

# State Led Rezoning Large Erecting Shop South Eveleigh

August 2022

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# 1. Introduction

## 1.1 Overview

The Large Erecting Shop (**LES**) is an existing 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 approximately 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 exploring opportunities to adaptively reuse the LES for a mix of uses, including commercial offices 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.

The planning controls (height, floor space ratio, land use zone) for the LES currently reside within the *State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021 (Precincts SEPP)*. This Draft SEPP report seeks to amend the controls within the Precincts SEPP as it relates to the LES to facilitate its future adaptive reuse as a commercial building.

Specifically, 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, including the construction of a new roof and an external loading dock and building services structure,
- 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 the South Eveleigh Precinct has been undergoing comprehensive renewal. The most recent of these was the completion of the Locomotive Workshop project, which also involved the adaptive use of industrial buildings listed on the State Heritage Register. Following the successful completion of this project, it is now considered a logical time to adapt and integrate the LES into the broader technology precinct.

## 1.2 Purpose of this Document

This Draft State Environmental Planning Policy (SEPP) report has been prepared to facilitate the proposed rezoning of the Large Erecting Shop (LES) building located within the South Eveleigh Precinct, by way of an amending SEPP, in line with Section 3.29 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*.

This document outlines the planning pathway to rezone the LES and sets out the strategic and site-specific justification for the rezoning proposal. It provides a review of the proposal against the relevant strategic plans and SEPPs that apply to the site, in addition to carrying out an assessment of the environmental, social and economic benefits and impacts of the proposal.

The Draft SEPP Report has been prepared in accordance with Part 3, Division 3.3 of the EP&A Act, is supported by an Explanation of Intended Effect (EIE) and has been informed by the indicative reference scheme and other supporting technical information appended with this report (see Table of Contents). This Report should be read in conjunction with this material and in the event of any inconsistency between the Draft SEPP Report and the supporting documentation, the Draft SEPP report prevails.

## 1.3 The Site

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 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 Train Station.

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 1 Site Location**



Source: Mirvac

**Figure 2 Site Photographs**



Picture 1 Eastern Elevation of LES



Picture 2 Southern Elevation of LES with train in-situ

Source: Mirvac

### 1.3 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 Study Requirements were finalised in April 2022 in consultation with Government Architect NSW, the City of Sydney and other relevant state agencies. **Table 1** provides a summary of the Study Requirements and identifies where the relevant requirement is addressed.

**Table 1 – Study Requirements**

Study Requirements	Reference
<p><b>1. Public Domain, Place and Urban Design</b></p>	
<p><b>1.1 Urban Design Framework</b>                      Prepare an Urban Design Framework for the site that:</p> <ul style="list-style-type: none"> <li>a) Includes a <b>site and context analysis</b> that identifies strategic context, opportunities and constraints and key issues to be considered;</li> <li>b) Includes <b>urban design principles</b> that underpin the proposal;</li> <li>c) Includes a <b>master plan</b> 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</li> <li>d) Includes a <b>benchmarking assessment</b> of the proposed development (including adaptive reuse of the LES and surrounding public domain) against international and local best practice precedent studies (including withing 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.</li> </ul>	<p>Refer to <b>Appendix B</b></p>

1.2	<p>Prepare a <b>Public Domain Strategy</b> 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;</p> <ul style="list-style-type: none"> <li>a) Includes a <b>vision statement</b> and goals to achieve the vision;</li> <li>b) Includes a <b>site and context analysis</b> that identifies strategic context, opportunities and constraints and key issues to be considered;</li> <li>c) Includes analysis of <b>Movement and Access</b>, 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);</li> <li>d) Includes a <b>Landscape Master Plan</b> 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;</li> <li>e) Identifies any amenity impacts for the site including wind, noise, vibration and sun access; and</li> <li>f) Includes a high-level <b>Safety and Security Statement</b> 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.</li> </ul>	Refer to <b>Appendix B</b>
1.3	Prepare a high-level <b>Public Art Strategy</b> that identifies opportunities for public art in the proposal.	Refer to <b>Appendix J</b>
1.4	Provide a <b>3D CAD</b> models, animations and photomontages of key parts of the proposal from eye level positions in the public domain.	Refer to <b>Appendix B</b>
1.5	<p>Prepare a <b>Design Excellence Strategy</b> for the site which:</p> <ul style="list-style-type: none"> <li>a) outlines the strategy for how design excellence can be achieved in the planning and design stages; and</li> <li>b) includes a strategy for a design integrity and governance process through delivery and operation stages.</li> </ul>	Refer to <b>Appendix C</b>
1.6	<p><b>Design Review Panel</b></p> <p>Engage with GANSW, as to whether a Design Review Panel is required to inform the new planning controls, or at later DA stages.</p> <p>Prepare a response in relation to the <b>Draft Connecting with Country</b> framework, in consultation with the GANSW to embed an understanding of Country into the proposal.</p>	Refer to <b>Appendix C</b> and <b>Section 3.3.2</b> (page 21) of this Report
<b>2.</b>	<b>Planning</b>	
2.1	Prepare a Planning Report for the site that:	
	<ul style="list-style-type: none"> <li>a) Identifies the existing planning framework, applicable strategic plans, key planning issues and relevant background;</li> <li>b) Assesses the proposed planning framework (see study requirement 2.2 below) against relevant State and local strategic plans, strategies and policies including but not limited to Greater Sydney Region Plan, Eastern City District Plan; City Plan 2036 Local Strategic Planning Statement City of Sydney; Sydney Innovation and Technology Precinct Panel Report and the Tech Central Place-based Transport Strategy;</li> </ul>	Refer to <b>Section 4</b> (from page 23) of this Report
		Refer to <b>Section 6.1</b> (from page 49) of this Report



c)	Considers the State and regional planning significance of the site;	Refer to <b>Section 6.2</b> (page 54) of this Report
d)	Explains and justifies the proposed approach to the planning controls, zoning and development standards (height, FSR, heritage etc);	Refer to <b>Section 6.3</b> (from page 55) of this Report
e)	Identifies and addresses the implications of any proposed land uses;	Refer to <b>Section 6.3</b> and <b>6.4</b> (from page 55) of this Report
f)	Summarises the key outcomes of the various studies undertaken and how these have informed the planning controls for the site.	Refer to <b>Section 6.4</b> (from Page 58) of this Report
2.2	Prepare <b>draft Planning Controls</b> for the site which include zoning, maximum building heights, FSR, heritage, design excellence to be enacted by a SEPP amendment. The draft controls are to be described in the Planning Report and in an Explanation of Intended Effect (EIE).	Refer to <b>Section 5.3</b> (from page 36) of this Report
2.3	Prepare a high-level <b>Development Application Strategy Statement</b> outlining high level plans, strategies and guidance required to support the future lodgement of a development application. The statement should identify key matters for further investigation at DA stage including but not limited to Connecting with Country, heritage, public domain and sustainability.	Refer to <b>Appendix A</b>
<b>3. Amenity</b>		
3.1	Prepare a <b>Noise and Vibration Assessment</b> for the proposal that: <ul style="list-style-type: none"> <li>a) Identifies the existing situation, both within the site and in affected adjacent areas, showing constraints, opportunities, key issues and maps any sensitive receptors;</li> <li>b) Assesses the likely noise and vibration impacts on future use/development, particularly in relation to the rail operations and use of the site;</li> <li>c) Assesses the likely vibration impacts on the heritage item and heritage items within its proximity and recommends mitigation measures to reduce vibration impacts, where appropriate;</li> <li>d) Models and assesses the efficacy of the likely future noise, and vibration measures to minimise negative impacts on comfort and to minimise harm to people or property;</li> <li>e) Ensures the proposal does not impact the stability of any existing rail related structures and infrastructure; and</li> <li>f) Recommends appropriate noise and vibration development standards to be applied to subsequent development stages.</li> </ul>	Refer to <b>Appendix I</b>
<b>4. Heritage</b>		
4.1	Prepare an Integrated Aboriginal and Non- Aboriginal Cultural Heritage Study for the site that: <ul style="list-style-type: none"> <li>a) Undertakes Aboriginal Cultural Heritage Assessment (ACHA) for the site and surrounds including Aboriginal archaeology, culture, country, and intangible and social heritage, which:</li> </ul>	Refer to <ul style="list-style-type: none"> <li>• <b>Appendix D</b></li> <li>• <b>Appendix E</b></li> <li>• <b>Appendix F</b></li> <li>• <b>Appendix G</b></li> </ul>

- Includes the results of consultation with relevant Aboriginal stakeholders and knowledge holders for the site and surrounds;
- Provides an overall Statement of Significance for Aboriginal values within and beyond the South Eveleigh precinct and recommendations to guide the protection, conservation and management of tangible and intangible Aboriginal values, in the context of the development
- Assesses the likely impact of the proposal on any identified Aboriginal cultural heritage;
- Provides recommendations to guide the management of Aboriginal heritage significance, any items of significance and the likely impact on Aboriginal heritage as a result of the proposal;
- Undertakes an assessment identifying all heritage items (state, local and potential) and conservation areas within and near the site, including built heritage, landscapes and archaeology, with detailed mapping of items and an assessment of why the items and Site(s) are of heritage significance;
- Provides recommendations to guide future development with specific consideration to the bulk height and scale of existing significant items within the South Eveleigh precinct, including its setting, context, streetscape and visual and physical character of the locality, broader Eveleigh Railway Workshops, surrounding conservation areas and heritage items. This should be integrated with the Urban Design Framework;
- Includes a Statement of Heritage Impact (**SoHI**) to assess the likely impact of the proposal on any identified non-Aboriginal cultural heritage, including to the broader State Heritage Register (**SHR**) listed Eveleigh Railway Workshops, with recommendations for the management of the cultural and industrial heritage of the site and measures to avoid, minimise and mitigate heritage impacts;
- Includes a comprehensive archaeological management plan and framework strategy to capture and collate all recent archaeological investigations and guide the management of potential archaeological resources.
- Informs and supports the preparation of the site planning framework

- 4.2** Prepare a document that outlines an integrated approach to guide zoning and development proposals at North and South Eveleigh, including an updated Statement of Significance to inform the future opportunities and constraints for change that do not significantly diminish the heritage values of the SHR listed Eveleigh Railway Workshops. Refer to **Appendix E**
- 4.3** Prepare a Heritage Interpretation Strategy for the site that: Refer to **Appendix F**
- a) Recognises and celebrates Aboriginal connection to the site and addresses the full story of the place;
  - b) Identifies key themes, social values, interpretive opportunities, measures and locations as an integral component of creating a unique and exciting destination as part of the broader State Heritage Register listed Eveleigh Railway Workshops item.
  - c) Provides the strategic direction for heritage interpretation having regard to the site's heritage significance (in particular the sites social, intangible, industrial and engineering values) and regard to the place's

relationship with nearby heritage items, as an integral component of the development of detailed design;

- d) Accounts for existing and planned (where possible) interpretive approaches as part of other projects within and in the vicinity of the site.

## **5. Transport**

5.1 Prepare a comprehensive Transport Strategy and Transport Impact Assessment for the site that:

Refer to **Appendix K**

- a) Identifies the existing situation, including constraints opportunities and key issues;
- b) Reviews the trip generating potential for all proposed modes and purposes, develops mode share targets and measures to achieve these targets;
- c) Provides an understanding of the travel behaviours and patterns (all modes) of future workers and visitors of the proposal through benchmarking, forecast modelling tools and other sources of evidence;
- d) Identifies and assesses the impacts resulting from the proposal with an appropriate level of pedestrian and traffic analysis;
- e) Provides details of the proposed transport strategy including, any necessary transport infrastructure and servicing improvements; the proposed approach to pedestrian and bicycle facilities, car parking; and access and egress requirements; and
- f) Informs and supports the preparation of the proposed planning framework including any recommended planning controls.

## **6. Environmental Sustainability, Climate Change and Waste Management**

6.1 Prepare an Environmental Sustainability Study for the site that:

Refer to **Appendix H**

- a) Identifies the existing situation, including constraints, opportunities and key issues;
- b) Outlines the likely impacts of the proposal in relation to energy use, greenhouse gas emissions, water use, waste water, solid waste and climate change resilience;
- c) Provides detail of proposed sustainability principles and how they will be incorporated into the proposal including appropriate sustainability benchmarks;
- d) Includes an integrated water cycle management strategy;
- e) Includes an integrated waste management strategy that maximises resource recovery;
- f) Includes measures to address the impact of climate change including urban heat and extreme weather events; and
- g) Informs and supports the preparation of the proposed planning framework including any recommended planning controls that would deliver an appropriate sustainability outcome.

## **7. Utilities Servicing**

7.1 Prepare a Utilities and Infrastructure Servicing Report that:

Refer to **Appendix L**

- a) Identifies the existing situation, including constraints, opportunities, key issues and existing network capacity;

- b) Assesses the capacity of the relevant service infrastructure networks to service the site, impacts on the networks resulting from the proposal and identify any augmentation and servicing options proposed to support the proposal;
- c) Assesses the implications of the proposed land use for local and regional infrastructure and service delivery; and
- d) Informs and supports the preparation of the proposed planning framework including any recommended planning controls.

## 8. Infrastructure

8.1 Prepare a Local Infrastructure Schedule that:

- a) Identifies the local infrastructure required to meet the needs of the proposal;
- b) Undertakes and evidences consultation with the City of Sydney to identify local physical and social infrastructure needs and gaps; and
- c) Identifies the proposed contributions framework to deliver local infrastructure

Refer to **Appendix L**, **Appendix M** and **Section 5.3** (page 41)

## 9. Consultation

9.1 Prepare a Consultation Strategy and Outcomes Report:

- 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.
- 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.

Refer to **Appendix Q** and **Section 3.3** (from page 17)

## 1.4 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 15,000sqm. Other minor changes are proposed to the Precincts SEPP to facilitate the reuse of the LES building for commercial office and retail purposes.

## 2. The Site

### 2.1 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 Precinct is notably located to the immediate north and west of the Botany Road Corridor. The Precinct includes an overall area of approximately 13.2 hectares.

South Eveleigh is home to a diverse network of technology, finance, digital, communication and start-up businesses which are clustered together within a vibrant new precinct. The existing tenant ecosystem at South Eveleigh includes, but is not limited to the following:

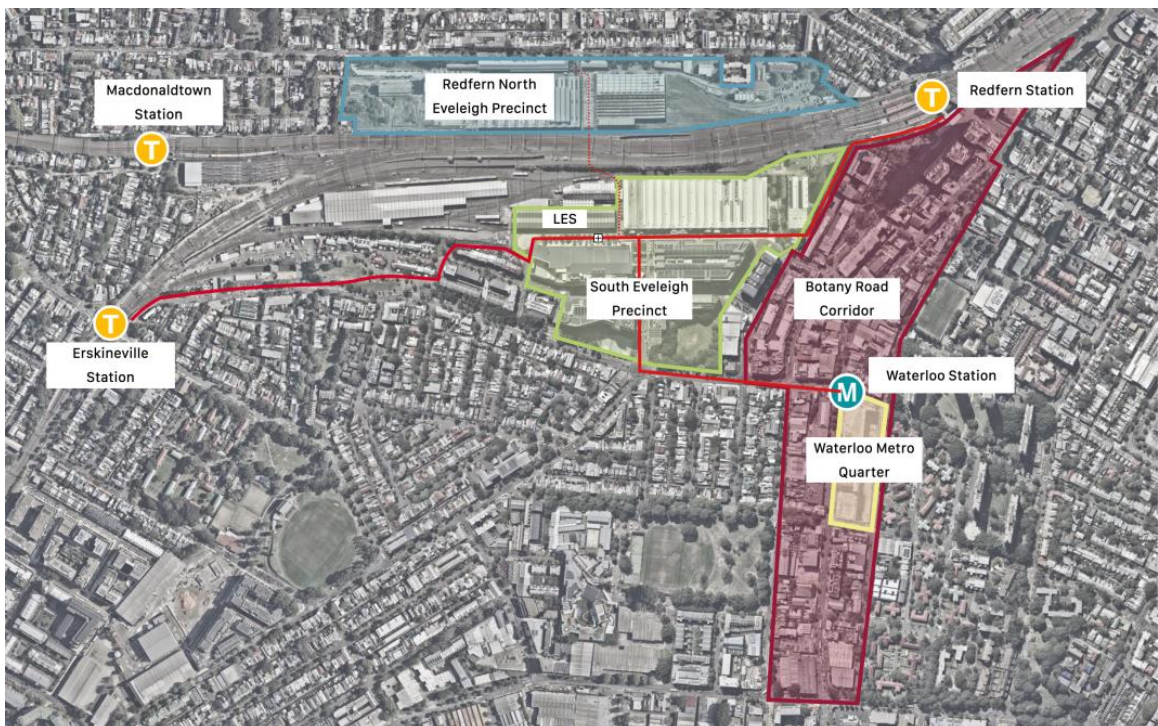
- Cicada Innovations
- Data 61
- Channel 7
- CBA – including digital teams
- Carriageworks – located adjacent to South Eveleigh

Mirvac’s vision for South Eveleigh is to create a vibrant new precinct that combines technology with world class work, retail and community spaces.

