

Transport for NSW

Redfern North Eveleigh Renewal Project

Paint Shop Sub-Precinct

State Significant Precinct Study - Planning Report



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Contents

Executive summary	6
Background.....	6
Proposed amendments to the planning framework.....	7
Infrastructure funding and delivery	8
Surrender of the Redfern North Eveleigh Concept Plan Approval (Part 3A)	8
Next Steps	9
1.0 Introduction	10
1.1 State Significant Precincts	10
1.2 Scope and purpose of this SSP Study	11
1.2.1 The study requirements	11
1.3 Tech Central District	14
1.4 The renewal vision of Redfern North Eveleigh Precinct.....	15
1.5 Project governance.....	15
2.0 The Paint Shop Sub-Precinct	16
2.1 Redfern North Eveleigh State Significant Precinct	16
2.1.1 The Paint Shop Sub-Precinct.....	17
2.2 Strategic planning.....	19
2.2.1 Contributing to Tech Central District	19
2.2.2 Reinforcing the City Fringe and the Innovation Corridor.....	20
2.2.3 Creating great places	20
2.2.4 Opening the doors to the Eveleigh Railway Workshops	21
2.2.5 The case for change	21
2.3 Changing Context and Circumstances	22
2.4 Statutory planning.....	22
2.4.1 2008 Part 3A Concept Plan.....	22
2.4.2 SEPP (Precincts - Eastern Harbour City) 2021	23
2.4.3 SEPP (Planning Systems) 2021	27
2.4.4 SEPP No 65 - Design Quality of Residential Apartment Development 2015	27
2.5 Contributions framework.....	27
2.5.1 Redfern-Waterloo Authority Contributions Plans	27
3.0 Community and stakeholder engagement.....	29
3.1 Communications and engagement strategy.....	29
3.2 Aboriginal engagement.....	30
4.0 The Strategic Vision and Principles	32
4.1 The Redfern North Eveleigh Strategic Vision.....	32
4.2 Redfern North Eveleigh Renewal Principles	32
5.0 The proposal.....	36
5.1 The Urban Design Framework	36
5.1.1 Public domain.....	39
5.1.2 Land use.....	42
5.1.3 Built form	43
5.1.4 Staging strategy	44
5.2 The proposed planning framework	47
5.2.1 Amendments to the Sydney LEP 2012	47
5.2.2 State Environmental Planning Policy (Planning Systems) 2021.....	53
5.2.3 Relationship to the North Eveleigh Concept Plan Approval (Part 3A) ..	53
5.2.4 Redfern North Eveleigh Design Guide.....	54
5.3 State, regional and local infrastructure.....	55

5.3.1	Local infrastructure schedule	55
5.3.2	State and regional infrastructure	56
5.3.3	Mechanisms for delivery	57
6.0	Strategic justification	59
6.1	Assessment against relevant State and local strategic plans, strategies and policies	59
6.2	Consistency with the draft Redfern North Eveleigh Strategic Vision.....	63
7.0	Assessment of key planning matters	65
7.1	Connecting with Country	65
7.2	Urban Design.....	67
7.2.1	Land use strategy.....	67
7.2.2	Built form	68
7.2.3	Daylight and solar access	73
7.2.4	Building separation.....	73
7.2.5	Natural ventilation	74
7.2.6	Communal open space	74
7.2.7	Design excellence	75
7.3	Public Domain.....	75
7.3.1	Publicly accessible open space	76
7.4	Planning.....	81
7.4.1	State and regional significance	81
7.4.2	Site suitability	81
7.4.3	Implications of proposed land uses.....	83
7.4.4	Affordable rental housing initiatives	84
7.5	Amenity.....	84
7.5.1	Wind impacts.....	85
7.5.2	Noise and vibration	86
7.5.3	Pollution.....	88
7.6	Visual impact	90
7.7	Population and demographics.....	91
7.7.1	Existing catchment profile	91
7.7.2	Forecasts.....	92
7.8	Aboriginal cultural heritage	93
7.8.1	Archaeological potential and significance	94
7.8.2	Aboriginal cultural significance.....	95
7.9	Non-Aboriginal heritage.....	96
7.9.1	Assessment of impact on heritage	97
7.9.2	Recommended measures	99
7.10	Heritage interpretation	100
7.11	Social sustainability and infrastructure	101
7.11.1	Social and health infrastructure needs analysis.....	102
7.11.2	Affordable housing needs analysis	104
7.11.3	Health Impact Assessment	105
7.12	Safety and Security	108
7.13	Public Art	109
7.14	Transport	111
7.14.1	Vehicular parking	112
7.14.2	Bicycle parking and end of trip facilities	112
7.14.3	Mode share targets and trip generation	112
7.14.4	Transport impact	113
7.15	Environment Sustainability, Climate Change and Waste Management.....	115
7.16	Green Infrastructure, Ecology, Urban Forest and Greening	116
7.16.1	Green infrastructure	116
7.16.2	Urban ecology	119
7.17	Economic productivity and job creation.....	121
7.17.1	Economic and employment drivers	121
7.17.2	Floorspace demand	122

7.17.3	Economic impact.....	123
7.18	Water Quality, Flooding and Stormwater	123
7.18.1	Flood risk assessment and stormwater discharge.....	123
7.18.2	Stormwater quality	124
7.19	Utilities and servicing.....	125
7.20	Aeronautical.....	126
8.0	Next steps.....	127

Schedules

Schedule 1	Addressing the Study Requirements
Schedule 2	Consistency with the Eastern City District Plan
Schedule 3	Consistency with Camperdown-Ultimo Place Strategy
Schedule 4	Consistency with City Plan 2036

