



Large Erecting Shop, South Eveleigh / Rezoning Report

Transport Asset Holding Entity of NSW (TAHE) [MVLES] — REV G — 17/08/2022

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Introduction

The Large Erecting Shop (LES) is a large industrial building with a footprint of approximately 6,000sqm located at the north west of the South Eveleigh Precinct. The LES ceased formal operation in 1988 and has been largely unoccupied since approximately 2017.

The NSW Government is committed to working with the local community to develop the biggest innovation district of its kind in Australia, being Tech Central. The South Eveleigh Precinct is a key neighbourhood within Tech Central, delivering workplaces and collaboration spaces that support the vision for a new tech and innovation ecosystem. The inclusion of the LES within the broader South Eveleigh Precinct has the potential to support further innovation, collaboration and jobs for the future.

Transport for NSW (TfNSW) is therefore seeking to adaptively use the LES for a mix of uses, including commercial office and retail premises. Such land uses are currently not permitted within the planning controls that apply to the LES building, which still reflect its former infrastructure function. As such, a State-led rezoning application is being proposed to the Department of Planning and Environment (DPE) to amend the planning controls that currently apply to the site under State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021 (Precincts SEPP).

The proposed new planning controls are intended to facilitate the following:

- / Alterations within the existing LES to convert the ground level into commercial office and retail premises,
- / Creation of two new 'internal' storeys within the existing LES building envelope for use as commercial office premises,
- / External upgrade and conservation work to the existing LES building to ensure it is fit for purpose and environmentally sustainable,
- / Heritage interpretation and conservation work generally throughout the LES site,
- / Services augmentation, and
- / Publicly accessible space upgrades.

While external works are required, the proposal does not seek to significantly alter the existing building footprint of the LES. Further it is proposed that the general form of the existing building and key architectural features of the existing building are retained in any future reuse of the building for commercial purposes, noting that the LES is part of the Eveleigh Railway Workshops complex included on the State Heritage Register.

With the completion of the Locomotive Workshop project, which also involved the adaptive use of industrial buildings listed on the State Heritage Register, it is now considered a logical time to adapt and integrate the LES into the broader technology precinct.

NOTE: All drawings and 3D images contained within are conceptual only, and subject to design development and planning approvals.



/ Illustrative proposal

Study Requirements

State-Led Rezoning Study Requirements

A request was made to DPE in February 2022 to request the NSW Minister for Planning and Public Spaces undertake a State-led rezoning to enable the adaptive reuse of the LES site. Specifically, a letter was sent to formally request that DPE prepare Study Requirements to inform a future State Significant Precinct (SSP) Study for the LES site.

The table below provides a summary of the Study Requirements addressed by this report and where the relevant requirement is addressed.

Study Requirements		Reference
1.	Public Domain, Place and Urban Design	
1.1	Prepare an Urban Design Framework for the site that:	This report meets the requirements of Section 1.1 of the Study Requirements.
	a) Includes a site and context analysis that identifies strategic context, opportunities and constraints and key issues to be considered;	Refer to pages 6-16 Section 1.1.1 of this Report
	b) Includes urban design principles that underpin the proposal;	Refer to pages 17-22 Section 1.1.2 of this Report
	c) Includes a master plan that integrates all other urban design related study requirements and demonstrates that the proposed Gross Floor Area (GFA) can achieve high quality place outcomes; and	Refer to pages 23-31 Section 1.1.3 of this Report
	d) Includes a benchmarking assessment of the proposed development (including adaptive reuse of the LES and surrounding public domain) against international and local best practice precedent studies (including within industrial heritage contexts). The assessment should identify positive and negative outcomes and how the benchmarks can be translated to the setting of the Eveleigh Railway Workshops.	Refer to pages 32-39 Section 1.1.4 of this Report

Study Requirements		Reference
1.	Public Domain, Place and Urban Design	
1.2	Prepare a Public Domain Strategy that guides future planning and approval processes, integrates the proposal with the surrounding public domain and seeks to achieve high quality public domain outcomes that;	This report meets the requirements of Section 1.2 of the Study Requirements.
	a) Includes a vision statement and goals to achieve the vision;	Refer to pages 43-44 Section 1.2.1 of this Report
	b) Includes a site and context analysis that identifies strategic context, opportunities	Refer to pages 45-52 Section 1.2.2 of this Report
	c) Includes analysis of Movement and Access , setting out the proposed movement corridors, access and connectivity network to the site (and beyond), the types of movements to be captured (i.e. walking, cycling, vehicles, machinery, employees etc. during a 24-hour period);	Refer to pages 53-56 Section 1.2.3 of this Report
	d) Includes a Landscape Master Plan illustrating how the site integrates with surrounding public space, including (but not limited to) public space connections, urban canopy outcomes and targets, Water Sensitive Urban Design principles;	Refer to pages 57-58 Section 1.2.4 of this Report
	e) Identifies any amenity impacts for the site including wind, noise, vibration and sun access; and	Refer to pages 59-62 Section 1.2.5 of this Report
	f) Includes a high-level Safety and Security Statement that outlines how potential future crime and safety risks in relation to the development will be addressed, with regard to Crime Prevention Through Environmental Design (CPTED) guidelines.	Refer to pages 63-64 Section 1.2.6 of this Report
1.4	Provide a 3D CAD models, animations and photomontages of key parts of the proposal from eye level positions in the public domain.	Refer to pages 65-72 Section 1.3 of this Report

1.1 Urban Design Framework

1.1.1 Site and Context Analysis

1.1.1.1 Site Description

The LES is an isolated building at the north west of the South Eveleigh Precinct. The South Eveleigh Precinct is located approximately 200m to the south west of Redfern Train Station and approximately 200m to the west of the future Sydney Metro Waterloo Metro Station. The South Eveleigh Precinct includes an overall area of approximately 13.2 hectares.

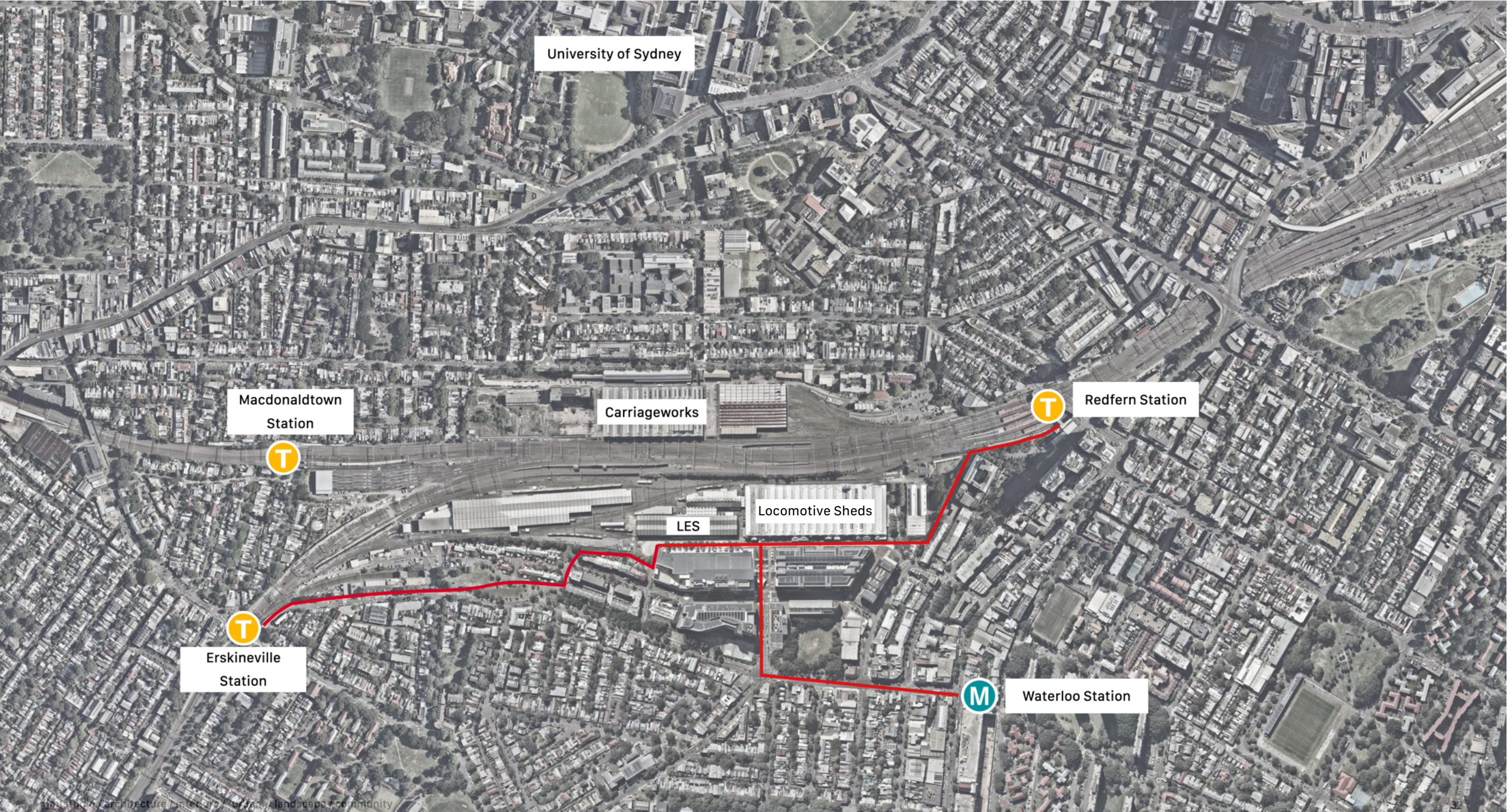
The LES site is currently legally described as being part of Lot 5, in Deposited Plan 1175706. This allotment also includes the North Eveleigh Precinct, the rail lines separating the North and South Eveleigh Precincts, and Redfern Railway Station. It is proposed that the LES building will be subdivided from this overall allotment

The LES is owned by TAHE NSW and managed by Transport Heritage NSW. It is currently being used as a maintenance facility for heritage locomotives but it requires significant capital investment to bring it up to the required standards for continued use and avoid further deterioration.

The LES is a rectangular building consisting of two main bays with twin gable roofs running the length of the workshop. Internally, the workshops are articulated with regular cast-iron columns supporting both roof and overhead cranes. Main elevations are regularly articulated with twin semi-circular arched windows with smaller arched windows above.



1.1.1.2 Site Location



/ Aerial Image from Nearmaps

1.1.1.3 Strategic Context

South Eveleigh Precinct

The proposed LES site is located approximately 4 kilometres south of the Sydney's Central Business District in the suburb of Eveleigh and bounded by the inner suburbs of Darlington, Redfern, Alexandria, Erskineville and Newtown and in close proximity to the University of Sydney and UTS. South-west of the site lies Sydney's economic gateways, Port Botany and Sydney airport. The site is part of a connected regional band of research and high technology centres including North Right and the Sydney Airport environs.

South Eveleigh is accessible to:

/ Tertiary Educational campuses: University of Sydney, University of Technology, University of NSW, University of Notre Dame and Sydney Institute of Technology.

/ Health facilities such as Royal Prince Alfred Hospital and St Vincent's Hospital.

/ Regional and local open space – Victoria Park, Moore Park, Centennial Park, Prince Alfred Park, Redfern Park, Waterloo Park and Alexandria Park

/ Transport infrastructure – rail and bus networks, major road networks including regional roads linking to the Sydney CBD, Sydney Airport and Port Botany (such as Botany Road, Regent Street, Cleveland Street and O'Riordan Street).

The site's accessibility and close proximity to the above urban spaces presents opportunities for facilitation of community and cultural facilities, public domain improvements and improved linkages between the site and surrounding employment hubs. This proposal addresses the need to further define the interface and connections between the site and surrounding areas.

Furthermore, the site is located in close proximity to a number of other precincts slated for revitalisation, including;

/ Redfern-North Eveleigh Precinct

/ Botany Road Corridor

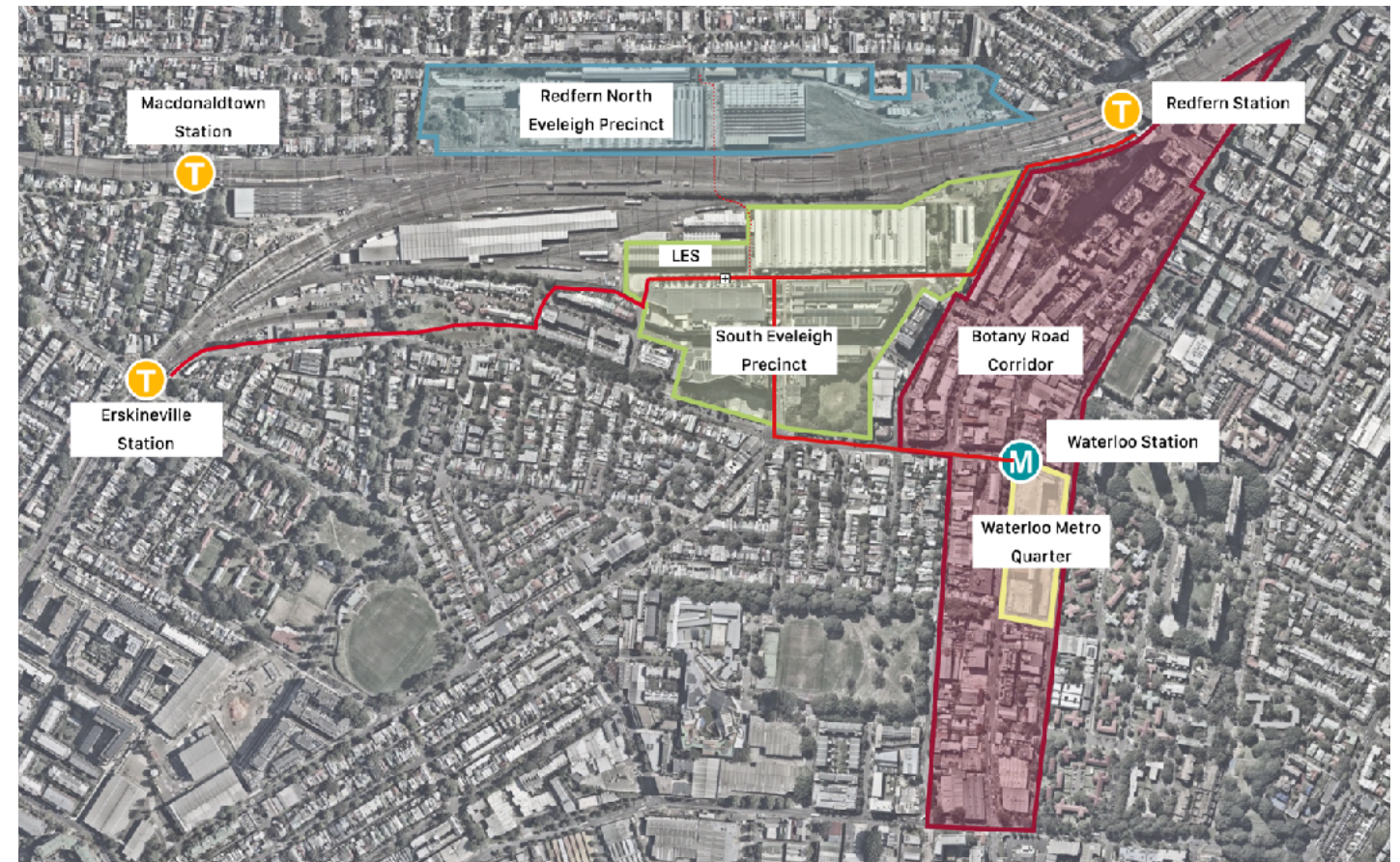
/ Waterloo Metro Quarter

The proposed rezoning of the site is also fully in alignment with the goal of the Tech Central strategic vision to create a vibrant innovation and technology precinct in the heart of Sydney's CBD by providing high quality commercial office space suitable for housing Fintech, Cyber and e-Health, Deep Tech, AI and creative tech industries such as VR and game design. The site's location in close proximity to a number of public transport hubs and other places of innovative workplace further cements the vision's goals for a place based transport strategy.

The site also falls within the designated area of the Camperdown-Ultimo Collaboration Area, and is identified in the ECDP Innovation Corridor. The proposed use of the site under the proposed rezoning will help facilitate the collaboration and innovation outlined under the report.

The rezoning of the site is also congruent with the goals of the City of Sydney City Plan 2036, particularly due to its proximity to existing and proposed transport infrastructure which promotes sustainable transport, and its city fringe location which will help alleviate projected commercial office space constraints envisioned in the CBD area.

Finally, as the final piece of the South Eveleigh precinct to be redeveloped, the LES site provides the opportunity to complete the precinct and realise its overall vision, as well as contributing to the development of this highly strategic area as a whole.



/ Aerial Image from Nearmaps



/ The Sydney Innovation and Technology Precinct Panel Report 2018 p.12



1.1.1.4 Site Context

Site Context

Photographs showing the current site context.

1. Aerial view looking South-West
2. Aerial view looking North-East
3. Aerial view looking South



/ 1. Aerial Image from Nearmaps



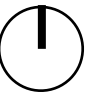
/ 2. Aerial Image from Nearmaps



/ 3. Aerial Image from Nearmaps

1.1.1.5 Site Location

South Eveleigh Precinct



The South Eveleigh precinct has been transformed over the last few years into a dynamic and buzzing place for work, relaxation and recreation.

A mixture of high quality new buildings such as Axle and The Foundry, along with the revitalisation of the existing heritage buildings including the Locomotive Workshops as workplaces have increased the population of the precinct, which in turn supports a number of exciting new retail and food and beverage premises that inject life into the area not just during the day, but beyond work hours.

The addition of well designed public spaces throughout the precinct enliven the ground plane and make the South Eveleigh precinct a highly attractive place to work and visit.

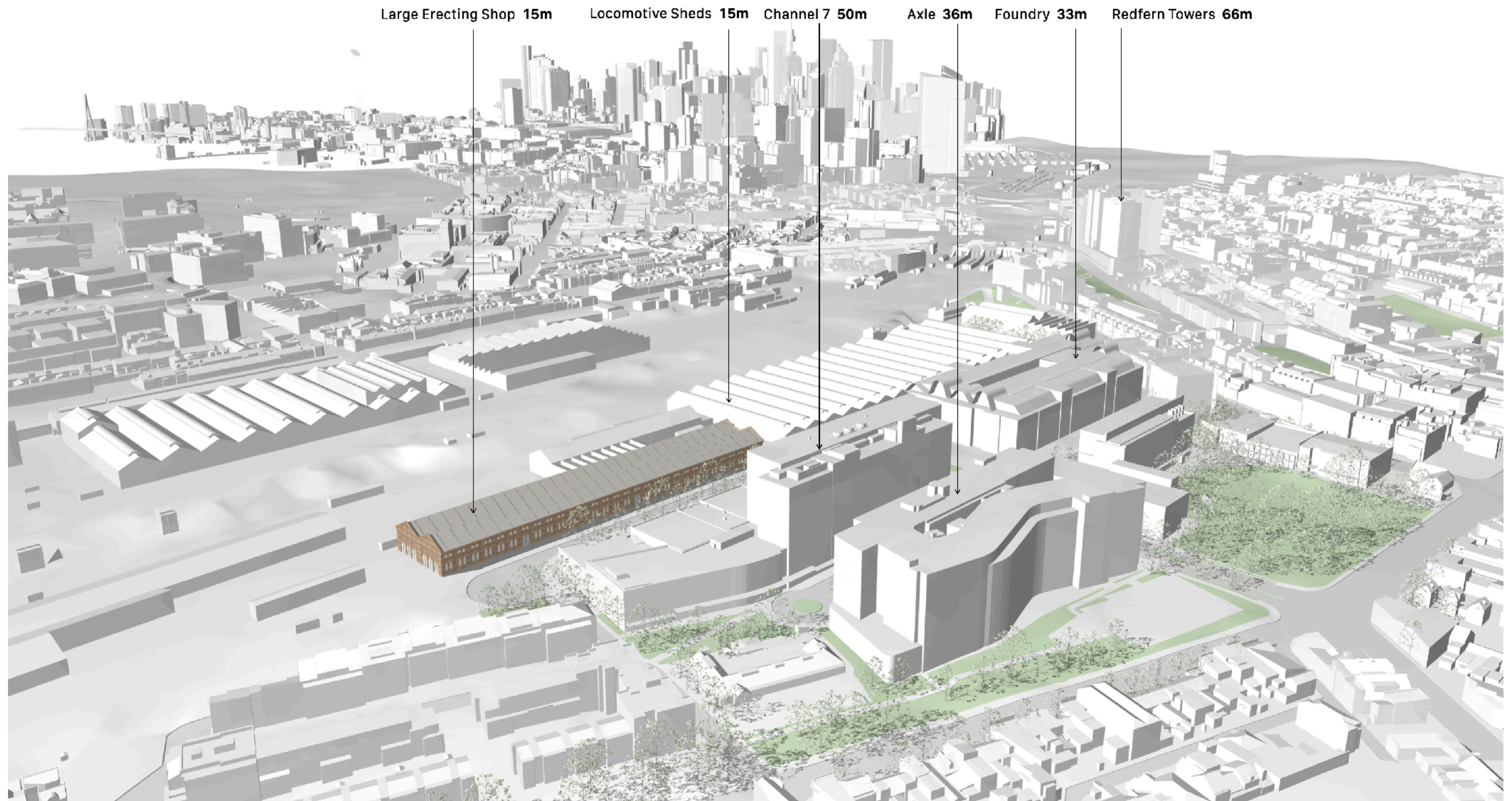
The highly significant heritage buildings of the Locomotive Workshops and Large Erecting Shop add another layer to the story of the precinct. The recent upgrade and adaptive re-use of the Locomotive Workshops has brought renewed life to the North of the precinct.

The LES site remains as the missing piece of the puzzle in this context, and its successful transformation will do much to complete the area, providing an enhanced experience along Locomotive Street and strengthening the connection to the West of the area as well as opening up the heritage building to be experienced by the public, which, along with the Locomotive Workshops and Carriageworks precinct to the North of the railway line, helps to tell the story of the history of the site and its significance to the local area.



1.1.1.6 Site Location

South Eveleigh Precinct



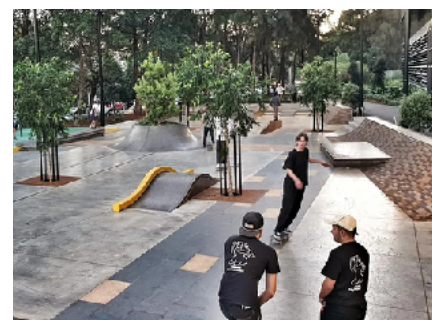
1.1.1.7 Public Spaces



Integration with existing Public Space

The LES sits in close proximity to a number of high quality public spaces offering a variety of amenity to the public.

As the majority of these existing spaces sit to the East of the precinct, the LES site provides an important opportunity to further integrate these spaces with those situated further to the East, such as Rotary Park and Erskineville and Macdonaldtown.



/ South Eveleigh Skatepark



/ Rotary Park

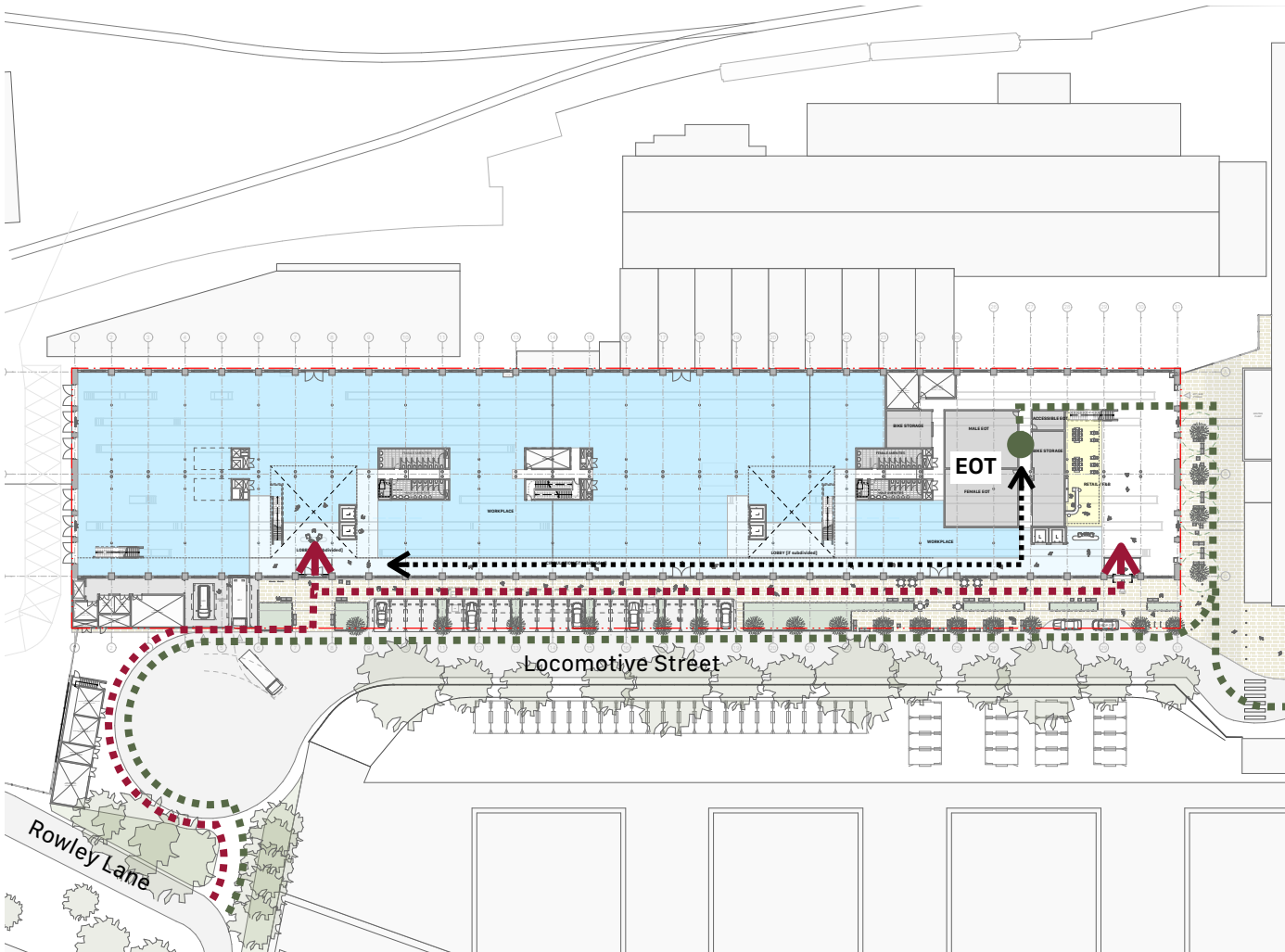
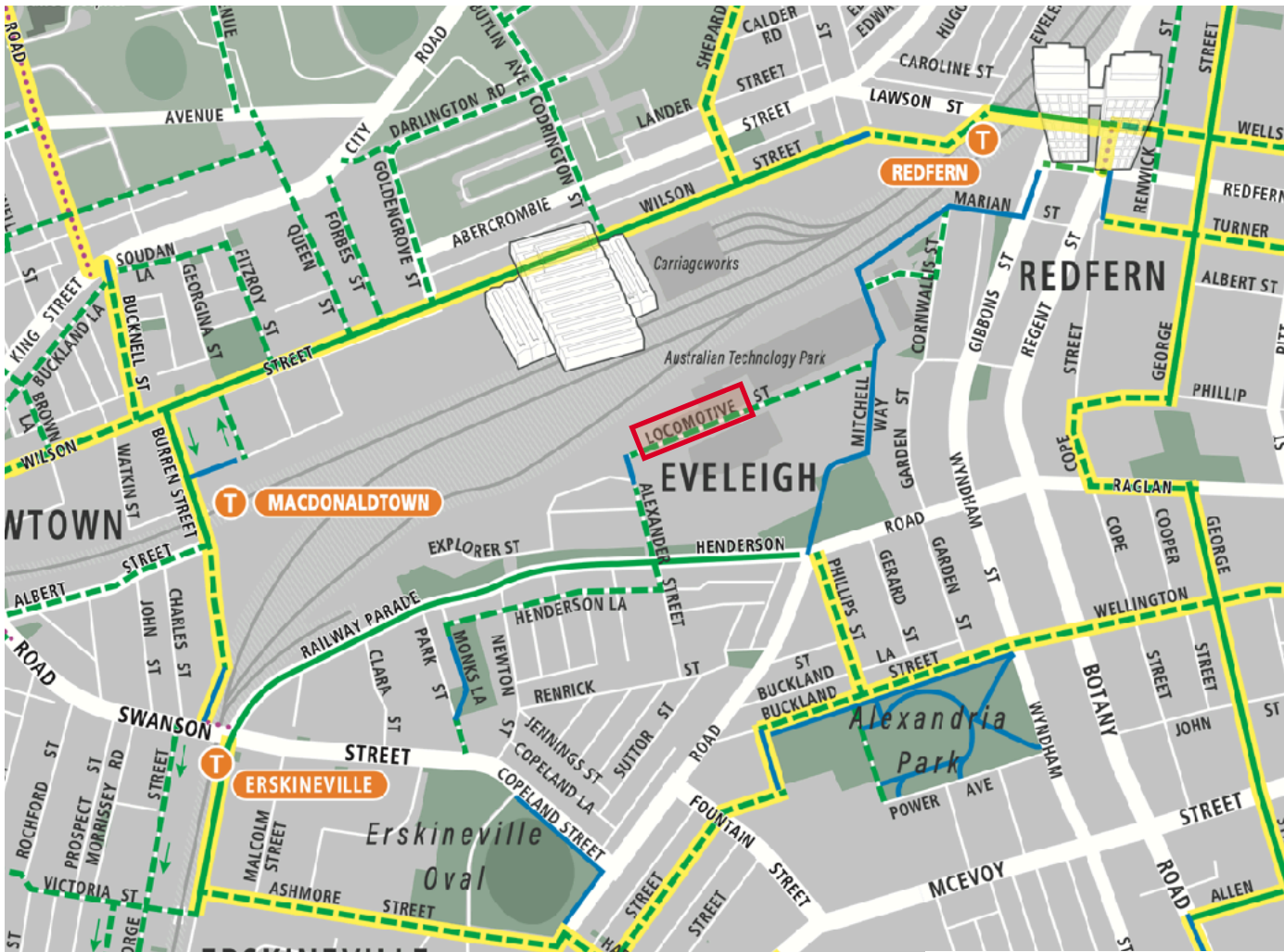


/ Innovation Plaza



/ Village Square

1.1.1.8 Cyclist and Pedestrian Connectivity



City of Sydney Cycle Map

- Separated off-road cycleway
- Low traffic street or bike lane
- Off-road shared path
- Direct route with higher traffic
- Routes with wayfinding signage
- Steep hill (arrows point up hill)
- Stairs
- Lift
- Pump

- Pedestrian Access
- Bicycle Access
- Internal Circulation

Cyclist & Pedestrian Connectivity

The LES building sits in a strategic location well served by public transport in general, and cycling and running / pedestrian infrastructure in particular.