### 2.2 Large Erecting Shop

The LES is an isolated building on the north-western corner of the South Eveleigh Precinct as identified in **Figure 3**. The building is bound on the north and west by Sydney Trains operational land, the Locomotive Sheds to the east, and Locomotive Street and the Chanel 7 building to the south of the site.

**Figure 3 Site Location**



The site is 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 Train Station each owned by TfNSW. The footprint of the existing LES building is approximately 6,000sqm, and the indicative site boundary for the LES site is shown in **Figure 4**

The LES is owned by Transport Asset Holding Entity of NSW (**TAHE NSW**) and managed by Transport Heritage NSW. The LES ceased formal operation in approximately 1988 and has been largely unoccupied since approximately 2017. 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 State-Heritage listed asset, which forms a key built heritage asset within the SHR listing for the whole of the Eveleigh Rail Workshops. It is located immediately to the west of the iconic Locomotive Workshops which is currently owned and being redeveloped and interpreted by Mirvac. The LES was completed in 1899, after the first erecting shop opened in 1887 (in Bays 5 to 8 of the original Locomotive Workshops) required expansion to allow for rapid growth and quickly became an integral part of the NSW Railway's Eveleigh Locomotive Workshops. The LES was the largest, single purpose structure in the workshops complex and is unique in Australia as a surviving erecting shop of this scale.

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.

**Figure 4 LES Site Area**



Source: SixMaps

## 3. Background

### 3.1 South Eveleigh Precinct

Historically, the South Eveleigh Precinct was used for railway maintenance, storage and other associated industries. Use of the site as marshalling yards and workshops formed part of a large railway-based precinct on both sides of the main railway line, dating from 1882 and growing in size until its closure in 1989. Since this time, the precinct has been progressively redeveloped and repurposed.

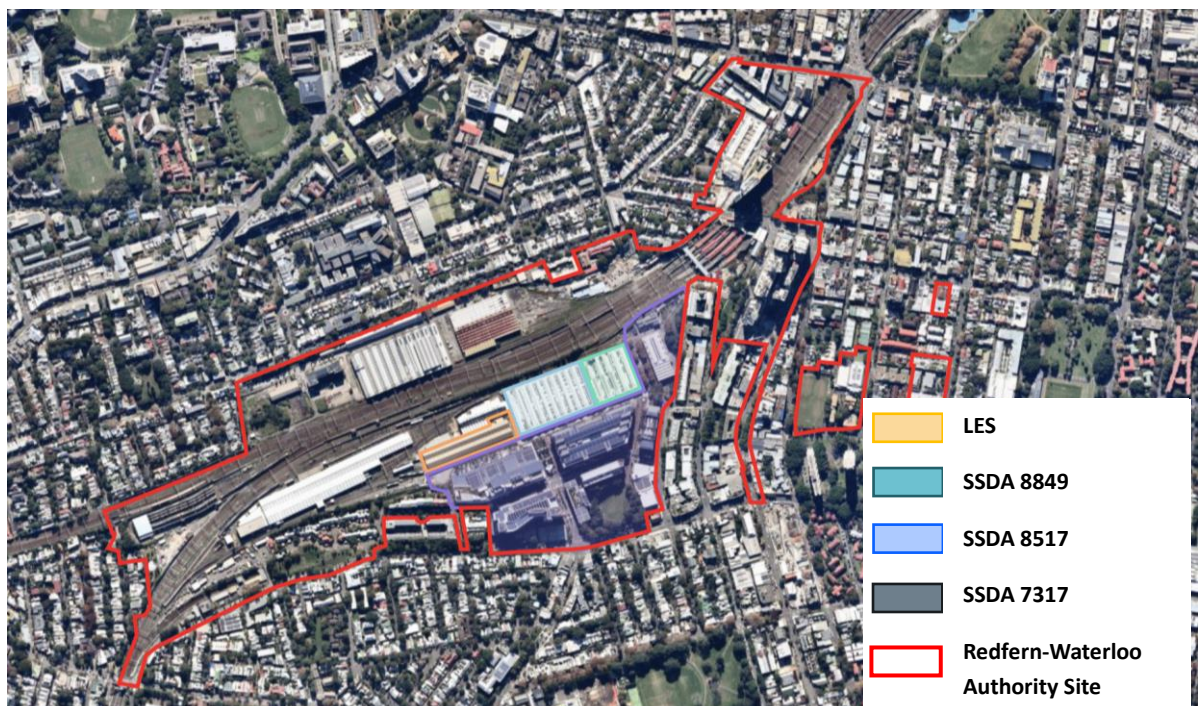
In 2014, the NSW Government resolved to offer development sites within the South Eveleigh Precinct for sale through a selective tender process conducted by Urban Growth NSW Development Corporation (UGDC). In November 2015, Mirvac was named as the successful party and ownership and development rights of the precinct were subsequently transferred.

In December 2015, an SSDA (**SSD 7317**) was lodged to DPE seeking approval for a new commercial campus at the Australian Technology Park (**ATP**) within the South Eveleigh Precinct. The proposal comprised of three mixed use buildings, ranging in height from four to nine storeys, and includes commercial, retail, community office, child care and gym uses, together with associated public domain works. The development was approved by the Planning Assessment Commission on 20 December 2016.

In November 2017, two additional SSDAs were lodged to DPE in relation to the adaptive re-use of the Locomotive Workshop within the ATP for retail and commercial uses. The first SSDA (**SSD 8517**) sought approval for retail premises (including a supermarket), function centre, educational uses, general industrial and recreation uses in Bays 1-4a as well as associated public domain works. The second SSDA (**SSD 8449**) sought approval for commercial uses and end of trip facilities in Bays 5-15. Both SSDAs were approved by the Independent Planning Commission on 22 February 2019.

**Figure 5** provides a summary of current approvals and the associated site boundaries which are currently approved within the ATP.

**Figure 5 Previous Planning Approvals for the South Eveleigh Precinct**



## 3.2 Direct Deal

Transport for NSW is currently in discussions with Mirvac with the aim of concluding a direct deal for the development of the LES which is strategically located directly adjacent to Mirvac's existing South Eveleigh Precinct – formerly known as the Australian Technology Park (**ATP**).

A direct deal with TfNSW for the heritage listed LES will enable this iconic building to be reconfigured by Mirvac to support a new generation of 'Digital and Design' activities, aiming to attract new anchor institutions to support and enhance the successful start-up ecosystem and the broader Precinct.

The NSW Government has confirmed that this transaction qualifies as a direct deal under the ICAC Direct Dealing Guidelines. The proposed development will deliver 'value for money' for Government, with Mirvac being uniquely placed to undertake this development due to their controlling interest in the surrounding land.

Specific to the LES, the building was identified as part of the original South Eveleigh transaction between Mirvac and the NSW Government in 2015. As an isolated building it was initially excluded from the site, however the 'Tech Deed' signed in 2015 contemplated the inclusion of this building in the overall development strategy. Since 2015, Mirvac has successfully developed the South Eveleigh Precinct. Whilst there is still construction activity on-site, it is a logical time to adapt and integrate LES into the broader technology precinct. The key dates relevant to this project are as follows:

- In October 2018, Mirvac lodged an Unsolicited Proposal for the acquisition of the LES,
- In February 2019, the Department of Premier and Cabinet (**DPC**) advised Mirvac that its Proposal had been referred to TfNSW for further consideration as a Direct Deal, and
- In June 2020, TfNSW and Mirvac entered into a formal Cooperation Agreement to develop a Terms Sheet and Detailed Proposal based on an open book approach to the Direct Deal.

While TAHE NSW currently own the LES site, TfNSW will act on behalf of the landowner as the proponent of the State-led rezoning application. Mirvac, as the preferred party for the Direct Deal, has worked in collaboration with TfNSW to prepare documentation to support the State-led rezoning application.

## 3.3 Consultation

Mirvac has engaged with a range of key stakeholder and 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.

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 rezoning application. The strategy and outcomes of consultation undertaken to date is further described in the Consultation Report prepared by Ethos Urban enclosed in **Appendix Q**.

All consultation was carried out in accordance with the Communications and Engagement Plan, approved by Transport for NSW with a summary of engagement activities and outcomes provided in **Table 2** and **Table 3**.



### 3.3.1 Community Consultation

**Table 2 – Overview of engagement activities with general public**

Activity and Meeting Date	Stakeholders	Purpose and Outcome
Community Drop-In Session (31/05/2022)	<ul style="list-style-type: none"> <li>• Neighbouring residents</li> <li>• Neighbouring businesses and landowners</li> <li>• Interest and advocacy groups, including CLG members</li> </ul>	<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>
Community Information Webinar (1/06/2022)	<ul style="list-style-type: none"> <li>• Neighbouring residents</li> <li>• Neighbouring businesses and landowners</li> <li>• Interest and advocacy groups, including CLG members</li> </ul>	<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>
Community Liaison Group ('CLG') correspondence (24/05/2022)	<ul style="list-style-type: none"> <li>• REDWatch</li> <li>• Rail, Tram and Bus Union – Retired Members Association</li> <li>• Camperdown Ultimo Collaboration Area Alliance</li> <li>• Friends of Erskineville</li> <li>• Redfern Station Community Group</li> <li>• Counterpoint Community Services</li> <li>• Neighbouring residents and businesses</li> </ul>	<p>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)</p> <p>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</p>

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 three people
- No phone or email enquiries were received.

The feedback received provided a mix of comments on the project’s reference scheme, 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. Opportunities for further public information and community consultation will be encouraged in future stages of the project.

### 3.3.2 Key Stakeholders

**Table 3 – Overview of engagement activities with key stakeholders**

Stakeholder	Activity and meeting date	Purpose and Outcome
Registered Aboriginal Parties (RAPs) (2/06/2022)	2/06/2022 LES and South Eveleigh site walk and briefing for Registered Indigenous Groups, with a focus on heritage interpretation elements.	The RAPs have acknowledged the significance of the site between Central and Redfern including 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  Queries were raised on 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  The significance of interpretation already delivered at South Eveleigh was acknowledged with further consultation expected throughout the life of the project.
Greater Cities Commission (10/05/2022)	10/05/2022 Provide overview of proposed planning controls and current reference scheme, overview of probity process with TfNSW and Mirvac, and strategic planning framework for site.	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  The GCC is comfortable that the project is moving in the right direction, that everything presented to date is clear and of high quality,

City of Sydney Council	<p>10/05/2022</p> <p>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.</p>	<p>and they don't need to meet with the proponent again before the lodgement of the re-zoning Application.</p>
	<p>5/06/2022</p> <p>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.</p>	<p>City of Sydney Council sought clarification of the planning controls that apply to the land, and what controls we are proposed to amended. It was noted that the SEPP is outdated. DPE has 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).</p> <p>Council also sought further information regarding car parking, including number of spaces, minimum requirements and whether allocated for tenants or visitors and end-of-trip facilities.</p> <p>Other key comments from Council included:</p> <ul style="list-style-type: none"> <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>
Heritage NSW	<p>16/05/2022</p> <p>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.</p>	<p>Building on the success of the Locomotive Sheds at South Eveleigh, there is a noted level of trust from the Heritage Council in the potential of this project based on the success of the Locomotive Sheds. Heritage NSW did raise the following considerations and comments regarding the indicative scheme and future detailed design:</p>

Heritage Council	1/06/2022 Provide overview of proposed planning controls and current reference scheme, architectural detailing, retention of moveable heritage items and target tenant types.	<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></ul> <p>During consultation an alternative loading dock location was shown as part of the indicative reference scheme. It is noted that Heritage NSW will have opportunity to comment on the proposed loading dock as part of the formal exhibition period.</p> <p>The Heritage Council are supportive of the development and current reference scheme, noting Mirvac and the project team have listened to previous feedback and made positive improvements to this latest concept proposal that address their earlier feedback.</p> <p>Key discussions points included:</p> <ul style="list-style-type: none"><li>• Confirmation if HVAC and 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>
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Government Architect NSW (GANSW)	<p>20/05/2022</p> <p>Provide overview of proposed planning controls and current reference scheme, design parameters, building services, car parking and opportunities for public access to the building.</p>	<p>During consultation an alternative loading dock location was shown as part of the indicative reference scheme. It is noted that the Heritage Council will have opportunity to comment on the proposed loading dock as part of the formal exhibition period.</p> <p>The following comments were raised by GANSW:</p> <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> <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 (TfNSW)	<p>9/05/2022</p> <p>Meeting with Direct Dealings and Communications &amp; Engagement teams to discuss planned communication and engagement activities for the LES, and proposed key messaging</p>	<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>
TfNSW, DPE and PDU	<p>Standing project meetings held fortnightly between April to June</p> <p>Programme tracking</p> <p>Queries regarding Study Requirements</p> <p>Stakeholder engagement tracking</p>	

<p>Sydney Trains</p>	<p>3/06/2022 Provide overview of proposed planning controls and current reference scheme</p> <p>9/06/2022 Further discussion around the design &amp; operation of the loading dock</p>	<p>It was noted that Sydney Trains use the rear (west) of the site for operational purposes. The proposed location of the loading dock on the south-western corner aims to ensure the LES proposal will not impact Sydney Trains operations. Sydney Trains noted they will be interested in reviewing the SSDA but have no further comments at rezoning stage.</p>
<p>Jemena</p>	<p>A Due Diligence Report was prepared to support this Report. A gas application to Jemena can only be done based on actual gas loads.</p>	<p>A further application to Jemena will be prepared at the appropriate detailed design phase.</p>
<p>Ausgrid</p>	<p>26 May 2022 Written correspondence was exchanged with Ausgrid to confirm the electricity connection at the site.</p>	<p>Ausgrid confirmed that an extension / augmentation of the network is required to support the proposal. This will likely include the installation of two substations at the site, and a new HV feeder between the substations. As such, spatial provision for these substations have been included within the reference scheme prepared to support this Report.</p>
<p>Sydney Water</p>	<p>13 May 2022 Written correspondence was exchanged with Sydney Water to confirm the On Site Detention requirements for the proposal.</p>	<p>Sydney Water confirmed the On Site Detention requirements for the proposal, noting formal approval will be sought as part of a future Section 73 Application.</p>

## 4. Existing Planning Framework

### 4.1 Strategic Planning Framework

The proposed adaptive reuse of the LES is aligned with NSW Government policy as it is a natural extension to the success of the South Eveleigh Precinct as a technology and innovation cluster. As the State-led rezoning process will change the planning framework for the site, the proposal must demonstrate how it responds to the broader strategic planning framework and the local policy context of the area.

#### 4.1.1. Greater Sydney Region Plan: A Metropolis of Three Cities

The *Greater Sydney Region Plan (Region Plan)* is a strategy prepared by the Greater Sydney Commission (GSC) for managing growth and change to guide integrated land use planning and infrastructure delivery for Greater Sydney to 2056. The Region Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. The vision brings new thinking to land use and transport patterns to boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth.

The South Eveleigh Precinct is located within the Eastern Harbour City and is identified within the Innovation Corridor, Harbour CBD and Eastern Economic Corridor. The site is not included within the Greater Sydney Total Zoned Employment Lands Map and is not identified as being industrial or urban services land given its unique zoning and previous usage. The proposal however seeks to zone the land to a Business Park zoning, consistent with the objectives and activities of the Region Plan.

The LES proposal will further support the following objectives in the Region Plan as outlined in **Section 6.1** of this report.