Appendices

Appendix A	Explanation of Intended Effect
Appendix B	Draft Design Guide
Appendix C	Public Domain, Place and Urban Design – RNE Urban design framework
Appendix D	Community and Stakeholder Engagement Outcome Report
Appendix E	Connecting with Country Framework
Appendix F	Pedestrian Wind Environment Report
Appendix G	Noise and Vibration Assessment
Appendix H	Pollution Assessment
Appendix I	Visual Impact Study
Appendix J	Population and Demographics Study
Appendix K	Aboriginal Cultural Heritage Study
Appendix L	Non-Aboriginal Heritage Study
Appendix M	Aboriginal Heritage Interpretation Strategy
Appendix N	Non-Aboriginal Heritage Interpretation Strategy
Appendix O	Social Infrastructure Study and Equity – Focused Health Impact Assessment
Appendix P	Crime Prevention Through Environmental Design Assessment Report
Appendix Q	Public Art Strategy
Appendix R	Transport Strategy and Impact Assessment
Appendix S	Environmental Sustainability Report
Appendix T	Urban Forest and Greening Study

Appendix U	Ecology Assessment
Appendix V	Economic Productivity and Job Creation Report
Appendix W	Water Quality, Flooding and Stormwater Assessment
Appendix X	Utilities and Servicing Strategy
Appendix Y	Aeronautical Impact Assessment (Baseline Study)
Appendix Z	Updated Conservation Management Plan for Eveleigh Railway Workshops

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Executive summary

The NSW Government is investing in the renewal of the Redfern North Eveleigh Precinct to create a unique mixed-use development, located within the State significant heritage context of North Eveleigh. The strategic underpinning of this proposal arises from the Greater Sydney Region Plan and Eastern City District Plan. These plans focus on the integration of transport and land use planning, supporting the creation of jobs, homes and services to grow a strong and competitive Sydney.

The Redfern North Eveleigh Precinct is one of the most connected areas in Sydney, and will be a key location for Tech Central, planned to be Australia's biggest technology and innovation hub. Upgrades to Redfern Railway Station are currently underway, and renewal of the precinct is aimed at creating a connected destination for living and working in an inclusive, active and sustainable place. Day and night-time activation of the precinct is a key outcome, and the renewal plan is focused on respecting and connecting with the significance of the place to Aboriginal people, and the conservation and adaptive use of significant industrial heritage.

Background

In March 2021, Transport for NSW developed a Strategic Vision document for Redfern North Eveleigh Precinct, which represents the initial phase of the State Significant Precinct (SSP) planning process. It identifies the opportunities and challenges of the Redfern North Eveleigh Precinct and outlines the following future vision for the planning and design of the Precinct:

'The Redfern North Eveleigh Precinct will be a connected centre for living, creativity and employment opportunities that support the jobs of the future. An inclusive, active and sustainable place for everyone, where communities gather...'

The Strategic Vision document focuses on maximising the Redfern North Eveleigh Precinct's connectivity in terms of walking and bike riding - particularly in relation to station access. Given the close relationship to the Tech Central District, it also seeks to provide jobs that foster innovation, whilst revitalising the existing heritage of the area. Furthermore, the Strategic Vision nominated three sub-precincts, each with its own distinct character, opportunities and constraints. These include:

- The Paint Shop;
- The Carriageworks; and
- The Clothing Store.

Since the release of the Strategic Vision, design and planning investigations commenced on the Paint Shop Sub-Precinct to update the planning controls to enable the realisation of the strategic goals for the Precinct. This has involved further, more detailed work on urban design and public domain matters and supporting technical studies to address a number of Study Requirements issued by the Minister for Planning and Homes (issued in December 2020), including heritage, social infrastructure and sustainability.

Transport for NSW has worked closely with the NSW Department of Planning and Environment (DPE), Government Architect NSW and Greater Cities Commission (GCC) throughout the preparation of the SSP Study and collaborating on key milestones such as the undertaking of the Test of Adequacy of the proposal and preparation for public exhibition.

Proposed amendments to the planning framework

Amendments to the Sydney Local Environmental Plan 2012

This State Significant Precinct (SSP) Study proposes amendments to the planning controls for the Paint Shop Sub-Precinct. The amendments are proposed to enable renewal of the Paint Shop Sub-Precinct to respond to the strategic context established by the Greater Sydney Region Plan, Eastern City District Plan, Camperdown-Ultimo Collaboration Area Place Strategy, and the vision and key directions for Tech Central. The amendments are being undertaken as a State-led rezoning process that will introduce new planning controls in the Sydney Local Environmental Plan 2012 (LEP 2012) and a draft Design Guide to shape future design outcomes for the Paint Shop Sub-Precinct.

The key amendments to the planning controls in Sydney Local Environmental Plan 2012 as they apply to the Paint Shop Sub-Precinct, include:

- applying the B4 Mixed Use zone
- introducing new maximum building heights and floor space ratios
- introducing the following heritage listed items, including:
 - the Paint Shop building
 - the Scientific Services Building No. 1
 - the Chief Mechanical Engineer's Office Building
 - the Telecommunications Equipment Centre
- applying Category A car parking rates for residential land uses
- introducing a site-specific provision for the Sub-Precinct that:
 - requires a minimum 2,500 sqm of gross floor area to be for the purposes of community facilities and creative infrastructure
 - that at least 12,550 sqm of land will be used for publicly accessible open space
 - sets a maximum gross floor area provision for residential accommodation
 - requires a minimum 15% of the total residential floor space to be for the purposes of affordable housing
 - enables the Redfern North Eveleigh Design Guide and removing the need for a Development Control Plan under Clause 7.20 of Sydney LEP 2012 to prevent duplication of process
 - requires new works including (but not limited to) buildings and open space at the Paint Shop Sub-Precinct to exhibit design excellence by undergoing a competitive design process in accordance with either:
 - the City of Sydney's Competitive Design Policy, or
 - a design excellence process that has been agreed with the NSW Government Architect.
 - requires future development to be consistent with an updated Conservation Management Plan and addendum.

