been modified to increase open space. Two large parks have been created within each precinct. The park in the western precinct has been increased to 3,350m^2 with the deletion of building B1. The Fan of Tracks park in the eastern precinct has been improved with the relocation of building J1 consolidating open space in this area.
	b) HOLLIS PARK WON'T COPE WITH 2500 RESIDENTS/DEVT WILL PLACE STRAIN ON HOLLIS PARK AND OTHER LOCAL PARKS	42	The amended Concept Plan provides a total of 9,401m^2 of public parks which are proposed to be dedicated to Council. The largest of the parks is located at western end of the site is, where building B1 was previously located. This park is 3350m^2 in area. This park is adjoined by a smaller park on Wilson Street, which has been created by the removal of Building A1. This park is approximately 280m^2. Together the two parks have a combined area of 3,630m^2. The provision of this park will ensure that Hollis Park is not adversely impacted by the development.
2. SUGGESTIONS TO INCREASE OS (27 SUBMISSIONS)	a) DELETE BUILDING B1 AND PROVIDE OS INSTEAD	18	Building B1 has been deleted in the amended Concept Plan.
	b) PROVIDE A LARGE PARK	6	Addressed above.
	c) PROVIDE PARK ALONG IVERYS LANE	1	Addressed above.
	d) INCREASE OS BY DECREASING NO. OF BUILDINGS AND INCREASING BH	1	Green public open space has been increased by deleting B1 and relocating building J1 and increasing its height.
	e) DELETE 16 STOREY TOWER AND PROVIDE OS INSTEAD	2	The BEP envisaged a high rise building at this location. The open space area provided around this building and the CME is generally consistent with the BEP.
	f) INCREASE POCKET PARKS	1	In addition to other open space improvements a pocket park will be created on Wilson St adjoining the western end of the Blacksmiths' Shop.
3. IMPROVE LINKAGES TO OPEN SPACE (7 SUBMISSIONS)	a) PROVIDE MORE DIRECT LINKS FROM OS TO WILSON TO ENCOURAGE LOCALS TO USE	1	Pedestrian entry points to the site are aligned with the existing street network, including Forbes, Golden Grove, Codrington, Shepherd and Ivy St. Additional access points will be provided between Codrington and Shepherd St, and at the main western access.
	b) OS MUST BE ACCESSIBLE AND VISIBLE FROM WILSON ST	3	Addressed above.

B. OPEN SPACE			
	c) CONTRARY TO SIA, CURRENTLY POOR ACCESS TO MOORE PARK , CENTENNIAL PARK & SYDNEY PARK , PARKS ARE TOO FAR TO WALK, LIMITED CAR PARKING AND NO DIRECT PUBLIC TRANSPORT	1	These parks were identified as district parks for the catchment. The amended Concept Plan provides for additional parks within walking distance.
	d) LOCATE MORE OS ALONG WILSON ST	1	Addressed above.
	e) OS PERCEIVED AS PRIVATE SPACE	1	The amended Concept Plan clearly identifies parks. The Statement of Commitments will specify the treatments which will be required to be addressed in a Detailed Landscape Plan.
4. TREATMENT/LANDSCAPING OF OS (34 SUBMISSIONS)	a) LIKE RAIL INTERPRETATION & EUROPEAN IMAGES OF OS	1	Noted.
	b) DISLIKE HARD/HERITAGE SPACES, SHOULD BE SOFT WITH INDIGENOUS PLANTING	7	More green open spaces are provided as part of the preferred concept plan.
	c) NO PLAY EQUIPMENT/MUST PROVIDE PLAY EQUIPMENT/CHILDRENS PLAYGROUND	19	The Statement of Commitments will specify the treatments that will be required to be addressed in a Detailed Landscape Plan. This will include play equipment in at least one park.
	d) PROVIDE OS FOR FAMILIES, CHILDREN, YOUNG ADULTS/ FOR RECREATIONAL PURPOSES E.G SOCCER, FRISBY, CYCLING, DOGS WALKING, SPORTS FIELD/ GRASSED AREAS, ETC	19	Addressed above.
	e) PROVIDE BBQ AND SOCIAL AREAS	2	The open space areas will provide an opportunity for BBQs and social areas.
	f) HILLS, WATER, TREES, GRASS, ETC	1	Addressed above.

B. OPEN SPACE			
	g) COMMUNITY GARDENS, WITH ENOUGH ROOM FOR FRUIT TREES	2	The amended Concept Plan does not propose a community garden, however one may be accommodated in open space areas.
	h) INCORPORATE ESD MEASURES INTO LARGER OPEN SPACE	2	The Statements of Commitments will require a range of sustainability measures including water sensitive urban design to be incorporated within parks. As the parks are intended to be dedicated to Council it is assumed that Council will also incorporate its own sustainability measures consistent with its 2030 vision.
	i) OS HAS POOR AMENITY – OVERSHADOWED, WINDY, ETC	2	It is considered that the open space has good solar access and this is improved with the amended Concept Plan.
5. CALCULATION OF OS (8 SUBMISSIONS)	a) SHOULD NOT INCLUDE FOOTPATHS, ROADS, HARD SURFACES, PRIVATE OS, GAPS BETWEEN BUILDINGS, PAVED AREAS, ETC	7	The amended Concept Plan provides improved open space areas and clearly defines parks and their areas.
	b) 27% PUBLICLY ACCESSIBLE, 20% OPEN SPACE TOTAL SITE – DOES THIS MEAN 27% OF 20% IS PUBLIC OPEN SPACE I.E 5%	1	The amended Concept Plan clearly identifies the location and areas for each park.

C. BUILDING HEIGHT

TOTAL # SUBMISSIONS RAISED	89

ISSUE	EXPLANATION (specific mention)	TTL	RESPONSE
1. BH TOO HIGH (88 SUBMISSIONS)	a. 16 STOREYS	24	The BEP envisaged a 16 storey landmark building in the eastern precinct, in close proximity to the major transport hub, Redfern Station. A 16 storey height limit is the maximum height permitted in the SEPP (Major Projects), and the amended Concept Plan complies with this limit.
	b. 12 STOREYS (C1)	4	Both C1 and D2 are configured to form a U with an internal courtyard to the blocks. The building block against the rail corridor is 5 storeys, while the opposite block is 8 storeys, both well within the ten storey limit. The 12 storey building (C1) is approximately 69m from Iverys Lane properties and 64m from Wilson St properties. This demonstrates that the higher buildings are located toward the centre of the site and the rail corridor in accordance with the principles outlined in the BEP. As a result the visibility of the 12 storey buildings from Wilson Street is limited. This is illustrated in the Sight Line Sections prepared by Bates Smart included at Appendix 1. Furthermore, as outlined in Section 5 below, the variation does not result in unreasonable amenity impacts in terms of overshadowing or privacy.
	c. 12 STOREYS GENERALLY (I.E C1 AND D2)	40	Addressed above.
	d. 8 STOREYS -C2 & D1	16	The 8 storey buildings comply with the height limits, are located in the centre of the site and have no adverse impacts on amenity.
	e. 8 STOREY OFFICE BLOCKS	3	These buildings are predominantly lower than the 10 storey permitted height limit. The building heights are considered appropriate given their intended commercial use and proximity to Redfern Station.
	f. 6 STOREYS - B1	38	Building B1, which was included in the original Concept Plan, has been deleted in the amended Concept Plan to provide a larger park within the western precinct.
	g. 6 STOREY - B1 WILL BE MORE LIKE 7-8 STOREYS TO HOLDSWORTH /IVERYS ST DUE TO DIFFERENCE IN GROUND LEVEL	10	Addressed above.
	h. 3/4 STOREYS WILSON ST	10	The buildings on Wilson St comply with the height limits which are intended to provide a sensitive interface with existing Wilson St properties.

C. BUILDING HEIGHT			
	i. 4 STOREY ON FAR WESTERN END OF WILSON ST (NEAR ENTRANCE) TOO HIGH AS SITE LEVEL CLOSE TO STREET LEVEL	5	Building A1, which was included in the original Concept Plan, has been deleted in the amended Concept Plan and a park has been provided in its place, adjacent to the site entrance.
	j. HEIGHT OF TOWER BLOCKS/BH IN GENERAL	7	The building heights generally comply with the SEPP (Major Projects). The proposed heights have negligible impacts on nearby residents.
2. SUGGESTIONS TO REDUCE/ REDISTRIBUTE BH (49 SUBMISSIONS)	a) LIMIT BH TO 2 STOREYS, NEED 2 STOREY TOWNHOUSES	2	A two storey height limit across the site would not achieve the objectives of the Government's Metropolitan Strategy and would not be a sustainable development.
	b) LIMIT BH TO 4, 5, 6 OR 12 STOREYS	9	Addressed above.
	c) REDUCE BH TO HERTAGE LOOK OF WILSON ST/MAX. HEIGHT OF SURROUNDING HERITAGE AREA	3	The North Eveleigh site differs in character from the Newtown & Darlington Conservation Area. Its previous use as a railway workshop was also not in keeping with the character of the area. Each area has developed adjacent to, but separately, from each other. As the two are separate, the impact of building height primarily relate to views from the conservation area. To minimise the visual impacts of the building height from the Conservation Area, lower scale development has been located along Wilson Street adjacent to the Conservation Area. The height of buildings on Wilson Street is limited to three storeys at street level. Higher buildings ranging from 8 to 12 storeys, are located towards the centre and rear of the site adjacent to the rail corridor. The 12 storey buildings are setback approximately 64m from Wilson St. The 8 and 12 storey buildings will have limited visibility from Wilson Street, due to the grade separation and the proposed building along Wilson Street. This is illustrated in the Sight Line Sections prepared by Bates Smart included at Appendix 1
	d) REDUCE BH SYMPATHETIC WITH HERITAGE BUILDINGS AND RESIDENT BUILDINGS IN DARLINGTON	1	
	e) WILSON ST REDUCE BH TO 3 STOREYS, 9M OR 2 STOREY + ATTIC	4	Addressed above.
	f) WILSON ST NO 4 STOREY IMMEDIATELY NEIGHBOURING THE ST	1	Addressed above. The amended Concept Plan includes a 3 storey building in this location.

C. BUILDING HEIGHT

	g) WILSON ST EAST 2-3 STOREYS OPPOSITE EXISTING TERRACES, WITH SETBACK TO 3RD STOREY	3	The height of the proposed Wilson St buildings is generally consistent with the height of existing buildings and is consistent with the BEP and the SEPP (Major Projects).
	h) WILSON ST DELETE SMALL BUILDING NEAR WESTERN ACCESS (A1)	2	Building A1, which was included in the original Concept Plan, has been deleted in the amended Concept Plan and a park has been provided in its place, adjacent to the site entrance.
	i) WILSON ST WEST, REDUCE BH ACCORDINGLY AS STREET LEVEL SIMILAR TO SITE LEVEL	3	Addressed above.
	j) DELETE BUILDING B1 & PROVIDE PARK	16	As outlined in 1(f) above B1 has been deleted in the amended Concept Plan to provide a larger park within the western precinct.
	k) REDUCE B1 TO 2 STOREYS	3	Addressed above.
	l) REDUCE B1 TO 4 STOREYS	4	Addressed above.
	m) REDUCE 16 STOREY BUILDING BY HALF	1	Addressed above.
	n) DELETE 16 STOREY BUILDING AND PROVIDE PARK INSTEAD	2	The BEP envisaged a 16 storey landmark building in the eastern precinct, in close proximity to the major transport hub, Redfern Station. A 16 storey height limit is the maximum height permitted in the SEPP (Major Projects), and the Concept Plan complies with this limit. A park is provided on the north/eastern side of the building.
	o) RELOCATE 16 STOREY FURTHER WEST BETWEEN WILSON ST AND RAILWAY	1	Addressed above in 1(a).
	p) REDUCE BH AT REDFERN STATION END TO 11 STOREYS AND 4 STOREYS AT GOLDEN GROVE END	1	Addressed above.
	q) REDUCE C1 TO 8 STOREYS	2	Addressed in 1(b) above.
	r) REDUCE C1 AND D2 TO 8 STOREYS	1	Addressed above.

C. BUILDING HEIGHT			
	s) REDUCE D2 TO 8 STOREYS & LOCATE LOST FLOOR SPACE IN C2 TO REDUCE IMPACT ON CARRIAGEWORKS	1	Carriageworks Way is narrow relative to the heights of the Carriage Workshop building and the Blacksmith's shop. This means that taller surrounding buildings will not be readily seen at street level and will not have an unreasonable visual impact on the Carriage Workshop. Furthermore, increasing the height of C2 to compensate for a reduction in height of D2 would result in adverse shadow impacts on the private open space and apartments within C1.
	t) C1, C2, D1 & D2 CREATE 6 STOREY NORTHERN FAÇADE STEPS UP TO 12 STOREY AT RAILWAY	1	The Concept Plan incorporates higher buildings toward the centre of the site and toward the rail corridor in accordance with the principles outlined in the BEP as previously stated.
	u) REDISTRIBUTE BH ACROSS SITE TO REDUCE IMPACT ON PERIMETER RESIDENTIAL HOUSING AT IVERYS LANE (SOLAR, AMENITY, HERITAGE PRECINCT) AND CONSOLIDATE HIGHEST BUILDINGS TO CENTRE. IHAP (PANEL) REVIEW OF HEIGHTS AT WESTERN END IN LINE WITH BEP 1 AND DGRS		The 12 storey building is approximately 69m from Iverys Lane properties and approximately 64m from Wilson St. The closest 8 storey building is approximately 115m from Iverys Lane properties and 64m from Wilson St. This demonstrates that higher buildings have been located towards the centre of the site and toward the rail corridor in accordance with the principles outlined in the BEP. Additional overshadowing as a result of the height variation is minimal, as outlined in 4d) below. Privacy and other amenity impacts have also been minimised as outlined in Section 4 below. Impacts of building height on heritage area are addressed in 2c) and d) above. The design has been the result of a Design Competition where four leading architectural firms prepared urban design proposals. Bates Smart won the competition which was judged by an independent urban design panel comprising design and industry experts. A further review by a panel is not considered appropriate.
3. INCREASE BH (1 SUBMISSION)	a) INCREASE BH TO 1 - 2 x 26 STOREY COMMERICAL AND 1 - 2 x 26 STOREY RESIDENTIAL BUILDINGS TO DECREASE THE OVERALL NO. OF BUILDINGS AND INCREASE OS	1	Public open space/parks have been increased in the amended Concept Plan by deleting A1 and B1 and relocating building J1 and increasing its height. A 26 storey building is a significant increase to the maximum heights permitted by the BEP.

C. BUILDING HEIGHT			
4. BH IMPACT - OUT OF CHARACTER WITH AREA/ IMPACTS ON CHARACTER (46 SUBMISSONS)	a) ESTABLISHED TERRACE HOUSE DWELLINGS/ STREETS/SURROUNDING AREA/	42	Impact on the character of the surrounding area is addressed in the assessment of impacts on heritage precinct/Conservation Area provided in 2(c) and (d) above.
	b) B1 IMPACTS ON STREETSCAPE/AREA CHARACTER	5	Building B1 has been deleted from the amended Concept Plan.
	c) C1 IMPACTS ON STREETSCAPE CHARACTER	4	Impact on the streetscape character is addressed in the assessment of impacts on heritage precinct/Conservation Area provided in 2(c) and (d) above.
5. BH AMENITY IMPACTS (39 SUBMISSIONS)	a) OVERSHADOWING GENERALLY	1	The shadow diagrams and solar analysis prepared by Bates Smart included at Appendix 2 demonstrate that the proposal: does not have unreasonable overshadowing impacts on adjoining properties. The shadow analysis also demonstrates that adequate solar access is achieved for residential apartments and public and private open spaces within the development, in accordance with the following criteria. • Residential Flat Code: - Living rooms and private open spaces for at least 70% of apartments in a development will receive a minimum of 3 hrs direct sunlight between 9am and 3pm in mid winter. Notwithstanding, the code does allow a minimum of 2 hrs in dense urban areas may be acceptable. - Single aspect apartments with a southerly aspect to be limited to a maximum of 10% of the total No. of apartments. • More than 50% of the area of the proposed parks will receive 4 hours of sunlight between 10am and 2pm in mid winter. The shadow impacts on adjoining properties are addressed below.

