

**Thomas Cocks**

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**From:** Planning Portal - Department of Planning and Environment  
<noreply@feedback.planningportal.nsw.gov.au>  
**Sent:** Thursday, 25 August 2022 3:24 PM  
**To:** DPIE PDPS Redfern North Eveleigh Mailbox  
**Subject:** Webform submission from: Paint Shop sub-precinct rezoning proposal  
**Attachments:** cos-submission-to-dpe---paint-shop-sub-precinct---25-august-2022.pdf

Submitted on Thu, 25/08/2022 - 15:16

Submitted by: Anonymous

Submitted values are:

**Submission Type**

I am submitting on behalf of my organisation

## Name

**First name**

Julie

**Last name**

Prentice

**I would like my submission to remain confidential**

No

## Info

**Email**  
[REDACTED]**Suburb/Town & Postcode**

2000

**Please provide your view on the project**

I object to it

**Submission file**

[cos-submission-to-dpe---paint-shop-sub-precinct---25-august-2022.pdf](#)

**Submission**

Please find attached the City of Sydney's submission to the Redfern North Eveleigh Paint Shop sub precinct rezoning proposals.

**I agree to the above statement**

Yes

25 August 2022

Our Ref: X080013  
File No: 2022/425518-01

Transport for NSW  
231 Elizabeth Street, Sydney NSW 2000  
<https://www.planningportal.nsw.gov.au/paintshop>

Dear Sir/Madam

### **City of Sydney Submission on the Paint Shop Sub-Precinct rezoning proposals**

The City of Sydney (the City) welcomes the opportunity to provide a submission on Transport for NSW's (TfNSW) rezoning proposals for the Paint Shop Sub-Precinct at North Eveleigh. The City acknowledges the consultation and work to develop the proposals and makes recommendations to improve and better articulate a unique future for the precinct informed by meaningful engagement with community and stakeholders.

The City has closely reviewed the Explanation of Intended Effect (EIE), Design Guide and supporting documents and acknowledges TfNSW's intention to achieve a consolidated, substantial employment precinct, and in particular to apply Connecting with Country principles to the redevelopment and the City's design excellence requirements to all new development.

However, the City remains concerned by several issues identified in its review of the publicly exhibited materials and **objects** to the proposals in their current form. Of particular concern is that the rezoning proposals:

- seek to declare future development applications 'State Significant' and erode the benefit of incorporating the Paint Shop Sub-Precinct into Sydney LEP 2012
- result in a significant increase in residential and overall GFA for the site which exceeds the floor space in the 2008 concept approval by up to 67%, has not been justified in strategic terms and will undermine the employment priority of the innovation precinct
- are based on a local infrastructure schedule which is inadequate, was not developed in consultation with the City of Sydney as the local authority, does not address the additional infrastructure demands from the development and creates uncertainty around infrastructure funding and delivery
- do not respect the heritage significance of the site and its individual components and include additions on buildings with exceptional or high significance which impact their form, fabric, and distinctive characteristics
- include the siting of residential towers adjacent to the railway corridor which is a source of noise and vibration that will affect the amenity, health and well-being of residents in apartments adjacent to the tracks and have only been located in the most unsuitable location for more yield
- include 18-28 storey, high grade commercial towers which will not deliver the type of large floorplate, adaptable and affordable employment space required for

creative uses in the Collaboration Area

- do not meet the City's target for a minimum of 25% affordable rental housing in perpetuity on a State Significant Site in accordance with Priority L3 of the City's Local Strategic Planning Statement
- facilitate Government-led development on Gadigal land in the Aboriginal Redfern precinct and do not include a commitment to provide for a minimum of 10% of the total residential GFA for culturally appropriate Aboriginal and Torres Strait Islander affordable housing to prevent their displacement from the area.
- do not establish an appropriate night-time economy on the site or leverage the location of the site immediately adjacent to the Carriageworks arts precinct or connections to Carriageworks being prioritised.
- do not include a firm commitment to provide an active transport bridge to connect the Paint Shop Sub-Precinct to business and innovation activities in South Eveleigh (former Australian Technology Park) and communities of Darlington and Chippendale with those in Erskineville, Redfern, Waterloo, and Alexandria.

These key issues are further expanded in Appendix 1 of this letter. The City has illustrated its concerns through an indicative alternative approach for the site at Appendix 1 which delivers in the order of 112,500 sqm of floor space and balances heritage significance, high quality public domain and residential amenity with a mixed contribution towards creative industries and innovation workspace together with affordable and diverse residential floor space in the U/C Collaboration Area. The alternative scenario provides 20,256 sqm more GFA than the 92,241 sqm of development approved in the 2008 Concept Plan for the eastern precinct, which is a 21% increase, rather than the 67% increase of the exhibited proposal.

It is strongly recommended that TfNSW consider these concerns as illustrated through the alternative approach as a basis to work with the City to review the scale of the exhibited precinct plan and ensure the City's key issues are addressed. The revised rezoning proposals should be resubmitted for public consultation after the revised design is complete, and TfNSW have publicly consulted on an infrastructure contributions framework and Sub-Precinct master planning for the Paint Shop Sub-Precinct. Further detailed comments on the Explanation of Intended Effects (EIE), Design Guide and supporting documentation is included at Appendix 2 of this letter.

**The City asks for a minimum 4-week general extension for public exhibition and submissions and the facilitation of TfNSW led community workshops.** Should you wish to speak with a council officer about the above, please contact Julie Prentice, Senior Specialist Planner on [REDACTED] or at [REDACTED]

Yours sincerely



**Graham Jahn** AM LFRAIA Hon FPIA  
**Director**  
 City Planning | Development | Transport

Encl.

Appendix 1: City of Sydney Paint Shop Sub-Precinct rezoning proposals: Key issues and alternative development scenario

Appendix 2: City of Sydney Detailed Comments on Paint Shop Sub-Precinct rezoning proposals

# **Appendix 1**

**City of Sydney  
Paint Shop Sub-Precinct  
rezoning proposals: Key issues  
and alternative development scenario**

## Key issues

### **State Significant development erodes the integration into the Sydney LEP 2012**

The proposal seeks to declare future development applications 'State significant' and erode the benefit of incorporating the Paint Shop Sub-Precinct into Sydney LEP 2012 in the first place. The Sub-Precinct has been removed from the Redfern-Waterloo sites in the Eastern Harbour City SEPP but is retained as State Significant Development (SSD) in the Planning Systems SEPP with the Minister being consent authority on development with a Capital Investment Value (CIV) of over \$10m.

The City continues to demonstrate its ability to deliver large-scale, high-value and complex urban renewal projects and development applications through the Central Sydney Planning Committee (CSPC). However, the continued removal of certain developments in State Significant Precinct areas such as The Rocks, Redfern-Waterloo, Darling Harbour, Barangaroo, Walsh Bay, Central Park and Moore Park as well as hotel, education, and museum projects over a certain value from the City's planning controls results in an inconsistent planning administration.

The City consistently requests the NSW Government to enable projects to be determined by the CSPC and reintegrate the precincts into the City's planning framework to ensure consistent place-based planning outcomes. The proposed amendments to Sydney LEP 2012 to incorporate new development standards for the precinct would be completely undermined by the retention of this provision of the SEPP, given that any new development would inevitably trigger a State significant development.

**Recommendation:** The City and the CSPC should be the consent authority for all development in the Paint Shop Sub-Precinct.

### **Increase in residential and overall GFA is excessive and unjustified**

The significant increase in market residential and overall GFA for the site which exceeds the floorspace in the 2008 concept approval by 62-67% and has not been justified in strategic terms. This increase will undermine the creative and innovation precinct and will lead to significant impacts on views, heritage and public domain through excessive bulk and scale not in context with its surrounds; more traffic, public spaces lacking in sunlight with poor wind environments and people living in apartments exposed to the damaging health effects of noise and air pollution.

A genuine creative industries and innovation precinct is activated by light industrial, non-residential uses such as creative, cultural and commercial uses, which are given priority and not undermined by the need to preserve amenity for residential uses. It is understood that the target floor space to be delivered as part of the Collaboration Area is achievable without increasing the GFA of the 2008 approval for the precinct.

**Recommendation:** Review the proposals to reduce the market residential and overall GFA to align more closely to the 2008 Concept Plan Approval. The City has illustrated its concerns with an alternative development approach discussed elsewhere in this submission to use as a basis for this review.

### **Local infrastructure provision is inadequate and unclear**

Development of the Paint Shop Sub-Precinct will place additional demands on infrastructure within the local area. With the Sub-Precinct looking to accommodate up to

6,200 workers, 650 residents as well as daily visitors and tourists, it is important that the infrastructure needs arising from the development are thoroughly considered. The City is well placed to provide advice on local infrastructure needs in the area, given its strong track record in funding, delivering, and maintaining local infrastructure assets throughout the local government area.

**The local infrastructure schedule is inadequate and was not developed in consultation with the City of Sydney, despite this being a Study requirement.** The local infrastructure schedule is a list of all the infrastructure that is proposed to be delivered on site. There are no infrastructure assets on this local schedule that are owned, or proposed to be owned, by the City of Sydney as the local government authority. For numerous items, the schedule states that ownership and management will be determined through further consultation in the next development phase. The City raises significant concerns that this lack of clarity and certainty may result in infrastructure that is not genuinely local or publicly accessible in perpetuity.

The local infrastructure schedule fails to look beyond the Sub-Precinct boundaries to determine what additional infrastructure demand will arise from the development. For example:

- while 12,550 sqm of open space is proposed, this is subject to site constraints (e.g., heritage and ground level changes), and with large, paved spaces will not be able to meet broader recreational needs (such as sports fields and playgrounds). The local infrastructure schedule fails to take into account that the development will place additional pressure in the City's existing parks and does not propose to contribute to any capacity improvements to existing nearby parks like Hollis Park on Wilson Street and Victoria Park in Camperdown.
- the potential for up to 6,200 jobs to be accommodated within the sub precinct will place additional pressure on existing local road, pedestrian and cycle networks in the vicinity of the precinct. The infrastructure schedule does not identify the need to upgrade local intersections and footpaths, improve pedestrian connections and amenity and deliver sections of cycleways.

Local infrastructure needs, beyond the site boundaries, must be identified and reflected in a local infrastructure schedule developed in close consultation with the City of Sydney.

There is a lack of certainty around infrastructure funding and delivery. The EIE acknowledges that the Redfern Waterloo Authority (RWA) Contributions Plan 2006 (RWA Plan) applies to the Paint Shop Sub-Precinct, and notes that the Department of Planning and Environment is currently reviewing the Plan to determine if it should be updated or rescinded. This Plan has historically failed to provide adequate funding, appropriate infrastructure, or delivery within a reasonable time frame, which is in part due to the historic lack of governance and accountability in its implementation.

The City of Sydney Development Contributions Plan 2015 already applies to the Redfern Waterloo precinct and could provide a more contemporary means of funding and delivering current and future infrastructure for this rapidly growing precinct. If necessary, the City's 2015 Plan could be amended to incorporate new infrastructure items that reflect the evolving population's needs, including the needs of future populations of the Paint Shop Sub-Precinct. Incorporating the Redfern Waterloo precinct into a City contributions plan would provide existing and new communities with the confidence that local infrastructure will be delivered, given the City's strong commitment to timely delivery of local infrastructure.

The RWA Contributions Plan does not envisage the scale of development proposed in the Paint Shop Sub-Precinct and should be rescinded as a matter of urgency and replaced with a City of Sydney development contributions plan which applies throughout the RWA area, including the Paint Shop Sub-Precinct.

If the development of the Paint Shop Sub-Precinct proceeds as State Significant Development (SSD), it is unclear whether local contributions will apply to all SSD applications submitted. This is important to provide the City with certainty for the funding of local infrastructure. The City would not support any requests for offsets from local contributions for infrastructure provided as Works-In-Kind that it does not consider to be local (such as the infrastructure listed on the current version of the local infrastructure list) or on City-owned/controlled land.

### **Recommendations:**

- That local infrastructure needs beyond the site boundaries be identified and reflected in a local infrastructure schedule developed in close consultation with the City of Sydney.
- To provide certainty for local infrastructure funding and delivery:
  - that the RWA Contributions Plan be rescinded as a matter of urgency and replaced with a City of Sydney development contributions plan which applies throughout the RWA area, including to the Paint Shop Sub-Precinct; and
  - that confirmation be provided that local contributions will apply to future SSD applications in the Paint Shop Sub-Precinct.

### **The proposals do not respect exceptional heritage significance**

The proposals do not adequately respect the heritage significance or unique potential of the site and its individual components and include built extensions on buildings such as the Paint Shop and on the Fan of Tracks identified as having exceptional or high significance which impact their form, fabric and distinctive characteristics and diminish the heritage significance of the entire site.

The Eveleigh Railway Workshops are of state significance. The Carriage Workshops, Paint Shop, Chief Mechanical Engineers Office and Traverser No.1 are graded as exceptional, and the Fan of Tracks graded as exceptional and high. The Scientific Services Building No.1, Blacksmiths Workshop, Telecommunications Equipment Centre, Paint Shop Extension/Suburban Car Workshop and brick retaining wall along Wilson Street are also graded as high significance.

According to the *Eveleigh Railway Workshops - Overarching Conservation Management Plan*, the exceptional heritage significance of the complex of railway workshops is linked to its major contribution to the establishment, operation and growth of the NSW railways, which was essential to the growth and development of NSW from the late nineteenth century onwards. Further, the Workshops complex is significant as a rare remaining example of a relatively intact, large-scale nineteenth century railway workshops that retains unity of character as well as continued links to railway operations for over one hundred years to this day. This significance is linked to the evidence that the system provides for the maintenance and manufacture of rolling stock and engines.

According to standard heritage practice, places of exceptional and high significance should be conserved (including preservation, restoration, reconstruction in accordance

with the Burra Charter), and if adaptation is necessary for the continued use of the item, minimise changes, do not remove or obscure significant fabric. Furthermore, any proposed changes should be reversible.

The *Redfern North Eveleigh Precinct Renewal Project: Non-Aboriginal Heritage Study & SOHI—Paint Shop Sub-Precinct*, by Curio Projects (2022) confirms that buildings/site elements of exceptional or high heritage significance should be retained on site and in their original location. It notes opportunities for sensitive modifications as appropriate to the form, history, and significance of each individual item. This report also notes that any future works to these heritage items should retain their dominant form, layout, and significant fabric. It is best suited to creative industries use.

**Recommendation:** That buildings and spaces on the site of exceptional and high heritage significance are retained, free from development. An alternative development approach which seeks to minimise built form interventions to the heritage items is proposed for consideration and discussed elsewhere in this submission. Further consideration should be given to the retention of all or at least significantly more of the Paint Shop Extension/Suburban Car Workshops and appropriate adaptive reuse for creative industries or creative education use.

### **Proposed height, floor space and siting of development should be reconsidered**

The heights, floor space and built form must be reconsidered to ensure better public space and the health and well-being for future workers, visitors, and residents of the precinct. As discussed elsewhere in this submission, the City does not support the public space layout or the proposed land use distribution including a large proportion of residential floor space as it fails to prioritise uses that contribute to the innovation corridor and results in an inferior public space outcome.

The siting of residential towers adjacent to the railway corridor will create noise and vibration impacts that will affect the amenity, health, and wellbeing of residents in apartments adjacent to the rail tracks. The City has consistently advised that residential, habitable rooms and other sensitive uses should be located away from the tracks and non-residential uses which are better placed to absorb sound and activity be located adjacent to the railway corridor.