While the proposed amendments to the planning framework outlined in this SSP Study are focused on the Paint Shop Sub-Precinct, the current planning controls for the Clothing Store and Carriageworks sub-precincts will remain unchanged under the State Environmental Planning Policy (Precincts - Eastern Harbour City).

Amendment to State Environmental Planning Policy (Eastern Harbour City SEPP 2021)

With the introduction of new planning controls for the Paint Shop Sub-Precinct, the provisions in the Eastern Harbour City SEPP 2021 are no longer required. It is therefore proposed to

remove the Paint Shop Sub-Precinct from the Redfern Waterloo Authority Sites Map, thereby removing the applicability of Eastern Harbour City SEPP 2021 to the Paint Shop Sub-Precinct.

Amendment to State Environmental Planning Policy (Exempt and Complying Codes) 2008

The Precincts – Eastern Harbour City SEPP currently identifies certain works and temporary uses that are of minimal environmental impact as exempt development at the Redfern-Waterloo Authority Sites (including the Paint Shop Sub-Precinct).

It is proposed that the above uses and works remain designated as exempt development under the State Environmental Planning Policy (Exempt and Complying Codes) 2008. This will continue to support Redfern North Eveleigh Precinct's role as a key cultural and tourist destination and will enable public authorities to undertake improvements to the public domain as exempt development, thereby helping to facilitate the efficient and timely delivery and maintenance of public infrastructure.

Infrastructure funding and delivery

The Redfern Waterloo Authority (RWA) Contributions Plan 2006 applies to land within the Redfern North Eveleigh Precinct including the Paint Shop Sub-Precinct. It enables the consent authority to impose development approval conditions requiring payment of a contribution to ensure local infrastructure provision can meet the needs of the development. The Plan sets out contribution rates and also outlines a schedule of works those contributions are to be used for. The RWA Contributions Plan will continue to apply to the Paint Shop Sub-Precinct.

Alternative to the current Redfern-Waterloo Authority Contributions Plans, a Planning Agreement may be an appropriate mechanism to establish a local contributions framework for the Paint Shop Sub-Precinct. The Planning Agreement would be negotiated between Transport (or developer partner) and a planning authority. Planning Agreements would dictate if infrastructure was delivered as an in-kind (e.g. developer delivered) or cash contribution (e.g. agency delivered). As Transport (or developer partner) would likely lead the development of significant on-site infrastructure such as publicly accessible open space, roads, affordable housing and community facilities that benefit the RWA Contributions Plan Area, it would be likely that Transport (or developer) would be party to receiving credits from the contribution levies identified by the RWA Contributions Plans, where appropriate.

To ensure the consent authority considers the impact of future development on State Infrastructure a provision will be included requiring that consent must not be granted unless the consent authority has obtained the concurrence of the Planning Secretary. In deciding whether to grant concurrence the Planning Secretary will need to consider:

- impact of the development on State Infrastructure and the need for additional State infrastructure;
- cumulative impact of the development on existing State infrastructure and the need for additional State infrastructure;
- steps taken to address any impacts, including whether a planning agreement is to be entered into.

Surrender of the Redfern North Eveleigh Concept Plan Approval (Part 3A)

The former Redfern-Waterloo Authority prepared a Concept Plan (No. 08_0015) for the Redfern North Eveleigh Precinct that was approved on 15 December 2008 by the then Minister for Planning. The Concept Plan comprised:

- an estimated 1,258 residential dwellings, and 3,270 jobs across the Precinct
- adaptive reuse of the heritage buildings for a range of uses including cultural, community, commercial and residential

- a mixed-use precinct comprising residential, commercial and retail uses to the east
- a cultural/commercial precinct in the centre of the site, comprising the Carriageworks performance arts centre, additional cultural and commercial floor space within the Carriage Workshop, and cultural and commercial uses within the Blacksmiths' Shop
- a residential precinct to the west
- open space, public domain and roads across the site with five new parks totalling approximately 9,400 sqm
- a child care centre for approximately 45 children
- car parking across the Precinct for a total of 1,800 car parking spaces
- affordable housing.

In 2013, the Platform Apartments affordable housing development was approved in accordance with the Concept Plan (SSD5708). Since the Concept Plan was acted on with the development of the Platform Apartments, it is still valid and has the potential to be acted on in the future through approval of development applications. The Concept Plan therefore acts as a set of current planning controls across the Redfern North Eveleigh Precinct (including the Paint Shop Sub-Precinct) in addition to the SSP SEPP 2005 controls.

In order for the new planning controls across the Paint Shop Sub-Precinct to take effect, the Concept Plan Approval for the Redfern North Eveleigh Precinct needs to be surrendered. Following the surrender of the Concept Plan, the Sydney LEP 2012 will be the primary planning instrument for planning controls for the Paint Shop Sub-Precinct subject to approval of the rezoning application. The Eastern Harbour City SEPP 2021 will continue to include planning controls for the Clothing Store and Carriageworks sub-precincts.

Next Steps

Following exhibition of the draft State Significant Precinct Study for the Paint Shop Sub-Precinct, the NSW DPE 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 Homes for decision.

Following any approval by the Minister, amendments would need to be made to the Sydney LEP 2012. Any approval and publication of the new planning controls would enable lodgement of Development Application's under the new controls with the DPE, with any applications to be determined by the Minister for Planning and Homes (or delegate) or the Independent Planning Commission (IPC).

1.0 Introduction

The NSW Government is investing in the renewal of the Redfern North Eveleigh Precinct to create a unique mixed-use development, located within the important heritage fabric of North Eveleigh.