C. BUILDING HEIGHT			
	b) OVERSHADOWING 6 STOREY BUILDING B1	25	Building B1 has been deleted in the amended Concept Plan.
	c) OVERSHADOWING 8 STOREY (C2 & D1)	8	The shadow diagrams prepared by Bates Smart included at Appendix 2 demonstrate that there will be no overshadowing impacts on adjoining properties by the 8 storey buildings.
	d) OVERSHADOWING 12 STOREY BUILDING C1	3	The shadow diagrams prepared by Bates Smart included at Appendix 2 demonstrate the 12 storey building (C1) results in marginal overshadowing of three Iverys Lane properties between 9am and 9.30am during mid winter. By 9.30am the proposal does not cast shadows over these properties.
	e) OVERSHADOWING FROM 12 STOREY BUILDINGS C1 & D2	11	The shadow impacts of the 12 storey building C1 are addressed above. Overshadowing from D2 falls on the site and the rail corridor and does not affect adjoining residential properties.
	f) OVERSHADOWING 16 STOREY BUILDING	4	The shadow diagrams prepared by Bates Smart included at Appendix 2 demonstrate the 16 storey building cast shadows on a small section of the front of the apartment building located on Cornwallis Street at 3pm during mid winter. No additional shadows are cast before 3pm. As such the proposal will not reduce solar access to the apartments between 9am and 2.45pm.
	g) PRIVACY IMPACTS 6 STOREY BUILDING B1	21	Building B1 has been deleted.
	h) PRIVACY IMPACTS 8 STOREY (C2 & D1)	8	The 8 storey buildings are separated from adjoining development by the 12 storey building. The 12 storey building C1 is approximately 69 metres from the closest residential properties on Iverys. The closest 8 storey building, C2 is approximately 115 metres from the residential properties on Iverys Lane. The Residential Flat Design Code recommends separation distance between habitable rooms and balconies of 18m for buildings up to 8 storeys and 24m for buildings 9 stories and over. The proposal achieves the recommended separation distances thereby ensuring privacy for the existing adjoining residences and future residences within the development.
	i) PRIVACY IMPACTS 12 STOREY BUILDING C1	1	Addressed above
	j) PRIVACY IMPACTS FROM 12 STOREY BUILDINGS C1 & D2	11	Addressed above.

C. BUILDING HEIGHT

	k) PRIVACY IMPACTS FROM 16 STOREY	3	Planting of established trees adjacent to the Little Eveleigh St property boundary will ensure privacy for adjoining properties by minimising opportunities for overlooking by lower level apartments. Furthermore, the line of sight for middle to upper levels of the building will be projected into the distance toward the skyline to maximise views, above adjoining properties. In addition a range of design measures can be incorporated which may include solid balcony balustrades, minimum window sill heights and /or opaque glass.
	l) VISUAL IMPACTS 6 STOREY BUILDING B1 (SENSE OF ENCLOSURE, AESTHETIC DOMINANCE, VIEW LOSS, DWARFING, ETC)	22	Building B1 has been removed.
	m) VISUAL IMPACTS FROM 8 (C2 and D2) and 12 STOREY BUILDINGS C1&D2	14	The Sight Line Sections prepared by Bates Smart included at Appendix 1 demonstrate that the higher buildings will have limited visibility when viewed from Wilson Street, The new building proposed to Wilson Street and difference in ground level between Wilson St and the site, minimise the visual impact of the 8 and 12 storey buildings from Wilson St.
	n) VISUAL IMPACTS FROM 16 STOREY	3	It is the design of higher rise buildings, and not their height which has the potential to have adverse visual impacts. The proposed 16 storey building will be required to achieve the design excellence provisions within the SEPP (Major Projects), which may require a design competition. It is intended that the 16 storey building be a landmark of exemplar design and in this regard will have a positive visual impact on the built landscape.
	o) VIEW LOSS/ - GENERALLY, FROM 3 STOREY BUILDINGS WILSON ST, FROM 6, 8, 12 STOREY	211	The proposal development will alter the existing views of the site. Existing views of the rail corridor from some of the nearby residences will also be affected. The loss, or impingement, of views of the site and railway corridor from surrounding residential properties is not considered unreasonable as the views are not highly valuable. Furthermore, it is important to note that the higher buildings have been located to maintain view corridors through the site from Forbes Street. Golden Grove Road, Codrington Street and Shepherd Street.

C. BUILDING HEIGHT			
	p) WIND IMPACTS FROM 16 STOREY	5	A preliminary wind assessment was undertaken by Windtech for the original Concept Plan. The report recommended the provision of tree planting ameliorate any potential wind impacts associated with this building. The report also recommended a wind tunnel study be undertaken for the area surrounding the 16 storey building, once the detailed design and building form has been developed. A wind assessment was undertaken for the current amended Concept Plan by Vicpac Engineers, and is included at Appendix 8 to this report. The Vipac assessment provided an assessment of predicted wind conditions for the amended Concept Plan, based on the sites exposure to existing winds. Vipac expect that the relevant wind criterion would be achieved, subject to the implementation of their recommendations for various wind ameliorating devices relating to tower massing, trees/landscaping, canopies and awnings and other architectural features. Vipac also recommend a wind tunnel based assessment be undertaken when the architectural design of the buildings are resolved. Accordingly, the Statement of Commitments included in Section 3 of this report, require wind tunnel testing be undertaken for future Project Applications.
	q) WIND TESTING GENERALLY	2	As indicated above, both wind assessments recommended wind tunnel testing be undertaken when the architectural design of each building is resolved. Accordingly, the Statement of Commitments submitted with the amended Concept Plan and included Section 3 of this report, commits to undertaking a wind tunnel assessment for the buildings and surrounds with future Project Applications, in accordance with the *Wind Effects Stud*y prepared by Vipac Engineers, dated September 2008 and *Wind Environment Statement* prepared by Windtech, dated March 2008 prepared by to ensure achievement of the relevant wind criteria. .
	r) SUSTAINABILITY IMPACTS – B1 OVERSHADOWS SOLAR PANELS ON HOLDSWORTH ST PROPERTIES	5	Building B1 has been removed in the amended concept plan. This has eliminated the potential for overshadowing of solar panels located on the roofs of the existing Holdsworth Street dwellings.

C. BUILDING HEIGHT

	s) SUSTAINABILITY IMPACTS 6 & 12 STOREY DUE TO PROXIMITY RAILWAY LINE WILL NEED AC	1	The Statement of Commitments requires the buildings to achieve various non-residential and residential sustainability targets. Notwithstanding the above, the primary long facades of the commercial buildings have a north-east orientation, which allows effective solar shading and daylight conditions. The primary living areas all face north-east allowing excellent solar access throughout year. The depth of the buildings is intended to maximise solar access and natural ventilation for apartments. Solar access and ventilation will be maximised in the final apartment layouts, which do not form part of this application, but will be included in subsequent Project Application/s.
	t) AMENITY IMPACTS GENERALLY ASSOCIATED HEIGHTS	1	Solar access, shadowing, privacy, wind and visual impacts of the proposed building heights are addressed above.
6. BH IMPACTS ON HERITAGE (40 SUBMISSIONS)	a) NOT INKEEPING WITH HERITAGE/CONSERVATION AREA OF DARLINGTON & NEWTOWN (IN DGRS)	35	Newtown & Darlington Conservation Area. Its previous use as a railway workshop was also not in keeping with the character of the area. Each area has developed adjacent to, but separately, from each other. As the two are separate, the impact of building height primarily relate to views from the conservation area. To minimise the visual impacts of the building height from the Conservation Area, lower scale development has been located along Wilson Street adjacent to the Conservation Area. The height of buildings on Wilson Street is limited to three storeys at street level. Higher buildings, ranging from 8 to 12 storeys, are located towards the centre and rear of the site adjacent to the rail corridor. The 12 storey buildings are setback approximately 64m from Wilson St. The 8 and 12 storey buildings will have limited visibility from Wilson Street, due to the grade separation and the proposed buildings along Wilson Street. This is illustrated in the Sight Line Sections prepared by Bates Smart included at Appendix 1.
	b) IMPACTS ON HERITAGE BUILDINGS/ELEMENTS ON SITE – OVERTOWERS, DOMINATES HERITAGE BUILDINGS	15	A response to the impacts on the existing heritage buildings is provided in *Heritage* included at Appendix 7.

C. BUILDING HEIGHT			
7. NON-COMPLIANCE HEIGHT CONTROL IN BEP/DGRS (17 SUBMISSIONS)	a) GENERALLY	2	Some of the proposed buildings heights do not comply with the height controls contained in the SEPP Major Projects and RWA BEP (Stage 1). The non-compliances were addressed in the Environmental Assessment submitted with the original Concept Plan. Variations to these non-compliances have been addressed again in Section 4 of this report.
	b) 6 STOREY DO NOT MEET HEIGHT REQUIREMENTS	4	The 6 storey Building B1 has been deleted in the amended Concept Plan. Notwithstanding, this building was located within the 10 storey height limit that applies under the RWA BEP and SEPP (Major Projects).
	c) 12 STOREY DO NOT MEET HEIGHT REQUIREMENTS	6	Addressed above in 7(a) and 7(e) below.
	d) 6 & 12 STOREY AT PERIMETER OF SITE		Addressed above in 7(a) and 7(b)
	e) WESTERN END DOES NOT COMPLY WITH DGRS OR BEP	8	The DGRs require that the Environmental Assessment submitted with the Concept Plan address the provisions of Schedule 3, Part 5 of SEPP (Major Projects) and the RWA BEP. Section 5.2.1 of the EA provided a detailed assessment of the Concept Plan against the height provisions in Clause 21(2) and 21(3) of Part 5. This included a clear identification and assessment of each variation and the minimal impacts associated with each variation. Accordingly, the EA complied with the DGRs.
	f) DOES NOT ACHIEVE BEP AND DGRS TO A SIGNIFICANT ENOUGH DEGREE IN TERMS OF:	2	Unclear where reference to (i) is from, and it not one of the design concepts for the North Eveleigh. May refer to the following design concepts:
	i. AVOID LARGE, MATCH THE PROPORTIONS AND ORIENTATION OF EXISTING HOUSING IN THE SURROUNDING AREA		This is unclear. Notwithstanding it is considered the proposal addresses the DGRs and BEP as outlined below.

C. BUILDING HEIGHT			
	ii. PROVIDE LOW TO MEDIUM RISE BUILDINGS ALONG THE EDGES AND ONLY PUT TALLER BUILDINGS IN THE CENTRE, AWAY FROM EXISTING HOUSES		Buildings along Wilson Street will be three storeys above the street level. This constitutes low to medium rise development along the perimeter of the site and is consistent with the BEP. The 8 and 12 storey buildings are setback approximately 64m from Wilson Street, near the centre and rear of the site, adjacent to the railway corridor. Building C1 is setback 69m from the Iverys Lane properties. A park separates C1 from the Iverys Lane boundary. The setbacks demonstrate that the higher buildings are located away from existing dwellings, towards the centre of the site and rail corridor in accordance with the principle of the BEP.
8. SITE TOPOGRAPHY	a) BH EXACERBATED BY TOPOGRAPHY OF SITE/OUT OF CHARACTER WITH TOPOGRAPHY	3	The lower height of the site is advantageous to providing increased heights.

D. PEDESTRIAN/CYCLE ACCESS

TOTAL # SUBMISSIONS RAISED | **71**

ISSUE	EXPLANATION (specific mention)		RESPONSE
1. IMPACT ON WILSON ST CYCLEWAY (57 SUBMISSIONS)	a) INCREASE IN TRAFFIC WILL IMPACT ON SAFETY OF CYCLEWAY	49	Access to the site was limited to minimise vehicle crossings of the marked regional bike routes. The Statement of Commitments requires the preparation of a Transport Management and Accessibility Plan (TMAP) that outlines a strategy for pedestrian and cycle safety. In addition the Concept Plan proposes a cycle route through the North Eveleigh site, from Ivy St in the east to the western site access between Queen and Forbes Streets. The Statement of Commitments requires that this be addressed in the Detailed Landscape Plan.
	b) CHARACTER/LOW TRAFFICKED NATURE OF CYCLEWAY WILL BE IMPACTED BY INCREASE TRAFFIC FROM CAR PARKING	13	Impacts from traffic are addressed above. The proposed development does not propose additional parking on Wilson St.
	c) ACCESS POINTS IMPACT ON CYCLEWAY, PARTICULARLY WIDENED WESTERN ACCESS	17	The western access to the site is the existing access for CarriageWorks and RailCorp access. The encroachment of the Wilson Street/Shepherd Street roundabout slightly into the site is not expected to have a dramatic impact on cyclists or pedestrians. The Statement of Commitments has been amended to require that a unified traffic, cyclist and pedestrian guidance system will be introduced across the site. The access points into the site have been limited to two, ensuring minimal effects on the cycleway and limiting points of potential conflict.
	d) WILL WILSON ST CYCLEWAY BE RETAINED	3	Yes. The Concept Plan does not propose to change the Wilson St cycleway. In addition a bicycle route has been nominated through the site.
	e) IMPACTS ON CYCLEWAY NOT SUSTAINABLE/INCONSISTENT MOVE TOWARDS GREENER CITY	3	The proposed transit oriented development at North Eveleigh is adjacent to the Redfern Station, within 800m of Macdonaldtown Station and City Rd buses. The Concept Plan proposes mixed use which will enable residents to live and work within the precinct. This is a sustainable development.

D. PEDESTRIAN/CYCLE ACCESS			
	f) PB'S TIS DOES NOT ADDRESS CONFLICT/INTERACTION BETWEEN CARS/BIKES & PEDESTRIANS ESPECIALLY ALONG WILSON, ABERCROMBIE, SHEPERD AND LAWSON STREETS	4	Pedestrian counts were undertaken in the BEP study and these numbers were inputed into the Paramics modelling at key intersections. The proposed changes to the signals at Abercrombie and Shepherd would benefit both the pedestrians and traffic flow as waits were reduced for both groups. In addition the Statement of Commitments requires the provision of a TMAP that outlines a strategy for pedestrian and cyclist safety.
	g) TIS DOES NOT PROVIDE SURVEYS OF CYCLING TRAFFIC	1	The Concept Plan seeks to minimise disruption to all cyclists and provides an additional route through the site. The proposed pedestrian/cycle bridge proposed by the RWA will improve cycling facilities with predicted future cycling usage of the bridge estimated to be approximately 1,600 cyclist movements daily (160 in the peak hour).
	h) LONGER QUEUES AT LIGHTS WILL IMPACT ON CYCLISTS (& PEDESTRIANS)	2	The proposed changes to the signals at Abercrombie and Shepherd should benefit both the pedestrians and traffic flow as waits are reduced for both groups.
2. REDUCE IMPACTS ON/IMPROVE CYCLEWAY (29 SUBMISSIONS)	a) PROVIDE NO CAR PARKING	4	The car parking standards adopted for the development promote non-car transit. Car Parking is addressed in Section 2 of *A. Traffic, Parking* of Community Submissions Issues and Responses.
	b) REDUCE CARPARKING	8	As above.
	c) PROVIDE DEDICATED CYCLEWAY WITHIN NTH EVE. SITE INSTEAD OF RELYING ON WILSON ST – PROVIDED DON'T GREATLY INCREASE THE DISTANCE OF THE ROUTE.	9	The Statement of Commitments requires that the Detailed Landscape Plan address the provision of a cycle route through the site. The route of this cycleway is indicated in the Circulation Plan located in Appendix 10.
	d) PROVIDE NEW CYCLEWAY WITHIN NORTH EVE AND LINK AT CODRINGTON OR GOLDEN GROVE	1	A cycle route through the site is shown in the Circulation Plan within PBs advice located at Appendix 10. The route is from Ivy St in the east to the existing western access located between Queen and Forbes St.
	e) INTEGRATE EXISTING WILSON ST CYCLEWAY INTO NTH EVE. SITE	3	Addressed above.
	f) INADEQUATE DETAILS/PLANNING FOR BICYCLE INFRASTRUCTURE – PROVIDE DETAILS OF: CYCLE ROUTES, ENTRY	5	The Statement of Commitments requires the provision of bicycle parking, a TMAP that addresses cyclist safety and a Detailed Landscape Plan that provides a cycle route through the North Eveleigh site.