**Recommendation:** That residential development be relocated away from the rail corridor to establish good amenity and promote the health and wellbeing of future residents. An alternative development approach which locates the residential development away from the railway corridor on the northern edge of the site in areas of good amenity on Wilson Street is proposed for consideration and discussed elsewhere in this submission.

### **Employment space does not meet the needs of the innovation precinct**

The proposed 18-28 storey, high grade commercial towers will not deliver the type of creative workspace required in the innovation precinct. The precinct will need to attract deep tech, innovation and start up uses, which will require flexible offices, prototyping workshops, laboratories, or clean rooms to serve the Medtech, Health, Space, Food and Agriculture, Environment and Energy, and Intelligent Industry sectors. The heritage Paint Shop is suited to a wide range of creative uses such as film, video and gaming production.

The character and nature of creation and innovation floor space is different to commercial space and should include robust, easy to build, large floorplate, warehouse



style construction, which is very compatible with industrial character of the site, is cheaper to build and more affordable to occupy. The site is within the Eveleigh node of the innovation precinct which has an opportunity to support the growth in higher education, research, and creative industries. This is distinct, yet complementary, to the focus on technology and media in the Central node and Bio-med in the Camperdown node. The commercial spaces proposed do not support the unique contribution of the Eveleigh node to the innovation corridor.

The provision of standard/high grade commercial space in the precinct does not reflect the specific needs of the precinct for affordable, adaptable, and flexible workspace and may instead, as indicated in the supporting Economic Productivity and Job Creation report, establish an oversupply of the type of commercial space which exists in the CBD. It also does not capitalise on the unique colocation with the established Carriageworks.

**Recommendation:** Provide non-residential workspace which is adaptable for the innovation precinct. An alternative development scenario which proposes large floor plate buildings which will better respond to the need for robust, adaptable and easy to build warehouse space is proposed for consideration and discussed elsewhere in this submission.

### **Affordable housing provision is not adequate for a State Significant site**

The proposals do not meet the City's target for a minimum of 25% affordable rental housing in perpetuity on a State Significant Site in accordance with Priority L3 of the City's Local Strategic Planning Statement. At a minimum, the affordable housing provision must be increased in line with any increase in density over and above the 2008 Concept Plan approval. Currently, the proposed is for 15% affordable (including social) which should be further increased by 10% due to the nature of the proposed uses.

In addition, the planning framework should include a requirement for 15% diverse housing for student housing, and co-living houses and mixed tenure housing to accommodate creative/live work opportunities.

The affordable housing should be the subject of a planning agreement to deliver housing on-site, or otherwise a contribution should be paid in accordance with the City of Sydney affordable housing program. A monetary contribution to the RWA program is not acceptable as there is no plan for distribution of the funds the program it already contains.

**Recommendation:** Include in the planning controls a requirement for 25% on site affordable rental housing in perpetuity and in addition 15% diverse housing for student housing, co-living and mixed-use tenure housing to accommodate creative/live/work opportunities.

### **Absence of provision for Aboriginal Housing**

The proposals for NSW Government-led housing development on Gadigal land in the Aboriginal Redfern precinct do not include a commitment to provide for a minimum of 10% of the total residential GFA for culturally appropriate Aboriginal and Torres Strait Islander affordable housing to prevent their displacement from the area.

The absence of this commitment is inconsistent with the objectives of applying Connecting with Country principles to the Paint Shop Sub-Precinct. It is not sufficient or appropriate (as stated in the supporting Planning Report) for the provision of

Aboriginal housing to be addressed in the future tenancing of residential buildings on the site, because this provides no certainty to the City or its community that this will be provided in individual development proposals. The design guide is to address the provision of Aboriginal housing, similar to the Design Guides prepared for NSW Government sites at Waterloo Estate (South) and 600-660 Elizabeth Street, Redfern. Firm commitments and implementation plans must be established alongside the planning controls and the affordable housing requirement for the entire site.

**Recommendation:** Firm commitments and implementation plans for the provision of 10% of the total residential GFA for culturally appropriate Aboriginal and Torres Strait Islander affordable housing must be established alongside the planning controls and the affordable housing requirement for the entire site.

### **Absence of a commitment to provide an active transport connection over the rail corridor**

There is no commitment to provide a pedestrian/cycle bridge to connect the Paint Shop Sub-Precinct to business and innovation activities in South Eveleigh (former Australian Technology Park) and the communities of Darlington and Chippendale with those in Erskineville, Redfern, Waterloo, and Alexandria.

As expressed by the Lord Mayor in her letter to the Minister for Transport and Roads on 10 November 2021, the City wishes to collaborate with TfNSW, key stakeholders and communities to provide this essential pedestrian and cycling connection across the rail line. We also need to heal the scar of the railway which has divided suburbs.

The NSW Government recognised the need for a crossing in the Tech Central Place Based Transport Strategy to better connect the Royal Prince Alfred precinct and University of Sydney to Eveleigh, Redfern and Waterloo and committed to investigating the crossing (Priority 1.4). The Redfern North Eveleigh proposal is the obvious opportunity for the investigation as connecting the proposed innovation uses in the Paint Shop Sub-Precinct to business and innovation activities in South Eveleigh support the innovation precinct. Without this over bridge, there is a physical disconnect between the Paint Shop Sub-Precinct and the remainder of the innovation precinct.

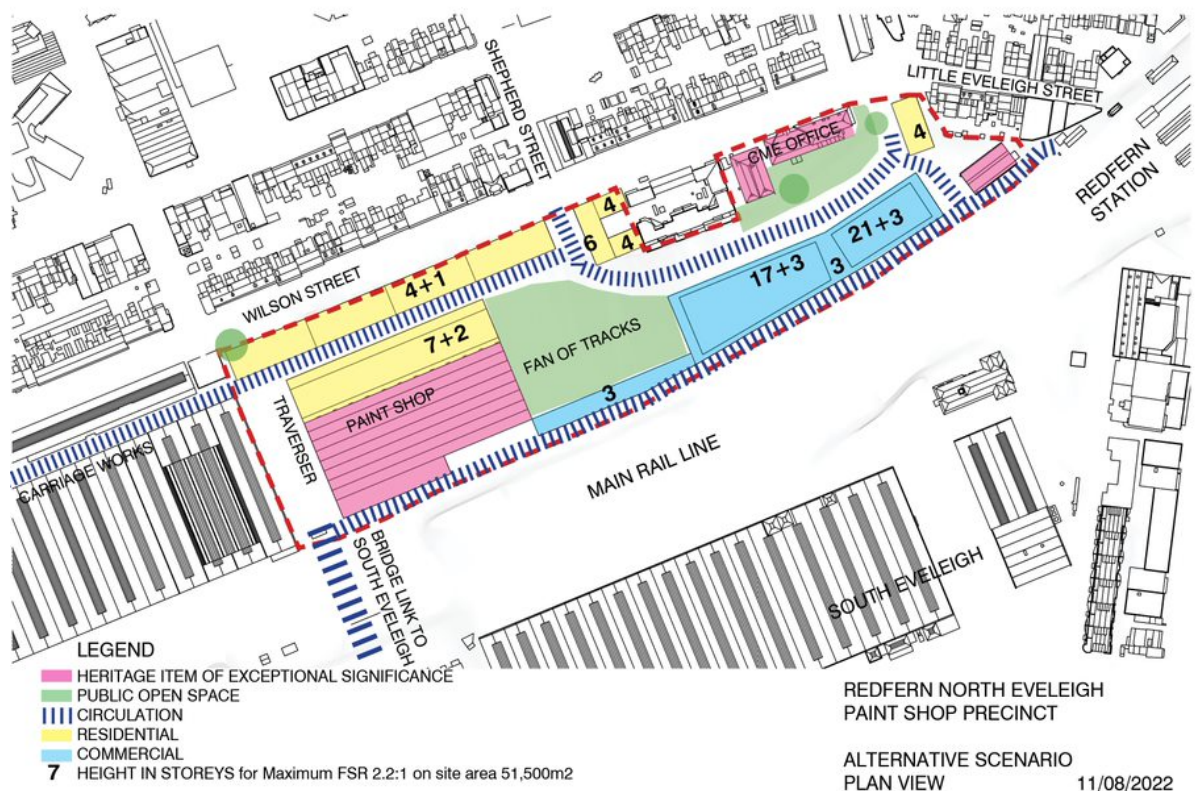
**Recommendation:** Include a firm commitment and implementation plan for the construction of a pedestrian/cycle bridge to business and innovation activities in South Eveleigh (former Australian Technology Park) and the communities of Darlington and Chippendale with those in Erskineville, Redfern, Waterloo, and Alexandria.

## Alternative Development Approach

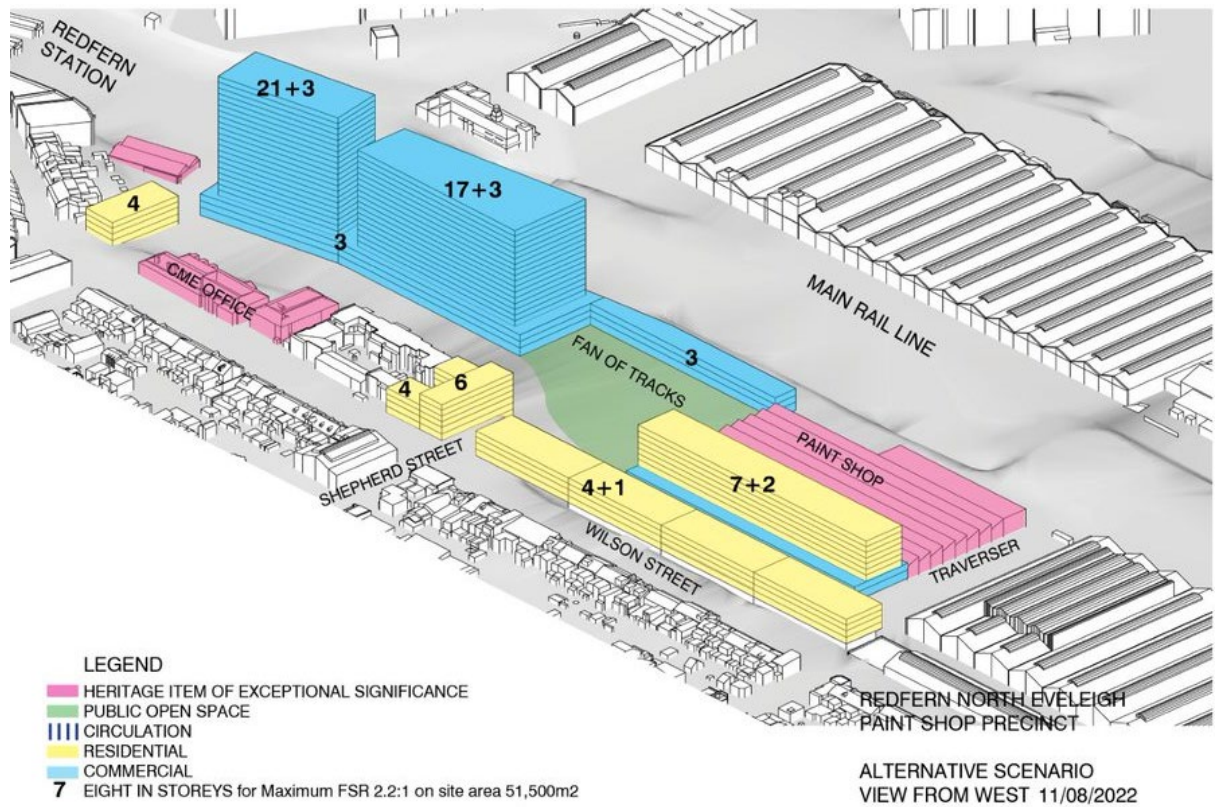
To illustrate a solution to our objections and concerns, the City has developed an alternative development approach for the site shown in Figures 1-3 below which will achieve improved design, built form and amenity outcomes while providing approximately 112,500 sqm of non-residential and residential floor space on the site. The alternative scenario achieves the FSR of 2:1 as currently included in the SEPP (Precincts – Eastern Harbour City) 2021 with an additional 10% for design excellence.

This alternative approach is based on a layout which respects key heritage buildings on the site and establishes the Fan of Tracks as a central open space and is compatible and integrated with the Carriageworks. It locates residential development away from the railway corridor in an area of good amenity on Wilson Street and places non-residential development, which is more able to absorb impacts, alongside the rail corridor.

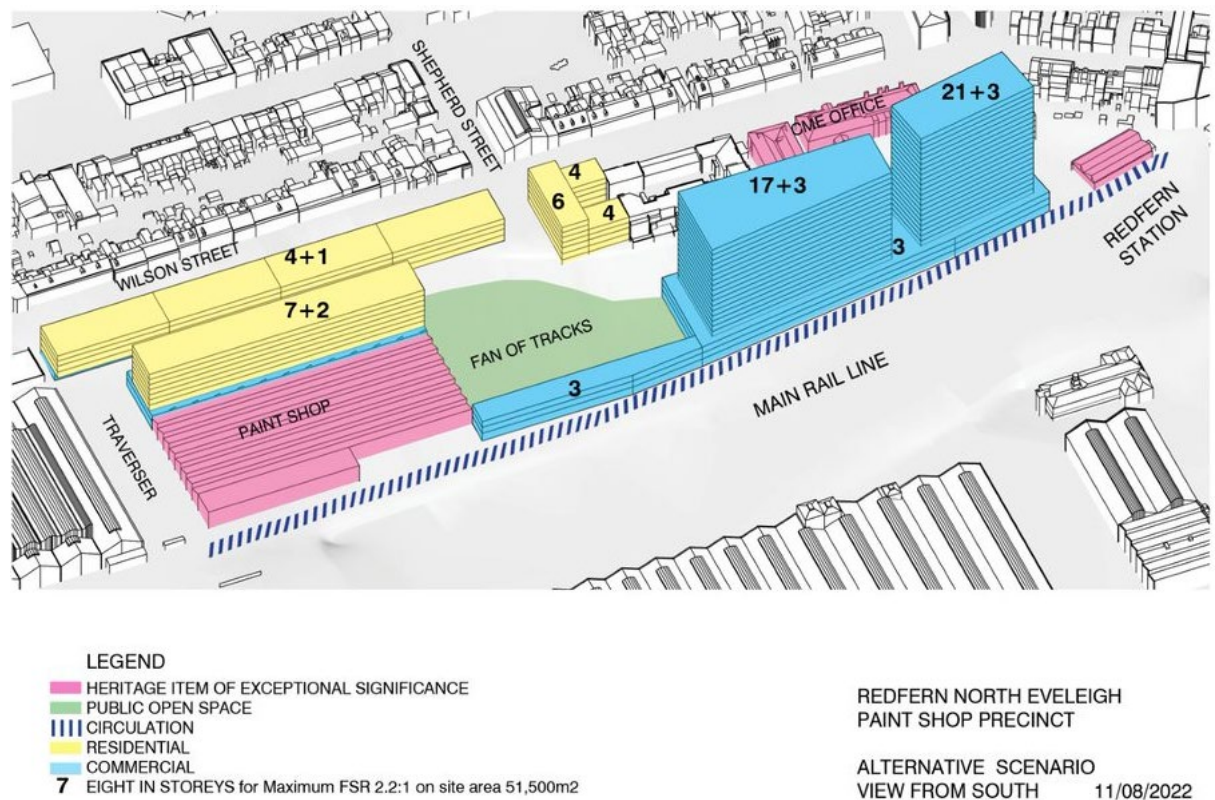
**Figure 1 Alternative development approach – site layout**