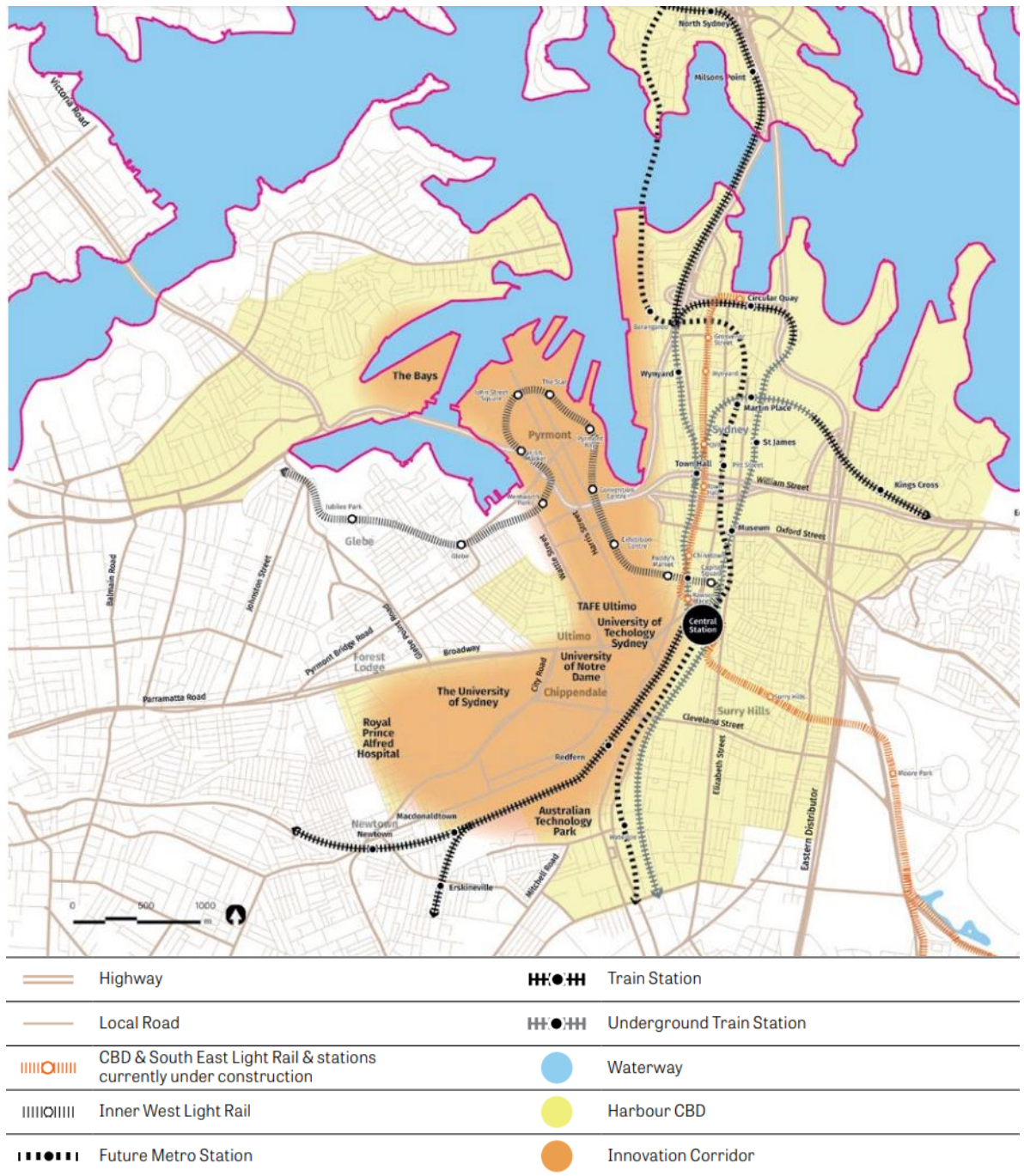
- Infrastructure adapts to meet future needs (Objective 3);
- Benefits of growth realised by collaboration of governments, community and business (Objective 5);
- Greater Sydney celebrates the arts and supports creative industries and innovation (Objective 9);
- Great places that bring people together (Objective 12);
- Environmental heritage is identified, conserved and enhanced (Objective 13);
- Harbour CBD is stronger and more competitive (Objective 18);
- A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change (Objective 33); and
- Energy and water flows are captured, used and re-used (Objective 34).

#### 4.1.2. Eastern City District Plan

The five District Plans were also prepared by the GSC as guides for implementing the Region Plan at a District level. Each plan is structured around priorities in relation to infrastructure and collaboration, liveability, productivity, sustainability and implementation. The South Eveleigh Precinct is located within the Eastern City District.

The South Eveleigh Precinct is also located within the Innovation Corridor on the edge of the Harbour CBD, illustrated in **Figure 6**. The vision for the Eastern City District aims to encourage more innovative and globally competitive development, to assist Sydney in carving out a greater portion of knowledge intensive jobs from the Asia Pacific Region. The District Plan also intends to improve the District's lifestyle and environmental assets.

Figure 6 Harbour CBD



Source: Greater Sydney Commission

The LES proposal will support the following priorities in the Eastern City District Plan as outlined in **Section 6.1** of this report:

- Fostering healthy, creative, culturally rich and socially connected communities (Priority E4);
- Creating and renewing great places and local centres, and respecting the District’s heritage (Priority E6);
- Delivering integrated land use and transport planning and a 30-minute city (Priority E10);
- Delivering high quality open space (Priority E18); and



- Reducing carbon emissions and managing energy, water and waste efficiently (Priority E19).

The Eastern City District Plan also introduces the Camperdown-Ultimo health and education precinct, an identified Collaboration Area due to its metropolitan significance and potential to grow into centres of increased productivity and innovation.

#### 4.1.3. Future Transport Strategy 2056

The *Future Transport Strategy 2056 (Transport Strategy)*, prepared by TfNSW in alignment with the GSC's regional and district plans, sets out a transport vision, directions and outcomes framework for NSW to guide transport investment and policy. The aim of Transport Strategy is to achieve greater capacity, improved accessibility to housing, jobs and services and continued innovation in the transport sector.

The Transport Strategy also focuses on the role of transport in delivering movement and place outcomes that support the character of the places and communities we want for the future.

The proposed rezoning of the LES site will support the following priorities in the Transport Strategy:

- Successful places – master planning for the area will need to ensure that walking or cycling is the most convenient option for short trips around the precinct, supported by a safe road environment and suitable footpaths. The development of the station precinct will need to balance the need for convenient access with enhancing the attractiveness of the place; and
- A strong economy – development should focus on connecting people to jobs, goods and services in our cities and regions through fast and convenient interchanging between transport modes and readily available transport options.

The LES is highly connected due to its proximity to both Redfern Train Station and the future Sydney Metro Waterloo Metro Station.

#### 4.1.4. Camperdown–Ultimo Place Strategy

As noted in the Eastern City District Plan, the Camperdown-Ultimo health and education precinct has been identified by the GSC as a Collaboration Area.

The *Camperdown–Ultimo Place Strategy (Place Strategy)* prepared by GSC sets the vision, priorities and actions for the Collaboration Area to 2036. The Place Strategy aims to provide Australia's innovation and technology capital where industry, business, health, education and skills institutions work together, and talent, creativity, research and partnerships thrive. The Collaboration Area should also encourage low carbon living, green spaces, places for people and easy connections to support resilience, amenity, vitality and growth.

The Place Strategy sets a structure (refer to **Figure 7**) for the Collaboration Area consisting of three activity nodes: Haymarket, Camperdown and Eveleigh with three connecting axis being the Ultimo axis (UTS to Sydney University along Parramatta Road), Darlington axis (South Eveleigh to Sydney University via Redfern) and Surry Hills axis (Redfern to Central). The LES is located in the Eveleigh node, which also forms part of the Sydney Innovation and Technology Precinct stretching from Central to Eveleigh.

The LES proposal will support the following priorities in the Place Strategy:

- Promote smart technology, drive innovation and connect locally and globally (Priority 3),
- Cultivate an internationally competitive health, education, research and innovation area (Priority 7),
- Support the role and function of employment lands (Priority 8), and
- Demonstrate leadership that is place-first, cohesive and collaborative (Priority 11).

Located within an existing cluster of knowledge, talent and innovation, the LES proposal has the opportunity to strengthen new collaborations and partnerships within the South Eveleigh Precinct.

**Figure 7 Camperdown–Ultimo Place Strategy structure plan**



Source: Greater Sydney Commission

#### 4.1.5. Sustainable Sydney 2030

The *Sustainable Sydney 2030* document suite includes a set of goals to guide future development in the city to be as green, global and connected as possible by 2030. The proposed rezoning of the LES site aims to reflect the ten strategic directions for Sustainable Sydney. These sustainability targets will need to be addressed through future detailed design proposals.

The LES proposal will support the following directions of Sustainable Sydney 2030:

- A globally competitive and innovative city (Direction 1)
- Integrated transport for a connected city (Direction 3)
- A city for walking and cycling (Direction 4)
- A cultural and creative city (Direction 7)

#### 4.1.6. Sustainable Sydney 2050

The draft *Sustainable Sydney 2030-2050* extends the current strategic directions from *Sustainable Sydney 2030* and updates the ten strategic directions to reflect ongoing community engagement and changes to infrastructure within the LGA. It is intended that if the strategy is finalised, the updated sustainability targets will also need to be addressed through future detailed design proposals.

#### 4.1.7. City Plan 2036 Local Strategic Planning Statement

City of Sydney's endorsed Local Strategic Planning Statement (**City Plan 2036**) sets out the land use planning context and 20-year vision for positively guided change towards the City's vision for a green, global and connected city. The planning priorities and actions in the LSPS provide a framework to achieve the recognised vision for the LGA.

As outlined in City Plan 2036, the site is located in the 'Redfern Street village' which includes city fringe suburbs south of Central Sydney, and is home to a creative, education, high technology and research industry cluster. Its historic residential areas are interspersed by new high-density residential and retail developments.

Redfern-Waterloo experienced strong employment growth – growing by up to 51 per cent in jobs between 2007 and 2017. This growth was accommodated within existing development and despite a reduction in employment floor space.

City Plan 2036 further states that:

The area is expected to continue attracting demand from businesses unable to secure suitable space in Central Sydney and other areas in City Fringe such as Surry Hills and Chippendale but growth will be constrained if the loss of business floor space continues.

This overflow demand will be influenced by the area's proximity to Central Sydney, existing clusters and attractors within the Camperdown-Ultimo Health and Education precinct, such as the Australian Technology Park, and infrastructure investments around Redfern Train Station and the future Waterloo Metro station.

By building up a quantum of scale around South Eveleigh, the Precinct can compete as an employment precinct with other emerging commercial precincts such as Barangaroo, Central Station, and other Strategic Centres of Sydney. One of the key actions on the plan and City of Sydney is to continue advocacy to ensure delivery of sufficient and appropriate commercial, business, office and retail floor space in current and future NSW government projects including the Bays Market District, Waterloo Metro Quarter and Waterloo Estate, Central Station, Redfern Train Station and North Eveleigh and South Eveleigh.

#### 4.1.8. Sydney Innovation and Technology Precinct Panel Report

In response to the GSC recognising the Camperdown-Ultimo Collaboration Area as the "nation's most mature innovation corridor", the NSW Government established a panel headed by Jobs for NSW to lead the collaboration, development and activation of the new Sydney Innovation and Technology Precinct, now known as Tech Central.

To support the development of Tech Central, the Panel recommended that the NSW Government and its partners jointly commit to a set of actions which will activate the Precinct. These recommendations have been considered as part of the propose rezoning of the LES site:

1. **Creation of 25,000 additional innovation jobs:** The Precinct will be an effective place to do business and commercialise. It will attract and embolden technology companies to grow and scale. The Precinct must be accessible to emerging founders, Aboriginal entrepreneurs, and large and small technology companies. It is the agglomeration of diverse companies that will drive the success of the Precinct.
2. **A vibrant and connected place to spark ideas for the future:** Innovation precincts are a focus of research and enterprise activity with the shared objective of producing innovation and increasing economic growth and social well-being. The whole community, especially start-ups, benefit from frequent serendipitous 'collisions' which create networks and encourage information sharing.

3. **A place to develop, attract and retain globally competitive talent:** Sydney faces global competition for high skilled talent. Both global and local talent are attracted to destinations which offer a range of opportunities and career development.
4. **Leadership:** The Precinct needs robust governance, strong leadership, political commitment and a shared vision to enable success. A strong leadership approach including long-term planning will help to establish, shape and drive the Precinct forward.

The proposed rezoning of the LES site will provide additional employment opportunities in a globally recognised precinct, in close proximity major innovation technology anchors, culture, and is accessible via a range of active and public transportation options.

#### **4.1.9. Tech Central Place-based Transport Strategy**

Building on the Camperdown-Ultimo Place Strategy, the Tech Central Place-based Transport Strategy (**Tech Central Transport Strategy**) prepared by TfNSW outlines a 20-year vision for transport in Tech Central that is connected, liveable, sustainable and productive.

The proposed rezoning of the LES site will support the overall vision and objectives for the Tech Central Transport Strategy:

- The Camperdown, Eveleigh and Haymarket nodes of Tech Central are integrated through easy and direct transport connections (Connectivity Objective 1),
- An increased number of workers, students and visitors can travel to Tech Central by walking, cycling and public transport within 30 minute (Connectivity Objective 4),
- Public spaces and streets are managed to support flexible uses by businesses and the community (Productivity Objective 3),
- High-quality and well-maintained green and blue spaces are accessible to everyone by walking, cycling or public transport (Liveability Objective 4),
- People can access their daily needs within an easy walk (Liveability Objective 8),
- Multi-use places and networks are flexible and resilient to social, economic and climate-related disruptions, including capitalising on new technologies (Liveability Objective 10), and
- Mode shift towards public transport, walking and cycling away from private vehicles (Sustainability Objective 1).

Overall, the vision for Tech Central is an activated, walkable and integrated innovation district where residents, visitors and workers can interact and linger in great places and public spaces, enabling planned and unplanned interactions between people in support of innovation and creativity.

## 4.2 Statutory Planning Framework

### 4.2.1. Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979 (EP&A Act)* provides the principal legislative framework for environmental planning in NSW and include provisions to ensure that proposals that have the potential to impact the environment are subject to detailed assessment and provide opportunity for public involvement.

The proposal has been assessed in accordance with the matters of consideration listed in Section 4.15 of the EP&A Act.

### 4.2.2. State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021

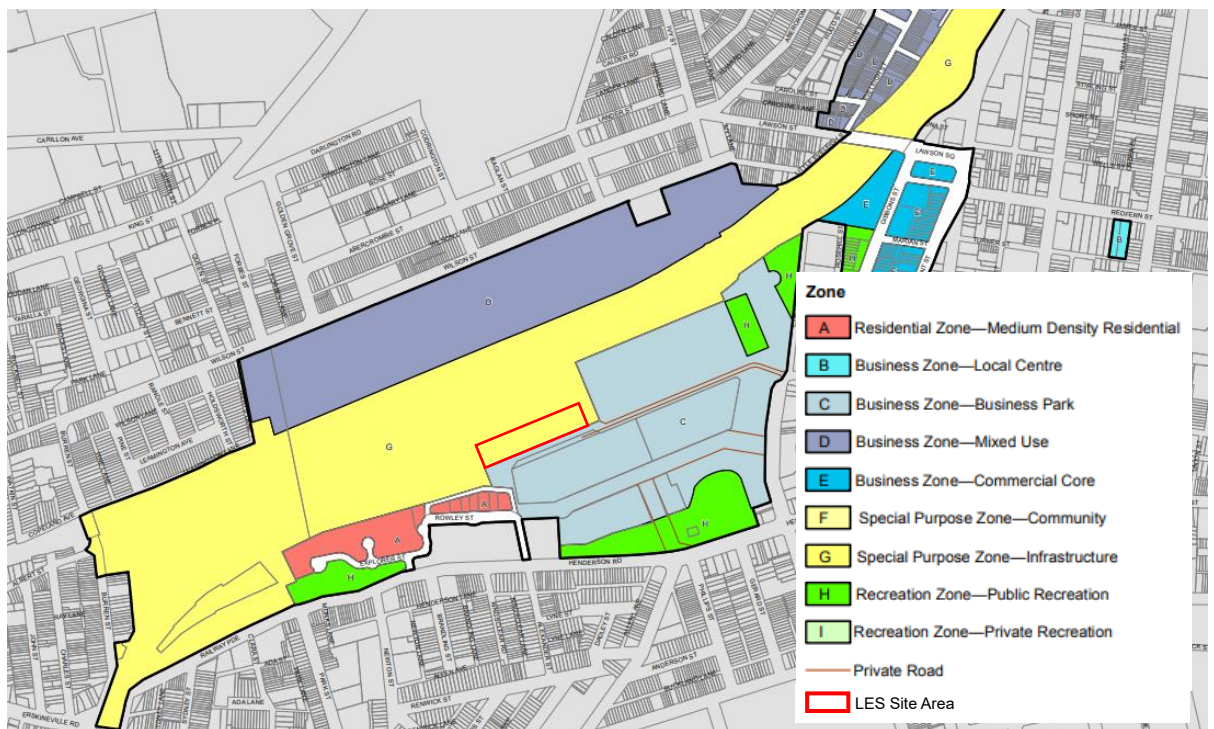
The former provisions under *State Environmental Planning Policy (State Significant Precincts) 2005 (SSP SEPP)*, which applied to the Redfern-Waterloo Sites area, have been consolidated into Chapter 2 of *State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021 (Precincts SEPP)*.

The Precincts SEPP prescribes land zoning and development standards normally prescribed by a Local Environmental Plan. Notably *Sydney Local Environmental Plan 2012 (Sydney LEP)* and *Sydney Development Control Plan 2012 (Sydney DCP)* do not apply to the site.

#### Permissibility

Under Chapter 2 of the Precincts SEPP the site is zoned ‘Special Purpose Zone – Infrastructure’ reflecting the historic use of the site. Permissible land uses on the site are currently limited, and include the alteration of or addition to a railway station, the construction of a new railway station; retail or business activities ancillary to a railway station, telecommunications facilities, and access facilities (such as tunnels or bridges) that traverse the railway corridor.