D. PEDESTRIAN/CYCLE ACCESS			
	POINTS, INTERSECTIONS AND HOW CYCLISTS AND TRAVEL TIME WILL BE IMPACTED		
	g) TIS NEEDS TO INCLUDE MITIGATION STRATEGY FOR CYCLIST SAFETY	8	The Statement of Commitments requires the provision of a TMAP that outlines a strategy for pedestrian and cyclist safety.
	h) CONCEPT PLAN SHOULD INCLUDE EXPLICIT PLANS TO RETAIN/UPGRADE WILSON ST CYCLEWAY TO ENSURE DEV'T HAS BEST POSSIBLE CYCLE LINKAGES AND ENSURE SAFETY	5	Addressed above in 1(d).
	i) NEED TO ENSURE WILSON ST CYCLEWAY IS USEABLE AND SAFE TO ENCOURAGE AND NOT DISCOURAGE CYCLISTS – THIS SHOULD BE CENTRAL TO THE ASSESSMENT OF ROAD ACCESS AND PARKING ISSUES	2	Addressed above.
	j) PROVIDE SECURE BICYCLE FACLITIES (PARKING, SHOWERS, CHANGE ROOMS, ETC)	7	The Statement of Commitments requires the provision of bicycle facilities in accordance with *South Sydney's DCP 11.*
	k) MOVE ACCESS OPPOSITE GOLDEN GROVE TO REDUCE IMPACT ON CYCLWAY	2	Site access is addressed in Section 5 of *A. Traffic, Parking* of Community Submissions Issues and Responses.
	l) MOVE ACCESS TO ROUND-A-BOUT TO REMOVE NEED FOR VEHICLES TO TRAVEL DOWN WILSON ST	1	Site access is addressed in Section 5 of *A. Traffic, Parking* of Community Submissions Issues and Responses.
	m) INCORPORATE AMENITY AND SAFETY OF CYCLISTS IN PLAN	1	Addressed in 2(g) above.
	n) PROVIDE BICYCLE PARKING TO STH SYDNEY COUNCIL DCP 11 REQUIREMENTS (RESIDENTIAL 1 SPACE/3 DWELLINGS; COMMERCIAL 1 SPACE PER 20 STAFF)	1	The Statement of Commitments requires the provision of bicycle facilities in accordance with *South Sydney's DCP 11.*
3. SUSTAINABLE CYCLING	a) NEED TO ENCOURAGE CYCLING AS A SUSTAINABLE TRANSPORT	7	The incorporation of bicycle facilities and cycle routes through the site will encourage cycling.

D. PEDESTRIAN/CYCLE ACCESS			
4. IMPACT ON PEDESTRIAN ACCESS (25 SUBMISSIONS)	a) LOCAL PEDESTRIAN AMENITY IMPACTED BY INCREASED TRAFFIC ASSOCIATED WITH INCREASED PARKING	14	Addressed in 2(g) above.
	b) PROVIDE NO PARKING	1	Car parking is addressed in Section 2 of *A. Traffic, Parking* of Community Submissions Issues and Responses.
	c) DANGER TO LARGE PEDESTRIAN VOLUMES ASSOCIATED WITH UNI	1	Addressed in 2(g) above.
	d) VEHICLE ACCESS POINTS DANGER TO PEDESTRIANS, ESPECIALLY WESTERN WIDENED ACCESS	8	The western access for the Concept Plan is in use as access to Carriage Works and for RailCorp access. The Statement of Commitments requires the provision of a TMAP that outlines a strategy for pedestrian and cyclist safety.
	e) TIS ISSUES/DEFICIENCIES		
	i. DOES NOT ADDRESS CONFLICT/INTERACTION BETWEEN CARS/CYCLISTS AND PEDESTRIANS, ESPECIALLY ALONG WILSON, ABERCROMBIE, SHEPHERD AND LAWSON STREETS	4	Addressed in 2(g) above.
	ii. PEDESTRIAN FIGURES BASED ON 2001 RAILCORP STUDY & VERY DIFFERENT TO FIGURES FOR 1994 “DARLINGTON PRECINCT TRAFFIC MANAGEMENT & PEDESTRIAN STUDY’ WHICH IS LAST PEDESTRIAN STUDY CONDUCTED FOR AREA/INADEQUATE COUNTS	4	Pedestrian counts were undertaken in the BEP study and these numbers were inputed into the Paramics modelling at key intersections included in the TIS.
	iii. DOES NOT ADDRESS POTENTIAL CONFLICT BETWEEN TRAFFIC AND HEAVY PEDESTRIAN TRAFFIC, PARTICULARY ASSOCIATED WITH UNIVERSITY	4	Addressed in 2(g) above.
	iv. HEAVY PEDESTRIAN TRAFFIC SPILLING ONTO ROADS AT PEAK PERODS AND WHETHER THERE IS A NEED FOR TRAFFIC CALMING	3	Addressed in 2(g) above.

D. PEDESTRIAN/CYCLE ACCESS

	v. REMOVAL OF SCAMBLING PHASE: WILL RECREATE USAGE PATTERN WHERE STUDENTS CROSS ABERCROMBIE ST ILLEGALLY; NEED ASSESS HOW WILL IMPACT ON PEDESTRIAN TRAFFIC AND INTERACT WITH INCREASED TRAFFIC	8	A conventional traffic signal controlled crossing with 2 pedestrian phases would provide greater time for pedestrians to cross and shorter waiting times. Conventional control may also provide a safer option. The scramble phase makes pedestrians wait for a longer period of time than a conventional crossing and provides a shorted amount of time for pedestrians to cross thus encouraging them to cross out of phase. Footpath storage capacity for waiting pedestrians is also overwhelmed by the greater wait time. This behaviour can be observed on site. Conventional signal phasing provides less waiting time for pedestrians and a longer crossing time and is likely to better manage pedestrian movements.
	vi. MODEL DOES NOT TAKE INCREASED PEDESTRIAN USAGE INTO ACCOUNT	6	Addressed in 4(e)(ii) above.
	vii. DOES NOT ADDRESS POTENTIAL CONFLICTS BETWEEN TRUCKS AND PRIMARY SCHOOL CHILDREN USING CROSSING ON GOLDEN GROVE	8	The Statement of Commitments requires the preparation of a TMAP that outlines a strategy for pedestrian and cyclist safety.
	viii. NO SOLUTIONS TO PEDESTRIAN CONGESTION ON LAWSON ST	2	The pedestrian/cycle bridge will provide an alternative, safer pedestrian and cyclist route to the Sydney University, Redfern station, Redfern town centre and ATP. With this it can be expected that the pedestrian congestion on Lawson Street will be reduced.
5. IMPROVE PEDESTRIAN PERMEABILITY/ ACCESS (17 SUBMISSIONS)	a) ACCESS STAIRS PROPOSED IN IVERYS LANE POSE SAFETY ISSUE FOR RESIDENTS AND PEOPLE THAT WILL USE THEM, SHOULD BE DELETED	1	Pedestrian access through to Iverys Lane and Macdonaldtown Station is not resolved in the Concept Plan. Access to Macdonaldtown Station will be the subject of future discussions with the City of Sydney.
	b) IMPROVE PEDESTRIAN ACCESS BETWEEN WESTERN END AND MACDONALDTOWN STATION TO ENCOURAGE PT USE.	5	Addressed above at 5(a).
	c) IMROVE PEDESTRIAN LINKS TO OPEN SPACE FROM WILSON ST	1	Access points are located at the connection of existing intersections with the site, at Forbes St, Golden Grove, Codrington, Shepherd and Ivy Sts. The access points at Ivy St, Shepherd and Forbes Streets will provide direct connections from Wilson St to open space on the site.

D. PEDESTRIAN/CYCLE ACCESS			
	d) IMPROVE/PROVIDE DIRECT PEDESTRIAN ACCESS TO REDFERN STATION FROM SITE	7	The proposed Bridge will provide additional access to the Station for people approaching the Station from the North Eveleigh site or from the north. The bridge has been designed to land at the north-eastern section of the ATP to provide a link to the Station entrances located on Marian Street and Gibbons Street.
	e) NO DETAILS OF ACCESS TO THE SITE FROM STATION, WOULD COMMUTERS WALK DOWN LITTLE EVELEIGH ST	1	Addressed in 5(d) above.
	f) PROVIDE GENUINE PEDESTRIAN ACCESS/WALKWAYS ACROSS SITE (TO CODRINGTON ST)	3	Addressed at 5(c) above.
	g) RETAIN EXISTING PEDESTRIAN ACCESS TO SYDNEY UNI	1	The Concept Plan does not propose changing the existing pedestrian access to Sydney Uni, although the Eveleigh Heritage Walk bridge may alter pedestrian routes, with some students likely to incorporate the new bridge in their journey.
	h) TIS NEEDS TO INCLUDE MITIGATION STRATEGY FOR PEDESTRIAN SAFETY	10	Addressed in 2(g) above.
	i) WIDEN FOOTPATHS AT INTERSECTIONS OF GOLDEN GROVE/FORBES/QUEEN WITH WILSON ST	1	Although pedestrian numbers will be significantly increased along Wilson Street, the existing width of facilities should be sufficient. Pedestrian islands could be provided as part of the redesigned roundabout at Shepherd Street at no cost to Council.

	j) ESTABLISH PEDESTRIAN/PRAM ROUTE TO SHOPPING AREA SEPARATE FROM CAR ROUTE ON WILSON ST	1	An existing ramp and stairs are located at the western end of the Paint Shop, the location of the proposed retail use.
			
			In addition the Statement of Commitments requires:
			• 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:
			  • Access in the vicinity of the Wilson St/ Little Eveleigh St intersection
			  • Access at the western end of the site between Golden Grove St and Queen St.
			• Accessible continuous paths of travel to the main entrances and within all floors of the new residential and commercial buildings and to the main entrances of the heritage buildings.

E. HERITAGE

TOTAL # SUBMISSIONS RAISED | **61**

ISSUE	EXPLANATION (specific mention)		RESPONSE
1. IMPACT ON HERITAGE/ CONSERVATION AREA OF NEWTOWN & DARLINGTON (43 SUBMISSIONS)	a) BH NOT INKEEPING WITH CHARACTER OF HERITAGE/ CONSERVATION AREA & ESTABLISHED DWELLING/ TERRACE HOUSE TYPOLOGY:	36	The North Eveleigh site differs in character from the Newtown & Darlington Conservation Area. Its previous use as a railway workshop was also not in keeping with the character of the area. Each area has developed adjacent to, but separately, from each other. As the two are separate, the impact of building height primarily relate to views from the conservation area. To minimise the visual impacts of the building height from the Conservation Area, lower scale development has been located along Wilson Street adjacent to the Conservation Area. The height of buildings on Wilson Street is limited to three storeys at street level. Higher buildings ranging from 8 to 12 storeys, are located towards the centre and rear of the site adjacent to the rail corridor. The 12 storey buildings are setback approximately 64m from Wilson St and will have minimal visibility from Wilson Street as illustrated in the Section drawings prepared by Bates Smart included at Appendix 1. It is further noted that there is a row of substantial mature trees along Wilson Street. This type of planting tends to focus view to street level minimising any visual impact caused by the height of buildings.
	i. BH GENERALLY	5	Addressed above
	ii. 12 STOREY ONLY	9	Addressed above
	iii. 6 AND 12 STOREY (WESTERN SECTION)	16	Addressed above
	iv. 16 STOREY	10	The impact of tall buildings has to be carefully managed in terms of overshadowing, visual impact. Here, the tall building is used to act as a marker to the site. The profile of the building will prevent undue overshadowing, in the case of the Conservation Area the shadow will pass over it as a band, not a blanket shadow, during early to mid morning. The visual impact of the building when seen from the Conservation Area will be manageable a the building is set well into the site. The building will mainly be visible from long street vistas pointed towards the building and will read as part of the skyline.
	v. ANYTHNG OVER 6 STOREYS	1	This height will not be visible beyond the roof level of the Blacksmith's Shop.

E. HERITAGE			
	b) IMPACT ON HERITAGE AREA GENERALLY - APARTMENT BLOCKS, GLASS BUILDINGS NOT SYMPATHETIC TO/IN HARMONY WITH HERITAGE NEIGHBOURHOOD, 19 CENTURY CONSERVATION AREA	9	Good modern architecture should differentiate from old. Building materials and appearance will be strongly influenced by ESD principles and the achievement of design excellence.
2. IMPACT ON HERITAGE BUILDINGS/HERITAGE ON SITE (EXCLUDING RAILWAY HERITAGE SUBMISSIONS SEE 3) (35 SUBMISSIONS)	a) BH WILL IMPACT ON HERITAGE BUILDINGS (DOMINATE, TOWER OVER) MAKING THEM INSIGNIFICANT	10	Heritage buildings are located in three distinct precincts. The central group surrounding the Carriage Workshop is located such that the buildings are the dominant elements and vistas reinforce their heritage significance. This is particularly emphasised along the road between the Carriage Workshop and the Blacksmith's Shop (identified as Carriageworks Way).
	i. CME - 16 STOREY: PROXIMITY & SCALE WILL AFFECT HERITAGE VALUE & ITS SETTING, VIEWS OF CME FROM IVY ST& PUBLIC DOMAIN, NEW BUILDINGS SHOULD NOT RISE ABOVE CME WHEN VIEWED FROM THESE AREAS	3	The CME building is set some distance from the tower. The CME building is surrounded by mature trees, part of the building's heritage curtilage. These trees form a setting that allows an understanding of the building only from close range. The trees and the separation distance will mean that a tower will have a manageable impact on the CME's building.
	ii. CLOTHING STORE	4	The Clothing Store will be surrounded by taller buildings. It will maintain its presence as part of the east-west axial road running through the site (Carriageworks Way), visually linking it with the Carriage Workshop. There will also be an area of open space in front of the building allowing better understanding of its principal elevations.
	iii. CARRIAGEWORKS – 12 STOREY (D2) EXCESSIVE HEIGHT WHEN VIEWED FROM: WITHIN SITE, ELEVATED PUBLIC DOMAIN & ADJACENT STREETS	1	Carriageworks Way is narrow relative to the heights of the Carriage Workshop building and the Blacksmith's Shop. This means that taller surrounding buildings will not be readily seen at street level.

