

North Eveleigh Concept Plan

North Eveleigh Concept Plan

Prepared for Redfern - Waterloo Authority

urbis



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Statement of Validity

Submission of Environment Assessment:

Prepared under Part 3A of the Environmental Planning and Assessment Act 1979.

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In respect of:	North Eveleigh Concept Plan	

Certification:

We certify that we have prepared the contents of the Environmental Assessment and to the best of our knowledge the information contained in this report is neither false nor misleading.

Signature

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Date 28 March 2008

Signature

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Date 28 March 2008

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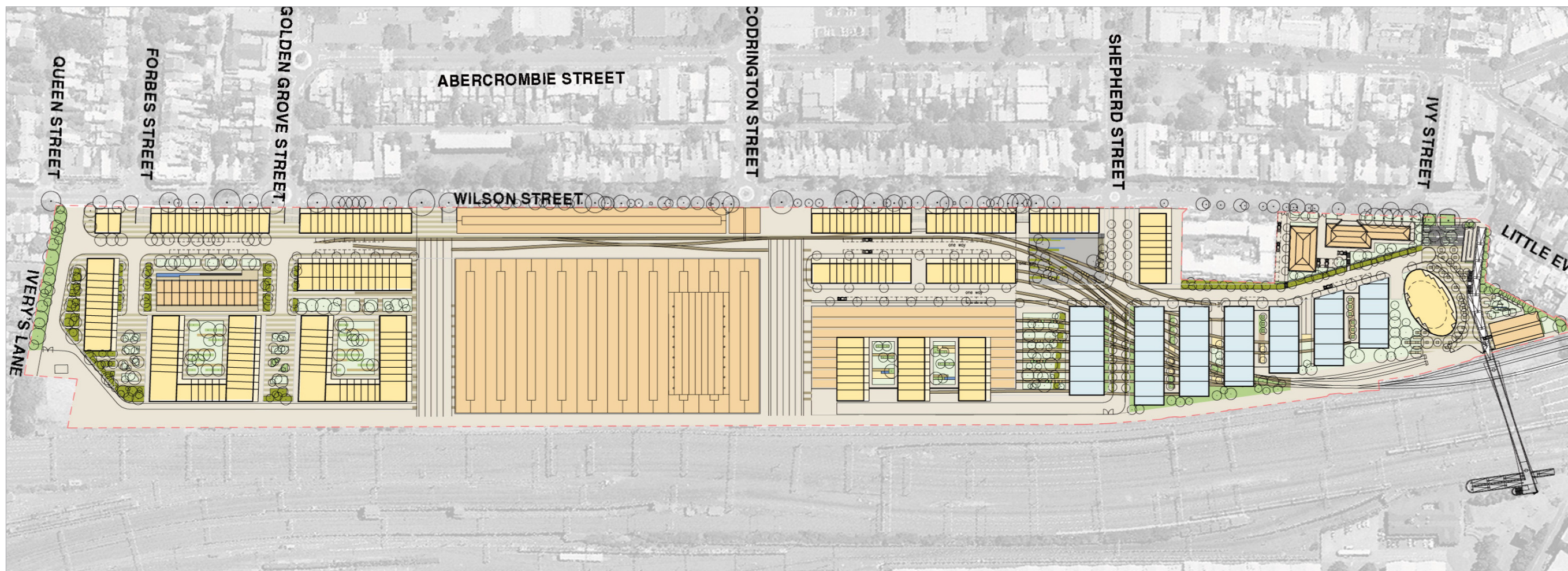
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Legend

Residential



Office/ Retail



Heritage - adaptive reuse



Executive Summary

This Environmental Assessment Report is submitted to the Minister for Planning on behalf of the Redfern-Waterloo Authority (RWA) under Part 3A of the Environmental Planning and Assessment Act 1979 (EP &A Act) in support of the redevelopment of North Eveleigh, formerly known as the Eveleigh Carriage Workshops.

North Eveleigh is identified as a State Significant Site to which Part 3A of the EP&A Act applies under *State Environmental Planning Policy (Major Projects)*. The site is located within the Redfern-Waterloo Operational Area. On 13 March 2008 the Minister for Planning declared the proposal to be a Major Project and authorised a Concept Plan to be submitted. Director – General Environmental Assessment Requirements were issued on 17 March 2008. This Environmental Assessment Report addresses the Director-General Environmental Assessment Requirements.

The planning framework for the redevelopment of North Eveleigh was established in the *Redfern –Waterloo Built Environment Plan (BEP)* which was endorsed by NSW Cabinet in August 2006. The BEP was the subject of extensive public consultation. The BEP is primarily designed to stimulate economic and social progress in the Operational Area through urban renewal. *State Environmental Planning Policy (Major Projects)* gives effect to the planning framework outlined in the *Redfern–Waterloo Built Environment Plan (Stage 1)* which in relation to North Eveleigh is:

- To create a vibrant cultural, business and residential precinct that provides jobs, quality housing, services and facilities and opportunities for artistic and cultural expression that integrates with the surrounding established area;
- To encourage employment generating uses within proximity to Redfern Railway Station, to maximise the opportunities presented by public transport infrastructure and the Redfern Town Centre; and
- To encourage residential development on the western portion of the site in proximity to existing residential development, cultural and community uses in the middle of the site and a mix of residential and non-residential development at the eastern end.

The achievement of environmental, social and economic sustainability is integral to the redevelopment of the Site.

The Concept Plan provides for the achievement of the following development parameters:

North Eveleigh Site Area		107,535 sqm
Total Gross Floor Area (GFA)		180,007 sqm
■ Residential GFA		92,139 sqm
■ Commercial GFA		61,072 sqm
■ Retail GFA		4,000 sqm
■ Cultural Purposes GFA		22,796 sqm (including CarriageWorks)
Estimated Total Dwellings		1,258 dwellings
Estimated New Resident Population		2,400 people
Estimated Permanent New Jobs		3,270

This Concept Plan seeks approval for the redevelopment of the site for a mix of land uses consistent with the intent of the BEP and *SEPP (Major Projects)*. Approval is sought for the following:

- **Land Use:** Use of the site for residential, office/retail and open space purposes as well as the adaptive reuse of heritage buildings for cultural/community purposes as shown on the Land Use Plans prepared by Bates Smart.
- **Density:** The achievement of the following densities for the Eastern, Western and Central Precincts:
 - Eastern Precinct: The achievement of a maximum floor space ratio of 2:1 for mixed use development (approximately 94,280m²) and 1:1 for residential development (approximately 47,140m²),
 - Western Precinct: The achievement of a maximum floor space ratio of 2:1 (approximately 57,960m²),
 - Central Precinct: The achievement of a maximum floor space ratio of 1.1:1 (approximately 34,588m²)
- **Building Location and Envelopes:** Building location and envelopes as shown in the Land Use Plans prepared by Bates Smart. Retention and adaptive reuse of the following buildings on the site:
 - Carriage Workshop
 - Blacksmiths' Shop
 - Telecommunications Equipment Centre
 - Chief Mechanical Engineer's Office Building
 - Scientific Services Building No 1
 - Clothing Store
 - Restoration (in part), rebuild and extension of the Paint Shop Building.
- **Demolition** of remaining buildings and structures.
- **Building Heights:** ranging from 4 storeys to 16 storeys as shown in the Site Plan prepared by Bates Smart.
- **Parking and Vehicular Access:** Up to 3 levels of basement parking to accommodate approximately 1943 vehicles. Road designs, access arrangements and at grade parking as shown in the Indicative Parking Provision Plan prepared by Bates Smart and the Traffic and Transport Impact Assessment prepared by Parsons Brinckerhoff.
- **Roadworks:** Works along Wilson Street and intersection improvements as indicated in the Report by Parsons Brinckerhoff.
- **Open Space and Landscaping:** Provision as shown in the Open Space and Road Dedication Plan as prepared by Bates Smart and North Eveleigh Landscape Strategy Report prepared by Turf Design Studio and Jeppe Aagard Anderson (TDS + JAAA). Removal of trees as indicated in the Report by Landscape Matrix, and proposed dedication of land for public open space. Interpretation of the Fan of Tracks by landscaping its area of coverage in a manner that retains an understanding of its function and significance.
- **Infrastructure and Services:** Associated infrastructure works.

- **Remediation:** In accordance with the Remediation Strategy for North Eveleigh Rail Yard, prepared by SMEC Pty Ltd.

Following approval of the concept plan, a project application detailing the development will be submitted to the Minister for Planning for Approval.

The redevelopment of North Eveleigh will trigger investment and wider interest in the revitalisation and renewal of Redfern–Waterloo. It will directly contribute to the achievement of social and economic progress in the area by enabling the following:

- An estimated 3,270 skilled and unskilled jobs to be generated from commercial, retail and cultural development.
- An estimated 3,328 construction jobs to be created including 300 for Indigenous people under the RWA Indigenous Employment Model.
- The provision of a significant proportion of affordable housing dwellings.
- The delivery of approximately 1,258 dwellings offering housing choice in a range of studios, one, two and three bedroom apartments.
- The provision for 2,400 potential new residents living in close proximity to the Redfern Railway Station, major bus routes and the Sydney CBD.
- The adaptive reuse of heritage buildings/buildings of historic interest including 52,730m² of floor space (29% of the Gross Floor Area of the site).
- The provision of new community facilities, open space and improved pedestrian/cycle access to the Redfern Railway Station and the Australian Technology Park.
- The delivery of key population and employment targets identified in the Metropolitan Plan.

It should be noted that Yaama Dhiyaan and Training School building will be retained. Should the use be relocated in the future the proposal allows for development of the site that is in keeping with the urban design principles developed for the bulk of the site.



1 Introduction

This Environmental Assessment (EA) accompanies a major project application on behalf of Redfern-Waterloo Authority (RWA), for a Concept Plan for the redevelopment of North Eveleigh. The Concept Plan proposes an integrated solution for the whole site and provides for a mix of residential, commercial, retail and cultural uses, adaptive reuse of heritage buildings, appropriate access and car parking provision, and landscaping treatment of the public domain.

This EA provides the following details to assist the Department of Planning (DoP) with an assessment of the Concept Plan, as detailed in the Director-General's Environmental Assessment Requirements as set out in a letter dated 17 March 2008:

- Background to the site.
- Description of the site in respect to its regional and local context;
- Description of the proposed Concept Plan; and
- Review of the Concept Plan with respect to the general and key assessment criteria, including:
 - Relevant statutory and policy planning provisions;
 - Identified key issues;
 - Draft Statement of Commitments;
 - Suitability of the site and the social, economic and environmental impacts of the proposal; and
 - Development contributions and public benefits to be provided with the development.

The document has been prepared in accordance with Part 3A of the *Environmental Planning and Assessment Act 1979* (EP & A Act). The primary purpose of this application is to obtain Concept Plan approval for the broad land use distribution and development parameters contained in this submission.

1.1 Background

1.1.1 Background to the North Eveleigh Redevelopment Project

Formerly known as the Eveleigh Carriage Workshops, the North Eveleigh site functioned as a carriage workshop for almost 100 years and was integral to the development of the surrounding suburbs. In 1989 railway operations ceased and since that time the site has been used for the storage of railway carriages, machinery and a range of moveable items.

In 2005, the NSW Government (NSWG) established the Redfern-Waterloo Authority (RWA) to facilitate the renewal and revitalisation of parts of Redfern, Waterloo, Darlingtown and Eveleigh. Within those suburbs, eight strategic sites were identified and a new planning framework was proposed under the *Redfern – Waterloo Built Environment Plan (Stage One) (BEP)* to guide redevelopment and investment to create jobs, housing, public infrastructure and community facilities. The BEP was the subject of extensive community consultation and endorsed by Cabinet. *State Environmental Planning Policy (Major Projects) 2005* was subsequently amended to identify the eight strategic sites as State significant sites (SSS) and in doing so

the planning and urban design controls outlined in the BEP were gazetted as the statutory planning controls applicable to those sites. The North Eveleigh site is identified as one of the eight key strategic sites in the *SEPP (Major Projects)* and as such is a State significant site in Schedule 3 of the SEPP.

The current proposal builds on the ideas, planning and urban design framework outlined in the BEP. It seeks to provide an integrated design solution which, achieves sustainability, responds to metropolitan planning objectives, supports and strengthens the Redfern Town Centre, is compatible with surrounding development, and creates a synergy with the Australian Technology Park. For 100 years the Eveleigh Railway Yards provided a vital source of employment and was integral to the sustainability of the Redfern – Waterloo community. Redevelopment offers the opportunity to enliven the site and reintegrate it back into the community.

1.1.2 Site History

In 1855 the first railway line was constructed linking Sydney to Parramatta. The line divided an earlier land grant which was subsequently purchased for the construction of the Eveleigh Workshops in 1879. In 1880 construction started on the south side of the rail corridor. On the northern side, the North Eveleigh Rail Yard, the first buildings (in 1883), were large stores at the Macdonaldtown end of the site.