Locomotive street is classed as a high quality Low Traffic Street or Bike Lane, allowing for safe access directly to the building.

The provision of high quality EOT facilities will provide incentive to building users to commute via bicycle or on foot from nearby railway stations and beyond.



1.1.1.9 Large Erecting Shop

History

The Eveleigh Railway Workshops employed workers in the thousands who undertook the assembly, repair and maintenance of imported steam locomotives and the construction and maintenance of carriages used throughout the NSW railway network, which was advancing across the colony.

To cope with increasing demand for new engines, the Large Erecting Shop was opened in 1899 providing a dedicated workshop for locomotive overhaul and assembly, while freeing up valuable space for the specialist trades performed in the various bays of the Locomotive Workshops.

The Eveleigh Railway Workshops of the late nineteenth and early twentieth centuries was comprehensive and advanced, employing some of the most sophisticated machinery and power systems available for the manufacture and overhaul of steam locomotives. Consequently, Eveleigh's workforce developed specialised knowledge and skills geared towards steam-age technology.

Today

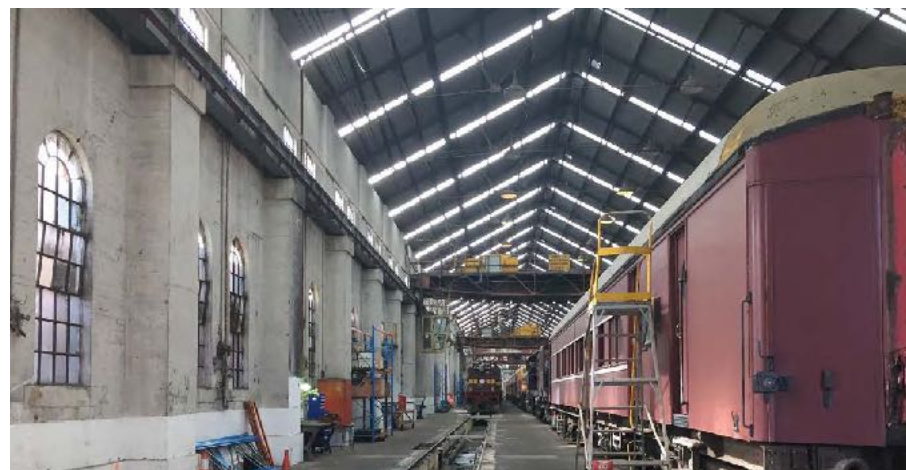
When the first wave of diesel and electric engines reached NSW in the 1950s, the steam era was waning. Eveleigh manufactured its last steam train in 1952 and in 1965 steam locomotion was abandoned altogether.

Attempts were made to modernise operations in the 1970s with new departments hastily established to service the diesel and electric fleets. However, Eveleigh's workshops were still wedded to the antique machinery of the Victorian age and its workforce skilled in trades now redundant.

Eveleigh's operations went into decline and in 1989 most of the great machines fell silent. After 102 years of continuous operations, workers downed their tools and the obsolete Eveleigh Railway Workshops closed its doors.

The LES building now stores a variety of rolling stock, some of which is to be relocated to Chullora.

/ Large Erecting Shop; Study Requirements April 2022, NSW DPE



1.1.1.10 Summary of Opportunities & Constraints

Opportunities

- / Location of site allows Integration with existing commercial office space to create an high quality working precinct.
- / Potential Innovation uses supports the strategic aims of a number of government plans including the Sydney Innovation and Technology Precinct Panel Report 2018, Tech Central Strategic Aims and the City Plan 2036.
- / The Distinct Heritage character of the building and precinct can be leveraged to create a high quality work environment suitable for uses outlined in the Tech Central Report such as Fintech, Cyber and e-Health, Digital and deep technology including quantum, blockchain, AI, robotic, IOT and analytics as well as Creative Industries such as VR and game design.
- / The site's location with easy access to transport including Redfern, Erskineville and Waterloo Station and Public Open Spaces allows for easy access as well as contributing towards sustainable transport goals.
- / Proximity of the site to existing bicycle infrastructure provides opportunity for potential building users to commute to work via bicycle.
- / To provide a more legible connection from Rowley Lane to bring the community into the precinct and provide additional out of hours activation to the precinct.

Constraints

- / Conservation of significant Heritage fabric limits opportunities for locating essential building services.
- / Tight site boundary limits potential for adding shade canopies and extensive landscaping.
- / The use of the laneway between the LES and Locomotive Sheds for access to TfNSW Trains facility behind limits potential use of this space.
- / Lack of street access to the North and West of the building limit options for servicing and loading to the proposed building.

1.1.2 Urban Design Principles

1.1.2.1 Urban Design Principles

The following pages summarise a series of Urban Design Principles that have guided the preparation of the illustrative scheme for the site. These seek to ensure that any future design proposal suitably responds to its immediate and broader urban context whilst also providing a high quality workplace building.



Principle 1

Integration of Locomotive Street as a connective element.



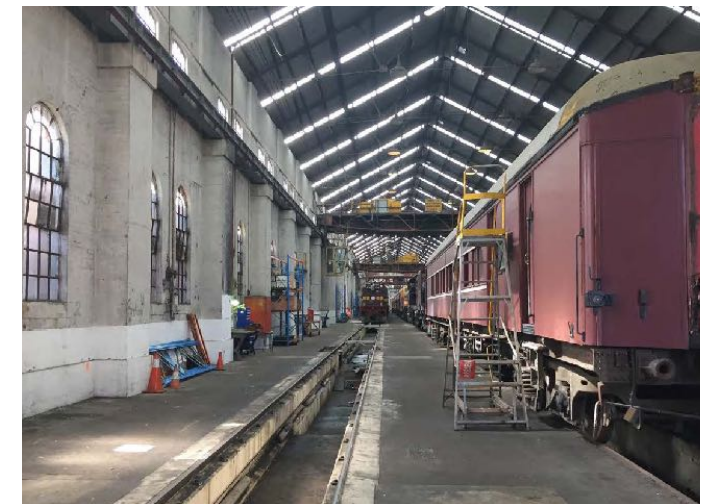
Principle 2

Provision for connection of Locomotive Street to Rowley Lane to improve pedestrian connectivity.



Principle 3

Seamless connectivity to the South Eveleigh Precinct



Principle 4

Celebration of Heritage Fabric

1.1.2.2 Urban Design Principle 1

Integration of Locomotive Street



Principle 1: Integration of Locomotive Street as a connective element.

The rezoning of the site will further extend the activation of the precinct along the East / West spine. Public domain upgrades in line with those in front of the recently complete Locomotive Workshop will support this. Active street frontages are envisioned to be provided along Locomotive Street. Locomotive Street is anticipated to host the primary pedestrian entry to the workplace building, while the lane between LES and the Locomotive Workshop would likely host the secondary entry.



1.1.2.3 Urban Design Principle 2

Connection of Locomotive Street to Rowley Lane



Principle 2: Provision for connection of Locomotive Street to Rowley Lane to improve pedestrian connectivity.

Pedestrian and circulation to the site could be further enhanced by a pedestrian connection from Rowley lane to Locomotive street which will enhance the precincts connection to the adjacent residential areas and provide a better pedestrian connection through the area to Redfern Station and beyond.



1.1.2.4 Urban Design Principle 3

Connection to South Eveleigh Precinct



Principle 3: Seamless connectivity to the South Eveleigh Precinct

The LES site currently occupies a prominent corner of the precinct, but lacks any activation or use. The proposal seeks to integrate the LES within the fabric of the larger precinct to ensure maximum public amenity and life to the entirety of the site and complete the rejuvenation of the precinct as a whole.

New primary and secondary entrances are located off Locomotive street to aid activation and way finding.



1.1.2.5 Urban Design Principle 4

Celebration of Heritage Fabric

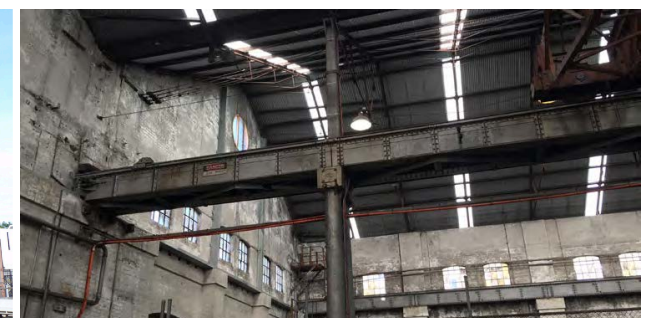


Principle 4: Celebration of Heritage Fabric

The existing fabric of the LES building is well preserved, and highly significant to the history of the building, site and precinct. This aspect of the project will be enhanced by allowing public access to lobby areas in order to appreciate the interior of the building, and the retention and display of the heritage gantries.

In order to avoid permanent alterations to the external fabric as far as possible, services and plant that cannot be accommodated on the roof are proposed to be located in a highly designed and articulated free-standing pod to the West of Locomotive Street where it will have the least visual impact.

Please refer to section 1.2.3.2 Access and Loading for further discussion on the location of services and loading.



1.1.3 Master Plan

1.1.3.1 Masterplan Statement

Strategy

The Large Erecting Shop is the final un-redeveloped building in the South Eveleigh precinct, which includes the recently renewed Locomotive Workshop, alongside the recently completed Foundry and Axle buildings, Channel 7, the Biomedical Building and Yerrabingin House.

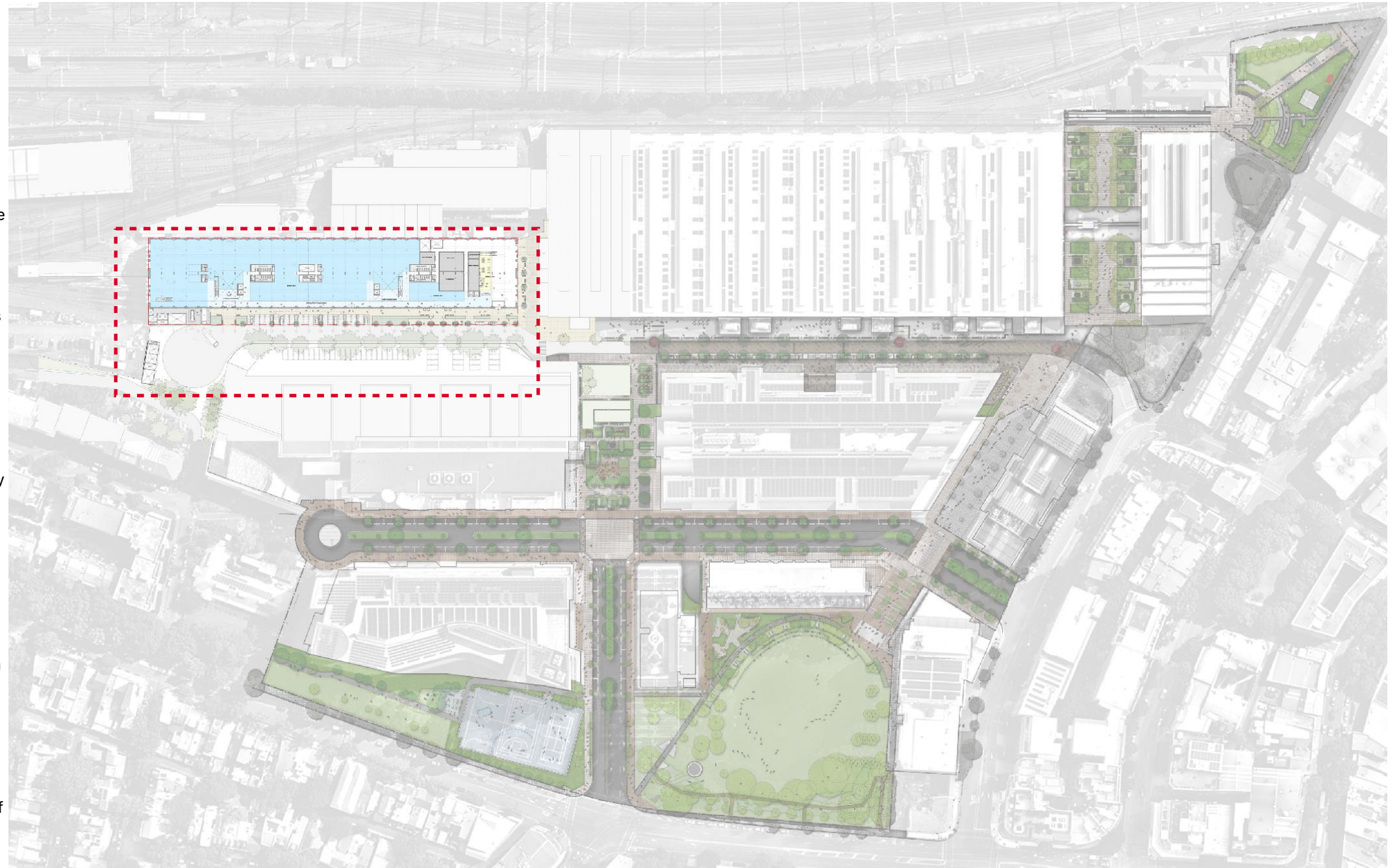
These developments have revitalised the public domain at ground level through the upgrading of the public domain infrastructure, insertion of landscaping and seating elements, public art and retail and food, beverage and hospitality elements.

Alongside these upgrades, a number of new landscaped and recreational spaces have been created and upgraded, including the recreational and sports facilities to the south of Axle, a new Village Square between Channel 7 and the Foundry building, which links the northern and southern parts of the precinct and renders Locomotive Street as an important element connecting the East and West sides of the North of the site.

The recent completion of the Locomotive Workshop to the direct East of the Large Erecting Shop site has greatly improved amenity in the NorthEast of the site, including further strengthening of the pedestrian access to Redfern Station.

The current state of the LES site leaves it as an under-utilised and unappealing corner of the precinct, presenting a 180m long, mute facade to Locomotive Street, with no public domain activation and little in the way of public amenity short of providing a short cut from Locomotive Street through the Rowley Lane.

The proposal seeks to remedy this situation by introducing activity to the site, activating Locomotive street and strengthening the connection through to Rowley Lane, ensuring that the LES site forms the final piece in the puzzle to combine with the other elements of the precinct and to realise the full potential of South Eveleigh.



1.1.3.2 Design Principles

Design Principles

The proposed adaptive use of the LES to accommodate technology jobs is consistent with various Government policies to increase jobs and employment and strengthen NSW position and global recognition in the innovation and technology sector. The objective is to integrate LES into the broader South Eveleigh Precinct with the upgrade of the LES being the final building in the precinct to be adaptively reused to support the vision for a new tech ecosystem.

The reference scheme used to develop the GFA target has been carefully prepared with consideration to the following high level design principles:

/ Integration and Completion of South Eveleigh Precinct

The LES site is currently under-utilised, and forms an isolated corner of what is otherwise a vibrant and buzzing South Eveleigh Precinct. With the recent completion of the Locomotive Workshop, immediately to the East of the LES, and the public domain upgrades, along with new F&B and retail tenancies included within the development, there is a strong and persuasive argument to continue this treatment to the West. The LES adaptive re-use would complete the revitalisation, and provide stronger connections for the entire South Eveleigh precinct towards Erskineville, Macdonaldtown and beyond.

/ Activation of Locomotive Street

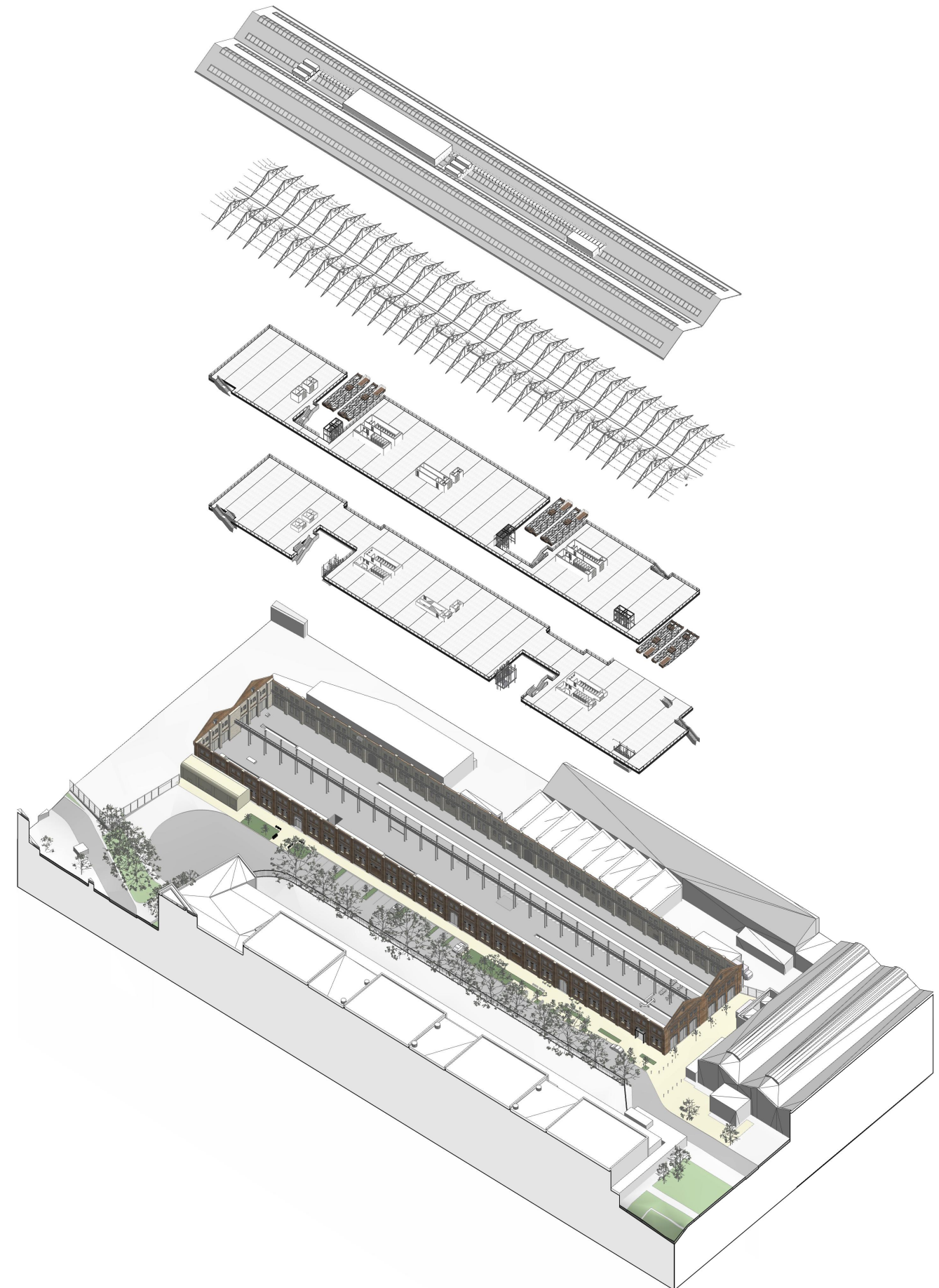
The indicative proposal seeks to activate and enliven Locomotive Street through the addition of a new Primary Access Entry to the East of the building, and a Secondary Entry towards the western end of the building. The public domain all along the building frontage will be upgraded in line with the high quality treatment to the rest of the South Eveleigh precinct. A Lobby retain tenancy will allow the public to enter and appreciate the triple height foyer space, while additional pavement seating will provide activity to Locomotive Street

/ Minimal interference and alterations to existing Heritage Fabric

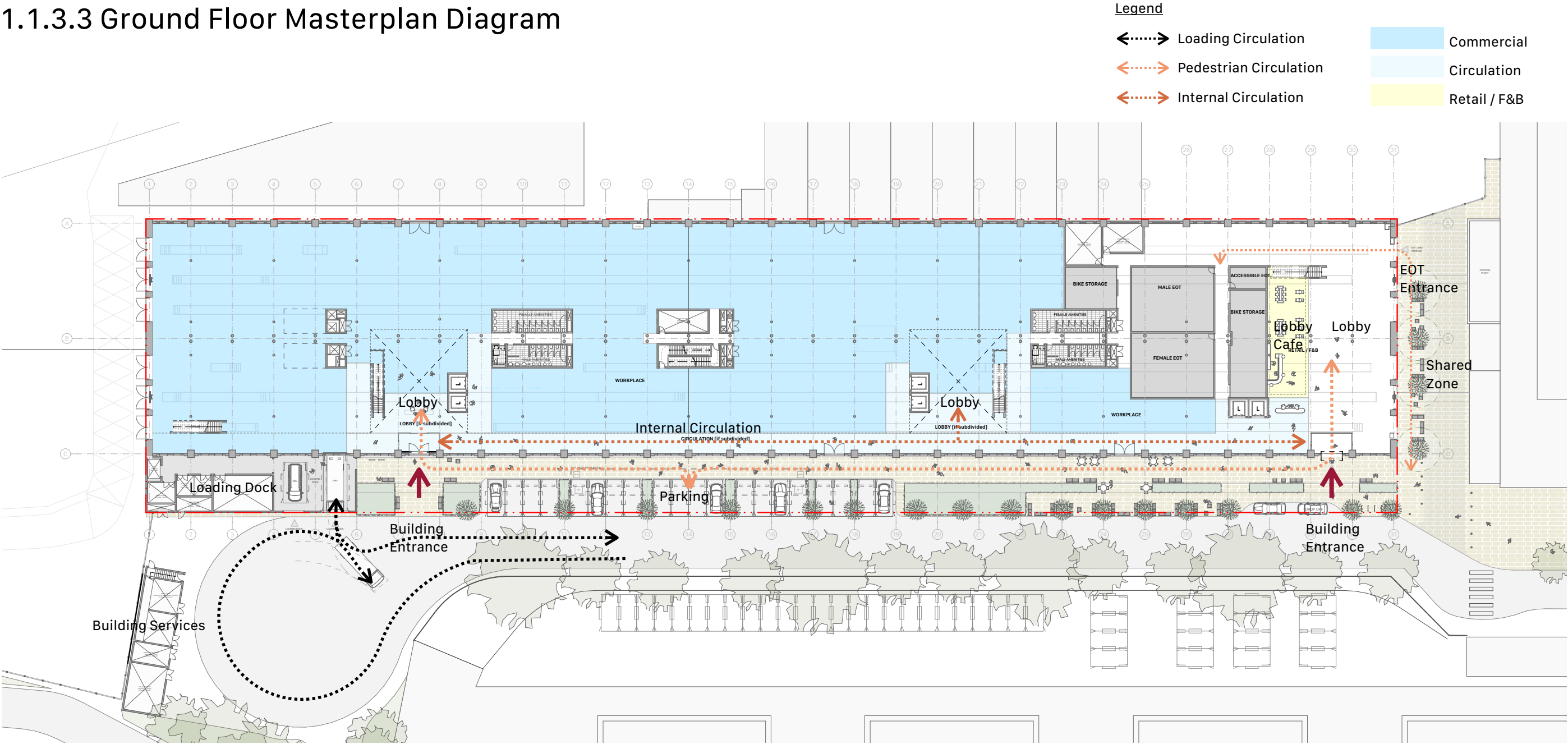
The proposal has been carefully considered to preserve as much of the original LES building fabric as possible, while restoring and bringing new life to the building. The new internal first and second storey floors are sensitively kept back from the existing walls to ensure they can be appreciated in their original condition. The loading dock is located to the rear of the building, tucked around the North-East corner out of sight. New services and plant that require access from the street are sensitively located in a well designed free standing enclosure in the South-West corner to avoid the need for new penetrations and large unsightly louvres to be made in the existing walls. This approach also ensures that any changes made as part of the proposal could be more

/ Preservation and display of Heritage Gantry cranes and railway pits

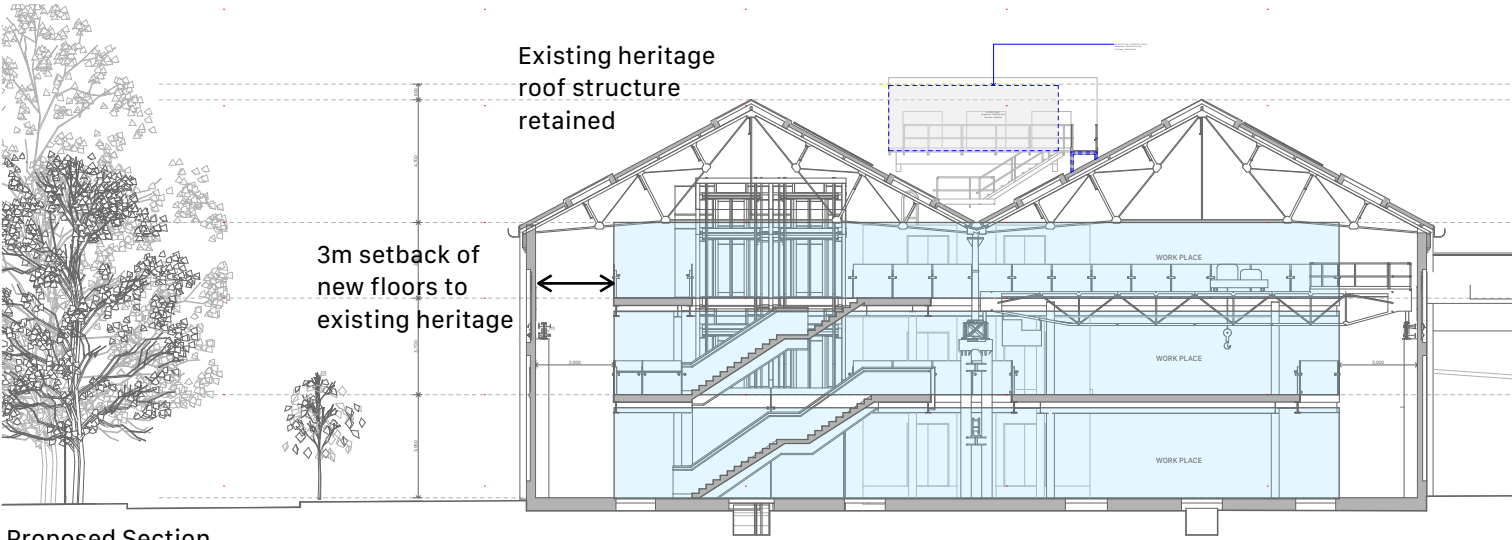
The existing heritage gantry cranes that were the heart of the building's former operations are preserved and restored in three key locations that allow them to be easily viewed and appreciated not just by the building's users, but also public visitors to the site through the introduction of triple height voids that also serve as lobbies for the new building entrances. The remain on their original rails, and give an understanding of their prior functional uses. The railway maintenance pits in the existing floor are also preserved and interpreted in the new floor treatment, with sections in glass allowing views of their full depth, and other sections with a solid infill that preserves the memory of their former activities.



1.1.3.3 Ground Floor Masterplan Diagram



Proposed Ground Floor Plan



Proposed Section

1.1.3.4 GFA Accomodation - Rezoning Proposal

GFA Strategy

The proposed amendments to the Precincts SEPP involve the inclusion of the LES site within the 'Business Zone—Business Park' zone, which applies to the majority of the South Eveleigh Precinct and notably is the existing zoning for the adjacent Locomotive Shops.

Further, the State-led rezoning application proposes new development standards including a maximum gross floor area (GFA) control on the LES site of up to 15,000m². Other minor changes as required may be proposed to the Precincts SEPP to facilitate the reuse of the LES building for commercial office and retail purposes.

The following reference scheme demonstrates that the maximum GFA target of 15,000m² can be accommodated within the envelope of the existing LES building, with the allowance for a small quantum of external plant located to the Southwest of the existing building, as well as above the existing roof.

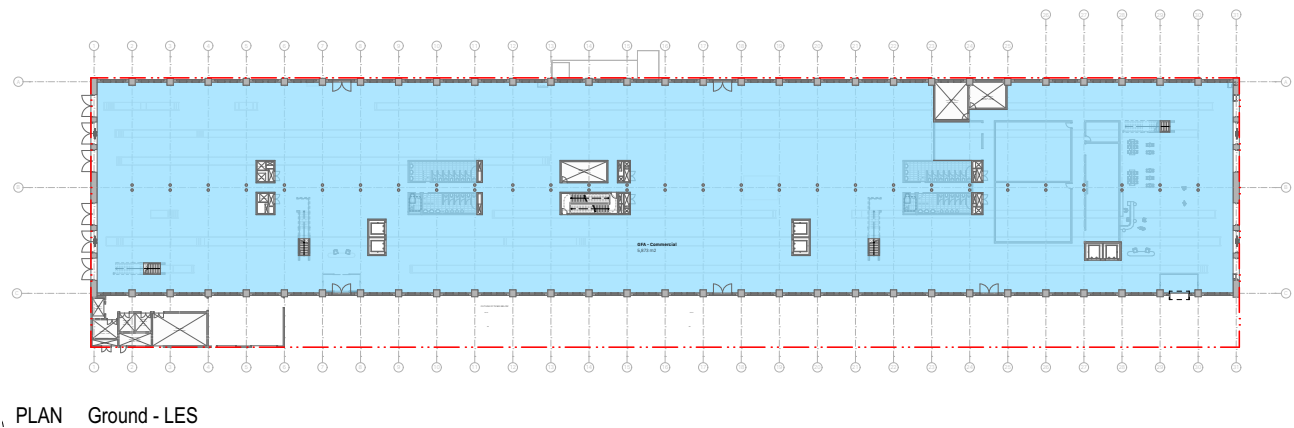
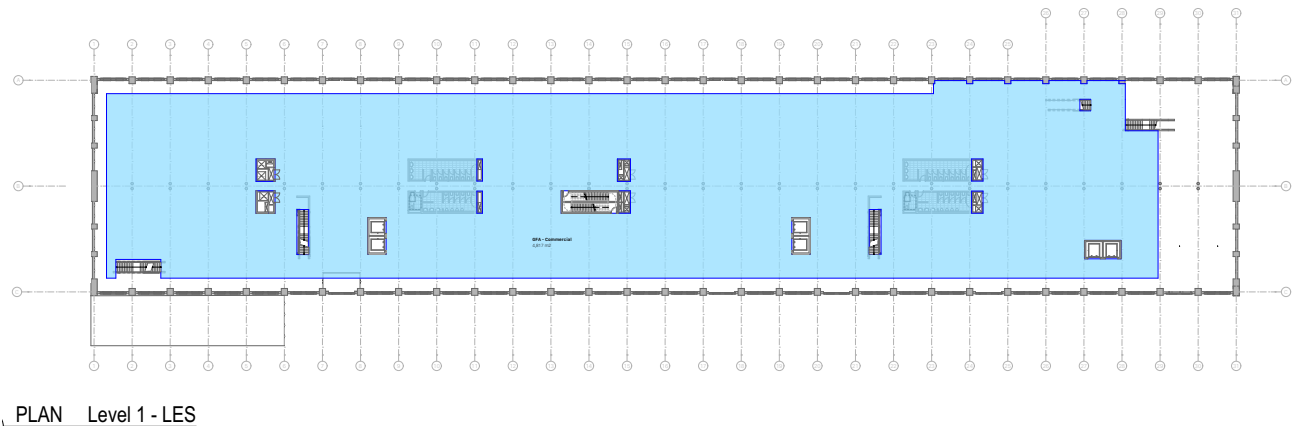
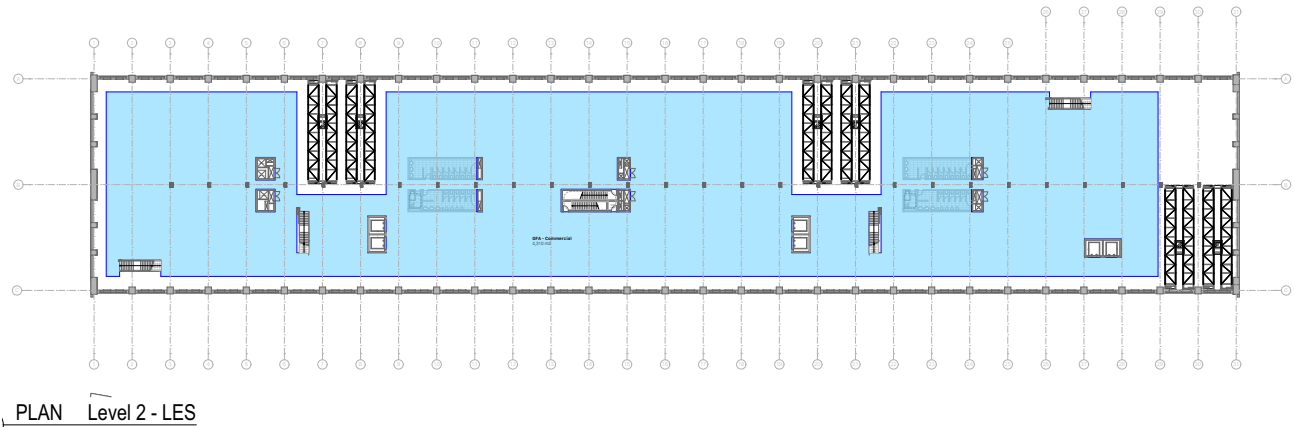
Locating elements of the building services outside of the existing building allows for the technical requirements of the plant spaces without intruding upon the heritage fabric that would otherwise need to be modified.