The Redfern North Eveleigh Precinct is one of the most connected areas in Sydney, and is a key node within Tech Central, planned to be Australia's biggest technology and innovation hub. Renewal of the Paint Shop Sub-Precinct is aimed at creating a connected destination for living and working and an inclusive, active and sustainable place around the clock. It is integrated with upgrades to Redfern Station currently underway, including the new Southern Concourse, which will significantly increase the customer capacity of Redfern Station and provide more direct access between the station and surrounding locality. Redfern North Eveleigh will benefit from the station upgrades through more direct and higher capacity access for workers and residents to one of the busiest stations on the rail network.

The Redfern North Eveleigh Precinct comprises three sub-precincts, each with its own distinct character:

- The Paint Shop;
- The Carriageworks; and
- The Clothing Store.

This State Significant Precinct (SSP) Study proposes amendments to the planning controls for the Paint Shop Sub-Precinct under the State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021 (Eastern Harbour City SEPP 2021). The amendments are proposed to enable renewal of the Paint Shop Sub-Precinct to respond to the strategic context established by the Greater Sydney Region Plan, Eastern City District Plan, Camperdown-Ultimo Collaboration Area Place Strategy, and the vision and key directions for Tech Central. The amendments are being undertaken as a State-led rezoning process. Study Requirements were issued by the Minister for Planning and Homes in December 2020 to guide the investigations to support the proposed new planning controls.

The SSP Study and proposed amendments to the planning framework are focused on the Paint Shop Sub-Precinct. The planning controls for the Clothing Store and Carriageworks sub-precincts will remain unchanged under the Eastern Harbour City SEPP 2021. While the SSP investigations are primarily focused on the Paint Shop Sub-Precinct, it is important that there is a coordinated vision for the Redfern North Eveleigh Precinct. The Redfern North Eveleigh Strategic Vision and updated Eveleigh Railway Workshops Overarching Conservation Management Plan (CMP) provide a holistic approach to the vision, key strategic planning, heritage and urban design considerations for Redfern North Eveleigh. Technical studies have been prepared to respond to specific Study Requirements and to inform the SSP Study. A Design Guide has also been prepared to support the statutory planning framework and provide further direction to the design of buildings and publicly accessible spaces.

1.1 State Significant Precincts

State Significant Precincts (SSPs) are areas that the Minister for Planning and Homes (the Minister) has determined to be matters of state or regional planning significance. State or regional planning significance relates to social, economic or environmental characteristics that enable a precinct to play a particularly important role in achieving government policy objectives.

Notably, the SSP process allows the Department of Planning and Environment (DPE) to consider rezoning proposals for areas that are of state or regional planning significance such

as the Redfern North Eveleigh Precinct. To support the SSP planning process, the DPE has published the “State Significant Precincts Guideline 2016” which sets out the process for the rezoning of SSPs. The guideline requires a study to be prepared to determine appropriate land use and development controls for the Paint Shop Sub-Precinct. The study should assess:

- the State or regional planning significance of the site
- the suitability of the Paint Shop Sub-Precinct for any proposed land use taking into consideration environmental, social and economic factors, and any State or regional planning strategy
- the implications of any proposed land use for local and regional land use, infrastructure, and service delivery
- any other matters required by the DPE.

1.2 Scope and purpose of this SSP Study

While Redfern North Eveleigh Precinct and Redfern Station are within the Study Area for the SSP Study, the focus of this SSP Study is to investigate potential amendments to the planning framework for the Paint Shop Sub-Precinct.

No changes to existing development controls are proposed in relation to the Clothing Store and Carriageworks sub-precincts, or to Redfern Station. Following the preparation of the Strategic Vision for Redfern North Eveleigh Precinct (refer to **Section 4.0**) it was considered that the existing planning controls for these areas align with the vision and renewal priorities of the strategic vision and did not warrant further investigation into amending these controls through a rezoning process. These areas are physically and functionally connected to the Paint Shop Sub-Precinct, and the proposed planning framework for the Paint Shop has been developed with reference to its relationship to surrounding areas.

This SSP Study outlines the proposal for the Paint Shop Sub-Precinct and undertakes assessments against a number of technical matters to ensure that the planning framework can facilitate the renewal of the Paint Shop Sub-Precinct and ensure the delivery of safe, resilient, welcoming, attractive and connected places for the community.

1.2.1 The study requirements

To inform the SSP Study, the DPE issued study requirements in December 2020. The study requirements are critical to the SSP process and outcomes, defining the scope of technical assessments and urban design as well as providing guidance on the form and content of proposed planning instruments and supporting design guidelines.

The matters to be addressed include preparation of an urban design framework, and a planning framework to guide the future renewal of the Paint Shop Sub-Precinct, as well as a suite of other detailed technical studies that justify the merits for change.

The key requirements are detailed matters that the study must address and are thematically structured under the following headings:

1. Public Domain, Place and Urban Design
2. Planning
3. Amenity
4. Population and demographics
5. Heritage
6. Social sustainability and infrastructure
7. Transport

8. Environmental Sustainability, Climate Change and Waste Management
9. Green Infrastructure, Ecology, Urban Forest and Greening
10. Utilities servicing
11. Infrastructure
12. Economic Productivity and Job Creation
13. Water quality, Flooding and Stormwater
14. Aeronautical
15. Consultation

An overview of the study requirements and where they have been addressed within this report and/or the support technical studies is provided at **Schedule 1** of this planning report.

This report consolidates key findings from the responses to all Study Requirements, and specifically addresses study requirement '2. Planning' in relation to the preparation of a Planning Report, and Study Requirement '11. Infrastructure'. The relevant study requirements, considerations and consultation requirements, and location of where these have been responded to is outlined in **Table 1** below.