Between 1884 and 1887 the fan of rails was laid and the Car and Wagon Workshops and the Paint Shop and Locomotive (later Mechanical) Engineer's Office on Wilson Street were completed. In 1886, the second Eveleigh Station was built. It was renamed Redfern Station in 1906 when Sydney Terminal was completed. Residential development of the area proceeded around the railway workshops, stimulated by the need for worker's housing.

During the 1900s various modifications to the North Eveleigh Rail Yard were made including the removal of internal traversers and the construction of external ones, the erection of the Blacksmiths' Shop in 1907, construction of additional repair and painting shops and facilities for signalling, lighting, driver training, laboratories and staff amenities.

By the 1980s the northern component of the Eveleigh Railway Workshops had reached its full capacity. The site was closed in 1988 as the Chullora and Clyde railway workshops were able to take up the work previously performed at Eveleigh.

In 2002 Railcorp submitted an application to redevelop the site to South Sydney Council. The application was subsequently withdrawn by the State Rail in 2003, due to lack of support from the Council. Significant developments since the closure of the Railway Yards include:

- Establishment of Yaama Dhiyaan café and hospitality and construction training centres in the refurbished former Canteen and Carpenters building, North Eveleigh in late 2006.
- Development of CarriageWorks (Contemporary Performing Arts Centre) in the Carriage Workshops, North Eveleigh in January 2007.
- Viewing platform and pedestrian entrance structure off Wilson Street opposite the CarriageWorks opened in January 2007.

- Community markets proposed within the Blacksmiths' Workshop. A development application has recently been approved by RWA.
- Proposed pedestrian and cycle bridge being designed to connect North Eveleigh to Redfern Railway Station, the Redfern Town Centre and the Australian Technology Park.
- Design concepts for the upgrade of Redfern Station to improve pedestrian access.
- RailCorp's planning and preparation for the relocation of electrical infrastructure from within the North Eveleigh site, the installation of a new substation and work depot in the south-western corner of the site and a new access road directly adjacent the railway track on the southern periphery of the site.
- The North Eveleigh Dive Alignment. This is for a future underground rail connection planned by RailCorp from the Main West Line into the Sydney CBD. It extends along the southern boundary of the site.

1.1.3 Redfern-Waterloo Authority

As discussed, the Redfern-Waterloo Authority (RWA) was established by the NSW Government on 17 January 2005. It is responsible for revitalising Redfern, Waterloo, Eveleigh and Darlingtown through urban renewal, improved human services and job creation. North Eveleigh is within the operational area of RWA and is one of its 8 strategic sites. As such RWA is significantly involved in providing direction for the land's future development. While the site is currently owned by RailCorp it has been declared surplus to its needs. RailCorp's Emergency Services Unit and moveable heritage located on the site will be relocated in the near future, with moveable heritage to be relocated to its proposed Rail Heritage Centre at Thirlmere.

1.1.4 Design Competition

In August 2007, RWA invited four leading architectural firms to prepare urban design proposals for the site in a Design Competition. The purpose of the competition was to select the highest quality architectural and urban design solution to inform the preparation of a Concept Plan for the eastern and western portions of North Eveleigh.

While the Design Competition related only to the eastern and western portions of the site, entrants were requested to develop an integrated response to the entire site taking into account the CarriageWorks, the proposed markets at the Blacksmith's Shop and the Yaama Dhiyaan café and hospitality and construction training centres. The Design Brief which informed the Competition required a concept which was consistent with the *Redfern-Waterloo Built Environment Plan (Stage One)*.

The RWA appointed an independent Urban Design Panel comprising industry specialists to judge the competition and select the preferred entry. Bates Smart won the competition. Its design has been refined to be the subject of this Environmental Assessment, and which now includes the Carriage Workshop and Blacksmiths' buildings. The site will be transferred to RWA for future sale and development.



1.2 Project Aims and Objectives

Redevelopment of the North Eveleigh site will be a major catalyst for the long term revitalisation of the Redfern – Waterloo Area and will complement other significant initiatives which have been undertaken by the RWA.

Key objectives of the Concept Plan design include:

- Creation of a high quality and vibrant residential, cultural, and business precinct with a strong sense of place, and distinct identity;
- Development which responds to the character of the surrounding residential, railway, and high technology / business park uses;
- Provision for a network of public open space that responds to the character of the site, heritage buildings, and spaces;
- Respect for the heritage character and values of the site and retention / adaptive reuse of heritage items identified in Schedule 3 of the Major Projects SEPP as well as certain items of historical interest;
- Building typologies which reinforce a precinct with a distinct character and typology;
- Provision for a range of dwelling types and flexible commercial / educational uses;
- Provision of legible access to and through the site, an interconnected street network, and a high reliance on public transport;
- Attainment of sustainable development principles through building design and maximum use of public transport; and
- Introduction of a range of initiatives for the conservation of water and energy, provision for community facilities, and affordable housing.

1.3 Statutory Planning Process to Date

To date, RWA has prepared a Preliminary Environmental Assessment (PEA) and preliminary Concept Plan for the site. In accordance with the *Environmental Planning & Assessment Act 1979 (EP&A Act)* and associated guidelines, a PEA was submitted to the Department of Planning (DoP) on 18 January 2008 to enable the Director-General to prepare environmental assessment requirements to inform the preparation of the Environmental Assessment for the redevelopment of North Eveleigh.

On 13 March 2008, the Minister for Planning agreed that the development proposal for North Eveleigh be considered as a Major Project under Part 3A of the EP&A Act.

Given the size and complexity of the proposal, the Minister for Planning also authorised submission of a Concept Plan for the site. The Concept Plan will enable key site parameters associated with land use, infrastructure delivery to be resolved up front, with subsequent detailed stages being submitted for approval progressively.

On 17 March 2008, the Department of Planning (DoP) issued final Director-General’s Environmental Assessment Requirements (DGEARs) for the site for preparation of a Concept Plan. The DGEARs are provided in **Appendix E**.