The proposed Rezoning Proposal GFA provides sufficient area to allow flexibility in the design moving forward to respond to a number of considerations:

- / Service plant and spatials – which may potentially grow during detailed design development
- / Heritage approval – the scheme may be required to preserve more elements in-situ than proposed / anticipated
- / Feasibility – due to heritage constraints, we have not proposed significant built form external to the building. To achieve commercial viability, a minimum GFA is required
- / Design excellence process – the design excellence process (SDRP involvement) during the preparation of the SSDA may require amendments

/ Area Schedule

GFA Area Schedule	Home Story Name	Area
	Ground - LES	5,873
	Level 1 - LES	4,817
	Level 2 - LES	4,310
		15,000 m ²



1.1.3.5 GFA Accomodation - Reference Scheme

GFA Strategy

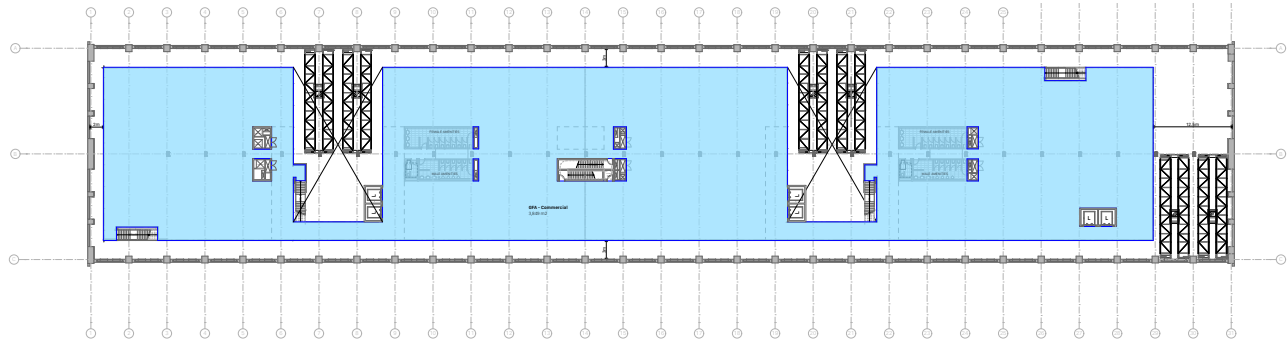
The reference scheme represents a more articulated approach to the potential distribution of GFA within the building.

It includes larger void cutouts for to create a more open entry experience to the buildings lobbies, and provides more visual connectivity to the existing heritage fabric and gantry cranes from the ground floor.

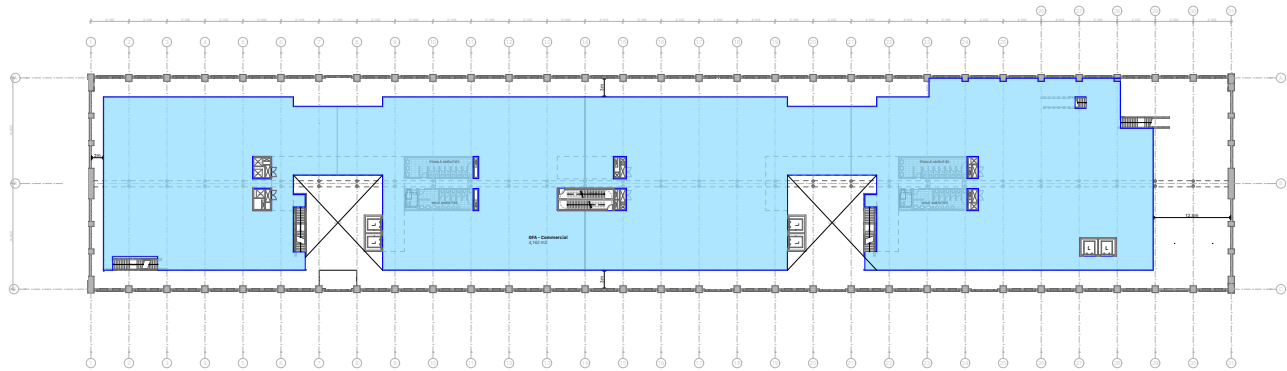
The setback of the inserted floors is 3m from the North and South boundaries rather than the 2.5m of the Rezoning Proposal to provide additional breathing room to the facades and improved site lines.

This reference scheme proposal represents just one potential iteration of GFA distribution within the site.

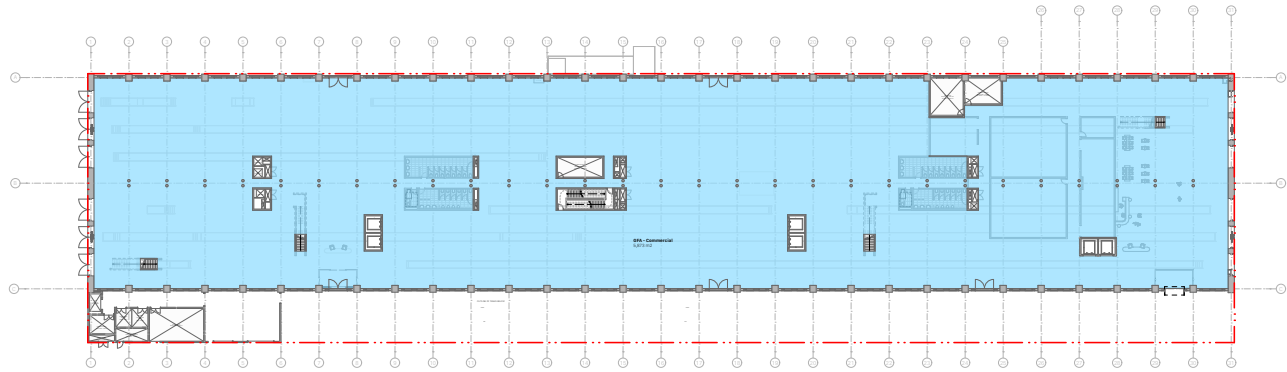
GFA Area Schedule	Home Story Name	Area
	Ground - LES	5,874
	Level 1 - LES	4,162
	Level 2 - LES	3,849
		13,885 m ²



PLAN Level 2 - LES



PLAN Level 1 - LES

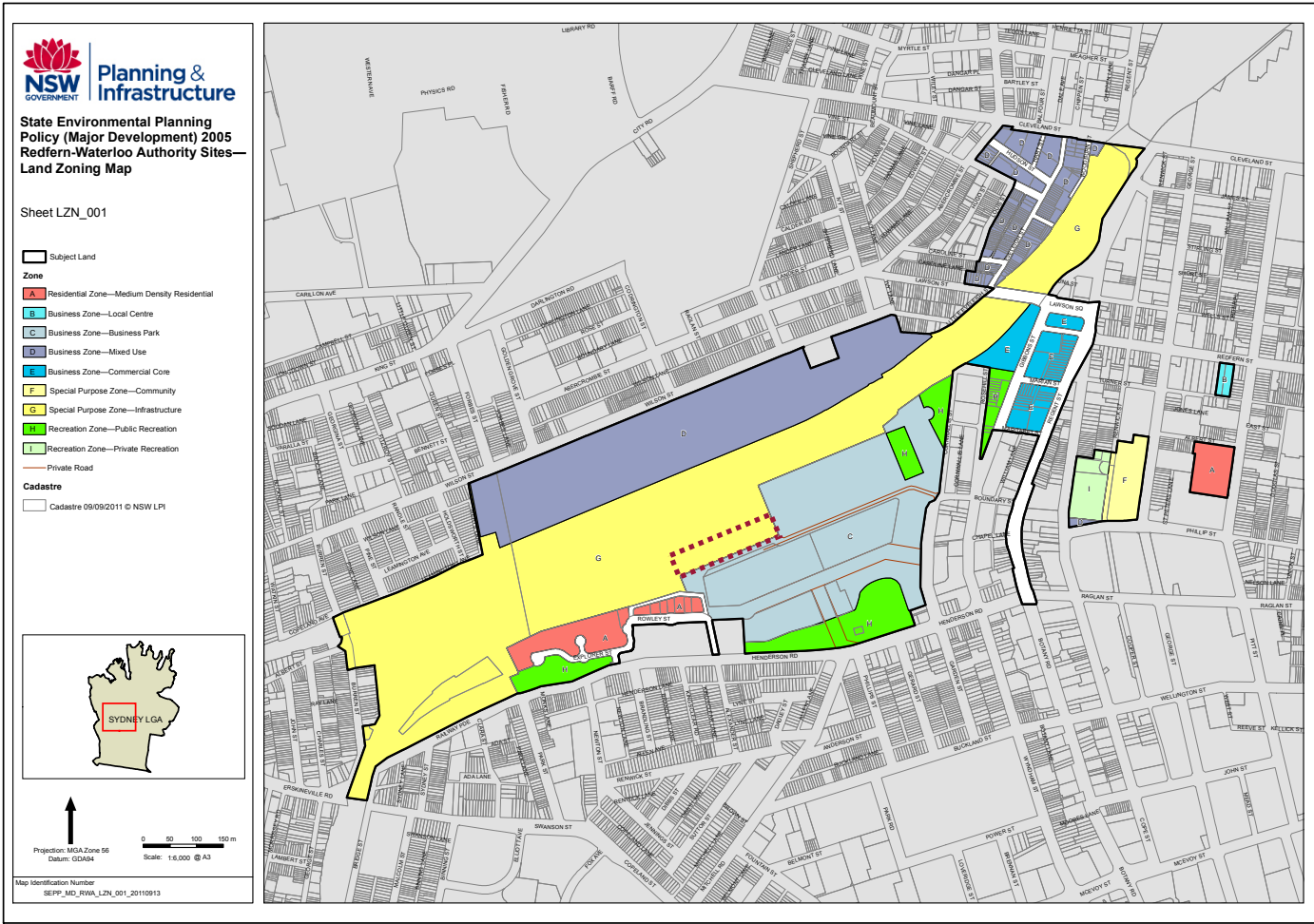


PLAN Ground - LES

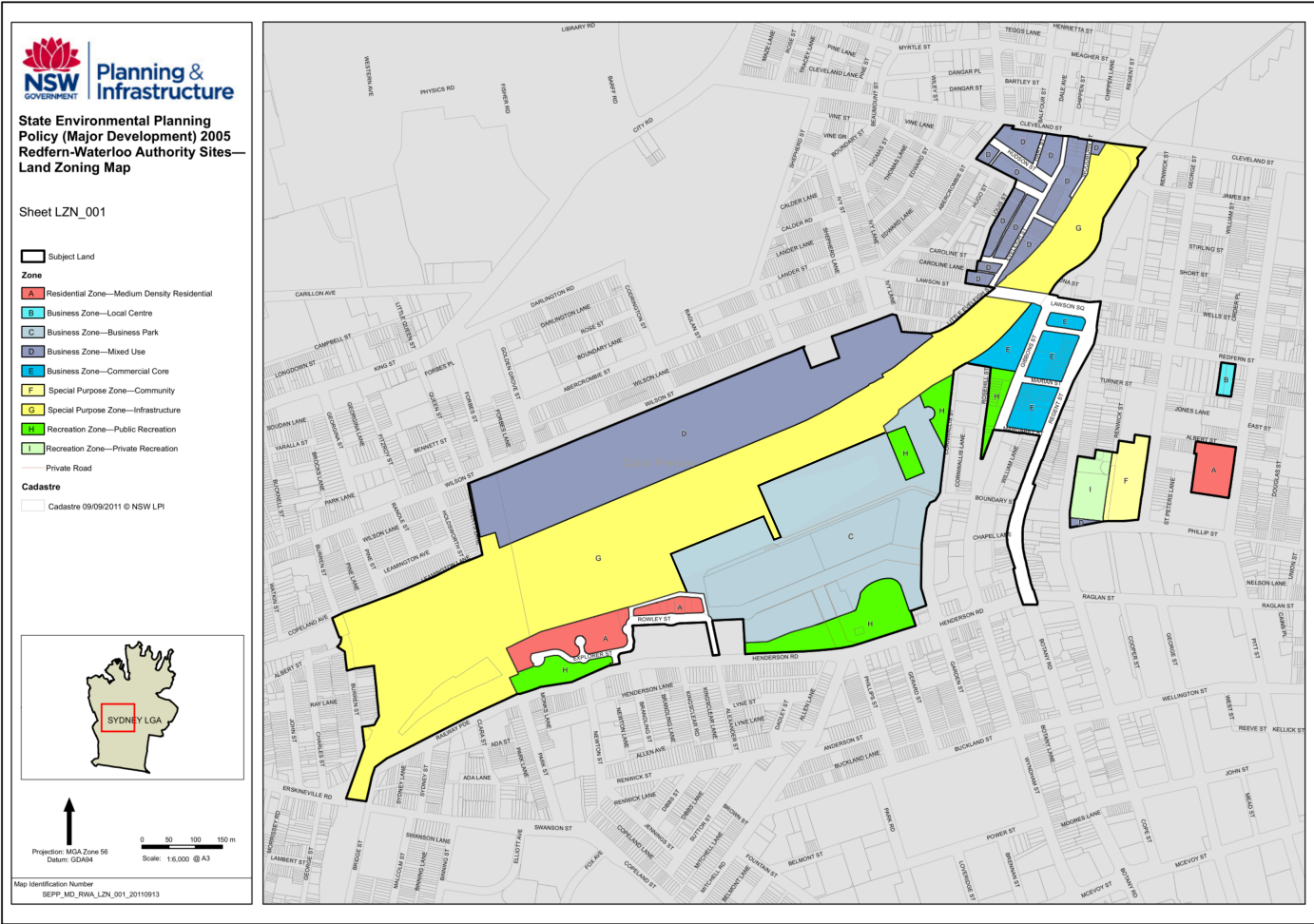
/ Area Schedule



1.1.3.6 SEPP Land Zoning Map



Current Land Zoning Map



Proposed Land Zoning Map

1.1.3.7 GFA Map



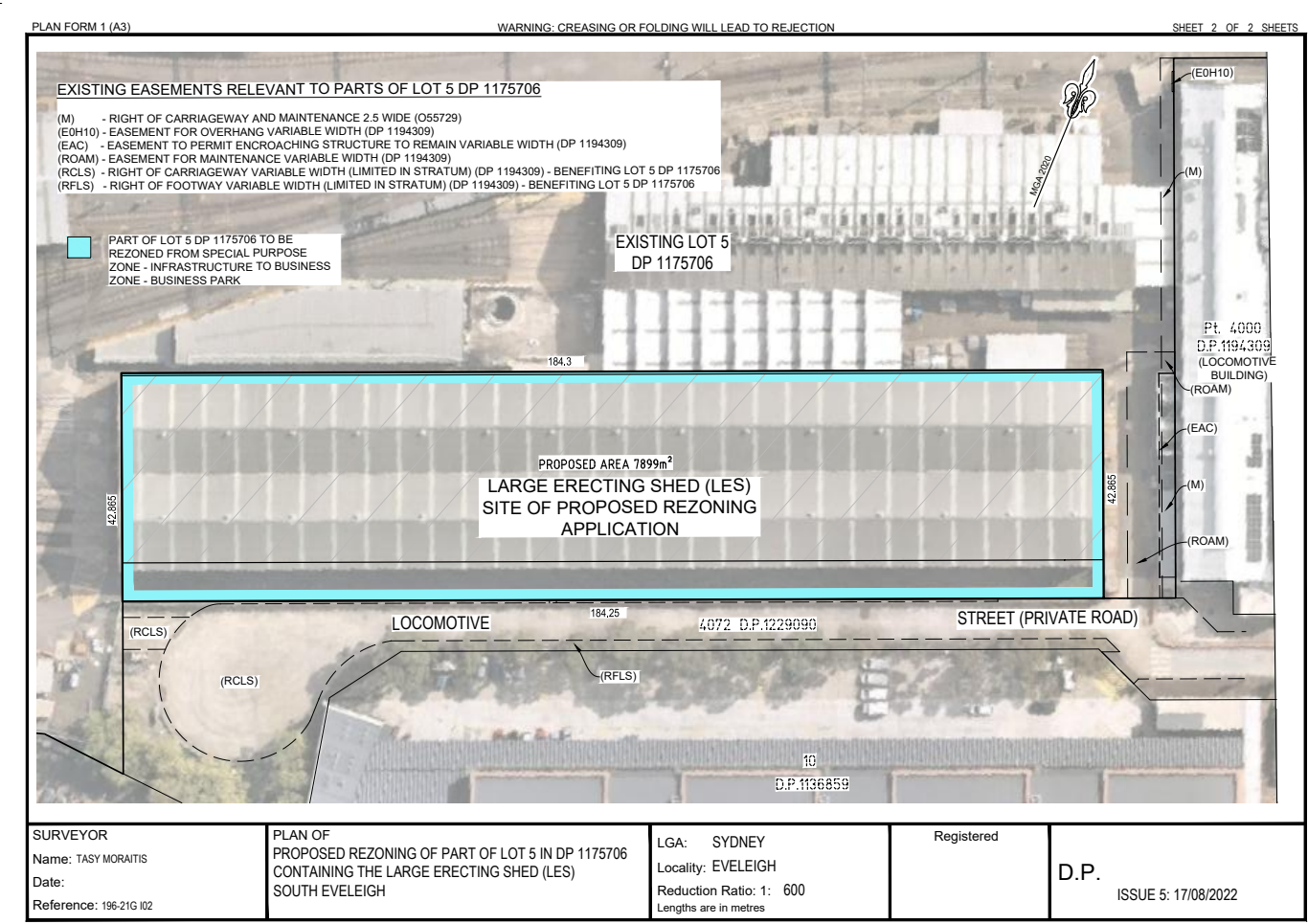
Current GFA Map



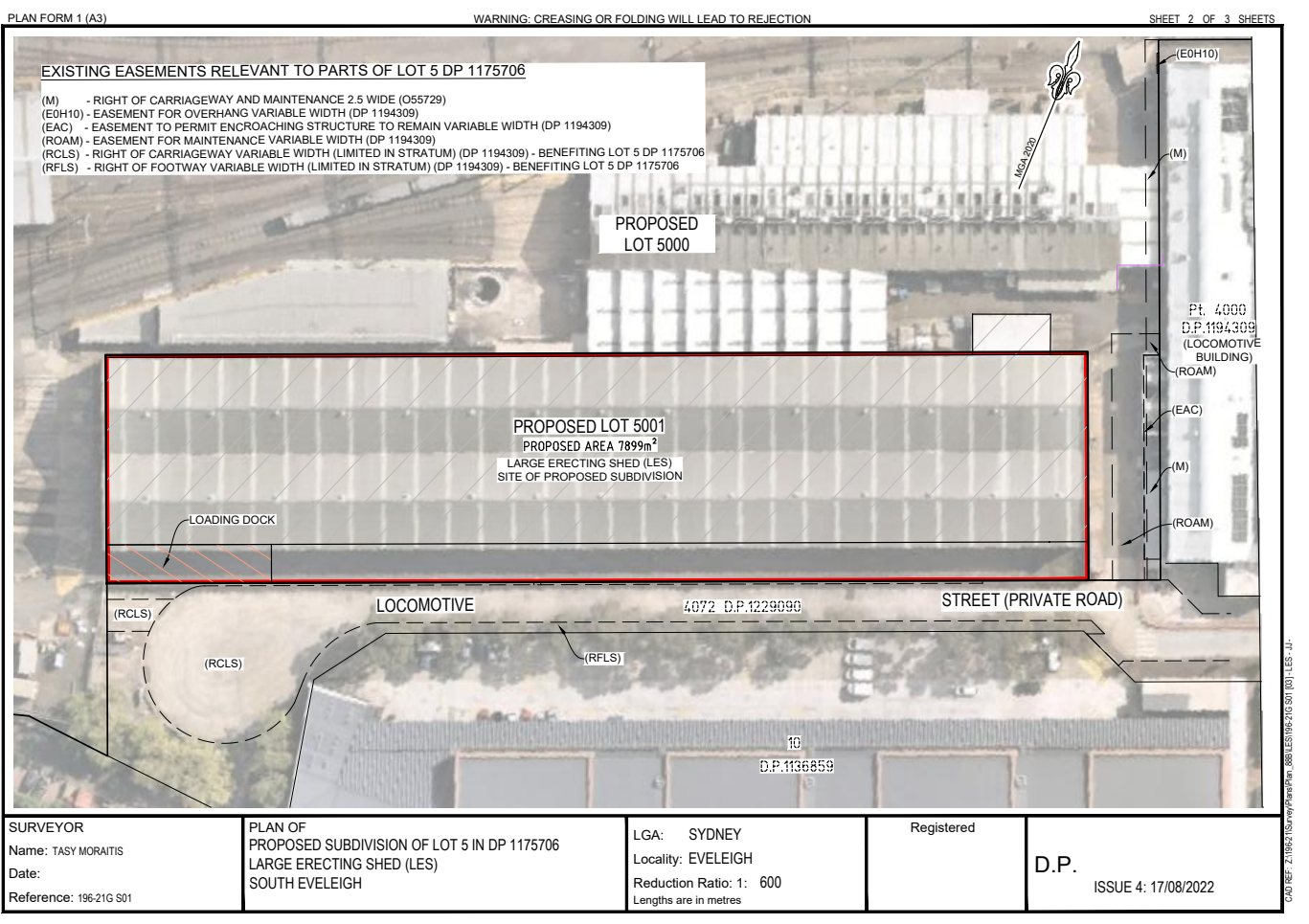
Proposed GFA Map

L Maximum Gross Floor Area (m²): 15,000

1.1.3.8 Proposed Site Boundary & Zoning Extent



Proposed Extent of Rezoning to Business Park (N.T.S.)



Proposed Extent of Subdivision (N.T.S.)

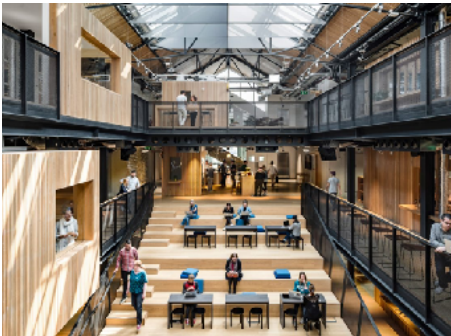
1.1.4 Benchmarking Assessment

1.1.4.1 Selected Benchmarking Projects

The following projects have been selected for their relevance in terms of building use and typology, scale, adaptive re-use and approach to heritage conservation and interpretation.



Locomotive Shop
South Eveleigh, Sydney



AirBnB HQ
Dublin, Ireland



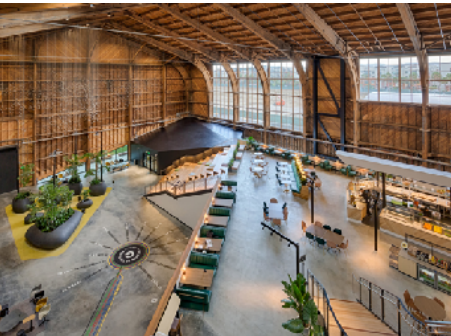
Gusto HQ
San Francisco, California



New Lab
Brooklyn, New York



Carriageworks
North Eveleigh, South



Spruce Goose
Los Angeles, California

1.1.4.2 Benchmark - Locomotive Workshop

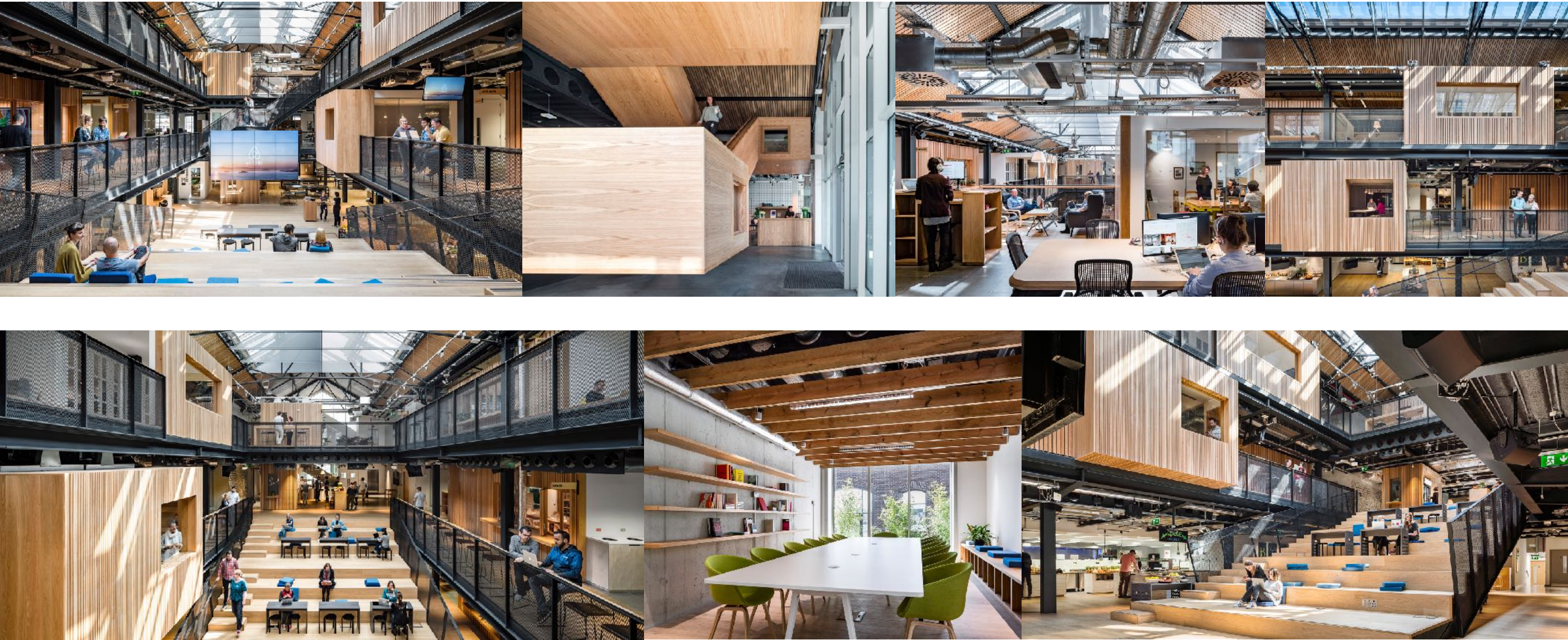
Locomotive Workshop	Description	Relevance	Positives
South Eveleigh, Sydney			/ High quality public domain
Area: 23,000 m ²			/ World class heritage and first nations interpretation and public domain strategy
Original Buildings Use: Locomotive Workshop	Immediately adjacent to the East of the LES site, the Locomotive Workshop is a 15 bay industrial building dating to the 1840s to 1880s. Its original uses included blacksmithing, boiler making, wheel and axle fitting, a machine shop, tool and instrument room and worker's canteen.	The project is relevant not only due to it's similar history, location and original and revised uses, but most particularly for the high quality, thoughtful and considered approach to the heritage interpretation, connection to country and public art strategies that enliven the revitalised building, while grounding it within its local cultural and historical context.	/ Preservation of original fabric
Building Use: Office / Retail / F&B			/ Integration of new elements and additions
Date of Completion: 2022	The adaptive re-use of the building combines various uses, including commercial office, retail and F&B, a supermarket, gym and other associated uses.	The methodology of leaving the original fabric as intact as possible to demonstrate its historical roots, and inserting sympathetic additions to provide for the new uses is exemplary.	<u>Negatives</u>
		Beyond this, the high quality of the public domain responses provide relevant examples that can inform the design responses for the LES site.	/



