

ATTACHMENT I

**COMMENTS RECEIVED IN
RESPONSE TO SECTION 62
CONSULTATION REGARDING THE
CARLTON AND UNITED BREWERIES
SITE**

Responses to Section 62 letters, 16.03.05

organisation	comments	how issue addressed/referenced
NSW Dept. of Education and Training	<p>Received 17 December 2004</p> <ul style="list-style-type: none"> i) Should be absorbable into capacity of existing infrastructure (near 3 primary schools). ii) Awaiting more detailed demographic analysis 	<p>The City will supply more detailed demographics as they become available</p>
Rail Corporation NSW	<p>Received 6 January 2005</p> <ul style="list-style-type: none"> i) Pedestrian crossing over Regent St is potentially very complex, due to width of the span, elevation requirements, and pier placement. ii) A shared ped/cycle lane accessing the park via St. Paul's Place would be an alternative option. iii) Access could be improved via the Devonshire St tunnel 	<p>The City agrees that a crossing over Regent St may not be possible.</p> <p>Options (ii) and (iii) have been identified by the City's 'Open Space and Community Facilities Needs' study, and may be progressed as part of a planning agreement currently being negotiated. Both have been identified as desirable in the CUB DCP</p>
NSW Dept. of Community Services	<p>Received 19 January 2005</p> <ul style="list-style-type: none"> i) Strongly support the provision of child-focussed facilities and open-spaces. ii) The community has identified a need both for facilities that provide informal support for families, and for supported playgroups. 	<p>Child care and community facilities are currently being negotiated as part of a planning agreement.</p>
NSW Dept. of Housing	<p>Is currently in consultation with Redfern-</p>	<p>While the City has sought comment from the</p>

organisation	comments	how issue addressed/referenced
NSW Heritage Office	<p>Waterloo Authority</p> <p>Received 27 January</p> <p>i) s.84(1) of the NSW Heritage Act identifies requirements for LEPs for land on which a heritage item is situated.</p> <p>ii) Awaiting the Heritage CMP, which is expected to inform the LEP process</p>	<p>Department of Housing and the Redfern-Waterloo Authority over the affordable housing provision in the Redfern-Waterloo Authority Act 2005, this has not been forthcoming.</p> <p>The Heritage Office has now received and endorsed the draft CMP. This report recommends the City also adopt the draft CMP.</p>
Roads and Traffic Authority	<p>Received 21 January</p> <p>1. <u>intersections</u></p> <ul style="list-style-type: none"> - does not support right turn in/out at Balfour/Broadway due to delays to arterial traffic - Regent and Kensington streets intersection is probably too close to the Regent and Lee intersection, but will be assessed on the basis of Paramics modelling. <p>2. <u>crossings</u></p> <ul style="list-style-type: none"> - will all be assessed in accordance with criteria for crossing facilities - Myrtle Street City Road crossing is too long as proposed. Has been refused previously in this form 	<p>The intersection and crossing upgrades referred to in this letter are subject of a submission to the RTA. The implications of the submission do not relate to the draft Local Environmental Plan.</p> <p>There is already a noise attenuation clause (4.4 Noise Reduction) within <i>City of Sydney Development Control Plan 1996</i> that will apply to the CUB site.</p>

organisation	comments	how issue addressed/referenced
	<p>3. <u>parking</u></p> <ul style="list-style-type: none"> - all parking must be on-site, with off-site impacts evaluated - RTA proposes to remove on-street parking along the Abercrombie and Broadway boundaries to improve the efficiency of classified road network 	
	<p>4. <u>traffic</u></p> <ul style="list-style-type: none"> - shared zones will be subject to a traffic management plan - supports internal grid layout - will advise further post-Paramics exercise - 2-way operation of Abercrombie not supported 	
	<p>5. <u>public transport</u></p> <ul style="list-style-type: none"> - Recommends consultation with STA to protect bus lanes - Recommends consultation with Ministry of Transport regarding bus facilities - have public transport information as part of 'welcome kits' (travel plan) 	