**Figure 2 Alternative development approach – massing diagram – view from west**



**Figure 3 Alternative development approach – massing diagram – view from south**



The alternative approach:

- Provides 112,500 sqm of non-residential floor space for innovation and creative uses and residential GFA and a FSR of 2.2:1 (including 10% design excellence):
- Retains:
  - the Paint Shop, the Traverser and Chief Mechanical Engineer's (CME) Office, Scientific Services Building and Telecommunications Building identified in the CMP which have exceptional and high heritage significance and should be free from built additions
  - The Fan of Tracks establishing it as primary public space which complies with the City's solar access requirements and is free from development
  - a second area of public space south of CME building
  - trees of high significance at Wilson Street, east of CME building at Little Eveleigh Street, and south of CME building
- Provides 32,000 sqm of residential floor space on the northern edge of the site in areas of good amenity, in buildings ranging from 4-9 storeys (including one or two storey podiums). This will provide opportunities for:
  - open market housing on Wilson Street and Little Eveleigh Street to complete Wilson Street, and
  - rental student and diverse housing (13,000sqm) above the Suburban Car Workshop
- Provides 80,500 sqm of non-residential floor space adjacent to the rail corridor
  - in large 20 and 24 storey footprint buildings including a three-storey podium accessible from Redfern station, and
  - three storey commercial buildings to provide a noise and visual screen for the public open space located on the Fan of Tracks
- Creates movement through:
  - a share way connecting to Carriageworks with retail and workshops located beneath the residential along Wilson Street and podium to residential adjacent to Paint Shop
  - an east-west share way with commercial/retail character between Carriageworks site
  - an east-west share way near the Chief Mechanical Engineers Office with landscape character
  - an east-west continuous path alongside rail tracks

The alternative development approach will deliver 20,256 sqm more GFA than the 92,241sqm of development approved in the 2008 Concept Plan for the eastern precinct. This is a 21% increase rather than the 67% increase in the exhibited proposal. The scenario balances heritage significance, high quality public domain and residential amenity, with a significant contribution towards commercial, in a range of more suitable spaces, and residential floor space in the innovation precinct.

The City strongly recommends that TfNSW consider this approach as a basis to work with the City to review the scale of the exhibited precinct plan and ensure the City's key issues are addressed. The rezoning proposals should be resubmitted for public consultation after the revised design is complete, and the TfNSW have publicly consulted on an infrastructure contributions framework and Sub-Precinct master planning for the Paint Shop Sub-Precinct.

## **Appendix 2**

**City of Sydney  
Detailed comments on  
Paint Shop Sub-Precinct  
rezoning proposals**

## Detailed comments on the Design Guide and supporting documentation

The City makes the following recommendations for change to the planning proposal and the draft design guide prior to making the new planning controls for the Paint Shop Sub-Precinct.

### Connecting with Country

- (1) The City of Sydney supports a Connecting with Country approach to the project. This should include:
  - Implementing the Government Architect's draft Connecting with Country framework and its principles in all stages of the project. In particular, noting the need for the project to deliver ongoing benefits for First Nations communities.
  - Highlighting the importance of purposeful and coordinated engagement that is connected to outcomes and builds on previous conversations with community members.
  - Establishing a governance process to ensure the Connecting with Country principles, and the perspectives and needs of First Nations people, are present and embedded throughout the lifecycle of the project from planning to operation. This may include establishing a centralised / precinct engagement approach that avoids duplicated conversations with First Nations people but rather builds a respectful and informed relationship between Government and community. This approach seeks to avoid the burden on community of ineffective and disconnected engagement and a lack of accountability that may result if individual developments consult community for each DA.
- (2) TfNSW work with Aboriginal and Torres Strait Islander communities to develop a model for implementing Connecting with Country principles consistently across the full range of NSW Transport redevelopment projects.
- (3) Amend the planning framework to address:
  - How the Connecting with Country principles will be implemented and applied on the Redfern/Eveleigh site throughout the lifecycles of development. The Design Guide should address how the principles will be integrated from the initial concept design through development applications, construction, availability of space for Aboriginal communities and programs to care for country, activate spaces and involve communities in the place.
  - How the Redfern/Eveleigh proposals will 'close the loop' by sharing cultural knowledge and information collected through the Connecting with Country work with members of the local community
  - How the project will provide economic benefits to Aboriginal communities, including opportunities for Aboriginal businesses and employment opportunities, housing and spaces for cultural practice.
  - How the project can contribute benefits to Aboriginal control organisations in the surrounding areas, including investment in programs, services, and facilities.
- (2) The design guide is to address the provision of 10% of the total residential GFA for



dedicated Aboriginal and Torres Strait Islander affordable housing, similar to the Design Guides prepared for NSW Government sites at Waterloo Estate (South) and 600-660 Elizabeth Street, Redfern. Firm commitments and implementation plans must be embedded in established alongside the planning controls in line with and the affordable housing requirement for the entire site. The Design Guide and objectives and provisions should address the need to provide culturally appropriate housing on-site in accordance with the City of Sydney's affordable housing program.

- (3) Amend section 2.3 'Principles' of the Design Guide to include explicit mention of the Connecting with Country approaches, the significance of Aboriginal Redfern and the need to maximise the presence, visibility and celebration of First Nations organisations, businesses and cultures. A principle should also seek to reflect the rich social, cultural and civic rights history of Aboriginal Redfern alongside pre-1788 local Aboriginal histories.
- (4) Include in section 4.1 objectives and provisions to address the retention and enhancement of the presence and visibility of Aboriginal and Torres Strait Islander businesses and organisations. Provisions should encourage sites with services, businesses or dwellings that are important to Aboriginal and Torres Strait Islander communities to remain in the precinct during and after construction.
- (5) Amend section 4.1, provision 2(d) of the Design Guide to identify that architecture and landscaping are ways through which Aboriginal living cultures may be expressed and require acknowledgment of indigenous cultural and intellectual property rights to protect indigenous traditional arts and culture.
- (6) Include in section 4.1 of the Design Guide of Aboriginal heritage, a provision which ensures that development reflects the Aboriginal, pre-colonial heritage of the local area and surrounds, and acknowledges Country through design, landscaping, on-structure planting and/or public art which overrides non-Indigenous heritage to the extent of any inconsistency.
- (7) Include in section 4.1, provision 4(a) of the Design Guide, which addresses targeted engagement, the aim of ameliorating or reducing impacts on existing or recent spaces or activities on the site that are important for Aboriginal communities.
- (8) Include in section 4.2.3 'Public Art' of the Design Guide an explicit objective to promote the visibility of Aboriginal and Torres Strait Islander communities through public art, including on corner sites at major intersections.

### **Public domain**

- (9) Clarify the ownership and management of the proposed public open spaces provided in the EIE and section 4.2.1 'Public Domain' of the Design Guide. If the public open space is to be transferred to the City of Sydney, consultation with the City is required to determine the most appropriate open space proposition for this site. Identify how public access and use of the public open space will be secured and remain for future generations.
- (10) Revise the typology of the proposed public open spaces to provide for more active recreation and canopy cover and provide for the range of needs for a population of over 6,000 workers who will use the space. As proposed, the majority of the public space is located in heritage spaces and will be paved and utilised for public events rather than recreation and canopy cover.

- (11) Rather than the provision of separate public spaces with limited useable area, the City recommends the concentration of the public space in the precinct into a central large park to provide the opportunity for built form and streets to face the park and maximise solar access in mid-winter. The fan of tracks, with exceptional heritage significance should be the location and design of the central park or plaza and should be free from built development. The park should be screened from the railway corridor to reduce noise and visual impact.
- (12) Revise the requirement in section 4.2.1 'Public Domain' of the Design Guide requiring a public domain plan only when a DA for an area greater than 5000sqm is proposed and to not apply public domain concept plan requirements to building E1 if it is the first to be developed. This will undermine a strategic approach to the site and result in an incremental approach and poor amenity outcomes. The relationship of the public space to other future built form elements on the site must be considered and established prior to any redevelopment of the site in a concept public domain plan approved prior to the commencement of any design competitions.
- (13) Amend the proposals in section 4.2.1 'Public Domain' of the Design Guide to include more detail on canopy and green cover provisions and deep soil planting. The design guide splits the site into the primary and secondary greening zones. When averaged out across both zones, the precinct in total falls below the City's minimum targets.
- (14) Amend the proposals in section 4.2.1 'Public Domain' of the Design Guide to ensure that a high level of solar amenity for all public space is achieved in public open space on the site. Development around the lower plaza should enable 50% of its total area to receive a minimum of 4 hours sunlight between 9am and 3pm on 21 June and be consistent with the rest of the public domain. Solar access should not be moderated so that a desired floor space yield can be achieved.
- (15) Amend the proposals in section 4.2.1 'Public Domain' of the Design Guide to refer to street furniture and fixtures (bins/ wayfinding/ seat etc) as amenity and not embellishment (See Table 1: Publicly accessible open space characteristics).
- (16) Amend section 4.2.2.1 (b) of the Design Guide refer to the City's Sydney Streets Code and not Streets Design Code.
- (17) Amend section 4.2.2.1(e) of the Design Guide to more strongly state that public domain works must incorporate underground utilities within the street reservation as agreed with the consent authority and in a manner that does not impede consistent street tree planting, provision of requisite soil volumes and any associated drainage requirements. The proposed wording "facilitates street tree planting" is not strong enough.
- (18) Amend section 4.4.8 (9) of the Design Guide to state that all Hostile Vehicle Mitigation and target hardening measures need to be designed and integrated into the landscape or located within the building envelope. Given the pedestrian priority of the public domain concept, a sea of anti-vehicular bollards or crash barriers is not an appropriate solution and will only clutter the public domain and impact permeability.

## **Transport**

- (19) Retain the proposed 10% car mode share in section 2.5.8 'Car Parking' of the EIE which is much more ambitious than the 40% previously adopted by the previously approved 2008 Concept Plan.

- (20) Retain and apply the car parking rates in section 2.5.8 'Car Parking' of the EIE to the final balance of residential and commercial GFA, which have been reduced from the 2008 Concept Plan.
- (21) Retain the proposed bicycle parking rates of 1 per 10 dwellings and 1 per 400sqm of GFA in section 4.5.4.6 'Bike Parking and End of Trip Facilities' of the Design Guide and include the AS class of the bike parking. Residents and employees should be a class B lockable room or caged area. Customers/visitors should be class C bicycle racks.
- (22) Amend section 4.5.5 'Ecologically Sustainable Development' of the Design Guide to increase the provision of EV charging equipment from a minimum of 25% of non-residential car parking spaces to 50%. 15-25% of visitor parking should be fitted with Level 2 chargers or higher. All car share bays should be fitted with Level 2 chargers or higher and all charging infrastructure should be provided in off-street bays.
- (23) Amend section 4.5.4.7 'Service and Emergency Vehicles' of the Design Guide to provide the opportunity for a shared basement to minimise the impact of freight traffic within the precinct similar to the arrangements at Barangaroo South.
- (24) Amend section 4.5.4.2 'Vehicular Parking' to ensure that the 66 on-street parking spaces are mostly short-stay bays to encourage turn over and allow building maintenance or other servicing that requires on-street use. The proposals to provide 20 spaces to adjacent residents (including one accessible and one shared vehicle space) to offset the impacts of removing the surface car park is supported.
- (25) Ensure that the connection between Redfern Station and Sydney University is as direct, legible and intuitive as possible to encourage people making that journey to walk through the precinct. By preserving sight lines should be preserved and straightening the dog leg alignment between the Telecom Building and P2 building.
- (26) Revise the primary shared route to indicate that it is a 'primary walking route'. This is required because it includes three sets of stairs west of the exit from the southern concourse of Redfern Station which are incompatible with a cycling route, and the primary cycling access to the precinct from the east would likely be via the Ivy Lane shared zone.
- (27) Retain Ivy Lane as a shared zone but given the constraints at the intersection with Lawson Street design it to restrict vehicle movements so that it only allows for a small number of vehicles to exit, with the main vehicle exit point from Shepherd Street.
- (28) Refer to the shared street where the travel lane is used by cars and people cycling, with a separate space for people walking separated by landscaping as a 'quite way'. These should be renamed because shared zones refer to streets where people walking and cycling both mix with vehicles. The City's public domain team should be involved early in the design process to ensure that the appropriate design treatments are used to indicate that the space is shared.
- (29) Use TfNSW's Walking Space Guide to determine the appropriate footpath width in the east-west shared zone indicated in Figure 13 of the Design Guide. This zone is proposed for a 3m and 3.5m wide footpath for a flex-zone which could attract up to 2,750 people walking in the morning peak hour and which will need to be allocated more space accordingly, noting that outdoor dining does not count towards clear

width.

- (30) The City reserves the right to comment on traffic impacts once the modelling is made available at Response to Submissions stage.

### **Land use and the innovation precinct**

- (31) Update the masterplan for the Paint Shop, Carriageworks and the Clothing Store to indicate the scale of development and relationship between land uses. There is no evidence of due consideration being given to how the three precincts interact with complementary uses, without conflicting uses.
- (32) Update the Population and Demographics report and the demographic calculation and estimates which is based on ABS2016 Census data and the City's 2017 FES data to reflect the 2021 Census data which has had a significant impact on the City's population and demography, especially in areas with high student populations, such as Redfern/Eveleigh.
- (33) Include in the Economic Productivity and Job Creation report a more thorough market analysis of the supply of commercial floor space in relation to the rest of the Tech Central precinct to further interrogate whether the new commercial space can be absorbed by demand and the conclusion in the Economic Productivity and Job Creation report that there is an over-supply.
- (34) Amend the proposals to demonstrate the economic productivity of the site and how they will genuinely contribute to the Tech Central precinct and provide direct linkage between the provision of creative spaces and collaboration spaces to enable and encourage that 'innovation' to occur. The proposals should include an objective to encourage and incentivise affordable workspaces to attract early stage companies and identify how spaces will attract the 'over-flow' of start-up ecosystem or accelerator or scale-ups – bringing them together to see the potential growth of the multi-layered tech ecosystem.

### **Night-time economy**

- (35) Amend section 4.5.10 'Late Night Trading' of the Design Guide which currently applies late night trading hours of a local centre and apply City Living trading hours (extended hours up to 5am) which are more appropriate to the Tech Central Sub-Precinct and essential to attract global tech talent.
- (36) Knowledge workers in the global economy can because of their skills, locate anywhere in the world and tend to pick liveable, creative, and quality places with close proximity to other knowledge-based workers and a range of amenities including a vibrant night-time economy.
- (37) The Paint Shop precinct located immediately adjacent to a noisy railway corridor and the Carriageworks performing arts precinct, provides a valuable opportunity to establish a City Living late night trading area, where the impacts of activity can be absorbed, and further late-night venues and performance facilities established.
- (38) Residential development on the site should be located to remove or reduce the potential conflict with desirable land uses that promote activity and the night-time economy. Both residential and commercial buildings should be constructed to mitigate the effects of noise from late night activity. Given that this site is one of the last brownfield opportunities in the City to establish a genuine activated employment

and night-time precinct, the need to preserve residential amenity should not provide a basis to justify earlier trading hours up to midnight.