/ 1. Images courtesy Mirvac / Buchan Group / Brett Boardman / Alice Marshall

1.1.4.3 Benchmark - AirBnB HQ

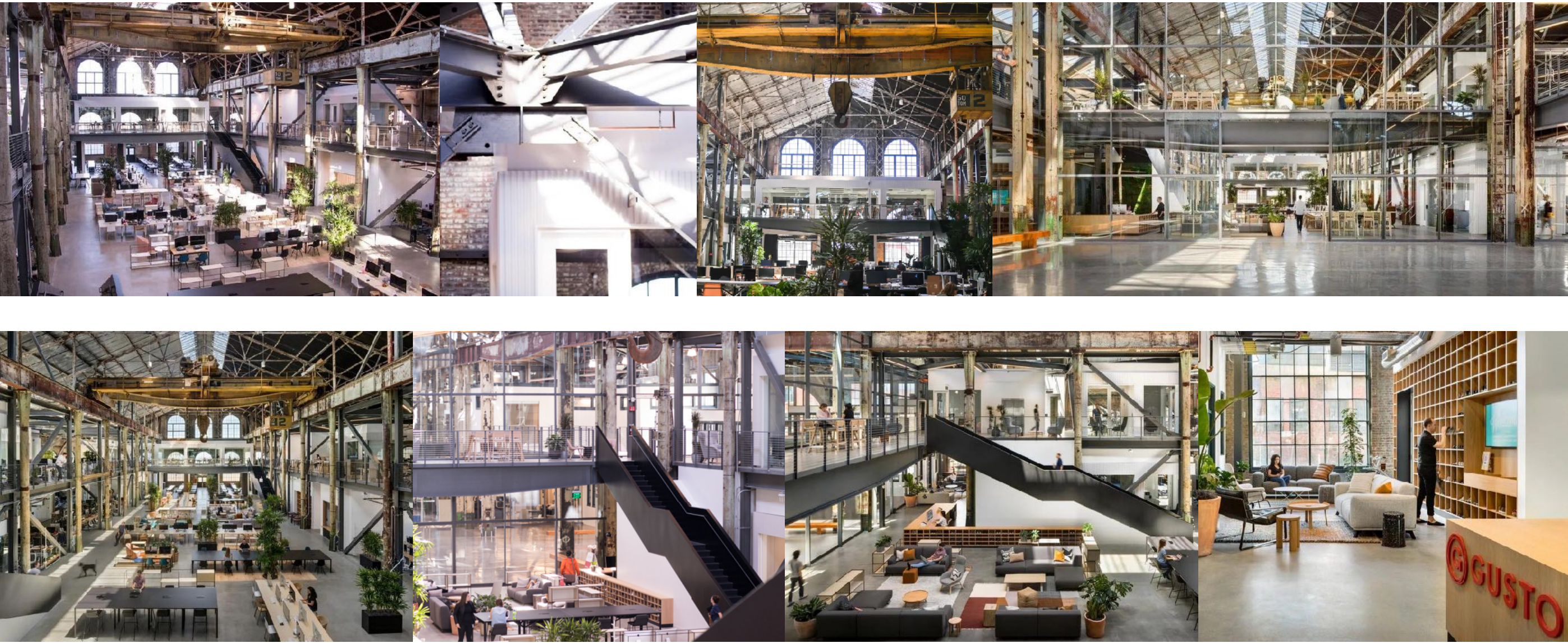
AirBnb HQ	Description	Relevance	Positives
Dublin, Ireland	Housed in one of the last remaining warehouse buildings that characteristic of the Dublin docklands, the new EMEA headquarters building for Airbnb is located on Hanover Quay, facing onto Grand Canal Basin.	The project demonstrates the potential to create world class commercial office space within the fabric of an existing heritage building.	/ World class commercial office space
Area: 3,300 m²			/ Preservation of original fabric
Original Buildings Use: Warehouse			/ Integration of new elements and additions
Building Use: Office	The workplace was designed for 400 people around the auditorium staircase that connects the 3 floors.	The use of natural light stemming from the reconstruction of the warehouse roof with skylights provides a high quality workplace integrating best practice sustainability and wellness aspects.	/ Daylighting
Date of Completion: 2016			<u>Negatives</u>
			/ Limited interaction with exterior and public domain



/ Images courtesy Heneghan Peng

1.1.4.4 Benchmark - Gusto HQ

Gusto HQ	Description	Relevance	Positives
San Francisco, California	A historic building, which once served as a machine shop for military destroyers and submarines, was transformed into a commercial office headquarters for the tech based HR company Gusto.	The project demonstrates the potential to create world class commercial office space within the fabric of an existing heritage building.	/ World class commercial office space
Area:			/ Preservation of original fabric
Original Buildings Use: Naval Machine Yard			/ Integration of new elements and additions
Building Use: Office	Growth in Gusto's business resulted in the need for more workspace, which they found at the old shipyard on San Francisco's eastern waterfront. The area was already undergoing major revitalisation, with this project's adaptive re-use of one its largest buildings playing a key role in the precinct.	The use of natural light stemming from the reconstruction of the warehouse roof with skylights provides a high quality workplace integrating best practice sustainability and wellness aspects.	/ Daylighting
Date of Completion: 2018		Of particular relevance is the presence and celebration of the original gantry cranes, demonstrating how they can be located and lit to create an interesting and impressive link to the building's previous use.	<u>Negatives</u>
			/ Limited interaction with exterior and public domain



/ Images courtesy Marcy Wong Donn Logan Architects

1.1.4.5 Benchmark - New Lab

New Lab	Description	Relevance	Positives
Brooklyn, New York	New Lab is located in Building 128 of the Brooklyn Navy Yard – a former 1900s shipbuilding complex between the Dumbo and Williamsburg neighbourhoods that is undergoing extensive regeneration.	The project demonstrates the potential to create world class commercial office space within the fabric of an existing heritage building.	/ World class commercial office space
Area:			/ Preservation of original fabric
Original Buildings Use: Naval Machine Yard		The use of natural light stemming from the reconstruction of the warehouse roof with skylights provides a high quality workplace integrating best practice sustainability and wellness aspects.	/ Integration of new elements and additions
Building Use: Office	Facilities include offices, private studios and lofts, as well as shared amenity spaces like lounges, communal worktables, advanced prototyping shops and meeting areas.		/ Daylighting
Date of Completion: 2018	The noisier and more private spaces are located in the building's wings, while communal areas sit closer to the central axis.	Of particular relevance is the presence and celebration of the original gantry cranes, demonstrating how they can be located and lit to create an interesting and impressive link to the building's previous use.	<u>Negatives</u>
	/ Description courtesy Heneghan Peng		/ Limited flexibility of interior arrangement
			/ Large impact on Heritage Fabric



/ Images courtesy Heneghan Peng

1.1.4.6 Benchmark - Carriageworks

Carriageworks	Description	Relevance	Positives
Redfern, Sydney	Carriageworks is a multi-arts urban cultural precinct located at the former Eveleigh Railway Workshops in Redfern, Sydney, Australia.	The project demonstrates the successful adaptive re-use of a building of similar location, construction and previous use.	/ Public Art integration
Area:			/ Preservation of original fabric
Original Buildings Use: Railway workshop	Carriageworks showcases contemporary art and performing arts, as well as being used for filming, festivals, fairs and commercial exhibitions.	The use of natural light stemming from the reconstruction of the warehouse roof with skylights provides a high quality workplace integrating best practice sustainability and wellness aspects.	/ Contributes to the cultural activity of the area
Building Use: Office			/ Weekend Markets bring activity to the area
Date of Completion: 2018	The centre has been home to a number of arts and cultural agencies, and a weekly farmers' market has operated there for many years.	Of particular relevance is the level of preservation of the facade and interior structure, which is of similar construction to the LES building.	<u>Negatives</u>
			/ Limited business hour activation
			/ Limited fine grain activation outside of events



/ Images courtesy Various

1.1.4.7 Benchmark - Spruce Goose

Spruce Goose

Playa Vista, California

Area: 42,000 sqm

Original Buildings Use: Airplane Hangar

Building Use: Office

Date of Completion: 2018

Description

In transforming the heroically sized Spruce Goose hangar into inspiring and intriguing workspace, we sought to create human-scaled experiences in ways that honour the innovations of the past while celebrating Google's "moonshot ethos."

The project demanded a wholly unique design approach and was restored and transformed through the development of a 450,000+ SF, four-level "building-within-a-building" inside the seven-story, 750-foot-long historic wooden structure. Built by Howard Hughes in 1943 for the construction of the Hercules IV airplane (aka the "Spruce Goose"), the hangar now comprises workspace, meeting and event spaces, and employee amenity spaces.

/ Description courtesy ZGF architects

Relevance

The project demonstrates the potential to create world class commercial office space within the fabric of an existing heritage building.

Especially relevant is the concept of a "building within a building". The LES proposal draws upon a similar strategy to preserve the integrity of the original heritage building structure.

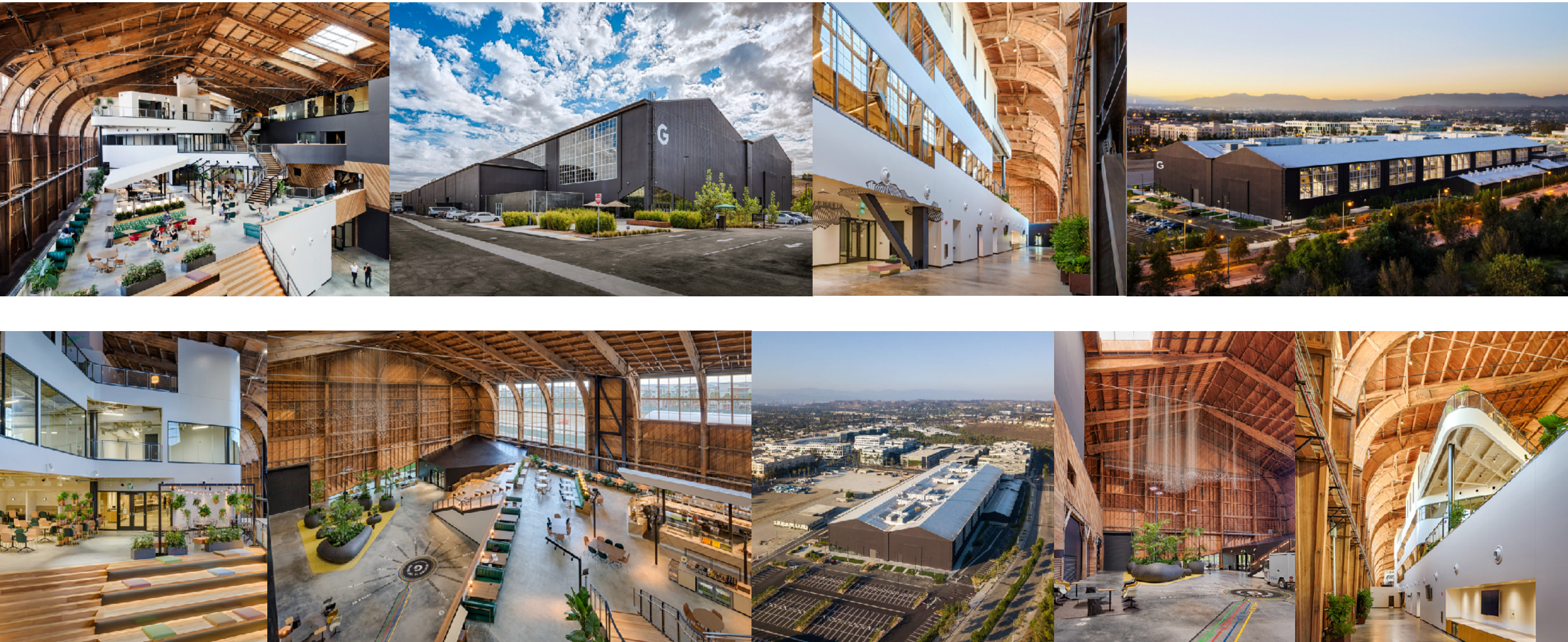
The use of natural light stemming from the reconstruction of the warehouse roof with skylights provides a high quality workplace integrating best practice sustainability and wellness aspects.

Positives

- / World class commercial office space
- / Preservation of original fabric
- / Integration of new elements and additions
- / Daylighting

Negatives

- / Limited public domain improvements



/ Images courtesy ZGF architects

1.1.5 Connecting With Country Framework

1.1.5.1 Connecting With Country Framework (prepared by FCAD)

Our vision is for a diverse community which brings a wealth of cultural vibrancy to our community life. Our vision for the LES project is to accurately acknowledge, represent and showcase the significant ongoing contribution that the Gadigal peoples and the 29 Clan Groups of the Eora have on Greater Sydney.

This delivery will be implemented in a collaborative manner with the knowledge that Aboriginal peoples have always lived in Sydney. The LES and Station site was utilised over thousands of years as both a corroboree and ceremonial site. A site that has experienced a significant amount of culture and Aboriginal spiritual practice, song-lines and Gadigal initiated learning would have been practiced in this area.

Despite the destructive impact of first contact, Gadigal culture has survived, and we will ensure to bring alive Gadigal and greater Eora cultural and spiritual expression through a medium that will ensure that the LES is alive with significant cultural learning opportunities which celebrates the stewardship of traditional custodians.

We are committed to highlight the unique relationship the Gadigal have with the lands and waters of Australia, since the beginning of the dreaming and support the fact that the dreaming continues into eternity.

We aim to deliver on a project that creates a Gadigal knowledge and cultural experience, that becomes part of the fabric of the LES development, and pays respect to our Ancestors, Elders, Aunties, Uncles and future generations in the best way possible.

We proudly Acknowledge the Traditional Owners / The Gadigal and we honour the Land, Air, Sky and from the heart pay our respects to Elders Past, Those of the Present and the Emerging elders of the Future, we work to the collective knowledge and thank you all for taking this journey with us. We will lead this project and actively encourage a greater understanding of the profound interconnected relationship between humankind and our environment, which is embraced intrinsically in Indigenous culture.

Our approach is human human-centric, we passionately share the powerful connection to Country – something we believe we should all learn to celebrate, and the journey with the broader team that will be woven to understand the powerful acknowledgement to country in its built form, using contemporary stories and narratives and history of Indigenous Australia. We will also create socio economic outcomes that will be empowering the Indigenous economy.

Our team consists of a team of passionate heritage experts who specialise in providing pragmatic, creative, strategic, and innovative heritage, archaeology, and interpretation solutions that will fuze regenerative design into the deliverable outcome

Authentic

Delivers authentic and meaningful interpretive public art that provides a sense of identity and community

Inclusion

Engages the area's diverse community with an inclusive and multi-layered approach to creative place making

Excellence

Ensure the interpretive public art is of the highest quality and design standard to establish iconic artwork and experiences

Design Principles

Authentic

- Using and acknowledging traditional language for placemaking that honours Traditional owners, custodians and stewardship of Eveleigh, the Gadigal
- Materiality throughout the site for built and natural forms
- Colour selection to reflect Ochres used by the Gadigal in artwork and ceremonies honouring Culture and Customs

Inclusion

- Working with the six seasons,
- Ongoing engagement and facilitation throughout the design process to ensure an authentic approach for the built and natural forms
- Creating with acknowledgement to elements
- Collaborating with Aboriginal designers and collaborators to ensure empowerment
- Ensuring that the knowledge shared is a privilege, and that the expertise of stake holders and knowledge holders will be held with respect, and will only be used for this site, as they're centric to the Eveleigh project, all being site specific

Excellence

- Creating excitement throughout the journey, ensuring that the built and natural form will be done in which curiosity and a shared learning experience can happen. The sharing of Aboriginal culture to entice visitors and residents from the surrounds
- Honour stories, narratives, artwork, song lines of the Traditional Owners, Stories tellers and Knowledge Holders
- Integrate traditional site lines and song lines throughout the landscape that are in harmony with natural elements of the LES and cohesive to the South Eveleigh existing site
- Emphasise the integrated relationship between the built and natural environment
- Recognition of the endemic species of flora centric to the site, and their healing properties, and their ability to sustain life for 80,000 years

Resilience

Embrace the wider impact of art and its relationship to the site's natural, built, historical, social and cultural environment

Optimism

Acknowledge Aboriginal history, identity and culture by supporting Aboriginal voices and celebrating knowledge and storylines

Resilience

- "Connect to Country" – leaving country better than we found her, healing through healing
- Creating sustainable outcomes with environmental management and stewardship
- Integrating water features and notions of the land pre colonisation, for healing and sustaining life
- Culturally safe spaces within the site and landscape which are inclusive for all people regardless of age or capacity

Optimism

- Welcoming a site that is safe for natural Fauna
- Emphasise the integrated relationship between the built and natural environment
- Recognition of the endemic species of flora centric to the site, and their healing properties, and their ability to sustain life for 80,000 years

1.2 Public Domain Strategy

1.2.1 Vision Statement

1.2.1.1 Vision Statement

The revitalisation of The Large Erection Shop (LES) at South Eveleigh presents an evolution of the well established business park and provides significant extension to the existing public domain and landscape spaces of the park. The public domain proposal for the LES is a catalyst for creating new through site links connecting to active public transport links, as well as ongoing growth and development for the community in the area.

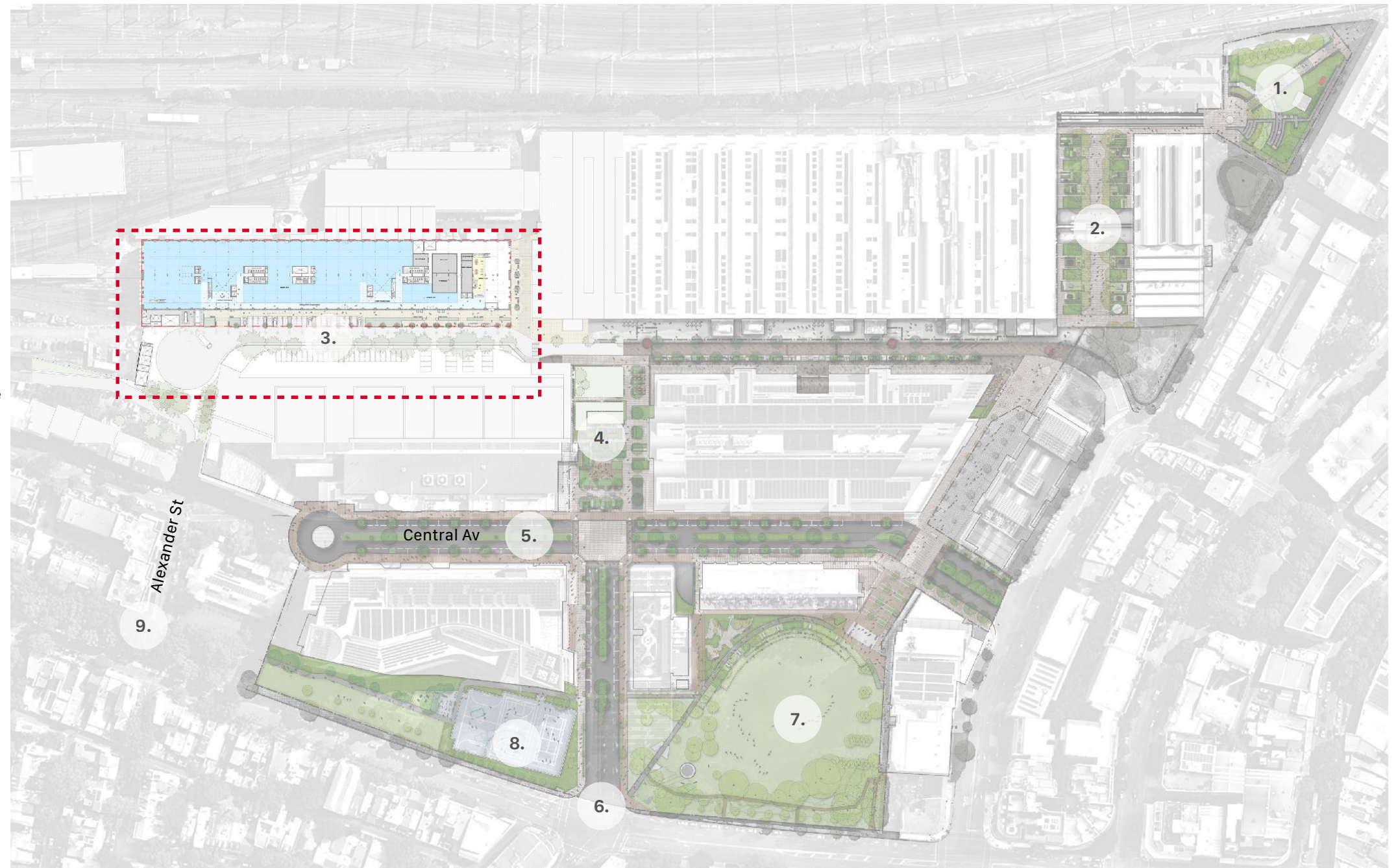
This proposal connects seamlessly to the existing site materiality and infrastructure and further reinforces surrounding thriving neighbourhoods with a strategic upgrade with public domain additions to the existing network of streets and open landscape spaces. The LES public domain creates an authentic place with high quality paving, soft scape and a strong open space offer.

The heritage of the site continues to be of high importance and the character of the heritage locomotive infrastructure is retained and extended.

The landscape Concept Master Plan (CMP) is guided by the following objectives;

- Extend the success of the technology hub for the surrounding suburbs of Eveleigh, Redfern and Erskineville, integrated into the local network of streets.
- Provide an extension of the workplace which emphasises the opportunity for outdoor working.
- Provide a public domain which complements and reinforces the existing amenity being provided as a part of the ATP development.

The new LES precinct involves the integration of the new public domain elements into the existing South Eveleigh public open space precincts. The four spaces are linked by the active and human scaled streets of Davy Road, Central Avenue and Locomotive Street. Each of the existing precincts is activated by the adjacent commercial, retail and dining as part of the exiting frontages. The new LES regeneration project seeks to active the frontages the proposed built form / upgrade.



Existing key public domain spaces include:

1. Entry Garden - The gateway into the precinct from Redfern Train Station.
2. Innovation Plaza - The existing tree lined plaza and through site link to Locomotive Street.
3. Locomotive Street - Provides the Street Address The Locomotive Workshop and extends South to address the LES.
4. Village Square - The 22nd century terraced outdoor workplace.
5. Central Avenue - The main street.
6. Davy Road - South Eveleigh vehicular entry.
7. Eveleigh Green - the village green
8. Sports Courts - a community-orientated sporting facility
9. Alexander Street. Active transport / community connection to LES and Locomotive Street

1.2.2 Site and Context Analysis

1.2.2.1 Site & Context Analysis



Opportunities

- 1. Location of site allows Integration with existing commercial office space to create an high quality working precinct.
- 2. Potential Innovation uses supports the strategic aims of a number of government plans including the Sydney Innovation and Technology Precinct Panel Report 2018, Tech Central Strategic Aims and the City Plan 2036.
- 3. The Distinct Heritage character of the building and precinct can be leveraged to create a high quality work environment suitable for uses outlined in the Tech Central Report such as Fintech, Cyber and e-Health, Digital and deep technology including quantum, blockchain, AI, robotic, IOT and analytics as well as Creative Industries such as VR and game design.
- 4. The site's location with easy access to transport including Redfern, Erskineville and Waterloo Station and Public Open Spaces allows for easy access as well as contributing towards sustainable transport goals.

Constraints

- 7. Conservation of significant Heritage fabric limits opportunities for locating essential building services.
- 8. Tight site boundary limits potential for adding shade canopies and extensive landscaping.
- 9. The use of the laneway between the LES and Locomotive Sheds for access to TfNSW Trains facility behind limits potential use of this space.
- 10. Lack of street access to the North and West of the building limit options for servicing and loading to the proposed building.

1.2.2.2 Design Principles

The design of the LES public domain is based on the following principles;

Connection

- / Ensure clear vehicle and active transport connects are integrated with existing infrastructure.
- / Enhance and extend existing pedestrian and shared circulation routes through and around ATP including connections to existing transport nodes, such as Redfern Station and bus stops on Henderson Road.
- / Design the public domain to be in line with the established South Eveleigh Public Domain.

Activation

- / Create public spaces which are attractive, comfortable and usable.
- / Further integrate suite of public realm furniture, including lighting, bench seating and other social amenities.
- / Extend the public realm to ensure activation day and night, seven days a week.

Diversity

- / Create outdoor places that encourage flexibility of use.
- / Provide a range of streetscape spaces from small and intimate gatherings and outdoor working opportunity.

Identity

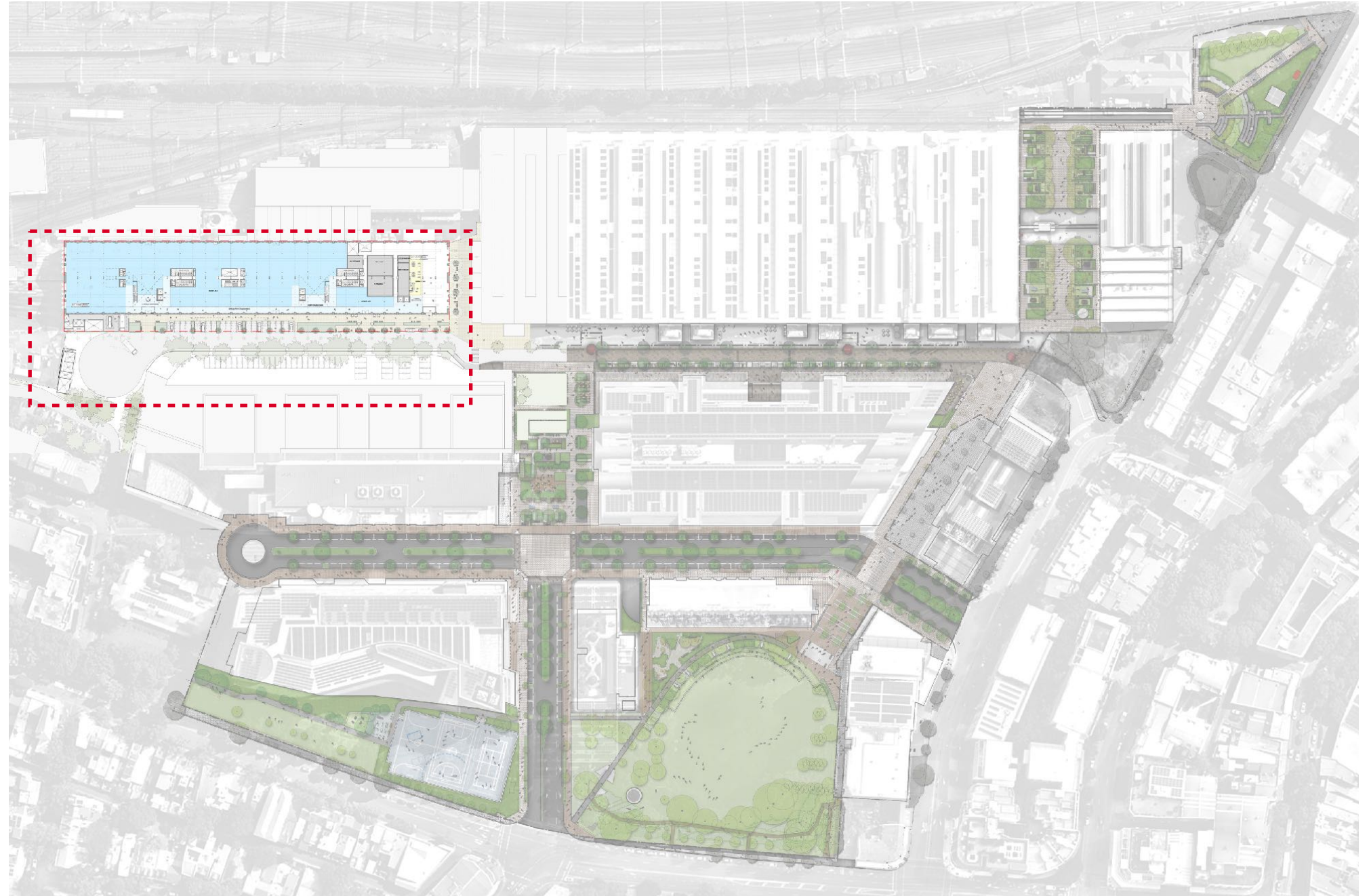
- / Reveal heritage elements of the site to create a strong sense of place. Provide interpretation to educate and enhance the unique experience of place.
- / Identify opportunities to integrate public art into the public domain design.
- / Retain and reinforce the existing site character through the preservation of existing mature trees.

Sustainability

- / Propose high quality, low maintenance, robust softscape and hardscape materials.
- / Use native flora and encourage biodiversity and habitat for local fauna.
- / Reuse existing materials in new site features where possible;
- / Incorporate Water Sensitive Urban Design Initiatives (WSUD) into the streetscape.

Safety

- / Create safe, low-speed, pedestrian friendly accessible spaces.
- / Design the public realm with regard to crime prevention (CPTED) principles.

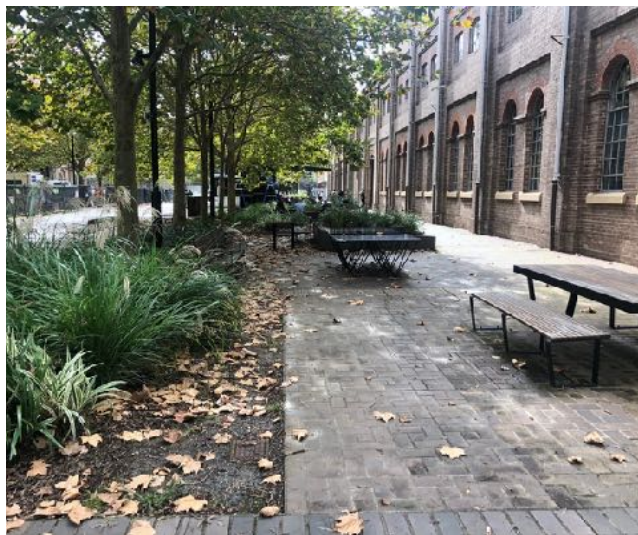


1.2.2.3 Design Strategies: Materiality

The existing public domain within the precinct is comprised of highly considered materials. The proposal ensures material selections are seamless in order to maintain a consistent public space network.

The concept uses the existing palette of brick, asphalt and concrete, and incorporates the following principles;

- / Consistent materiality to integrate seamlessly into the surrounding context.
- / Demonstrate sustainability by retaining and reusing materials if possible.
- / A continues uses of existing site materials to reinforce the hierarchy of open



Innovation plaza, South Eveleigh



Locomotive St, South Eveleigh



Locomotive St, South Eveleigh



Locomotive St, South Eveleigh

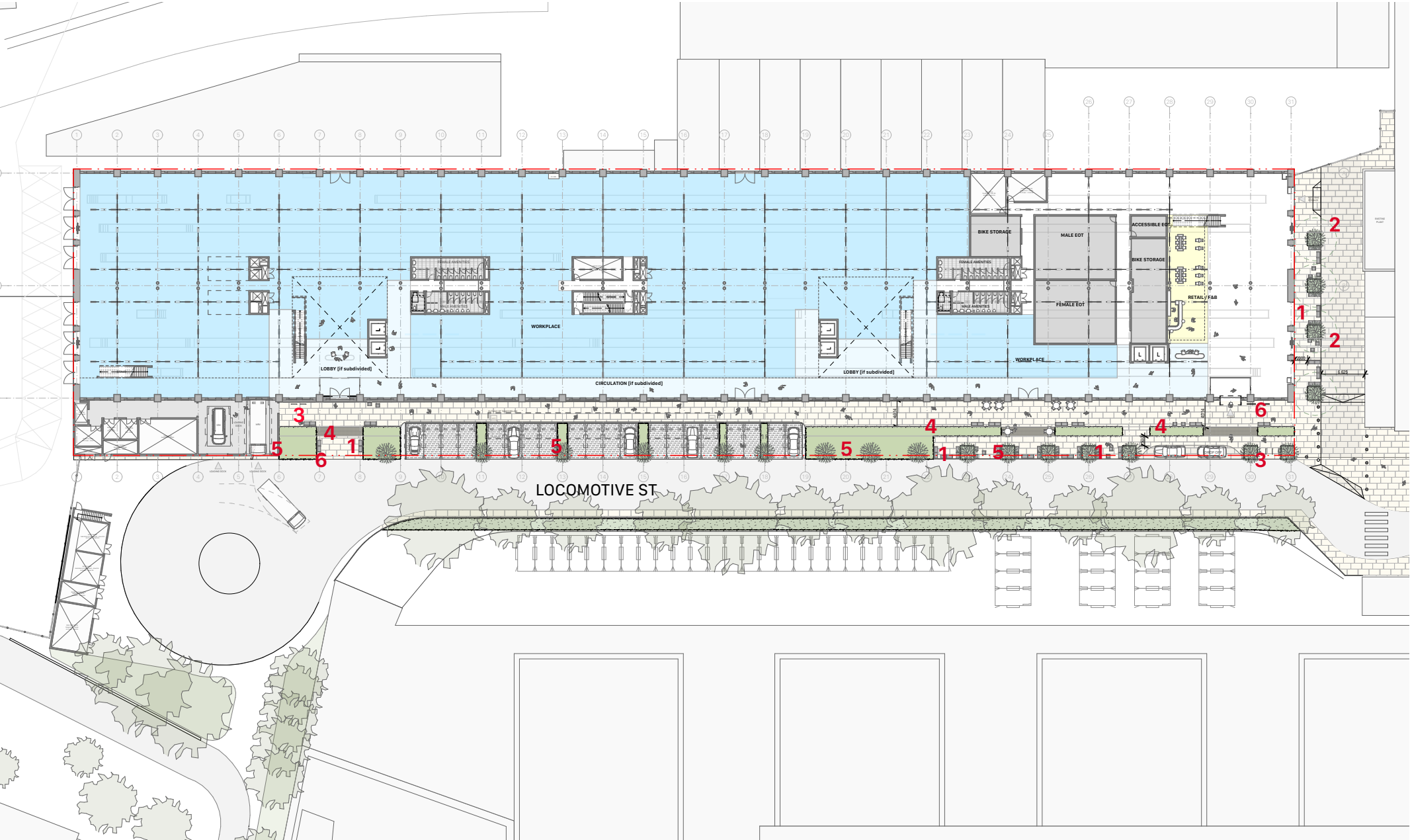


Locomotive St, South Eveleigh



1.2.2.4 Design Strategies: Heritage Interpretation

The unique site heritage and rail yard character celebrates the Locomotive Workshops and the site's industrial past. Interpretation of the sites heritage will be carefully considered and incorporated into the public domain as homage to the heritage significance of South Eveleigh.



