

## RESPONSE TO COMMUNITY SUBMISSIONS

Issue	Response
<b><u>Height of Buildings</u></b> <ul style="list-style-type: none"> <li>Proposed height of 6-storeys for Building 5 (located corner of The Avenue and Milford Street) is out of character for locality.</li> </ul>	<ul style="list-style-type: none"> <li>The height of the existing Woolstores building on the corner of Milford St and Annie St is measured at 21.02m and 4 stories in height, while the concept building height for Building 5 at the corner of Milford and The Avenue is also approximately 21m but 6 stories in height. So, whilst all buildings on the subject will be of a similar overall height, the concept for Building 5 encompasses 6 levels rather than 4 levels.</li> <li>Surrounding development in The Avenue, Annie and Milford streets comprise a mixture of building uses, massing and scale generally reflective of their age and function. Their heights range from single storey detached dwellings to multi-level residential and industrial buildings, and a number of the larger former industrial and commercial buildings have been repurposed for residential use.</li> <li>Building 5 will be the subject for further design refinement, environmental assessment and consultation in later stages of the development. The current proposal seeks concept approval for the whole development, and detailed approval for Stage 1 only.</li> </ul>
<b><u>Environment</u></b> <ul style="list-style-type: none"> <li>Question regarding potential noise levels, dust, water and waste control throughout construction process.</li> <li>Suggestion that the trees be pre-planted to enable them to grow sufficiently prior to their introduction to the development streetscape.</li> </ul>	<ul style="list-style-type: none"> <li>Due to the adaptive re-use nature of the proposed development, there is likely to be limited adverse impacts on surrounding natural and built environment and the overall levels of construction waste, noise and dust generation will be minimal. The greater majority of the works associated with the Stage 1 adaptive re-use will be internal, whilst the external works will largely encompass infrastructure and utility enhancement.</li> <li>The environmental and amenity impacts arising during the construction phase, and appropriate mitigation measures to be implemented will be</li> </ul>

	<p>detailed in a site-specific Waste Management Plan (Construction) prepared at Construction Certificate stage.</p> <ul style="list-style-type: none"> <li>- A concept public domain plan has been prepared and submitted to Council for consideration. This plan includes details on proposed street tree plantings encompassing medium sized canopy trees (<i>Lophostemon confertus</i>) along the Annie and Milford Street verges. Their age and size will largely be dictated by availability of the species at the time of planting.</li> </ul>
<p><b><u>Traffic, Parking and Access</u></b></p> <ul style="list-style-type: none"> <li>- Too few carparks are allocated to the number of apartments proposed.</li> <li>- Suggestions that contractors and site visitors should not have access to street parking, as this will negatively impact amenity of residents. Additionally, suggestions that the vacant block be utilised as car parking for workers throughout construction process.</li> <li>- Suggestion that, due to the likely limited accessibility for vehicles during the construction process, pedestrian and cyclist links be included in plans to ensure ongoing resident and visitor accessibility.</li> <li>- Suggestion that the proposed 3-storey building on Annie Street be utilised as a site office to reduce impact on residents (ensuring that roadways and footpaths are kept relatively clear).</li> <li>- Question regarding traffic management and parking issues for residents.</li> </ul>	<ul style="list-style-type: none"> <li>- Overall, the proposed development provides 5 less on-site car parking spaces than required to meet the provisions of the Newcastle DCP. However, in compensation the proposal includes an additional 54 motorbike parking spaces and an additional 31 bicycle spaces, encouraging a variety of transport options for future residents.</li> <li>- A site-specific Construction Traffic Management Plan will be prepared and implemented for the development. The Plan will detail the implementation of appropriate measures to ensure that the impact on surrounding residents and businesses is minimised. This will include prior notice being given to surrounding landholders about intended heavy vehicle movements, proposed temporary road closures and alternative arrangements to be put in place to ensure on-going parking access, pedestrian and cycle access and the management of construction workers parking.</li> <li>- The exact location of the construction administration office on the subject site is yet to be determined. However, it is noted that there is capacity in a number of the existing buildings (i.e. Woolstore 2 and 3) to comfortably accommodate the office. Further, it is advised that the construction administration office will be located wholly on the subject site, and not in the adjoining streets or on the public verges.</li> </ul>