1.4 Director General’s Environmental Assessment Requirements

The following table provides a summary of the Director-General’s Environmental Assessment Requirements issued by the Department of Planning on July 2007 and identifies where each requirement has been addressed in the Environmental Assessment:

Table 1 – Director General Assessment Requirements

Requirement	Response
General Requirements.	
The Environmental Assessment (EA) must include:	
An executive summary.	Included in this report
A thorough site analysis including site plans, aerial photographs and a description of the existing and surrounding environment. Description of the site, including cadastre, title details, existing easements (including sewer mains, and/or encumbrances) and the surrounds.	See Section 3.0
A thorough description of the proposed development, including details of the proposed layout, built form, land uses, size and scale of the main components of the development, FSR, height (AHD).	See Section 4.0
Details of the methodology used for the calculation of the FSR in accordance with the relevant Environmental Planning Instruments (EPI).	See Section 5.2.1
An assessment of the environmental impacts of the project with particular focus on the key assessment requirements specified above and a table outlining how these key assessment requirements have been addressed.	See Section 6.0
An assessment of the potential impacts of the project and a draft Statement of Commitments, outlining environmental management, mitigation and monitoring measures to be implemented to minimise any potential impacts of the project.	See Section 8
A description of the measures that would be implemented to avoid, minimise, mitigate, offset, manage, and/or monitor the impacts of the project.	See Section 8
Demonstration as to how the development, when completed, will achieve the objectives and provisions of the relevant EPI’S.	See Section 5.0
The following plans, architectural drawings, diagrams and relevant documentation shall be submitted: An existing site survey plan drawn at an appropriate scale illustrating: <ul style="list-style-type: none">■ the location of the land, boundary measurements, area (sq.m) and north point;■ the existing levels of the land in relation to buildings and roads;■ location and height of existing structures on the site; and■ location and height of adjacent buildings and private open space.■ all levels to be to Australian Height Datum.	Submitted with the Environmental Assessment See Appendix F and Appendix G
A Site Analysis Plan must be provided which identifies existing natural elements of the site (including all hazards and constraints), existing vegetation, footpath crossing levels and alignments, existing pedestrian and vehicular access points and other facilities, slope and topography, utility services, boundaries, orientation, view corridors and all structures on neighbouring properties where relevant to the application (including windows, driveways, private open space, etc).	See Section 3.0

Requirement	Response
A locality/context plan drawn at an appropriate scale should be submitted indicating: <ul style="list-style-type: none">significant local features such as parks, community facilities and open space and heritage items;the location and uses of existing buildings, shopping and employment areas;traffic and road patterns, pedestrian routes and public transport nodes.	See Section 3.0
Architectural drawings at an appropriate scale illustrating: <ul style="list-style-type: none">the location of any existing building envelopes or structures on the land in relation to the boundaries of the land and any development on adjoining land;indicative floor plans, sections and elevations of the proposed buildings;indicative elevations and sections.accessibility requirements of the Building Code of Australia and the Disability Discrimination Act for the site;the height (AHD) of the proposed development in relation to the land;the level of the lowest floor, the level of any unbuilt area and the level of the ground;any changes that will be made to the level of the land by excavation, filling or otherwise,	See Appendix A
Visual aids such as 3 dimensional rendering should be used to demonstrate visual impacts of the proposal and architectural composition, in particular having regard to siting and design, bulk and scale relationships, appropriate relationship with the heritage fabric of the building(s) on site and in the surrounding area.	See Appendix B
Stormwater Concept Plan - illustrating the concept for stormwater management; Geotechnical Report - prepared by a recognised professional which addresses the effects an Railcorp's facilities and corridor, assesses the risk of geotechnical failure on the site and identifies design solutions and works to be carried out to ensure the stability of the land and structures and safety of persons;	See Appendix Y
View Analysis - Visual aids such as a photomontage must be used to demonstrate visual impacts of the proposed building envelopes in particular having regard to the siting, bulk and scale relationships from key areas;	See Section 6.3.4 and Appendix B
Landscape plan - illustrating treatment of open space areas on the site, screen planting along common boundaries and tree protection measures both on and off the site where applicable.	See Appendix C
Shadow diagrams showing solar access to the site and adjacent properties at summer solstice (Dec 21), winter solstice (June 21) and the equinox (March 21 and September 21) at 9.00 am, 12.00 midday and 3.00 pm. Plans/elevations and shadow diagrams are to be provided demonstrating the impacts of the proposal within the site and on adjoining sites, including additional overshadowing.	See Appendix D
A signed statement from the author of the Environmental Assessment certifying that the information contained in the report is neither false nor misleading;	Included in Environmental Assessment
A quantity surveyors cost estimate report to verify the capital investment value of the project, calculated in accordance with the definition of 'CIV' in accordance with SEPP Major Projects (2005) - this definition should be quoted in the OS letter/report; and	See Appendix X
A conclusion justifying the project, taking into consideration the environmental impacts of the proposal, the suitability of the site, and whether or not the project is in the public interest	See Section 9

Requirement	Response
The Environmental Assessment (EA) must address the following key issues: Relevant EPI'S, Policies and Guidelines to be addressed Planning provisions applying to the site, including permissibility and the provisions of all plans and policies including: <ul style="list-style-type: none">SEPP (Major Projects) 2005 Schedule 3, The Redfem-Waterloo Authority SitesStandard Instrument (Local Environmental Plans) Order 2006SEPP (Building Sustainability Index: BASIX) 2004SEPP 55 - Remediation of Contaminated SitesSEPP 65 - Design Quality of Residential Flat DevelopmentDraft SEPP No. 66 - Integration of Land Use and TransportSEPP (infrastructure) 2007Sydney Metropolitan Strategy (and any relevant draft or endorsed Subregional Strategy)The <i>Redfern-Waterloo Built Environment Plan (Stage One)</i>Provision of public infrastructure having regard to the Redfern Waterloo Authority Contributions PlanProvision of affordable housing in accordance with the Redfern Waterloo Authority Affordable Housing Contributions PlanNature and extent of any non-compliance with relevant environmental planning instruments, plans and guidelines and justification for any non-compliance	See Section 5.0
Land Use <ul style="list-style-type: none">Demonstrate suitability of proposed land uses in the context of the surrounding area.In determining the final proposed land uses, including location of and access to each use, maximise opportunities having consideration for the proximity of the university.	See Section 6.0
Built Form / Urban Design <ul style="list-style-type: none">The proposal must be capable of exhibiting design excellence in accordance with the provisions contained in Schedule 3, Part 5, Clause 22 of the SEPP Major Projects (2005) - The Redfern-Waterloo Authority Sites.Location of plant equipment to minimise the visual and acoustic impacts.Demonstrate that the proposed buildings will satisfy the requirements of SEPP 65 - Design Quality of Residential Flat Development.Provide street level connections between the proposed development and Wilson Street.	See Sections 5.0 and 6.0
Environmental and Residential Amenity <ul style="list-style-type: none">Address solar access, acoustic privacy, visual privacy, view loss and wind impacts and achieve a high level of environmental and residential amenity. The proposal must demonstrate that the proposed siting of buildings does not have unacceptable level of impacts on overshadowing, privacy and views of buildings within the site and on adjoining sites.	See Section 6.0 and Appendix B, D and T