Legend

- 1, Feature Seating
- 2, Paving inlays
- 3, Bike racks
- 4, Existing railway track turned into 'Feature Landscape track' (Incorporating indigenous/seasonal planting, timber decking and paving)
- 5, Stormwater treatment planters
- 6, Industrial artefact & Signage



Reuse existing heritage items in the public domain



Incorporate existing rail artefacts as planters or bench seats in the public domain



Use heritage artefacts as inlays into paving and continuing the treatment of existing rail lines already used in hardstand areas

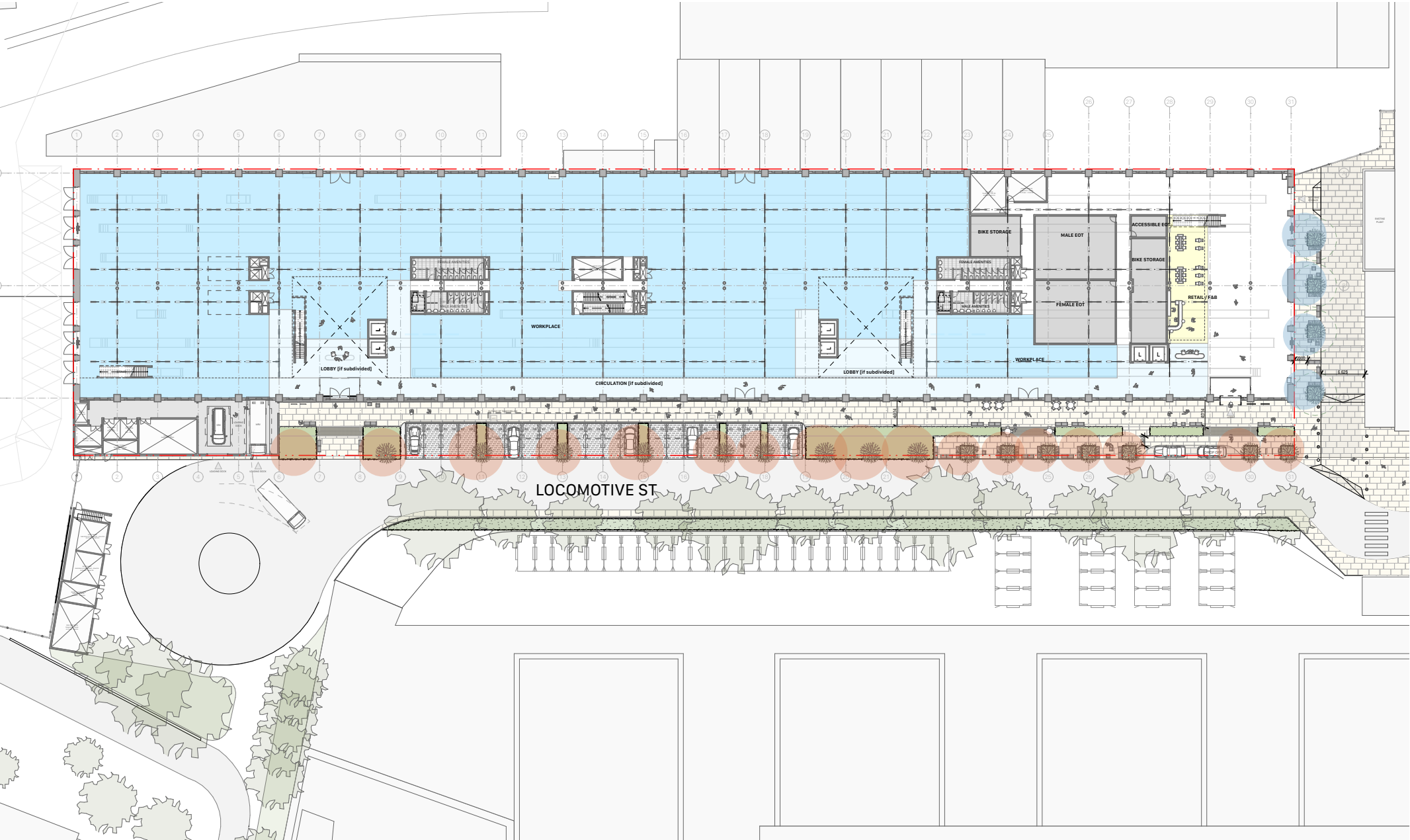


Reuse existing railway infrastructure items as feature elements / landmarks for passive way finding

1.2.2.5 Design Strategies: Trees

The proposal seeks to retain and extend the existing street tree structure planting to reinforce the connection to Village plaza and Locomotive street.

Street trees provide shelter and comfort and protect from wind and sun through providing **tree canopy cover over pathways and plaza areas**.



Legend

- Existing Trees to be retained
- Street tree type A
- Street tree type B



Street Tree Type A: Pistacia chinensis

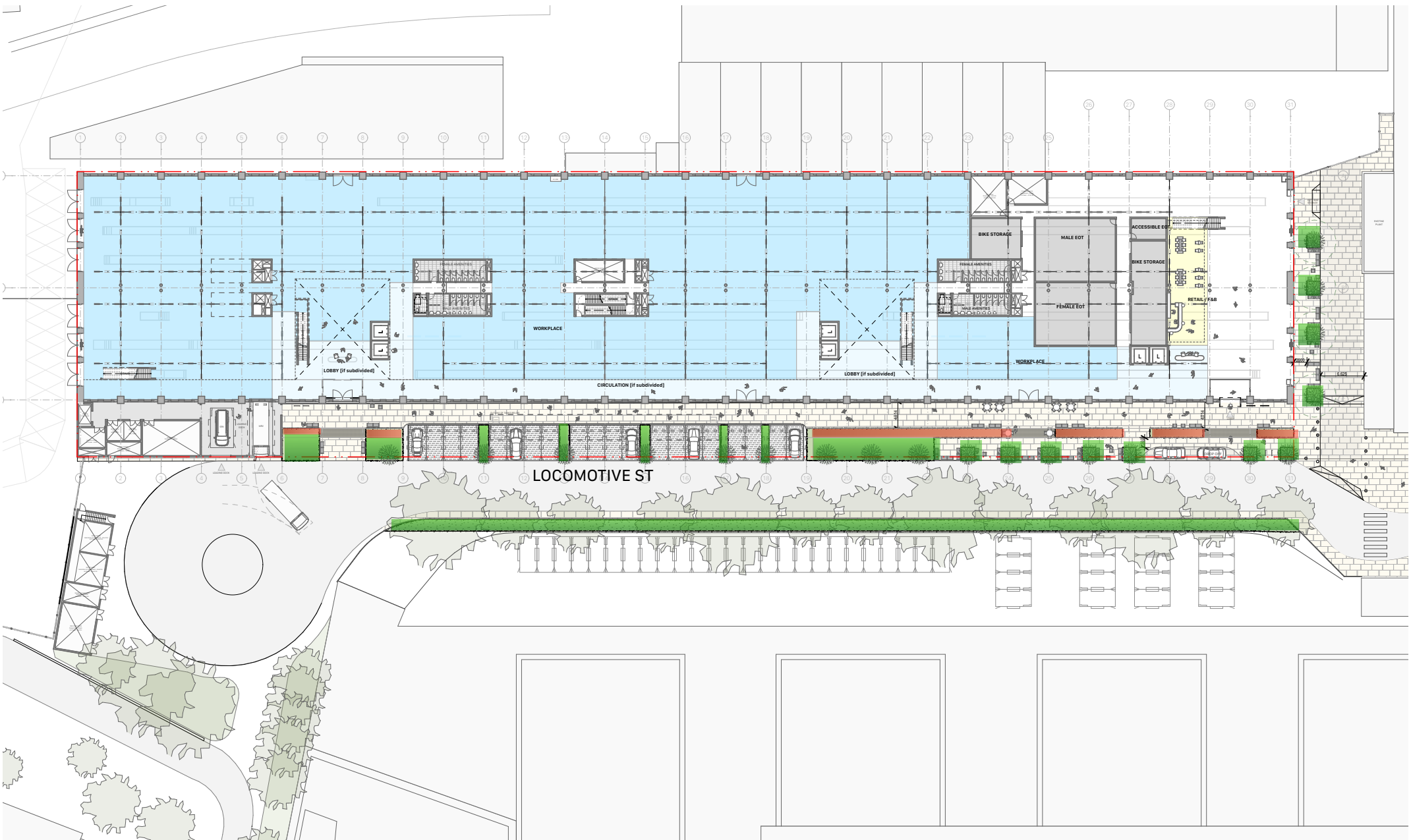


Street Tree Type B: Waterhousia floribunda

1.2.2.6 Design Strategies: Understory Planting

A variety of native and exotic flowering plants are used throughout South Eveleigh as low understory street planting in verges, and mass planting within parks and plazas.

The understory plant selections is based on low maintenance, low water use, hardiness to match local climatic conditions. Flowering colour and seasonal variation is also considered.



Legend

- Type 1 - Low Mass indigenous planting to base of trees
- Type 2 - Ornamental garden planting incorporating seasonal colour

1.2.2.7 Framework Review



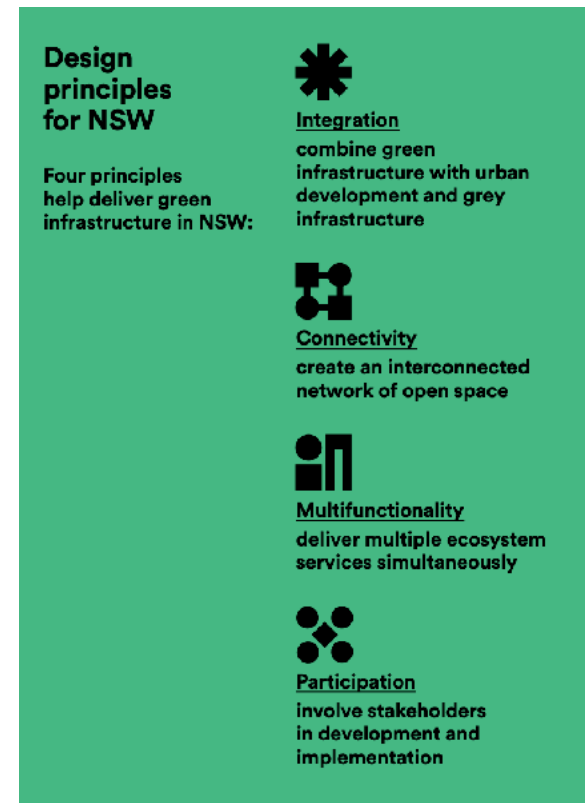
Greener Places – GANSW

The Greener Places framework proposes 4 design principles to guide the development of green infrastructure in NSW;

1. Integration: combine green infrastructure with urban development and grey infrastructure
2. Connectivity: create an interconnected network of open space
3. Multi-functionality: deliver multiple ecosystem services simultaneously
4. Participations: involve stakeholders in development and implementation.

The rezoning application for the LES site addresses each of these principles within the constraints of the development of the site, which comprises of an existing heritage significant building, with tight boundaries.

Where possible, landscape and greenery have been introduced to the street scape to contribute to the build up of green infrastructure in the precinct. These insertions connect to the precinct at large, enhancing the network of open green spaces already existent, such as Village Square, Eveleigh Green and Innovation Plaza.



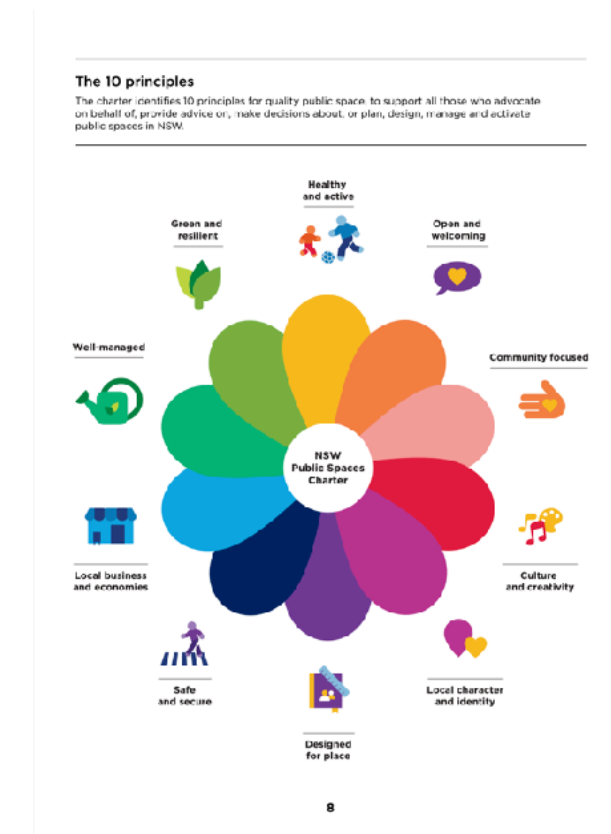
The introduced landscape will be designed with the principles of WSUD, and also incorporate elements of the Connecting to Country and Public Art frameworks, which have been developed with extensive consultation with local community stakeholders.



NSW Public Spaces Charter - NSW DPIE

The NSW Public Spaces Charter proposes 10 design principles for public space in NSW;

1. Healthy and active
2. Open and welcoming
3. Community focussed
4. Culture and creativity
5. Local character and identity
6. Designed for place
7. Safe and secure
8. Local business and economics
9. Well managed
10. Green and resilient



The proposed rezoning of the LES site supports each of the framework's objectives.

The location of the site adjacent to established pedestrian and cycle paths, and the provision of EOT facilities promotes healthy and active uses.

The design of the internal and external circulation paths allows the community to access and understand the heritage significance of the existing building, while providing new commercial office space for creative uses.

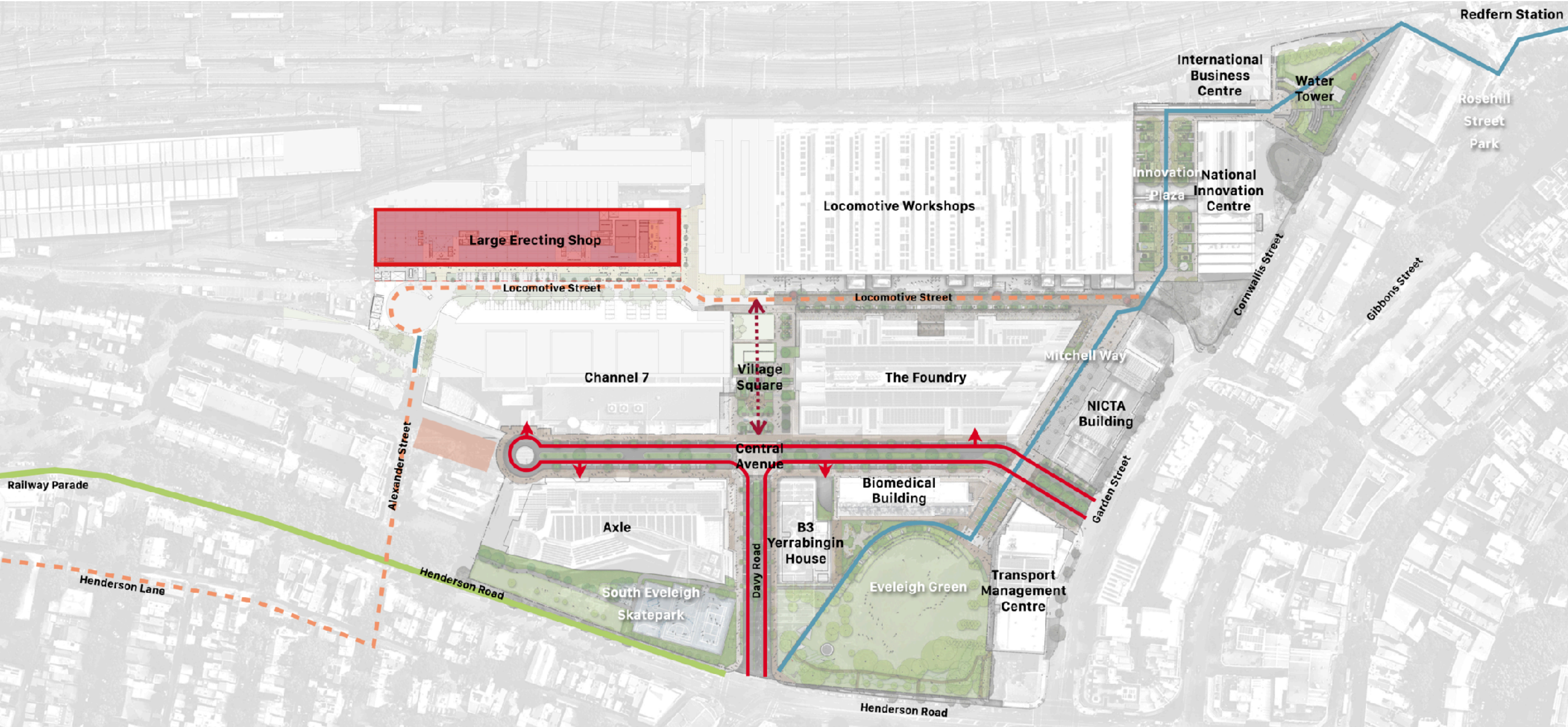
The sophisticated heritage response to the existing building highlights its history, and extends to an understanding of its place in both pre and post colonial periods.

The upgrade of the site improves the safety and security of the area by increasing both active and passive surveillance, which will be complemented by high quality facilities management.

Wherever possible the redevelopment of the site will achieve the highest standards of green and sustainable development.

1.2.3 Movement and Access

1.2.3.1 Movement and Access - South Eveleigh Precinct



Pedestrian & Cyclist Public Transport Access

The precinct is well served by cycle and pedestrian infrastructure from the nearby Redfern Station, with an offered shared path running past the Water Tower site, through the pedestrianised Innovation Plaza and along the low traffic Locomotive Street to the LES site.

An additional Separated Bike Lane runs from Erskineville Station along Railway Parade / Henderson Road, and then links to the Offroad Shared Path over Eveleigh Green and through the Mitchell Way.

There is also a strong pedestrian axis along Davy Road and Central Avenue through Village Square.

Vehicular Access & Loading / Servicing

The primary vehicular access into the precinct are from the intersections of Henderson Road and Davy Road. Garden Street and Central Avenue, and Locomotive Street and Garden Street.

These are the 3 gateways that serve the precinct. The majority of vehicular traffic is confined to Davy Road and Central Avenue, which service the Axle, Channel 7, Foundry, Biomedical and Yerrabingin House buildings.

Locomotive Street is limited to local traffic only, as it is a cul de sac accessing limited street parking outside the LES building and servicing the LES and Locomotive Workshops.

Legend

- Low Traffic Street or Bike Lane
- Separated Bike Lane
- Offroad Shared Path
- Vehicular Traffic
- Loading
- Pedestrian

1.2.3.1 Movement and Access - Site

Extending and improved the public domain along Locomotive Street to address the LES development will ensure pedestrian access and permeability are maximised and connect seamlessly through to the existing site wide public domain precincts. The new public domain verge to adjacent LES will connect seamlessly to Locomotive Street and the Village Green. The new public domain space will be generous and accessible pedestrian footpaths.

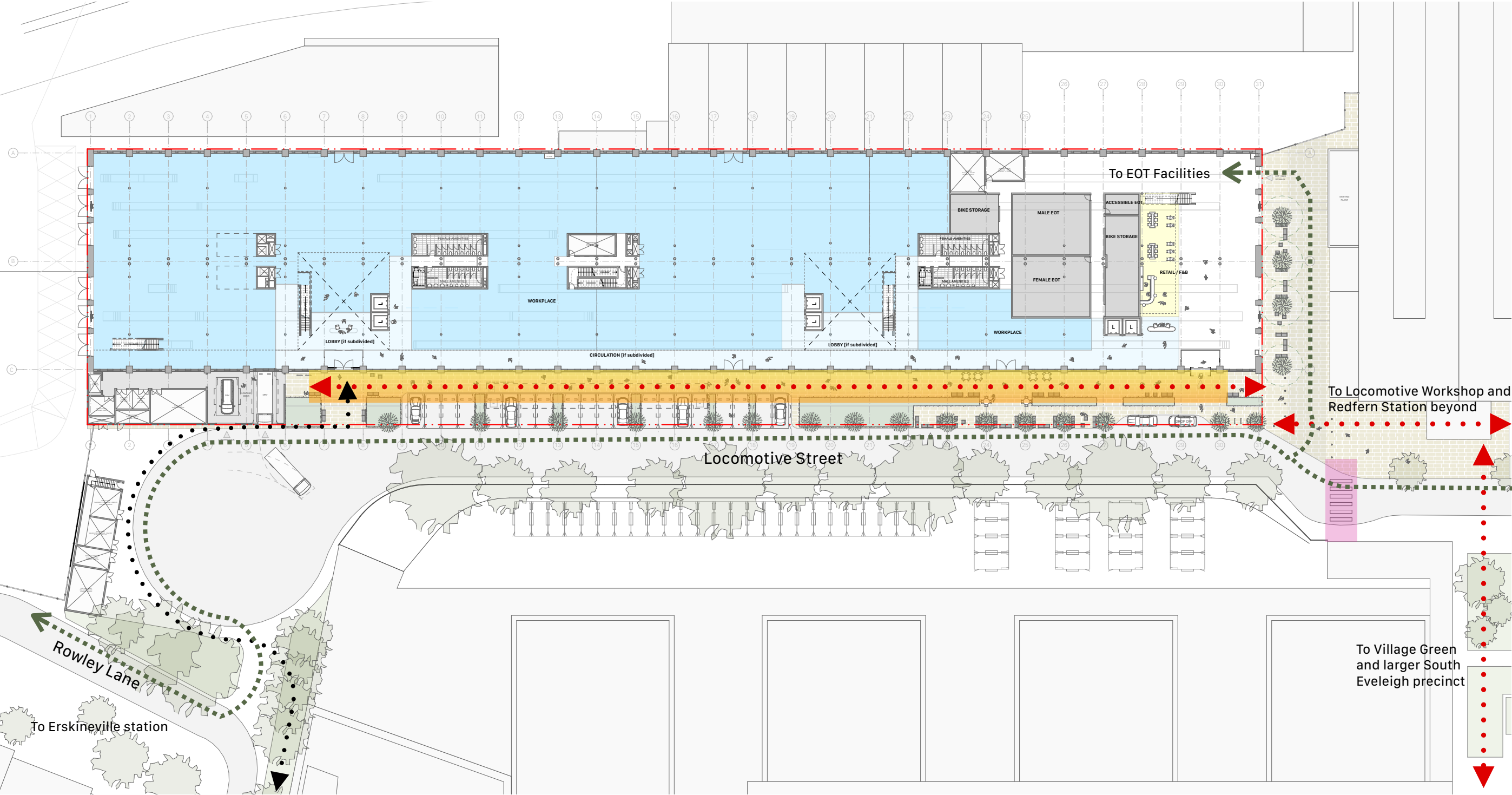
- Legend
- MIN 3m Pedestrian open spaces

Major Pedestrian Path

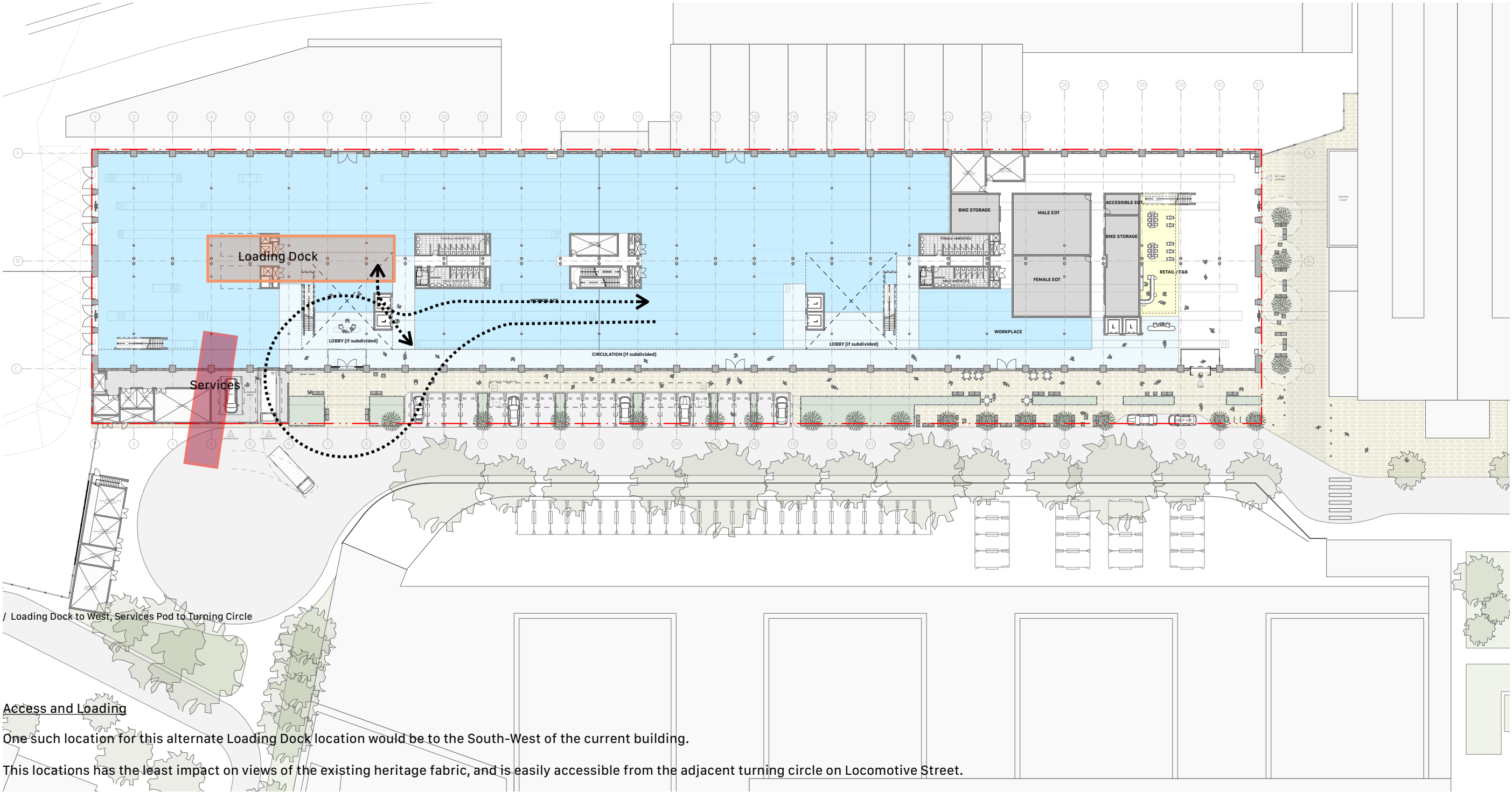
Minor pedestrian path

Paved pedestrian crossing

Bicycle Circulation



1.2.3.2 Access and Loading



Access and Loading

One such location for this alternate Loading Dock location would be to the South-West of the current building. This locations has the least impact on views of the existing heritage fabric, and is easily accessible from the adjacent turning circle on Locomotive Street. The services could be located further to the South of the loading dock, adjacent to the turning circle.

1.2.4 Landscape Master Plan

1.2.4.1 Landscape Master Plan

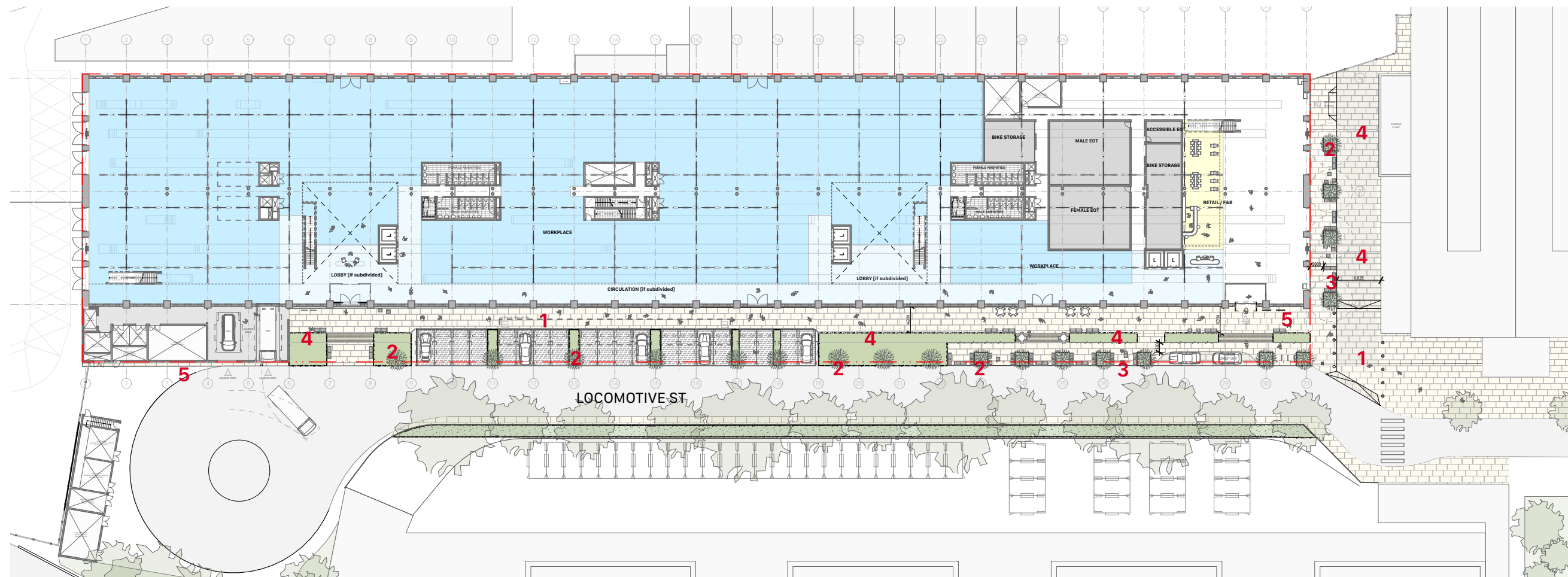
"LES Locomotive street extension"

Locomotive street is a highly significant addition to ATP public realm. It is uplifted from a back-of-house service street to the front door of CBA and potential future development within the Locomotive Workshops.

