

# Large Erecting Shop (LES) – Consultation Outcomes Report

---

**June 2022**

# Contents

1	Introduction	2
1.1	Background	2
1.2	Study Requirements	3
2	Overview of Proposal	3
2.1	Site Overview	3
2.2	Proposed Controls	5
3	Engagement Approach and Objectives	5
3.1	Engagement Objectives	5
4	Engagement Process	6
4.1	Engagement Tools	6
4.2	Engagement Activities	6
5	Summary of Community Feedback Received	8
5.1	Community Feedback	8
5.2	Stakeholder Feedback	10
6	Conclusion and Next Steps	13
	Appendix	15

---

# 1 Introduction

## 1.1 Background

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.

Since 2015 Mirvac has successfully developed the South Eveleigh Precinct. 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. Mirvac, on behalf of TfNSW, are therefore preparing documentation to support the State-led rezoning application.

## 1.2 Study Requirements

The Department of Planning and Environment (DPE) issued a list of Study Requirements which inform the preparation of new or updated planning controls.

This Consultation Outcomes Report describes the consultation process and provides a summary description of feedback received.

In line with the requirements of the Study Requirements, Mirvac has engaged with the public, including local Aboriginal organisations and groups, the City of Sydney, other relevant State and Federal government agencies, non-government groups and community stakeholders.

The preparation of the Re-zoning Application included proactive communication and consultation with the community that employed a range of appropriate tools and channels to inform the community about the project and the opportunity to engage; to be open and responsive to feedback and questions that can be considered in the context of the Indicative Proposal.

Table 1 lists the Study Requirements that are specific to community and stakeholder consultation.

**Table 1. Response to Study Requirements**

Study Requirement	Reference
<b>Scope and Requirement</b> Prepare a Consultation Strategy and Outcomes Report that: <ul style="list-style-type: none"> <li>a) Outlines the proposed community consultation strategy to undertake an appropriate and justified level of consultation with the public, including local Aboriginal organisations and groups, the City of Sydney, other relevant State and Federal government agencies, non-government groups and community stakeholders.</li> <li>b) Includes evidence of consultation and provide a summary of and outline the general outcomes of early consultation and demonstrate how the outcomes have been incorporated into the proposal.</li> </ul>	Refer to pages 42-53 of this report.  Refer to pages 7-15 of this report.
<b>Considerations</b> The consultation should: <ul style="list-style-type: none"> <li>• Address key aspects of the proposal including spatial arrangement of development, public domain and open space, heritage, amenity, transport, and community facilities; and</li> <li>• Incorporate ongoing consultation with the local Aboriginal community, including Elders and organisations, into the community consultation strategy.</li> </ul>	Refer to pages 7-9 of this report.  Refer to page 8 and 12 of this report.
<b>Consultation</b> The Study is to demonstrate that it has been undertaken in consultation with the City of Sydney, key agencies, the local community and any other key stakeholders.	Refer to pages 7-15 of this report.

## 2 Overview of Proposal

### 2.1 Site Overview

The LES is an isolated building at the north west of the South Eveleigh Precinct as identified at Figure 1. 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, and this will form part of a future application.

The LES is owned by Transport Asset Holding Entity (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.

**Figure 1. Site Location**



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. Existing site photographs can be seen in Figure 2.

**Figure 2. LES Site Photographs (eastern elevation of LES, southern elevation of LES)**





## 2.2 Proposed Controls

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 Sheds.

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 11,000sqm. 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 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.

## 3 Engagement Approach and Objectives

Mirvac's appointed consultant team collaborated to undertake community consultation and stakeholder engagement in support of the Re-zoning Application. In delivering this approach, the stakeholder engagement process was designed to be:

- **Timely** – provide the community and stakeholders with the opportunity to provide feedback prior to lodgement of the Re-zoning Application.
- **Inclusive** – provided accessible opportunities for people to be learn about the project and have an avenue to provide feedback.
- **Engaging** – motivating participation, particularly when scheduling time can be difficult. Engagement activities included a mix of face to face and online tools which were deployed to maximise participation and reach.
- **Coordinated** – building on the recent renewal of the broader South Eveleigh precinct, engagement activities utilised existing stakeholder channels and groups, and continued conversations with highly engaged stakeholders and community members.

### 3.1 Engagement Objectives

The following objectives were developed in partnership with Mirvac's consultant team to comply with all Study Requirements:

- To provide clear information to the local community and key stakeholders on the strategic intent, objectives and benefits of the project;
- To enable accurate consideration of the potential constraints, challenges and opportunities;
- To seek feedback and enable two way discussions around the plans;
- To proactively understand concerns that may arise during the planning process and identify opportunities for mitigation;
- To document feedback and provide the project team the opportunity to incorporate feedback into the Indicative Proposal.

## 4 Engagement Process

The engagement activities undertaken focused on informing the nearby residents and key stakeholders about the upcoming lodgement of the State Led Re-zoning Application for the LES project.

### 4.1 Engagement Tools

The following table sets out key tools used in the delivery of the engagement program.

**Table 2. Key Engagement Tools**

Activity	Purpose
Letterbox drop	Postcard letterbox drop to notify nearby residents and businesses about upcoming community consultation opportunities.
1800 phone line	A direct phone number to receive community enquiries, answered during business hours (8 – 5pm). Option to leave messages to receive a return phone call when phoning out of hours.
Consultation email address	Consultation email inbox to receive and respond to community and stakeholder feedback and queries.
Community drop-in event	Drop-in events to provide interested residents, community and stakeholders with an opportunity to meet the Project Team face-to-face, understand the Project and provide important feedback
Online information session	Webinars to provide the community with an opportunity to meet with the project team, learn about the Project, ask questions, and learn about what to expect in the coming stages.
Targeted briefings	To provide an overview of the Project to a cross section of authorities and agencies, and to establish working relationships and open channel of communications between the project team and key stakeholders.
Site tours	Walking tour around the project site and broader precinct to provide an overview of the site context and introduction to the project team.

### 4.2 Engagement Activities

This section of the report summarises the relevant engagement activities that informed the Re-zoning Application, including:

- Community Drop-In Session
- Community Information Webinar
- Correspondence with the South Eveleigh Community Liaison Group
- Engagement with Registered Indigenous Groups and the local Aboriginal Land Council
- Engagement with the City of Sydney and relevant NSW Government agencies
- Engagement with services and infrastructure agencies.

**Table 3. Key Engagement Activities and Audiences**

Activity	Dates	Purpose	Stakeholders
Community Drop-In Session	31/05/2022	<ul style="list-style-type: none"> <li>• Introduce the project team</li> <li>• Provide background on the LES project and its integration with the broader South Eveleigh precinct</li> <li>• Share information on the upcoming Re-zoning Application</li> </ul>	Neighbouring residents Neighbouring businesses and landowners Interest and advocacy groups, including CLG members

		<ul style="list-style-type: none"> <li>Provide an opportunity to ask questions of the project team</li> <li>Provide public communication channel contact details for any further questions</li> </ul>	
Community Information Webinar	1/06/2022	<ul style="list-style-type: none"> <li>Introduce the project team</li> <li>Provide background on the LES project and its integration with the broader South Eveleigh precinct</li> <li>Share information on the upcoming Re-zoning Application</li> <li>Provide an opportunity to ask questions of the project team</li> <li>Provide public communication channel contact details for any further questions</li> </ul>	<p>Neighbouring residents</p> <p>Neighbouring businesses and landowners</p> <p>Interest and advocacy groups, including CLG members</p>
Community Liaison Group ('CLG') correspondence	24/05/2022	<ul style="list-style-type: none"> <li>Email introducing the project and providing the opportunity for a specific briefing to this group (group comprises cross section of local community members and interested stakeholders)</li> <li>NB. Due to low member availability and responses (only one confirmed attendee), the CLG meeting did not go ahead, however members were invited to attend the Community Drop-In Session or Community Information Webinar</li> </ul>	<p>REDWatch</p> <p>Rail, Tram and Bus Union – Retired Members Association</p> <p>Camperdown Ultimo Collaboration Area Alliance</p> <p>Friends of Erskineville</p> <p>Redfern Station Community Group</p> <p>Counterpoint Community Services</p> <p>Neighbouring residents and businesses</p>
<b>Direct engagement activities / meetings</b>			
Registered Indigenous Groups	2/06/2022	<ul style="list-style-type: none"> <li>LES and South Eveleigh site walk and briefing for Registered Indigenous Groups, with a focus on heritage interpretation elements.</li> </ul>	
Greater Cities Commission	10/05/2022	<ul style="list-style-type: none"> <li>Provide overview of proposed planning controls and current reference scheme, overview of probity process with TfNSW and Mirvac, and strategic planning framework for site.</li> </ul>	
City of Sydney	10/05/2022	<ul style="list-style-type: none"> <li>Provide overview of proposed planning controls and current reference scheme, as well as other project elements including car and bicycle parking, end-of-trip facilities, drop off spaces, accessibility requirements, architectural details and sustainability.</li> </ul>	
City of Sydney	15/06/2022	<ul style="list-style-type: none"> <li>The City of Sydney have requested, at the appropriate stage, a future meeting on contribution planning. This is also a requirement of the SSP Study Requirements.</li> </ul>	
Heritage NSW	16/05/2022	<ul style="list-style-type: none"> <li>Provide overview of proposed planning controls and current reference scheme, opportunities for activation of northern façade, reconstruction of building elements, retention of moveable heritage items, and proposed landscaping.</li> </ul>	
Heritage Council	1/06/2022	<ul style="list-style-type: none"> <li>Provide overview of proposed planning controls and current reference scheme, architectural detailing, retention of moveable heritage items and target tenant types.</li> </ul>	
Government Architect	20/05/2022	<ul style="list-style-type: none"> <li>Provide overview of proposed planning controls and current reference scheme, design parameters, building services, car parking and opportunities for public access to the building.</li> </ul>	
Transport for NSW	9/05/2022	<ul style="list-style-type: none"> <li>Meeting with Direct Dealings and Communications &amp; Engagement teams to discuss planned communication and engagement activities for the LES, and proposed key messaging</li> </ul>	
Standing project meetings with TfNSW, DPE and PDU	fortnightly between start April – start June	<ul style="list-style-type: none"> <li>Programme tracking</li> <li>Queries regarding Study Requirements</li> <li>Stakeholder engagement tracking</li> </ul>	



Sydney Trains	3/06/2022	<ul style="list-style-type: none"> <li>Provide overview of proposed planning controls and current reference scheme</li> </ul>
Transport for NSW & Sydney Trains	9/06/2022	<ul style="list-style-type: none"> <li>Further discussion around the design &amp; operation of the loading dock</li> </ul>
<b>Service Authorities</b>		
Ausgrid	26/05/2022	<ul style="list-style-type: none"> <li>Electrical supply correspondence (further detail in <i>Utilities &amp; Infrastructure Servicing Report</i>)</li> </ul>
Sydney Water	13/05/2022	<ul style="list-style-type: none"> <li>Stormwater enquiry correspondence (further detail in further detail in <i>Utilities &amp; Infrastructure Servicing Report</i>)</li> </ul>

## 5 Summary of Community Feedback Received

The community consultation process enabled valuable feedback to the project team. Community feedback was received via the following channels:

- Community drop-in session at South Eveleigh Locomotive Workshop, attended by approximately 15 people
- Online Community Webinar, attended by six people
- No phone or email enquiries were received.