- (39) Note that as drafted, the Design Guide indicates that the local centre includes extended hours until 2am if there is egress and entry to the venue from a main street, however these extended hours cannot be achieved because there is no main street identified on the site.

### **Social, cultural and creative**

- (40) Expand the creativity priority of the precinct beyond public domain interventions to include creative and cultural activities and space. The precinct presents an opportunity to deliver space for a self-sustaining mixed-use creative (community) lands trust that again leverages the activities of surrounding institutions such as Carriageworks and Sydney University. The City could assist TfNSW through its investigations into Creative Lands Trusts.
- (41) Subject to consultation with the City, the infrastructure provision should consider the urgent need for additional cultural production floor space in Sydney and the exceptional opportunity to provide targeted infrastructure in an existing arts precinct to support a thriving creative and innovation cluster and deliver cultural facilities, creative production, light industrial and innovation space.
- (42) Ensure that the residential component of the proposals does not undermine the opportunity to include facilities that create synergies with the existing uses on the Clothing Store and Carriageworks, a significant, major performing arts facility in Sydney. The operations of Carriageworks are already heavily impacted by the proximity of residential neighbours and an increased residential population could risk its and the future of the precinct as a fit-for-purpose arts and entertainment destination.
- (43) Indicate how the proposed 1,000sqm integrated community space with a focus on delivery for and with the Aboriginal and Torres Strait Islander community will interact with and support the functions of nearby First Nation spaces and services such as Redfern Community Central NCIE, future community facilities in Waterloo Estate (South) development and 119 Redfern Street.
- (44) The City has not identified the need for a library link in this location. Consultation with the City is required before establishing planning provisions (such as 4.3(13)) that guide the use and design of potential local infrastructure. Insufficient information has been provided about the need for community pavilions in addition to the current covered market area at Carriageworks and the proposed diverse and flexible spaces, including the intended use of these rooms for example whether they will be for hire at affordable rates for local community, larger international conferences or meetings, creative practice etc.
- (45) Amend provision 11 of section 4.3 of the Design Guide to include a changing places bathroom in the accessible amenity block for people with disability.
- (46) Amend Table 2 'Minimum and Maximum Floor to Floor heights' of section 4.4.2 "Building heights and podium street wall heights' of the Design Guide to increase to include a ground level minimum floor to floor height for community facilities, cultural and creative uses of 4.5m.

### **Design Excellence**

- (47) Amend provision 1 of section 4.5.1 'Design Excellence Process' to reference to the Government Architect's NSW (GANSW) competition policy and acknowledge that all competitive design processes in Redfern/North Everleigh precinct should be undertaken in accordance with the City of Sydney Competitive Design Policy in the Sydney LEP 2012. The City does not support any provision which provides an exception to the requirement for a competitive design process on every building in the Sub-Precinct.
- (48) Review section 4.5.1 of the Design Guide to replace all references to 'demonstrates design excellence' to 'exhibits' to be consistent with the wording in the 6.21 of the Sydney LEP 2012. Further, ensure that the 'design excellence process' and the design excellence strategy' described in the EIE and the Planning Report are consistent.
- (49) Review section 4.5.1 of the Design Guide to provide an incentive for design competitions to be undertaken. Currently the proposals state that an additional 10% of floor space or height is not permitted as a result of a competitive process because this increase is built into the planning controls. To better incentivise this process, it is recommended that the proposed height and floor space of buildings be comprehensively reviewed and reduced by 10% and that this proportion be subject to award through a competitive design process.
- (50) Review provision 2(b) of section 4.5.1 of the Design Guide to clearly reflect the GANSW competition policy. Regarding the nomination of an Aboriginal panel member to the jury, the provisions should include who is responsible for nominating this member.
- (51) Include a new provision in section 4.5.1 of the Design Guide to allow for observers of the competition and design integrity process to ensure the design competition has been followed appropriately and fairly.
- (52) Include in provision 3 of section 4.5.1 of the Design Guide further details regarding competitions for pavilions, for example the jury number and composition, number of competitors etc. It is unclear whether the design excellence strategy (apart from competition type) is intended to apply to pavilions.
- (53) Clarify in provision 3 of section 4.5.1 of the Design Guide whether height increases for pavilions in the public domain, which are required to undergo design competitions and are subject to a 3m height limit, would be pursued through the typical design excellence bonus pathway or via a clause 4.6 justification.
- (54) Amend section 4.5.1 of the Design Guide to ensure that design competitions will include the design of parks, open space, and public domain.

### **Ecologically Sustainable Development**

- (55) Amend the objective (a) of section 4.5.5 'Ecologically Sustainable Development' of the Design Guide to include a reference to resilience to the effects of climate change. The NSW Government has clarified that the net zero by 2050 target is not aspirational so the word aspirational should be removed.
- (56) Amend provision 1(e) of section 4.5.5 of the Design Guide relating to the target reduction of embodied energy emissions to include the base case against which these reductions are to be measured.

- (57) Amend provision 1(a) of section 4.5.5 of the Design Guide outlining the ESD targets for specific development to include a minimum requirement for offices, retail and hotels to be consistent with the City's publicly exhibited Planning Proposal and Draft DCP for Net Zero Energy Buildings.
- (58) Amend section 4.5.5 the Design Guide to include a BASIX+ standard for residential development. It is appropriate to set higher BASIX targets in a site-specific proposal where development potential is being increased. 10 points higher than minimum requirements for BASIX Energy, and 5 points higher than minimum for BASIX Water are appropriate for urban renewal sites.
- (59) Amend the 100% renewable energy requirement in provision 2 of section 4.5.5 of the Design Guide to include more detail and require that all development is to have net zero emissions from energy use. This means that development consumes no more total energy, including electricity, natural gas and thermal energy, other than is provided by:
- (i) renewable energy generated on-site, and
  - (ii) renewable energy procured from off-site sources for a period of at least 5 years

Fuels used for emergency back-up generation are excluded.

It should be noted that for office premises and retail premises, relevant energy use is the base building. For hotel or motel accommodation, energy use is for the whole building. Further that renewable energy procured from off-site sources may be demonstrated by GreenPower certified power plans, power purchase agreements with renewable energy generators or retiring large-scale generation certificates, with an appropriate provision to oversupply to offset total forecast non-electrical energy use (including natural gas).

- (60) Amend Table 7 'Sustainability Design Strategies' of the Design Guide which states that future scenarios for a decentralised water utility should not be precluded, to state that at the DA Stage, an assessment of the feasibility of utilising recycled water within the development, either through in-site treatment or connection to a nearby water recycling scheme should be conducted.
- (61) Amend section 4.5.8.4 'Water Re-use' of the Design Guide to include a commitment to establishing a recycled water network, with dual reticulation in residential apartments and commercial tenancies.

### **Landscape and green infrastructure**

- (62) Review Figure 17 and provision 14 of section 4.5.6 'Landscape Framework/Green Infrastructure' of the Design guide to reduce awnings or increase setbacks on Wilson Street to ensure that there is sufficient allowance for tree planting between cycleway and building line on laneways and through site links. A unique tree planting may be required in these locations.
- (63) Review the Public Domain section to align with the Green Infrastructure section to ensure the recommended canopy outcomes are achieved.
- (64) Review section 4.5.6 of the Design Guide to reference the overall canopy and greening targets for the site identified in the Green Infrastructure Study 40% green cover and 24% tree canopy cover.

- (65) The canopy and green cover targets for Private Property are not mentioned in the '4.4.7. Landscaping and Open Space in the Private Domain'. The proposed targets in Table 8 for the North-East is 15% Canopy, 30% Greening and South-West is 5% Canopy and 30% Greening. Previous advice from the City has advised that 15% is low and should be increased to 25% in the northern section and 10% in the southern section.
- (66) Amend section 4.5.6 and 4.4.7 of the Design Guide to include the 50% target for green roofs and podium level planting as part of the Private Property targets.
- (67) Recommend that further consideration in detailed design is undertaken for tree planting in new streets and adjacent new buildings, while still allowing for the heritage views and curtilages to be maintained.
- (68) Review Appendix 2 of the Design Guide relating to species selection as follows:
- Update the reference to this Appendix in Provision 5 of the Landscape Framework/Green Infrastructure section (incorrectly references Appendix 1, the significant tree register)
  - Remove *Melaleuca quinquinervia*, *Lophostemon confertus* and *Platanus acerifolius* from the Species List at this stage due to over-representation in the LGA.
  - Note that the City is developing a Tree Species list which deals with future climate resiliency and that final species selection for the precinct is confirmed at a detailed design phase.
  - Note the provision 6 targets related to diversity are a guide for the whole LGA rather than project specific. Confirm that no more than 40% of one family should be used. Individual species may be more than 10% on a site but need careful consideration based on species suitability to the site and any other issues that may impact its long-term ability to thrive on the site.
  - Note that Provision 7 should not be requiring a mix of three different botanic families in each street.
- (69) Amend section 4.5.8 'Water Quality, Flooding and Stormwater' of the Design Guide to recommend that the requirement for collection and storage of water for irrigation is explicitly included. To deliver on the proposed landscape outcomes and meet the target of 100% non-potable water use for irrigation, storage of adequate water will be required.

## **Waste**

- (70) Amend section 4.5.4.7 'Service and Emergency Vehicles' of the Design Guide to ensure that the proposals accommodate the City of Sydney's waste trucks as per the Sydney DCP and guidelines.
- (71) Amend Table 7 'Sustainability Design Strategies' of the Design Guide to include:
- include adequate sizing of loading areas to meet the modelled needs of the precinct/part of precinct serviced by them.
  - a requirement to "meet and exceed the requirements of the City of Sydney's guidelines for waste management in new developments"



- include consideration of precinct scale integrated waste management at design stage to achieve optimised waste solutions across the precinct.
  - ensure that residential and commercial waste infrastructure and storage are separated so that commercial tenants cannot access residential bins.
- (72) Amend the objectives of section 4.5.9 'Waste' of the Design Guide to include:
- more explicit reference to achieving circular economy principles as referenced in sustainability study
  - ensure waste from within developments can be stored and collected in a manner that is healthy, efficient, minimises disruption to amenity.
- (73) Amend the provisions of section 4.5.9 of the Design Guide to include:
- an additional point under 3(a) requires the estimates of waste streams (waste, recycling, and food waste) generated as per the generation rates within the City of Sydney's guidelines for waste management in new developments and the number of bins and collection frequency to manage the waste generated.
  - that all waste must be stored within the property boundary/development at all times.
  - the design and location of waste collection points and loading areas and vehicle access must be in accordance with the City of Sydney's Guidelines for Waste Management in New Developments and accommodated wholly within new development.
  - that residential collection and access for City of Sydney waste collection vehicles must be prioritised on collection days.
- (74) Amend section 4.5.9 of the Design Guide to include objectives and provisions that seek to deliver on the aspirations documented in 'design strategies' and identified in Sustainability report. Examples could include but are not limited to innovative measures for the separation and recovery of food organics on-site, support for on-site circular initiatives in public/community or commercial parts of the development including:
- reuse and repair, leasing and sharing facilities (one example – facilitating reusable serveware in food courts)
  - collection points for producer responsibility schemes
  - storing and reverse logistics facilities
- (75) Include in section 4.5.9 of the Design Guide more reference and commitments to achieving a circular economy to design out waste in supply chains and manufacturing and eliminate single use items:
- by using design guides for buildings with prefabricated/modular, long life and loose fit, flexible and adaptable solutions
  - adaptable and reusable infrastructure - temporary facilities that can be remodelled as the precinct grows/changes

- eliminate construction waste with programs with volume builders to encourage waste minimisation in building design
- design for end-of-life disassembly and recovery
- use of recycled and renewable materials

### **Environmental health**

- (76) The rezoning of land will trigger Chapter 4, SEPP (Resilience and Hazards) 2021 in relation to Land Contamination and therefore prior to consent being issued the consent authority must be satisfied that the land is suitable or will be made suitable following remediation for the proposed uses. A Detailed Environmental Site Investigation (DESI) is to be carried out by a suitably qualified and competent environmental consultant and submitted to the City Area Planning Manager for further review in accordance with the NSW Government Office of Environment and Heritage, Guidelines for Consultants Reporting on Contaminated Sites, Contaminated Land Management Act 1997 and SEPP 55 Remediation of Land” confirming that the site is suitable (or will be suitable, after remediation) for the proposed use.

Where the DESI states that the site requires remediation, a Remediation Action Plan (RAP) is to be prepared by a suitably qualified and competent environmental consultant in accordance with the NSW Government Office of Environment and Heritage, Guidelines for Consultants Reporting on Contaminated Sites and the Contaminated Land Management Act 1997 and submitted to the City Area Planning Manager for approval. Where a site is subject to significant contamination or past contaminating activities then the DESI and any subsequent Remediation Action Plan is to be peer reviewed by a Site Auditor.

- (77) It is recommended that any development applications including entertainment premises, commercial plant and construction site noise/vibration include an acoustic report by a suitably qualified acoustic consultant demonstrating that the development is capable (together with mitigation measures) of complying with Councils relevant Entertainment Noise Criteria and/or technical guidelines commercial plant/industrial development noise criteria and construction noise criteria.

### **Flooding**

- (78) Amend section 4.5.8.1 ‘Flood Planning’ of the Design Guide to include additional flood planning controls which prevent new development creating detrimental flood impacts on existing development.
- (79) Amend provision 7 in section 4.5.8.2 ‘Drainage and Stormwater Management’ of the Design Guide to be consistent with section 6.2 of the City’s Stormwater Drainage Manual which specifies the circumstances under which drainage discharge direct to the public kerb and gutter is permitted, including flow rate and method of discharge.
- (80) Amend section 4.5.8.2 ‘Drainage and Stormwater Management’ to include an additional provision to require compliance with any onsite stormwater detention requirements of Sydney Water, where these are stricter than the requirements in provision 5(a).
- (81) Amend section 4.5.8.2 ‘Drainage and Stormwater Management’ of the Design Guide

to include additional controls should be included to require a precinct-scale integrated water management plan to be submitted prior to the determination of the first development application. This will ensure that the water sources and demands across the precinct are understood up front and that the intent of other controls (e.g. providing irrigation of public domain using water from private spaces, meeting the total permissible site discharge) can be realised.

END

**Thomas Cocks**

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**From:** Planning Portal - Department of Planning and Environment  
<noreply@feedback.planningportal.nsw.gov.au>  
**Sent:** Wednesday, 17 August 2022 9:00 PM  
**To:** DPIE PDPS Redfern North Eveleigh Mailbox  
**Subject:** Webform submission from: Paint Shop sub-precinct rezoning proposal

Submitted on Wed, 17/08/2022 - 21:00

Submitted by: Anonymous

Submitted values are:

**Submission Type**

I am submitting on behalf of my organisation

**Name****First name**

David

**Last name**

Alder

**I would like my submission to remain confidential**

No

**Info****Email**

[REDACTED]

**Suburb/Town & Postcode**

2000

**Please provide your view on the project**

I am just providing comments

**Submission**

[REDACTED]

CASA has reviewed the Aeronautical Study of 15 June 2022 by Strategic Airspace. CASA has no issues with the Aeronautical Study. Regarding the Obstacle Limitation Surfaces, the advice provided in the Aeronautical Study is satisfactory. (Advice regarding PANS-OPS / RTCC surfaces is a matter for Airservices Australia).