The upgrades of public domain materials to a high-quality, pedestrian focussed palette and establish the street as a social, activated street which can accommodate a mix of different uses, both during the working week and weekend. Fixed furniture supports adjacent retail, as well as encouraging outdoor working and recreation. A generous offer of public domain pedestrian paving, street trees and indigenous planting, furniture including bench seating and bike parking to ensure the street ties into the surrounding network and the overall masterplan of the precinct.

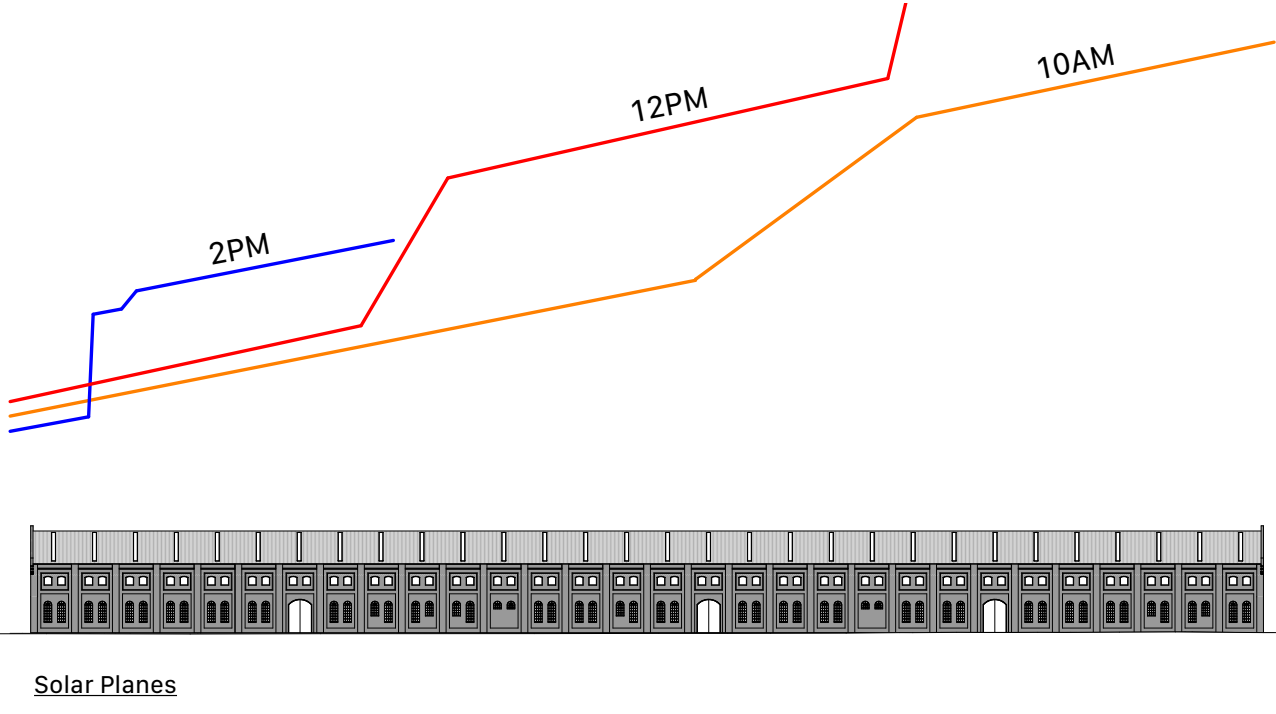
The following design elements establish Locomotive Street as a new, high quality public domain space;

- Stone paving continuing from as built Locomotive streetscape (1)
- Street trees with mass planting to the stormwater treatment tree pit, continuing from existing Locomotive streetscape. Landscaping to address WSUD principles of water conservation through reuse and system efficiency, integration of stormwater treatment into landscape, reduction of peak flows and run-off and filtration of groundwater to improve the water quality of stormwater. Limited potential for canopy cover due to width of boundary and Heritage NSW preference to maintain visual access to heritage facade. (2)
- Public domain street furniture consistent with overall masterplan (3)
- Existing railway tracks to be retained and transformed into an industrial influenced 'feature landscape track', incorporating WSUD, indigenous / seasonal planting, timber decking, and ground inlays (4)
- Industrial heritage artefact for focal view point and passive way finding (5)



1.2.5 Amenity Impacts

1.2.5.1 Solar Impacts
South Eveleigh Precinct

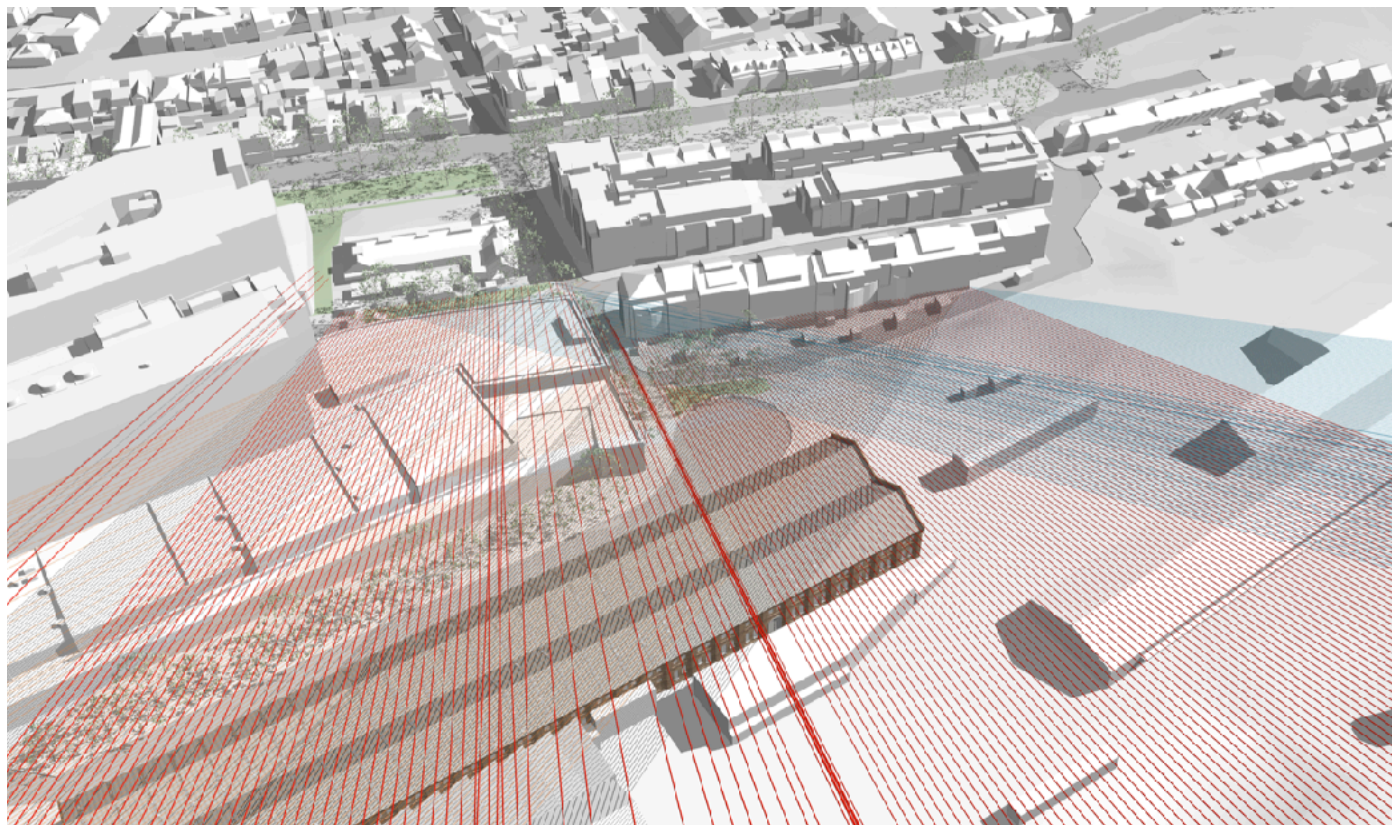


Significant Sites

Two sites of significance are the residences on Rowley Street located directly south of LES and the Alexandria Childcare Centre.

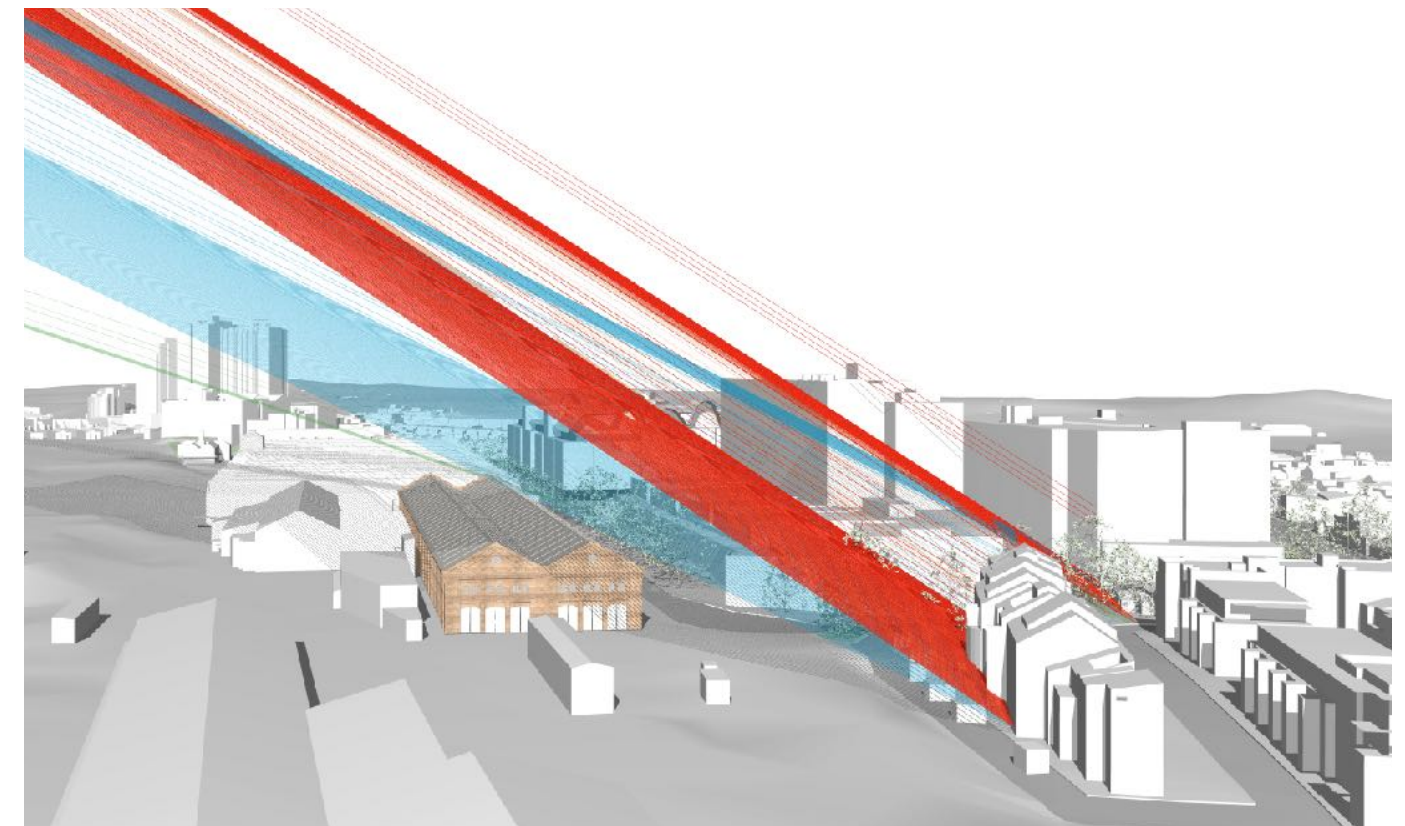
1.2.5.2 Solar Impacts

South Eveleigh Precinct



Solar Planes

Analysis reveals that there are no overshadowing impacts on the significant sites.



Solar Planes

Additionally, the planes sit well clear vertically of the building envelope.

Blue	2PM
Red	12PM
Orange	10AM

1.2.5.3 Wind, Noise & Vibration Impacts

Wind Conditions

Strong summer winds occur mainly from the south quadrant and the north-east.

Winds from the south are associated with large synoptic frontal systems and generally provide the strongest gusts during summer.

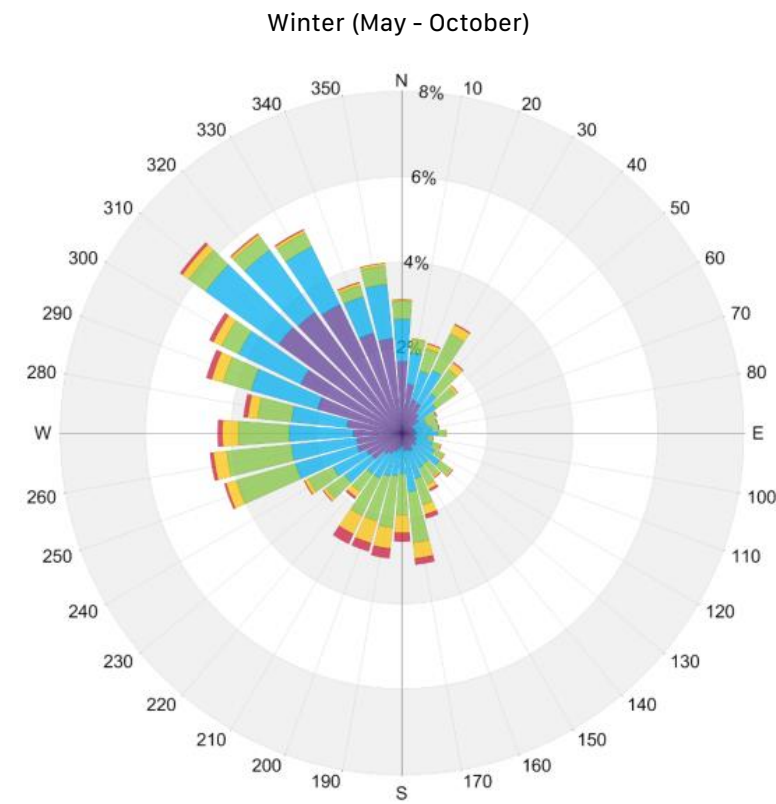
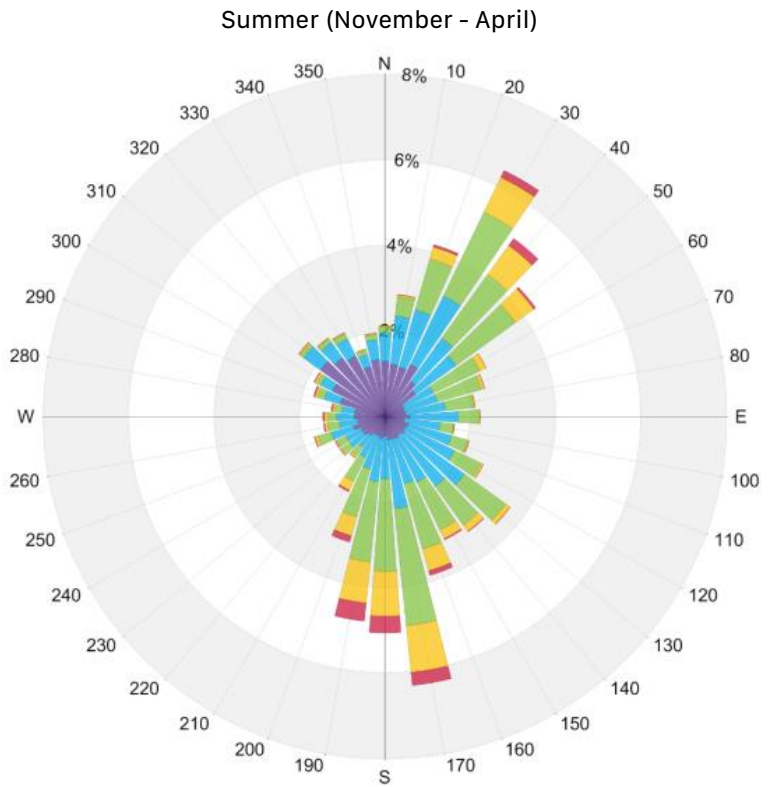
Moderate intensity winds from the north-east tend to bring cooling relief on hot summer afternoons typically lasting from noon to dusk.

Winter winds occur from the south and west quadrants. West quadrant winds provide the strongest winds affecting the area throughout the year and are large scale synoptic events that can be hot or cold depending on inland conditions.

The sheltered nature of the site, with existing buildings to the North, South and East, mitigates the majority of the negative impacts of wind. The LES building itself shelters the majority of the public domain which is to the South of the building.

This will be further confirmed by independent wind testing.

Wind Speed (km/h)	Probability (%)	
	Summer	Winter
Calm	0.3	0.2
1-10	30.0	38.0
11-20	30.3	31.9
21-30	28.7	21.8
31-40	8.5	6.0
>40	2.1	2.0



Noise & Vibration

Preliminary studies indicate that Noise and Vibration do not present any significant impacts to the proposed rezoning of the site.

For further information refer to the Noise and Vibration report prepared by independent experts.

1.2.6 Safety and Security Statement

1.2.6.1 Safety and Security Statement

Legend

MIN 3m Pedestrian open spaces

Major Pedestrian Path

Minor pedestrian path

Paved pedestrian crossing

Introduction

This high level Safety and Security Statement has been prepared to support the rezoning of the Large Erecting Shop (LES) which is part of Lot 5, in Deposited Plan 1175706. This allotment also includes the North Eveleigh Precinct, the rail lines separating the North and South Eveleigh Precincts, and Redfern Railway Station. It is proposed that the LES building will be subdivided from this overall allotment.

The LES is an isolated building at the north west of the South Eveleigh Precinct. The South Eveleigh Precinct is located approximately 200m to the south west of Redfern Train Station and approximately 200m to the west of the future Sydney Metro Waterloo Metro Station. The South Eveleigh Precinct includes an overall area of approximately 13.2 hectares.

The LES is owned by TAHE NSW and managed by Transport Heritage NSW. It is currently being used as a maintenance facility for heritage locomotives but it requires significant capital investment to bring it up to the required standards for continued use and avoid further deterioration

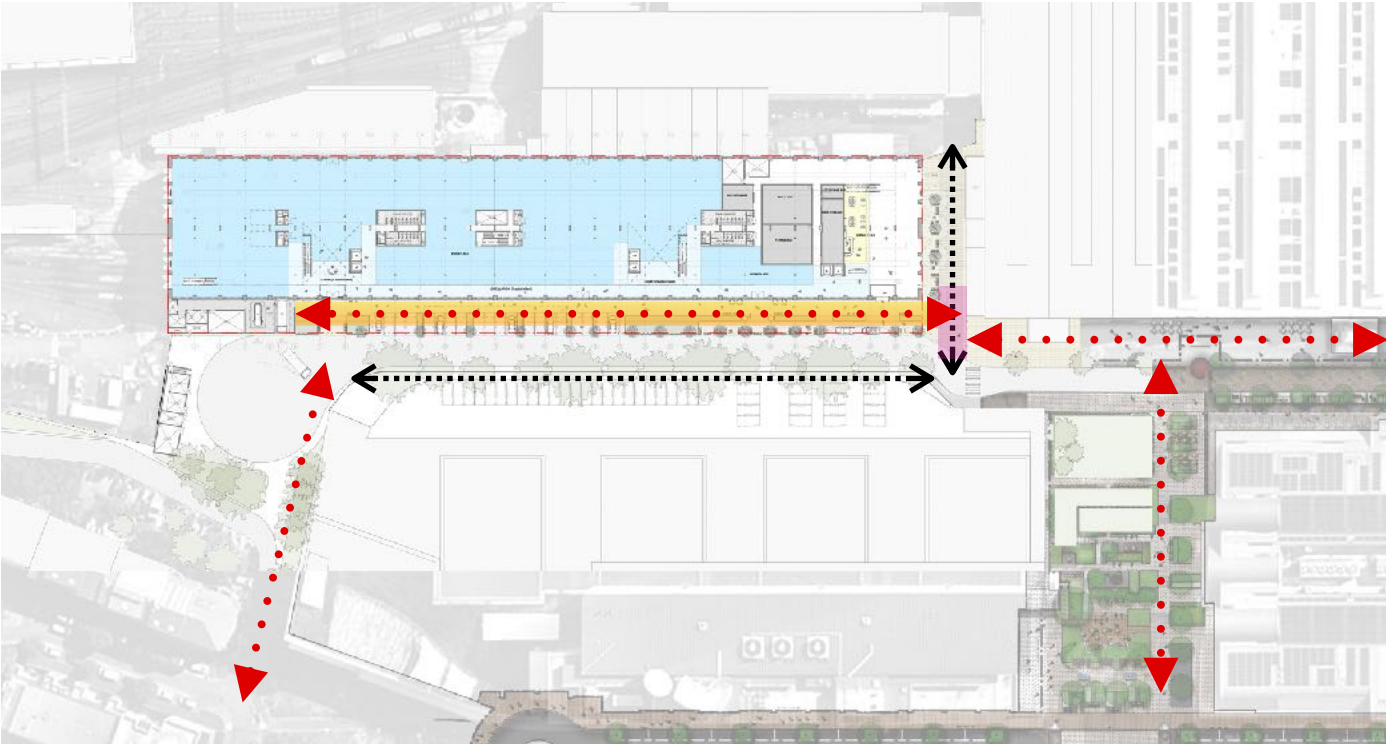
This statement is not intended to replace a full Crime Prevention Through Environmental Design (CPTED) assessment, which will be undertaken by an appropriately qualified and accredited professional at the time of lodgement of a State Significant Development Application (SSDA). This statement acknowledges that a full CPTED is a situational crime prevention strategy that focuses on the design, planning and structure of the environment that aims to reduce opportunities for crime by employing design and place management principles that minimise the likelihood of essential crime ingredients.

In accordance with the NSW Department of Planning and Environment's guidelines (formerly the Department of Urban Affairs and Planning) (2001) the aim of the crime prevention strategy is to influence the design of buildings and places by:

- / increasing the perception of risk to criminals by increasing the possibility of detection, challenge and capture;
- / increasing the effort required to commit crime by increasing the time, energy or resources which need to be expended;
- / reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits';
- / removing conditions that create confusion about required norms of behaviour.

A crime risk assessment should, in accordance with the current NSW policy and practice, take into consideration the following regulation and assessment principles:

- / Surveillance
- / Lighting / technical supervision
- / Territorial reinforcement
- / Environmental maintenance
- / Activity and Space Management
- / Access control
- / Design definition and designation.



The proposed rezoning of the site from Special Purpose Zone - Infrastructure to Business Zone - Business Park, and the potential future redevelopment into an occupied Commercial Office use will greatly enhance the security and safety of the site and adjacent public domain by transforming it from a little trafficked area into one continuously occupied throughout business hours and beyond.

This transformation of use will provide for much increased active and passive surveillance of the Locomotive Street extension, the pedestrian link through to Rowley Lane and the laneway between the LES and the adjacent Locomotive Workshop. New building entries and a potential retail tenancy will also provide activation to Locomotive Street.

The addition of on street parking spaces that will service not only the LES site, but may be used by patrons of surrounding F&B outlets within the precinct will provide additional pedestrian movement and surveillance of the area.

As part of the anticipated public domain works, new lighting to the standard of the rest of the South Eveleigh precinct is anticipated to be installed.



1.3 Public Domain Views

1.3.1.1 Public Domain Views

Overview

Purpose

The following visual impact study is intended to demonstrate the negligible impact of the proposed envelope on the public domain and streetscape of Locomotive Street and the South Eveleigh precinct.

All rooftop plant is concealed from views along the public domain at eye height, and the proposed plant envelope to the West end of Locomotive Street is unobtrusive and serves as a book-end to the public domain adjacent to the locomotive yards and rail infrastructure beyond.

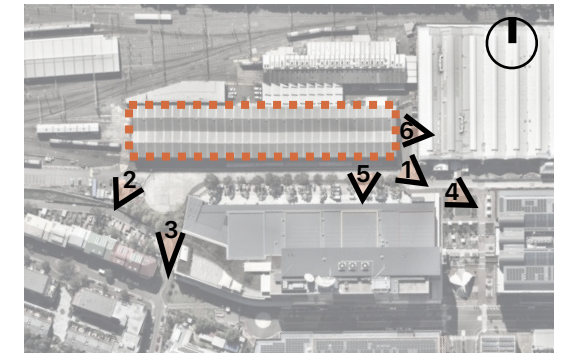
View Key

1. Locomotive Street East
2. Locomotive Street West
3. Rowley Lane
4. Village Square
5. Locomotive Street Entry
6. Laneway



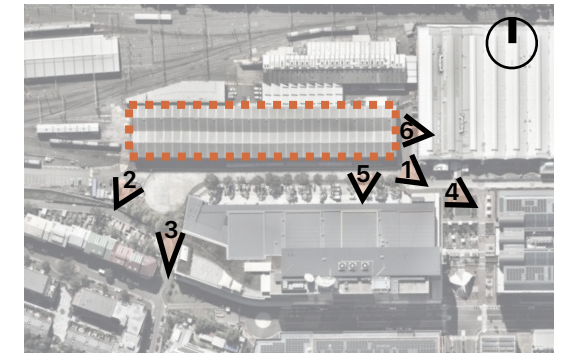
1.3.3.2 Public Domain Views

View 1 - Locomotive Street East



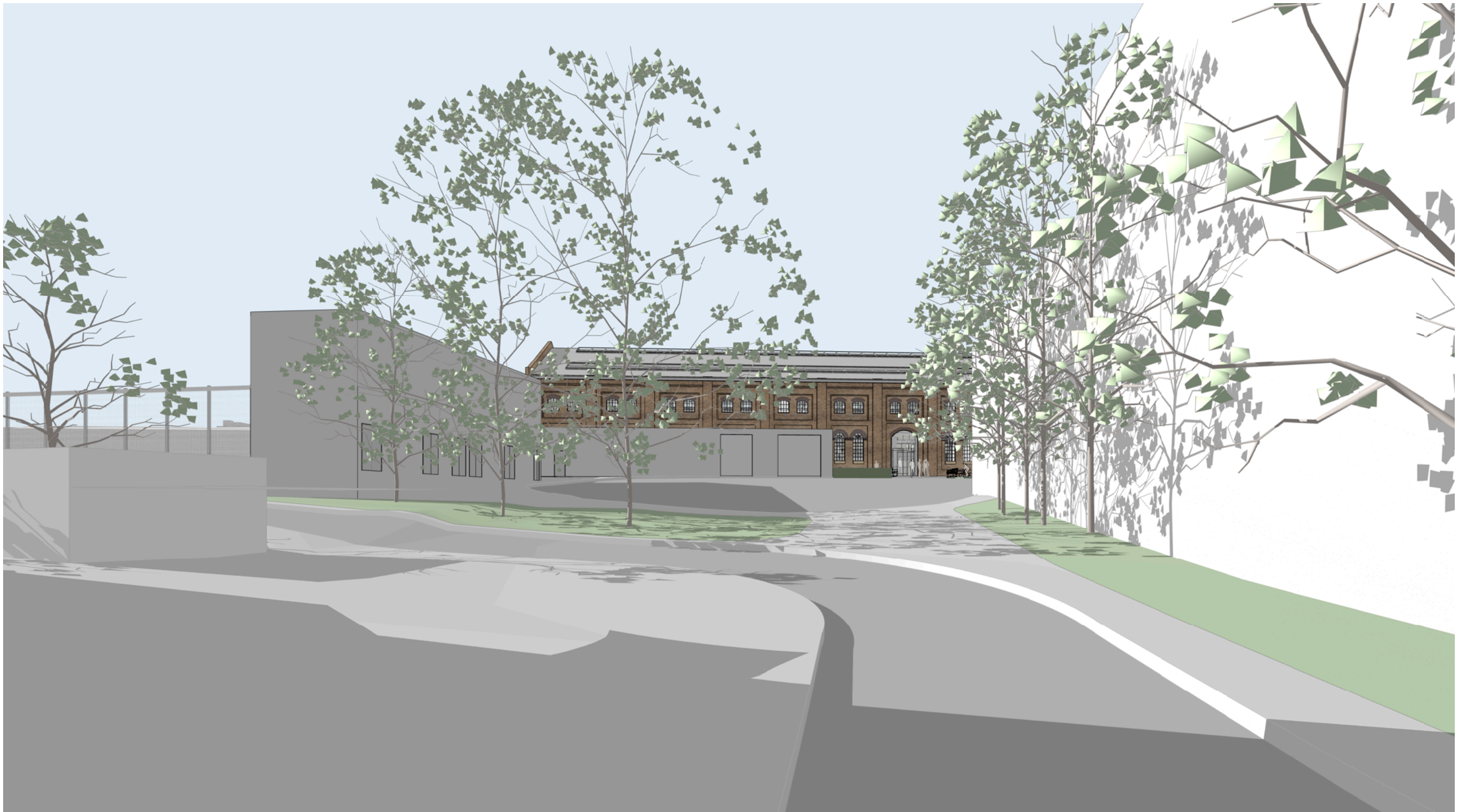
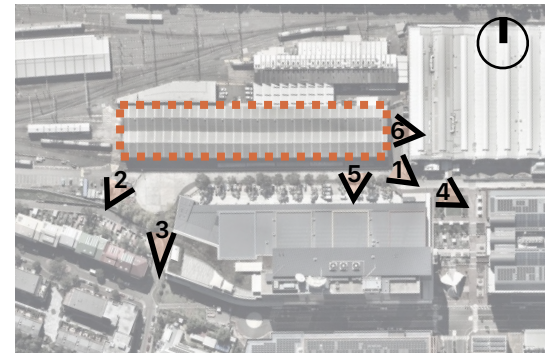
1.3.3.3 Public Domain Views