The feedback received provided a mix of comments on the project's Indicative Proposal, as well as questions seeking more information on future stages of the program. Participants were generally interested in learning about the early-stage plans for the LES, and supportive of the continuation of the South Eveleigh precinct renewal.

There was considerable interest in matters relating to the site's rich history and heritage. Members of the public and stakeholders were highly interested in how industrial and Aboriginal history will be protected throughout the project, and celebrated through interpretation elements as part of the building's renewal.

Given the South Eveleigh precinct's extensive program of renewal, community members and interested stakeholders are highly engaged in the planning and development of South Eveleigh, and Mirvac should consider this level of public interest in future stages of the project and opportunities for further public information and community consultation.

### 5.1 Community Feedback

The table below provides a summary of all community feedback received during the in-person and online information sessions, the project email and 1800 phone enquiries.

**Table 4. Community Feedback and Project Team Responses**

Topic	Feedback / Question Received	Project Team Response
<b>State Government involvement</b>	<ul style="list-style-type: none"> <li>How is TfNSW involved in this process?</li> <li>Will TfNSW have ongoing involvement in LES planning and development?</li> </ul>	TfNSW is representing the landowner, TAHE, and is the Applicant for the Re-zoning Application.
<b>Planning process</b>	<ul style="list-style-type: none"> <li>Request that the Study Requirements be made public</li> </ul>	The process for issuing Study Requirements is managed by the Department of Planning and Environment (DPE). Once the Re-zoning Application is

		<p>lodged, there will be an opportunity for the community to review all publicly available information.</p> <p>If the project proceeds to a State Significant Development Application stage, we expect that the SEARS requirements are published and available for review, as is typical for State Significant Development Applications.</p>
	<ul style="list-style-type: none"> <li>Comments highlighting the importance community input at early stages of the development process</li> </ul>	Noted. Mirvac will continue to engage the community throughout the planning and development process.
<b>Project scope and footprint</b>	<ul style="list-style-type: none"> <li>How much land is being allocated to the LES project?</li> </ul>	<p>The Re-Zoning Application will include a draft Subdivision Plan outlining the proposed subject land</p> <p>Transport NSW are managing an internal process to declare this 'Surplus Land' for disposal</p>
	<ul style="list-style-type: none"> <li>Where will the loading dock will be located?</li> </ul>	The loading dock location has been changed to the south western corner of the site. Loading dock location will be subject to further design development and SSDA.
<b>Public access</b>	<ul style="list-style-type: none"> <li>How much of the LES is anticipated to be open to public access, versus space used for private tenancies and retail?</li> </ul>	Plans for the LES are at a very early stage, and the break down of public space, retail space and office space is not fully resolved at this Re-zoning stage. However, it is the intention to have some publicly accessible spaces that showcase key features of the building, accessible during hours of operation for the building. Principles for design include ensuring sight lines and views through the building, and the Indicative Proposal shows public access at the Eastern end of the building – showing a good cross section of the building's heritage features.
	<ul style="list-style-type: none"> <li>Comments noting the importance of major heritage interpretation elements being accessible to the public, not just by tenants</li> </ul>	Noted.
	<ul style="list-style-type: none"> <li>Will there be opportunities to do heritage / historical tours through the building?</li> </ul>	Plans for the LES are at a very early stage. Operational matters, including opportunities to do heritage / historical tours through the building, will be explored through detailed design and future SSDA stages.
	<ul style="list-style-type: none"> <li>Where will the building access points be? Will there be an opportunity to access the LES from the northern façade/north east via the Locomotive Workshop?</li> </ul>	The reference scheme contemplates multiple entrances off Locomotive Street. Subject to detailed design and a future SSDA
<b>Heritage</b>	<ul style="list-style-type: none"> <li>Has a Heritage Conservation Plan been developed? Is there any thinking yet about specific interpretation elements for the project?</li> </ul>	Plans for heritage interpretation are at a very early stage, and we are still conducting preliminary work. We haven't yet have identified specific elements for heritage interpretation, however the LES is being treated in a similar way to the Locomotive Workshop. As part of the overall precinct, the LES will be an extension of the existing CMP for South Eveleigh. Stories told by interpretation as part of the LES project will expand upon the heritage interpretation already completed at South Eveleigh.
	<ul style="list-style-type: none"> <li>Will it be possible to get any equipment from TfNSW, for example, a locomotive?</li> </ul>	Potential opportunity to be explored during detailed design and the future SSDA
	<ul style="list-style-type: none"> <li>Comments noting the importance of reflecting different parts of the building's</li> </ul>	Noted. The project will include a significant focus on heritage interpretation, and its design will protect and enhance the heritage elements of the building. A

	<p>history, including more recent history of volunteers and 3801 operation</p> <ul style="list-style-type: none"> <li>Comments highlighting the opportunity to tell different stories that weren't included as part of the interpretation of the Locomotive Workshop, including semi-skilled workers and migrant communities</li> <li>Importance of heritage interpretation being well planned and sensitive, including using correct wording, labels and descriptions</li> </ul>	<p>heritage expert (Curio Projects) is working as part of the project team to identify relevant parts of the building, and broader local history, that can contribute to any future design.</p> <p>It is not the intention to repeat the stories told throughout the Locomotive Workshop building and South Eveleigh precinct, but instead share different stories about the building and the area's history including industrial history and indigenous history</p>
<b>Aboriginal history</b>	<ul style="list-style-type: none"> <li>Comments highlighting the importance of the heritage interpretation strategy including the Aboriginal heritage of the area</li> <li>Comments noting the LES building and the broader railway workshop precinct's strong connection with the Aboriginal community, including the stories of Aboriginal workers (for example, those working on site being paid boys' wages instead of men's wages)</li> </ul>	<p>Noted. The project will include heritage interpretation relevant to the Aboriginal history of the building and the broader area. We recognise the importance of these stories and it is our intention to reflect these in the LES.</p>
<b>Nearby projects and precincts</b>	<ul style="list-style-type: none"> <li>Has the project considered impacts of the nearby project, including the potential new pedestrian connection over Redfern Station (for example, how it will impact pedestrian thoroughfare through the precinct)?</li> </ul>	<p>Planning for the LES, and its integration with the South Eveleigh precinct, will consider public access and egress, as well as connectivity with nearby areas.</p>
	<ul style="list-style-type: none"> <li>Queries around what is happening at North Eveleigh</li> </ul>	<p>Planning for North Eveleigh is beyond the scope of this project and cannot be commented on.</p>
<b>Sustainability</b>	<ul style="list-style-type: none"> <li>What is the project doing to be sustainable / support sustainability objectives?</li> </ul>	<p>The project is targeting a five-star Greenstar rating. The project also supports active and sustainable transport options, with improved access to nearby train stations, and inclusion of end-of-trip facilities in the building itself.</p>
<b>Engagement process</b>	<ul style="list-style-type: none"> <li>Whether volunteers who used to work in the LES (more recently) were engaged as part of this process?</li> </ul>	<p>Consultation at this stage has included opportunities for members of the public to attend in-person or online information sessions to learn about the project, meet the team, and understand future stages and opportunities for engagement. We have not included direct engagement with volunteer groups at this stage of the process, however consultation opportunities have been available to the wider community / general public.</p>
<b>Residential amenity and impacts</b>	<ul style="list-style-type: none"> <li>Comments noting that the LES has closer proximity to residential buildings than the Locomotive project, and that the project needed to consider residential amenity impacts.</li> </ul>	<p>Noted. Further planning will include amenity impacts to local residents during construction and operational phases of the project.</p>
<b>Future tenancy opportunities</b>	<ul style="list-style-type: none"> <li>General interest in future tenancy opportunities</li> </ul>	<p>Noted.</p>
<b>Support for the project</b>	<ul style="list-style-type: none"> <li>General support and encouragement for the project</li> </ul>	<p>Noted.</p>

## 5.2 Stakeholder Feedback

The table below provides a summary of the feedback provided during all stakeholder briefings that informed the preparation of the Re-zoning Application.

**Table 5. Stakeholder Meetings and Feedback**

Stakeholder Meeting	Topic/s of Discussion	Feedback Summary
Registered Indigenous Groups	<ul style="list-style-type: none"> <li>Site Walk with four Registered Indigenous Groups</li> <li>Provided project overview, with a focus on heritage interpretation elements</li> <li>Provided overview of Locomotive Workshop heritage interpretation elements, as an example of previous work done at South Eveleigh</li> </ul>	<ul style="list-style-type: none"> <li>Significance of the site between Central and Redfern where cultural practice would have been within this zone, and that culture would have been practiced in and around the LES area as its terrain provides natural shelter from the harsh coastal areas. Soil conditions – desktop studies have been completed to date. Further testing to be completed during next stages of detailed design and preparation of the SSDA</li> <li>Appreciative for being involved at initial stage, and requested that consultation continue throughout the life of the project</li> <li>Acknowledged significance of interpretation already delivered at South Eveleigh</li> </ul>
Greater Cities Commission	<ul style="list-style-type: none"> <li>Overview of the proposed planning controls and current reference scheme</li> <li>Probity and process with TfNSW and Mirvac</li> <li>Strategic planning framework applying to the site</li> <li>Commercial office demand and design in response to COVID</li> <li>Indigenous co-design</li> </ul>	<ul style="list-style-type: none"> <li>Overall GCC is satisfied that the project is aligned with the existing strategic framework for the site (including the District Plan and LSPS) and is in alignment with their current preliminary thinking for the review of the District Plans</li> <li>The GCC is comfortable that the project is moving in the right direction, that everything presented to date is clear and of high quality, and they don't need to meet with the proponent again before the lodgement of the Re-zoning Application</li> </ul>
City of Sydney	<ul style="list-style-type: none"> <li>Overview of the proposed planning controls and current reference scheme.</li> <li>Status of planning controls</li> <li>Provision of car parking</li> <li>Provision of bicycle parking, end of trip facilities, and drop-off spaces</li> <li>Architectural detailing of the edge of new internal levels</li> <li>Accessibility requirements</li> <li>Design Excellence</li> <li>Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>Sought clarification of the planning controls that apply to the land, and what controls we are proposed to amended.</li> <li>Noted that the SEPP is outdated</li> <li>DPE acknowledged that the existing SEPP is outdated, and that they will look at the advantages and disadvantages of where the controls will sit (either in the LEP or the SEPP)</li> <li>CoS sought further information regarding car parking, including number of spaces, minimum requirements and whether allocated for tenants or visitors</li> <li>Sought further information regarding end-of-trip facilities</li> <li>Encouraged the development team to give further consideration to whether you can see the edge of the floorplates from the external views through the windows.</li> <li>Emphasised the need to consider accessibility requirements at the early stage</li> <li>Queried how the planning framework would require the project to achieve design excellence and ESD standard</li> </ul>
City of Sydney – Local Contributions	<ul style="list-style-type: none"> <li>The City of Sydney have requested, at the appropriate stage, a future meeting on contribution planning. This is also a requirement of the SSP Study Requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Discussed the need for a Local Infrastructure Schedule for a project, and specifically that there is no need for a LIS given that local infrastructure contributions will be levied on the project in accordance with the relevant Redfern-Waterloo Authority plans, specifically the</li> </ul>