Requirement	Response
Safety / Public domain I Landscaping <ul style="list-style-type: none">■ Demonstrate how the proposed building envelopes, building design and treatment of the public domain will:<ul style="list-style-type: none">- maximise safety, security and public surveillance within the public areas including disabled access and car park access. Specific regard should be given to the Department of Planning's Guideline; Crime prevention and assessment of development applications, 2001;- Address linkages within and between other public domain spaces, including Redfern train station;- Ensure access for people with disabilities;- minimise potential for vehicle and pedestrian conflicts.■ Provide an arborist's report to assess the condition of existing trees proposed to be removed and methods of protection during construction.■ Provide landscaping plan in particular for the public domain.	See Section 6.0 and Appendix N, O and C
Car parking / Traffic Impacts (Construction and Operational) <p>Demonstrate the provision of sufficient on-site car parking for the proposal having regard to local planning controls and RTA guideline. The EA shall also provide a Traffic Impact Study prepared in accordance with the RTA's Guide to Traffic Generating Developments, considering traffic generation, any required road/intersection upgrades, access, loading dock(s), car parking arrangements, measures to promote public transport usage and pedestrian and bicycle linkages. The Traffic Impact Study shall address and assess:</p> <ul style="list-style-type: none">■ traffic generation including daily and various peak traffic movements, determining and identifying modal split targets for peak periods, and the increase in the level and type of traffic associated with the proposal;■ impacts and resultant upgrades to street parking, the road network including laneways, arterial roads, intersections, signage and road capacity resulting from the project; cumulative impacts of adjoining and adjacent developments, where appropriate;■ measures to be implemented to mitigate any impacts identified;■ any required upgrading of roads and improvement works to ameliorate impacts associated with the development and the proposed source of associated funding;■ cumulative impacts on the local and subregional area including the future development by University of Sydney, and develop a traffic network model to determine impact(s);■ details of public transport accessibility and strategies to encourage public transport patronage, including pedestrian and cyclist flows; links to Redfern Railway Station and the future bridge link; connections to existing cycle network(s);■ details of provisions for service and delivery vehicles movements/loading;■ vehicular access, car parking location and bicycle arrangements, and detail proposed access points.■ details of adequate emergency vehicle access.	See Section 6.0 and Appendix H
Ecologically Sustainable Development (ESD) <p>Detail how the development will incorporate ESD principles in the design, construction and ongoing operation phases of the development.</p>	See Section 6.0

Requirement	Response
Heritage <ul style="list-style-type: none">■ Identify any items of European (including rail) heritage significance and provide a heritage impact statement in accordance with the Heritage Manual (NSW Heritage Office & DUAP 1996). Specifically, the design and form of the proposal needs to respond, and assess any impacts on the character of the surrounding conservation area and nearby heritage items. The Heritage Impact Statement should address:<ul style="list-style-type: none">- the impact of the proposed demolitions on the significance of the subject heritage item as a whole (as a group of buildings with related uses); and- take into consideration the relevant provisions of the Conservation Management Plan (CMP) and any other relevant conservation framework and principles.■ Identify whether the site has significance to Aboriginal cultural heritage and where applicable prepare an independent Archaeological report in accordance with the <i>Draft Guidelines for Aboriginal Cultural Heritage Impact Assessment & Community Consultation, DEC, July 2005</i>.■ The proposal must have regard for the character of the Golden Grove Conservation Area, as listed in the South Sydney LEP with particular consideration to development along Wilson Street.	See Sections 5.0 and 6.0 and Appendix C, N and O
Rail Impacts <ul style="list-style-type: none">■ Address noise and vibration impacts from adjacent rail activates, including mitigation and monitoring measures where appropriate, consistent with guidelines published by Rail Corp including <i>Interim Guidelines for Applicants - Consideration of Rail Noise and Vibration in the Planning Process</i> and <i>Interim Guidelines for Councils - Consideration of Rail Noise and Vibration in the Planning Process</i>.■ Address the impact(s) of the proposed North Eveleigh Dive Alignment (future underground rail connection), along the southern boundary of the subject site.■ Identify the existence of any existing RailCorp services (such as pipes and Tables) and structures within the development area by initiating the appropriate service searches. Where RailCorp services exist, an agreement must be made with RaiCorp regarding the accommodation of the services.■ Address impacts on geotechnical and structural stability and integrity of Railcorp's facilities and corridor.■ Demonstrate that access to Railcorp's facilities for maintenance purposes is retained.	See Section 6.0 and Appendix R, T and U
Social and Economic Impact Assessment <ul style="list-style-type: none">■ Identify cultural, social and residential opportunities that will be provided to support the development of a sustainable community within the broader Redfern -Waterloo area. Address social impacts of the proposal.■ The Plan must address long term social sustainability issues and address impacts on community safety, the local community impacts, and measures to ensure the minimisation of crime and antisocial behaviour.■ Address impacts on the Aboriginal and European community within Redfern.■ Address the economic impact of the proposal and include an investigation into the impact upon the retail, commercial and residential industry within the locality and have regard to the hierarchy of centres in the relevant regional and sub-regional strategy.	See Section 6.0 and Appendix V and W
Staging <p>Include details regarding any proposed staging of the development.</p>	See Section 6.0
Dedication <p>Details of any proposed dedication of open space and roads to Council / ownership and maintenance proposals of the public domain.</p>	See Section 6.0

Requirement	Response
Drainage and Flooding <ul style="list-style-type: none">■ Address drainage/flooding issues associated with the development/site, including: stormwater, drainage infrastructure and incorporation of Water Sensitive Urban Design measures.■ Address the issue of managing the downstream impacts of stormwater on Sydney Water’s stormwater network, including a stormwater management system and the capture and reuse of rainwater.■ Explore non-potable water supply sources, including onsite recycling of grey water, rainwater and stormwater harvesting.■ Address stormwater and drainage impacts on rail corridor.	See Section 6.0 and Appendix Y.
Contamination <p>The EA is to demonstrate compliance that the site is suitable for the proposed use in accordance with SEPP 55.</p>	See Section 6.0 and Appendix I and J
Utilities <p>In consultation with relevant agencies, address the existing capacity and requirements of the development for the provision of utilities including staging of infrastructure works.</p>	See Section 6.0 and Appendix Y and Z.
Consultation <p>Undertake, in accordance with the <i>Department’s Major Project Community Consultation Guidelines October 2007</i>.</p>	See Section 2.0

- WSP Environmental – Site Auditor
- Institute for Sustainable Future – ESD (energy and water)
- SMEC Australia Pty Ltd – Contamination
- Hill PDA – Economic Impacts
- Warren Smith and Partners– Hydraulic Services
- Bassett Consulting Engineers – Electrical and Telecommunications
- WT Partnership – Quantity Surveyor

1.5 The Proponent and Project Team

This Concept Application and Environmental Assessment has been prepared on behalf of the RWA, the proponent of the project. The North Eveleigh site is within the RWA Operational Area for which the Authority has jurisdiction.