View 2 - Locomotive Street West



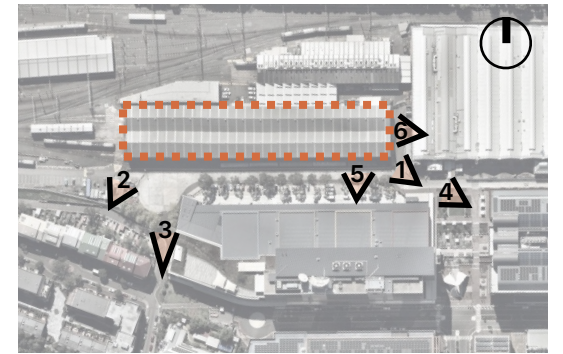
1.3.3.4 Public Domain Views

View 3 - Rowley Lane



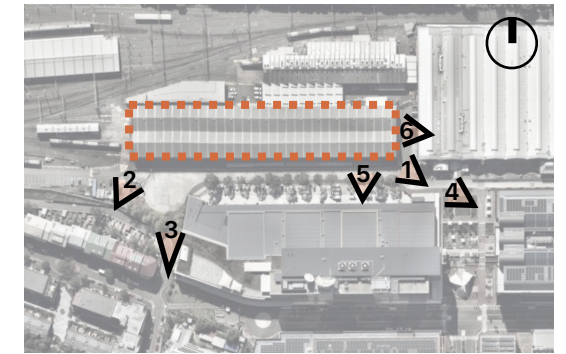
1.3.3.5 Public Domain Views

View 4 - Village Square



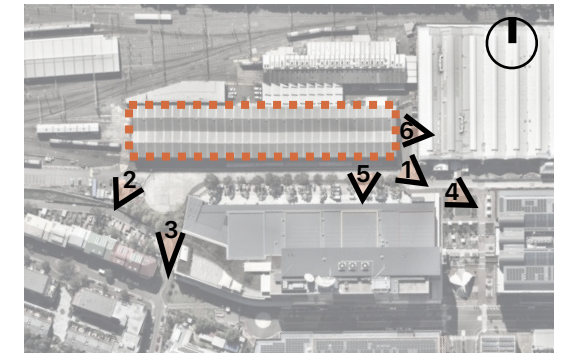
1.3.3.6 Public Domain Views

View 5 - Locomotive Street Entry

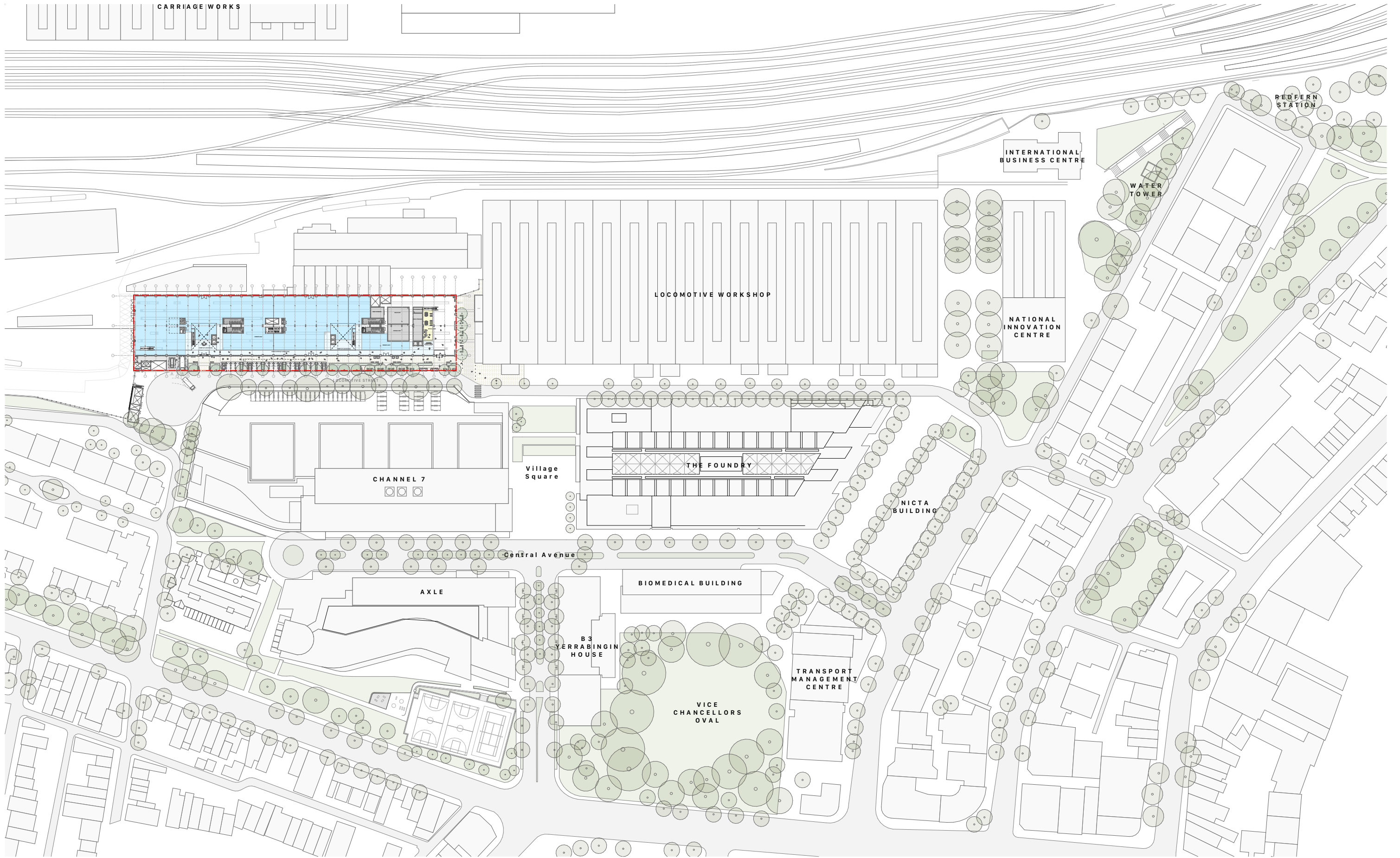


1.3.3.7 Public Domain Views

View 6 - Laneway



1.4 Architectural Reference Scheme



1 PLAN Site Plan 1:2000
1:2000

17/8/2022

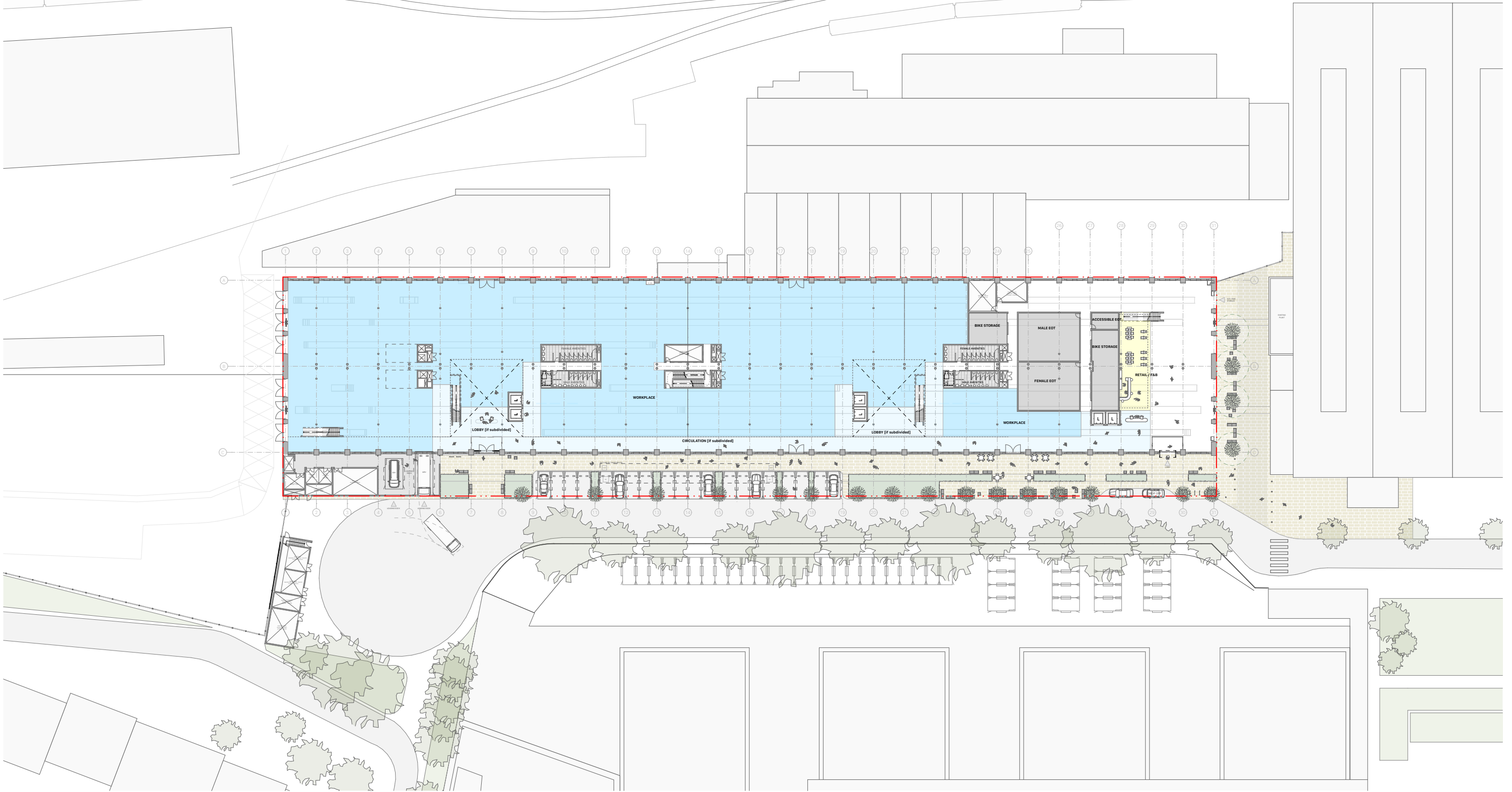
MVLES-001 — Site Plan
MIRVAC — LARGE ERECTING SHOP

Scale
1:2000 @ A3



Legend

- Commercial Office
- Circulation
- Retail / F&B



1 PLAN Proposed Ground Floor Plan
1:750

17/8/2022

MVLES-002 — Proposed Ground Floor Plan
MIRVAC — LARGE ERECTING SHOP

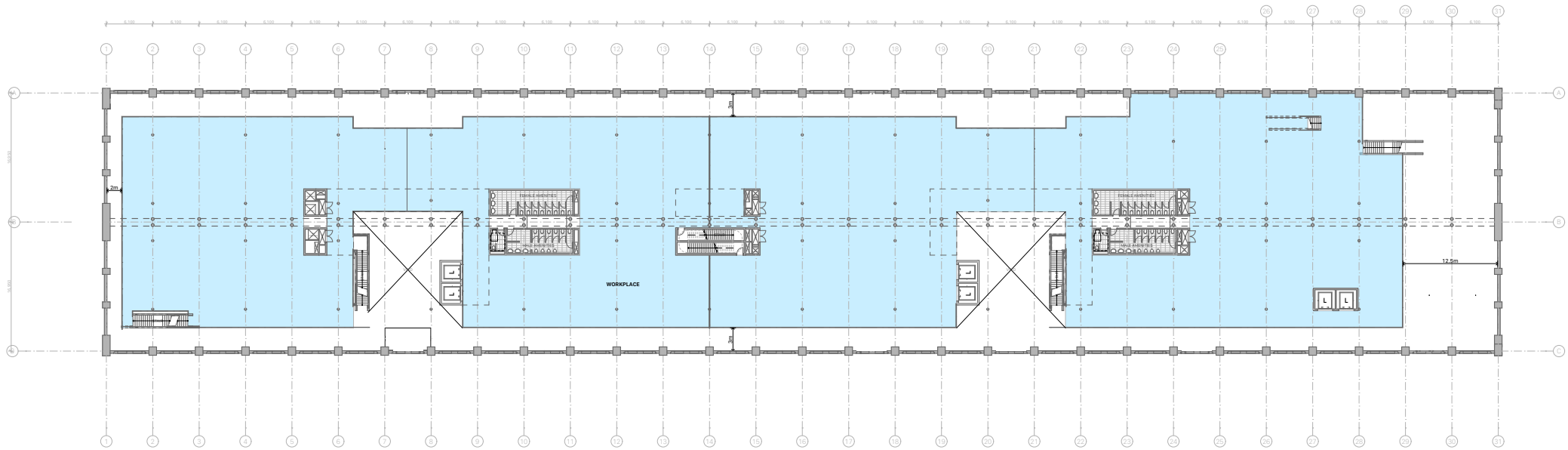
Scale
1:750 @ A3

0 7.5 15 30m

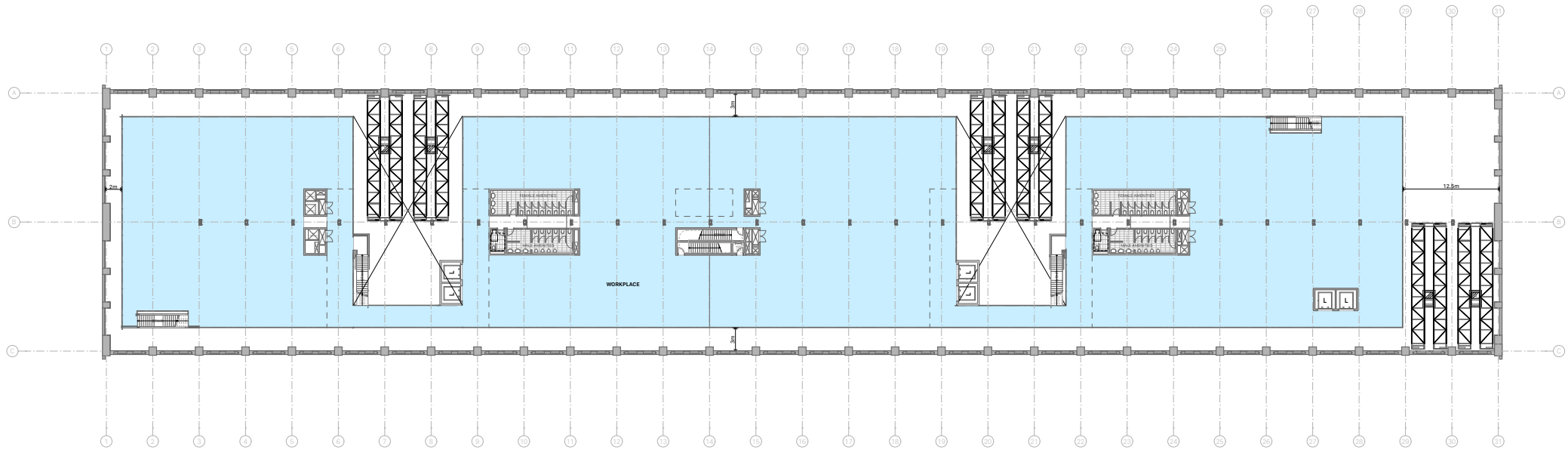


Legend

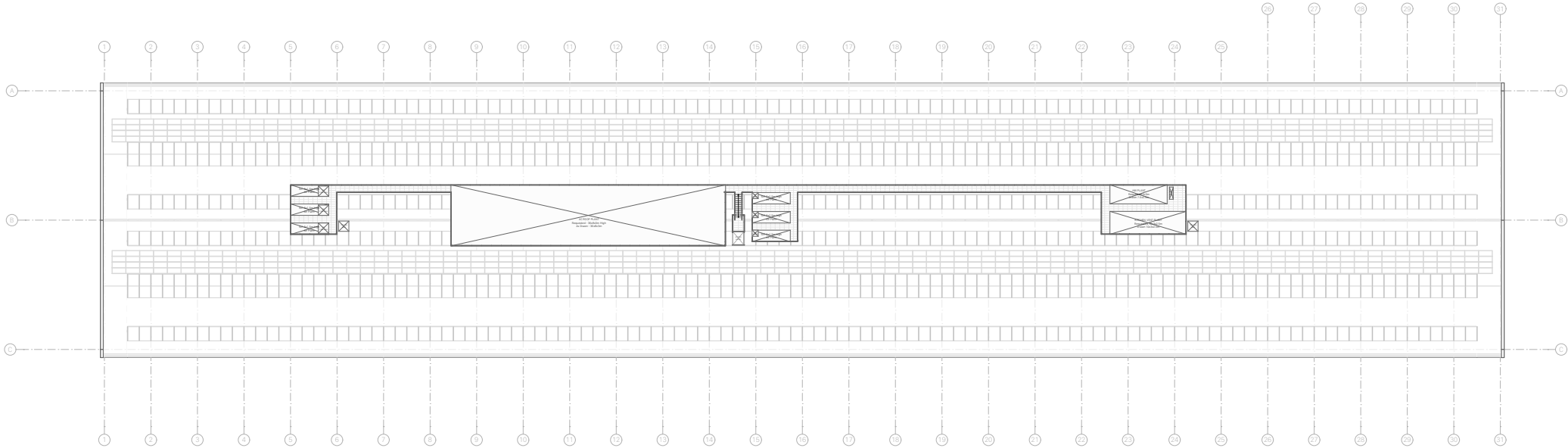
- Commercial Office
- Circulation
- Retail / F&B



1 PLAN Proposed Level 1 Plan
1:750



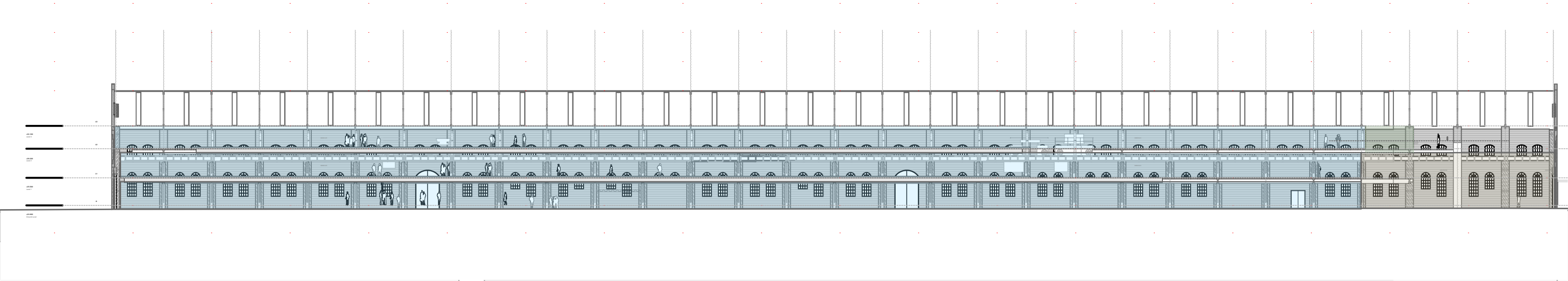
2 PLAN Proposed Level 2 Plan
1:750



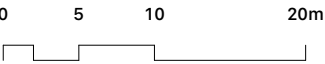
1 PLAN Proposed Level 3 Plan - Plant
1:750

Legend

- Commercial Office
- Circulation
- Retail / F&B

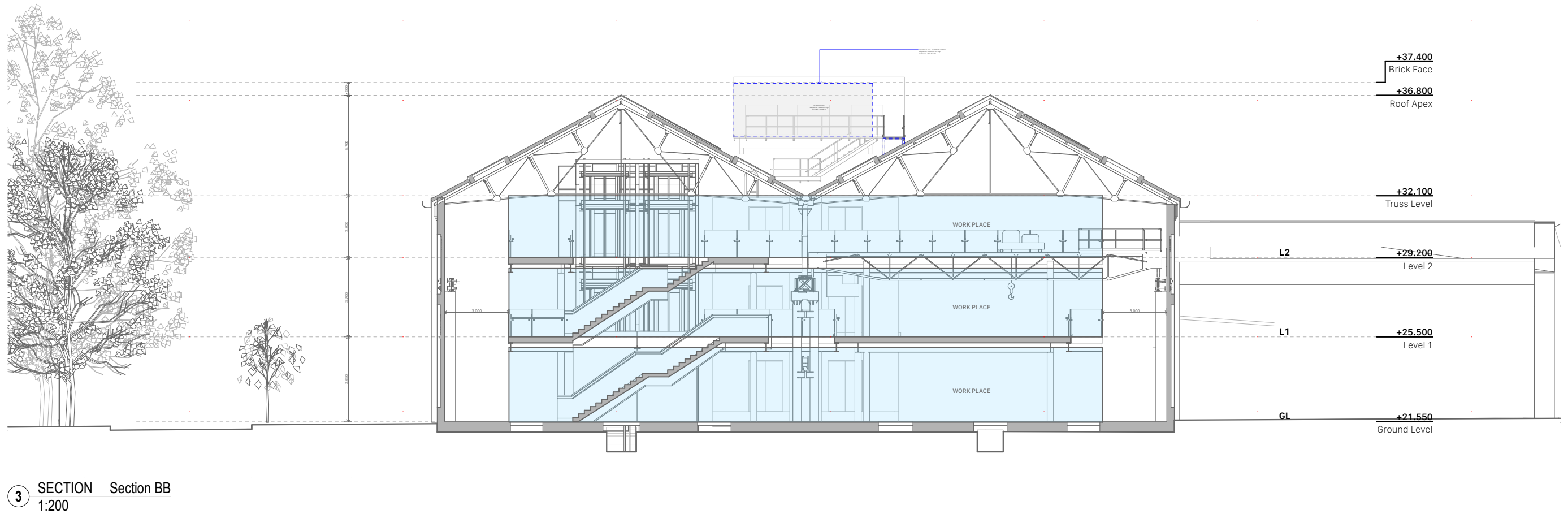
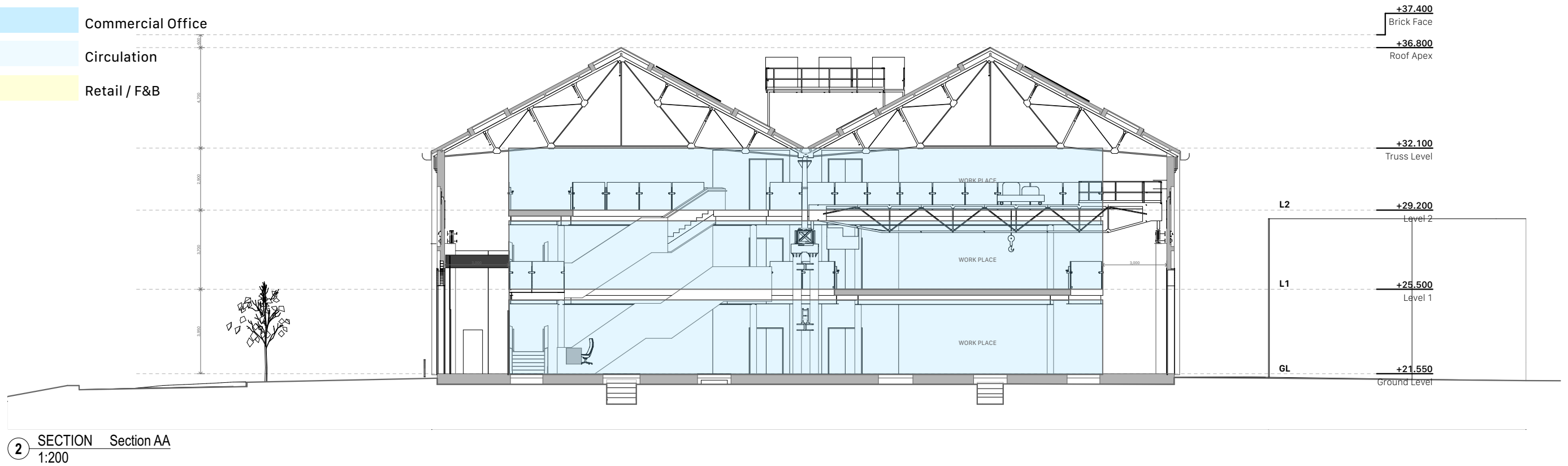


3 SECTION Long Section
1:500



Legend

- Commercial Office
- Circulation
- Retail / F&B





1 3D VIEW 1. Locomotive Street View 01

11/8/2022

MVLES-008 — 3D Views - Exterior 01
MIRVAC — LARGE ERECTING SHOP

Scale
No Scale @ A3





② 3D VIEW 2. Locomotive Street View U2 [Aerial]

11/8/2022

MVLES-009 — 3D Views - Exterior 02
MIRVAC — LARGE ERECTING SHOP

Scale
No Scale @ A3





2 3D VIEW Interior 02 - Amphitheatre

11/8/2022

fjmtstudio

MVLES-010 — 3D Views - Eastern Lobby 01
MIRVAC — LARGE ERECTING SHOP

Scale
No Scale @ A3



fjmtstudio / architecture / interiors / urban / landscape / place



2 3D VIEW Interior 02B - Amphitheatre - Outside Entrance Door

11/8/2022

MVLES-011 — 3D Views - Eastern Lobby 02
MIRVAC — LARGE ERECTING SHOP

Scale
No Scale @ A3



2 3D VIEW Interior 02C - Amphitheatre

11/8/2022

MVLES-012 — 3D Views - Eastern Lobby 03
MIRVAC — LARGE ERECTING SHOP

Scale
No Scale @ A3



② 3D VIEW Interior 02D - Lobby

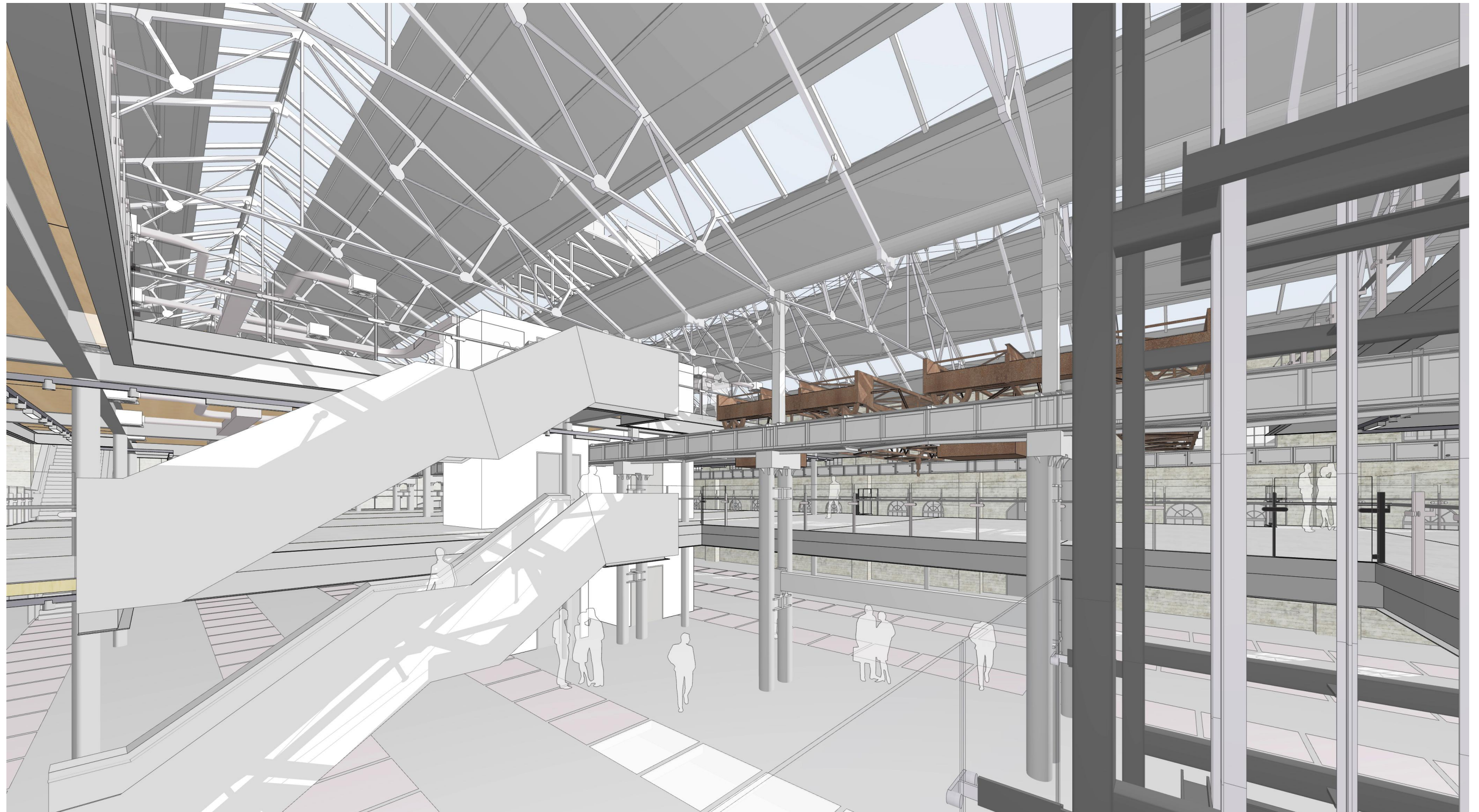
11/8/2022

fjmtstudio

MVLES-013 — 3D Views - Eastern Lobby 04
MIRVAC — LARGE ERECTING SHOP

Scale
No Scale @ A3





2 3D VIEW Interior Western Lobby L1

11/8/2022

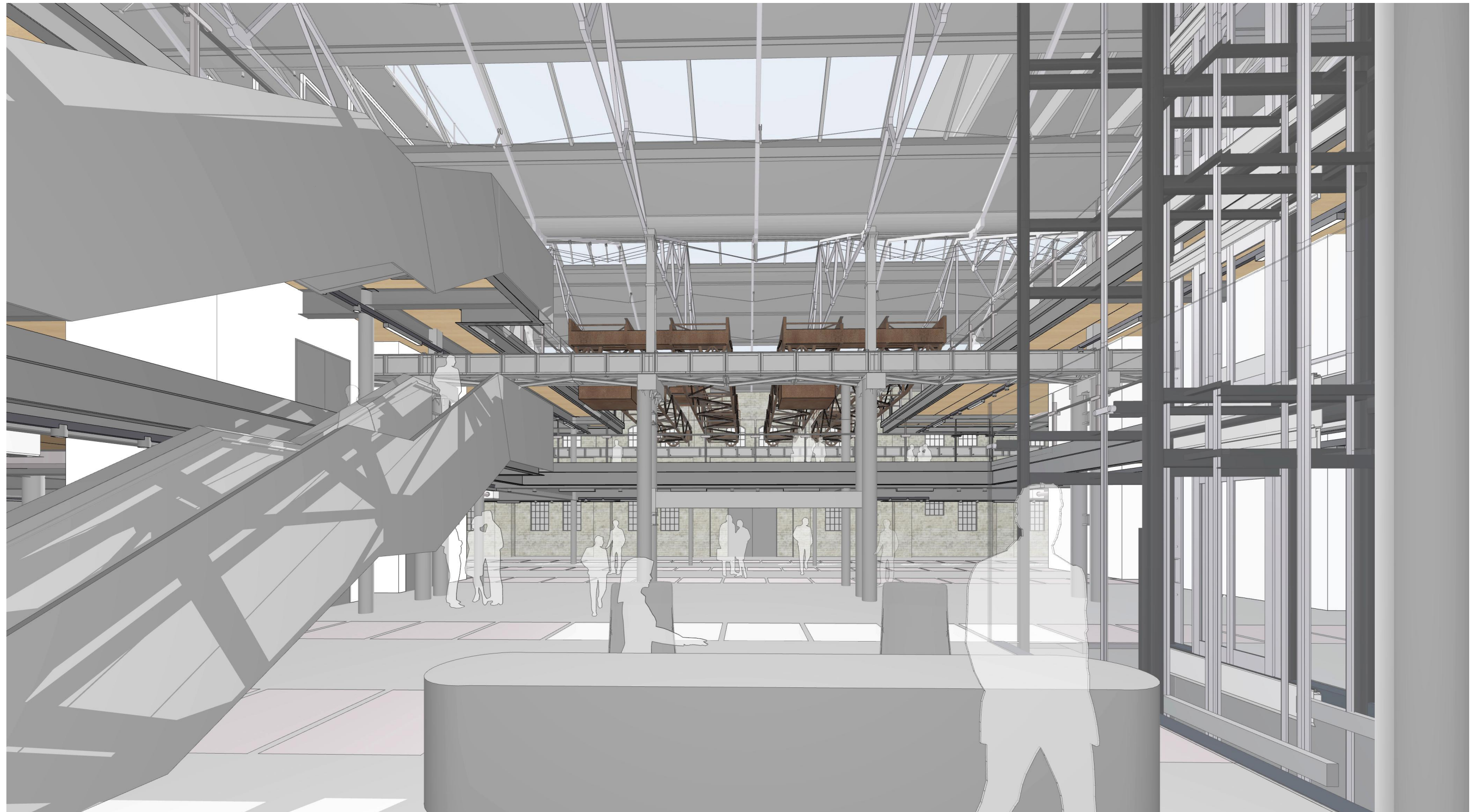
MVLES-014 — 3D Views - Western Lobby 01
MIRVAC — LARGE ERECTING SHOP