		<p>following 'contribution' plans apply to the site:</p> <ul style="list-style-type: none"> <li>○ Redfern-Waterloo Authority Sites Contributions Plan 2006</li> <li>○ Redfern-Waterloo Authority Sites Affordable Housing Contributions Plan 2006</li> </ul> <ul style="list-style-type: none"> <li>• Council recognised that the site is not the subject of any City of Sydney Contributions Plan. No further comment on the proposal from an infrastructure contributions or infrastructure needs perspective.</li> </ul>
Heritage NSW	<ul style="list-style-type: none"> <li>• Overview of the proposed planning controls and current reference scheme</li> <li>• Opportunities for activation on the northern façade</li> <li>• Appropriate location of building services</li> <li>• Reconstruction of the roof</li> <li>• Retention of moveable heritage items and heritage fabric and features of the existing building</li> <li>• Landscaping</li> <li>• Reporting</li> </ul>	<ul style="list-style-type: none"> <li>• Building orientation should consider accessibility to nearby stations and areas, as well as pedestrian thoroughfares</li> <li>• No preference as to whether services are located on the roof or external to the building</li> <li>• Positive response to roof reconstruction and proposed placement of gantries</li> <li>• Public domain and landscaping should consider the visibility of the southern façade and the interpretation of the industrial heritage of the building</li> <li>• Recommendation that we build on the success of the Locomotive Sheds at South Eveleigh, there will be a degree of trust from the Heritage Council in the potential of this project from how the Loco sheds were treated</li> </ul>
Heritage Council	<ul style="list-style-type: none"> <li>• Overview of the proposed planning controls and current reference scheme</li> <li>• Architectural detailing</li> <li>• Target tenant types</li> <li>• Retention of moveable heritage items and heritage fabric and features of the existing building</li> </ul>	<ul style="list-style-type: none"> <li>• Supportive of the development of the reference scheme, noting we have listened to their past feedback and made positive improvements to this latest concept proposal that address their earlier feedback</li> <li>• Queried HVAC and if ductwork would be visible – response noted we were conscious of this and would work through in detailed design development</li> <li>• Queried target tenants – response noted LES would be an extension of the South Eveleigh tech eco-system and that target tenants could potentially be tech, media, digital etc. but are designing for flexibility</li> <li>• Discussion of keeping heritage items in situ (in particular a train carriage) – team noted that we were working through the heritage register and exploring potential opportunities</li> </ul>
Government Architect	<ul style="list-style-type: none"> <li>• Overview of the proposed planning controls and current reference scheme</li> <li>• Location of the external plant room</li> <li>• Car parking spaces</li> <li>• Design parameters for maintaining critical views / show casing the existing structure</li> <li>• Possible retention of a train carriage/s in the building or precinct</li> <li>• Opportunities for bringing the public into the building</li> </ul>	<ul style="list-style-type: none"> <li>• Queried the proposed location for external services, noting that it will be a balance of heritage impacts and access requirements</li> <li>• Queried the extent of the proposed easements/site area for the LES and possibility of positioning items at the northern façade</li> <li>• Queried the provision of car parking in the front setback of the building</li> <li>• Noted that the application should demonstrate how critical views within and to the building are to be maintained</li> </ul>



		<ul style="list-style-type: none"> <li>Queried whether there was an opportunity to retain a carriage in the public domain or within the building as part of the project</li> <li>Requested opportunities for public access to the building be considered</li> </ul>
Transport for NSW	<ul style="list-style-type: none"> <li>Meeting with Direct Dealings and Communications &amp; Engagement teams to discuss planned engagement activities for the LES, and proposed key messaging</li> </ul>	<ul style="list-style-type: none"> <li>Engagement activities should include both in-person and online options</li> <li>Messaging must consider commercial sensitivity of the Direct Dealings process</li> <li>Request to review and approve draft project messaging prior to engagement activities</li> </ul>
Sydney Trains	<ul style="list-style-type: none"> <li>Provide overview of proposed planning controls and current reference scheme</li> </ul>	<ul style="list-style-type: none"> <li>Sydney Trains use the rear (west) of the site for operational purposes</li> <li>Will be interested in reviewing the SSDA but have no further comments at re-zoning stage</li> </ul>
Ausgrid	<ul style="list-style-type: none"> <li>Electrical supply correspondence (further detail in <i>Utilities &amp; Infrastructure Servicing Report</i>)</li> </ul>	<ul style="list-style-type: none"> <li>Advice regarding supply and likely extension/augmentation works</li> </ul>
Sydney Water	<ul style="list-style-type: none"> <li>Stormwater enquiry correspondence (further detail in further detail in <i>Utilities &amp; Infrastructure Servicing Report</i> and <i>Sydney Water Infrastructure Report</i>)</li> </ul>	<ul style="list-style-type: none"> <li>Advice regarding servicing requirements</li> </ul>

## 6 Conclusion and Next Steps

This Consultation Outcomes Report provides a summary account of the stakeholder and community engagement activities undertaken and feedback received prior to lodgement of the State Led Re-zoning Application for the LES project.

In line with the Study Requirements, Mirvac has engaged with the public, including local Aboriginal organisations and groups, the City of Sydney, other relevant State and Federal government agencies, non-government groups and community stakeholders.

In accordance with the specifications outlined in the Study Requirements, Mirvac and the broader consultant team developed and implemented an engagement strategy, providing accessible opportunities for the community and stakeholders to provide feedback prior to lodgement of the Re-zoning Application. Consultation employed a range of appropriate tools and channels to inform the community about the project and the opportunities to engage.

All consultation was carried out in accordance with the Communications and Engagement Plan, approved by Transport for NSW.

The consultation activities reached community members across the local community and wider Sydney and included delivering postcards to local residents and businesses, correspondence with a dedicated precinct Community Liaison Group, meetings with relevant authorities, agencies and coordination groups, and hosting in-person and online consultation sessions with members of the community and local advocacy groups.

The program has provided opportunity for the community and stakeholders to gain a clear understanding of the project, the opportunity to raise questions with members of the project team and technical experts, and an overview of the proposed future program of work, including how they can continue to provide feedback on the project.

There was considerable interest in matters relating to the site's rich history and heritage. Members of the public and stakeholders were highly interested in how industrial and Aboriginal history will be protected throughout the project, and celebrated through interpretation elements as part of the building's renewal. There was also a reasonable level of support for the project, and an understanding that renewal of the LES would build on the success of the broader South Eveleigh precinct revitalisation.

Community members and interested stakeholders are highly engaged in the planning and development of South Eveleigh, and Mirvac should consider this level of public interest in future stages of the project and opportunities for further public information and community consultation.

Mirvac will continue to work with stakeholders through future stages of the project including the SSDA and construction phases.

## Appendix A – Consultation Invitation Postcard

# LEARN ABOUT THE NEXT STAGE OF WORK

### At South Eveleigh

The South Eveleigh precinct has been progressively restored and revitalised into a world-class technology and innovation hub, as well as a thriving precinct for the local community.

Find out more about the potential renewal of another building within the South Eveleigh precinct.

**SOUTH  
EVELEIGH**

Join us at a community drop-in session, or register for an online webinar via the QR code.

Tuesday 31 May 5:30 – 7pm  
South Eveleigh Locomotive Workshop  
Bay 5 – proceed through the glass doors  
to the left of Romeo's Food Hall IGA

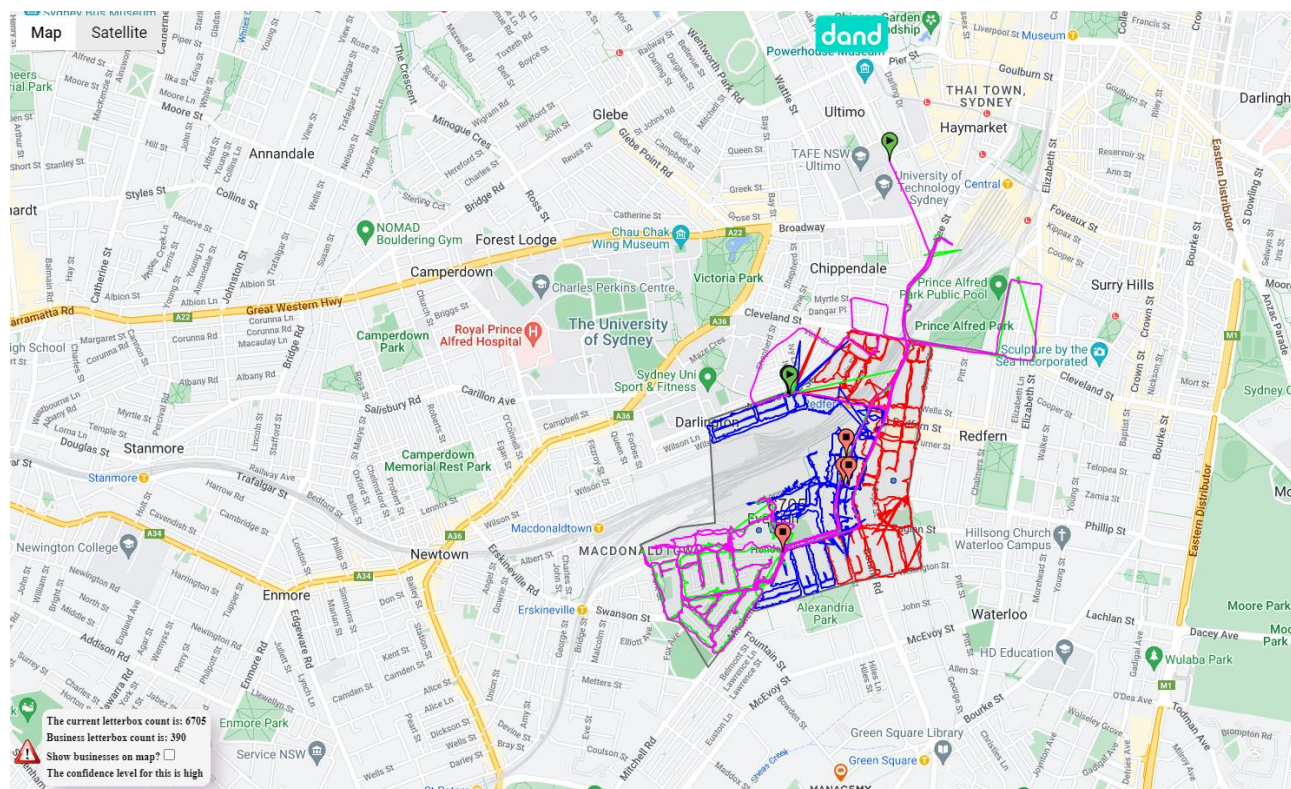
Wednesday 1 June 5:30 – 6:30pm  
online via Zoom

For more information, contact the project team:  
1800 870 549 | [south.eveleigh@mirvac.com](mailto:south.eveleigh@mirvac.com)