E. HERITAGE			
	iv. 12 STOREY BUILDINGS DO NOT MEET HERITAGE REQUIREMENTS	1	Taller buildings have been sited to maintain a strong heritage precinct along Carriageworks Way.
	b) USE OF CME FOR RESIDENTIAL PURPOSES IS INAPPROPRIATE AS IT WILL IMPACT ON INTERNAL FABRIC. MORE APPROPRIATE USE:	10	The amended Concept Plan nominates the adaptive reuse of the CME for Mixed Uses. This allows for either commercial (office) uses, other non-residential uses, or residential.
	i. INFORMATION/EXHIBITION SPACE/MUSEUM/INTERPRETATION GUIDE SPACE ON RAIL HERITAGE AND SITE	3	Interpretation will take place elsewhere in accordance with the principles outlined in the North Eveleigh Concept Plan Interpretation Strategy Guidelines prepared by Weir+Phillips, submitted with this amended Concept Plan. The Statement of Commitment requires future Interpretation Strategies are prepared in accordance with these guidelines.
	ii. A USE THAT MAINTAINS BUILDING FABRIC INTERNALLY AND EXTERNALLY, AND DOES NOT SUBDIVIDE	4	As outlined above, the CME is nominated for Mixed Uses, which will allow for uses other than residential, including commercial/offices.
	iii. DRAFT CMP 2003 DESCRIBES HIGHLY INTACT NATURE OF THE EXTERIOR USE AND INDICATES SIGNIFICANT SURVIVING FABRIC INTERNALLY, THEREFORE A USE THAT: OPTIMISES FORMER OFFICE LAYOUT; SERVES EXISTING AND FUTURE RESIDENTS; IS DETERMINED BY CMP PROCESS; SINGLE TENANT PREFERABLE	1	The internal fabric of the CME's building relates to the large spaces generated as drawing offices ad include ceiling details and fireplaces and, particularly on the first floor, a room layout related to is previous use as a drawing office. It is agreed that as stated in the CMP, a single tenant with a compatible use should be sought.
	iv. COMMUNITY USE	1	The Scientific Services building is proposed to be adaptively reused for community/ cultural facility. It is considered that a second community use within the CME is not warranted.

E. HERITAGE			
	c) IMPACT ON PAINTSHOP	6	The residential towers have been located to the southern side of the Paint Shop. This was done to take advantage of the wider setback from the rail corridor to give them a separate address and to provide landscaping opportunities along the rail corridor. 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 Blacksmith's Shop to be viewed as a group. 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 will remain free for interpretation.
	i. DESTROYS HISTORICAL PERSPECTIVE FROM RAIL CORRIDOR	4	There is a very limited perspective from the rail corridor as the building is presently hidden behind an intrusive lean to, known as the Carriage Lifting Shop. The Lifting Shop and stored trains currently restrict the views of the western end of the southern elevation of the Paint Shop. The intrusive Lifting Shop will be removed with the proposed redevelopment of the Paint Shop, which will provide the opportunity for improved views of the buildings from the rail corridor.
	ii. RUINS HERITAGE RAIL ICON	4	The Concept Plan intends that this building is retained and adaptively reused. The building is part of a group. It is setback from the rail corridor with a lean to in front of it.
	iii. RESIDENTIAL BUILDINGS ON TOP ARE SIGNIFICANT DEGRADATION OF THE BUILDING AND SITES HISTORICAL WORTH. EXISTING ENVELOPE SHOULD BE RETAINED	1	Addressed above
	iv. WRONG AND RUINS THE AREA	1	Addressed above.

E. HERITAGE			
	d) IMPACT ON FAN OF TRACKS:	3	The Concept Plan has been amended to open up the Fan of Tracks in front of (east of) the Paint Shop to allow better interpretation. Building J1 has been relocated parallel to the rail corridor and the footprint has been reduced. This exposes a larger area of the Fan of Tracks. Particular attention will be paid to the interpreting the Fan of Tracks as outlined in the North Eveleigh Concept Plan Interpretation Strategy Guidelines. Is important to note there are a number of constraints with interpreting the Fan of Tracks: • 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.
	i. SHOULD BE RETAINED	1	Retention has to be by some means of interpretation. See above.
	ii. BEING DISECTED BY OFFICE BLOCKS – IF FAN IS BEYOND USE IT REMOVES OPPORTUNITY TO LOCATE & ROTATE 1OR 2 OF THE SIG. LOCOMOTIVE OR CARRIAGES ON SITE, WHICH WOULD ENHANCE RAIL HERITAGE	1	Specific locations have been determined for the placement of carriages on the site as part of the Interpretation Strategy Guidelines. The placement is partly determined by OH&S requirements. Once placed these carriages will serve specific purposes and will not be moved.

E. HERITAGE			
	iii. AGREE WITH DRAFT CMP 2002 VIEW THAT VARIOUS ASPECTS OF THE RAIL NETWORK IN THE NTH EVELEIGH SITE AND "RAIL LEVEL" ARE VITAL TO ITS SIGNIFICANCE. WE DISAGREE WITH THE HIS'S CONTRARY FINDING THAT THE FAN OF TRACKS DOES NOT HOLD HIGH SIGNIFICANCE BECAUSE IT WAS DICTATED BY VARIOUS SITE CONSTRAINTS.	1	Notwithstanding the level of significance, much will be done to maintain an understanding of the Fan of Tracks. See above.
	iv. SITING K1 & K2 OVER MAIN SWEEP OF TRACKS IS UNSATISFACTORY AS IT WILL DIMINISH HERITAGE SIGNIFICANCE	1	As outlined above, Building J1 has been relocated and the footprint reduced in the amended concept plan. This exposes a larger area of the main sweep of tracks than the previously submitted concept plan.
	e) EA DOES NOT IDENTIFY HIGHLY SIGNIFICANT ARCHAEOLOGICAL REMAINS OF GRANGE VILLA	1	The Grange Villa will be inspected, assessed and managed in accordance with the recommendations of the AHMS Supplementary Report located at Appendix 9.
	f) DON'T HAND OVER HERITAGE TO A DEVELOPER/3RD PARTY	4	Developers will ultimately have to construct new buildings and restore items of heritage value. The Statement of Commitment requires the preparation of a Conservation Management Plan and Interpretation Strategy for future Project Applications. The Strategy and CMP will provide details for the development, design and management of existing buildings and as well as new buildings. The Interpretation Strategy must be prepared in accordance with the North Eveleigh Concept Plan Interpretation Strategy Guidelines prepared by Weir+Phillips.

E. HERITAGE

	g) SIGNIFICANT LOSS OF HERITAGE SITES, ALL HERITAGE BUILDINGS MUST BE RETAINED (INTERNAL & EXTERNAL FABRIC)	2	All buildings that are listed as heritage items under the SEPP (Major Projects) are being retained. The Clothing Store, which is not a heritage item, is also being retained. This building is identified in the RWA Built Environment Plan as a building of historical interest. Retention of all internal fabric is not feasible if an adaptive reuse is to be found. Over 29% of the floor space proposed in the Concept Plan is located within existing heritage buildings, or buildings of heritage interest.
	h) LITTLE HERITAGE REMEMBRANCE OF SITES WITHIN DEVELOPMENT BEYOND RETAINED BUILDINGS	1	As outlined in the North Eveleigh Concept Plan Interpretation Strategy Guidelines prepared by Weir+Phillips, the Interpretation Strategy will be required to include interpretation of significance of Aboriginal people, workers on the site and railway history generally. Examples of machines will be set in new buildings. Passenger carriages will be used on the site, commercially as well as forming part of a heritage walking tour in conjunction with the Eveleigh Heritage Walk.
	i) NEW BUILDINGS NEED TO BE IN HARMONY WITH HERITAGE BUILDINGS	1	Harmonising with heritage buildings will come as part of the detailed design where submissions will be required to take the CMP into consideration and where a Heritage Impact Statement will be required outlining in detail the impacts the detailed proposal will have on the site overall, adjacent heritage items and the adjacent Conservation Area. Heritage buildings are grouped so that new buildings can effectively contrast with them.
	j) TRANSFORMING AREA WILL IMPACT ON EXISTING HERITAGE BUILDINGS	1	Transforming the area is part of what heritage management has to deal with through conservation and adaptive reuse of significant buildings and through a comprehensive Interpretation strategy.
	k) CARRIAGEWORKS IS OF HISTORICAL IMPORTANCE AND THIS PROJECT UNDERMINES THE HERITAGE SIGNIFICANCE	1	The significance of the place is recognised. The need to find alternate uses is also recognised. These two requirements need to be effectively managed. See above.
	l) USE OF HERITAGE BUILDINGS FOR PRIVATE ENJOYMENT	1	This is a valid use of heritage buildings. Those enjoying the building must also provide for their upkeep.
	m) SHOULD BE BUILDING ON CARRIAGEWORKS ARTS PRECINCT AND PRESERVING HERITAGE VALUE OF THE SITE AND NOT DESTROYING IT.	1	Major components of movable rail heritage on the site are to be transferred to Thirlmere where they can be seen in the context of a railway museum. Heritage items identified by the SEPP (Major Projects) will be retained and adaptively reused. The site will be publicly accessible and an Interpretation Strategy will be prepared, allowing an enhanced appreciation of the site's role by the broader community.

E. HERITAGE			
3. RAILWAY USES/HERITAGE (9 SUBMISSIONS)	a) IMPACT ON/LOSS OF RAIL HERITAGE, UNDERMINES HERITAGE (STATE) SITE	4	The significance of the place is recognised. The need to find alternate uses is also recognised. These two requirements need to be effectively managed. See above.
	b) RAIL AND TRAIN ENTHUSIASTS IN SYDNEY, NSW, AUSTRALIA WILL BE SHOCKED IF EVELEIGH/BUILDINGS ARE REMOVED AFTER 140 YRS		Heritage items identified by the SEPP (Major Projects) will be retained and adaptively reused. In addition the site will be publicly accessible and an Interpretation Strategy will be prepared, allowing an enhanced appreciation of the site's role by the broader community.
	c) CREATE A WORLD CLASS TRAIN MUSEUM - MAJOR TOURIST ATTRACTION THAT WOULD GENERATE CONSIDERABLE INCOME, JOBS, ETC	1	This was considered by State Rail in the early 2000s and is no longer a valid option. Railcorp's intention now is to enhance the Rail Transport Museum at Thirlmere and to create a Rail Heritage Centre. Major components of rail heritage on the site are to be transferred to Thirlmere.
	d) USE CME FOR INFORMATION/ EXHIBITION SPACE/MUSEUM/ INTERPRETATION GUIDE SPACE ON RAIL HERITAGE AND SITE	3	Addressed in 2(b) above.
	e) FAILURE OF NSW GOVERNMENT, STATE RAIL & RAILCORP TO PROTECT INTERNATIONAL, NATIONAL AND STATE HERITAGE STATUS OF THE SITE SINCE IT WAS CLOSED IN THE 1980S, AS A RESULT THE POSSIBILITY OF RESTORING SITE TO AS IT WAS IN 1980S HAS BEEN DESYTROYED BY THE LACK OF ACTION AND NEGATIVE ATTITUDE OF GOVERNMENT.		Noted
	f) PAINT SHOP – PLANS FOR NEW BUILDING BLOCKS SHOULD BE		Addressed in 2(c) above.

E. HERITAGE			
	ABANDONED, HISTORICAL USE OF PAINTSHOP FOR STATE RAILWAY CARRIAGES SHOULD BE RETAINED		
	g) RESIDENTIAL USE OF CME DOES NOT RECOGNISE THAT THIS AREA WAS THE LOCATION USED TO ASSEMBLE A LARGE NUMBER OF RAILWAY EXPERTS (MECHANICAL, SCIENTIFIC, ELECTRICAL, COMMUNICATION FIELDS). PROPOSAL USE SHOULD BE LOOKED AT AGAIN	1	Addressed in 2(b) above.
	h) REVIEW OBJECTIVES OF THE REUSE OF HERITAGE ITEMS IN ORDER TO PRESERVE AS MUCH AS POSSIBLE OF THE HERITAGE FEATURES IDENTIFIED BY THE NATIONAL TRUST	2	Designs for individual heritage items will require a detailed Heritage Impact Statement taking into consideration the CMP and detail the impacts the proposal will have on the site overall, including its significant features, adjacent heritage items and the adjacent Conservation Area.
	i) ESTABLISH A MODEL/DISPLAY OF THE HERITAGE FEATURES OF THE SITE AS A WHOLE. A HERITAGE WALK WOULD REINFORCE THE OVERALL NATURE OF THE SITE	2	It is proposed to set up an Interpretation Strategy that covers the heritage features of the site as a whole. Included in this is provision of displays that would work in with a heritage walking tour. The path across the proposed bridge adjacent to Redfern station has already been call Heritage Walk and will be used extensively as part of the interpretation of both the North Eveleigh and ATP sites.
	j) NOT ALL OF THE HERITAGE FEATURES HAVE BEEN DAMAGED. TWO BAYS OF THE BLACKSMITH'S WORKSHOP REMAIN FULLY EQUIPPED AND COULD BE MOVED TO A WORKING DISPLAY THAT	1	Equipment in the Blacksmith's workshop has been largely removed. The drop hammers remain on static display. The kilns were unsafe and could not be relocated.

E. HERITAGE			
	CONTAINS ALL OF ITS FEATURES AS DOES THE LARGE ERECTING SHED.		
	k) A CLEAR STATEMENT MUST BE MADE ON OTHER RAIL HERITAGE FEATURES IDENTIFIED BY THE NATIONAL TRUST THAT REMAIN OUTSIDE THE FOCUS OF THIS PLAN, E.G. REDFERN STATION BOOKING OFFICE. PIECEMEAL APPROACH BY GOVT DEPARTMENTS SHOULD BE ENDED & DEPT OF PLANNING MUST TAKE CHARGE ON HOW HERITAGE FEATURES OF OUR EARLY RAILWAY SYSTEM ARE TO BE RETAINED IN SYDNEY & NSW	1	This statement is outside the scope of the works proposed.
	l) NEED A CLEAR DIRECTION IN CONCEPT PLAN ON HERITAGE RE-USE I.E. NEED TO MOVE TO AN UNDERSTANDING THAT SITE'S HERITAGE GOES BEYOND ITS ARCHITECTURE TO PRODUCE A BETTER OUTCOME TO PRESERVE AS MUCH OF HERITAGE FEATURES OF THE SITE AS POSSIBLE E.G. CARRIAGEWORKS THEATRE COULD CONTAIN PAST CONNECTIONS TO RAILWAYS	1	Interpretation Strategy will cover these concerns.
	m) IF THERE ARE DIFFICULTIES IN	1	The Interpretation Strategy Guidelines provided at Appendix 5 indicate potential

E. HERITAGE			
	ACCOMMODATING DISPLAYS OF HERITAGE RELATED ART IN CARRIAGEWORKS, PROVISION SHOULD BE MADE FOR A GALLERY IN ANOTHER BUILDING ON SITE SUCH AS PAINTSHOP		locations for interpretation including a Worker's Wall in the Blacksmiths' Shop, foyers of new commercial buildings, the fan of tracks and as part of the Eveleigh Heritage Walk.
	n) GOVERNMENT DESTROYING RAILWAY HERITAGE	1	The Concept Plan intends to retain and adaptively reuse all heritage items identified by the SEPP (Major Projects). In addition significant rail heritage currently stored within the Paint Shop will be relocated to Thirlmere for public display, or to another location.
4. HERITAGE INTERPRETATION STRATEGY (3 SUBMISSIONS)	a) HIS REQUIRED AT THE CONCEPT PLAN STAGE IN ORDER TO PRESERVE AS MUCH AS POSSIBLE OF HERITAGE FEATURES IDENTIFIED BY NATIONAL TRUST. NEED STRATEGY WITH CONCEPT PLAN, OTHERWISE IT WILL BE WATERED DOWN BY PURCHASER	2	Weir+Phillips has prepared the North Eveleigh Concept Plan Interpretation Strategy Guidelines which are submitted with the amended Concept Plan. The Statement of Commitment requires the preparation of Interpretation Strategy for future Project Applications in accordance with these Guidelines. The Guidelines require the Strategy include interpretation of significance of Aboriginal people, workers on the site and railway history generally. The Strategy will also require examples of machines be set in new buildings. It also requires passenger carriages to be accommodated on the site.
	b) WITHOUT A HIS FOR THE SITE PRIOR TO IT BEING BROKEN UP AND SOLD, THERE IS NOTHING TO ENSURE VISITORS TO THE SITE WILL GET A COMPREHENSIVE HISTORICAL INTEPRETATION OF THE SITE THAT EXPLAINS THE ROLE OF THE WORKSHOPS. RECOMMEND CONCEPT PLAN NOT BE APPROVED UNTIL AN ADEQUATE HIS FOR THE	1	Addressed in 4(b).