Scale
No Scale @ A3



② 3D VIEW Interior Western lobby L2





② 3D VIEW Gantry 02

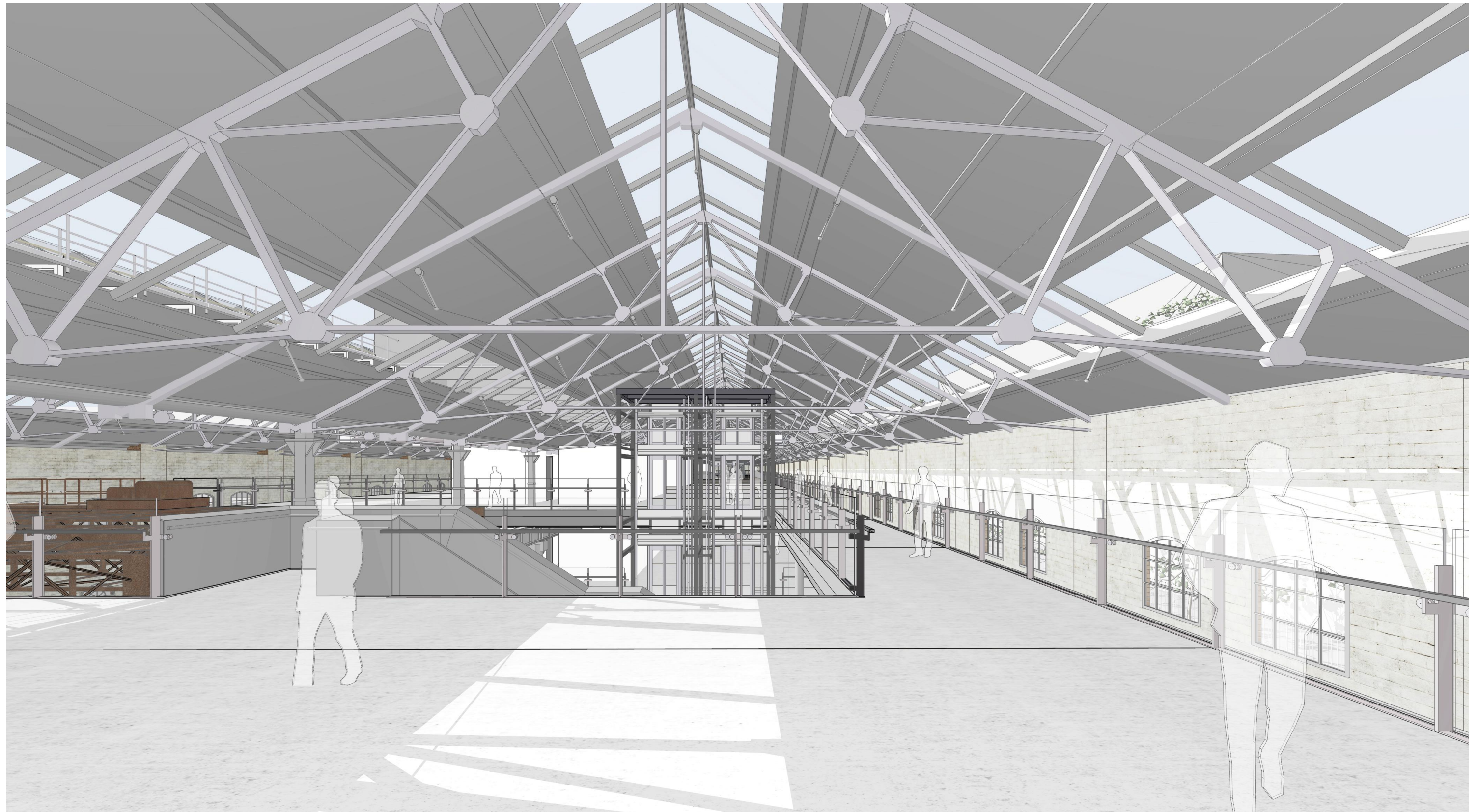
11/8/2022

fjmtstudio

MVLES-016 — 3D Views - Western Lobby 03
MIRVAC — LARGE ERECTING SHOP

Scale
No Scale @ A3





2 3D VIEW Interior office 01

11/8/2022

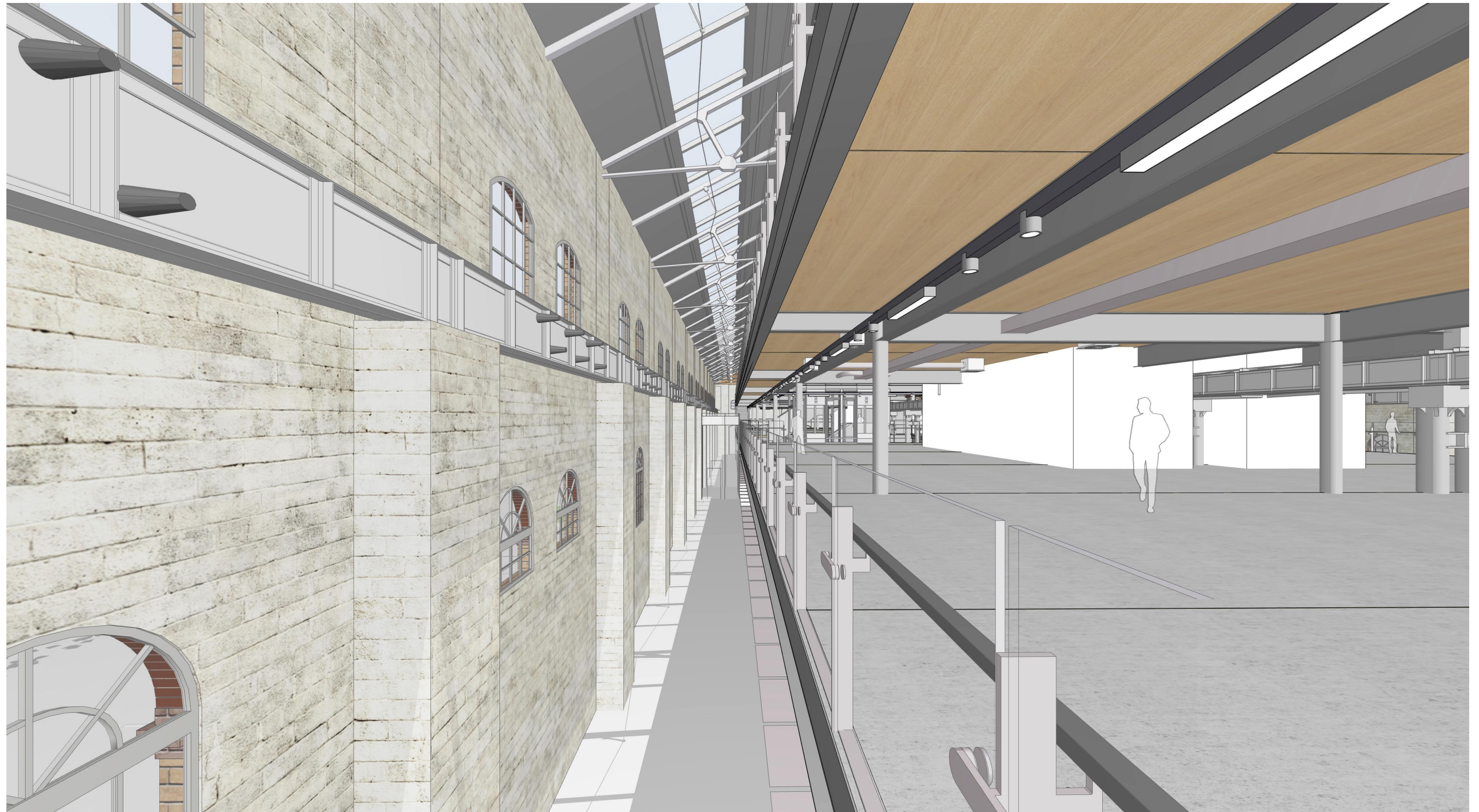
fjmtstudio

MVLES-017 — 3D Views - Office Spaces 01
MIRVAC — LARGE ERECTING SHOP

Scale
No Scale @ A3

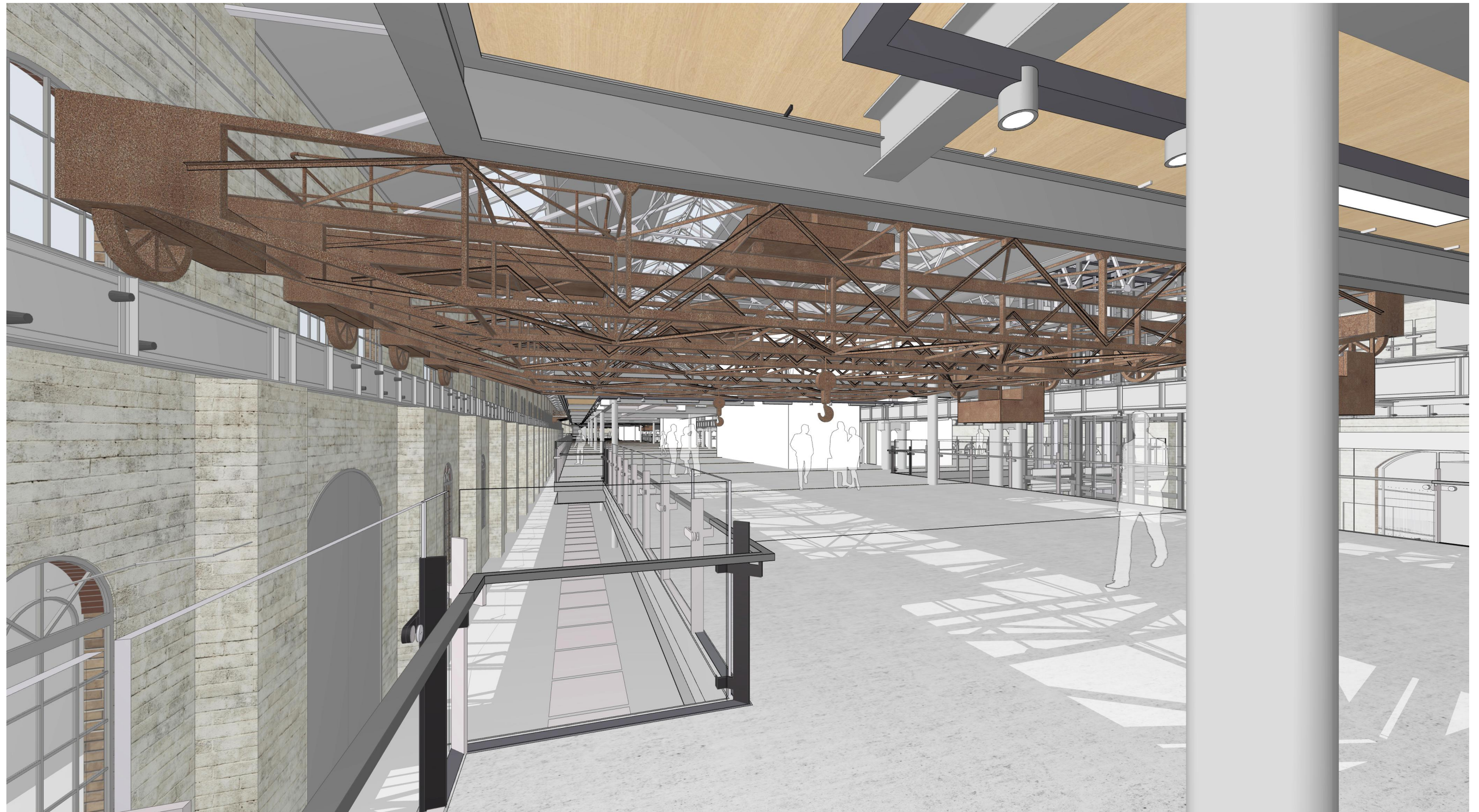


fjmtstudio / architecture / interiors / urban / landscape / place



2 3D VIEW Interior office 02





2 3D VIEW Gantry 01

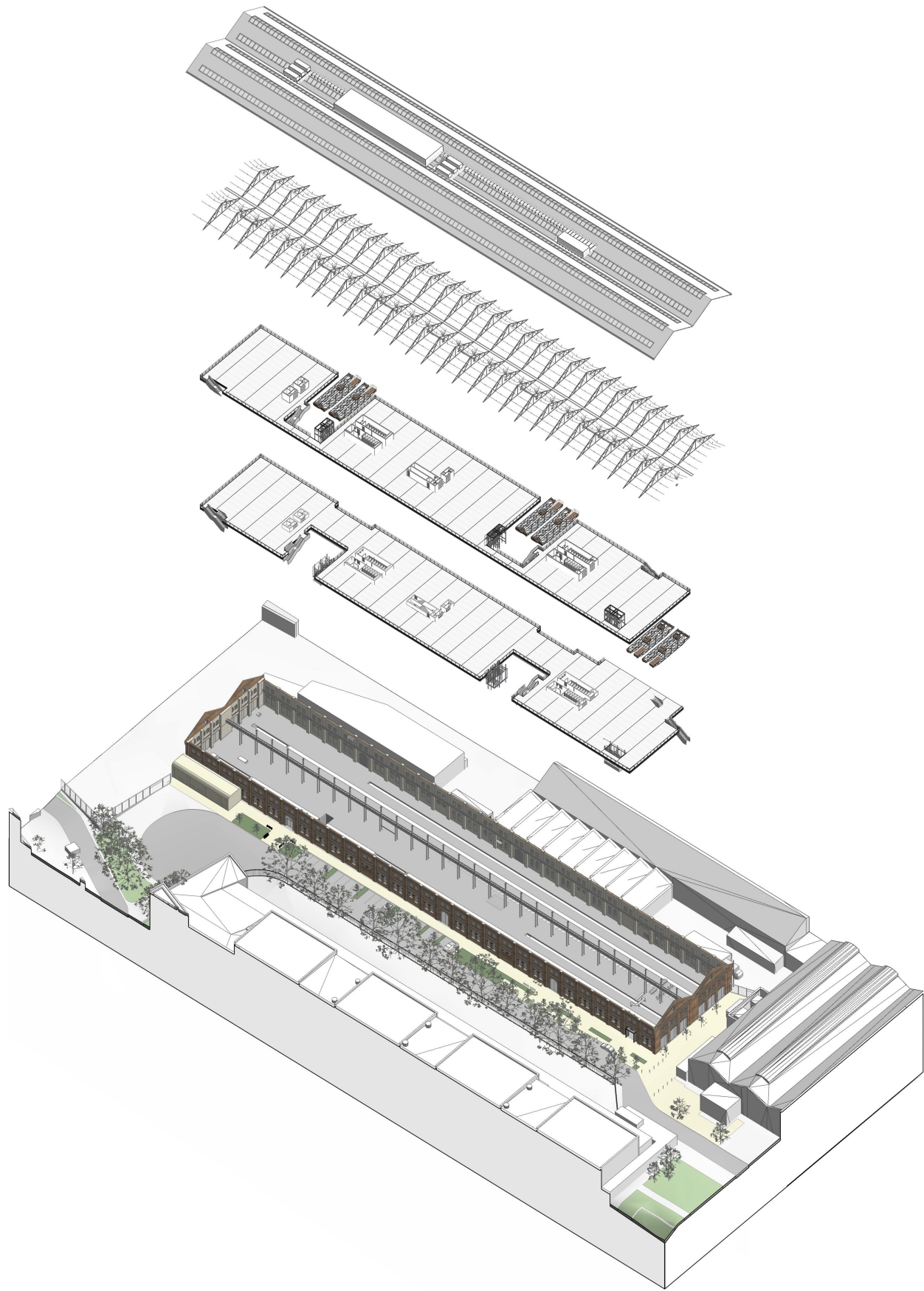
11/8/2022

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MVLES-019 — 3D Views - Office Spaces 03
MIRVAC — LARGE ERECTING SHOP

Scale
No Scale @ A3





1 3D VIEW Axonometric Drawing

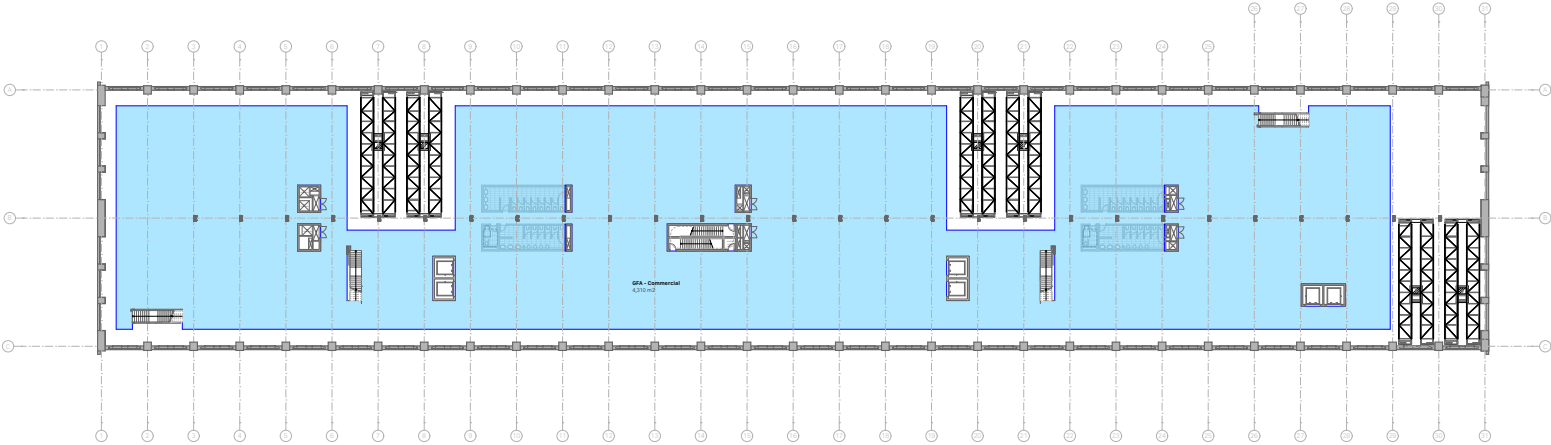
11/8/2022

MVLES-023 — Axonometric
MIRVAC — LARGE ERECTING SHOP

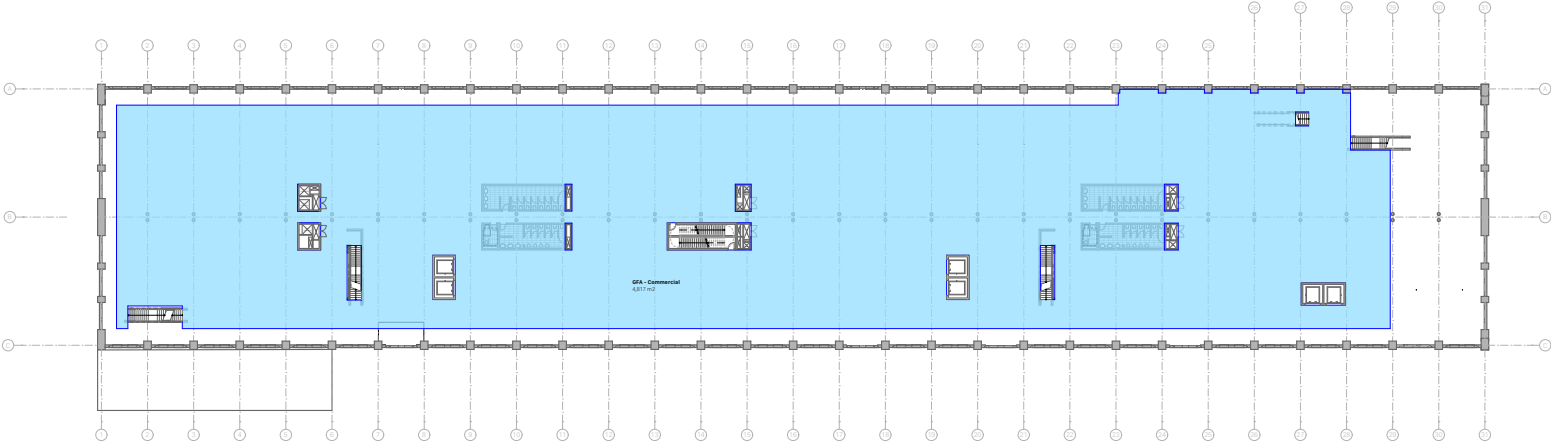
fjmtstudio

Scale
No Scale @ A3

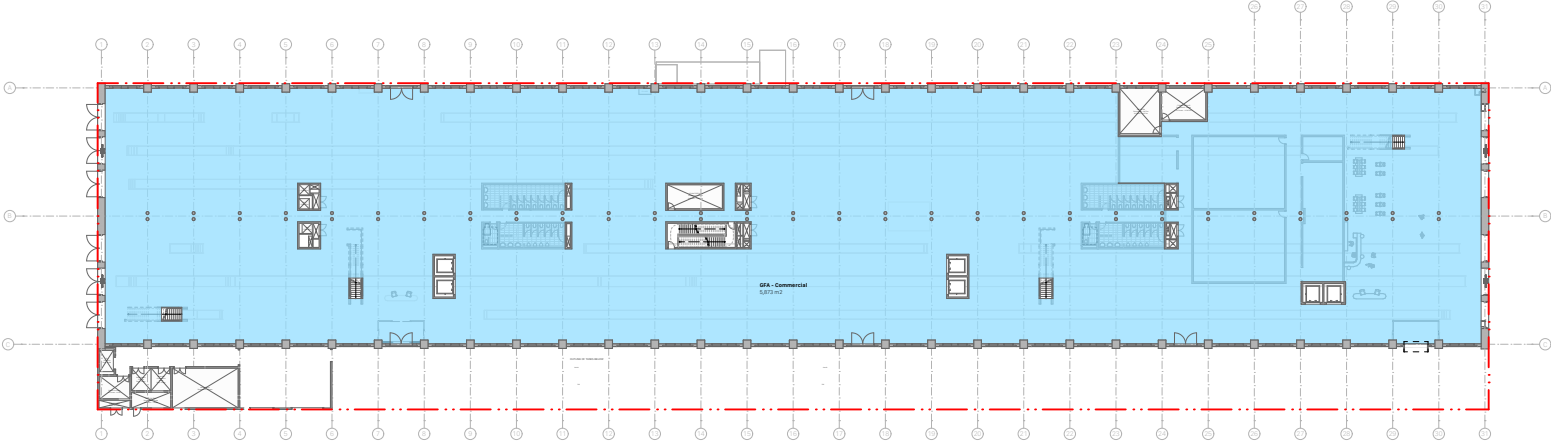




3 PLAN Level 2 - LES
1:1000

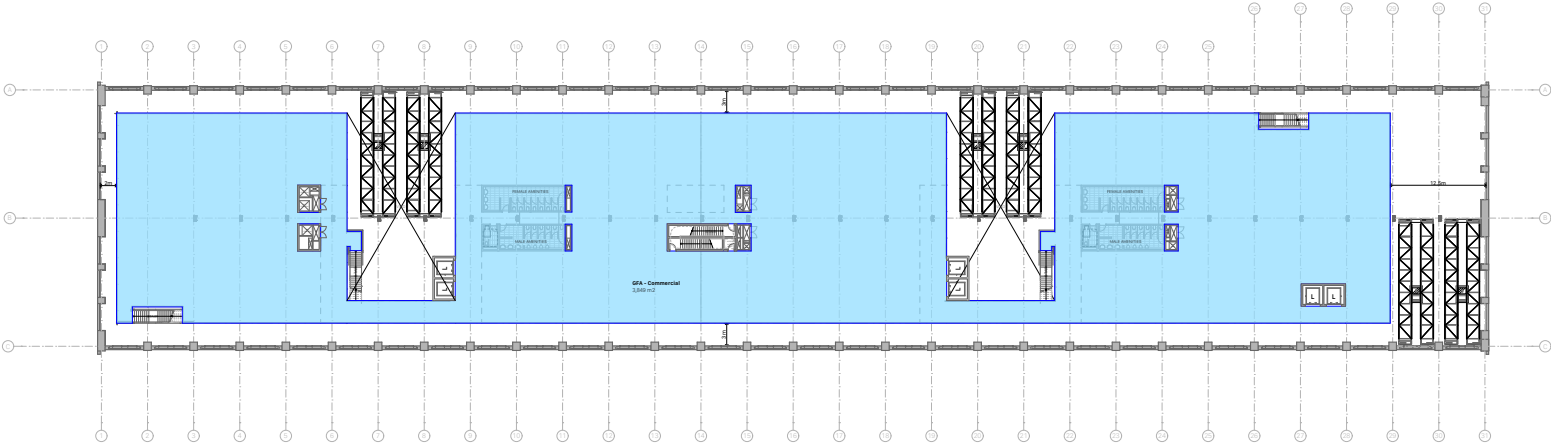


2 PLAN Level 1 - LES
1:1000

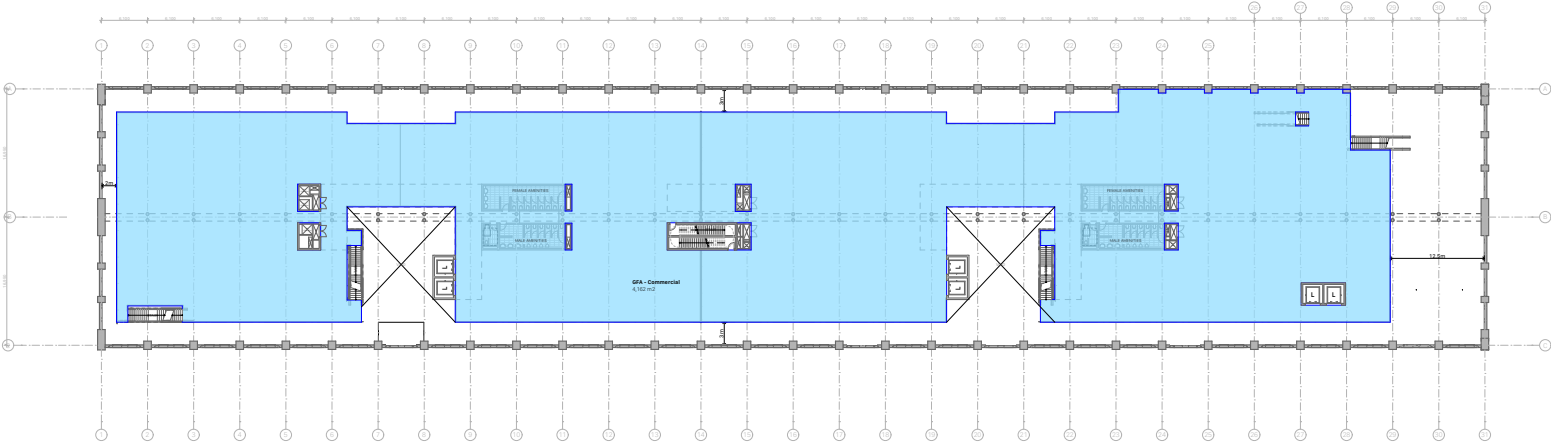


1 PLAN Ground - LES
1:1000

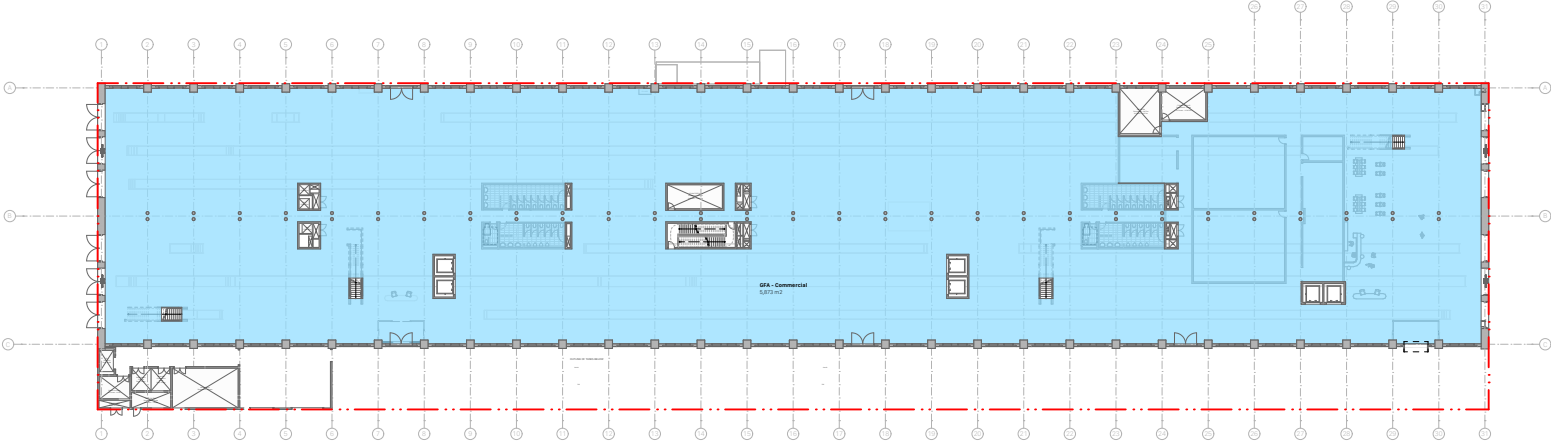
GFA Area Schedule	Home Story Name	Area
	Ground - LES	5,873
	Level 1 - LES	4,817
	Level 2 - LES	4,310
		15,000 m ²



3 PLAN Level 2 - LES
1:1000



2 PLAN Level 1 - LES
1:1000



1 PLAN Ground - LES
1:1000

GFA Area Schedule	Home Story Name	Area
	Ground - LES	5,874
	Level 1 - LES	4,162
	Level 2 - LES	3,849
		13,885 m ²

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