## Appendix B – Consultation Invitation Distribution Map

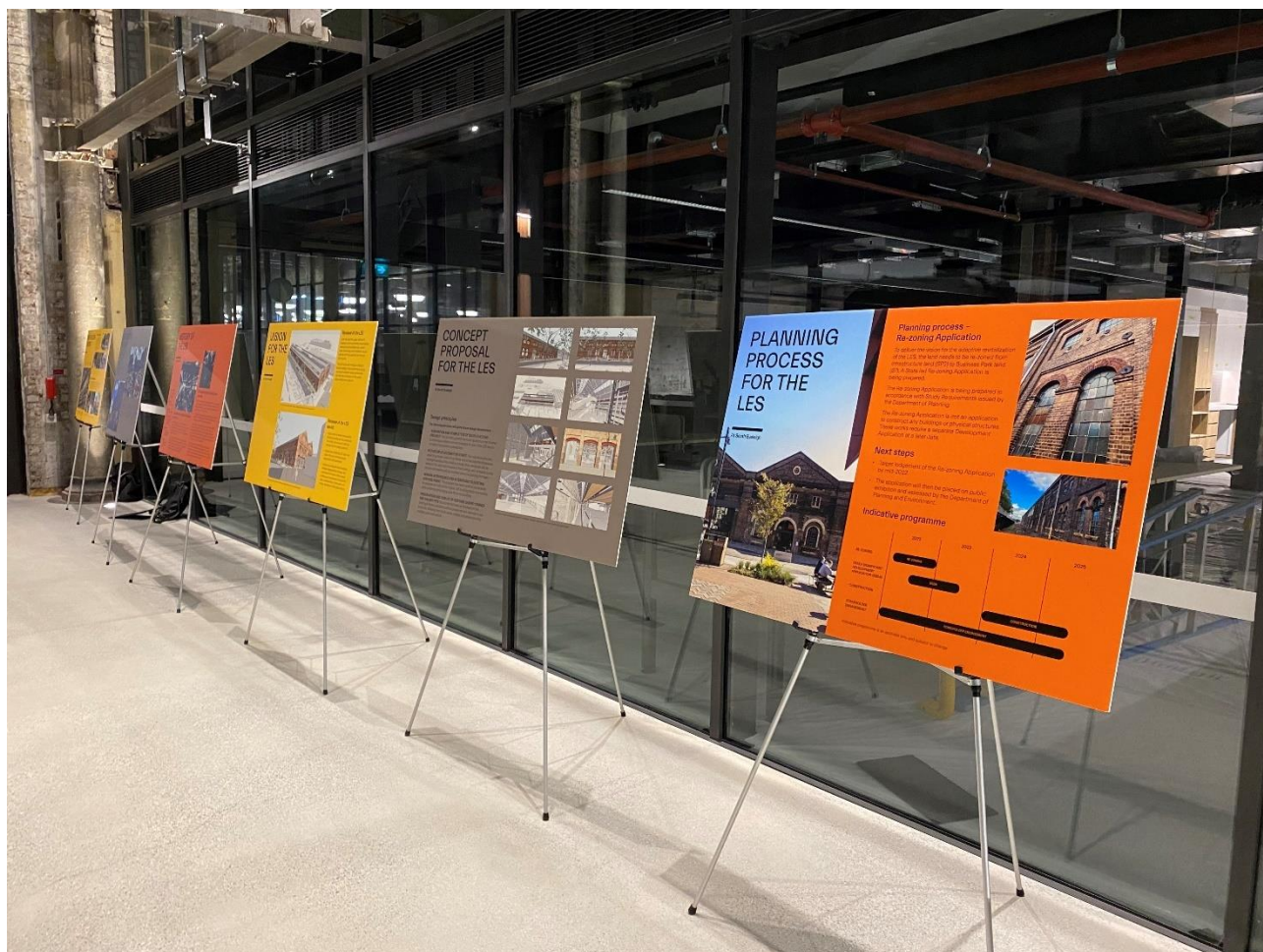
Distributed on 25 May 2022.





## Appendix C – Display Boards

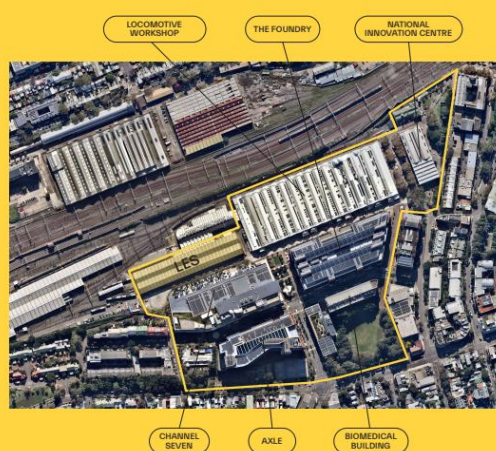
Display boards set up at South Eveleigh Locomotive Workshop.





Display board artwork.

# SOUTH EVELEIGH PRECINCT



## Precinct renewal

Progressive renewal of South Eveleigh has created a thriving technology precinct, new retail offerings and increased public spaces. Restoring and repurposing the LES will complete the renewal at South Eveleigh.



## Heritage interpretation

Renewal of South Eveleigh has included a significant focus on heritage protection and promotion, especially throughout the Locomotive Workshop. A similar approach will be undertaken for the LES, ensuring the building's rich history is brought to the foreground.



South Eveleigh heritage interpretation: Making a Nation exhibition, machinery display in Locomotive Workshop, Aboriginal Gardens

# LARGE ERECTING SHED (LES)

At South Eveleigh

## About the LES

The Large Erecting Shed ('LES') is part of the Eveleigh Railway Workshops complex. It is located in the south-western corner of the South Eveleigh precinct, beside the Locomotive Workshop and the Channel Seven building.



## The LES building

The LES building is currently used to store heritage railway equipment. The building is not accessible by members of the public as it is in its original state – a railway workshop – and not safe for visitors.

Transport for NSW has plans to relocate all trains and railway equipment to a new, world-class heritage maintenance and storage facility at Chullora.

# HISTORY OF THE LES

At South Eveleigh

- 1875–1887  
Eveleigh Railway Workshops construction
- 1899  
LES construction
- 1906  
LES western extension
- 1960–1970  
LES operations shifted from steam engines to diesel engines
- 1981  
All state-owned locomotives moved to Chullora Workshop
- 1985  
Eveleigh Railway Workshops activities ceased



## Industrial history of the South Eveleigh and the LES

South Eveleigh was the birthplace of the Eveleigh Railway Workshops, Australia's national rail network, in the 19th century. The Eveleigh Railway Workshops employed thousands of workers who undertook assembly, repair and maintenance of imported steam trains.

To cope with increasing demand for new engines, the LES was opened in 1899 to provide a dedicated workshop for locomotive overhaul and assembly. These workshops were comprehensive and advanced, using the most sophisticated machinery available, and developing a highly skilled workforce.



## First Nations history of Eveleigh and surrounds

The South Eveleigh precinct sits upon Gadigal Country. Eveleigh and surrounds were once windblown sandhills covered in Banksia scrub, swamps and wetlands. The region encompassing Eveleigh was rich in food and resources for Gadigal clans.

The dispossession of Aboriginal people from their traditional lands, together with introduced diseases and settler violence, took its toll on the Gadigal and significantly reduced their population.

The development of the Eveleigh Railway workshops in the 1880s had a significant impact on the Eveleigh and Redfern areas. The proximity of workshops to Redfern provided a focus for Aboriginal people seeking employment. Many were drawn by the availability of affordable rental housing in Redfern, its growing Aboriginal community and its proximity to nearby train stations.

Industrial activism in the early 1900s was one of the factors that influenced Aboriginal peoples' growing participation in political movements and their calls for recognition. Nearby Redfern became a focal point for Aboriginal activism throughout the 20th century which began with the Walk on Australia Hall in 1938.

# VISION FOR THE LES

At South Eveleigh



Concept image only and subject to change, design development and planning approvals

## Renewal of the LES

Over the past five years, the South Eveleigh precinct has been progressively restored and revitalised into a world-class technology and innovation hub, as well as a thriving precinct for the local community.

The LES is the last heritage building at South Eveleigh to be transformed, and its successful adaptive reuse and renewal will mark the completion of this world class employment precinct.



Concept image only and subject to change, design development and planning approvals

## Renewal of the LES would:

- open up the currently inaccessible heritage building and its contents to the public and connect it with the broader South Eveleigh precinct
- activate and utilise the LES with new state of the art commercial work spaces and retail activation
- include a considerate and innovative heritage interpretation strategy that celebrates the history of this unique building and contributes to a precinct-wide understanding of the area's rich railway heritage and Aboriginal history.



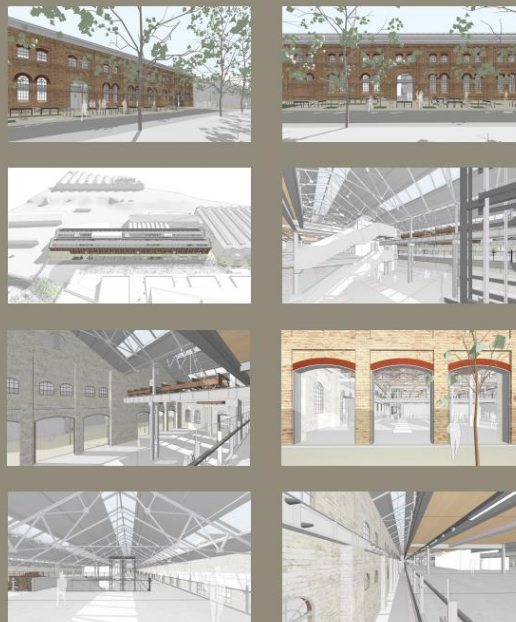
# CONCEPT PROPOSAL FOR THE LES

At South Eveleigh

## Design principles

The following principles will guide future design development.

- **INTEGRATION AND COMPLETION OF SOUTH EVELEIGH PRECINCT:** The LES site currently forms an isolated corner of what is otherwise a vibrant precinct. Adaptive re-use of the LES would complete the precinct revitalisation.
- **ACTIVATION OF LOCOMOTIVE STREET:** The indicative proposal seeks to activate Locomotive Street and showcase the impressive heritage features of the building facade. New entrances will be added to the east and the west of the building, and increased public domain and seating will be provided along the building frontage.
- **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.
- **PRESERVATION AND DISPLAY OF HERITAGE GANTRY CRANES AND RAILWAY PITS:** Structures that were at the heart of the building's former operations will be preserved and restored in key locations, allowing them to be easily viewed and appreciated by building users and visitors.



Concept image only and subject to change, design development and planning approvals

# PLANNING PROCESS FOR THE LES

At South Eveleigh



## Planning process – Re-zoning Application

To deliver the vision for the adaptive revitalization of the LES, the land needs to be re-zoned from Infrastructure land (SP2) to Business Park land (B7). A State led Re-zoning Application is being prepared.

The Re-zoning Application is being prepared in accordance with Study Requirements issued by the Department of Planning.

The Re-zoning Application is not an application to construct any buildings or physical structures. These works require a separate Development Application at a later date.

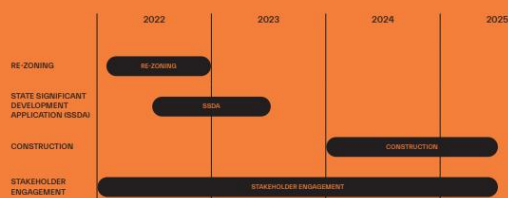


## Next steps

- Target lodgement of the Re-zoning Application by mid-2022.
- The application will then be placed on public exhibition and assessed by the Department of Planning and Environment.