CASA is prepared to assess the buildings (and cranes) that infringe the Obstacle Limitation Surface / Conical Surface in detail under the Airspace Regulations on receipt of an Invitation to Comment from Sydney Airport..

Regards  
David Alder

**I agree to the above statement**

Yes

**Thomas Cocks**

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**From:** Planning Portal - Department of Planning and Environment  
<noreply@feedback.planningportal.nsw.gov.au>  
**Sent:** Wednesday, 17 August 2022 8:58 PM  
**To:** DPIE PDPS Redfern North Eveleigh Mailbox  
**Subject:** Webform submission from: Paint Shop sub-precinct rezoning proposal

Submitted on Wed, 17/08/2022 - 20:57

Submitted by: Anonymous

Submitted values are:

**Submission Type**

I am submitting on behalf of my organisation

## Name

**First name**

Richard

**Last name**

Tomlinson

**I would like my submission to remain confidential**

No

## Info

**Email**  
[REDACTED]**Suburb/Town & Postcode**

2000

**Please provide your view on the project**

I am just providing comments

**Submission**

Hi Patrice,

Airservices have no specific comments to make on rezoning proposals or any particular aspect of this proposed redevelopment. All subsequent developments proposed to be built as part of this project, or cranes required during construction, may require separate assessment. Noting the proximity to Sydney Airport, we recommend that you submit any future proposals the airport in the first instance in order for them to conduct their own assessment. The airport will then refer the proposal to us if required.

For any additional information on the assessments Airservices conducts, please refer to the following link [Developments at and around airports - Airservices \(airservicesaustralia.com\)](#).

If you have any further queries, please let me know.

Kind regards,

Richard Tomlinson

**I agree to the above statement**

Yes

**Thomas Cocks**

---

**From:** Donata Crisafulli (Sydney LHD) [REDACTED]  
**Sent:** Thursday, 25 August 2022 11:33 AM  
**To:** Patrice Rando [REDACTED]  
**Cc:** Sarah Crompton (Sydney LHD) [REDACTED]  
**Subject:** SLHD Response - Notice of exhibition – Paint Shop Sub Precinct rezoning proposal

Dear Ms Rando

On behalf of Dr Teresa Anderson AM, Chief Executive, Sydney Local Health District, please see attached correspondence.

Kind regards

**Dina Crisafulli**

Ministerial / Review Officer | **Executive Support Unit**  
**Sydney Local Health District**



**Health**  
Sydney  
Local Health District

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Views expressed in this message are those of the individual sender, and are not necessarily the views of NSW Health or any of its entities.



SF20/60  
SD22/58250-3

Ms Patrice Rando  
Senior Planning Officer  
Metro East & South (City)  
Planning & Land Use Strategy Division

Email: [REDACTED]

Dear Ms Rando

I write in response to the call for submissions relating to the Redfern North Eveleigh Precinct planning amendment proposal. The Sydney Local Health District (SLHD) welcomes the opportunity to provide comments on the Explanation of Intended Effect Paint Shop Sub Precinct and the Draft Paint Shop Sub Precinct Design Guide and Technical papers.

The rezoning proposal is supported in principle as it provides potential floorspace opportunities for technology and innovation industries to locate within the Redfern North Eveleigh Precinct of Tech Central. The development of local research, collaboration and industry ecosystem across all of North and South Eveleigh, supported by the universities, will complement the tech-focused Central Station Precinct and the Camperdown Health, Education and Research Precinct (CHERP) and act to further support the Tech Central vision.

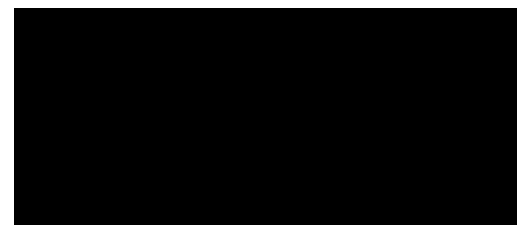
However, further information on the proposal is required to determine the impact of the future development on the health and wellbeing of the local population, and to ensure a genuine and sustainable engagement with the Aboriginal community who have a strong connection to the Redfern North Eveleigh Precinct lands.

### **Housing and employment**

Affordable rental housing has been included in the planning for the Paint Shop Sub Precinct, which is supported, however it is suggested that this proportion be increased to 20%. This will support the recruitment and retention of a Tech Central workforce and further support the critical health workforce required for RPA Hospital, community health centres in Redfern and the proposed Waterloo HealthOne.

Housing affordability is a significant issue for a number of communities across metropolitan Sydney, and it is recommended that a minimum target for social housing within the development is identified, for example at a minimum of 15% of gross floor area.

Also of significance within Redfern is a history of dislocation of the Aboriginal families from the area. The provision of dedicated Aboriginal housing within the development is recommended to support the local community and its proximity to Aboriginal community facilities, such as the Redfern Community Centre, the National Centre of Indigenous Excellence, and the Aboriginal Medical Service.





## Urban Environment Impacts

The District notes that mitigation measures have been included to reduce air, water and light pollution however further noise management plans will be required prior to construction. References to wind mitigation strategies, including the addition and maintenance of permanent impermeable awnings, wind screens and evergreen tree planting are supported, although increased acoustic standards to support noise minimisation in the build due to adjacency to train line and impacts of traffic noise should also be considered.

For the proposed development, significant excavation of the soil will be required, and it is known that land in this area is contaminated with known and unknown contaminants due to extensive historical industrial past usages. Further advice as to the appropriate mitigation strategies to manage this is required.

The District notes that there are two proposed 28 storey mixed residential and commercial towers (120-130 metres height) to be situated adjacent to the rail-line and in Wilson Street. It is suggested an overall decrease in the height of the buildings across the precinct to align with the construction at South Eveleigh and to support mitigation of health issues that are associated with dense living, in particular social isolation and anxiety.

This proposal is also the perfect opportunity to implement an exemplar car free development due to the close proximity of a significant rail network (walking distance to three rail stations), and a wide range of bus and active transport options. It is understood that car spaces increase the cost of housing affordability by approximately \$100, 000, further compounding the affordability of units for lower income persons<sup>2</sup>. At a minimum a further reduction in the number of off street parking spaces is strongly recommended.

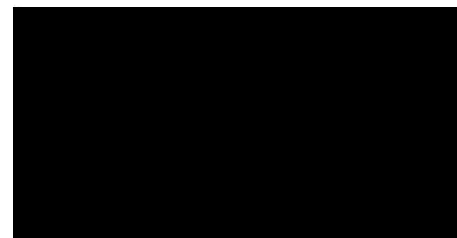
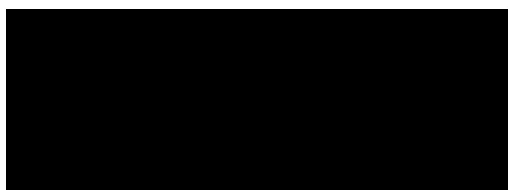
The planning for active transport links and pedestrian walkways is supported, however an additional walkway link between the North and South of Eveleigh is recommended due to the natural movement of a large volume of people between these areas and to improve the permeability to surrounding neighbourhoods. Mitigation of traffic and consideration of strategies to support pedestrian safety at Sheppard Street is also required as this street cuts through a scramble crossing, well utilised by students attending the University of Sydney.

## Aboriginal heritage and living cultures

The Redfern area is critically important to Aboriginal people as the heart of urban Aboriginal Australia, and the development of Heritage Interpretation Strategies for the Precinct are strongly supported, including the recommendations to integrate local Aboriginal and Torres Strait Islander history, culture and future connection into the Precinct development. It is strongly recommended that an Aboriginal Engagement Strategy is developed and implemented to ensure ongoing, sustainable and meaningful engagement with local Aboriginal communities and stakeholders.

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<sup>2</sup> This is supported by Recommendation 7.1 of the NSW Productivity Commission White Paper 2021: "Review apartment design regulations to ensure benefits justify costs and accommodate consumer choice".



### Tech Central Precinct planning

The planned urban renewal of the Redfern North Eveleigh Precinct and the upgrade of Redfern Station have been identified as key projects to achieving the vision for Tech Central and builds on previous work undertaken by Government, including the Central to Eveleigh Strategy.

Being positioned within the NSW Government's Tech Central District and the Greater Cities' Commission's Camperdown-Ultimo Collaboration Area, the area surrounding Redfern North Eveleigh Precinct will support the creation of job opportunities, particularly jobs of the future in innovation and technology.

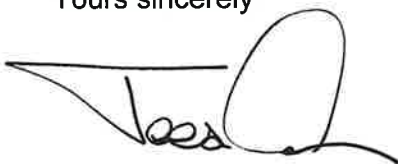
In summary, the Sydney Local Health District supports the Rezoning Proposal with:

- An increased component of affordable housing and the addition of social and Aboriginal housing.
- Reducing the overall height of the towers across the Precinct.
- Adoption of wind mitigation strategies.
- The public release of a noise management plan and a contaminated land management plan.
- Consideration of an exemplar car free development. At a minimum there needs to be a further reduction in off-street car spaces.
- Improved pedestrian walkways and connectivity between North and South Eveleigh and the University of Sydney.
- The development of an Aboriginal Engagement Strategy.

I welcome further opportunities to contribute to the planning for the North Eveleigh Precinct, given the significant opportunities for achieving the Tech Central vision of technology and innovation development, and the provision of locally available affordable and social housing.

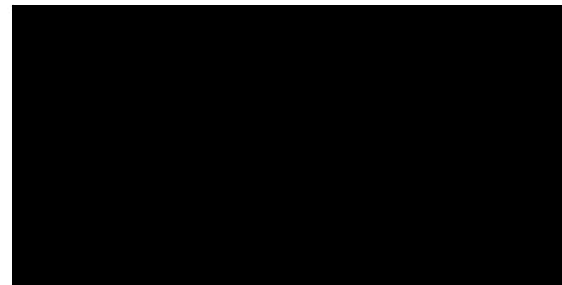
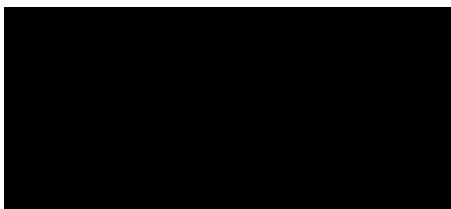
Should you require any further information, please do not hesitate to contact Sarah Crompton, Acting Director Planning, Sydney Local Health District on [REDACTED]

Yours sincerely



Dr Teresa Anderson AM  
Chief Executive

Date: 28.8.22



30 August 2022

Our Ref: 201297

**Patrice Rando**

Senior Planning Officer, Metro East & South (City)  
Planning & Land Use Strategy Division  
Department of Planning and Environment  
[Redacted]

**RE: Paint Shop Rezoning Proposal – Redfern North Eveleigh**

Thank you for consulting with Sydney Water regarding Paint Shop Rezoning Proposal – Redfern North Eveleigh, which proposes a maximum of 142,650 square metre gross floor area (GFA), comprising:

- between 103,700 - 109,550 square metres of gross floor area (GFA) for employment and community facility floor space (minimum 2,500 square metres). This will support approximately 6,200 direct jobs on the site across numerous industries including the innovation, commercial and creative sectors.
- between 33,100 - 38,950 square metres of GFA for residential accommodation, providing for between 381 and 449 new homes (including 15% for the purposes of affordable housing).

Sydney Water has reviewed the planning report and supporting material and provides the following comments to assist in progressing the rezoning proposal and in planning the servicing needs of the proposed development.

**Growth Data**

- Sydney Water supports government-backed growth initiatives within our area of operations and endeavours to provide services in a timely and prudent manner that delivers cost-effective water and wastewater infrastructure whilst not impacting our current customer base economically, environmentally, or unduly impacting current service levels.
- To fully support all growth and developments and to fully assess proposed developments, we require both the ultimate and annual growth data for this development as attached in Appendix 1, to be fully populated and returned to Sydney Water.
- Sydney Water acknowledges that timescales and final growth numbers may alter, however, in order to provide robust servicing advice and to investigate the potential for staged servicing to meet timescales, we require a realistic indication of demand and staging timescales. Failure to provide this may result in Sydney Water being unable to formulate proper planning requirements.
- **The Growth Data Form in Appendix 1 should be completed and provided to the Growth Planning Team via [urbangrowth@sydneywater.com.au](mailto:urbangrowth@sydneywater.com.au) and be provided within 4 weeks of this letter.**

### **Water Servicing**

- Based on the estimated water demand provided by the proponent, Sydney Water's preliminary investigation suggests water trunk system should have capacity to service the proposed development.
- Amplifications, adjustments, and/or minor extensions may be required.

### **Wastewater Servicing**

- Sydney Water's preliminary investigation suggests the wastewater trunk system should have capacity to service the proposed development.
- However, the development timeframe and ultimate growth may impact local reticulation network that will be reassessed at the time of Section 73 application.
- The growth data including the staging timeframe will greatly assist us in understanding the current and future capacity and identifying the most viable way to service new development by adjusting, amplifying or extending our trunk network.

### **Recycled Water**

- Due to the size and scope of the rezoning proposal, it is recommended that the proponent consider recycled water initiatives.
- Sydney Water is open to working in partnership with developers to consider recycled water servicing solutions that may offset potable water demands.
- Consideration should be given to rainwater capture and stormwater runoff reduction.
- The proponent is advised to contact their Sydney Water Account Manager to investigate the potential for a commercial arrangement to supply recycled water to the development.

### **Stormwater**

- There are no specific Sydney Water stormwater requirements for this proposed development.

### **Protection of Assets**

- Sydney Water has not identified critical trunk mains within the proposed site. However, due to a 130+ years old 375mm potable water trunk laid on Wilson Street, a building over application will be required should there be any entrance or exist for large machinery off that street. An adjustment/deviation may be required upon final assessment.
- Any existing main that is traversed by the proposed development may require deviation.
- Further advice from Sydney Water may be offered at exhibition, the feasibility or, S73 stages with regards to the protection of our existing assets/easements and any BOA requirements. This will be investigated as we receive more detail, and specific protection requirements, objections or amendments will be documented as this progresses.

### Requirements/Next steps

- Complete and return the Growth Data Form in the format provided in Appendix 1 within 4 weeks of the date of this letter to the Growth Planning Team via [REDACTED]
- The proponent should continue liaison with their account team by **lodging a feasibility** application with their WSC if one has not already been raised and discussing any commercial servicing agreements. This should include assessing initial servicing number options and timescales prior to the ultimate servicing being available.

This advice is not the final approval of our requirements. If you require any further information, please contact the Account Manager - Grant MacDonnell via [REDACTED] or the Growth Planning Team via [REDACTED]

Yours sincerely,



**Kristine Leitch**

Commercial Growth Manager

City Growth and Development, Business Development Group  
Sydney Water, [REDACTED] Smith Street, Parramatta NSW 2150

### APPENDIX 1: GROWTH DATA FORM (emailed)



## Growth Servicing Data Form Instructions

The data collected will inform Sydney Water's planning investigations for servicing of the proposed development and wider area. Ideally updates should be provided every quarter for each development. Development intel helps to ascertain demonstrated demand and development confidence which supports business cases and commercial opportunities. The data collected will be treated as commercial in confidence. As well as ultimate growth, staging data enables Sydney Water to ascertain both short and long term servicing options for a site and assists Sydney Water in asset decision making, referral responses, and interim planning.