organisation	comments	how issue addressed/referenced
	<p>6. The LEP should contain a 'Noise Attenuation' clause, and 'Vehicular Access' clause.</p>	
<p>Sydney Water</p>	<p>Received 18 January 2005</p> <ul style="list-style-type: none"> i) Will work with the City on the implementation of 'water smart' initiatives. ii) Will conduct a preliminary assessment of impacts on infrastructure capacity when the City can provide demand estimates. iii) The site should be investigated for possible stormwater/groundwater contamination. iv) Protective measures will need to be developed for any Sydney Water-owned heritage items on the site 	<ul style="list-style-type: none"> (i) The City has met with Sydney Water on a number of occasions. The result of this is a clause in the draft DCP titled "Urban Water Cycle Management" (refer to DCP section of this report) (ii) This has yet to occur and will be undertaken at the Development Plan stage. (iii) A site contamination audit has been undertaken by the proponent that has raised some issues with potential contamination. This will be further investigated at the development application stage. (iv) The Ovoid drain has been identified in the Heritage CMP as being of State Significance. This is protected by policies within the Heritage CMP.
<p>Notre Dame University</p>	<p>Received 5 January 2005</p> <ul style="list-style-type: none"> i) There should be an educational zone along Abercrombie St. It could be linked by an under- or overpass across Abercrombie 	<ul style="list-style-type: none"> (i) While the City is supportive of educational uses occurring on the CUB site it has not supported zoning any land for educational

organisation	comments	how issue addressed/referenced
	<p>Street.</p> <ul style="list-style-type: none"> ii) There is an opportunity to widen and green the footpaths along Abercrombie St. iii) Extending the parking along Abercrombie St to the CUB site would allow for greater pedestrian safety, and drop-off areas iv) The site should be opened up to allow greater exposure of the heritage façade of St. Benedict's; possibly through the positioning of a street. v) Open space would help green the St. Benedict's/UTS precinct. vi) A mixed-use 'village' precinct would re-invigorate the Chippendale area. vii) Student accommodation is needed in the area. 	<p>purposes as this would have the effect of down zoning the land and reduce its value. Furthermore, Universities normally purchase land for expansion on the open market. A set of traffic lights is planned to link the CUB site with Notre Dame University. Over and under passes are not considered appropriate for this area.</p> <ul style="list-style-type: none"> (ii) Foot path upgrades on the perimeter of the CUB site are planned. This will be covered by the planning agreement. (iii) It is planned that parking will be extended as far as Irving Street if the RTA support the City's submission to convert part of Abercrombie Street to two-way. (iv) Detailed design will be undertaken through the development application process. (v) It is planned that at least 5,000 sq.m of open space be provided as part of the development. (vi) The CUB site will be mixed use with a planned land use split of 70% residential, 30% non-residential. (vii) It is likely that the residential component will contain a large number of units that could cater to the student population in the area.

organisation	comments	how issue addressed/referenced
Catholic Archdiocese of Sydney	<p>Received 7 January 2005</p> <ul style="list-style-type: none"> i) There should be an educational zone along Abercrombie St. ii) The site should be opened up to allow greater exposure of the heritage façade of St. Benedict's. iii) Open space would help green the St. Benedict's/UTS precinct. iv) A mixed-use 'village' precinct would re-invigorate the Chippendale area 	Refer to the above response.
State Transit Authority	<p>Received 3 May 2005-08-18</p> <ul style="list-style-type: none"> i) There is spare capacity on Broadway buses. STA will increase services if demand requires it. ii) It would be useful to know forecast number of bus trips. iii) Modelling does not take into account lane reduction through gateways. This reduced road capacity coupled with increased traffic could result in unacceptable delays iv) What is the forecast delay as a result of the right in/out intersection at Balfour/ how will this impact on public transport? v) Pedestrian priority area in front of UTS would be unacceptable vi) State Transit supports maintaining the bus 	<ul style="list-style-type: none"> (i) The City supports this approach; (ii) The City has undertaken this work and will provide the information to the STA; (iii) Traffic modelling undertaken by Traffic and Transport consultants on behalf of the City shows that the impact of the CUB site on the surrounding arterial road network would be acceptable both with and without Gateways; (iv) This information will be modelled by the RTA and forwarded to the STA when available; (v) This is a misinterpretation of one recommendation in the Traffic and Transport Study;

organisation	comments	how issue addressed/referenced
	lane between City Road and Mountain St, and the proposed increases in bus shelters and seating vii) The Gateways Proposal will increase travel times for buses on Broadway, and reduce access to public transport	(vi) The City supports this; (vii) The Gateways proposal has not been discussed with the STA;