## Indicative programme



Indicative programme is an estimate only and subject to change

## Appendix D – Webinar Presentation Deck

# **SOUTH EVELEIGH LARGE ERECTING SHED (LES) REDEVELOPMENT**

Community Information Session

1 June 2022



# ACKNOWLEDGEMENT OF COUNTRY

- We acknowledge the Traditional custodians of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.
- The Site is located within the traditional lands of the Gadigal clan. There are around 30 Aboriginal clans within the Sydney metropolitan area which are collectively known as the Eora Nation.
- The name 'Eora' was given to the coastal dwelling Aboriginal peoples within Sydney. Eora means 'here' or 'from this place' or 'people'.
- The territory of the Gadigal stretched from South Head, through to Sydney Cove, Cockle Bay and Darling Harbour to Blackwattle Creek, taking in the suburbs known today as Redfern, Erskineville, Surry Hills and Paddington, down to the Alexandra Canal and Cook's River.

# INTRODUCTION

## DEVELOPER

Lachlan Attiwill



## HERITAGE

Mikhaila Chaplin



## CONNECTION WITH COUNTRY

Matt Fellingham



## ARCHITECT

Sean McPeake



## PLANNER

Ashleigh Ryan



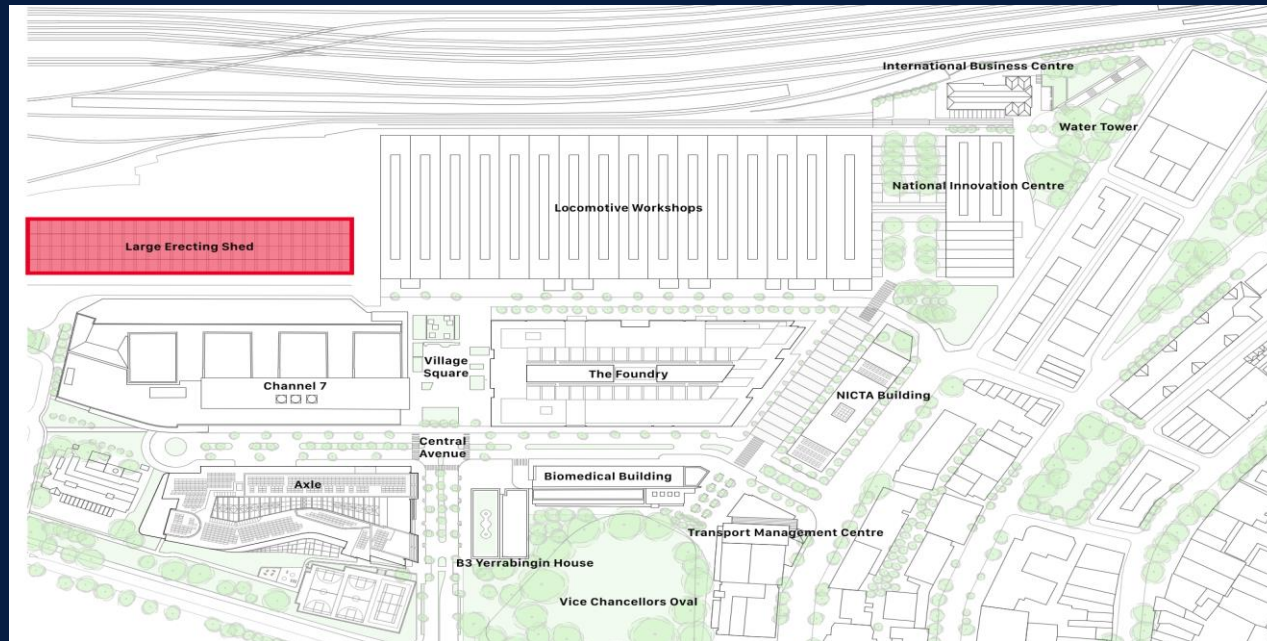
# AGENDA

- Introduction and project context – Mirvac
- History – FCAD and Curio
- Concept proposal – FJMT
- Planning process – Urbis
- Q&A – Ethos Urban

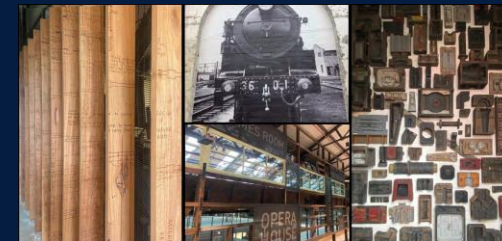




# SITE CONTEXT



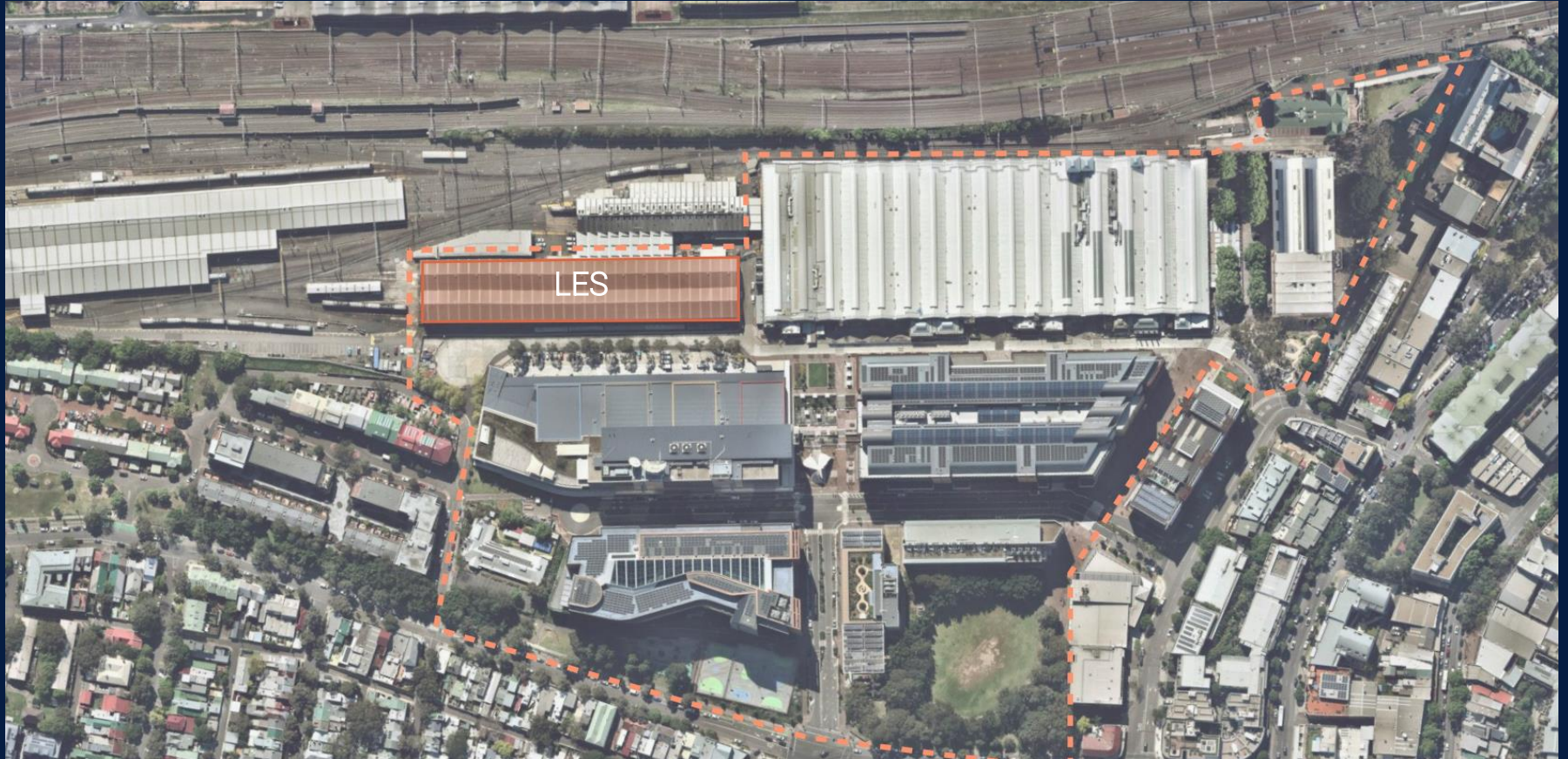
Commercial in Confidence



DRAFT – for consultation purposes only

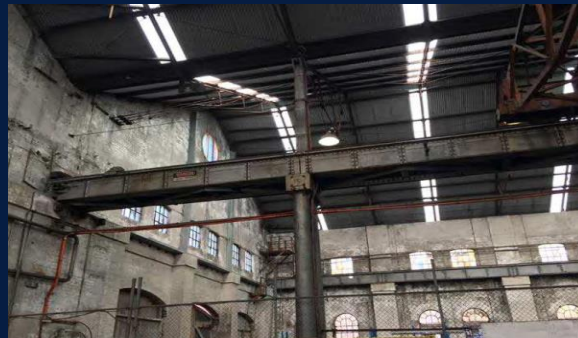


# SITE LOCATION





# EXISTING BUILDING



# FIRST NATIONS HISTORY

- The South Eveleigh precinct sits within the traditional lands of the Gadigal clan
- The dispossession of Aboriginal people from their traditional lands, together with introduced diseases and settler violence, took its toll on the Gadigal and significantly reduced their population
- The development of the Eveleigh Railway workshops in the 1880s had a significant impact on both the Eveleigh and Redfern areas – providing a focus for Aboriginal people seeking employment, access to affordable housing and proximity to nearby train stations
- Industrial activity in the early 1900s was one of the factors that influenced Aboriginal peoples' growing participation in political movements and their call for recognition



# INDUSTRIAL HISTORY

**1875-1887** Eveleigh Railway Workshops (ERW) planning and construction period:

- South: Eveleigh Locomotive Workshops
- North: Carriage Workshops

**1899** Erecting Shop construction (now known as Large Erecting Shop – LES)

- Overhaul of steam trains

**1906** LES western extension

**1960s** LES operation started focusing on diesel engines

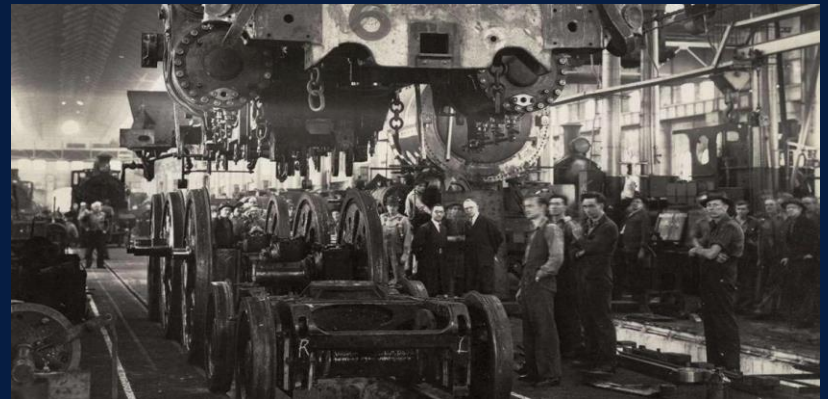
- No steam engines work at the LES from 1970

**1981** State-owned locomotives moved to Chullora Workshop

**1985** Eveleigh Locomotive Workshops activities ceased

**1985-2017** LES is leased to Locomotive 3801 Ltd

**2017- Present** LES is managed by Transport Heritage





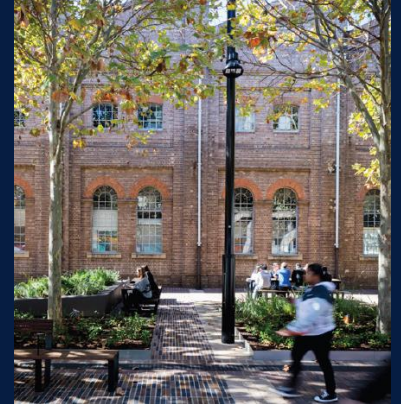
# VISION FOR THE LES

- Complete the successful transformation of the South Eveleigh precinct
- Adaptively re-purpose the existing building and deliver unique commercial workspaces
- Celebrate the rich history of the site
- Create new retail opportunities
- Provide landscaping and seating along Locomotive Street
- Contribute to the existing technology precinct, and support innovation and jobs
- Deliver design excellence



# PUBLIC BENEFITS

- Enable access to a revitalized heritage building that was previously inaccessible
- Increase commercial activity in precinct, fostering jobs and innovation
- Provide additional landscaping and green space
- Improve pedestrian access and connectivity through the precinct
- Include public art, including heritage elements of the building and its history



---

# DESIGN PRINCIPLES

1. **Integration and completion of South Eveleigh precinct:** Transform currently isolated site and complete precinct revitalization.