We understand that the data may change over time and timescales may be dependent upon DPIE/Council approvals. We request therefore "the best estimate" where not fully known.

We will treat this information as a guide/draft only.

Please complete all the questions in the form as accurately as possible, using the drop down options where applicable

We have provided an example below to show you the level of detail and type of attachments we require.

We are happy to accept additional information/ data sheets, but for tracking and inputting requirements we request you fill in the form following the structure we have provided.

Please see the example completed data form and necessary attached plans below to assist you complete the form:

NOTE: This example is not of a real development and does not represent the plans of any developer. The site plans are to be used as a guide only and any representations or activities shown are null and void

<b>Example Only</b>	
<p>The data collected will inform Sydney Water's planning investigations for servicing of the proposed development and wider area. Ideally updates should be provided every quarter for each development. Development intel helps to ascertain demonstrated demand and development confidence which supports business cases and commercial opportunities. The data collected will be treated as commercial in confidence. As well as ultimate growth, staging data enables Sydney Water to ascertain both short and long term servicing options for a site and assists Sydney Water in asset decision making, referral responses, and interim planning.</p>	
<b>All fields should be completed to enable Sydney Water to effectively plan for se</b>	
<b>Growth Data</b>	<b>Development details</b>
Date of Growth Update:	10/08/2021
Number of Update for the project (e.g 1st, 2nd, 3rd...)	2
Unique Identifier Code (if this your first form in this new form, leave blank)	GSD01
Developer Name:	Sydney Waterside Developments
Project/ Development Name:	The Made up Foreshore village
Address:	MAIN Road & HIGH Street
Primary lot number & DP:	31-33 HIGH St, MADEUP
LGA:	Made Up LGA
Growth Area:	N/A
Growth Precinct:	N/A
Development/ Growth Precinct Status:	Rezoned and development consent pending
Is this area in the GSP or an accelerated development?	Infill development
Consent Authority	Made Up LGA

Current development application type:		Concept DA										
Consent Authority Application Reference Number/s		DA-33998/2021										
Weblink to Consent application (ie. DA, SSD, planning proposal)												
Anticipated date of rezoning/ approval? (month and year - MM/YYYY)		Oct-21										
SWC Edev case ref number (where applicable): (e.g 123456)		123456										
Any known high water users (e.g data centres, industrial process/production, hospitals, all developments >500 dwellings): RW may be used for these purposes (if yes, see over)		No										
First S73 application received or anticipated to be received? (month and year - MM/YYYY):		Aug-21										
First dwelling connection anticipated (month and year - MM/YYYY):		Sep-22										
Date development is fully constructed/occupied? (month and year - MM/YYYY):		Oct-25										
Do you require the following services? (Y/N):												
Water		Yes - SWC connection for services										
Wastewater		Please indicate if you are outside the ww scheme, plan on having a septic/ stand-alone system, or are interested in a commercial wastewater solution Yes - SWC connection for services										
Recycled Water		If you are planning to have recycled water, your development is a high-water user, or you are interested in sustainable opportunities, please fill the Recycled Water Form over. No - Private on-site										
Any additional comments?		Recycled water managed by private treatment system. Interested into investigating potential future integration with Sydney Water systems.										
<b>Growth Numbers</b>		<i>The more information provided will assist Sydney Water to assess opportunities for servicing via existing or interim services or whether there is a requirement for new assets. We acknowledge that data may be indicative only at this time.</i>										
Development Type	Ultimate proposed growth	Total # stages	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Single Dwellings	1,500	3		300	450	450	300					
Multi Dwellings	700	2				350	350					
Jobs												
Non-resi GFA (i.e xx/sqm & xx/ha)												
Please attach additional growth information you may have (e.g if growth extends beyond 2030)												
<b>Final Checklist</b>		<b>Please ensure all section above are complete</b>										
Have all sections been completed?		Yes										
Please attach a boundary site plan		<a href="#">Attached</a>										
Please attach a staging plan/intel		<a href="#">Attached</a>										
Please attach link reference if applicable		<a href="#">Link to documents folder</a>										
Save document in this format:		YYYYMMDD Companyname Developmentname 20210810 SydneyWatersideDevelopments TheMosmanForeshoreVillage										
Please submit this form to your Account manager		<a href="mailto:FirstName.LastName@sydneywater.com.au">FirstName.LastName@sydneywater.com.au</a>										
<b>SWC Internal Use Only (SWC Growth Ref):</b>												
Unique Identifying code												
Date of next review/update (enter as MM/YYYY)												
GIS comments												
"Updated Growth Data Form", Rev-1, 10/08/2021 CG&D, Growth Planning												



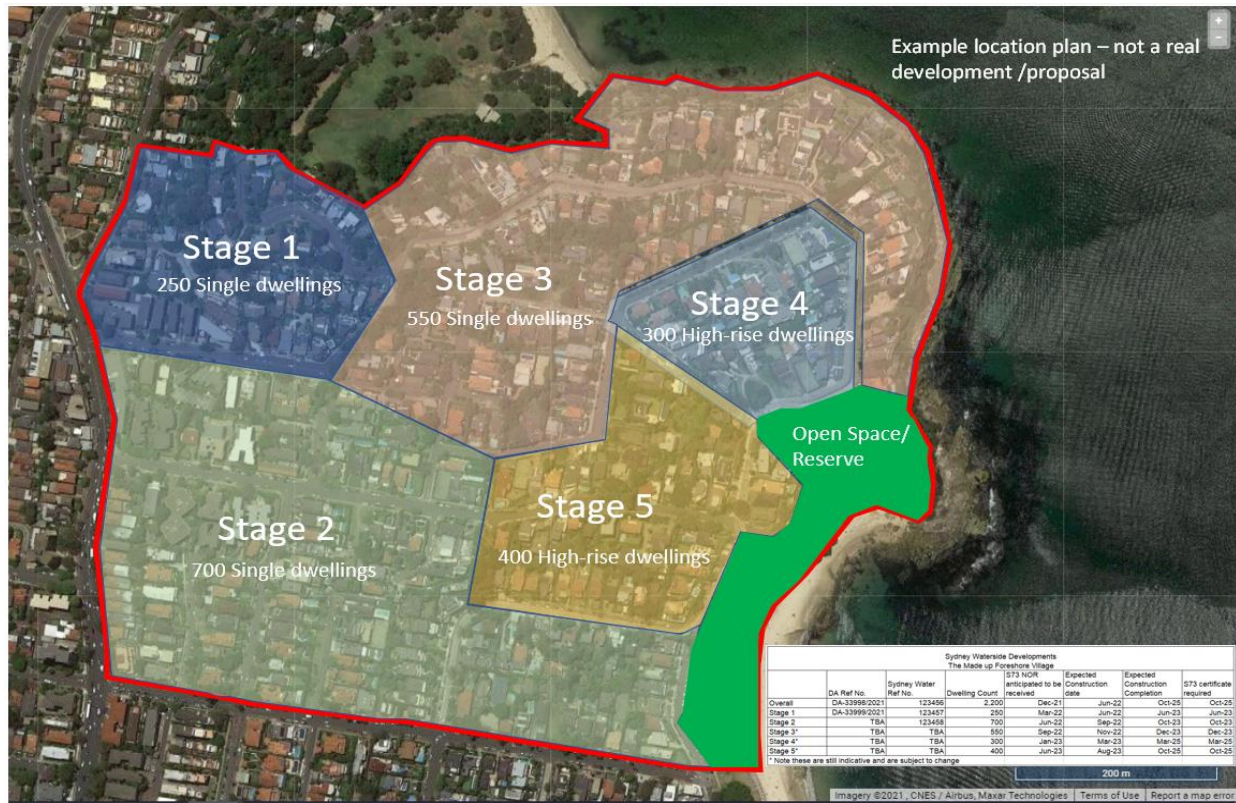






Boundary Plan (EXAMPLE)

### Staging Plan (EXAMPLE)

















**Thomas Cocks**

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**From:** Sydney Metro Corridor Protection [REDACTED]  
**Sent:** Wednesday, 31 August 2022 10:15 AM  
**To:** Patrice Rando [REDACTED]  
**Cc:** Sydney Metro Corridor Protection [REDACTED]  
**Subject:** RE: Notice of exhibition – Paint Shop Sub Precinct - exhibition closes this Thursday

Hi Patrice,

Thank you for your email below notifying Sydney Metro of the exhibition of the Paint Shop Sub Precinct Planning Proposal.

Sydney Metro have reviewed the Planning Proposal and note that the Paint Shop Sub Precinct is not in proximity to Sydney Metro assets. Sydney Metro have no comments on the proposal.

Regards,

**Harrison Depczynski**  
Corridor Protection – Planner  
Customer Operations and Outcomes  
Sydney Metro

[sydneymetro.info](http://sydneymetro.info)

Level [REDACTED], George Street, Sydney NSW 2000  
PO Box [REDACTED], Haymarket NSW 1240



[REDACTED]

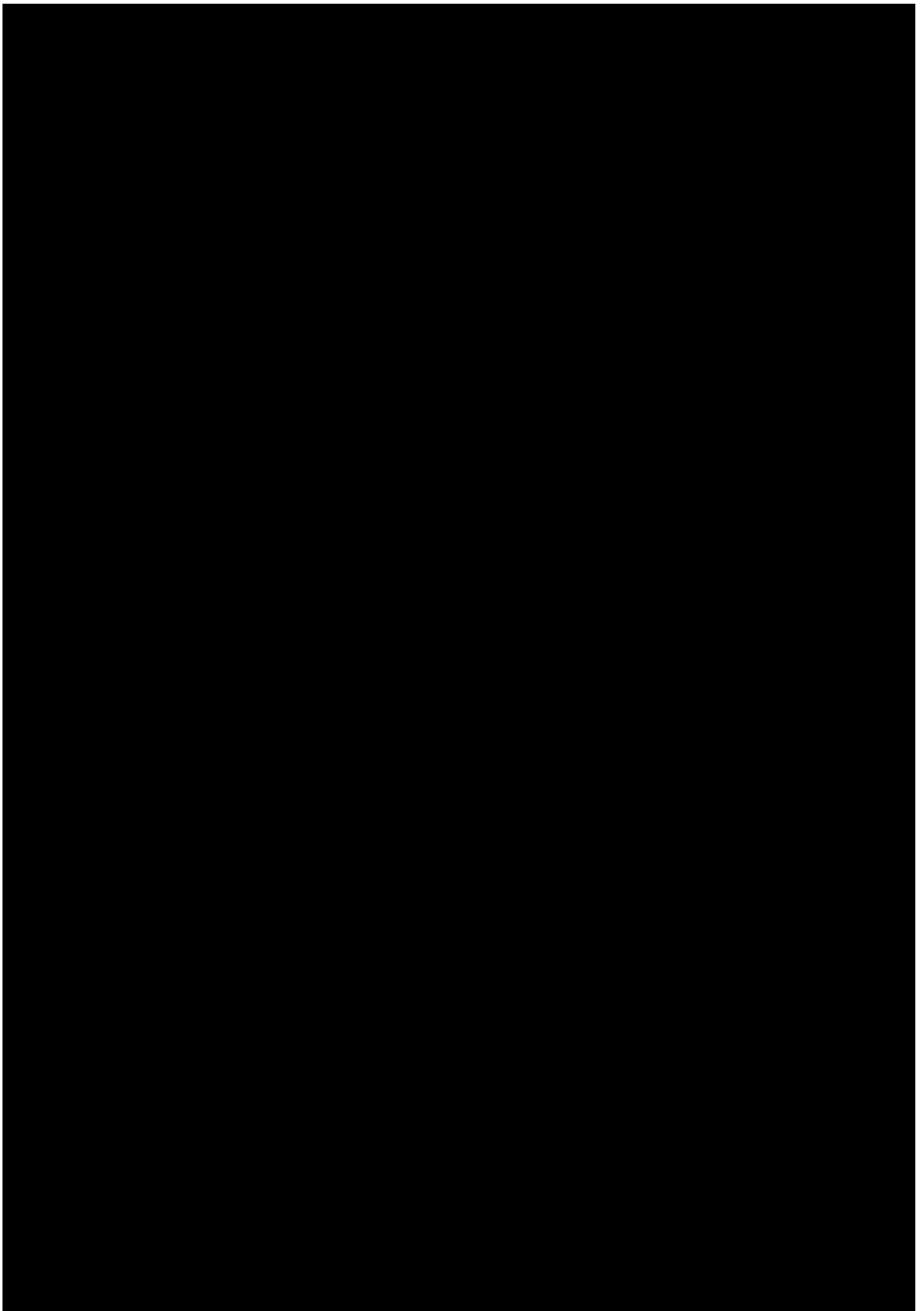
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



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 **Consider the environment. Please don't print this e-mail unless really necessary.**

**Thomas Cocks**

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**From:** Planning Portal - Department of Planning and Environment  
<noreply@feedback.planningportal.nsw.gov.au>  
**Sent:** Wednesday, 24 August 2022 12:16 PM  
**To:** DPIE PDPS Redfern North Eveleigh Mailbox  
**Subject:** Webform submission from: Paint Shop sub-precinct rezoning proposal  
**Attachments:** joint-submission---heritage-council-and-heritage-nsw.pdf

Submitted on Wed, 24/08/2022 - 12:13

Submitted by: Anonymous

Submitted values are:

**Submission Type**

I am submitting on behalf of my organisation

## Name

**First name**

Chrisia

**Last name**

Ang

**I would like my submission to remain confidential**

No

## Info

**Email**  
[REDACTED]**Suburb/Town & Postcode**

Parramatta 2150

**Please provide your view on the project**

I object to it

**Submission file**

[joint-submission--heritage-council-and-heritage-nsw.pdf](#)

**Submission**

Joint submission by the Heritage Council of NSW and Heritage NSW

**I agree to the above statement**

Yes



DOC22/664181-2

Department of Planning & Environment  


By: Online submission to the Planning Portal

Dear Department of Planning &amp; Environment

**Eveleigh Railway Workshops – Redfern North Eveleigh Precinct – Paint Shop Sub-Precinct Rezoning Proposal – Submission in response to public exhibition**

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The Paint Shop Sub-precinct forms part of Redfern North Eveleigh Precinct, the northern precinct of the State heritage listed Eveleigh Railway Workshops complex (SHR No. 01140). It is a rare and unique part of the heritage of NSW as a landmark surviving industrial complex. The historical importance of the site and its continued use must be a primary consideration in all future changes and development.

The Heritage Council of NSW and Heritage NSW have considered the information on public exhibition and objects to the rezoning proposal on the basis of concerns which have consistently been expressed throughout consultation with Transport for NSW (TfNSW). The Heritage Council's previous letters to TfNSW (12 April 2022 and 15 July 2022) are attached and should be read in conjunction with the comments below as part of this submission. It is our view that these concerns have not been adequately addressed by the proposal. We have been engaging with TfNSW since August 2020 and note that minimal changes have been made to address the issues we have raised.

**Paint Shop Sub-precinct Proposed Gross Floor Area (GFA)**


We support the NSW Government's commitment to deliver Tech Central that will provide up to 250,000 sqm of space for technology companies, including 50,000 sqm at affordable rates for startups and scaleups, in connected locations that will provide business spaces in a heritage and cultural environment.

We understand that the Paint Shop Sub-precinct forms part of the Darlington-North Eveleigh node, one of six that make up Tech Central. However, the documents currently on exhibition do not demonstrate a meaningful consideration of the other nodes' GFA which should have been taken into consideration when developing this proposal. In view of the broader heritage considerations around Tech Central, the rezoning proposal appears to be an overdevelopment designed to maximise yield.