E. HERITAGE			
	ENTIRE SITE AS DETAILED UNDER "FURTHER WORK" OF THE HERITAGE IMPACT STUDY PREPARED BY WEIR+PHILLIPS. THE HIS SHOULD INCLUDE MATTERS RAISED IN BRIAN DUNNET'S SUBMISSION (NO. 58 UNDER POINT 3 ABOVE)		
5. SUGGESTIONS TO REDUCE HERITAGE IMPACTS ON SURROUNDING HERITAGE CONSERVATION AREA (14 SUBMISSIONS	a) REDUCE BH OF RESIDENTIAL DEVELOPMENT SO MORE IN CHARACTER WITH/SYMPATHETIC SURROUNDING SUBURBS & WILSON ST	6	Addressed in 1 above
	b) REDISTRIBUTE BH IN WESTERN SECTION (6 & 12 STOREY) TO REDUCE IMPACT ON SURROUNDING RESIDENTIAL HERITAGE PRECINCT	8	Addressed in 1 above
	c) NEED BUFFERING (MATURE TREES) & SEPARATION BETWEEN NEW BUILDINGS & EXISTING BUILDINGS	1	Addressed in 1 above
	d) LIMIT BH 6 STOREYS ACROSS SITE	1	Addressed in 1 above
6. SUGGESTIONS TO REDUCE HERITAGE IMPACTS ON SITE (DOES NOT INCLUDE RAIL USES – SEE 3 ABOVE) (11 SUBMISSIONS)	a) REDUCE BH OF RESIDENTIAL DEVELOPMENT SO DOES NOT TOWER OVER AND IS MORE SYMPATHETIC TO EXISTING BUILDINGS	4	Addressed in 2 above

E. HERITAGE			
	b) NEED BUFFERING (MATURE TREES) & SEPARATION BETWEEN NEW BUILDINGS & EXISTING BUILDINGS.	1	Addressed in 2 above
	c) GLASS TOWERS SHOULD ENCLOSE SOME OF THE HISTORICAL BUILDINGS	1	Addressed in 2 above
	d) LIMIT BH 6 STOREYS ACROSS SITE	2	Addressed in 2 above
	e) ANY INSERTIONS SHOULD NOT DISTURB THE CHARACTER OF THE PLACE AND BE IN SCALE AS CURTILAGE TO A PLACE OF STATE SIG.	1	Addressed in 2 above
	f) NEW BUILDINGS NEED TO BE IN HARMONY WITH HERITAGE BUILDINGS		Addressed in 2 above
	a) CREATE PARK AND RAIL MUSEUM. INSTEAD OF PROVIDING NEW BUIILDINGS, RENOVATE HISTORICAL BUILDINGS FOR COMMERCIAL AND PUBLIC USE	1	Addressed in 2 and 3 above
	g) HISTORICAL BUILDINGS NEED TO BE SET ASIDE/SEPARATED FROM NEW BUILDINGS	1	Addressed in 2 above

F. COMMUNITY FACILITIES/ INFRASTRUCTURE			
TOTAL # SUBMISSIONS RAISED	**53**		
ISSUE	**EXPLANATION (specific mention)**		**RESPONSE**
1. IMPACT ON SCHOOLS (35 SUBMISSIONS)	a) CONCEPT PLAN GIVES NO CONSIDERATION TO ESTABLISHING NEW SCHOOLS TO COPE WITH INCREASE IN FAMILIES. INCREASE IN POPULATION MUST BE ACCOMPANIED BY AN INCREASE IN SCHOOLS. IMPACTS ON SCHOOLS IS A CONCERN	13	At the time of developing the RWA Built Environment Plan (Stage One) the Department of Education and Training (DET) indicated that existing public schools within the area had capacity for the densities that of development that the BEP provided for. The density proposed in the Concept Plan for North Eveleigh is within the maximum density provided for under the BEP. During and following the exhibition of the Concept Plan, the RWA undertook further consultation with the DET. DET advice indicates that existing schools within the area do have capacity. However, certain schools, such as Darlington and Erskineville, are experiencing an increased demand and have waiting lists as parents do not want to send their children to the local public school within the catchment they reside. The DET monitors population and enrolment trends in all areas and can alter catchment areas to maximise utilisation of accommodation at schools in a locality. The information provided by DET's was based on: • Census data from 1986 to 2006 by school catchment area for Darlington Public School, Erskineville Public and Alexandria Park Community School; • occupancy ratios of pre school and primary school aged children by dwelling type from 2001 and 2006; • Census data and existing dwelling stock and number and type of new dwellings (medium density), and • Historic trend of parents moving out of the Inner City prior to children entering Kindergarten;

F. COMMUNITY FACILITIES/ INFRASTRUCTURE			
	b) CONCEPT PLAN DOES NOT ADDRESS CURRENT SHORTAGE IN SCHOOLING/INADEQUATE SCHOOL PLACES IN THE AREA. EXISTING PUBLIC SCHOOLS (I.E ERSKINVILLE, DARLINGTON & NEWTOWN) ALREADY OPERATING AT/CLOSE TO PEAK CAPACITY. CURRENTLY ALL/SOME OF THESE SCHOOLS HAVE WAITING LISTS/REFUSING TO TAKE ENROLLMENTS. THESE SCHOOLS WILL NOT COPE WITH INCREASE IN RESIDENTS FROM CONCEPT PLAN – ARE NOT LARGE ENOUGH	30	The DET provided the following advice: • The trigger for the establishment of a new primary school is around 2,500 additional houses. The North Eveleigh development will provide approximately 1200 medium density dwelling, which by itself does not trigger the need for the establishment of a new school. • The former South Sydney LGA had the lowest yields of school aged children in both houses and medium and multi unit dwellings of all the Local Government Areas of Sydney. • The Education Act (Section 34) refers to designated intake areas for schools. Children are entitled to enrol at their local primary school based on their residential address. • Darlington and Erskineville Public Schools enrol their local students first based on their current catchment area. Children who live outside the designated catchment area for Newtown, Erskineville or Darlington Public Schools are only able to enrol at these schools if there is excess permanent accommodation available at these schools. All schools have a written policy which states the criteria upon which non local enrolments are accepted. Parents who are on waiting lists at Darlington, Newtown or Erskineville Public Schools would have a place at their local primary school. These parents can approach their own local school for enrolment.
	c) DISENGEOUS AND OPTIMISTIC FOR SIA TO SUGGEST PS HAVE CAPACITY FOR EXTRA CHILDREN. REQUEST FURTHER ASSESSMENT OF CAPACITY OF PUBLIC SCHOOLS INCLUDING CONSULTATION WITH DARLINGTON & ERSKINVILLE PS AND DEPT OF EDUCATION	4	Addressed above
	d) WHICH SCHOOL ZONE WILL NE INHABITANTS FALL INTO?	1	The North Eveleigh development will be local to Darlington Public School.

F. COMMUNITY FACILITIES/ INFRASTRUCTURE			
	e) HAS BEEN A HUGE INCREASE IN THE NUMBER OF CHILDREN IN DARLINGTON, NEWTOWN AND ERSKINVILLE IN THE LAST COUPLE OF YEARS	1	As indicated above, the DET monitors population and enrolment trends using recent data including 2006 Census data and occupancy ratios of pre school and primary school aged children by dwelling type up until 2006. This data would capture large increases in children within the area that have occurred in the last couple of years.
2. IMPACTS ON CHILD CARE (42 SUBMISSIONS)	a) INCREASE IN POPULATION WILL PLACE FURTHER STRAIN ON EXISTING SHORTAGE IN CHILDCARE FACILITIES IN THE AREA. EXISTING FACILITIES ARE RUNNING AT/CLOSE TO CAPACITY, LONG WAITING LISTS. EXISTING FACILITIES WON'T COPE WITH INCREASED POPULATION. CONCEPT PLAN DOES NOT ACKNOWLEDGE EXISTING SHORTAGES IN CHILDCARE.	18	The Statement of Commitments have been revised for the amended Concept Plan to require the provision of child care facilities on site for workers and residents in accordance with the recommended requirements of the Sydney City Council Childcare Centres DCP 2005 and outlined below: • 6 places per 100 households (Minimum viable size is 30). • 1 space per 1450sqm commercial space (Minimum viable size is 30). This equates to around: • 75 spaces for residential • 49 spaces for commercial & retail uses (excluding existing cultural uses) As such, the proposal will not impact on capacity of existing childcare facilities within the area as adequate child care spaces will be provided on site to meet the demands generated by the development.
	b) MINIMAL/INADEQUATE CHILDCARE IS PROPOSED (45 PLACE) FOR 5500 NEW RESIDENTS AND WORKERS, GIVEN CURRENT SHORTAGES AND WAITING LISTS (15MTHS – 2YRS). i. ACKNOWLEDGED SHORTFALL OF 27 CHILDCARE SPACES (FROM WHAT IS PROPOSED) ii. DOUBLE THE SPACES (90) SHOULD BE PROVIDED iii. 100 SPACES SHOULD BE PROVIDED	29 1 1 1	As outlined above, the Statement of Commitments has been revised with the amended Concept Plan, to require additional child care places for proposed new residents and workers.
	c) INCREASED POPULATION SHOULD BRING A REQUIREMENT FOR INCREASED CHILDCARE	2	Addressed above

F. COMMUNITY FACILITIES/ INFRASTRUCTURE			
	d) NO CONSIDERATION GIVEN TO ESTABLISHING CHILDCARE FACILITIES TO COPE WITH INCREASED WORKERS AND FAMILIES	2	As indicated above, childcare places will be provided for the proposed working population, in addition to the childcare places for the residential population.
	e) SYDNEY UNI PLAN FOR ABERCROMBIE ST PRECINCT (MP07_0158 WILL COMPROMISE BOUNDARY LANE CHILDCARE FACILITY BY POTENTIALLY REMOVING 60 PLACES IN 18MTHS)	2	This is not part of the North Eveleigh Concept Plan. The Statement of Commitments requires that the development provide child care facilities in accordance with the requirements outlined by the City of Sydney.
	f) CHILDCARE NEEDS TO BE PROVIDED BY NOT FOR PROFIT ORGANISATION AS THE QUALITY OF THE CARE IS HIGHER AND THE COSTS TO PARENTS ARE MINIMISED	1	The Statement of Commitments will ensure the provision of child care spaces to meet the demands of the development. The owner/operator of the child care facilities will be subject to future negotiations.
3. FACILITIES GENERALLY & OTHER FACILITIES (8 SUBMISSIONS)	a) IF DEVELOPMENT GOES AHEAD WITHOUT COORDINATION OF OTHER PLANNING IN THE AREA OF SCHOOLS, CHILDCARE, COMMUNITY, CULTURAL ETC FACILITIES IT WILL MAKE POOR USE OF THE DEVELOPMENT OPPORTUNITIES OFFERED BY A LARGE INNER CITY SITE AND WILL REDUCE THE QUALITY OF LIFE OF SURROUNDING AREAS		The Concept Plan includes provision for child care, community and cultural facilities within the development site.
	b) FACILITIES NEED TO BE INCREASED PROPORTIONALLY IF HOUSING IS BUILT FOR A LARGE NUMBER OF PEOPLE		As outlined above, additional childcare facilities are required to meet the demand generated by the proposed residential and worker populations. The Concept Plan also makes provision for a community/cultural facility and public parks within the development site.
	c) PROPOSAL OFFERS NO SPACE FOR COMMUNITY CENTRES		The Concept Plan provides for the adaptive reuse of the Scientific Services Building for “Cultural/ Community Purposes. This is reinforced in the Statement of Commitments.

F. COMMUNITY FACILITIES/ INFRASTRUCTURE			
	d) COMMUNITY CENTRE SHOULD INCLUDE HALL EQUIPPED TO ACCOMMODATE PLAYGROUP AND COMMUNITY MEETINGS		As outlined above, the Scientific Services Building to be adaptively reused for cultural/ community purposes and may potentially accommodate spaces for community meeting. This is reinforced in the Statement of Commitments. Notwithstanding there is an existing community hall located within 800m of the site in Watkins Lane.
	e) PROPOSAL OFFERS NO SOCIAL OR BBQ AREAS		The open space areas will provide an opportunity for BBQs and social areas.
	f) NO LIBRARY FACILITIES		Newtown Library is located in Brown St is within 800m of the site. This is a small facility, which is identified as being undersized in the City of Sydney Library Strategy 2005. The Strategy recommends provision of a new library facility for the Redfern/Chippendale area given redevelopment proposed by the Redfern/Waterloo Authority, the Eveleigh Railyards redevelopment, the redevelopment of the CUB site and the significant increase in residents in the West of the LGA. Within the Strategy Redfern Community Centre is identified as a potential location for new library with a youth and cultural focus. The Pine Street Creative Arts Centre in Chippendale has also been indentified for potential to become a multi-purpose community facility with a library, arts and cultural centre, and outdoor space. The Strategy also identifies the former Carlton United Breweries site as another potential location for this facility.
	g) NEED MEDICAL FACILITIES		Existing medical centres are currently available in nearby town centres located at Newtown and Redfern. The establishment of additional medical centres and other business services will overtime in response to increased population and demand. This may be accommodated within the site.

G. DENSITY

TOTAL # SUBMISSIONS RAISED | **44**

ISSUE	EXPLANATION (specific mention)	TTL#	RESPONSE
1. TOO DENSE (43 SUBBMISSIONS)	a) OVERDEVELOPMENT/OVERUSE	21	The amended Concept Plan has a total gross floor area of 177,527m^2, which is 2,480m^2 less than the original submitted Concept Plan. The site has an overall floor space ratio (FSR) of 1.65:1. The FSRs in the eastern (1.96:1) and western precincts (1.75:1) comply with FSR controls included within the SEPP (Major Projects). While the FSR is exceeded in the central precinct all additional FSR is provided within existing heritage items, maximising the potential of these significant buildings. The development of the site concentrates activity in the eastern precinct, close to Redfern Station.
	b) TOO MANY PEOPLE/ POPULATION/ OVERCROWDING: i. RESIDENTS ii. WORKERS	15 9 3	Addressed above.
	c) RESIDENTIAL DEV'T TOO DENSE	5	Addressed above.
	d) COMMERCIAL DEV'T TOO DENSE	1	Addressed above.
	e) TOO MANY BUILDINGS (COMMERCIAL & RESIDENTIAL) OUT OF SCALE	6	Addressed above.
	f) TOO MANY RESIDENTIAL APARTMENT BUILDINGS, CROWDED HOUSING	7	The development of the site generally satisfies the provisions of the Residential Flat Design Code, ensuring the amenity of residential units.
	g) GENERALLY- TOO LARGE /TOO HIGH/TOO DENSE	5	Addressed above and on response to Height issues.
	h) POPULATION DENSITY OF SITE COMPARED TO SURROUNDING AREA IS NOT PROVIDED, BUT IT APPEARS TO BE MUCH HIGHER/DISPROPORTIONATE TO SURROUNDING AREA	2	Development of the site for densities higher than the neighbouring suburbs is considered appropriate to achieve the Government's Metropolitan Strategy and urban consolidation objectives. The site is well served by public transport, being in close proximity to major bus routes and Redfern Station, the tenth busiest station on the City Rail network.