**Figure 8 Existing Land Zoning Map**



Source: Precincts SEPP

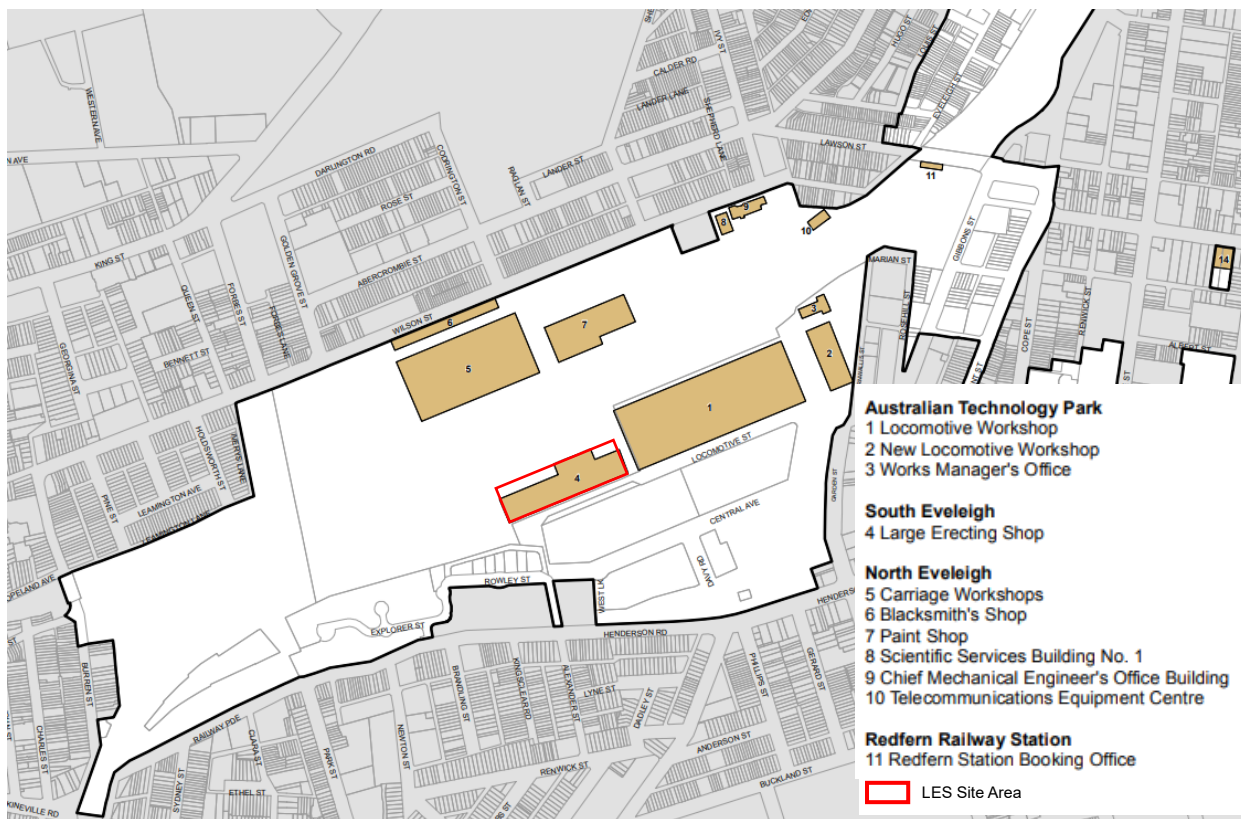
The site benefits from a site-specific clause (clause 23A, Appendix 3) which also allows development for the purposes of ‘information and education facilities’ and ‘rail infrastructure facilities’ on the land as permissible development with consent. However, this will not facilitate the renewal vision for the LES building to attract new institutions to support the successful start-up ecosystem at South Eveleigh and the broader Tech Central precinct.

**Heritage**

The site is identified as a heritage item, the ‘Large Erecting Shop’, within Chapter 2 of the Precincts SEPP. As such, consent is required for any works proposed to the existing building that are not considered ‘minor in nature’.

In addition to being listed as a heritage item in the Precincts SEPP, it is noted that the LES is also heritage-listed as part of the former Eveleigh Railway Workshops complex on the State Heritage Register (ERW #01140) and the NSW State Agency Heritage Registers: Railcorp Heritage and Conservation Register (\$170).

**Figure 9 Existing Heritage Map**



Source: Precincts SEPP

**Design Excellence**

Design excellence provisions are contained within Chapter 2 of the Precincts SEPP, and a consent authority is required to consider whether the proposed development exhibits design excellence.

It is noted that the consent authority may require a competitive design process for any development over 12 storeys, consistent with guidelines issued by the Redfern-Waterloo Authority and approved by the Minister. Given the proposal will consist of a maximum of three ‘internal’ storeys within the existing building, and includes the adaptive re-use of an existing heritage building, a competitive design process is not considered relevant or necessary for the proposal. Further details on the Design Excellence Strategy for the site is enclosed in **Appendix C**.

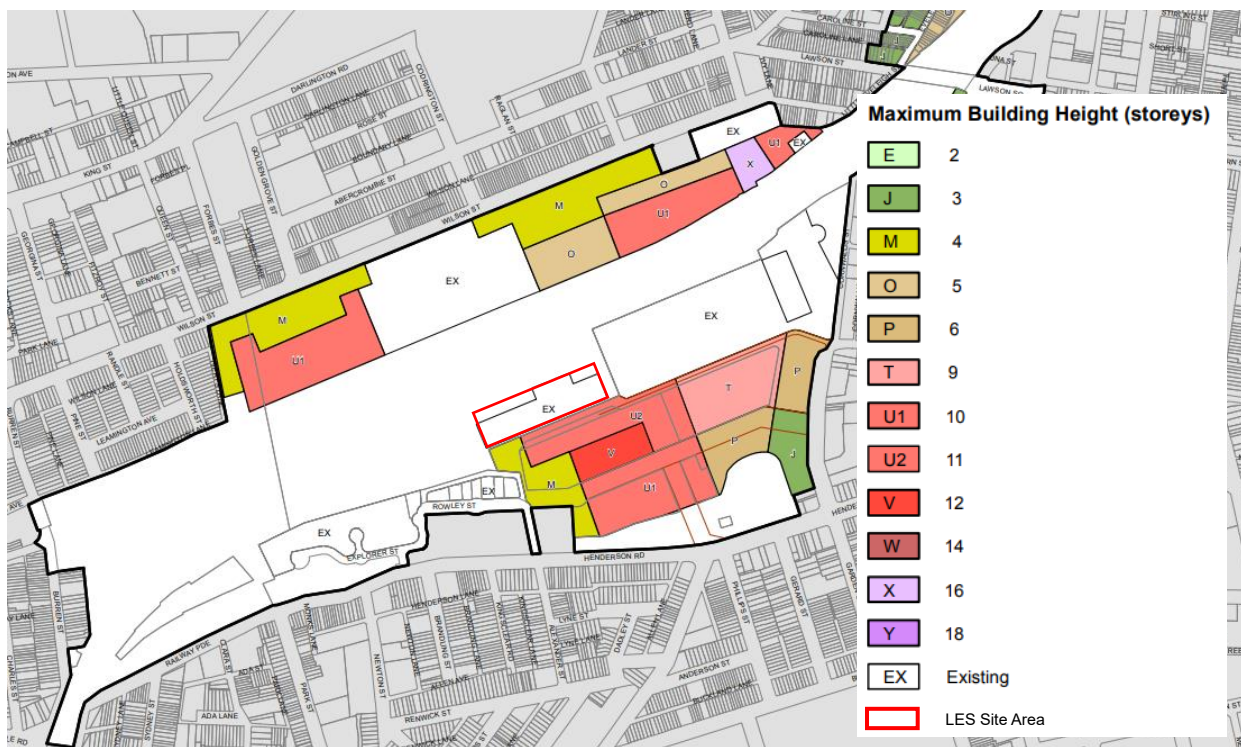
### Development Standards

The maximum building height (in storeys) control for the site under Chapter 2 of the Precincts SEPP is the ‘existing’ building height as shown at **Figure 10**. There is no maximum floor space ratio (FSR) or maximum gross floor area (GFA) prescribed for the site in either Chapter 2 of Precincts SEPP.

It is noted that the Redfern-Waterloo Built Environment Plan (Stage One) 2006 (BEP) provides a planning framework for the redevelopment of several strategic sites within the Redfern Waterloo area.

The BEP identifies the site as comprising predominantly business land uses, and it proposed a part 12 storey and part 4 storey maximum height control for the site. The BEP was used to inform the controls relevant to the Redfern-Waterloo Sites area under the previous SSP SEPP, and while these recommended development controls were not adopted under the SSP SEPP or Precincts SEPP it provides useful background as to the envisaged land use and design concepts for the site.

**Figure 10 Existing Height of Buildings Map**



Source: Precincts SEPP

### Demolition

The demolition of a building or work may be carried out only with development consent.

### Consent Authority

The Minister for Planning, or their delegate, will be the consent authority for any future development application for the site that has a capital investment value of more than \$10 million as per Part 2.2, Chapter 2 of the Precincts SEPP.

Given the adaptive reuse of the LES building will have a capital investment value of more than \$10 million, it is intended that a State Significant Development Application (SSDA) will be prepared and submitted to the DPE in the future for assessment of the proposed works and operation of the building and the various uses proposed.

## Chapter 4 – City West Area

Chapter 4 of the Precincts SEPP includes the former provisions of the *State Regional Environmental Plan No. 26 – City West*. The provisions of Chapter 4 include planning principles, land zoning, and development standards for the City West area, which includes the ‘Eveleigh Precinct’ where the site is located.

As per the application of the *Interpretation Act 1987*, each Chapter of the Precincts SEPP will continue to function as an independent environmental planning instrument notwithstanding the consolidation of the State Environmental Planning Policies and Regional Environmental Plans in December 2021. Clause 2.6 of the Precincts SEPP clarifies that the provisions of Chapter 2 prevail in the case of any inconsistency with another environmental planning instrument:

### **2.6 Relationship to other environmental planning instruments**

*Subject to section 74(1) of the Act, in the event of an inconsistency between this Chapter and another environmental planning instrument whether made before or after the commencement of this Chapter, this Chapter prevails to the extent of the inconsistency.*

As such, no change is proposed to the provisions of Chapter 4 as part of the State-led Rezoning.

### **4.2.3. State Environmental Planning Policy (Planning Systems) 2021**

State Environmental Planning Policy (Planning Systems) 2021 (**Planning Systems SEPP**) identifies various types of development and particular sites upon which certain development is defined as State Significant Development (SSD).

Schedule 2 of the Planning Systems SEPP lists specific sites that where development has a capital investment value of more than \$10 million; works on those sites are state significant. Clause 2 of Schedule 2 ‘Redfern-Waterloo Sites’ as a specific site. As any future proposal for the adaptive re-use of the LES building is likely to have a CIV greater than \$10 million, it would be assessed as an SSD.

### **4.2.4. State Environmental Planning Policy (Transport and Infrastructure) 2021**

*State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)* identifies the environmental assessment categories into which different types of infrastructure and services development are classified.

Clause 2.97 requires referral of any development application for the site to Sydney Trains given the proximity of the site to a rail corridor. As outlined in **Section 3.3** of this report, initial consultation has begun with Sydney Trains as part of the State-led rezoning process. Further consultation will occur as part of any future development application for the site.

Clause 2.99 applies to development for any of the following purposes that is on land in or adjacent to a rail corridor:

- a) *residential accommodation,*
- b) *a place of public worship,*
- c) *a hospital,*
- d) *an educational establishment or centre-based child care facilities.*

The proposal does not propose any of the identified uses pursuant to Clause 2.99. As such, no further consideration of noise intrusion associated with the proposal is required. Nevertheless, it is anticipated further acoustic assessment will be undertaken as part of any future development application for the site.



The future proposal will also be classified as 'traffic generating development' pursuant to Clause 2.121 and Schedule 3 of the Transport and Infrastructure SEPP as it will seek approval for commercial premises greater than 10,000sqm in area. Any future development application therefore must be referred to TfNSW for comment.

#### **4.2.5. State Environmental Planning Policy (Resilience and Hazards) 2021**

*State Environmental Planning Policy (Resilience and Hazards) 2021 (Hazards SEPP)* requires the consent authority to consider whether the subject land of any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose.

The site has been historically utilised for railway infrastructure and maintenance activities, most recently comprising the ongoing maintenance of heritage rolling stock. A range of potentially contaminating activities associated with these uses are likely to occur on site, particularly associated with heavy engineering machining, maintenance and storage of the rolling stock.

A Phase 1 Contamination Assessment has been prepared by JBS&G and is enclosed in **Appendix Q**. The contamination assessment identified that there are minor contamination risks associated with soil vapour and groundwater on site which will require further consideration during detailed development design for future adaptive reuse of the site.

Investigation activities to date have not identified the occurrence of widespread contamination conditions within the LES site that would preclude future more sensitive land uses and therefore rezoning of the site. It is intended that the site will be subject to a detailed (Phase 2) contamination investigation and if required, preparation and successful implementation of a remediation action plan to address any outstanding issues during the development application process.

#### **4.2.6. State Environmental Planning Policy (Industry & Employment) 2021**

Chapter 3 of *State Environmental Planning Policy (Industry and Employment) 2021 (Industry and Employment SEPP)* provides the provisions to regulate signage (but not content) under Part 4 of the EP&A Act. Any signage or advertising proposed as part of future development applications for the LES will be required to assess the relevant provisions of the Industry and Employment SEPP.

#### **4.2.7. Sydney Local Environmental Plan 2012**

As the site is mapped under the Precincts SEPP, as discussed above, the Sydney LEP does not apply to the subject site. Furthermore, in accordance with clause 1.3 (Land to which Plan applies), the Sydney LEP would not be applicable to the proposal as the site is located within an area that is excluded from the operation of this environmental planning instrument.

#### **4.2.8. Redfern-Waterloo Authority Sites Contributions Plan 2006**

The *Redfern-Waterloo Authority Sites Contributions Plan 2006* authorises the Minister to impose a condition of consent for development within the Redfern-Waterloo operational area requiring the payment of a local infrastructure contribution.

Contributions paid in accordance with the Contributions Plan are to be used towards meeting the cost of providing works set out in the plan, such as public domain, road, public transport, and access infrastructure, community facilities, and drainage.

#### **4.2.9. Redfern-Waterloo Authority Sites Affordable Housing Contributions Plan 2006**

The *Redfern-Waterloo Authority Sites Affordable Housing Contributions Plan 2006* authorises the Minister to impose a condition on a development consent granted within the Redfern-Waterloo operational area requiring the payment of an affordable housing contribution. This calculates the contribution using a rate (indexed annually) per sqm of GFA sought in the development application.

## 5. Proposed Amendments

### 5.1 Objectives and Intended Outcomes

The objective of this proposal is to facilitate the future adaptive reuse and renewal of the LES building for a mix of uses comprising commercial office premises, and retail premises.

The proposal will contribute toward the intended outcome for the Australian Technology Park to play a key role in the State Government's vision for the broader Tech Central, which seeks to establish this part of Sydney as a new globally recognised innovation and technology precinct.

The proposal aims to reinforce Sydney's status as a global city that will continue to attract global investment and partnerships. In line with strategic State, metropolitan and local policies as well as forecasted demand, the proposed rezoning for LES site will deliver up to 15,000sqm of employment floor space and approximately 1,000 onsite jobs once fully operational. The specific objectives for the proposal include:

- Contribute to the creation a vibrant and exciting place at the Australian Technology Park that comprises a rich mix of businesses and users.
- Promote the agglomeration of businesses within the innovative businesses and technology space.
- Celebrate the heritage of the Australian Technology Park and support its role as a centre for jobs of the future and economic growth.
- Deliver new public domain that enhances the quality of the pedestrian environment at the Australian Technology Park.
- Support the economy through the delivery of a new high quality commercial floor space (including tech and innovation floor space) in the Redfern to North Eveleigh Precinct.

### 5.2 Overview of the Proposal

The proposal to adaptively reuse the LES building will require alterations to be made to the building, including the creation of two new internal storeys within the existing building envelope. The proposal will also include public domain upgrades immediately surrounding the existing building at the LES site.

The future development works will likely comprise 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 works to the existing LES building to ensure it is fit for purpose and environmentally sustainable, including the construction of a new roof and an external loading dock and building services structure,
- Heritage interpretation and conservation work generally throughout the LES site,
- Services augmentation, and
- Publicly accessible space upgrades.

It is anticipated that the alterations and additions within the existing LES building can accommodate a total of approximately 15,000sqm GFA across three levels, whilst also ensuring space is available for full height voids and

generous floor to ceiling heights that celebrate the heritage features of the building. The final proposed GFA would be sought within the future SSDA.

As part of the proposed redevelopment, the integrity of the original building including building elevations, central line of tracks and pits, overhead gantry cranes, crane beams and roof trusses will be celebrated, conserved and carefully managed. The retention of sight lines of such elements is key and the conservation of the quality of the internal spaces, including retention of historic fabric, patina of age is a priority within the proposed concepts for the site. To facilitate the use of the building for commercial and retail premises however some fundamental alterations to the building will be required, which will likely include:

- Reconstruction of the roof to integrate rooftop services, provide new skylights in the original east-west orientation, and provide enhanced thermal performance,
- Construction of two new floors within the building,
- Alterations to the existing ground floor surface to ensure safe and equitable access across the building,
- Construction of new rooms within the building, including bathrooms, end of trip facilities, storage, offices, and retail spaces,
- Installation of vertical transport including lifts and stairs within the building,
- Additional glazing along the eastern façade,
- Inclusion of new building entrances along the southern façade,
- Construction of an external loading dock area, and
- Construction of an external services structure to accommodate mechanical services and other services that are proposed to be positioned outside of the LES building footprint to mitigate heritage impacts.