The proposed maximum GFA of 142,650 sqm is informed by a benchmarking study appended to the Urban Design Framework. It is our view that the majority of the six precincts selected are inappropriate in this context. The sites mainly comprise precincts as opposed to a sub-precinct of similar size and scale to the subject site. The site areas of the precincts would be more comparable to the Tech Central program rather than the Paint Shop Sub-precinct, Redfern North Eveleigh or Eveleigh Railway Workshops complex.

Even though the rezoning proposal acknowledges the relationship and contemporary context of South Eveleigh precinct to the subject site, the benchmarking study failed to consider South Eveleigh precinct as a benchmark example, which directly forms half of the Eveleigh Railway Workshops complex and has been successfully redeveloped.

The GFA target should be driven by heritage considerations that establish what is an acceptable level of tolerance for change. It should retain and showcase the significance of the site including the fabric and aesthetics of the buildings, the moveable heritage and critical view lines that connect the different sub-precincts and adjoining areas. We are optimistic that an appropriate GFA can be established that meets the commercial needs of the proposal,



while enhancing and retaining the exceptionally significant Paint Shop building and the boarder Eveleigh Railway Workshops complex.

### **Paint Shop Building Options**

None of the three options presented responds adequately to the Heritage Council's previous feedback and advice to TfNSW about the heritage impacts (see attached letters). The options do not engage with the successful low-rise redevelopment in the South Eveleigh Precinct and will have an unacceptable impact on the heritage significance of the Paint Shop, its setting and critical view lines to and from the building.

### **Draft Design Guide**

The Design Guide should clearly explain and distinguish between the protection and management of Aboriginal objects and places under the *National Parks and Wildlife Act 1974* and that of environmental heritage including historical archaeological relics and State Heritage Register listed items under the *Heritage Act 1977*.

#### *Aboriginal Cultural Heritage*

Information about the Aboriginal Assessments should be included. For instance, the due diligence process should determine that Aboriginal object(s) are present or are likely to be present and will be impacted. If impact is likely, then an *Aboriginal Cultural Heritage Assessment Report* (ACHAR) should be prepared. The outcomes of the ACHAR should be used to inform the proposal and options to avoid impact should be explored. If impact cannot be avoided or if the values have been assessed as moderate, appropriate mitigation measures as documented in the Conservation Management Plan (CMP) in consultation with the Registered Aboriginal Parties should be implemented.

#### *Non-Aboriginal (Historical) Archaeology*

Information on non-Aboriginal (Historical) Archaeological Assessments should also be included where there are known or suspected relics on a proposed site. This should be in the *Statement of Heritage Impact* or *Statement of Environmental Effects* and include an *Archaeological Research Design* if necessary.

#### *Moveable Heritage Study*

The Draft Design Guide refers to a *Paint Shop Sub Precinct Moveable Heritage Study*, which is not included in the documents on public exhibition. This document is critical but needs to be part of an overarching movable heritage strategy for the Eveleigh Railway Workshops complex. It is understood that the Paint Shop is currently being used to store a collection of moveable heritage items that relate to the Paint Shop, other parts of Eveleigh Railway Workshops complex and potentially other heritage sites. Therefore, it is critical to have a plan for their future retention and management.

### **Interpretation**

A coordinated and consistent heritage interpretation approach and holistic design is strongly encouraged and must be integrated across the northern precinct and the overall interpretation strategy for the entire Eveleigh Railway Workshops complex.

We encourage the inclusion of an Acknowledgement of Country in the (archaeological) interpretations strategy.

### **Gradings of Significance**

The gradings of significance within the non-Aboriginal Heritage Study is proposed to be updated from the CMP documents. While it is acknowledged that there are moral rights and intellectual property issues that prevent the CMP from being further updated, the CMP Addendum is recommended to include a summary to address the proposed gradings of significance and how future heritage management of the site should utilise these documents.



### **Overarching Opportunities and Constraints (CMP Addendum)**

The Addendum in its current form is recommended to be refined to provide further detail. It does not include enough detail to guide future development and heritage management of the complex as a whole.

Sections of the document are written in general broad statements that accommodate flexibility for future development with no clarity on areas to be retained and those not to be developed. The purpose of this Addendum should clearly identify where there is flexibility for future development.

We do not support the principle that individual buildings of high and moderate heritage significance are contributory to the significance of the site. In addition, the CMP addendum allows buildings that are of high heritage significance to be demolished, that is, the tolerance for change ranges from retention to demolition. In accordance with best heritage practice, we urge this principle to be revised to items of moderate heritage significance. Items of high heritage significance must be retained and conserved to ensure their ongoing viability for the future in the broader complex.

Further, this would be inconsistent with the *draft Design Guide and Non-Aboriginal Heritage Study* that states buildings and site elements of Exceptional or High significance are to be retained and conserved in their original location.

The Addendum needs to include a clear overarching strategy on moveable heritage across the entire Eveleigh Railway Workshops complex (North and South precincts).

Archaeological considerations need to be further refined and include *in situ* preservation as an option and assess the cumulative impacts across the entire Eveleigh Railway Workshops complex (North and South precincts).

If you have any queries regarding this submission, please contact Tim Smith OAM, Director Assessments, at Heritage NSW via email [tim.smith@environment.nsw.gov.au](mailto:tim.smith@environment.nsw.gov.au).

Yours sincerely



Frank Howarth AM PSM  
**Chair, Heritage Council of NSW**

19 August 2022



Sam Kidman  
**Executive Director, Heritage NSW**

19 August 2022



Our ref: DOC22/287044-2

Mr Mark Reynolds  
Senior Development Manager, Redfern-Eveleigh  
Infrastructure and Place  
Transport for NSW



By email: 

Dear Mr Reynolds

Thank you for your presentation on 29 March 2022 to the Heritage Council of NSW about the proposed rezoning of Redfern North Eveleigh. The Heritage Council wished to thank you and your team for the opportunity to get an update.

The Heritage Council considered the information and on behalf of the Council I would like to emphasise that we believe that there is an opportunity to achieve a heritage led commercially successful adaptive re-use of the North Eveleigh precinct in Sydney.

The North Eveleigh precinct of the heritage listed Eveleigh complex is an opportunity for a landmark adaptive re-use and development of a nationally significant heritage railway precinct, but this opportunity is threatened by potential ill planned overdevelopment. As independent heritage advisors, we want to alert you to our concerns.

The Heritage Council strongly supports good commercially successful adaptive re-use. Working with Heritage NSW, this has been largely achieved through the work of Mirvac at South Eveleigh. We are also working closely with developers (Toga, Dexu Frasers and Atlassian) in the Western Gateway site at Central Station. We have also developed a mutually beneficial solution with Google for their development at Darling Island in Pyrmont.

North Eveleigh is one half of the great Eveleigh Railway Workshops complex, and it is now up for rezoning to allow development and re-use. It already has the very successful low rise Carriageworks, and some mid-rise social housing on the site.

The Paint Shop building is a great opportunity for a low-rise re-use similar to that of the low-rise Locomotive Workshop in South Eveleigh. Its saw-tooth roof profile is particularly dramatic when seen against a clear sky and is a tangible reminder of this area's industrial past. This is an aspect of the building which, in our opinion, should not be compromised. There are other low rise buildings on the site, which should also be retained and re-used.

North Eveleigh is the opportunity for a significant example of heritage led placemaking that is vibrant and commercially successful. This opportunity is threatened by potential inappropriate overdevelopment by inserting a 5-storey tower through the roof of the Paint Shop. The Heritage Council accepts the proposal for a group of mid-rise buildings adjacent to the Paint Shop on currently vacant land at the northern end of North Eveleigh. These should complement the re-use within the envelope of the current Paint Shop building. Instead, it appears that because a potential tenant/owner likes the Paint Shop but needs

more space, Transport for NSW (TNSW) is advocating a building on top of the Paint Shop, risking very serious heritage impacts and jeopardising the significance not only of that building, but of the whole complex. In particular, a technology precinct would benefit from flexible, small spaces for scale-ups with growing workforces, rather than a conventional 400-800 sqm floorplate. This would ideally complement the Startup Hub at Wynyard.

North and South Eveleigh are two sides to one complex united by the railway lines and rail transport history. We have been urging TfNSW to treat the re-development with a unified approach. This is clearly not happening. Proposed over-development at North Eveleigh will be in contrast to the more sympathetic and successful re-development at South Eveleigh.

I have written to the Minister for Environment and Heritage, the Hon James Griffin MP, to alert him of the Heritage Council's concerns. I have also written to the Department of Planning and Environment (cc: Greater Sydney Commission) to raise the above mentioned opportunities and concerns of the Heritage Council. The Heritage Council, working with Heritage NSW, will also be lodging our strong concerns with both TfNSW and the Department of Planning and Environment during the exhibition period. A great opportunity for a commercially successful heritage led development is being jeopardised, and we suspect there will be serious community concern about that.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Frank Howarth', written in a cursive style.

Frank Howarth AM PSM

**Chair – Heritage Council of NSW**

12 April 2022



Our ref: DOC22/583573

Michael Wheatley  
Executive Director Urban Renewal  
Transport for NSW



By email: 

Dear Mr Wheatley,

We wish to thank TfNSW for their presentation on 6 July 2022 to the Heritage Council of NSW about the proposed rezoning of Redfern North Eveleigh. The Heritage Council appreciates the engagement of TfNSW and their team.

Eveleigh Railway Workshops (South Eveleigh and North Eveleigh) and Redfern Railway Station are one of the most important industrial transport heritage precincts in Australia. The Heritage Council is concerned that the criteria driving the building envelopes is the perceived necessity of a minimum amount of floorspace (some 168,00m<sup>2</sup>) to support a tech hub. This amount is said to be based on a benchmarking exercise of precincts outside Australia.

In the Heritage Council's view, the potential scale of redevelopment of North Eveleigh should be informed by its existing and rare heritage values. Those values should determine both the nature and scale of adaptive reuse. In this regard, one only has to examine the outcomes of South Eveleigh which has evolved into a precinct that supports the unique heritage values while achieving commendable commercial, heritage and community outcomes. These outcomes reflect the fact that in that precinct heritage values are accepted as a key guiding principle. This does not seem to be happening at North Eveleigh.

We have been strongly urging TfNSW to apply a holistic view of all three elements of the precinct, with the key heritage assets championed as heroes in the redevelopment. Instead, we are being presented a proposal based on a need to accommodate what appears to be an arbitrary amount of floor space, both for the total development and for the Paint Shop in particular. In our view, an arbitrary assumed gross floor area (GFA) target should not be driving the project.

The Council cannot support the current proposal. It requires considerable rethinking to properly reflect the need to preserve the unique heritage values of the precinct and to better balance community and amenity values against a commercial return. The acceptable GFA should be informed by the need to preserve heritage values and assessing how adaptive reuse can enhance those values.

The three building envelope options presented for the Paint Shop building, in our view, do not take into account our previous advice and our serious concerns about adverse heritage impacts. We are also concerned that the three options would be difficult to understand when

presented for public exhibition. All options would allow unsympathetic additions through the roof of the Paint Shop building.

Our previous comments highlighted that the Paint Shop building should not be compromised by unsympathetic additions that would adversely impact its low-rise character and saw-tooth roof profile.

The third option is described as a tower adjacent to the Paint Shop building. This would result in an incompatible tower that will dominate over this significant building. We note that the proposed building envelope for the third option has potential for an addition to the Paint Shop building to be constructed.

Having considered the information presented to us, we cannot support any of the three options, particularly in respect of the Paint Shop building. Furthermore, we reiterate that development immediately adjacent to the Paint Shop should be low rise development that enhances the unique heritage values of the site.

The Heritage Council accepts in broad terms the proposal for a group of mid-rise buildings adjacent to the Paint Shop on currently vacant land at the northern end of North Eveleigh. These should complement the adaptive re-use of the current Paint Shop building (within its current envelope) rather than the three incompatible development options presented.

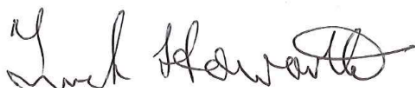
Additionally, North and South Eveleigh are two sides to one complex (Eveleigh Railway Workshops) united by the railway lines and rail transport history. Visual connections and links between the two precincts should be enhanced and strengthened. We feel more work can be done to link the two precincts.

We urge TfNSW to work closely with us and consider the heritage values of this precinct as the driving element that defines the built form and scale of the proposed building envelopes. The heritage values are an asset rather than a constraint or limitation to the redevelopment. This has been successfully achieved at South Eveleigh and can be at North Eveleigh too.

The Heritage Council will be lodging our strong concerns with the Department of Planning and Environment during the public exhibition period unless our concerns are addressed. In this regard, we refer to our letter of 12 April 2022.

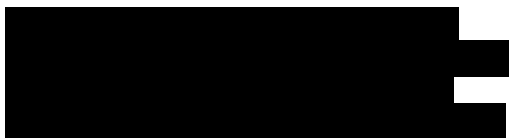
We believe the opportunities for excellent and commercially successful heritage led development are jeopardised by the current proposal and our strong concerns remain.

Yours sincerely



Frank Howarth AM PSM  
**Chair – Heritage Council of NSW**

14 July 2022



**Thomas Cocks**

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**From:** Planning Portal - Department of Planning and Environment  
<noreply@feedback.planningportal.nsw.gov.au>  
**Sent:** Monday, 22 August 2022 4:53 PM  
**To:** DPIE PDPS Redfern North Eveleigh Mailbox  
**Subject:** Webform submission from: Paint Shop sub-precinct rezoning proposal  
**Attachments:** redfern-north-eveleigh-precinct---paint-shop-sub-precinct-rezoning-proposal---ehg-advice.pdf

Submitted on Mon, 22/08/2022 - 16:50

Submitted by: Anonymous

Submitted values are:

**Submission Type**

I am submitting on behalf of my organisation

## Name

**First name**

David

**Last name**

Way

**I would like my submission to remain confidential**

No

## Info

**Email**

[REDACTED]

**Suburb/Town & Postcode**

Parramatta 2150

**Please provide your view on the project**

I am just providing comments

**Submission file**

[redfern-north-eveleigh-precinct---paint-shop-sub-precinct-rezoning-proposal---ehg-advice.pdf](#)

**Submission**

Please see attached submission from the Department of Planning and Environment - Environment and Heritage Group..

**I agree to the above statement**

Yes

## Department of Planning and Environment

Our ref: DOC22/653962

Patrice Rando  
Senior Planning Officer  
Metro East & South (City) - Planning & Land Use Strategy Division  
Department of Planning and Environment

22 August 2022

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### Subject: Request for agency advice – Paint Shop Sub Precinct rezoning proposal

Thank you for the email of 26 July 2022 requesting advice for the above planning proposal. Environment and Heritage Group (EHG) has reviewed:

- Redfern North Eveleigh Renewal Project Paint Shop Sub-Precinct State Significant Precinct Study - Planning Report, dated June 2022 (the planning report)
- Redfern North Eveleigh Precinct Renewal Ecology Assessment - Paint Shop Sub-Precinct, dated June 2022 (the ecological assessment)
- Water Quality, Flooding and Stormwater Assessment (SSP Study No. 13) Redfern North-Eveleigh - Paint Shop Sub-Precinct, dated June 2022 (the flood assessment).