G. DENSITY			
	i) DENSITY OF SITE SHOULD BE CLOSER TO NEIGHBOURING AREAS	1	Addressed above.
	j) POPULATION DENSITY OF SITE IS 220 PEOPLE/HECTARE AND DARLINGTON IS 80 PEOPLE/HECTARE	1	Addressed above.
2. DENSITY IMPACTS (21 SUBMISSIONS)	a) PHYSICAL & PSYCHOLOGICAL	1	The proposed development will generally satisfy the provisions of the Residential Flat Design Code, ensuring amenity for its residents. It is not considered there will be any significant physical or psychological impacts.
	b) DENSITY WILL INCREASE TRAFFIC	14	The TIA has concluded that the existing road network has capacity for the increased traffic associated with the amended Concept Plan, subject to road improvements.
	c) DENSITY WILL PLACE INCREASED PRESSURE ON EXISTING OPEN SPACE	8	The amended Concept Plan provides a total of 9,401m^2 of public parks which are proposed to be dedicated to Council. The largest of the parks is located at western end of the site and has an area of 3,350m^2. In addition the development provides over 9,000m^2 of private open space and 6,551m^2 in public domain, providing a total of over 25,000m^2 of open space on the site, or 23% of the site's area. With these open space areas it is considered unlikely that there will be any adverse impact on existing open space areas.
	d) DENSITY WILL PLACE INCREASED PRESSURE ON SCHOOLS AND CHILDCARE, ALREADY UNDER STRAIN	9	The Statement of Commitments have been revised for the amended Concept Plan to require the provision of child care facilities on site for workers and residents in accordance with the recommended requirements of the Sydney City Council Childcare Centres DCP 2005 and outlined below: • 6 places per 100 households (Minimum viable size is 30). • 1 space per 1450sqm commercial space (Minimum viable size is 30). Based on the proposed floor area this equates to around: • 75 spaces for residential uses • 49 spaces for commercial & retail uses (excluding existing cultural uses)

G. DENSITY			
	e) INCREASED WORKERS AND INCREASED POPULATION WILL OVERWHELM LOCAL AMENITIES/INFRASTRUCTURE	3	The amended Concept Plan includes the provision of open space, a child care and community centre. As such it is considered the amended Concept Plan will improve existing amenities and infrastructure.
	f) IMPACT ON CAR PARKING	7	Detailed responses to issues raised in the submissions regarding car parking impacts are provided in *A. Traffic, Parking* included in Appendix 7.
	g) CHANGE CHARACTER OF THE AREA /HERITAGE AREA	3	All heritage items identified in the SEPP (Major Projects) are retained and nearly 30% of all floor space is included within these buildings, ensuring the unique character of the North Eveleigh site will not be lost. The site will become a significant employment generator, instead of a vacant site.
	h) INCREASED CARS AND PARKING	3	Detailed responses to issues raised in the submissions regarding car parking impacts are provided in *A. Traffic, Parking* included in Appendix 7.
	i) PUBLIC TRANSPORT WON'TCOPE WITH INCREASE IN PEOPLE	2	<u>Trains</u> Currently, there are almost 5000 more passengers alighting at Redfern Station in the AM peak period than entering, so considerable capacity remains for peak hour travellers, while a portion of workers and travellers will of course, be outside the AM peak period. Furthermore RailCorp has advised that it constantly reviews train timetabling for the CityRail network in order to improve congestion on trains and stations. Stopping patterns and frequency of services that travel via Redfern, as well as demand analysis is currently being undertaken as part of the Redfern Station Redevelopment project and timetable review. With the delivery of the Epping to Chatswood Rail Link, additional trains will service the west via Redfern. <u>Buses</u> The bus services on City Road, Cleveland St or Redfern/Gibbons Sts are generally within 800m easy walking distance of the North Eveleigh site. These existing bus services are considered adequate to service the development. In addition it is STA policy that services are increased where there are repeated incidents of passengers being left behind.
	j) ADVERSE ENVIRONMENTAL & AMENITY OUTCOMES	1	The proposed development will generally satisfy the provisions of the Residential Flat Design Code, ensuring amenity for its residents as outlined in Appendix 6 of this report.

G. DENSITY			
	k) INCREASED CRIME	1	The amended Concept Plan has been designed to take into account the principles of Crime Prevention Through Environmental Design and the advice of the NSW Police to prevent criminal activities. The Statement of Commitments requires consideration of crime, safety and security issues in the design of future applications, in accordance with the principles of Crime Prevention Through Environmental Design.
3. SUGGESTIONS TO REDUCE DENSITY (3 SUBMISSIONS)	a) REDUCE NO. OF BUILDINGS	2	Building B1 has been removed to provide a larger park in the western precinct.
	b) REDUCE NUMBER OF RESIDENTS & WORKERS	2	The site has an overall floor space ratio (FSR) of 1.65:1. The FSRs in the eastern (1.96:1) and western precincts (1.75:1) comply with FSR controls included within the SEPP (Major Projects). While the FSR is exceeded in the central precinct all additional FSR is provided within existing heritage items, maximising the potential of these significant buildings. The development of the site concentrates activity in the eastern precinct, close to Redfern Station.
4. DENSITY CALCULATION (2 SUBMISSIONS)	a) DENSITY CALCULATED OVER TOTAL SITE AREA AND NOT AREAS FOR RESIDENTIAL DEVELOPMENT	1	The FSR is calculated in accordance with the standard definitions within the Standard Instrument (Local Environmental Plans) Order 2006, and is therefore considered appropriate.
	b) DUE TO THE FSR BEING CALCULATED ACROSS THE ENTIRE SITE THE DENSITY OF THE PROJECT APPEARS MUCH GREATER THAN MANY EXPECTED	1	Addressed above.
	c) FSR CALCULATION HAS BEEN FUDGED AS IT INCLUDES ROADS, PUBLIC DOMAIN, OPEN SPACE – IT IS NOT NETT FSR LIKE THAT WHICH APPLIES TO THE SURROUNDING AREA. IT IS A MUCH HIGHER NETT FSR.	1	Addressed above.

G. DENSITY			
5. OTHER DENSITY ISSUES (1 SUBMISSION)	a) LOCATION OF THE SITE AND NATURE OF THE SURROUNDING ROAD AND RAIL NETWORKS ARE MAJOR DETERMINANTS OF APPROPRIATE DENSITY. AS SUCH A ROBUST TIS IS ESSENTIAL	1	The amended Concept Plan provides a Traffic and Transport Impact Assessment that addresses all relevant issues of concern. In addition Parsons Brinckerhoff has provided its response to issues raised by SKM on behalf of the Department of Planning directly to the Department.
	b) NO OBJECTION TO INCREASE IN FSR FOR CENTRAL PORTION PROVIDED TRAFFIC IMPACT OF PATRONS CAN BE ADDRESSED.	1	The traffic impacts of development in the Carriage Workshop and the Blacksmiths' Shop are considered in the Traffic and Transport Impact Assessment. The report has indicated the existing road network will accommodate the traffic produced by the amended Concept Plan subject to minor road improvements.

H. SUSTAINABILITY			
TOTAL # SUBMISSIONS RAISED	**42**		
ISSUE	**EXPLANATION (specific mention)**		**RESPONSE**
1. INADEQUATE SUSTAINABILITY MEASURES/ REQUIREMENTS FOR DEVELOPER – DON'T GO FAR ENOUGH (34 SUBMISSIONS)	a) NO/ MINIMAL SUSTAINABILITY REQUIREMENTS OR REAL COMMITMENTS ARE IMPOSED ON DEVELOPER	18	The amended Concept Plan includes revised Statement of Commitments that require achievement of the following sustainability targets: • Commercial Buildings - 4 Star Green Star (Office Design) - 4.5 Star NABERS Office Energy (Base Building) • Residential Buildings - BASIX water consumption benchmark - BASIX energy consumption benchmark In accordance with the Regulation. The provision for water sensitive urban design measures in open space areas in accordance with the relevant City of Sydney's requirements. • In addition, the developer must investigate the achievement of higher targets.
	b) SHOULD NOT BE LEFT TO DEVELOPER TO MANAGE/DETERMINE SUSTAINABILITY	10	Addressed above, minimum targets have been set in the Statement of Commitments included with the amended Concept Plan
	c) UNCLEAR IN CONCEPT PLAN WHETHER THERE ARE PLANS FOR SUSTAINABLE BUILDING PRACTICESqa	1	Addressed above, minimum targets have been set in the Statement of Commitments included with the amended Concept Plan.
	d) NO REAL COMMITMENT TO ENVIRONMENTAL SUSTAINABILITY	1	Addressed above, minimum targets have been set in the Statement of Commitments included with the amended Concept Plan.

H. SUSTAINABILITY			
	e) SUSTAINABLE GUIDELINES FOR RESIDENTIAL AND COMMERICAL SHOULD BE WRITTEN IN THE PROPOSAL AND BINDING ON THE DEVELOPER	1	Addressed above, minimum targets have been set in the Statement of Commitments included with the amended Concept Plan.
	f) LITTLE EVIDENCE OF REAL PLANNING FOR SUSTAINABLE DEVELOPMENT, OR INCORPORATING A GREENER ENVIRONMENT INTO THE DESIGNS	3	Addressed above, minimum targets have been set in the Statement of Commitments included with the amended Concept Plan.
	g) DOES NOT PROVIDE A SUSTAINABLE FUTURE/OUTCOME FOR RESIDENTS OR WORKERS – EXISTING OR FUTURE	1	As addressed above, minimum targets have been set for residential and non-residential development in the Statement of Commitments included with the amended Concept Plan.
	h) PROPOSAL GIVES MOTHERHOOD STATEMENTS AND FOUR SUSTAINABILITY OPTIONS, BUT NO POLICY, ONLY RECOMMENDATION THAT THE DEVELOPER CONSIDER THE OPTIONS		Addressed above, minimum targets have been set in the Statement of Commitments included with the amended Concept Plan.
	i) WHAT ARE DEVELOPERS REQUIRED TO DO ABOUT GREY WATER & STORMWATER HARVESTING		Greywater and stormwater harvesting are two techniques that will be covered as part of the Green Star assessment. In order to target a 4 Star Green Star rating, these will have to be considered.
	j) AGBR RATING DOES NOT PROMOTE A WHOLE BUILDING INTEGRATED DESIGN OR A GUARANTEE FOR A COORDINATED SUSTAINABLE DESIGN.		The Statement of Commitments requires the achievement of the following sustainability targets: • Commercial Buildings - 4 Star Green Star (Office Design) - 4.5 Star NABERS Office Energy (Base Building) • Residential Buildings - BASIX water consumption benchmark - BASIX energy consumption benchmark In accordance with the Regulation. The combination of these targets will ensure a coordinated sustainable design.

H. SUSTAINABILITY			
	k) SOCIAL AND ENVIRONMENTAL SUSTAINABILITY TARGETS ARE REQUIRED		Addressed above, minimum targets have been set in the Statement of Commitments included with the amended Concept Plan.
	l) LACK OF VISION DISPLAYED IN RENEWABLE ENERGY USE	1	The Statement of Commitments requires the investigation of achieving higher targets which could include the provision of onsite renewable energy to offset public domain uses such as street lighting.
2. SUGGESTED SUSTAINABILITY BENCHMARKS/ REQUIREMENTS (14 SUBMISSIONS)	a) ADOPT GBCA RATING AND NOT JUST AGBR RATING. MINIMUM 4 STAR GBCA RATING WITH A TARGET FOR 5 STAR GBCA		The Statement of Commitments has been amended to require a 4 star GBCA rating, and that the developer investigate achieving a higher target.
	b) SHOULD MATCH CUB AS A 6 STAR ENERGY/WATER CONSERVATION PROJECT		4 star is considered best practice and the amended Concept Plan requires that the achievement of higher targets be investigated.
	c) SHOULD MATCH SYDNEY UNI 2020 MASTERPLAN		The Statement of Commitments requires the achievement of the following sustainability targets: • Commercial Buildings - 4 Star Green Star (Office Design) - 4.5 Star NABERS Office Energy (Base Building) • Residential Buildings - BASIX water consumption benchmark - BASIX energy consumption benchmark In accordance with the Regulation. The combination of these targets will ensure a coordinated sustainable design. The Sydney University 2020 Masterplan is not as relevant as Green Star and NABERS targets.
	d) BUILDINGS SHOULD HAVE WATER CAPTURE AND STORAGE FUNCTIONALITY AND ADEQUATE VENTILATION TO REDUCE NEED FOR AC		Natural ventilation and mixed mode ventilation may be strategies investigated as part of achieving the Green Star, NABERS Energy and BASIX requirements.

H. SUSTAINABILITY			
	e) CITY OF SYDNEY 2030 – TRIGENERATION, WATER HARVESTING, RETENTION AND RECYCLING OTHER GREEN REDUCTION MEASURES		Trigeneration will be one of the options to achieve the 4.5 Star NABERS Energy and 4 Star Green Star ratings
	f) INTEGRATED CAR PARKING SHOULD BE IMPLEMENTED (AS PROPOSED FOR CUB) TO REDUCE GREEN HOUSE EMISSIONS AND CONSTRUCTION COSTS AND ALLOW BETTER UTILISATION OF SPACE. SHOULD ALSO INCLUDE PROVISION FOR CAR SHARE AND ELECTRIC CONVERSION/ CHARGING.	3	The Blacksmiths' Shop is approved to provide a 51 space car park. The provision for electric/conversion charging could be accommodated in a basement car park.
	g) EXPORTING SERVICES TO SURROUNDING RESIDENTS SHOULD BE EXAMINED	1	May be investigated as part of a subsequent application.
	h) PROVIDE ROOF GARDENS	1	The development allows for the provision of roof gardens.
	i) AIM FOR /OPPORTUNITY FOR EXEMPLAR/SHOWCASE/EXAMPLE GREEN ENERGY/SUSTAINABLE LIVING SITE – NOT JUST ACHIEVE MINIMUM SUSTAINABILITY EXPECTATIONS/REQUIREMENTS/ LIP SERVICE – AIM FOR HIGHEST ENVIRONMENTAL STANDARDS	4	4 Star Green Star for new buildings is current best practice. The Statement of Commitments also requires the investigation of higher targets.
	j) EXPLOIT RENEWABLE ENERGY SOURCES- SOLAR CITIES PROGRAM	1	Opportunities for solar energy will be investigated as part of the achievement of a 4 star GBCA rating and 4.5 Star NABERS Energy rating
	k) SOLAR PANELS SHOULD BE INSTALLED ON ALL BUILDINGS	1	Photovoltaic (PV) Energy will be one option considered towards achieving the required NABERS Energy and Green Star ratings.

H. SUSTAINABILITY			
	l) FOR THOSE DWELLINGS THAT ARE FAVOURABLY SITUATED, SOLAR HEATING SHOULD BE USED IN PREFERENCE TO ELECTRICALLY DRIVEN HEATING.		Solar heating is one way of achieving energy targets, as is supplying hot water from the waste heat produced by cogeneration,
	m) COORDINATE MATTERS OF ENERGY SUPPLY AND USE. ENERGY AUSTRALIA WOULD BE INVOLVED IN ANY TRIGENERATION.	1	Initial discussions have been held with Alinta and Energy Australia regarding the provision of power to the site. Trigeneration has also been discussed.
	n) GIVEN THE DEVELOPMENT IS SUBSTANTIAL IT COULD INCLUDE GENERATION OF ELECTRICITY ON SITE FROM GAS (NATURAL) TURBINE, ETC	1	Addressed above. Trigeneration may be one of the options to achieve the 4.5 star NABERS Energy and 4 Star Green Star ratings.
	o) RESIDENTS SHOULD BE PERMITTED TO DRY CLOTHES IN THE SUN	1	Additional energy points can be gained in BASIX by utilising outdoor clothes drying areas.
	p) ALLOW ELECTRICITY SUPPLY FOR RECHARGING BATTERIES IN HYBRID AND ELECTRIC CARS	1	Addressed above.
	q) PROPOSAL SHOULD MEET STORMWATER, WSUD MEASURES, ETC OUTLINED IN DGRS	1	The DGRs required that the EA address a range of issues relating to drainage and flooding. These are addressed in Section 6.16 of the EA and in Appendix Y.
	r) DEFINITION OF “SUSTAINABLE COMMUNITIES” IS VERY LIMITED. SHOULD BE BROADED TO INCLUDE REQUIREMENT FOR DEVELOPMENT TO HARVEST RAINFALL, REYCLE AND REUSE GREY WATER, HARVEST SOLAR ENERGY AND INTRODUCE COMMUNITY GARDENS, INCREASE OPEN SPACE WITH VEGETATION	1	‘Sustainable communities’ refers to social sustainability. Environmental sustainability is addressed separately.