<ul style="list-style-type: none"> <li>- Additional question regarding notice given to residents of heavy vehicle movement and road closures.</li> </ul>	
<p><b><u>Privacy</u></b></p> <ul style="list-style-type: none"> <li>- Suggestions to plant street trees to ensure privacy is maintained between the existing 'Soque' apartment building on Milford Street and the development. Additional suggestions to follow the Newcastle Street Tree Masterplan (2011) to plant Swamp Cypress along Milford Street.</li> </ul>	<ul style="list-style-type: none"> <li>- Additional trees will be planted along the verges to Milford and Annie Streets in front of the proposed development to enhance the visual and environmental amenity of the locality and integrate with the established public domain landscaping of the area.</li> <li>- Both Milford and Annie Streets have generous road reserve widths (approximately 20m) providing good separation between building facades along these alignments. This spatial separation combined with the existing and proposed new street trees, and the additional enhancement areas of mass plantings along the verges will positively assist in maintaining appropriate levels of aural and visual privacy for residents in surrounding developments.</li> </ul>
<p><b><u>Waste</u></b></p> <ul style="list-style-type: none"> <li>- Suggestion that emphasis be placed on the safe removal of hazardous waste, such as asbestos and contaminated soils.</li> </ul>	<ul style="list-style-type: none"> <li>- A comprehensive Waste Management Plan (Construction) will be prepared and implemented prior to construction commencing on site. The Plan will be prepared in accordance with legislative requirements and industry best practice.</li> <li>- The removal of asbestos from the site will only be undertaken by registered contractors and strictly in accordance with WorkSafe NSW Code of Practice.</li> </ul>
<p><b><u>Residential Amenity</u></b></p> <ul style="list-style-type: none"> <li>- Suggestions for the improvement of pedestrian and cyclist connections through the area and to surrounding areas, especially through the utilisation of laneways.</li> </ul>	<ul style="list-style-type: none"> <li>- The CPTED Report examining the proposed development's design and layout noted that the site-wide pedestrian network takes precedence over vehicular movement, highlighted by the provision of a series of dedicated footpaths and shared zones.</li> </ul>