---
2. **Activation of Locomotive Street:** Showcase the impressive heritage features of the building façade, add new entrances, and increase public domain and seating.

---
3. **Minimal interference and alterations to existing heritage fabric:** Preserve as much of the original LES building fabric as possible, while restoring and bringing new life to the building.

---
4. **Preservation and display of heritage gantry cranes and railway pits:** Structures that were at the heart of the building's former operations will be preserved and restored in key locations.

# CONCEPT PROPOSAL



Concept design only – subject to detailed design and planning approvals



# CONCEPT PROPOSAL



Concept design only – subject to detailed design and planning approvals

---

# PLANNING PATHWAY

## OVERVIEW

- To deliver the vision for the adaptive revitalization of LES, the land needs to be re-zoned from Infrastructure land to Business Park land
- Mirvac is working in partnership with Transport NSW (landowner) to prepare the Re-zoning Application
- The Re-zoning Application is being prepared in accordance with the Study Requirements issued by the Department of Planning

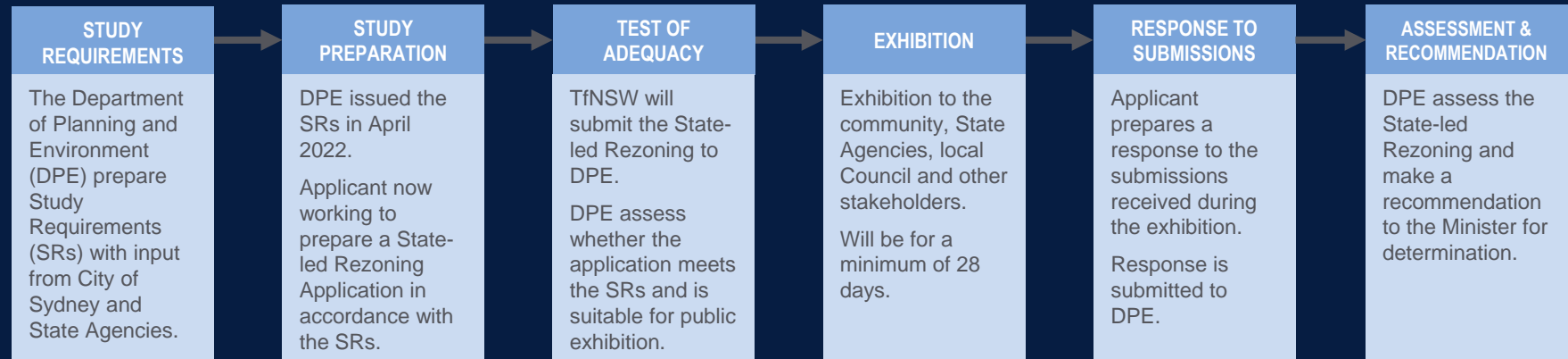
---

## NEXT STEPS

- The team is targeting submission of the Re-zoning Application in June / July 2022
- As landowner, Transport for NSW, will be the Applicant on the Re-zoning Application
- The Re-zoning Application will be placed on public exhibition and assessed by the Department of Planning

# STATE-LED REZONING PROCESS

- The current planning controls for the site are within the State Significant Environmental Plan (Precincts – Eastern Harbour City) 2021.
- Mirvac propose to amend the SEPP as it applies to the LES site via a ‘State-led Rezoning Process’.
- It is proposed to amend the zoning of the LES site from ‘Special Purpose Zone – Infrastructure’ to ‘Business Zone—Business Park’ (the current zoning of the Locomotive Sheds and South Eveleigh Precinct). This will allow the use of the building for commercial premises.
- The State-led Rezoning Process is outlined below:





# QUESTIONS & ANSWERS



---

# WE WELCOME YOUR FEEDBACK

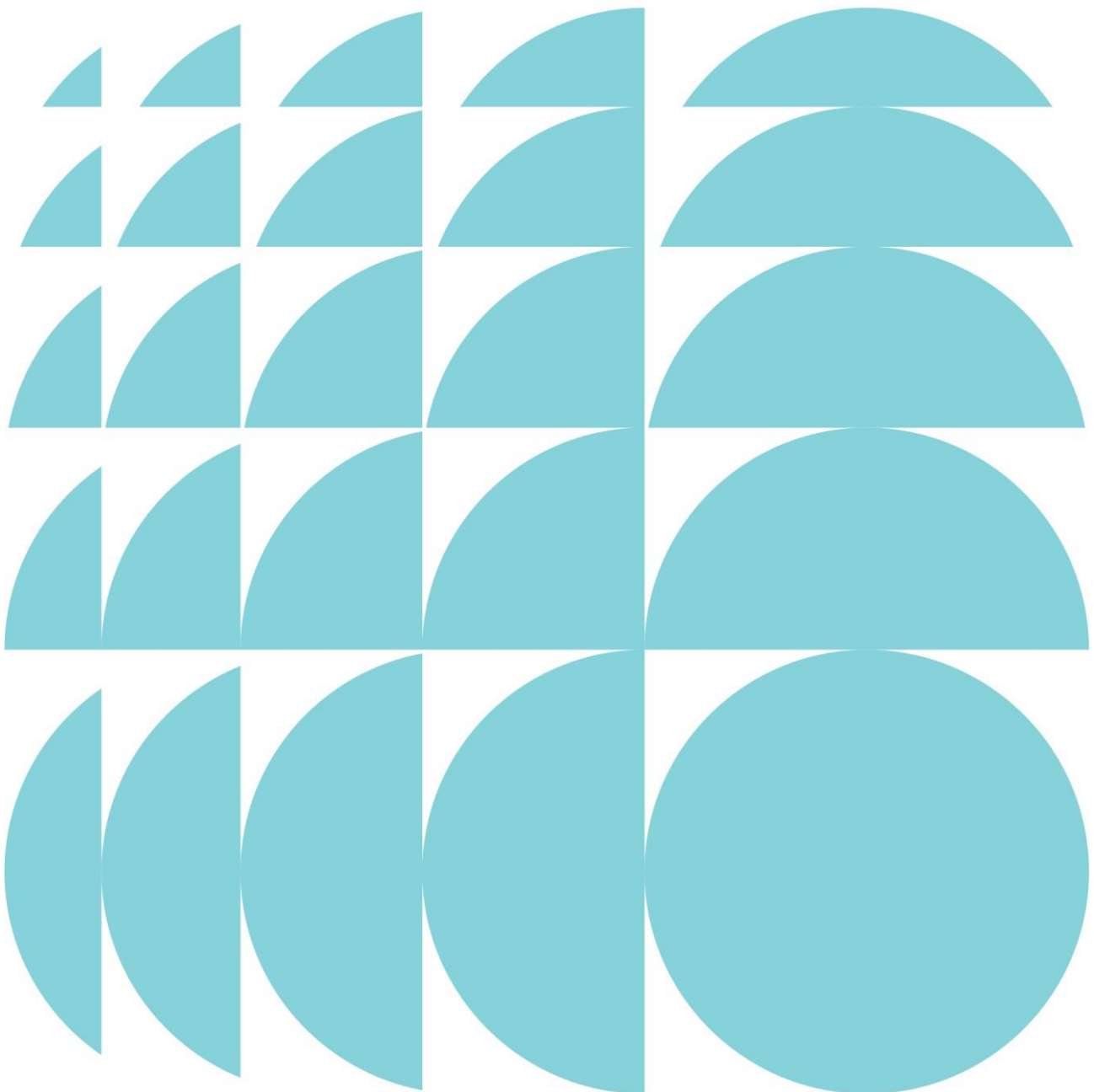


The community relations team can be reached by email and phone.

[south.eveleigh@mirvac.com](mailto:south.eveleigh@mirvac.com)

1800 870 549

## Appendix E – Communications and Engagement Strategy



*Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters, and culture.*

*We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.*

*We pay our respects to their Elders past, present and emerging.*

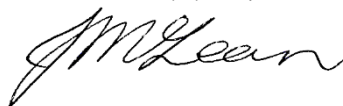
---

#### CONTACT

Ross Hornsey	Director	rhornsey@ethosurban.com	0426 890 186
--------------	----------	-------------------------	--------------

Reproduction of this document or any part thereof is not permitted without prior written permission of Ethos Urban Pty Ltd.

This document has been prepared by:



Julia McLean

This document has been reviewed by:



Ross Hornsey

23<sup>rd</sup> May 2022

---

Reproduction of this document or any part thereof is not permitted without written permission of Ethos Urban Pty Ltd. Ethos Urban operates under a Quality Management System. This report has been prepared and reviewed in accordance with that system. If the report is not signed, it is a preliminary draft.

---

VERSION NO.	DATE OF ISSUE	REVISION BY	APPROVED BY
-------------	---------------	-------------	-------------



## 1.0 Introduction

### 1.1 Background

The Large Erecting Shed ('LES') is part of the Eveleigh Railway Workshops complex and is currently used to store heritage railway equipment. It is the final building in the South Eveleigh precinct with the potential for adaptive reuse, and Mirvac has identified a positive opportunity to integrate the LES into the broader precinct in a way that celebrates and preserves its unique heritage whilst performing a successful role in a diverse, activated precinct and the area's tech industry ecosystem.

The LES is currently owned by the NSW State Government and managed by Transport Heritage NSW. The land is governed by the State Environment Planning Policy (State Significant Precincts) 2005 ('SSP SEPP'). Under the current planning provisions, only a limited range of uses are permitted (i.e. museum and education). A planning pathway has been identified to re-zone the LES to allow for a range of uses including commercial space, retail space and community uses in line with the broader South Eveleigh precinct.

Mirvac is currently in early discussions with the State Government for the development rights for the LES under a 99-year-lease through a Direct Deal process. Given the commercial sensitivities of the Direct Deal process, the project is considered commercial in confidence, and Mirvac is working with TfNSW to ensure public messaging of the project is appropriate.

A planning pathway to re-zone the LES has been agreed in principle with TfNSW and DPE and it is anticipated that this can occur by the end of the year. The implementation of a Communications and Engagement Strategy will support this re-zoning application. A programme has been agreed with TfNSW and DPE to lodge the Re-zoning application in June 2022.

A Rezoning Study is required to support the application. The Study requirements outline that appropriate consultation must be undertaken with the public, including local Aboriginal organisations and groups, the City of Sydney, other relevant State and Federal government agencies, non-government groups and community stakeholders. While Mirvac and the consultant team will prepare the Re-zoning Application, TfNSW, as the agent acting for the Transport Asset Holding Entity (TAHE – the landowner), will be the Applicant.