The proposed alterations and adaptive reuse of the site aims to celebrate the LES building itself and will build upon the heritage significance of the LES, its people and its stories, within the broader Eveleigh Workshops Precinct. The redevelopment of the site provides an outstanding opportunity to expand the South Eveleigh Cultural Heritage Tourism Activities, Education Programs and Cultural Heritage Interpretation being developed for the current Mirvac-owned site across the whole of South Eveleigh.

## 5.3 Explanation of Provisions

### 5.3.1 Proposed Land Use Zone

The State-led rezoning seeks to amend the Precincts SEPP to enable the use of the LES building for a range of commercial office premises and retail premises. The State-led rezoning request proposes that the current zoning is amended from *'Special Purpose Zone – Infrastructure'* to *'Business Zone—Business Park'*. The proposed zoning aligns with the existing zoning for the adjacent Locomotive Sheds as per **Figure 8** and **Figure 10**.

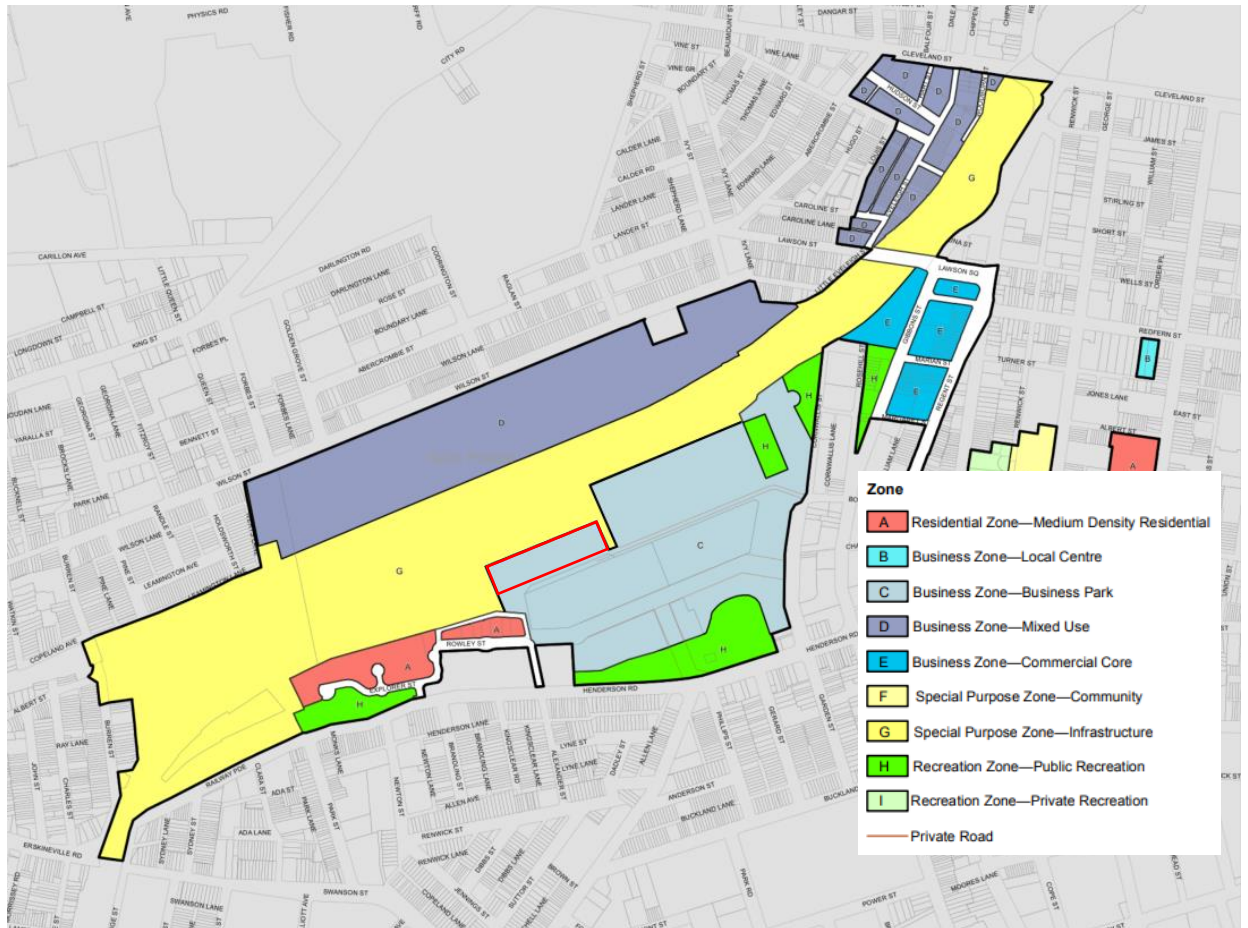
Development is permitted within the *'Business Zone – Business Park'* unless it is expressly prohibited development, and as such the rezoning of the LES site to this zone can achieve the project objectives. The following development is prohibited on land within the *'Business Zone - Business Park'*:

*boarding houses; bulky goods premises; depots; dual occupancies; dwelling houses; group homes; hazardous industries; hazardous storage establishments; heavy industries; offensive industries; residential accommodation; restricted premises; sex services premises.*

An indicative land zoning map has been prepared by fjmt and is included in **Figure 11**.

It is proposed that the existing additional permitted uses on the site outlined in clause 23A, Appendix 3 of the Precincts SEPP continue to apply to the site, given the site area benefiting from this clause extends beyond the area of the LES building.

**Figure 11 Proposed Land Zoning Map**



Source: fjmt studio

**5.2.2. Development Standards**

As the proposal seeks to adaptively reuse an existing building, there are limited development standards applicable to the site that will need to be revisited. The following development standards contained with the Precincts SEPP are proposed to be amended.

**Height of Buildings**

The Height of Buildings Map in the Precincts SEPP is described in terms of a maximum numbers of storeys, rather than a height of building in metres or RL. For the LES building, the maximum height control is ‘existing’ (storeys). Under the Precincts SEPP a storey is defined as follows:

**storey** means a space within a building that is situated between one floor level and the floor level next above or, if there is no floor level above, the ceiling or roof above, but does not include—

- a) a space that contains only a lift shaft, stairway or meter room, or
- b) a mezzanine, or
- c) an attic, or

- d) *a basement, or*
- e) *any space within a building with a floor level that is predominantly below a basement.*

The proposal primarily includes works **within** the existing height of the LES building. It does however seek to permit additional storeys within the existing maximum LES building height (in metres) as part of the future adaptive reuse. It is noted that approval for additional internal storeys has been approved for the Locomotive Sheds (refer to SSD 8517 and SSD-8849), which are also subject to an 'existing' number of storeys height control under the Precincts SEPP and did not require an update to existing SEPP mapping.

It has also been recognised that to allow adequate servicing to be provided to the building, mechanical plant is likely to be required on the roof of the building. While the rooftop plant would not be considered a storey and would remain compliant with the definition of height for the site, it is recommended that an additional provision is incorporated into the Precincts SEPP to ensure that any mechanical plant does not result in negative impacts on surrounding development. Such a clause to permit the required rooftop plant may include:

*(XX) Despite any other provision of Chapter 2, development consent may be granted to alterations and additions to the Large Erecting Shop as identified on the Redfern-Waterloo Authority Sites— Heritage Map which exceeds the maximum height of the existing building by up to 1 metre. Development consent must not be granted to development under this clause unless the consent authority is satisfied that the exceedance is only for the purposes of cooling towers, machinery and associated rooftop plant and that the exceedance:*

- a) *will cause minimal overshadowing, and*
- b) *does not include floor space area and is not reasonably capable of modification to include floor space area, and*
- c) *will not unreasonably impact the structural stability of the Large Erecting Shop building, and*
- d) *will not be visible from the public domain surrounding the site (as taken at eye height from the existing ground level).*

#### **Gross Floor Area**

There is no maximum GFA or FSR control relevant to the site as outlined in **Section 4.2.2**. To ensure that an acceptable outcome is achieved on site, a maximum GFA for the site is proposed. This should be reflected on the amended maximum Gross Floor Area Map to introduce an 'L' for a maximum floor space of 15,000sqm, as illustrated in **Figure 12**.

**Figure 12 Proposed Gross Floor Area Map**



Source: fjmt studio

**Heritage**

Given the LES is identified as a heritage item in Chapter 2 of the Precincts SEPP, no further updates are requested to the current mapping. In response to both Aboriginal and non-Aboriginal heritage interpretation on site, a Heritage Interpretation Plan has been prepared by Curio (**Appendix G**) to inform the proposed development standards and indicative scheme.

Further assessment of the heritage significance of the site is included in **Section 6.4**.

**Design Excellence**

Design excellence provisions are contained within Chapter 2 of the Precincts SEPP, and a consent authority will be required to consider whether the proposed development exhibits design excellence as part of the assessment of the future SSDA. No changes are proposed to the provisions which require consideration of design excellence on the site.

**Car Parking**

Under Chapter 2 of the Precincts SEPP, development consent may not be granted for the purpose of car parks on land within the 'Business Zone—Business Park' unless the consent authority is satisfied that the number of car parking spaces in that zone will not, as a result of the granting of consent, exceed 1,600 car spaces. As the the

State-led rezoning request proposes that the current zoning of the LES site is amended from ‘*Special Purpose Zone – Infrastructure*’ to ‘*Business Zone—Business Park*’, this clause will become relevant for a future SSDA. No change is specifically sought to this clause in response to the proposed reference scheme, as outlined in **Section 6.4.5**.

### 5.3 Contributions Framework

The relevant contribution plans that apply to the site include the *Redfern-Waterloo Authority Contributions Plan 2006* and the *Redfern-Waterloo Authority Affordable Housing Contributions Plan 2006* as outlined in **Section 4.2.8** and **Section 4.2.9**.

Under the *Redfern-Waterloo Authority Contributions Plan 2006* the levy is to be calculated as 2% of the proposed cost of development, indexed between the date of determination and the date the levy is required to be paid in accordance with clause 25J(4) of the *Environmental Planning and Assessment Regulation 2000* and clause 10 of *Redfern-Waterloo Authority Contributions Plan 2006*.

Under the *Redfern-Waterloo Authority Affordable Housing Contributions Plan 2006*, the levy is 1.25% of the additional total GFA of the proposed development and is calculated at a rate per square metre.

As an alternative to payment of a development levy under the Plan, the applicant may offer to enter into a voluntary planning agreement with the Minister. Under the planning agreement, the applicant may offer to pay money, dedicate land, carry out works, or provide other material public benefits for public purposes. Those purposes need not relate to the impacts of the applicant’s development nor to the items listed in the Works Schedule. It is noted that the current reference scheme for the proposal includes the provision of additional soft landscaping, public art, and a heritage interpretation strategy as public benefits of the proposal. It is anticipated that contributions will be payable for the development as a monetary contribution.

### 5.4 Reference Scheme

A Reference Scheme has been prepared by fjmt studio and is incorporated into the Design Report enclosed in **Appendix B**. The reference scheme has informed the intended provisions for the site and been shaped by a comprehensive site analysis and identification of the site opportunities and challenges, ensuring the appropriate and considered use of land.

The proposed reference scheme aims to facilitate the following development:

- Alterations to the existing internal layout of the LES including:
  - Conversion of the ground level into commercial offices, a lobby retail premises, end of trip (EOT) facilities and bike storage, and
  - 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 including:
  - Introduction of a primary pedestrian entry and additional glazing on the eastern elevation (Locomotive Street).
- Heritage interpretation and conservation work generally throughout the LES site including:
  - Retention of gantry cranes and railway maintenance pits,
  - Additional in-situ heritage elements, and
  - Introduction of public art elements.



- Introduction of a new loading dock and associated servicing area,
- Services augmentation including the introduction of a free-standing plant building to the west of Locomotive Street to minimise permanent alterations to the external heritage fabric, and
- Upgrades to the public domain including:
  - Continuation of stone paving and street trees to connect with adjacent development on Locomotive Street,
  - Introduction of public domain street furniture consistent with overall precinct design,
  - Retention of the existing railway tracks to be transformed into an industrial influenced ‘feature landscape track’, incorporating WSUD, indigenous / seasonal planting and timber decking, and
  - Retention of industrial heritage artefacts to create focal view points and passive way finding.

3D views of the indicative reference scheme are provided at **Figure 13**.

The loading dock is current proposed in the southwestern corner of the LES building, accessible via Locomotive Street. A stand-alone plant services building is also proposed within the existing cul-de-sac at the termination of Locomotive Street, on land currently controlled by Mirvac. The indicative configuration of the loading dock location is provided at **Figure 14**.

**Figure 13 Photomontages of LES reference scheme**



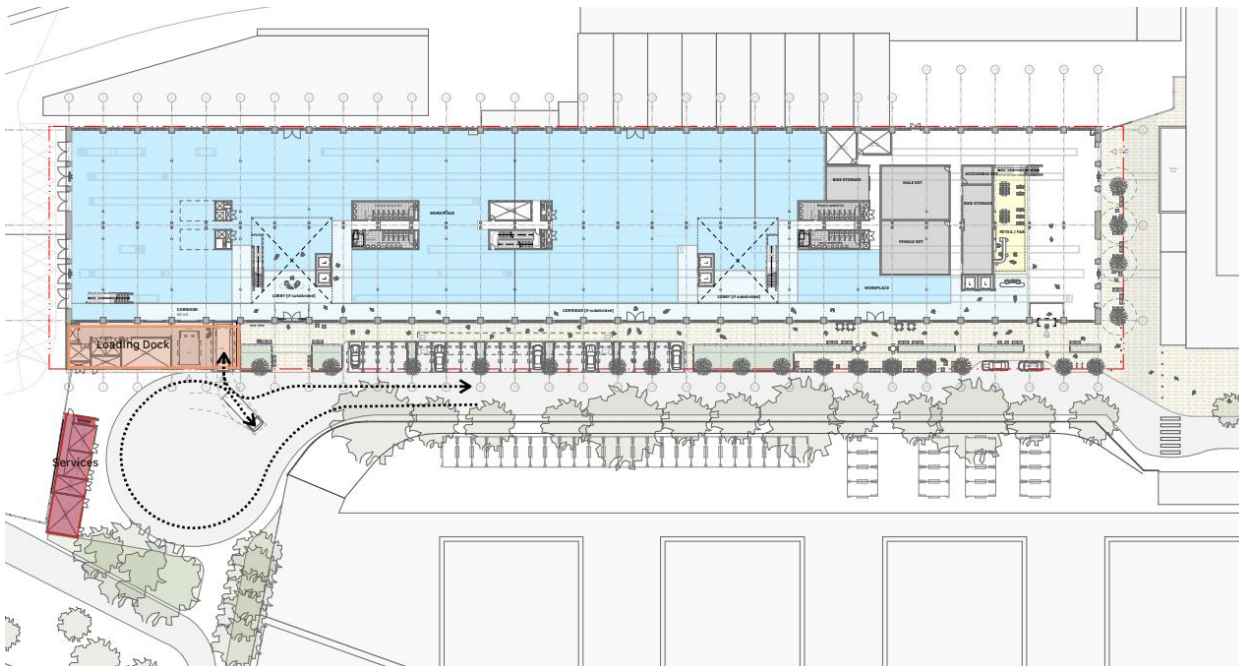
Picture 3 View from Locomotive Street, Looking north west



Picture 4 Interior View, Looking west on Ground Floor

Source: fjmt studio

### Figure 14 Indicative Configuration of Loading Dock and Services



Source: fjmt studio

### **5.4.1. Design Principles**

The overall objective of the reference scheme 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.

A set of design principles has been established by fjmt studio to inform the preparation of the reference scheme enclosed in **Appendix B**. These design principles aim to support the overall objectives of the State-led rezoning and are provided below.

#### **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 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 food and beverage 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**

Active street frontages are envisioned to be provided along Locomotive Street. Locomotive Street is anticipated to host the primary pedestrian entry to the building and loading facilities, while the lane between LES and the Locomotive Workshop would likely host the secondary entry. Between these entry points, there is ample opportunity for street edge activation.

#### **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 setback from the existing walls to ensure they can be appreciated in their original condition. New services and plant that require access from the street are sensitively located in a free standing enclosure along the south-west corner to avoid the need for new penetrations and large unsightly louvres to be made in the existing walls.

#### **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. The cranes remain on their original rails, and give an understanding of their prior functional use of the building for employees and visitors. It is noted the cranes may need to be relocated to atriums within the building to ensure head height clearance for the office space on the upper floors can be maintained. The railway maintenance pits in the existing floor are also intended to be 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.