H. SUSTAINABILITY			
3. PASSIVE DESIGN/ BUILDING ORIENTATION (2 SUBMISSIONS)	a) BUILDING SHOULD BE ALIGNED FOR NORTHERLY ASPECT. THE EAST/WEST ASPECT BUILDINGS ARE MORE ENERGY INTENSIVE. THE PROPOSAL HAS NEGATIVE ENERGY CONSERVATION IMPACTS AND IS A POOR MODEL FOR SUSTAINABLE HOUSING.	1	The primary long facades of the commercial buildings have a north-east orientation, which allows effective solar shading and daylight conditions. The primary living areas all face north-east allowing excellent solar access throughout year. The depth of the buildings is intended to maximise solar access and natural ventilation for apartments. Solar access and ventilation will be maximised in the final apartment layouts, which do not form part of this application, but will be included in subsequent Project Application/s.
	b) NO REGARD FOR MAXIMISING NORTH-SOUTH ORIENTATIONS TO BENEFIT PASSIVE ENERGY SOLUTIONS. NEEDS TO BE REASSESSED	1	Addressed above.

I. PUBLIC TRANSPORT

TOTAL # SUBMISSIONS RAISED 31

ISSUE	EXPLANATION (specific mention)		RESPONSE
1. PUBLIC TRANSPORT AT/CLOSE TO CAPACITY – NEEDS TO BE INCREASED (16 SUBMISSIONS)	a) TRAINS AT CAPACITY NOW, ESPECIALLY IN PEAK HR - FULL/ OVERCROWDED/CONGESTED/ DIFFICULT TO SQUEEZE ON WHEN THEY REACH REDFERN/ MACDONALDTOWN/. WHAT ARE THE PLANS TO INCREASE CAPACITY	11	RailCorp has advised that it constantly reviews train timetabling for the CityRail network in order to improve congestion on trains and stations. Stopping patterns and frequency of services that travel via Redfern, as well as demand analysis is currently being undertaken as part of the Redfern Station Redevelopment project and timetable review. With the delivery of the Epping to Chatswood Rail Link, additional trains will service the west via Redfern.
	b) THE ISSUE IS SPARE CPACITY IN THE PEAK NETWORK RATHER THAN SPARE CAPACITY AT REDFERN STATION	1	Currently, there are almost 5000 more passengers alighting at Redfern Station in the AM peak period than entering, so considerable capacity remains for peak hour travellers, while a portion of workers and travellers will of course, be outside the AM peak period. Also addressed above.
	c) NEED PUBLISHED AND BINDING AGREEMENT WITH SRA TO PROVIDE MORE TRAIN SERVICES, ESPECIALLY IN PEAK HR	1	Addressed above.
	d) BUSES AT CAPACITY NOW - FULL BY NORTH NEWTOWN WON'T STOP, ETC	6	It is STA policy that services are increased where there are repeated incidents of passengers being left behind.
	e) BUS SYSTEM IS NON-EXISTENT, HAVE TO WALK TO CITY RD OR CLEVELAND ST	1	The bus services on City Road, Cleveland St or Redfern/Gibbons Sts are generally within 800m walking distance of the North Eveleigh site. These existing bus services are considered adequate to service the development.
	f) BUSES SHOULD SERVICE THE AREA , CURRENTLY NO BUSES ON WILSON ST	2	Addressed above.
	g) MORE BUSES NEEDED ON CITY ROAD	1	Addressed above.

I. PUBLIC TRANSPORT			
	h) PROVIDE BUS ROUTE (PUBLIC) TO REDFERN STATION, ABERCROMBIE STREETS, RPA, ERSKINEVILLE & GREEN SQ	1	Addressed above.
2. STATION/PT UPGRADE(S) (8 SUBMISSIONS	a) NO DETAILS OF REDFERN STATION UPGRADE, WHICH THE SALE OF THE SITE IS TO FUND, HAVE BEEN PROVIDED (SCALE, NATURE, TIMEFRAME, ETC)	23	RailCorp is currently considering options for station improvements. The design for the station has not been finalised however it will provide lifts, platform re-surfacing, improved lighting and access, and will encourage better linkages to the surrounding areas.
	b) NEED TO UPGRADE MACDONALDTOWN STATION TO COPE WITH SIG. INCREASE IN TRAIN USE	1	RailCorp has advised that the capacity of Macdonaldtown Station is sufficient for the patronage. RailCorp regularly reviews station demand figures and patronage forecasts as outlined in 1a) and 1b) above.
	c) NEW RAILWAY STATION SHOULD BE CONSTRUCTED BETWEEN REDFERN & MACDONALDTOWN STATIONS.	1	RailCorp has advised that Redfern Station and Macdonaldtown Station are 1.2km apart. Currently there are no plans, or significant justification, for a new station between the two.
	d) SPEND MONEY UPGRADING PT INSTEAD OF ENCOURAGING MORE CARS	1	The net proceeds from the sale of the North Eveleigh development have been allocated toward the upgrade of Redfern Station. The amended Concept Plan reduces the amount of car parking on the site and will improve links to the station to encourage public transport use.
	e) GIVE PEOPLE A GENUINE ALTERNATIVE TO CARS - BUILD FIRST RATE PUBLIC TRANSPORT FACILITIES TO COMPLEMENT THE TRAIN ACCESS	1	Addressed above.
	f) UPGRADING REDFERN STATION WILL NOT HELP TRAFFIC CONGESTION	1	The Redfern Station redevelopment will provide increased station capacity and improved access. Improved pedestrian access to and from the station is also a priority in order to improve pedestrian safety and potential traffic conflicts.

I. PUBLIC TRANSPORT			
3. PUBLIC TRANSPORT USAGE SIGNIFICANTLY OVERESTIMATED IN TIS/ ASSUMPTION THAT 60% OF PEOPLE WILL USE PT IS OVERLY OPTIMISTIC (11 SUBMISSIONS)	a) STATISTICS FROM DEPT. ENV. & CONSERV. INDICATE THAT PT USE IN SYDNEY HAS REMAINDED CONSTANT AT AROUND 22% FOR OVER A DECADE.	10	A mode share target of 60% by transit has been set for the peak hour commuter trips to the site. This mode share, while aspirational, fits with the vision of City of Sydney 2030 for a more sustainable city along with regional and state planning policies The 2006 census measured a transit mode share for work trips **to** the area was approximately 30 – 40%, but it would be higher now as fuel prices have dramatically increased the use of transit in areas where such services are available. The overall peak travel split for car travel would also be lower if the University student trips were considered along with the work trips. Local residents have a high transit mode share as well, and a combined achievement of a 60% mode share is not unrealistic for a future date when the development would be ready for occupation. Addressed in Section 2 of PB's report *Response to comments made by SKM on behalf of Department of Planning,* dated August 2008.
	b) STATISTICS FROM DEPT. ENV. & CONSERV. INDICATE THAT BUS AND TRAIN USE IN SYDNEY HAS REMAINDED CONSTANT AT AROUND 16% FOR OVER A DECADE.	1	Addressed above.
4. OTHER PT COMMENTS (6 SUBMISSIONS)	a) LARGE AMOUNT OF CAR PARKING WILL DIMINISH PUBLIC TRANSPORT USE	1	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.
	b) IMPLEMENT A PUBLIC TRANSPORT AND OTHER LOCAL INFRASTRUCTURE IMPACT REPORT	1	It is unclear what the intention of such a report would be. The Statement of Commitments requires the preparation of various reports at the Project Application including, a Transport Management and Accessibility Plan for the development, which will consider public transport.

I. PUBLIC TRANSPORT			
	c) NO DETAILS OF ACCESS FROM STATION TO SITE – WOULD COMMUTERS WALK DOWN LITTLE EVELEIGH ST	1	Little Eveleigh Street provides access between the site and station, which pedestrians and cyclists may utilise. However, it is envisaged that the proposed pedestrian/ cycle bridge, which is the subject of a separate project application,, would provide alternate access between the site and station.
	d) NO ALTERNATIVE PUBLIC TRANSPORT STRATEGIES CITED – LIGHT RAIL, BUS, MINI BUS	1	The existing public transport servicing the site is significant and as above is continually monitored.
	e) PEOPLE WON'T CATCH PT AS DON'T FEEL COMFORTABLE DUE TO THE WIDESPREAD NEGATIVITY ASSOCIATED WITH THE REDFERN AREA, THIS WON'T BE ERASED WITH MULTI MILLION DOLLAR STATION UPGRADE	1	The redevelopment of the North Eveleigh site and other sites within the operational area of the RWA, together with the upgrade of Redfern Station, will make a significant contribution to the urban renewal of the area. Together with improved human services and job creation promoted by the RWA the area should see a significant change for the better. Furthermore, it is noted that there is already significant public transport patronage to and from the area by University students, residents and workers.
	f) PEOPLE HAVE TO WALK ALONG PLATFORM OPEN TO THE ELEMENTS TO LAWSON ST ENTRANCE AS THERE WILL BE NO CONNECTION TO SITE FROM STATION.	1	The redevelopment of Redfern Station will include lifts, platform re-surfacing, improved lighting and access, and better linkages to the surrounding areas. The entry points for the station are likely to remain in a similar location, on Lawson St and Gibbons Street.
	g) DROP RAILWAY UNDERGROUND BETWEEN CENTRAL AND MACDONALDTOWN/ERSKINEVILLE AND RECLAIM THE SPACE AT GROUND LEVEL FOR PUBLIC USE (I.E PARKS, CYCLEWAYS ETC_	1	There are currently no plans for the lowering of track between Redfern and Macdonaldtown/ Erskineville. This would be a massive infrastructure project, which is not warranted given parks, cycleways, pedestrian linkages and other public domain will be accommodated within the development and will link with the surrounding public domain.

J. CITY OF SYDNEY & SUSTAINABLE SYDNEY 2030

TOTAL # SUBMISSIONS RAISED | **22**

ISSUE	EXPLANATION (specific mention)		RESPONSE
1. INCOMPATIBLE/INCONSISTENT/ NONCOMPLIANT WITH 2030 (18 SUBMISSIONS)	a) GENERAL STATEMENT	10	The amended Concept Plan is consistent with the City of Sydney 2030 document in a number of key areas including: • the 2030 document identifies North Eveleigh as an urban renewal site, • the 2030 document incorporates the future development yields from North Eveleigh into the City's residential and employment targets for the precinct, • the 2030 document advocates the provision of an integrated design and increased densities close to public transport and the CBD to reduce sprawl • the 2030 document supports the improvements to of Redfern Railway Station which is intended to be funded from the net proceeds of the sale of North Eveleigh.
	b) REDRAW CONCEPT PLAN TO REDUCE URBAN PRESSURES IN LINE WITH 2030	1	The amended Concept Plan reduces urban pressures by providing higher residential densities and employment opportunities close to transport hubs. This is also a sustainable approach to development as it promotes public transport usage.
	c) GUIDELINES ESTABLISHED BY 2030 SHOULD BE ADHERED TO IN CONCEPT PLAN	2	The Concept Plan is not required to comply with the guidelines of the 2030 document. Notwithstanding, as outlined above the NE Plan is consistent with the document in a number of key areas. The RWA has prepared a submission to the City in which it has offered a collaborative approach toward achieving a number of the targets identified in the document.
	d) CONCEPT PLAN MUST INCLUDE/BE CONSISTENT WITH GREENHOUSE REDUCTION AND SUSTAINABILITY MEASURES OUTLINED IN 2030	3	Measures to achieve greenhouse gas reduction are included in the Statement of Commitments provided with the amended Concept Plan detailed withtin Section 3 of this report.
	e) 2030 OVERIDDEN BY THE CONCEPT PLAN	1	See (a) above.

J. CITY OF SYDNEY & SUSTAINABLE SYDNEY 2030			
	f) DESIGN DEVELOPED INDEPENDENTLY FROM 2030	1	See (a) above.
2. CITYCOUNCIL INVOLVEMENT/ ROLE (11 SUBMISSIONS)	a) DEVELOPMENT HAS BEEN EXCISED FROM COS/REMOVED FROM NORMAL PROCESS	4	The Minister for Planning is the consent authority for RWA sites including North Eveleigh.
	b) COS SYDNEY SHOULD BE INVOLVED	1	The RWA has consulted with the City Council and responded to issues raised by the City Council in their submission as detailed in the Response to Agency Submissions included at Appendix 4.
	c) DEVELOPMENT INDEPENDENT OF/IN ISOLATION OF COS	5	See 2(a) above.
	d) SHOULD BE REVIEWED BY COS PLANNING BODY	1	The Department of Planning is assessing the application as the Concept Plan has been lodged under Part 3A of the EP & A Act. The RWA has consulted with the City Council and responded to issues raised by the Council in their submission, as detailed in the Response to Agency Submissions included at Appendix 4
	e) DOES NOT FIT IN WITH COS ETHOS FOR SUSTAINABLE AND ECOLOGICALLY SOUND GROWTH & DEVELOPMENT	1	The Concept Plan proposes development around a major transport hub and encourages public transport usage. This provides urban consolidation and promotes sustainability. The RWA has included sustainability targets in its Statement of Commitments, which future development on site will need to achieve. The Statement of Commitments are included within Section 3 of this report.
	f) SHOULD BE GIVEN TO CITY OF SYDNEY TO DEVELOP AND MANAGE AS OPEN SPACE	1	Noted.
	g) NEIGHBOUR HAD DORMER WINDOW REFUSED. WHAT PLANNING LAWS ARE IN PLACE TO ENSURE THAT THE NORTH EVELEIGH DEVELOPMENT WILL FIT IN WITH WHAT THE CITY COUNCIL WANTS THINGS TO LOOK LIKE IN THE FUTURE?	1	The site is owned by state rail and has been disused for over 20 years. Its future character was outlined in the Redfern - Waterloo Built Environment Plan in 2006 and the vision of the Concept Plan is consistent with the BEP.