The requirements also outline that consultation should address key aspects of the proposal including spatial arrangement of development, public domain and open space, heritage, amenity, transport and community facilities, and that activities should incorporate ongoing consultation with the local Aboriginal community into the community consultation strategy.

A coordinated team approach is being undertaken to ensure the appropriate input across specific stakeholder groups, with:

- Planning consultant (Urbis) to lead engagement with government agency stakeholders including City of Sydney, GANSW, Greater Sydney Commission, Sydney Trains and Heritage Council. Ethos Urban will support this as required by Mirvac;
- Technical consultants to manage engagement with relevant technical authorities including Sydney Water, Jemena, NBN and EPA;
- Ethos Urban to lead engagement with community, precinct stakeholders and other designated key stakeholders; and
- Connecting with Country process and engagement with Aboriginal stakeholders will be undertaken by Curio with the support of Matt Fellingham (FCAD). Ethos Urban will support this as required by Mirvac, as well as ensuring coordination with the overall community engagement process.

## 2.0 Purpose and objectives

### 2.1 Purpose

This Communications and Engagement Strategy outlines how Mirvac will manage communication and engagement with the local community, precinct stakeholders/tenants and other key stakeholders including special interest groups, advocacy groups, and broader tech and innovation industry stakeholders, to support the Study Requirements.

### 2.2 Objectives

To measure and evaluate the successful implementation of the Communication and Engagement Plan, the following objectives have been developed:

Objective	Key Performance Indicators
To build commitment, support, and a shared understanding among the local community and key stakeholders on the strategic intent, objectives and benefits of the project.	<ul style="list-style-type: none"><li>• Impacted and/or interested stakeholders are invited to participate in the engagement process through drop in sessions or stakeholder meetings.</li><li>• Approved key messages are incorporated in each project communications.</li><li>• Thorough Q&amp;As are developed to support community and stakeholder questions and enquiries.</li><li>• Relevant inputs from other work streams, including heritage and Aboriginal engagement, are included in communications materials.</li></ul>
To minimise opportunity for speculation and misinformation by among members and the local community.	<ul style="list-style-type: none"><li>• Approved key messages are incorporated in each project communication.</li><li>• Engagement activities are sequenced to ensure influential and vocal CLG members are informed about the status of the project and can provide feedback prior to the wider community.</li><li>• Broad-reaching community-level communications and engagement sessions provide opportunities to deliver project information directly to local stakeholders.</li></ul>
To seek feedback to understand the opportunities and constraints of the project.	<ul style="list-style-type: none"><li>• Delivery of a wide-ranging engagement program that encompass a broad range of stakeholder views and priorities.</li><li>• Facilitate multiple opportunities to provide feedback, and advise stakeholders and the community are on how their feedback has been considered, incorporated, or responded to.</li></ul>
To proactively pre-empt issues that may arise during the planning process and effectively mitigate risks posed by vocal and well-connected stakeholder groups.	<ul style="list-style-type: none"><li>• Delivery of a wide-ranging engagement program that encompass a broad range of stakeholder views and priorities.</li><li>• Thorough Q&amp;As are developed to support community and stakeholder questions and enquiries.</li></ul>
Manage risk around the commercial sensitivities of the Direct Deal between Mirvac and TfNSW	<ul style="list-style-type: none"><li>• Delivery of a well considered stakeholder engagement plan that mitigates risk around the commercial sensitivities of the Direct Deal</li></ul>

## 3.0 Engagement background

### 3.1 South Eveleigh precinct engagement

The South Eveleigh area has a rich history and holds great significance for members of the local community as well as current and former workers within the NSW railway. The area's industrial and cultural history is central to many members of local community's connection with the Redfern/Darlington area. Over the past six years, development of the precinct has taken place sensitively and has seen an evolution in the character and utilisation of the whole site.

Surrounding parts of South Eveleigh have been progressively redeveloped and adaptively reused for retail, offices and services. The local community and stakeholders have been extensively engaged with throughout planning and delivery of the precinct, with key activities including:

- The establishment and ongoing operation of a Community Liaison Group, with representatives from the local residents, businesses, special interest groups and others with a demonstrable interest in the project
- Ongoing community consultation and information sessions at key project milestones
- Precinct activation events with tenants, visitors and the local community.

Residents, tenants, industry partners and interest groups are highly engaged in the precinct, and expect a high degree of communication and consultation around any proposed works.

### 3.2 Key issues

To ensure the successful delivery of this engagement program, it is important to identify key issues that the project may face and develop strategies to mitigate these issues. Our understanding of these issues, coupled with the varying levels of stakeholder interest, will be used to inform the ongoing development of this strategy and the development of consultation activities.

The following table provides a summary of high-level issues for this project and suggested communication strategies to help mitigate these issues:

Theme	Details of Issue	Proposed Communication Strategies
<i>Heritage</i>	<ul style="list-style-type: none"> <li>• Strong connection to history of Site and buildings (railway use, workers union)</li> <li>• Cultural heritage significance of site must be acknowledged and protected</li> </ul>	<ul style="list-style-type: none"> <li>• Work with project team members delivering heritage components to ensure accurate messaging delivered to community</li> <li>• Actively engage with interested parties and establish areas where input can be sought and fed into the future design</li> <li>• Identify opportunities for future community engagement that celebrate the heritage component</li> <li>• Meetings with Heritage Office and Heritage Council</li> <li>• Curio (heritage consultant) to attend stakeholder meetings</li> </ul>
<i>Development impacts</i>	<ul style="list-style-type: none"> <li>• Potential impacts of the development on neighbouring properties or people's enjoyment including solar access/shadowing, visual impact, accessibility</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure stakeholders have an opportunity to raise concerns and register potential impacts the proposal may have on them or their property</li> <li>• Work with project team to ensure potential impacts are reasonably mitigated through planning and design and that this is clearly communicated to stakeholders</li> </ul>
<i>Development of publicly owned land by the private sector</i>	<ul style="list-style-type: none"> <li>• Concern the unique heritage of the LES will be at risk if TfNSW allow a private developer to take control</li> <li>• Concern over the probity of the Direct Deal process and whether it delivers best value for NSW citizens</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure clear messaging around Mirvac to respect and preserve heritage values of the LES and commitments in place to protect this under the 99 year lease</li> <li>• Ensure clear messaging on rationale for why Mirvac are a development partner with the unique opportunity to unlock this site given their ownership of surrounding land holdings and track record of adaptive reuse of the neighbouring Locomotive Workshops</li> <li>• Coordination and alignment with TfNSW on appropriate messaging relating to the Direct Deal process, including many successful precedents of NSW Government securing long term preservation and activation of heritage assets through partnership with public sector</li> <li>• Confirmation TfNSW have approval to dispose the land</li> <li>• Presence of TfNSW representative at stakeholder engagement meetings</li> </ul>

Theme	Details of Issue	Proposed Communication Strategies
<i>Consultation fatigue</i>	<ul style="list-style-type: none"> <li>Fatigue amongst stakeholders due to significant history of development and engagement through the precinct and wider area</li> </ul>	<ul style="list-style-type: none"> <li>Members of the community are provided with options to participate in engagement activities in the manner/method most convenient to them</li> </ul>

## 4.0 Stakeholders

Given the extensive history of engagement on the precinct, stakeholders are, for the most part, well established and highly engaged.

Stakeholder groups are ranked on their known and/or perceived level of interest and influence on this project with the following engagement aims:

- **Inform (low interest / low influence):** To provide stakeholders with timely and accurate information on the activities and aspects of the project that may be of interest to the
- **Consult (high interest / low influence):** To seek a degree of feedback and information from these stakeholders. The information provided may be used to inform the decision-making process
- **Involve (low interest / high influence):** To work in consultation to manage aspects of the project which are reliant on the successful approvals and permissions from these stakeholder groups. To also seek a degree of feedback that may be used in the decision-making process
- **Collaborate (high interest / high influence):** To partner with these stakeholders throughout the project's life cycle, seeking to ensure project objectives, concerns and aspirations are consistently understood and considered in the project's decision-making processes.

The following table provides a summary of key stakeholder groups relevant to this stage of the project, engagement objectives, and target tools/activities to reach each group.



Stakeholder group	Spectrum of Engagement	Objective	Stakeholder/s	Known Issues / Concerns	Key tools/activities
Community – neighbouring residents, businesses and landowners	Consult	<ul style="list-style-type: none"> <li>To seek a degree of feedback and information from these stakeholders. The information provided may be used to inform the decision-making process.</li> </ul>	<ul style="list-style-type: none"> <li>Neighbouring residents</li> <li>Neighbouring businesses and landowners (incl. Alexandria Child Care, Carriageworks)</li> <li>Camperdown Ultimo Collaboration Area Alliance</li> <li>Friends of Erskineville</li> <li>Redfern Station Community Group</li> <li>Counterpoint Community Services</li> </ul>	<ul style="list-style-type: none"> <li>Future disruptions and impacts on precinct and neighbouring area access – pedestrian, vehicle, public transport</li> <li>Protection of local heritage and culture</li> <li>Provision of community/ public space, improving amenity</li> </ul>	<ul style="list-style-type: none"> <li>Community Liaison Group (CLG)</li> <li>Public drop-in sessions</li> </ul>
Interest groups	Consult	<ul style="list-style-type: none"> <li>To seek a degree of feedback and information from these stakeholders. The information provided may be used to inform the decision-making process.</li> </ul>	<ul style="list-style-type: none"> <li>Community Liaison Group Members</li> <li>REDWatch</li> <li>Rail, Tram and Bus Union – Retired Members Association</li> </ul>	<ul style="list-style-type: none"> <li>Protection of local heritage and culture, including strong rail union history</li> </ul>	<ul style="list-style-type: none"> <li>Community Liaison Group (CLG)</li> <li>Public drop-in sessions</li> </ul>
			<ul style="list-style-type: none"> <li>Aboriginal stakeholders – local Elders, Aboriginal Land Councils</li> </ul>	<ul style="list-style-type: none"> <li>Cultural significance of site</li> </ul>	<ul style="list-style-type: none"> <li>Direct engagement via heritage stream</li> </ul>
Government – planning authorities	Collaborate	<ul style="list-style-type: none"> <li>To work to manage aspects of the project which are reliant on the successful approvals and permissions from these stakeholder groups.</li> </ul>	<ul style="list-style-type: none"> <li>City of Sydney</li> <li>GANSW</li> <li>Greater Cities Commission</li> <li>Sydney Trains</li> <li>Heritage Council</li> </ul>	<ul style="list-style-type: none"> <li>Project plans align with agency objectives and requirements</li> <li>Social, environmental and economic outcomes, heritage management</li> <li>Methodology, works impacts</li> <li>Project offers appropriate consultation opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Direct engagement via planning stream</li> <li>Individual briefings to each stakeholder</li> </ul>
Technical authorities	Collaborate	<ul style="list-style-type: none"> <li>To work to manage aspects of the project which are reliant on the successful approvals and permissions from these stakeholder groups.</li> </ul>	<ul style="list-style-type: none"> <li>Sydney Water</li> <li>Jemena</li> <li>NBN</li> <li>EPA</li> </ul>	<ul style="list-style-type: none"> <li>Impact of works on local infrastructure</li> <li>Site suitability and serviceability</li> <li>Waste and pollution management</li> </ul>	<ul style="list-style-type: none"> <li>Direct engagement via planning stream</li> <li>Service consultants to engage with direct</li> </ul>

## 5.0 Activities, tools and channels

The following table outlines in further detail the communication and engagement tools that will be used throughout the engagement process and their purpose.