The study consultant team for the project includes:

- Bates Smart – Concept Designer and Urban Design
- Urbis – Planning
- Weir and Phillips – Heritage
- Parsons Brinckerhoff – Transport and Traffic
- Archaeological and Heritage Management Solutions – Archaeology
- Turf Design Studio and Jeppe Aagaard Anderson (TDS +JAAA) – Landscape
- Landscape Matrix Pty Ltd – Arborist
- Jeffrey and Katauskas Pty Ltd – Geotechnical
- Redfern-Waterloo Authority – Social Impact Assessment and Consultation
- Morris Goding – Accessibility Consulting Access
- Windtech – Wind
- Acoustics Dynamics – Acoustics
- Robert Bird Group – Structural Engineer
- Steve Watson and Partners – BCA
- Whelans Insites – Survey



2 Consultation

This section has been prepared having regard to the Department of Planning's, Guidelines for Major Project Community Consultation, October 2007.

2.1 Government Agencies Consulted

Preliminary discussions have commenced and will commence or continue to be held with relevant local and State Government agencies, including City of Sydney Council, Department of Planning, RailCorp, Heritage Council of NSW, Roads and Traffic Authority, Sydney Water, Energy Australia, Agility, Telstra and Police NSW during the Environmental Assessment process.

To date the RWA has undertaken consultation on the planning for the North Eveleigh site for the preparation of the *Redfern-Waterloo Built Environment Plan (Stage One)* and the Environmental Assessment for the North Eveleigh site. Both these consultation phases and the outcomes are described in detail below and have informed the development of the Concept Plan for the site.

It is proposed that during the exhibition period of the Environmental Assessment that further consultation will be undertaken with the community, government agencies and stakeholders.

2.2 Redfern-Waterloo Built Environment Plan (Stage One) - Issues Raised During Consultation of Plan relevant to North Eveleigh

Consultation Program

The *Redfern-Waterloo Built Environment Plan* and amendment to the *SEPP (Major Project)* were publicly exhibited for two months between February and April 2006. The North Eveleigh site is a key site under the BEP Stage One and *SEPP (Major Project)* and therefore has been the subject of consultation prior to the preparation of the Concept Plan.

During the exhibition period of the BEP Stage One and *SEPP (Major Projects)* the RWA undertook a range of consultation approaches in order to gain stakeholder and community input into preparing these Plans. The consultation program undertaken included:

- Individual briefings to key stakeholders including the Aboriginal Housing Company, NSW Council of Social Service, Coalition of Aboriginal Agencies under the auspices of the Redfern Aboriginal Authority, The Department of Aboriginal Affairs, The Aboriginal Housing Office, The Property Council of Australia, The Roads and Traffic Authority, Railcorp, the City of Sydney Council, the NSW Department of Planning, the NSW Urban Taskforce, residents of the Watertower Building, Redfern Waterloo Ministerial Advisory Committee on Human Services, Redfern Waterloo Authority Ministerial Advisory Committee on the Built Environment and the Ministerial Advisory Committee on Employment and Enterprise.
- A public meeting attended by around 150 members of the public, elected representatives and agencies held at the Redfern Town Hall on 4th March 2006.
- The distribution of 15,000 newsletters to all dwellings in the operational area outlining the scope of the draft Plan and advertising the exhibition.
- Distribution of 2,000 copies of the Stage One draft Built Environment Plan to government authorities, Ministers, key organisations and interest groups and members of the community.
- Information and Feedback Sessions over a three week period attended by around 50 local residents.
- Eight Focus Groups facilitated by an independent consultant. Each group comprised between 6-8 community members. The focus groups were derived from residents who had expressed interest in attending, as well as randomly selected community members.
- Six interviews with individual local Aboriginal people conducted by an independent facilitator.
- Responses to telephone calls and emails in relation to the draft Plan over three months on a regular basis.

Issues Raised and Addressed Relevant to the North Eveleigh Site

Issue Raised	How Issue/s Was Addressed
Open Space - Need to indicate the locality and amount of public and private open space	The BEP Stage 2 provides an indicative layout of the proposed open space on the North Eveleigh site. The Concept Plan now provides more detail design of the open space on the North Eveleigh site, its relationship to the built form and clearly indicates the apportionment and locality of public and private open space on the site. This is discussed in detail in Section 4.3.10 and Section 6.4.5.
Access from Little Eveleigh Street - The proposed road layout for the eastern section of the North Eveleigh site should not use the existing road access to the site which is located at Little Eveleigh Street.	The Concept Plan proposes only a pedestrian and cycle access from Little Eveleigh Street to the North Eveleigh site. The road from Little Eveleigh Street to Wilson Street will remain closed. In addition the proposed pedestrian and cycle bridge (the subject of a Project Application) will be accessed from Little Eveleigh Street.
Cycle movement along Wilson Street – There was concern that the development on the site would impede the existing cycleway.	The Concept Plan has minimised vehicular entry/exist to the site, proposing two vehicle access points, one which currently exists along Wilson Street. The Concept Plan also encourages cycle movement throughout the North Eveleigh site by the provision of a shared pedestrian and cycle space which will link to the proposed cycle and pedestrian bridge at the east of the site. The proposed cycle and pedestrian bridge is the subject a separate Project Application. This is discussed in detail in Section 6.4.2 and the <i>Landscape Strategy</i> report prepared by Turf Design Studio and Jeppe Aagaard Anderson.
Heritage - Protection and preservation of heritage items needs to be adequately addressed.	The BEP Stage 1 and <i>SEPP (Major Projects)</i> listed heritage items on the North Eveleigh site. The Concept Plan has regard to the <i>SEPP (Major Projects)</i> and the <i>Heritage Impact Statement (HIS)</i> prepared by Weir and Phillips Architects and Heritage consultants. The Concept Plan takes into account the heritage values and significance of the site and is proposing to adaptively reuse seven significant heritage buildings. This is discussed in detail in Section 6.7 and the Heritage Impact Statement.
Building heights – The proposed building heights along Wilson Street should be limited to 2 storeys. The 16 storey building proposed for the eastern section of the site is out of context and scale.	<p>The Concept Plan reinforces the existing built character of Wilson Street by proposing buildings of similar height to what currently exists along Wilson Street. The 16 storey building is intended to provide a visual anchor to the site and iconic built element.</p> <p>Further discussion on the building height across the site in the Concept Plan is addressed in Section 5.2.1.</p>