#### Biodiversity considerations

EHG reviewed the ecology assessment and considers that it is adequate and provides reasonable conclusions. EHG notes that the version provided does not appear to be final, as a number of comments indicate maps and advice still to be provided. EHG recommends that the finalised ecological assessment is reviewed to ensure any changes are minor.

EHG supports the measures in the set out in the ecological assessment to enhance urban biodiversity as part of this planning proposal. EHG agrees, as set out in the ecological assessment, with the benefit of establishing a mosaic of habitat features achieved by using different materials and treatments, such as nest boxes, areas of open soil, small areas of dense prickly vegetation, small water bodies, planter boxes or insect hotels.

In recognising the benefits to biodiversity in actioning the described initiatives EHG recommends that local provenance native species should be sourced and prioritised for any plantings.

#### Flooding considerations

EHG considers the flood assessment should clarify the blockage adopted in the flood model. Section 3.5 of the flood assessment refers to 50% blockage of conduits, but it is unclear if this relates to flood modelling as well as stormwater. The design controls include consideration of a 'worst case' scenario. For flooding, it would be prudent to consider a fully blocked scenario due to the trapped low points in this site.

## Department of Planning and Environment

EHG notes the existing conditions flood mapping shown in Figures 16 and 17 does not cover the full extent of the site. The site boundary annotated does not cover the extent of the subject proposal. EHG also notes the probable maximum flood (PMF) event modelling and reporting is required for existing and future conditions. EHG considers that this will inform any emergency management considerations as well as any basement entry levels.

EHG recommends an intermediate stage of flood modelling with the new railway bunding in place be investigated so that the impacts of the proposal in isolation can be determined. EHG notes it appears that post development conditions include both the bunding and new development. A plan showing the proposed changes in surface elevation would also assist in demonstrating the cause of changes to flood levels.

EHG notes the model results show that flooding has been worsened. The results of mitigation measure modelling discussed in Section 7.3 of the flood assessment need to be presented on a flood map (not only afflux). Any proposed mitigation measures should be modelled and presented. The results should be used for flood planning levels and management of residual flood risk. An impact assessment for the PMF is also recommended. Any proposed basement car parks should be identified.

Clarification is requested regarding the potential isolation of Building K1 by flood water from the 20% AEP flood event. Frequent flooding may impact serviceability, in addition to the introduction of risks that could be avoided through redesign.

EHG advises that Heritage NSW has not been consulted and may provide separate advice.

If you have any queries please contact David Way, Senior Conservation Planning Officer via [David.Way@planning.nsw.gov.au](mailto:David.Way@planning.nsw.gov.au) or 02 8275 1324.

Yours sincerely,

A handwritten signature in black ink, appearing to be "DA", written over a faint circular stamp.

Dana Alderson

A/Senior Team Leader Planning  
**Greater Sydney Branch**  
**Biodiversity and Conservation**



## Thomas Cocks

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**From:** Planning Portal - Department of Planning and Environment  
<noreply@feedback.planningportal.nsw.gov.au>  
**Sent:** Tuesday, 9 August 2022 10:05 AM  
**To:** DPIE PDPS Redfern North Eveleigh Mailbox  
**Subject:** Webform submission from: Paint Shop sub-precinct rezoning proposal  
**Attachments:** 22-0642-planning-proposal-submission.pdf

Submitted on Tue, 09/08/2022 - 10:03

Submitted by: Anonymous

Submitted values are:

### Submission Type

I am submitting on behalf of my organisation

## Name

**First name**  
[REDACTED]

**Last name**  
[REDACTED]

**I would like my submission to remain confidential**

No

## Info

**Email**  
[REDACTED]

**Suburb/Town & Postcode**

Naremburn

**Please provide your view on the project**

I am just providing comments

**Submission file**

[22-0642-planning-proposal-submission.pdf](#)

**Submission**

See attachment

**I agree to the above statement**

Yes



Reg No.: 22/0642

Tuesday, 9 August 2022

To: NSW PLANNING & ENVIRONMENT

### **Notice to Proponent of Property Development**

Dear Sir / Madam,

Request for comments on planning proposal

Proposed Activity: PROPERTY DEVELOPMENT  
Location: PAINT SHOP SUB-PRECINCT EVELEIGH  
Proponent: NSW PLANNING & ENVIRONMENT  
Date: 26/07/2022

This location lies within an area defined in schedules of the Civil Aviation (Buildings Control) Regulations which limit the height of structures to 45.72 metres above existing ground height (AEGH) without prior approval of the Civil Aviation Safety Authority.

The Aeronautical Study provided shows a proposed development with a maximum height of 128.2m AHD

The Obstacle Limitation Surface over the site is approximately 70m AHD.

Any such proposed development would be subject to assessment & approval By the Federal Department of Infrastructure, Transport, Regional Development and Communications under the - Airports (Protection of Airspace) Regulations 1996

**Construction cranes may be required to operate at a height significantly higher than that of the proposed development and consequently, may not be approved under the Airports (Protection of Airspace) Regulations.**

Sydney Airport advises that approval to operate construction equipment (ie cranes) should be obtained prior to any commitment to construct.

**Sydney Airport**

Sydney Airport Corporation Limited ACN 082 578 809 — The Nigel Love Building, 10 Arrivals Court, Locked Bag 5000  
Sydney International Airport NSW 2020 Australia — Telephone +61 2 9667 9111 — [sydneyairport.com.au](http://sydneyairport.com.au)

**SYD Classification: Confidential**

**Planning for Aircraft Noise and Public Safety Zones:**

Current planning provisions (s.117 Direction 3.5 NSW Environmental Planning and Assessment Act 1979) for the assessment of aircraft noise for certain land uses are based on the Australian Noise Exposure Forecast (ANEF). The current ANEF for which Council may use as the land use planning tool for Sydney Airport was endorsed by Airservices in December 2012 (Sydney Airport 2033 ANEF).

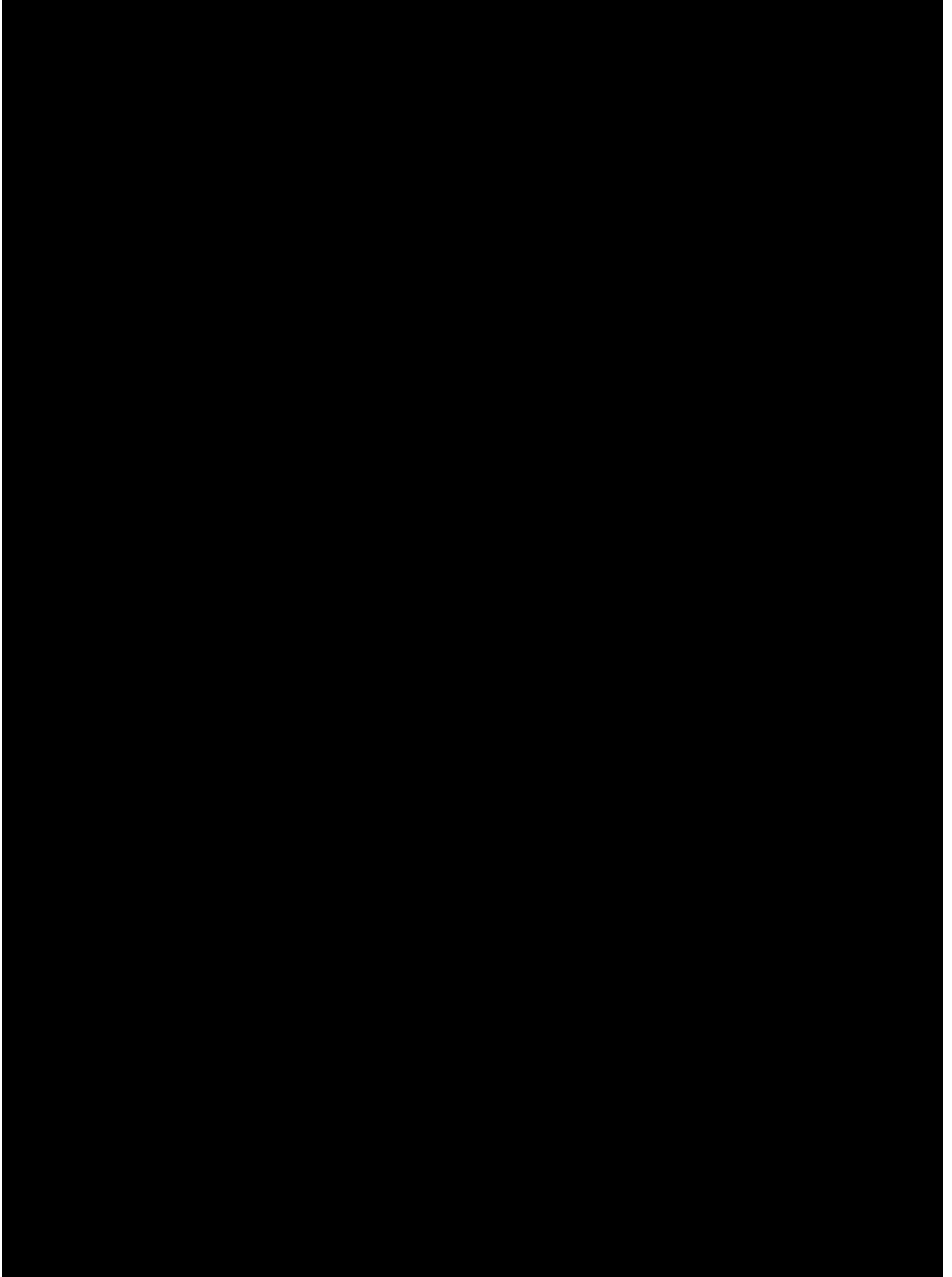
Whilst there are currently no national aviation standards relating to defining public safety areas beyond the airport boundary, it is recommended that proposed land uses which have high population densities should be avoided.

Sincerely,



**Thomas Cocks**

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[REDACTED]

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**From:** Bayzid Khan [REDACTED]  
**Sent:** Thursday, 8 September 2022 4:46 PM  
**To:** Patrice Rando [REDACTED]  
**Cc:** Carina Gregory [REDACTED]  
**Subject:** TfNSW Submission - PP for Rezoning of Paint Shop in Redfern North Eveleigh

Hi Patricia,

Please accept our apology for late submission.

Please find the attached TfNSW's submission for the PP of Rezoning of Paint Shop in Redfern North Eveleigh for your use.

Please feel free to contact us for any clarification/discussion regarding our submission.

Regards,

**Bayzid Khan**  
Land Use Planner  
Planning & Programs  
Greater Sydney  
**Transport for NSW**

[REDACTED]

Level [REDACTED] Argyle Street  
Parramatta NSW 2150

**Working days** Monday to Friday



**Transport  
for NSW**



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

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OFFICIAL

Transport for NSW



8 September 2022

TfNSW Reference: SYD22/00882/01

Planning and Land Use Strategy Division  
Department of Planning and Environment  
Parramatta Square  
Darcey Street, Parramatta, NSW 2150

**Attention:** Patrice Rando

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**RE: PLANNING PROPOSAL FOR REZONING OF PAINT SHOP SUB PRECINCT,  
REDFERN NORTH EVELEIGH.**

Dear Sir/Madam,

Transport for NSW (TfNSW) appreciates the opportunity to provide comments on the Planning Proposal for Rezoning of Paint Shop Sub Precinct in Redfern North Eveleigh. The Planning Proposal includes rezoning of Paint Shop sub precinct to deliver:

- Approximately 1.4 hectares of publicly accessible open space
- Between 103,700 – 109,550 sqm GFA for employment and community facility
- Between 33,100 – 38,950 sqm for residential accommodation

TfNSW acknowledges the consultation undertaken by DPE to date and is confident that any unresolved issues will be resolved through further consultation and mutual agreement prior to the finalisation of rezoning of Paint Shop Sub Precinct.

Thank you for the opportunity to provide advice on the subject planning proposal. Should you have any questions or further enquiries in relation to this matter, Bayzid Khan would be pleased to take your call on [REDACTED] or email: [REDACTED]

Sincerely,

A handwritten signature in black ink, appearing to read "Carina Gregory".

Carina Gregory  
**Senior Manager Strategic Land Use  
Land Use, Network & Place Planning**

---

OFFICIAL

[REDACTED] Argyle Street  
PO Box [REDACTED]

Parramatta NSW 2150  
Parramatta CBD NSW 2124

P [REDACTED]  
W transport.nsw.gov.au

[OFFICIAL]

Patrice RANDO  
Senior Planning Officer,  
Metro East & South (City)

**RE: Late Request for Comment – Notice of exhibition – Paint Shop Sub Precinct Redfern North  
Eveleigh - Exhibition closed**

I refer to your email sent on the 29<sup>th</sup> of August 2022, please see attached.

Thank you for reaching out to South Sydney Police Area Command for comment. The proposed rezoning and development of the Paint Shop Sub Precinct has been reviewed by our crime prevention officers.

For the most part we have no major objections to the proposed rezoning, provided that reasonable and effective crime prevention measures are implemented. However, if this proposal and intended building developments are approved, police will make formal and detailed comments on the individual Development Applications submitted through the City of Sydney Council.

If you need to discuss this matter further, please reach out to our Crime Prevention Officers, Senior Constable Rebecca LEO and Senior Constable David KEARNEY on [REDACTED]

Kind regards,



**Darren BEECHE**  
Detective Acting Superintendent  
South Sydney Police Area Command  
23/09/2022

**South Sydney Police Area Command**

[REDACTED] Mascot NSW 2020

T [REDACTED] F [REDACTED] W [www.nsw.gov.au](http://www.nsw.gov.au)

TTY [REDACTED] for the hearing and speech impaired ABN 43 408 613 180



David Kearney

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**From:** Patrice Rando [REDACTED]  
**Sent:** Monday, 29 August 2022 09:16  
**To:** #STHSYDCPO  
**Subject:** LATE REQUEST FOR COMMENT - Notice of exhibition – Paint Shop Sub Precinct REDFERN NORTH EVELEIGH- exhibition closed

**Importance:** High

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Colleague,

Transport for NSW (TfNSW) has prepared a rezoning proposal to support the delivery of a mixed-use precinct at the Paint Shop sub precinct (Redfern North Eveleigh) comprising residential, commercial, retail and cultural uses.

The rezoning proposal, including the Explanation of Intended Effects, draft Design Guide and SSP Study, and was on exhibition until Thursday 25 August 2022. However, the request for comments was previously sent to #SYDCITYCPO [REDACTED] which I now understand from an email received over the weekend, is not the command area for Redfern.

Could you please let me know if your command area would like to place a comment and if so how long is required?

The documents are available on our website for you to review at [www.planning.nsw.gov.au/redfern](http://www.planning.nsw.gov.au/redfern).

We encourage you to review the rezoning proposal and make a submission through the planning portal at <https://www.planningportal.nsw.gov.au/paintshop>.

Should you require any further information, please contact Patrice Rando, Senior Planning Officer on [REDACTED] [REDACTED] We look forward to your response.

Regards,

**Patrice Rando**  
**Senior Planning Officer, Metro East & South (City)**

Planning & Land Use Strategy Division | Department of Planning and Environment

[REDACTED]  
[REDACTED] Parramatta, NSW 2150

[www.dpie.nsw.gov.au](http://www.dpie.nsw.gov.au)



**Planning,  
Industry &  
Environment**

*The Department of Planning, Industry and Environment acknowledges that it stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.*