Table 1. Study requirements for Planning and Infrastructure

Ref.	Study requirement	Section of this report
2 Planning		
Study requirements		
2.1	<p>Prepare a Planning Report for the Paint Shop Sub-Precinct that:</p> <ul style="list-style-type: none"> • Identifies the existing planning framework, applicable strategic plans, key planning issues and relevant background; • Assesses the proposed planning framework (see study requirement 2.2 below) against relevant State and local strategic plans, strategies and policies; • Outlines the vision and priorities for the Paint Shop Sub-Precinct; • Consider the State and regional planning significance of the Paint Shop Sub-Precinct • Respond to the study requirements; • Explains and justifies the proposed approach for the master plan, planning controls, Sub-Precinct planning, development standards (height, FSR, heritage etc.); • Identifies and addresses the implications of any proposed land uses; • Considers initiatives to address affordable rental housing; • Confirms or updates the vision for the Paint Shop Sub-Precinct and each Sub-Precinct included in the Strategic Framework; and • Summaries the key outcomes of the various studies undertaken and how these have informed the planning controls for the Paint Shop Sub-Precinct. 	<p>Refer to Sections 2.2 and 2.3</p> <p>Refer to Section 6.0</p> <p>Refer to Section 4.0</p> <p>Refer to Section 7.4.1</p> <p>Refer to Schedule 1</p> <p>Refer to Section 5.2</p> <p>Refer to Section 7.4.3</p> <p>Refer to Section 7.4.4</p> <p>Refer to Section 4.0</p> <p>Refer to Section 7.0</p>
2.2	<p>Prepare draft Planning Controls for the Paint Shop Sub-Precinct which includes zoning, maximum building heights, FSR, and car parking to be enacted by a LEP amendment. The draft controls are to be described in the Planning Report and in an Explanation of Intended Effect (EIE).</p>	Refer to Appendix A

Ref.	Study requirement	Section of this report
2.3	Prepare a draft Development Control Plan or Design Guideline, including appropriate development controls to inform future development of the Paint Shop Sub-Precinct, including: public domain, street hierarchy and typologies, connectivity, car parking, accessibility, building footprints, development heights, street frontage, setbacks, building typologies, open space and public domain, biodiversity, waste management, sun access, noise and vibration mitigation, wind mitigation, public art, sustainability, heritage and heritage interpretation.	Refer to Appendix B
Considerations		
2.1.1	<p>The Studies are to demonstrate the consideration of:</p> <ul style="list-style-type: none"> • Suitability of the Paint Shop Sub-Precinct for any proposed land use taking into consideration environmental, social and economic factors, and any State or regional planning strategy; • Guidelines from the Government Architect NSW and City of Sydney Competitive Design Policy; and • NSW Treasury's vision and objectives for Tech Central. 	<p>Refer to Section 7.0</p> <p>Refer to Section 5.2, Section 7.2.7 Appendix B</p> <p>Refer to Section 1.3 and Section 2.2</p>
Consultation		
	The Study is to be informed by consultation with the DPE's demographics team, the City of Sydney, the Greater Sydney Commission, the NSW Government Architect the Heritage Council of NSW (or delegate) and NSW Treasury's TTIP division.	Appendix D
11 Infrastructure		
Study requirements		
11.1	<p>Prepare a Local Infrastructure Schedule that:</p> <ul style="list-style-type: none"> • Identifies the local infrastructure required to meet the needs of the proposal; and • Identifies the proposed contributions framework to deliver local infrastructure. 	Refer to Section 5.3
11.2	<p>Prepare a State and Regional Infrastructure schedule that:</p> <ul style="list-style-type: none"> • Identifies the state infrastructure required to meet the needs of the proposal; and • Identifies the proposed contributions framework to deliver state infrastructure 	Refer to Section 5.3
Considerations		
11.1.1	<p>The Study is to demonstrate consideration of:</p> <ul style="list-style-type: none"> • Local infrastructure items such as recreation, open space, community facilities, libraries, childcare, local pedestrian, cycling and transport facilities and local drainage; • Shared spaces and infrastructure which facilitate inclusivity, continual learning, innovation and collaboration; • State and regional infrastructure such as public transport, roads, hospitals and schools; • Estimated costs and timing of any required works; and • Outline any mechanisms to ensure delivery. 	<p>Refer to Section 5.3</p> <p>Refer to Section 5.3</p> <p>Refer to Section 5.3</p> <p>Refer to Section 5.3</p> <p>Refer to Section 5.3</p>
Consultation		
	The local infrastructure schedule should be developed in consultation with the City of Sydney. The state and regional infrastructure schedule should be developed in consultation with key agencies including transport, education and health and DPE.	Appendix D

1.3 Tech Central District

Tech Central is Australia's biggest innovation district of its kind, made up of six connected neighbourhoods near the Sydney CBD (Haymarket, Ultimo, Surry Hills, Camperdown, Darlington North Eveleigh and South Eveleigh). The district is located on Gadigal land in the Eora Nation and brings the voices of First Nations Peoples of Australia front and centre on a global stage, recognising that they have been creating and innovating on this land for at least 65,000 years.

Tech Central is an essential component of the Greater Sydney Region Plan's Eastern Harbour City Innovation Corridor and encompasses the areas between Central Station, Royal Prince Alfred Hospital and Waterloo Metro Station and is approximately 6km² in size. It is a place where universities, startups, scaleups, tech giants and local communities collaborate to solve problems, socialise and spark ideas that change our world. It is also where government, the private sector and the community are working together to create low carbon living, green inclusive spaces, access to transport and digital connections that support resilience, inclusivity, vitality and growth.

Already home to local unicorns Canva, ROKT and Safety Culture, world-class universities, startups, scaleups, 100 + research institutions and CSIRO's Data61 – Tech Central will also house the future headquarters of both AfterPay and Atlassian. With so many major innovation organisations already in situ, the NSW Government's role is to ensure that Tech Central delivers strong social, environmental and economic outcomes and support new investment, new jobs: making Tech Central a globally competitive and significant innovation district.