Tool/activity	Purpose
Targeted briefings	<ul style="list-style-type: none"><li>To provide an overview of the Project to a cross section of authorities and agencies, ie: City of Sydney, GCC, GANSW, Heritage Office, Heritage Council</li></ul>
Community Liaison Group (CLG) meetings	<ul style="list-style-type: none"><li>To provide an overview of the Project to a cross section of local community members and interested stakeholders, an opportunity for these group members to ask questions of the Project team and provide feedback</li><li>To address potential community issues, including rail heritage protection, cultural heritage protection and impacts on local community, and deliver accurate Project information</li></ul>
Public drop-in sessions	<ul style="list-style-type: none"><li>To provide interested residents, community, and interested stakeholders with an opportunity to meet the Project Team, understand the Project and provide important feedback</li></ul>
Notifications (letterbox drop)	<ul style="list-style-type: none"><li>To inform those directly affected by any changes that may impact on individual properties, residents and businesses, and provide information about public drop-in sessions</li></ul>
Key messages and FAQs	<ul style="list-style-type: none"><li>To provide an overview of the Project, upcoming milestones and high-level information around the planning process, and timing of delivery programme</li></ul>

## 6.0 Messaging

### Project narrative

Over the past five years, the South Eveleigh precinct has been progressively restored and revitalised into a world-class technology and innovation hub, as well as a thriving precinct for the local community. The Large Erecting Shed ('LES') is the last heritage building at South Eveleigh to be transformed, and its successful adaptive reuse and renewal will mark the completion of this world class employment precinct.

The State Government has been exploring options for the renewal of the LES and its surrounds, and is currently in early discussions with leading developer Mirvac to explore for potential rezoning and regeneration of the site.

Renewal of the LES would open up the currently inaccessible heritage building and its contents to the public and connect it with the broader South Eveleigh precinct. It would also activate and utilise the LES with new state of the art commercial work spaces and retail activation. Its restoration would also be supplemented with a considerate and innovative heritage interpretation strategy that celebrates the history of this unique building and contributes to a precinct-wide understanding of the area's rich railway heritage and Aboriginal history.

### FAQs

*Who owns the site and how would it be developed?*

TAHE owns the site on behalf of the NSW Government. As owners of surrounding land in the South Eveleigh Precinct, including the neighbouring Locomotive Workshops, Mirvac has identified a unique opportunity to potentially partner with TAHE and open and activate the LES as part of the wider precinct.

TAHE has agreed that the proposal, in concept form, is of sufficient interest to warrant further development and progression to a more defined project. TAHE has not agreed to the proposal. The proposal is to be considered through the NSW Government's Direct Dealing process. This process refers to exclusive dealings between public and private sector parties over a commercial proposition, where it can be demonstrated that a single party is uniquely placed to deliver significant public value. Mirvac's proposal presents a unique opportunity to renew, open and successfully activate this site because of its ownership and operation of the surrounding South Eveleigh precinct.

*What is the status of this project? Why is Mirvac involved?*

Mirvac is currently working with the State Government to prepare a Re-zoning Application to re-zone the site that would enable its adaptive reuse, opening to the public and long term preservation. If approved this re-zoning would make changes to the planning controls to allow for these broader commercial and community uses. No changes to permitted heights on the site are proposed.

To inform the preparation of the Re-zoning Application, the Department of Planning and Environment has provided a set of Study Requirements which outline what the Re-zoning Application must consider, for example a planning report, design report, technical reports (traffic, acoustic, services) and a consultation report.

Mirvac and its consultant team are leading the preparation of the Re-zoning Application, in consultation with Transport for NSW. Transport for NSW (as agent acting for the landowner, TAHE) will be the Applicant for the Re-zoning Application.

To inform this process, Mirvac is talking to South Eveleigh precinct tenants, Traditional Owners, local residents and businesses, community groups, and different areas of government, to get their input into the plans and understand the broader impacts of the LES' renewal, and ensure these contribute to the planning process.

*Who will this project benefit?*

Restoring and adaptively reusing this heritage building will open it up to the public and enable it to become an active and productive part of the newly revitalised South Eveleigh precinct. The LES, and its surrounds, would provide state of the art workspaces to attract new businesses and support the local economy and provide increased retail options in the area.

The works required to prepare the LES for adaptive reuse and facilitate construction activities are substantial. These works will require further investment in a growing precinct, which will create jobs and stimulate the local economy, contributing to the government's programme of projects that will support the State's economic recovery.

*What is the LES currently used for? What will happen to the equipment it currently houses?*

The LES is part of the Eveleigh Railway Workshops complex and is currently used to store heritage railway equipment. The building is not accessible by members of the public as it is in its original state – a railway workshop – and not safe for visitors.

As part of any repurposing of the building, major railway equipment will be relocated to another Transport Heritage NSW site (TfNSW have announced this as Chullora) and remain under the authority of the agency. In agreement with TfNSW and the Heritage Office and Council, some heritage items may potentially be preserved within the building to contribute to the heritage restoration and interpretation of the building.

*How is the site's railway history being protected?*

South Eveleigh was the birthplace of the Eveleigh Railway Workshops, Australia's national rail network, in the 19<sup>th</sup> century. Building on the highly successful renewal of the neighbouring Locomotive Workshop, the LES will be adaptively reused, and its design will protect and enhance the heritage elements of the building. A heritage expert is working as part of the project team to identify relevant parts of the building, and broader local history, that can contribute to any future design.

*How is the cultural heritage of the site being acknowledged, respected and celebrated?*

As well as having significant historical relevance for industrial Australia, the site is one with important Indigenous legacy. Mirvac has engaged Curio Projects (heritage consultant) and Matt Felligham (FCAD) for Connection to Country, and the project team is working with local Indigenous groups to ensure this legacy is represented in any future design and works.

### How can I provide feedback?

Refer to implementation plan for stakeholder engagement for the re-zoning phase.

### What's next in the process?

The Re-zoning Application is being prepared by Mirvac and its consultant team, in consultation with Transport for NSW. Transport for NSW (as agent acting for the landowner, TAHE) will be the Applicant for the Re-zoning Application.

All parties are targeting lodgement of the Re-zoning Application by the end of June 2022.

The proposal will be submitted to the Department of Planning and Environment (DPE) who will review the information, place the proposal on public exhibition, and undertake an assessment of the proposal. The assessment will consider all relevant planning matters, including community and stakeholder feedback. It is anticipated that re-zoning will occur in late 2022 – early 2023.

While DPE is assessing the Re-zoning Application, Mirvac and its consultant team will prepare a State Significant Development Application (SSDA).

Consultation will continue as the project advances through its next stages.

## 7.0 Protocols

The following communication protocols establish a framework that articulates the following:

- Who should communicate with whom, and when;
- The scope or extent of what should be communicated; and
- The appropriate channels of communication.

### 7.1 Roles and Responsibilities

To help ensure the successful delivery of this plan, it is important to clearly define roles and responsibilities from the outset of engagement. This will provide clarity, alignment, and help manage expectations to those executing this strategy.

The following table outlines the proposed roles and responsibilities for internal stakeholders with respect to the communications and engagement approach for the demolition and future construction phases of the project:

Name	Role	Responsibilities
Con Kargas	Transport for NSW	<ul style="list-style-type: none"><li>• Point of contact for coordinating messaging, approach to stakeholder engagement and public consultation activities</li><li>• Point of contact for liaison on media enquiries or interest from Elected members</li></ul>
Lachlan Attiwill	Mirvac - Senior Development Manager	<ul style="list-style-type: none"><li>• Review and approval of <i>Communications and Stakeholder Engagement Plan</i></li><li>• Contact for escalation of community complaints/feedback</li><li>• Onsite contact for issues management</li><li>• Contact for issues management</li><li>• Review and approval of Communications</li><li>• PR and media plan and implementation</li><li>• Media liaison</li></ul>
Ross Hornsey, Director, Engagement, Ethos Urban	Engagement Project Director	<ul style="list-style-type: none"><li>• Provision of high-level strategic advice and input</li><li>• Quality control for engagement services</li></ul>
Julia McLean, Principal, Engagement, Ethos Urban	Engagement Project Manager	<ul style="list-style-type: none"><li>• Day to day management of engagement activities</li><li>• Day to day liaison for engagement enquiries and activities</li></ul>



Name	Role	Responsibilities
		<ul style="list-style-type: none"> <li>Review and approval of communications Provision of editorial review of communications</li> </ul>
Vy Hoang, Urbanist, Engagement, Ethos Urban	Engagement Project Coordinator	<ul style="list-style-type: none"> <li>Provision of support on the delivery of communications and engagement outputs</li> <li>Management of frontline engagement with community</li> <li>Provision of editorial review of communications</li> </ul>

## 7.2 Development of Communication Materials

To help ensure Ethos Urban develops and delivers high quality communications collateral that are consistent with Mirvac's branding and the project's key messages, we understand that any communication material produced by Ethos Urban must be submitted to the Mirvac project team for review and approval.

## 8.0 Implementation plan

The following table outlines the proposed streams of communications and engagement activities to support the Project. The timing of these activities will be coordinated with project milestones and programme information as they are confirmed.

Stakeholder consultation to be completed prior to lodgement of the Re-zoning Application in June 2022

Stakeholder / stakeholder group	Key Contact	Meeting date
<b>Authority Stakeholders</b>		
City of Sydney	Peter John Cantrill Vanessa Holtham	<b>COMPLETE</b> – Briefing provided on 10 <sup>th</sup> May
Greater City Commission		<b>COMPLETE</b> -Briefing provided on 10 <sup>th</sup> May
City of Sydney – Local Contributions		To be scheduled by Urbis for end of May
City of Sydney – ESD & Traffic		To be scheduled
Heritage NSW	Tim Smith	<b>COMPLETE</b> – Briefing provided on 16 <sup>th</sup> May
Heritage Council		Scheduled for 1 <sup>st</sup> June
Government Architect NSW	Olivia Hyde	Scheduled for 20 <sup>th</sup> May
Sydney Trains	TBC	To be scheduled by DPE for end of May
<b>Precinct &amp; community stakeholders</b>		
Community Liaison Group (CLG)	Various	Scheduled for 23 <sup>rd</sup> May – Mirvac to host at the Locomotive Shed
Public drop-in sessions x 2	Various	To be scheduled by Ethos Urban for w/c 30 May – to be hosted as a drop in session (1 x session) and an online session (1 x session)
Letterbox drops	Various	To be managed by Ethos Urban and used as a letter of invite to the publicdrop in sessions
<b>Indigenous Groups</b>		
La Perouse Local Aboriginal Land Council	Aunty Barb Simms	<b>COMPLETE</b> – Briefing provided by Matt Fellingham (Mircvac's Connectionwith Country consultant) on 13 <sup>th</sup> May
Registered Indigenous groups	Various	Site tour and briefing being scheduled by Curio (Mircvac's heritageconsultant) for 2 <sup>nd</sup> June
<b>Services and Infrastructure</b>		
Jemena, Ausgrid, Sydney Water, etc	Various	To be co-ordinated by Mirvac's services consultants