### **5.4.2. Gross Floor Area**

The Design Report prepared by fjmt demonstrates that a maximum GFA of 15,000sqm can be accommodated within the envelope of the existing LES building, with the allowance for a small quantum of external plant located in a free-standing pod to the west of Locomotive Street where it will have the least visual impact. Additional plant is also anticipated to be located 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.

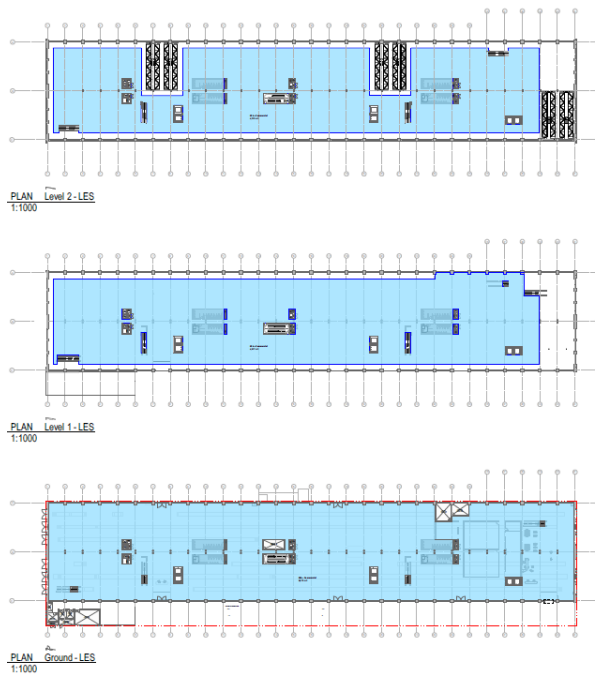
The reference scheme represents a more articulated approach to the potential distribution of GFA within the building (refer to **Figure 15**), whilst including generous voids to create an open entry experience into the building’s lobbies in order to provide clear visual connectivity to the existing heritage fabric and gantry cranes from the ground floor.

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

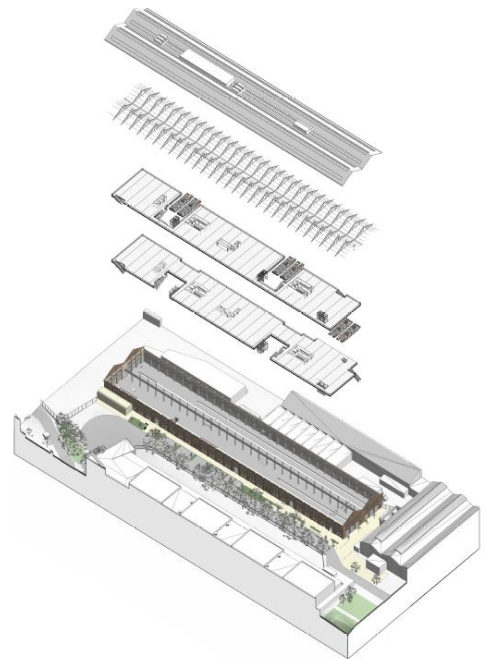
**Table 4 – GFA Breakdown**

Floor Level	Reference Scheme	Maximum GFA
Ground	5,874 sqm	5,873 sqm
Level 1	4,162 sqm	4,817 sqm
Level 2	3,849 sqm	4,310 sqm
	<b>13,885 sqm</b>	<b>15,000 sqm</b>

**Figure 15 GFA Breakdown from reference scheme**



Picture 5 Reference Scheme floor plans



Picture 6 Reference Scheme axonometric

Source: fjmt studio

**5.4.3. Public Domain**

The redevelopment of the LES provides opportunities for enhanced east-west links through the precinct, connecting to active and public transport links, as well as ongoing growth and development for the community in the South Eveleigh Precinct.

The LES reference scheme involves the integration of the new public domain elements into the existing South Eveleigh public open space precincts, illustrated in **Figure 16**. Each of the existing precincts is activated by the

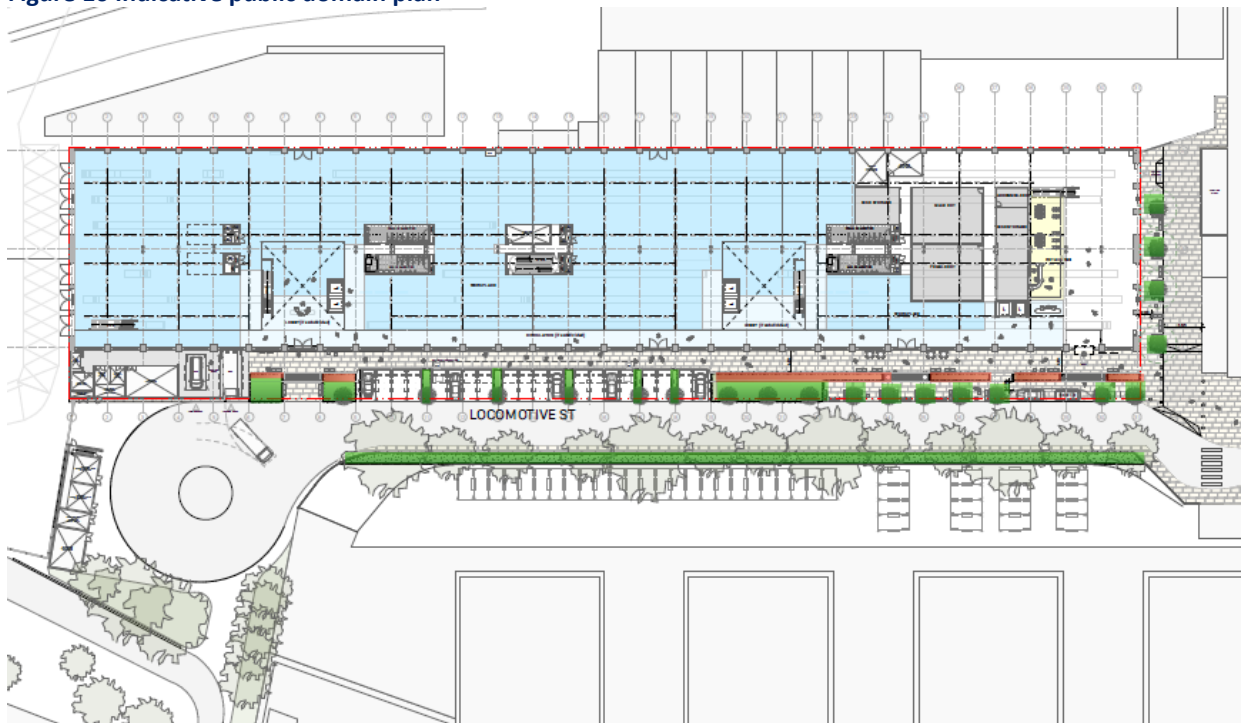
adjacent commercial, retail and dining as part of the existing frontages. The LES proposal seeks to create active frontages with new openings within the existing built form to connect to the rest of the precinct.

The indicative public domain plans incorporated into the Design Report (**Appendix B**) are 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 new commercial and retail spaces 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 South Eveleigh Precinct.

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

**Figure 16 Indicative public domain plan**



Source: fjmt studio

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

The indicative public domain plan also incorporates 20 at-grade car parking spaces within Locomotive Street along the eastern elevation of the LES. These spaces will be sensitively designed to be integrated into the landscaping, while also providing amenity for tenants of the LES, and provide further activation of the street.

## 6. Assessment

### 6.1. Strategic Planning

In accordance with the requirements of the Study Requirements, consistency of the proposed rezoning with the relevant state and local strategic plans, strategies and policies are included in **Table 5** below.

**Table 5 – Strategic Planning Assessment Framework**

Aims Relevant to the Proposal	Strategic Alignment
<b>Greater Sydney Region Plan: A Metropolis of Three Cities</b>	
<p><b>Infrastructure and Collaboration</b></p> <ul style="list-style-type: none"> <li>• <b>Objective 3:</b> Infrastructure adapts to meet future needs</li> <li>• <b>Objective 5:</b> Benefits of growth realised by collaboration of governments, community and business</li> </ul>	<p>The proposal seeks to enhance and optimise the use of the LES which is strategically positioned at one of the most well-connected transport nodes of Sydney. The site is connected at a metropolitan, regional, national and global level, presenting a unique opportunity to support the development of the three cities of Sydney, and also engage in the international technology and innovation industry.</p>
<p><b>Liveability</b></p> <ul style="list-style-type: none"> <li>• <b>Objective 12:</b> Great places that bring people together</li> <li>• <b>Objective 13:</b> Environmental heritage is identified, conserved and enhanced</li> </ul>	<p>The proposal seeks to deliver additional commercial space adjacent to the well-established South Eveleigh Precinct. The location of the LES will support walkability and is also connected by existing and planned public transport infrastructure.</p> <p>The intent of the LES proposal is to support the co-location of technology and innovation companies and continue the growth of the South Eveleigh Precinct. The LES forms part of the State Heritage Listed Eveleigh Railway Workshops. The proposal seeks to retain the building, and adaptively reuse the structure.</p> <p>The Reference Scheme prepared by fjmt studio (refer to <b>Appendix B</b>) applies heritage conservation principles to preserve the heritage value of the building, while also enhancing its functionality.</p> <p>The key heritage conservation objectives which will be applied to the future redevelopment of the LES include:</p> <ul style="list-style-type: none"> <li>• Transform the existing heritage building into an adaptively re-purposed workplace, incorporating primarily commercial use, complemented by an activation/communal space and retail amenity.</li> <li>• Provide a positive contribution to the South Eveleigh precinct through the reactivation of an underutilised asset.</li> </ul>

- Celebrate the heritage significance of the building through interpretative measures that compliment, rather than compete with the interpretative approaches across the rest of South Eveleigh, Redfern Train Station and North Eveleigh.
- Provide an interesting, unique heritage workspace to appeal to a diverse range of tenants, where the authenticity of the history of the site is celebrated and embraced on a daily basis.

With the implementation of these key principles, the LES proposal will create an economic, environmental, and socially sustainable development not only for the building users but also for the local community and key heritage stakeholders.

#### **Productivity**

- **Objective 18:** *Harbour CBD is stronger and more competitive*

The South Eveleigh Precinct is located within the Harbour CBD in the Regional and District Plan. The Harbour CBD includes Central Sydney, which is largely focused on a strong financial service sector and support professional services, all with demand for premium-grade office space.

However, as a global city, Sydney needs to accommodate more diversity of activities, including a robust creative sector, providing entrepreneurial and job opportunities. The Regional and Eastern Plan both acknowledge this vision through the recognition of the Innovation Corridor and Camperdown-Ultimo Collaboration Precinct.

The LES is located within a globally leading precinct including strong market drivers, competitive advantages in lifestyle and branding, excellent public transport connections and a thriving enterprise culture. Additional commercial and retail premises within a thriving innovation precinct will assist in the continued growth and strengthening of the Harbour CBD.

The site is not included within the Greater Sydney Total Zoned Employment Lands Map and is not identified as being industrial or urban services land given its unique zoning and previous usage. The proposal however seeks to zone the land to a Business Park zoning, consistent with the objectives and actives of the Region Plan.

### Sustainability

- **Objective 33:** *A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change*
- **Objective 34:** *Energy and water flows are captured, used and re-used*

### Eastern City District Plan

- **Priority E4:** *Fostering healthy, creative, culturally rich and socially connected communities*
- **Priority E6:** *Creating and renewing great places and local centres, and respecting the District's heritage*
- **Priority E10:** *Delivering integrated land use and transport planning and a 30-minute city*
- **Priority E18:** *Delivering high quality open space*
- **Priority E19:** *Reducing carbon emissions and managing energy, water and waste efficiently*

### Future Transport Strategy 2056

Future Transport 2056 is built on the same vision of the 30-minute city, which it says will be underpinned by an integrated network of cityshaping, city-serving, and centre-servicing corridors.

### Camperdown–Ultimo Place Strategy

- **Priority 3:** *Promote smart technology, drive innovation and connect locally and globally*
- **Priority 7:** *Cultivate an internationally competitive health, education, research and innovation area*

The proposal will result in the intensified use of a strategically located site, which benefits from direct access to a wide range of public transport networks. Mirvac are strongly committed to contributing to a low-carbon city and best practice sustainability measures, as outlined in the ESD Report prepared by Cundall (**Appendix H**) and further outlined in **Section 6.4.4** of this report.

South Eveleigh is home to a diverse network of technology, finance, digital, communication and start-up businesses which are clustered together within a vibrant new precinct. As noted above, the LES proposal will assist in continuing to strengthen the existing innovation precinct within South Eveleigh and will have further benefits including:

- The adaptive re-use of a vacant building which respects the heritage significance of the building.
- Providing additional jobs and services in a highly accessible location.
- Opportunities for high quality connections to existing open space precincts, as noted in the reference scheme prepared by fjmt studio (**Appendix B**).

The project and additional commercial premises within the existing South Eveleigh Precinct aligns with the objectives of Transport 2056 as the proposed planning control amendments seek to optimise the development potential of the site, in a strategically significant location and will contribute to increasing the number of jobs which can be accessed by public transport.

The LES proposal reflects many of the priorities and actions associated with the Eveleigh activity node within the Place Strategy including:

- Presenting opportunities for new collaborations and synergies within an existing innovation



- **Priority 8:** Support the role and function of employment lands
- **Priority 11:** Demonstrate leadership that is place-first, cohesive and collaborative

- cluster associated with the Australian Technology Park.
- Reinforcing the strengths and local identity of the Eveleigh activity node as an innovation hub.
- Providing opportunities to retain existing and attract new businesses and industries to South Eveleigh, including cultural and creative industries and artists
- Supporting convergence, attracts tech start-ups, encourages research and innovation clusters, and supports scaleups to reach commercial aspirations
- Improving the destination experience and grows the Collaboration Area's global economic prosperity

Given Mirvac's role in the redevelopment of the South Eveleigh Precinct, they have a clear understanding of the possible outcomes for the site and growth of the innovation sector.

#### Sustainable Sydney 2030

- **Direction 1:** A globally competitive and innovative city.
- **Direction 3:** Integrated transport for a connected city.
- **Direction 4:** A city for walking and cycling
- **Direction 7:** A cultural and creative city

The 2030 Strategy identifies the importance of the Technology and Innovation industry in the ongoing growth of Sydney, and specifically the need to provide a tech ecosystem which will house the industry and support the growth of startups. This proposal will support the achievement of several targets and strategic directions of the strategy, including:

- ESD measures to assist in achieving a net zero emissions city.
- Promoting sustainable travel by promoting jobs in a highly accessible and connected location.
- The adaptive reuse of the former LES will increase public access to the historic building and heritage interpretation of the cultural heritage of the South Eveleigh Precinct.

#### City Plan 2036 Local Strategic Planning Statement

- **Priority 1:** Movement for walkable neighbourhoods and a connected city
- **Priority 2:** Align development and growth with supporting infrastructure
- **Priority 4:** A creative and socially connected city
- **Priority 5:** Creating great places

One of the key actions on the LSPS is to ensure delivery of sufficient and appropriate commercial, business, office and retail floor space is provided in current and future NSW government projects including South Eveleigh.

The LES proposal reflects this action and results in a development which:

- **Priority 8:** *Developing innovative and diverse business clusters in the city fringe*
- **Priority 11:** *Creating better buildings and places to reduce emissions and waste, and use water efficiently*

- Provides employment generated uses in a highly accessible site.
- Provides an extension of an identified innovation precinct in the city fringe on government owned land.
- Has considered design principles which achieve high quality outcomes for employees and visitors as well as sustainable measures during construction and operation.

#### Sydney Innovation and Technology Precinct Panel Report

- *Creation of 25,000 additional innovation jobs*
- *A vibrant and connected place to spark ideas for the future*
- *A place to develop, attract and retain globally competitive talent*

A successful innovation precinct will require sufficient scale to have an internationally recognised identity, and diversity of companies to attract talent. The LES proposal provides a logical extension of existing South Eveleigh Precinct and will assist in meeting job targets for Tech Central. Mirvac’s leadership within this precinct will help establish, shape and drive the Precinct and curate and active the precinct in a manner cohesive with the technology, innovation and creative sectors.

#### Tech Central Place-based Transport Strategy

##### Connectivity

- **Objective 1:** *The Camperdown, Eveleigh and Haymarket nodes of Tech Central are integrated through easy and direct transport connections*
- **Objective 4:** *An increased number of workers, students and visitors can travel to Tech Central by walking, cycling and public transport within 30 minute*

As noted above, the site is highly accessible to active and public transport options including Redfern, Macdonaldtown and Erskineville train stations, buses available from Henderson Street, the future Waterloo Metro Station and an extensive bicycle and pedestrian network.

##### Sustainability

- **Objective 1:** *Mode shift towards public transport, walking and cycling away from private vehicles*

##### Productivity

- **Objective 3:** *Public spaces and streets are managed to support flexible uses by businesses and the community*

The proposal involves the integration of the new public domain elements into the existing South Eveleigh public open space precincts. Details of the proposed public domain works to extend Locomotive Street and encourage activation within the precinct is outlined in **Section 5.4.3**.