Issue Raised	How Issue/s Was Addressed
Traffic Impact - The surrounding streets will not cope with the increase in traffic and increased parking problems are envisaged on Wilson Street.	<p>Traffic and transport consultants Parson Brinckerhoff were engaged to undertake a traffic and transport assessment of the proposed development at North Eveleigh. In order to ameliorate the traffic impact from the development, the proponent has sought to achieve a mode share target of 60% non core use - this is similar to levels of mode share being achieved in other areas of the City of Sydney.</p> <p>While it is acknowledged that there will be increase in traffic flows as a result of the development, Parson Brinckerhoff conclude that:</p> <ul style="list-style-type: none">■ The road network within the area has the capacity to accommodate the increase in traffic volumes expected both in the short term and in 2016 if proposed minor works for intersection capacity improvements are undertaken at three intersections in Darlington.■ The car parking standards proposed for the development will provide adequate parking within the site for the proposed amount of residents and workers. Internal roads within the development should therefore be largely free of parked cars providing a significant amount of spare car parking capacity in the area and limit the need for on street car parking.■ Any car parking lost on Wilson Street as a result of the development will more than be mitigated by an increase in on street car parking within the development. <p>This is discussed in detail in Section 6.5 and the <i>Traffic and Transport Impact Assessment</i>.</p>
Educational facilities (Department of Education and Training) – Existing schools in the area can accommodate the proposed population increases envisaged in the BEP Stage 2.	Noted in development of Concept Plan and addressed in Social Impact Assessment report.

2.3 Key Government Agencies and Stakeholders Consulted in the Preparation of Concept Plan

The RWA has consulted with a number of key government agencies and stakeholders in the preparation the Environmental Assessment for the North Eveleigh Concept Plan. Consultation has been undertaken with:

- City of Sydney
- RailCorp
- Sydney Water Corporation (SWC)
- Energy Australia
- Telstra
- Transgrid
- Sydney Airport Corporation Limited
- Sydney Ports Corporation
- Sydney University

As detailed in Section 2.1 the above organisations will be further consulted during the formal exhibition of the Concept Plan.

Below are details of the consultation held with the above organisations, the issues raised and how the issue was addressed in the Environmental Assessment for the Concept Plan.

Organisation	Consultation Technique	Issues Raised	How Issue has been Addressed in EA
City of Sydney	Meetings with representatives from City of Sydney council.	Council recognised that North Eveleigh is an important component of the LGAs growth and will provide renewal opportunities in the area.	Noted.
		Supportive of creating improved linkages – pedestrian and cycle bridge in the area.	Concept Plan proposes various linkages from Wilson Street to the North Eveleigh site. Proposed Bridge is the subject of a Project Application currently being prepared.
RailCorp	Meetings and correspondence with relevant sections of the organisation.	Existing RailCorp services and infrastructure need to be identified on site and decommissioned.	Services search has been undertaken by the proponent and RailCorp. The proponent will continue to work with RailCorp with an aim to decommissioning all RailCorp services and infrastructure on the site.
		Access road for RailCorp use along southern boundary of site to be determined.	The proponent and RailCorp will continue to work towards determining the southern boundary of site with the rail corridor. The boundary will consider RailCorp's intention to create an access road and compound areas within the rail corridor for rail operations. RailCorp's ability to access and egress the rail corridor through the proposed development has been accommodated in the Concept Plan.
		Consideration of proposed RailCorp substation and associated infrastructure identified.	The Concept Plan for the site has determined RailCorp's required area for the provision of the substation and associated connections to Wilson Street.
		Stormwater and drainage impacts on rail corridor to be considered.	The Concept Plan proposes to utilise the existing 1,200 mm and 600mm diameter stormwater lines servicing the site from each Traverser. The proposed drainage and stormwater design in the Concept Plan satisfies RailCorp requirement that there be zero overflow results into the rail corridor and that the proposed development does not exceed the capacity of existing rail corridor drainage infrastructure.

Organisation	Consultation Technique	Issues Raised	How Issue has been Addressed in EA
Sydney Water Corporation		Proximity of RailCorp's proposed future underground rail connection to be considered in Concept Plan.	The proponent has considered RailCorp's plans for any future rail tunnels and developed the Concept Plan in accordance with restrictions the tunnel imposes on the site.
		Noise and vibration of rail uses to be considered in Concept Plan.	The proponent has considered all the relevant statutory requirements and the <i>Interim Guidelines for Applicant – Consideration of Rail Noise and Vibration in the Planning Process (Nov 2003)</i> in preparing the Concept Plan. These issues will be further addressed at the detailed design stage (Project Application).
	Meetings and correspondence with the Water Servicing Coordinator.	A Notice of Requirements under Section 73 of the <i>Sydney Water Act</i> was issued for the CarriageWorks Development Application approved in 2005. The Notice of Requirements anticipated future development on the site. Discussions with Sydney Water indicated that the requirements in the Notice are likely to still apply.	A Section 73 will be applied for at the Project Application stage.
		A 200 mm diameter water main extension from Wilson Street with dual connections onto the existing 375 mm diameter water main in Wilson Street is required	This has been addressed in the hydraulic concept design for the site prepared by Warren Smith & Partners and detailed in Section 6.16 of the Hydraulic Services Concept Design report.
		As the 200mm diameter link main in the pedestrian link between the CarriageWorks and the Blacksmiths' Workshop was not constructed as part of the CarriageWorks development, it was agreed with SWC that separate looped mains were to be proposed for the western precinct and the eastern precinct of the site.	This has been addressed in the hydraulic concept design for the site prepared by Warren Smith & Partners and detailed in the Hydraulic Services Concept Design report.
		The provision of componentry to counter the effect of stray electrical currents from the railway corridor.	This has been addressed in the hydraulic concept design for the site prepared by Warren Smith & Partners and detailed in the Hydraulic Services Concept Design report.
		The provision of dead end mains is to be avoided to comply with the WSAA, Sydney Water Edition.	This has been addressed in the hydraulic concept design for the site prepared by Warren Smith & Partners and detailed in the Hydraulic Services Concept Design report.