K. BRIDGE – EVELEIGH HERITAGE WALK			
TOTAL # SUBMISSIONS RAISED	**20**		
ISSUE	**EXPLANATION (specific mention)**		**RESPONSE**
			The proposed pedestrian and cycle Bridge, referred to as the Eveleigh Heritage Walk (EHW), is the subject of a separate Project Application No. MP07_0063, lodged by the RWA to the Department of Planning on 17 June 08. The following responses are based on Environmental Assessment (EA) and accompanying documentation submitted with the Project Application.
1. IMPROVE LINKAGE TO REDFERN STATION (12 SUBMISSIONS)	a) BRIDGE NEEDS TO LINK DIRECTLY TO STATION, VITAL TO CONCEPT PLAN.	10	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. 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. 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 was also not supporting. 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.
	i. LINK TO SOUTHERN END OF PLATFORMS	6	Addressed in 1(a).
	ii. LINK TO PLATFORMS AS WITH THE PREVIOUS BRIDGE	2	Addressed in 1(a). The previous bridge which was demolished did not comply with rail safety requirements, Building Code of Australia requirements and was regarded by the rail agency of the time to pose a safety risk to the public and trains.
	iii. SOUTHERN ACCESS TO PLATFORMS WOULD IMPROVE	1	Addressed in 1(a)

K. BRIDGE – EVELEIGH HERITAGE WALK

	CONGESTION ON PLATFORM		
	iv. FROM LITTLE EVELEIGH ST/REAR OF	2	Addressed in 1(a)
	b) DIRECT LINK TO STATION IS NECESSARY AND WILL EASE THE FLOW OF STUDENTS USING LAWSON ST. THE BRIDGE AS PROPOSED DOES NOT PROVIDE A SOLUTION TO THIS	6	Addressed in 1(a). The bridge will provide an alternative route for those people approaching the Station from the north and from the North Eveleigh site. In this regard it will also assist in encouraging people to use the western entrance from the Station.
	c) ROUTE TO STATION WILL BE LONGER WITH PROPOSED BRIDGE. CAN'T EXPECT PEOPLE TO TAKE SCENIC ROUTE TO STATION VIA ATP.	3	The bridge across the rail corridor will be of similar travelling time/distance to the current route used. People travelling from the north can either use the Lawson Street entrance or the entrance on Marian Street.
	d) CONCEPT PLAN SHOULD NOT BE FINALISED UNTIL STATE RAIL CAN ASSURE THE RWA, IN WRITING, OF DIRECT ACCESS TO SITE FROM STATION, EITHER FROM BRIDGE OR SITE ITSELF	1	Addressed in 1(a). RailCorp has indicated that they in principle support the design of the bridge as it meets their operational requirements whilst also providing the opportunity for people to enter the Station from Marian Street.
	e) INTEGRATE DEVELOPMENT OF THE BRIDGE, NORTH EVELEIGH AND STATION UPGRADE	1	Addressed in 1(a). The bridge has been designed having regard to providing a link to the North Eveleigh site, Wilson Street and the existing Station. The Statement of Commitments requires that the Detailed Landscape Plan accommodate the proposed stair and ramp access from the bridge.
2. LOCATION (3 SUBMISSIONS)	a) INAPPROPRIATE WAY FROM FOOT TRAFFIC	1	In addition to the North Eveleigh site, the bridge has strategic links to other redevelopments within the RWA Operational Area. This will ensure the bridge is used by a variety of different users. Section 9.3.2 of the EA for the bridge Project Application provides details of the predicted future usage of the bridge based on a full development scenario of the local area pedestrian and cyclist catchment. This includes the redevelopment of sites within RWA Operational Area that is envisaged under the Redfern-Waterloo Built Environment Plan. North Eveleigh, ATP and the Redfern town centre are the key sites, which will contribute towards the generation of approximately 18, 000 jobs, 3,800 additional residents.

K. BRIDGE – EVELEIGH HERITAGE WALK

			The full development scenario also includes the proposed expansion of the Darlington Campus of the University of Sydney. Under the full development scenario the combined future pedestrian usage of the proposed bridge is predicted to be approximately 8,500 pedestrian movements daily (850 in either the morning or afternoon peak hour). These will be either local pedestrian movements or movements for access to public transport. The predicted future cycling usage of the bridge is estimated to be approximately 1,600 cyclist movements daily (160 in the peak hour).
	b) DOES NOT LINK TO DEVELOPMENT AT NORTH EVELEIGH, DUPLICATES EXISTING ROUTE BETWEEN STATION AND ATP	1	The proposed bridge has been designed to provide stairs and ramp access to the North Eveleigh site, as well as to ATP and Marian Street. The ramp and stairs on the southern side have been designed to ensure that there is easy access from the bridge to the Marian Street or Gibbons Street Station entrance. The bridge will provide an alternative and additional access for pedestrian and cyclists.
	c) LOCATION DOES LITTLE TO ADDRESS EXISTING INADEQUACY OF DIVERTING PEDESTRIANS/CYCLISTS UP LITTLE EVELEIGH ST	2	Addressed in 2 (b). The bridge will provide an alternative pedestrian and cyclist route to the ATP, Redfern station and Redfern town centre and ATP. However, pedestrians and cyclists will still have the option to use Little Eveleigh Street or Lawson Street.
	d) WRONG SPOT	1	Addressed 1(a) and 1(b).
3. DESIGN (2 SUBMISSIONS)	a) EASTERN RAMP IS VISUALLY INTRUSIVE	1	As detailed in Section 9.3.1 of the EA submitted with Bridge Project Application, the height and bulk of the ramps have been reduced to an absolute minimum. The ramp structures are shallow with open steel balustrading. The southern ramp and stairs (referred to as the eastern ramp in the submission) have been compactly grouped along the edge of the public space to minimise bulk and maintain the vista of heritage building at ATP from Cornwallis Street. The height of the bridge deck above Cornwallis St is well scaled in terms of the adjacent water tower structure. The ramps have been designed to comply with the Building Code of Australia and the Australian Standard in terms of providing for disability and mobility access.
	b) SHOULD BE DESIGNED FOR 2-WAY CYCLEWAY & SEPARATE PEDESTRIAN ACCESS NOT SHARED CYCLEWAY/PEDESTRIAN PATH	1	As detailed in Section 5.3.3 of the EA, the proposed Bridge has a minimum depth of 4m, which is capable of meeting the design requirements for either a shared or separated pedestrian and cycle path. It has been determined that a separation of path is not required as the proposed width caters to the

K. BRIDGE – EVELEIGH HERITAGE WALK			
			estimated level of use of pedestrian and cyclists. If the level of service increases the 4 m width can accommodate a separation in the future.
	c) ACCESS FROM BRIDGE TO SITE IS CUMBERSOME I.E RAMP AND STAIRS	1	The proposed Bridge has been designed to provide direct stair and ramp access to the North Eveleigh site, whilst still meeting Australian Standards and the Building Code of Australia.
4. BRIDGE BETWEEN SITE (NEAR CARRIAGE WORKSHOP) & ATP (4 SUBMISSIONS)	a) THIS BRIDGE NEEDS FURTHER INVESTIGATION/RECONSIDERATION SO THERE IS ACCESS TO ATP	2	As outlined in Section 4.4 of the EA submitted with the Bridge Project Application, many design options were considered. The options were based around the two bridge locations provided in the RWA BEP - an eastern link near the station and a western link near the Carriage Workshop. The options were evaluated based on design, constructability, RailCorp requirements and cost. A number of options were reviewed for the western location, all of which had the same issues: • Extremely long spans (over 100m) or intermediary piers. • Potential impact on Carriage and Locomotive Workshops, both of which are heritage items. • Restricted access zones within the ATP site to land bridge structure. • Extreme height required to accommodate bridge over overhead wires and structures. As a result the western options would require: • Complex building supports and configurations. • Long construction durations. • Multiple rail possession with significant activity of the mid span pier options in the rail corridor. • Pier structure not supported by RailCorp. This in turn would result in an excessive capital cost for providing a bridge in a western location. Eastern options for the bridge were favoured due to the significantly shorter spans that would be required. The final preferred design was selected on the basis of the following: • Appropriate capital costs. • Best constructability and launch approach. • Aesthetics as visual bulk is minimised. • Shortest construction program. • Best demolition sequence. • Minimises environmental impact.

K. BRIDGE – EVELEIGH HERITAGE WALK			
	b) THE RELOCATION OF THE BRIDGE LINKING CARRIAGEWORKS TO ATP REMOVES SOLUTION TO THE PARKING SHORTAGE AT CARRIAGEWORKS/ ALLEVIATE LOSS IMPACT ON STREET PARKING ON WILSON ST	3	The bridge provides a direct connection between the eastern end of North Eveleigh and ATP. This provides the opportunity for the utilisation of car parking at ATP for events at CarriageWorks if requested by them.
5. DETAILS OF BRIDGE (1 SUBMISSION)	a) INADEQUATE DETAILS/INFORMATION PROVIDED (HEIGHT – INCLUDING HEIGHT OF LANDINGS; ILLUMINATION; SAFETY ISSUES; POSITION – IN RELATION TO CORNWALLIS ST; MODEL DOES NOT SHOW CORNWALLIS ST OR WATER TOWER	1	The detail information on the Bridge is part of a separate Project Application (MP 07_0063) which is currently being considered by the Department of Planning. The Project Application was on public exhibition (16 July015 August 08) providing the community with details of the proposed Bridge and the opportunity to provide comment.
6. IMPACTS (3 SUBMISSIONS)	a) IMPACTS ON RESIDENTS IN CORNWALLIS ST	1	At its closest point the bridge is located over 20 metres from the apartments in Cornwallis Street and will not adversely impact on the amenity of these residents. No public submission on the Bridge Project Application was received from residents concerned about the impact of the Bridge on residential amenity.
	b) IMPACTS ON WATER TOWER (HERITAGE LISTED) WILL PEDESTRIANS BE ABLE TO VANDALISE, CLIMB ON WATER TOWER	1	The bridge landing, stairs and ramps are located some 25 metres from the water tower, which will ensure the structure cannot be accessed from the bridge. It is further noted that the water tower is not listed as a heritage listing.
	c) SAFETY/SECURITY IMPACTS DUE TO ISOLATION, LENGTH AND LOCATION AWAY FROM FOOT TRAFFIC	1	Safety and security have been an important consideration in the design of the bridge. This includes: • Clear direct sight lines at all points in the bridge. No curves or areas for people to hide. • CCTV will be installed. • Lighting to provide good illumination. The materials to be used on the main bridge structure and open nature of the bridge design will allow people on the Station platforms, apartments and other buildings adjoining the Bridge to view all activity on the Bridge (excellent natural surveillance to and from the bridge).

L. AFFORDABLE HOUSING/ HOUSING AFFORDABILITY (INCLUDING STUDENT HOUSING)

TOTAL # SUBMISSIONS RAISED | **15**

ISSUE	EXPLANATION (specific mention)	TTL #	RESPONSE
1. PROVIDE/MAXIMISE AFFORDABLE HOUSING (10 SUBMISSIONS)	a) WELCOME THE PROVISION OF AFFORDABLE HOUSING, CONCERNED RWA DOES NOT HAVE AN AFFORDABLE HOUSING STRATEGY. REQUIRES CLARIFICATION AS TO WHETHER OR NOT:	1	The RWA Affordable Housing Contribution Plan provides for the levying of contributions toward the provision of affordable housing in the RWA Operational Area. The Plan is estimated to generate approximately $35 million and 75 affordable housing units. A Voluntary Planning Agreement between the RWA and the owners of the former CUB site is currently on public exhibition. The VPA is estimated to generate $32 million toward the provision of affordable housing in the RWA Operational Area.
	i. IS ALL THE PROPOSED AH FOR RW IS TO BE LOCATED AT NTH EVELEIGH	1	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 anticipated that affordable housing will also be delivered on other sites within the Operational Area.
	ii. DOES RWA EXPECT TO RECEIVE ANY FURTHER CONTRIBUTIONS, ADDITIONALTO $25 MILLION (CUB) AND $7 MILLION FROM CONTRIBUTIONS	1	The RWA Affordable Housing Contribution Plan provides for the levying of contributions toward the provision of affordable housing in the RWA Operational Area. The Plan is estimated to generate approximately $35 million and 75 affordable housing units. A Voluntary Planning Agreement between the RWA and the owners of the former CUB site is currently on public exhibition. The VPA is estimated to generate $32 million toward the provision of affordable housing in the RWA Operational Area.
	b) SUPPORT AFFORDABLE HOUSING.	3	Noted
	c) PROVISION OF AFFORDABLE HOUSING SHOULD BE MAXIMISED	1	The RWA is committed to providing affordable housing in the Operational Area.
	d) CONCEPT PLAN SHOULD DEMARCATE SITES FOR AFFORDABLE HOUSING, WHICH COULD BE DESIGNED AND DEVELOPED BY FINAL YEAR ARCHITECTURAL STUDENTS AT SYDNEY UNI	1	The RWA intends to withhold from sale building envelopes upon which affordable housing will be developed. Proposals for future development proposals will be the subject of development applications and architectural input.

L. AFFORDABLE HOUSING/ HOUSING AFFORDABILITY (INCLUDING STUDENT HOUSING)			
	e) LOW COST HOUSING SHOULD BE PROVIDED FOR SOCIAL COHESION, AS WELL AS LARGER APARTMENTS (2-4 BEDROOMS) FOR FAMILIES	1	Initiatives undertaken by the RWA will enable low cost and affordable housing to be provided on North Eveleigh. The final mix of apartments will be the subject of a separate application and further consideration of the appropriate household size.
	f) PROVIDE AFFORDABLE HOUSING FOR LOW PAID WORKERS IN THE CITY – WHO SHOULD NOT HAVE TO COMMUNTE LONG DISTANCES	1	Affordable housing is intended to meet the needs of key workers.
2. DEVELOPMENT WILL NOT/DOES NOT PROVIDE AFFORDABLE HOUSING/ WILL IMPACT ON HOUSING AFFORDABILITY (4 SUBMISSIONS)	g) PROVIDE AFFORDABLE COMMUNITY HOUSING	1	The affordable housing provided in North Eveleigh will be managed by an accredited community housing association.
	a) DEVELOPMENT WILL NOT PROVIDE AFFORABLE HOUSING AS THE PROXIMITY TO CARRIAGEWORKS WILL ENSURE MARKETING IS TO HIGH STATUS AND HIGH INCOME GROUPS	1	Affordable housing will be provided irrespective of the future socio economic profile of residents at North Eveleigh.
	b) PROPOSAL WILL HAVE A NEGATIVE IMPACT ON AFFORDABLE HOUSING	1	See (a) above.
	c) NO SPACE PROVIDED FOR LOW/MIDDLE INCOME EARNERS	1	See (a) above.
	d) RESULT IN GENTRIFICATION – PUSH OUT LOWER SOCIO – ECONOMIC GROUPS	1	See (a) above.
3. STUDENT HOUSING (7 SUBMISSIONS)	a) IF AFFORDABLE STUDENT HOUSING IS TO BE PROVIDED WANT TO SEE STUDENT HOUSING CO-OP/COMMUNITY (EG STUCCO) RATHER THAN EXPENSIVE STUDENT HOUSING	4	Affordable housing provided by the RWA will be managed by an accredited community housing association or government agency.

L. AFFORDABLE HOUSING/ HOUSING AFFORDABILITY (INCLUDING STUDENT HOUSING)			
	b) DON'T NECESSARILY SUPPORT RWA FUNDING AFFORDABLE STUDENT HOUSING AT THE EXPENSE OF AFFORDABLE HOUSING FOR THE BROADER AREA. SUGGEST THAT THE CONCEPT PLAN ALLOW FOR THE PROVISION OF AFFORDABLE HOUSING BUT LEAVES THE OPTION OPEN AS TO WHETHER THIS IS AFFORDABLE HOUSING PROVIDED BY THE UNI. FOR STUDENTS AND LOW PAID KEY WORKERS, OR PART FUNDED BY THE RWA AS PART OF ITS AFFORDABLE HOUSING PROGRAMME.	1	Contributions received by the RWA for affordable housing will have to be spent in accordance with the RWA Affordable Housing Contributions Plans and Voluntary Planning Agreement. It is intended to be used for affordable housing for key workers.
	c) DEVELOPMENT WILL NOT PROVIDE STUDENT HOUSING AS THE PROXIMITY TO CARRIAGEWORKS WILL ENSURE MARKETING IS TO HIGH STATUS AND HIGH INCOME GROUPS	1	See (a) above.
	d) NO SPACE PROVIDED FOR STUDENTS	1	Students could chose to reside within North Eveleigh if they so desired.
	e) DON'T SUPPORT THE PROVISION OF STUDENT HOUSING ON SITE - NOISY	1	Noted.
4. TRAFFIC IMPACTS	a) AFFORDABLE OR STUDENT HOUSING WILL LIMIT TRAFFIC IMPACTS	2	Noted.