##### Liveability

- **Objective 3:** *Public spaces and streets are managed to support flexible uses by businesses and the community*

- **Objective 4:** *High-quality and well-maintained green and blue spaces are accessible to everyone by walking, cycling or public transport*
- **Objective 8:** *People can access their daily needs within an easy walk*
- **Objective 10:** *Multi-use places and networks are flexible and resilient to social, economic and climate-related disruptions, including capitalising on new technologies*

## 6.2. State and Regional Significance

Schedule 2 of the Planning Systems SEPP recognises the ‘Redfern-Waterloo Sites’ as a State Significant Site. Appendix 3 of the Precincts SEPP also identifies the ‘Redfern–Waterloo Authority Sites’ as a State Significant Precinct. The site is also identified within a range of key areas for urban renewal including the Economic Corridor, Camperdown-Eveleigh Collaboration Area and Tech Central.

Development within the Redfern-Waterloo site including the LES proposal will support innovation, collaboration and jobs for the future as part of the NSW government’s commitment to facilitate a technology hub at Tech Central. Stretching from Central Station to Camperdown, Tech Central will house start-ups, scale-ups and innovation ecosystem partners in 250,000sqm of office space net lettable floor space for technology companies. Tech Central will also create great public spaces improving walking and cycling connections as part of urban renewal projects in the Precinct.

In addition, the LES is part of the Eveleigh Railway Workshops (ERW) complex included on the State Heritage Register which identifies the ERW as a site of national cultural significance and the largest intact, high quality workshop from the steam era in Australia.

The proposed rezoning is considered of State and Regional Significance as it will achieve key governmental economic and policy objectives including:

- The need for a Technology and Innovation Precinct has been identified and strongly supported at all levels of government.
- The proposal achieves the critical strategic objectives of policy including the Greater Sydney Region Plan, Eastern City District Plan, City of Sydney Economic Development Plan and City Plan 2036.
- The proposal provides a logical connection to the South Eveleigh Precinct, as is currently the most prominent single purpose structure surviving on the South Eveleigh site that has not yet been adaptively reused.
- The proposal will facilitate the delivery of the adaptive re-use of the LES, to provide additional commercial space within the Central to Eveleigh Technology and Innovation Precinct. The building will accommodate mix of uses, including commercial office and retail premises, and will support the establishment of a technology ecosystem in Sydney.
- The creation of an innovation precinct can deliver significant advantages to the economy by bringing together innovation-based companies in a single location where they can be efficiently serviced by necessary spaces and infrastructure.
- The proposal is essential to improve Sydney (and Australia’s) global competitiveness. Benchmarking of Australian cities against global comparators reveals crucial areas where Australian cities are behind their other global cities.

- The proposal facilitates the achievement of a 30-minute city by providing jobs in the best-connected location in Sydney given the Site's direct connection to train, bus, light rail, and a future metro.

## 6.3. Key Development Standards

### 6.3.1. Land Use

As noted in **Section 5.2.1**, the proposal seeks to amend the Precincts SEPP to amend the current zoning of the LES from '*Special Purpose Zone – Infrastructure*' to '*Business Zone—Business Park*'. The proposed zoning aligns with the existing zoning for the adjacent Locomotive Sheds to the west. Overall, the proposed zoning aims to provide a built form outcome which reflects the objectives of the South Eveleigh Precinct and the proposed zoning, specifically:

- Encouraging employment generating activities that provide for a wide range of business, technology, educational and entertainment facilities in the zone,
- Supporting development that is related or ancillary to business, technology or education,
- Supporting development for retail uses that primarily serve the needs of the working population in the zone and the local community,
- Ensuring the vitality and safety of the community and public domain,
- Providing a built form outcome which achieves design excellence, and
- Promoting landscaped areas with strong visual and aesthetic values to enhance the amenity of the area.

The objective of the amended zoning 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 in a highly connected and accessible location.

A utilities review has been carried out by Integrated Group Services as part of the Engineering Services Desktop Due Diligence Report (**Appendix L**) in consultation with the relevant local authorities to identify the existing utilities at the site and requirements associated with the zoning and indicative scheme. Based on the findings of the Utilities Report, the site is highly accessible to existing services including:

- **Electrical:** New underground conduits will be required to reticulate HV feeders from Ausgrid HV network.
- **Gas:** There are no major existing gas services within the site that will need to be decommissioned and/or diverted. The gas mains in the vicinity of the site will be suitable and adequate to service the site.
- **Telecommunications:** Multiple existing and proposed conduits, pits and manholes are located within the vicinity of the site. The telecommunications services identified are expected to have the capacity to service the future needs of the proposed development.
- **Water mains:** There are no major water services within the site that will need to be decommissioned and/or diverted. There is an existing 200mm water main adjacent to the southern boundary within Locomotive St that will be suitable for connection subject to Sydney Water approval through the standard Section 73 process following the DA process.
- **Sewerage:** Multiple connection points are located within the site which connect to the adjacent sewer mains. A 225mm gravity sewer main adjacent to the eastern and southern boundary will be suitable for the development subject to Sydney Water approval through the standard Section 73 process following the DA process. The quality of the existing sewer mains are not known at this stage however there are multiple options to use on this site if any of the quality of the mains are deemed unsuitable.

Overall, the existing services within the site and adjacent to the site do not impede the ability to rezone the land to '*Business Zone—Business Park*'.

### **6.3.2. Height**

The proposed maximum building height of the LES is generally consistent with the existing height of the building. To allow adequate servicing of the building for commercial purposes, it is recommended that an additional provision is incorporated within the Precincts SEPP to allow mechanical plant to be placed on the roof outside of the height control. Consideration of the visual and heritage impacts of rooftop mechanical height has been considered with a provision recommended that any additional height required must be assessed in terms of both visual and heritage impacts.

### **6.3.3. Gross Floor Area**

The proposal seeks to provide a maximum GFA for the site to reflect the development potential of the site. The reference scheme used to develop the GFA target by fjmt studio (**Appendix B**) has been carefully prepared with consideration of key design principles outlined in **Section 5.4.1** of this report. The proposed GFA provides sufficient floorspace to provide three storeys of commercial space and ancillary services while still allowing for the protection of heritage fabric on site. Overall, the maximum GFA allows flexibility in the design moving forward to respond to a number of considerations:

- Service and mechanical plant requirement – which may potentially change or increase during detailed design development.
- Heritage considerations – the final design may consider further preservation of existing elements in situ than currently anticipated by the reference scheme.
- Feasibility – the proposal does not include significant built form external to the building. As such, to meet minimum net lettable area requirements to support the commercial feasibility of the significant upgrade works, the internal works are proposed to be highly efficient within the constraints of the existing fabric.
- Design excellence process – the design excellence process anticipated during the preparation of the any future development application may require amendments to the overall design.

### **6.3.4. Design Excellence**

A Design Excellence Strategy has been prepared to support the State-led rezoning application (refer **Appendix C**). As such, while no amendments are required to be made to the design excellence provisions within the Precincts SEPP to facilitate the adaptive reuse of the LES building, DPE may apply a site-specific clause that references the Design Excellence Strategy submitted with this State-led rezoning application. This Strategy requires future development applications address the following six principles:

- Design objectives that guide the future development on the site.
- Incorporation of Connecting with Country requirements, including ongoing engagement with appropriate Aboriginal stakeholders throughout the project.
- Prioritisation of heritage conservation and interpretation through the development of the site, including celebrating the site's diverse history.
- Establishment of a robust process to select the Design Team for the site, ensuring appropriate experience in designing and delivering design excellence, and encouraging design diversity and visual interest across the precinct.

- Design review with the NSW Government Architect and other relevant stakeholders during the preparation of detailed development applications.
- Ensure design integrity is maintained throughout the design process.

The future SSDA will be required to be prepared in accordance with Secretary's Environmental Assessment Requirements (**SEARs**) issued for the development. It is anticipated that the above principles for design excellence for the site will be reflected in the SEARs to be issued for the development.

## 6.4. Environmental Impact

### 6.4.1. Aboriginal Cultural Heritage and Archaeology

An Aboriginal Cultural Heritage Study and Statement of Impact (**ACHS**) has been prepared for the LES proposal by Curio Projects (**Appendix D**). The ACHS identifies that the coastal Gadigal people, occupied central and eastern Sydney area prior to European arrival.

Numerous archaeological assessments and Aboriginal archaeological excavations in Sydney CBD and Redfern have demonstrated the potential for Aboriginal archaeological deposits to remain in situ, within the natural landscape and disturbed or developed areas, dependent of the level of historical disturbance that the area has been subject to. As shown by previous archaeological investigations, the most likely Aboriginal archaeological sites within the area are Potential Archaeological Deposits (**PADs**) and subsurface artefact assemblages.

A visual inspection of an Artefact and Shell site (AHIMS Site 47-6-2597) located 450 metres east of the study area was undertaken in December 2020 with project Registered Aboriginal Parties (RAPs) for the Redfern Station Upgrade project. During the inspection, it was concluded that no evidence remains of the exposed midden and that the archaeological significance of the site is no longer valid. It was highly stressed that this does not discount the possibility of Aboriginal archaeological sites in the area and the RAPs on the project stated the high cultural significance of the area.

Overall, the study area does not contain any sites listed on the AHIMS register and is considered to have a low to moderate potential for intact Aboriginal archaeological deposits to be present in a subsurface capacity, as well as in disturbed contexts within upper disturbed soil profile. Further archaeological assessments will be undertaken as part of future development applications for the site. On this basis, there are no archaeological issues which would prevent future development of the site in accordance with the proposed planning control amendments subject to further geotechnical investigations.

If geotechnical results identify any remnant soil landforms, a program of Aboriginal archaeological test excavations should be undertaken at the study area prior to any ground disturbing works to determine whether subsurface Aboriginal archaeological deposits are present. Specifically:

- An archaeological test excavation methodology and archaeological research design (ARD) document should be prepared in accordance with the Code of Practice, establishing the research framework and methodological approach to guide the test excavation.
- If archaeological testing cannot be undertaken under the Code of Practice (i.e. likelihood of contact archaeology, logistics and/or historic excavations), an AHIP to test may be required prior to any test excavation being undertaken. This will be determined via consultation with the Aboriginal community, geotechnical testing and analysis of archaeological and landform context.
- Any Aboriginal archaeological test excavation undertaken at the study area should work in collaboration with, or in acknowledgement of, any required historical archaeological investigation, should it be required (subject to the recommendations of a separate report).

Continuing consultation with the identified RAPs should be undertaken throughout the project and continued during future planning for development within the LES study area.

#### 6.4.2. Non-Aboriginal Heritage

A Statement of Heritage Impact has been prepared for the LES proposal by Curio Projects (**Appendix E**). The land that makes up the Eveleigh Locomotive Workshops was originally part of a 62-acre grant given to James Chisholm in 1835. In 1855 the Chisholm estate was bisected into two parts by the construction of the western rail line running from Sydney to Parramatta and was eventually selected to be the site for the ERW in 1875.

The LES as well as the wider context of the former ERW, now known as South Eveleigh, reflects the development of locomotive construction, technology, overhaul and maintenance in NSW during the 19th and 20th centuries and in the instance of the LES, continuing maintenance into the 21st century.

The LES is a large-scale, prominent building within the former EWR site built in 1899. The building provided a pivotal role in the maintenance, and erection of steam locomotives at the ERW for over 70 years and was used for storing and repair of locomotives. The building is an important element evident within significant view lines from Locomotive Street and the overall South Eveleigh precinct, and remains prominent in the landscape in views from North Eveleigh and the railway line that separates North and South Eveleigh.

The LES is the most prominent single purpose structure surviving on the South Eveleigh site that has not yet been adaptively reused. It provides a unique opportunity to interpret how the building functioned and operated, and its integral role in the entire Eveleigh Railway Workshop. Based on the heritage significance of the site, the following recommendations have been considered in the preparation of the proposed development standards for the site:

- The LES proposal intends to adaptively re-use the existing Large Erecting Shop building with minimal impacts on the original fabric. The final proposed scheme should be recessive, deferential, and respectful to the original fabric, form, and industrial character of the LES.
- External additions to the subject site are to be avoided where possible. Where necessary (e.g. plant and equipment annexe), their design, final location and facade treatment is to be further developed in consultation with an experienced and qualified heritage specialist to minimise impacts where possible. The proposed development standards have allowed for flexibility in GFA to ensure that plant required can be managed on site without impact on heritage fabric.
- Any design strategies proposed for the treatment of the remnant rail tracks, in ground pits, overhead gantry cranes, and other original elements within the site is to require further heritage input during design development. The current reference scheme aims to incorporate these items to allow visitors to appreciate the original use of the site.
- Any future heritage impact assessments (subsequent and additional to the existing Heritage Impact Statement prepared by Curio) are to specifically respond to and assess the impacts of the detailed design, once developed.

The overarching Conservation Management Plan (**CMP**) for the Eveleigh Railway Workshops prepared initially by OCP Architects and updated in 2022 by Curio Projects guides the conservation management of the wider precinct. This precinct-wide CMP is addressed within the Heritage Impact Statement prepared by Curio at **Appendix E**.

The site-specific CMP relevant to the proposed rezoning of the LES site is the 'draft South Eveleigh Precinct Conservation Management Plan' being prepared by Curio Projects for the whole of the South Eveleigh Precinct. Once completed, this CMP will include reference to the LES site in addition to the wider precinct, and will be submitted with a future SSDA for the adaptive reuse of and alterations to the LES building.

Overall, the current reference scheme has been designed to respond to these recommendations by seeking to adaptively reuse the LES building in a sympathetic, reversible, and sensitive manner that ensures the original use of the building continues to be understood and communicated to audiences through retention of as much of a



building's original fabric and internal layout as possible, supported by complementary heritage interpretation initiatives where appropriate.

#### **6.4.3. Non-Aboriginal Archaeology**

The Non-Aboriginal Heritage Study prepared for the LES proposal by Curio Projects (**Appendix F**) also outlined the potential for non-heritage archaeology on site. It is noted that the LES building has high potential for sub-surface historical 'works' including sub-floor inspection pits, machinery, and rail tracks. Additional potential archaeological deposits located across the study area include artefacts, footings, and deposits associated with former structures and ground services on site. In situ features associated with the function of the site, such as railway tracks, turntables, kerbstones, and other related rail infrastructure that exists below-ground in association with the former railway uses of the site have the potential to be present within the LES study area.

Based on the results from previous historical archaeological excavations around the wider Eveleigh Precinct, the LES study area is assessed as having a moderate to high potential for historical archaeological deposits. Further archaeological assessments will be undertaken as part of future development applications for the site. On this basis, there are no archaeological issues which would prevent future development of the site in accordance with the proposed planning control amendments, subject to the following management strategies:

- Targeted archaeological excavation in the key areas identified as having archaeological potential prior to the commencement of construction works and during site works.
- Archaeological monitoring in areas with nil to low archaeological potential.
- Managed archaeological recording and removal of sub-surface features.
- Archival Recording in areas with nil to low archaeological potential (if any archaeology is uncovered during monitoring).
- Development and incorporation of an Unexpected Finds Protocol into a Construction Management Plan (or similar management document).
- Heritage Interpretation of Historical Relics and works.

#### **6.4.4. Environmentally Sustainable Development**

An Environmental Sustainability Planning Study has been prepared by Cundall (**Appendix H**) to outline opportunities for sustainable design for the future LES redevelopment. Mirvac has committed to implementing the following sustainability measures during operation of the LES proposal:

- Carbon neutral in operation
- NABERS 5.5 Star Energy
- NABERS 4.5 Star Water (~30% less than a typical office building)
- 5 Star Green Star Buildings (New tool released by GBCA in 2021)

Additional ESD measures will be further developed through the detailed design stages:

- Minimising energy and water consumption and greenhouse gas emissions
- Providing sustainable transport facilities
- Water efficiency including rainwater reuse WC, irrigation and potential export
- Dual piping to enable future connection to recycled water

- Low toxic materials to be used in construction and fitout
- Healthy indoor environment for staff and occupants.
- NCC 2019 or 2022 Compliance (dependent on construction certification application)

Overall, the proposal reflects the strategic intent for TechCentral and South Eveleigh to embed environmental sustainability into design elements.