The Redfern North Eveleigh Precinct is part of the Tech Central District and represents a significant opportunity in delivering the Tech Central vision as it will provide a substantial amount of new employment floorspace that will catalyse the innovation and technology initiative within the Eveleigh activity node of Tech Central District.

In August 2018, the NSW Government established the Sydney Tech taskforce panel (the Panel) comprising representatives from various industry, health, education, government agencies and key community members. In December 2018, 'The Sydney Innovation and Technology Precinct Panel Report' was produced, setting out the Panel's recommendations for a pathway to delivering a successful innovation and technology precinct at Tech Central District. Through collaboration with Sydney's tech industry, health, education, and government stakeholders, the Panel prepared a vision for the Paint Shop Sub-Precinct to be:

"A place where world-class universities, ambitious start-ups, high-tech giants and the community collaborate to solve problems, socialise and spark ideas that change our world. The Paint Shop Sub-Precinct will be underpinned by high quality physical and digital infrastructure."

In order to capitalise on the opportunity and realise the vision, the Panel identified the following key themes as being essential attributes for a successful innovation and technology precinct:

- the importance of developing a diverse precinct
- affordability for start-ups and scale-up companies
- strong, independent and transparent leadership and governance
- high quality connectivity both physically and digitally.

In February 2019, the NSW Government adopted the Panel's recommendations, which among other things aim to deliver an additional 25,000 jobs in Tech Central.

1.4 The renewal vision of Redfern North Eveleigh Precinct

The Strategic Vision for the Redfern North Eveleigh Precinct was released by TfNSW in March 2021 and outlines the vision statement for the renewal of the precinct as detailed below.

The Redfern North Eveleigh Precinct will be a connected centre for living, creativity and employment opportunities that support the jobs of the future. An inclusive, active and sustainable place for everyone, where communities gather.

Next to one of the busiest train stations in NSW, the Redfern North Eveleigh Precinct will comprise a dynamic mix of uses including housing, creative and office spaces, retail, local business, social enterprise and open space. Renewal will draw on the past, adaptively re-using heritage buildings in the Redfern North Eveleigh Precinct and will acknowledge Redfern's existing character and particular significance to Aboriginal peoples, culture and communities across Australia. The Redfern North Eveleigh Precinct will evolve as a local place contributing to a global context.

1.5 Project governance

The renewal of Redfern North Eveleigh involves a whole of Government approach, with TfNSW working collaboratively with DPE, Greater Cities Commission (GCC), Government Architect NSW (GANSW), City of Sydney Council (CoS) and other relevant agencies to build upon existing strategic planning and community consultation processes.

Redfern North Eveleigh Precinct Project Working Group

As part of the preparation of this SSP Study, a Project Working Group was established to support a collaborative approach to resolving key planning and technical matters. The Project Working Group involved members from the following government stakeholders:

- DPE
- GCC
- GANSW.

Redfern North Eveleigh Precinct Design Review Panel

Over the course of the project, a Design Review Panel was established to implement an independent design review process led by the GANSW to advise on the evolution of the proposed design work. This involved four design review sessions which focused on:

- Reviewing key stages of the design process with feedback provided on the Urban Design Framework for consideration; and
- Updating the panel on discussions with NSW Heritage Council and the Place, Design and Public Spaces (PDPS) Group within DPE.

2.0 The Paint Shop Sub-Precinct

2.1 Redfern North Eveleigh State Significant Precinct

The Redfern North Eveleigh Precinct is located approximately 3km south-west of the Sydney CBD in the suburb of Eveleigh (refer to **Figure 1**). It is located entirely within the City of Sydney local government area (LGA) on government-owned land. The Redfern North Eveleigh Precinct comprises land bounded by Wilson Street and residential uses to the north, an active railway corridor to the south, residential uses and Macdonaldtown Station to the west, and Redfern station located immediately to the east. It is also centrally located close to well-known destinations including Sydney University, Victoria Park, Royal Prince Alfred Hospital, the University of Technology, Sydney and South Eveleigh as part of the broader Tech Central District.

The Redfern North Eveleigh Precinct is located within the State Heritage-listed area of Eveleigh Railway Workshops and currently comprises the Platform Apartments with 88 private dwellings, Sydney Trains infrastructure and key state heritage buildings including the Paint Shop, Chief Mechanical Engineers Office building, and the revitalised heritage Carriageworks and Blacksmith Shop which provide shared community spaces for several events including the Carriageworks Farmers Markets.

A map of the Redfern North Eveleigh Precinct and relevant boundaries is illustrated in **Figure 2**.