Organisation	Consultation Technique	Issues Raised	How Issue has been Addressed in EA
Energy Australia	Meetings and correspondence with officers from the Network Customer Operations. A summary of these meetings is provided in the Electrical and Telecommunications Services Concept Report prepared by Bassett Consulting Engineers.	Due to the size of the estimated load and the complexity of the electrical network a formal application for High Voltage Planning is required to be submitted to Energy Australia.	The application has been lodged with Energy Australia to undertake detailed investigations and determine design information. This design information will be available for the Project Application stage of the development.
		Preliminary advice from Energy Australia indicates that there is insufficient capacity in the existing 11kV network to support the redevelopment of the site	Preliminary Energy Australia advice indicates that the St Peters Zone substation on Sydney Park Road can be the source of the new 11kV supply. Two new underground feeders will need to be provided between the St Peters Zone substation and the North Eveleigh site.
Telstra	Meetings and correspondence with officers from the Access Forecasting and Capacity Planning Telstra Operations,.	Telstra is currently undertaking an upgrade of the copper lead cable installed to meet the CarriageWorks initial connection requirements. The cable is being upgraded to multi fibre cable and the works will be completed in mid 2008. Six conduits have been installed on Wilson Street for future extension and use as the site develops.	Noted.
		Telstra's 3G Mobile Network services are available in the area.	Noted.
Transgrid	Discussions with Property Officer and Civil Engineer.	A Transgrid 330kV underground cable running north-south is located at the eastern end of the site. The cable is located at approximately RL -12.470 while the lowest basement is at approx. RL +19.6. Robert Bird Group consultants has assessed the proposed development and concluded that there is approximately 29 metres distance between the proposed basement level of a proposed building and the cable tunnel. As a result the building loads should spread to a degree that the tunnel is not affected by the proposal.	The Concept Plan commits to ensure the Transgrid 330kV underground cable is not impacted by the proposed development. Appropriate methods of construction and footings will be employed to ensure there is no adverse effect on the tunnel. This has been included in the Draft Statement of Commitments and will be addressed further at the detailed design stage (Project Application stage).



Organisation	Consultation Technique	Issues Raised	How Issue has been Addressed in EA
Sydney Airport Corporation Limited (SACL)	Meeting with Senior Planning Manager and Airport Design Officer.	<p>The Obstacle Limitation Surfaces (OLS) defines the airspace to be protected for aircraft operating visually during the initial and final stages of flight, or manoeuvring in the vicinity of the airport. The site lies within the OLS for Sydney Airport therefore an application will be forwarded to SACL. If the maximum height of the development is below the OLS, SACL can issue an approval. However, if the maximum height of any building penetrates the OLS, the application is forwarded to the relevant Authorities (CASA, AsA & the Airlines) for an operational assessment. The result of these assessments, along with</p> <p>SACL's comments is then forwarded to the Department of Infrastructure,</p> <p>Transport, Regional Development & Local Government (formally DoTRS) for consideration.</p>	<p>The Concept Plan commits to include the requirements of SACL.</p> <p>This has been included in the Statement of Commitments and will be addressed further at the detailed design stage (Project application stage). An application to SACL will be made at the Project Application stage.</p>
Sydney Ports Corporation	Discussions with Senior Manager Engineering Services.	<p>The proposed 16 storey building at the eastern section of the site is directly in line with Sydney Port's communication link between Botany Bay and Harbour Control located at Darling Harbour (the link carries radar and CCTV information). The two 8 storey buildings closest to it would probably also interfere with the link.</p> <p>A possible solution is the installation of a repeater. A new repeater would need to be commissioned before the existing signal path is blocked, and the repeater site would need to be clear of obstructions in both directions.</p>	<p>The Concept Plan commits to ensure that the Sydney Ports' communication link between Botany Bay and Harbour Control is maintained.</p> <p>This has been included in the Statement of Commitments and will be addressed further at the detailed design stage (Project Application stage).</p>
University of Sydney	Several meetings have been held with representatives from the University of Sydney.	<p>The University is in the process of preparing a Concept Plan for its Darlington Campus.</p>	<p>Noted and further discussions will occur with the University.</p> <p>The proponent and the University have worked collaboratively in developing the traffic and transport management plan for the site taking into account cumulative traffic impacts.</p> <p>The University has been kept informed on the proposed development as it has progressed.</p>

2.4 Further Consultation on the Concept Plan

In conjunction with the formal public exhibition of the Concept Plan by the DoP, the proponent will undertake further consultation with the community, key stakeholders and government agencies. The proposed consultation process is detailed below:

RWA Newsletter and RWA Website

The RWA currently prepares and circulates a newsletter called Redfern-Waterloo Update to over 15,000 properties in the area, informing the community of RWA activities. The RWA will prepare a special edition newsletter for the month that the Environmental Assessment is on formal exhibition. The newsletter will provide details of the North Eveleigh Concept Plan and outline how the community can make a submission on the Environmental Assessment.

It is proposed that the Environmental Assessment for the Concept Plan will be placed on the RWA website. The Department of Planning website will then provide a direct link to the Environmental Assessment and all related documentation. The RWA will also clearly detail how the community can make a submission on the Environmental Assessment.

Information Sessions

During the formal exhibition period of the Concept Plan, the proponent will be undertaking weekly information sessions. These sessions will be informal and allow the community to ask questions to RWA staff about the proposal, planning process and submission process. These sessions will be open from 4 – 6 pm Tuesday or Wednesday during the exhibition period and on the second and last Saturday of the exhibition period from 2 - 4 pm. The sessions will be held at Yaama Dhiyaan, which is a facility located on Wilson Street, Darlington. The sessions will display various panels illustrating the Concept Plan, a 3 D model of the proposed plan for North Eveleigh, a 3D computer simulation fly over the site and will have hard copies of the Environmental Assessment to view.

It is proposed that these sessions are informal (not a sit down session) and that the community can view the display and ask questions to RWA staff at any time within the proposed opening hours of the sessions. People will be able to come and go as they require and meet with staff on a one to one basis.

These sessions will be advertised in the Redfern-Waterloo Update, local paper and RWA website.

Consultation with Key Stakeholders and Government Agencies

As indicated above the RWA will undertake detailed discussions with officers from the RTA, Heritage Office, Police NSW and Agility during the exhibition period to inform them about the Concept Plan and discuss any initial issues they may have with the proposal. A summary of the discussion and outcome of these meetings will be documented and forwarded to the Department of Planning.

Community Meetings

A successful consultation approach was undertaken by RWA during the exhibition of the *BEP Stage One* including meetings with individual community members and community groups. It is envisaged that the proponent will meet with individuals, community and resident groups as required. This will provide individuals the ability to ask questions about the proposal and raise any issues. The proponent will make clear at these meetings that a formal written submission will still be required to be submitted to the Department of Planning.