### 6.4.5. Traffic and Parking

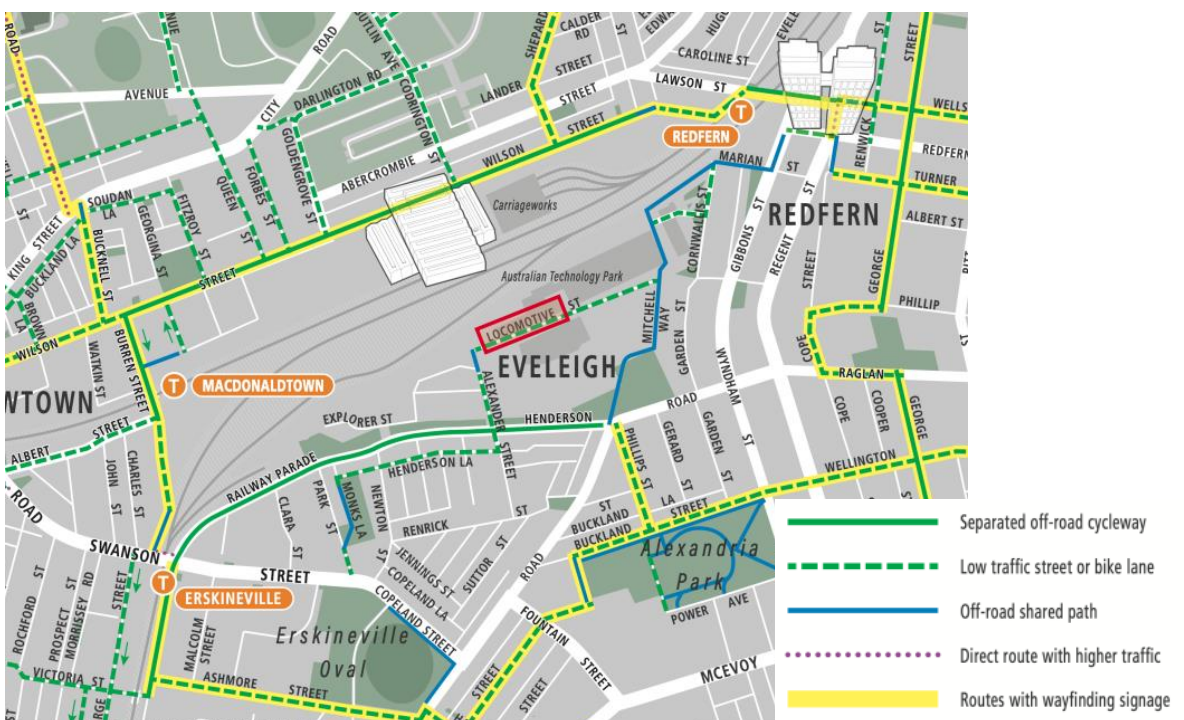
A Traffic Impact Assessment has been prepared by PTC (**Appendix K**) to assess the current and future transport network for the site.

The LES is located within the South Eveleigh Precinct which is currently serviced by three train stations (Redfern, Macdonaldtown and Erskineville) within a 10 minute walking catchment. As well as frequent train services, the site is also well serviced by numerous bus services with a bus interchange located on Henderson Street within a 5 minute walking catchment. The future Sydney Metro Station at Waterloo will also provide high connectivity to the LES site and significantly impact the existing road network around the site and potential growth centres such as the South Eveleigh Precinct.

The site is adequately serviced by the surrounding bicycle network, providing access to the surrounding suburbs and Redfern Train Station (refer to **Figure 17**). Based on the review of the cycling infrastructure undertaken by PTC, the site is considered to be serviced by the nearby cycleways. In terms of pedestrian infrastructure, the immediate vicinity of the site is served by footpaths providing access from surrounding areas.

The reference scheme provides connection to existing pedestrian links including Locomotive Street which is considered 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 additional incentives to building users to commute via bicycle or on foot from nearby railway stations and beyond.

**Figure 17 Cycle Network with site outlined in red**



Source: City of Sydney Council

Overall, the proposed rezoning will encourage employment generating activities within a highly accessible site and encourage the use of active and public transport options.

As noted previously in **Section 4.2.2**, development consent may not be granted for the purpose of car parks in the South Eveleigh Precinct on land within the '*Business Zone—Business Park*' unless the consent authority is satisfied that the number of car parking spaces in that zone will not, as a result of the granting of consent, exceed 1,600 car spaces. The reference scheme prepared by fjmt studio, has incorporated an additional 20 on street car spaces on Locomotive Street. A breakdown of approved and proposed parking is provided in Table 6 below which confirms that the reference scheme would not result in an exceedance of the relevant controls for parking for the site. Trip generation associated with the additional car parks on site are considered insignificant and will have minimal impact on the surrounding road network.

**Table 6 – Car Parking within the South Eveleigh Precinct**

Building/Location	Car space allocation
Channel 7 Building staff parking	363
Channel 7 Building visitor parking	339
Building 1	205
Building 2	500
Biomedical Building staff parking	33
Locomotive Workshop	4
Nicta Building	66
National Innovation Centre	4
International Business Centre	17
Approved on-street spaces	33
Proposed on-street spaces (LES site)	20
<b>TOTAL</b>	<b>1,584</b>

It is also noted that while the Sydney LEP does not apply to the site, if the relevant car parking provisions for commercial premises were to be applied to the site, the proposal and associated reference scheme would not exceed the Sydney LEP parking requirements for the site. As such, it is considered that the parking space provision has been minimised on site, while also providing an accessible travel option for those who may rely on or require private vehicle transport to the site.

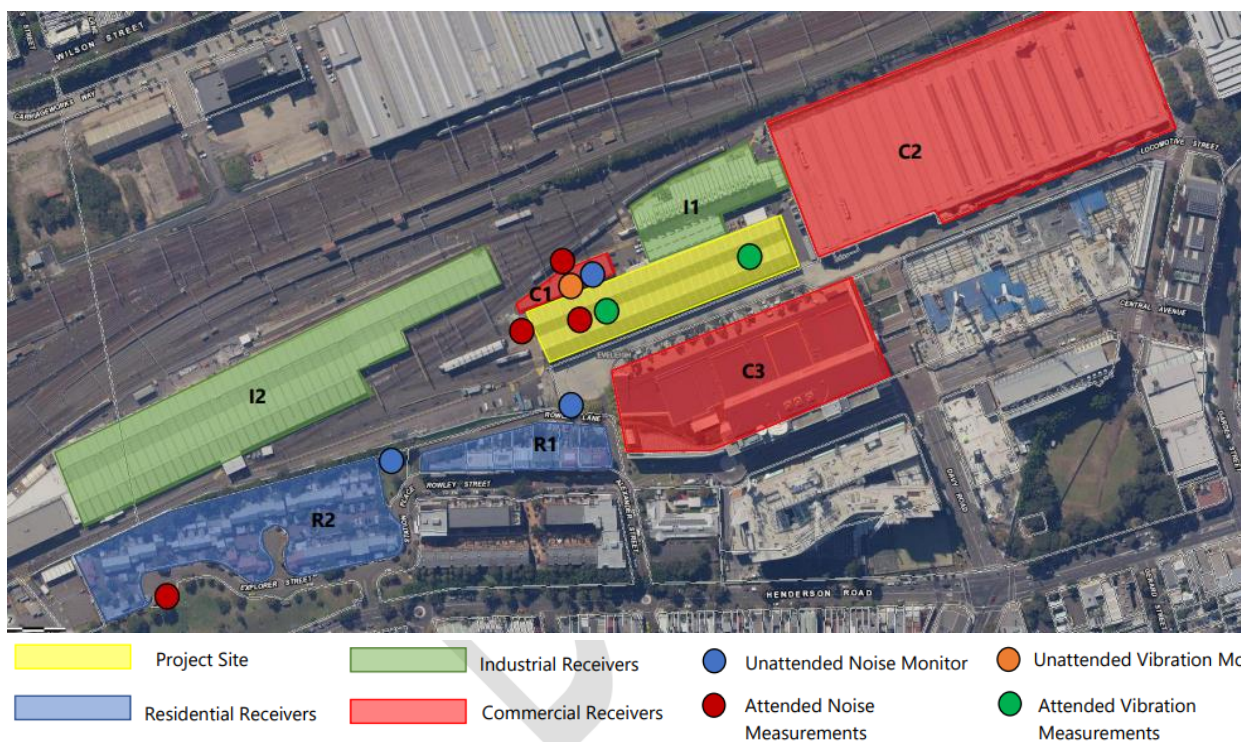
### 6.4.6. Noise and Vibration

A Noise and Vibration Impact Assessment has been prepared by Acoustic Logic (**Appendix I**) to evaluate the existing noise and vibration constraints on site and assess the likely noise and vibration impacts associated with the proposed rezoning.

The nearest noise sensitive receivers have been identified in **Figure 18** below which include:

- R1: Residential Receiver 1 – multi storey residential dwellings (1-47 Rowley Street, Eveleigh)
- R2: Residential Receiver 2 – multi storey residential dwellings (1-12 Aurora Place, Eveleigh; 1-30 Explorer Street, Eveleigh and 1-4 Station Street, Eveleigh)
- C1: Commercial Receiver 1 – multi storey commercial block within the South Eveleigh Precinct
- C2: Commercial Receiver 2 – multi storey commercial block within the South Eveleigh Precinct
- C3: Commercial Receiver 3 – multi storey commercial block across Locomotive Street (6-8 Central Avenue, Eveleigh)
- I1: Industrial Receiver 1 – Single storey industrial development within the South Eveleigh Precinct
- I2: Industrial Receiver 2 – Single storey industrial development within the South Eveleigh Precinct

**Figure 18 Surrounding Noise Receivers**



Source: Acoustic Logic

Unattended noise monitoring was undertaken between Tuesday 10 May 2022 to Monday 23 May 2022 and attended noise measurements conducted on Tuesday 10 May 2022 and Friday 13 May 2022. Key findings of the analysis undertaken by Acoustic Logic were:

- The relevant provisions of the LEP and DCP do not provide any quantitative requirements for mitigating rail intrusion into commercial buildings. As noted in **Section 4.2.4**, consideration of noise intrusion associated with the proposed use of the LES is also not required under the Transport and Infrastructure SEPP. As such, no further consideration of noise intrusion on the potential use of the site is required from statutory perspective.

- In accordance with the EPA guideline “Assessing Vibration: A Technical Guideline”, the measured vibration levels within the LES building from the existing operation of rail infrastructure surrounding the site are below the ‘preferred value’ for human comfort, and as such the site is suitable for commercial uses.
- Detailed plan selection and location has not been finalised. The reference scheme does identify the intention for some plant elements to be located on the roof. Based on the indicative plant for the site and distance from surrounding noise receivers, mechanical plant is capable of complying with the relevant noise emission requirements for the site.
- To ensure construction noise does not result in unreasonable impacts on surrounding residential noise receivers and other sensitive land uses, all future construction works should not exceed 75db(AL)Leq when measured from nearby residences and 70db(AL)Leq when measured from nearby commercial premises.

In summary, potential noise from the surrounding rail infrastructure will not impede future development of the site for a commercial building and any noise associated with the construction and operation of the commercial premises can be managed without impacting surrounding noise receivers.

#### **6.4.7. Flooding**

The LES is identified as potentially flood prone land based on the Alexandra Canal Catchment Wide Flood Study Update (2018). A Site Flood Study has been prepared by Cardno and is enclosed in **Appendix N**.

Based on the findings of the flood study, the 5% AEP and 1% AEP flood hazard is classified as ‘Category H1’ which is generally safe for vehicles, people and buildings. The Probable Maximum Flood (PMF) above the 1% AEP flood depth is generally less than 0.1 m with a maximum depth of 0.3 m. It is noted that there are some isolated pockets of ‘Category H2’ flood hazard along Locomotive Street at the eastern end of the LES site, which is unsafe for small vehicles, however these areas are limited.

While external works will be required including changes to existing car parking spaces on Locomotive Street, given the current shallow overland flow paths around the LES, it is expected that any impacts will be minor and will be confined within the property or in the public domain. As such, any flooding associated with the proposed use of the site will not adversely impact on other developments, properties or infrastructure.

Given the LES is an existing building which is generally flush to the existing ground level to the east of the site, it does not provide a freeboard above the 1% AEP. This is relevant only for the eastern portion of the LES, with adequate protection provided elsewhere in the building. It is noted that given the shallow waters anticipated (< 0.2 m deep), a 0.3 m high flood barrier would protect these entries in the eastern portion of the building in the 1% AEP event, and up to and including the PMF.

For the floor level to achieve compliance with the relevant flood levels, it is anticipated that the final design may therefore need to incorporate some flood barriers to exclude flood waters entering the LES, should building entries remain proposed on the eastern portion of the building. This recommendation to mitigate shallow overland flow is a standard mitigation method and will be investigated further in the detailed design as part of a future SSDA should building entries remain proposed in the eastern portion of the building. Overall, the flood risks associated with the site can be managed through the construction and operation of the commercial premises.

#### **6.4.8. Safety and Security**

Given the close proximity to operational Sydney Trains land, consideration in the planning controls and reference scheme has considered the safety of both Sydney Trains and LES staff and visitors. The Sydney Trains land will remain inaccessible, though the development will provide greater activation at the western edge of the South Eveleigh Precinct.

#### **6.4.9. Public Art**

The LES site is surrounded by a wide variety of public art. The South Eveleigh precinct, which includes the LES building, is home to a diverse collection of public art which respond to the multi-layered history of the workshops and surrounding area. The neighbouring Redfern and Darlington areas also contain a vibrant mix of public art, including sculptures designed for children's play, large scale murals, light installations and a variety of street art.

A Public Art Strategy has been prepared by Curio and FCAD (**Appendix J**) to ensure that any public art associated with the LES proposal responds to the site, and respects the context and influences that have shaped the site and the surrounding area. The Public Art Strategy has been developed with consideration of the City of Sydney Public Art Strategy Principles, Transport for NSW Creativity Guidelines, and the Create in NSW Art and Cultural Policy Framework.

A detailed Public Art Plan including interpretive public art concepts including their form, dimension, materiality and exact location, as well include artist statement on their work will be submitted with the Stage 2 DA for the site.

## 7. Conclusion

The proposed alteration and adaptive re-use of the LES and its integration into the broader South Eveleigh campus ecosystem will help strengthen the asset cluster and fulfil the ambitions of the strategic plans established by the GSC and the Sydney Innovation and Technology Precinct.

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 intended outcome of this proposal is to expand the existing innovation precinct within the South Eveleigh Precinct, which will have significant economic, social and environmental benefits for the state of NSW, and for Sydney as a global city.

The proposal has been informed by a range of technical studies and analysis, which have examined both the strategic and site-specific merits of the proposal. In summary, the proposal:

- Aligns with National, State and Local policy directions by providing a range of positive economic, social and environment impacts associated with a competitive innovation cluster within the Eastern District.
- Prioritises high quality commercial office and retail land uses which are consistent with the strategic vision of the South Eveleigh Precinct and provides additional commercial and retail space in a highly connected and currently underutilised portion of the South Eveleigh Precinct.
- Will deliver a number of public benefits including employment generation which will have a positive effect on the surrounding precinct, initiatives to encourage sustainable workplace design in line with Mirvac's values, and significant investment in the public domain and ground plane.
- Facilitates a sensitively designed and well considered adaptive re-use of the Large Erecting Shop. The proposal has been accompanied by a suite of heritage documentation which supports the amended planning controls for the site. Ongoing engagement with the Office of Environment and Heritage will occur throughout the process, to ensure that the proposal is consistent with the best practice heritage conservation principles.
- Will deliver an outcome that achieves Design Excellence to ensure that the highest level of design is provided in response to unique constraints and opportunities associated with the site.

## 8. Next Steps

### 8.1 Minister’s consideration

Following exhibition of the draft SEPP amendment, the NSW Department of Planning and Environment will consider all relevant planning matters as part of its assessment. Once finalised, a recommendation on the proposal will be forwarded to the Minister for Planning and Public Spaces for decision.

Following any approval by the Minister, amendments would need to be made to the *State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021*.

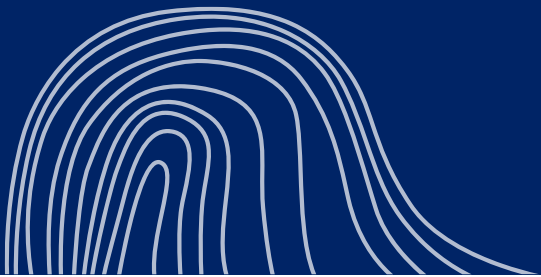
Any approval and publication of the new planning controls would enable lodgement of a future Development Application under the new controls with the Department of Planning and Environment, with any applications to be determined by the Minister for Planning or the Independent Planning Commission.

### 8.2 Key Actions

The following table provides an overview of the next key actions that will be undertaken to finalise the proposed plan:

Action	Comments
<b>1. Community Consultation</b>	A consultation period of a minimum of 30 days will enable the community and any stakeholders the opportunity to provide feedback to the Department regarding the proposed planning controls for the LES site .
<b>2. Review of Submissions</b>	Following community consultation, the Department will review and consider any submissions received during that time.
<b>3. Review of finalised plan</b>	Following review of submissions, the proposal may be amended where required in response to submissions received during community consultation. The Department may request that further information from Transport for NSW at this time to assist with their ongoing assessment of the proposal.
<b>4. Recommendation to Minister</b>	Following completion of their assessment, the Department will make a recommendation to the Minister for Planning.
<b>5. Adoption of proposed plan</b>	If the Minister for Planning approves the finalised proposal, the draft SEPP amendment will be adopted and gazetted.





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