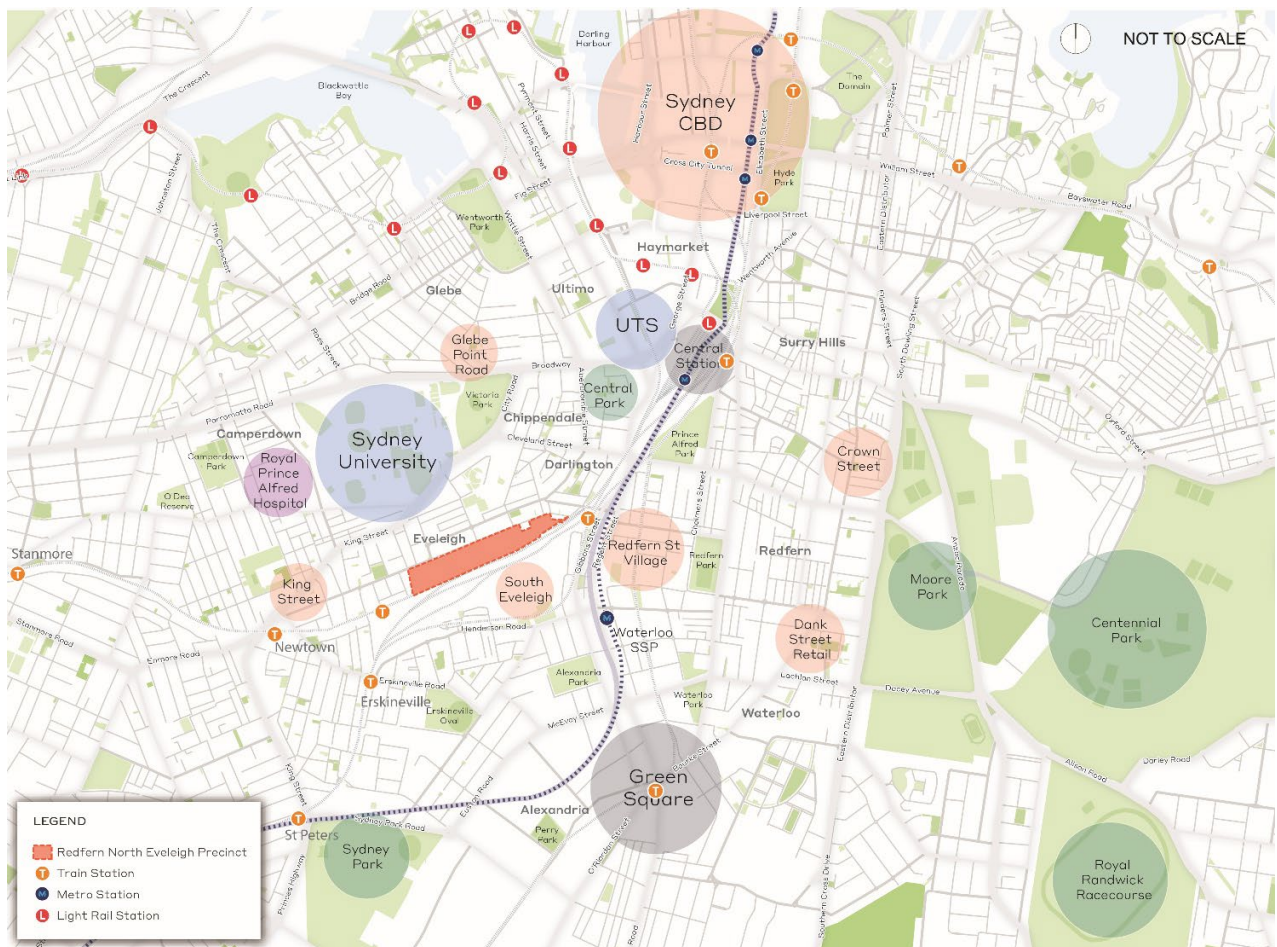


Figure 1. Location plan of Redfern North Eveleigh precinct

Source: Ethos Urban

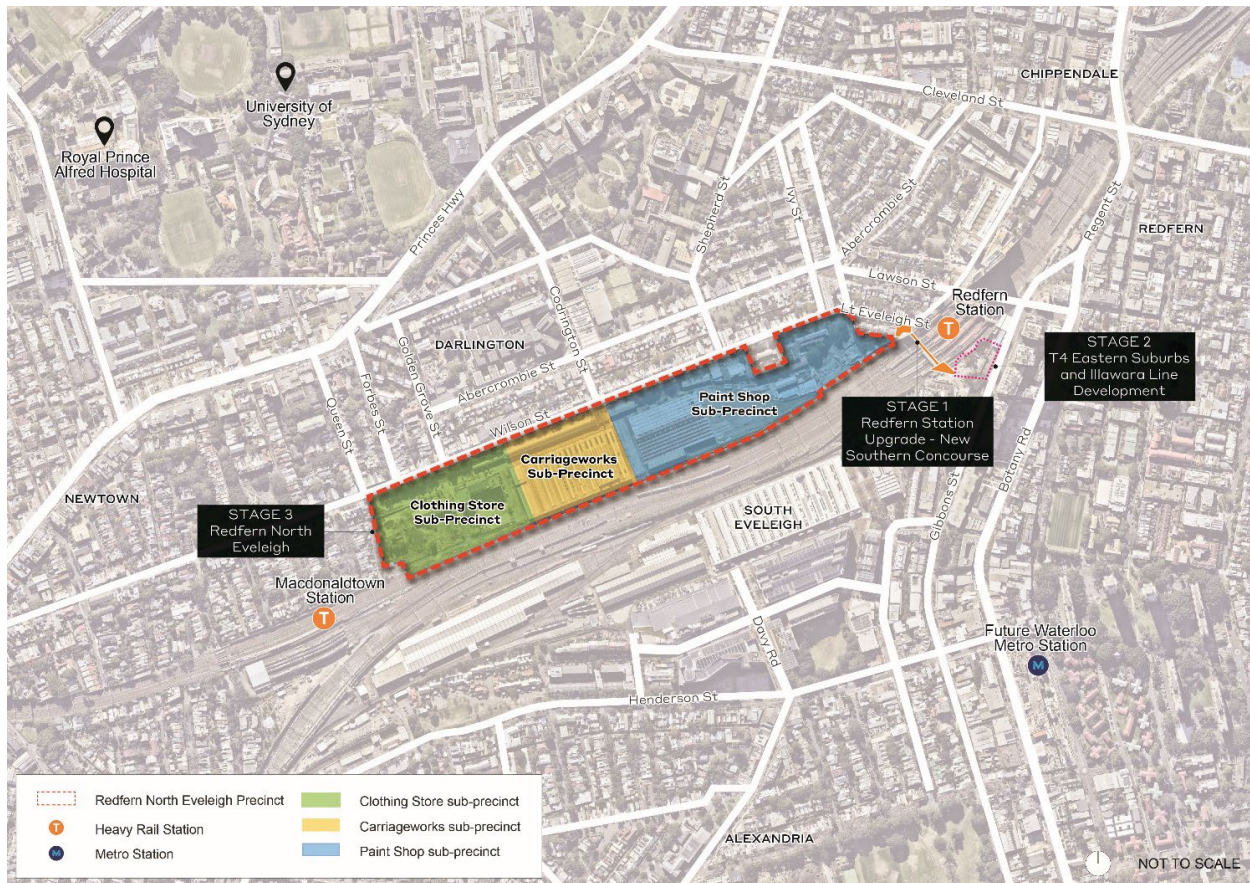


Figure 2. Redfern North Eveleigh and sub-precincts

Source: Ethos Urban and Nearmap

2.1.1 The Paint Shop Sub-Precinct

The Paint Shop Sub-Precinct is approximately 5.15 hectares and is bounded by Wilson Street to the north, residential terraces and Redfern station to the east, the Western Line rail corridor to the south and the Carriageworks sub precinct to the west. The Sub-Precinct has a significant level change of four meters from a Reduced Level (RL) height of RL25 metres in the Sub-Precinct to RL29 metres on Wilson Street.

The Paint Shop Sub-Precinct includes a number of items of heritage significance, including the Paint Shop building, Fan of Tracks, the Scientific Services Building No.1, the Telecommunications Equipment Centre, and the former Chief Mechanical Engineers Office building. The Sub-Precinct has a number of disused spaces adjacent to the rail corridor as well as functioning Sydney Trains infrastructure, offices and train stabling. Vehicle and pedestrian access to this area is used by Sydney Trains. The site has a visual relationship to South Eveleigh and the Eveleigh Locomotive Workshops across the active rail corridor.

A map of the Paint Shop Sub-Precinct and relevant boundaries is illustrated in **Figure 3**.



Figure 3. Aerial of the Paint Shop Sub-Precinct

Source: Ethos Urban and Nearmap

2.2 Strategic planning

This section provides an overview of the applicable State, regional, district and local strategic plans and policies and how their key directions and priorities support the case for change at the Paint Shop Sub-Precinct. The following plans and policies have been reviewed:

- The Premier's Priorities
- A Metropolis of Three Cities - Greater Sydney Region Plan (2018)
- Future Transport Strategy 2056 (2018)
- NSW 2040 Economic Blueprint (2019)
- Global NSW Strategy (2019)
- Better Placed (2017)
- Greener places (2020)
- Draft Connecting with Country Framework (2021)
- Eastern City District Plan (2018)
- Camperdown-Ultimo (Tech Central) Place Strategy (2019)
- Sustainable Sydney 2030 (2013)
- City Plan 2036: Local strategic planning statement (2020)
- Housing for All – Local Housing Strategy (2020)

A summary of the above plans and policies and their application to the Paint Shop Sub-Precinct in **Schedule 2** of this report. A summary of the key strategic drivers for the renewal of the Paint Shop Sub-Precinct is provided in the following sections.

2.2.1 Contributing to Tech Central District