<ul style="list-style-type: none"> <li>- Suggestions that the proposed parkland as part of Stage 1 be prioritised and accessible to the public. Additional suggestions that vacant land on-site (location of Building 5) be remediated as a temporary park throughout construction.</li> <li>- Suggestion for the relocation of Building 5 to the proposed site of the community parkland, with the community parkland relocated to the current site of Building 5 (allowing greater public access and street activation).</li> <li>- Suggestions to utilise underground electric cables to reduce visual impact on current and future residents.</li> <li>- Question regarding the upgrade of sewerage and water mains to cope with development.</li> <li>- Question regarding consideration of shift workers (construction noise and impact).</li> <li>- Question regarding the expected times of commencement and completion of construction.</li> <li>- Question regarding potential upgrades to Annie Street (new footpath, street kerb and drainage systems) to ensure amenity for current and future residents.</li> <li>- Question regarding current resident input into park layout and facilities.</li> </ul>	<ul style="list-style-type: none"> <li>- The proposed park located in the development adjacent to Stage 4 and accessible directly off The Avenue is for the recreational use of the residents and the surrounding general public (as outlined in the SEE). The park is a part of Stage 1 of the development and designed to be operational while the remainder of the development occurs. The high-quality landscaping, picnic and play facilities will serve the communities' recreational and social needs better than a temporary park in a vacant lot.</li> <li>- Where possible, the undergrounding of electrical cables and associated infrastructure will occur. However, there are areas on the site where undergrounding is not possible due to the presence of existing infrastructure and potential adverse impacts on trees and their root zones.</li> <li>- The current effluent system (connect to town water and sewer) will be utilised by the development, as outlined in the SEE.</li> <li>- Rearranging the site so the proposed park fronts Milford Street would create several detrimental impacts for the park itself and its future users. Firstly, moving Building 5 to the eastern boundary of the site would result in unacceptable overshadowing impacts for the proposed park. The shadowing would diminish its environmental quality and its general amenity for future users.</li> <p>Secondly, positioning the proposed park at the intersection of The Avenue and Milford has the potential to pose safety risks for future users, especially children. Its location as proposed enables excellent levels of passive surveillance from future residents in all buildings on the site.</p> <p>Third, the proposed park's location was specifically selected to provide a buffer between the development and the Caltex Bulk Fuel Storage Facility.</p> </ul>
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	<ul style="list-style-type: none"> <li>- Pedestrian access and connectivity throughout the locality will be improved by the provision of new footpaths traversing through the development, as well as along the three street alignments that border the development site.</li> <li>- The appointed construction contractor will be responsible for managing the site, shift workers, work hours, noise levels and expected time of completion of project and will be in accordance with the City of Newcastle's mandated construction work hours and EPA requirements.</li> <li>- The Public Domain Works outlined in the SEE state that the development will provide a consistent footpath and improvements to the quality of on-street parking. The plan was prepared in consultation with Council and adopts the requirements of Council Public Domain Technical Manual.</li> <li>- The proposed park has also been designed by the renowned Landscape Architectural firm of JMD Design. They are a practice committed to, and have a track record of, designing sustainable, creative and liveable outdoor environments that contribute to the social, cultural and environmental wellbeing of all. Whilst the park is specifically designed for use and enjoyment of the future residents of the subject development, it will be accessible to the wider public.</li> </ul>
<b><u>Safety</u></b> <ul style="list-style-type: none"> <li>- Suggestions for traffic calming measures, setbacks from driveways to maintain sight-lines and a reduced speed limit be applied within the development.</li> </ul>	<ul style="list-style-type: none"> <li>- CPTED analysis of the TZG Architecture design for the proposed development noted that the safety measures incorporated into the design were considered appropriate. The analysis included an examination of sight-lines and street-lighting, as well as ensuring a high level of passive surveillance was achieved in and around the development.</li> </ul>

<ul style="list-style-type: none"> <li>- Suggestions for the installation of external light fixtures on the development to encourage safety at night (minimising risk of theft, accidents and ensuring visibility).</li> <li>- Additional suggestion that light fixtures be attached to the building and not stand-alone light poles, which can impact on accessibility and create visual impact.</li> </ul>	<ul style="list-style-type: none"> <li>- Traffic calming measures have been included in the JMD Landscape Architect's design plans.</li> <li>- The heritage façade of the building and the pattern of windows and future balconies creates difficulties in placing external light fixtures on the building. Additionally, the specific lighting arrangements for the development will be outlined in the detailed design stage (as specified in the CPTED report).</li> </ul>
<p><b><u>General</u></b></p> <ul style="list-style-type: none"> <li>- Suggestions for the inclusion of a public artwork within the development which highlighted the history of the Woolstores, especially during the World Wars. Additional suggestions that reference to the builders of the Woolstores be memorialised in the artworks.</li> <li>- Additional suggestion that having a public artwork as part of the development will encourage positive community ownership and pride in the area.</li> <li>- Question regarding the days and hours of preparation and construction work.</li> <li>- Question regarding the location of the site office and details of the 24/7 contact person, should issues arise that need urgent attention.</li> </ul>	<ul style="list-style-type: none"> <li>- The cultural heritage significance of the Woolstores buildings has been fully researched and interpreted, and this is detailed in the comprehensive "Heritage Management Guidelines" prepared by EJE Heritage. All proposed works on the site and the development overall design has been guided by this research and the findings. It is noted that of particular significance is the external fabric of the building, and the attachment of lights or other elements is actively discouraged.</li> </ul> <p>However, there is opportunity and further investigations will be undertaken exploring the potential for provision of public art within and around the development site.</p> <ul style="list-style-type: none"> <li>- The appointed construction contractor will be responsible for the location of the site office, providing emergency contact details, and the preparation of days and hours of construction work.</li> </ul>