Tech Central District is set to be the focal point of Sydney's innovation and technology community, forming Australia's largest innovation and technology precinct supporting emerging science technology, engineering, maths and education facilities. Located within the Innovation Corridor of the Harbour CBD, Tech Central District is well positioned to capitalise on the existing innovation and technology and education and health institutions, including the excellent transport links provided by existing and future transport infrastructure. Aimed to diversify the NSW economy and long-term economic growth, the Tech Central District will support 25,000 new innovation jobs and 250,000 sqm of floorspace to accommodate technology companies, including 50,000 sqm of net lettable workspace to support start up and emerging scale-up companies. Tech Central District is expected to attract global talent to Sydney and build NSW's reputation as a vibrant place to live and work.

Located within the Eveleigh activity node of the Tech Central District, the Paint Shop Sub-Precinct is well positioned to capitalise on the existing innovation and technology and education and health institutions, including the excellent transport links provided by the nearby Redfern Station. The proposal for the Paint Shop Sub-Precinct aims to deliver significant floorspace to facilitate innovation outcomes and unlock opportunities to support technologies and institutions to grow at scale.

The renewal of the Paint Shop Sub-Precinct and the broader Redfern North Eveleigh Precinct can support the delivery of a great place of high amenity while supporting the needs for a successful innovation precinct by creating a vibrant and liveable location that attracts people to work, play and live there. With new publicly accessible open spaces, social and digital infrastructure, and restored heritage buildings this also presents a significant opportunity to draw a talented labour force and visitors to the Tech Central District.

2.2.2 Reinforcing the City Fringe and the Innovation Corridor

An important economic contributor to the Harbour CBD is the City Fringe, which covers strategically important areas surrounding Central Sydney that accommodate some of the most diverse and mature knowledge-based and creative clusters in the Eastern City District (refer to **Figure 4**). These specialised high-value clusters in City Fringe make an important contribution to the city’s economy, employing up to 130,000 workers. Forming a key part of the City Fringe is the Innovation Corridor, with both the District Plan and LSPS recognising the need to strengthen the economic role of the innovation corridor prioritise “space for specialised and knowledge-based clusters, plan for a genuine mixed use precinct with high amenity” (pg. 59, CoS LSPS).

To assist in achieving this, the District Plan advocates for future planning controls that support sufficient supply of workspaces and provide flexibility for these enterprises to occur, including the provision of a range of permissible uses and activities that allow for suitable night-time operations. By amending the planning controls that relate to the Paint Shop Sub-Precinct, this will not only unlock new employment capacity to cluster specialised and knowledge-based clusters, but will establish a flexible planning regime to allow industries to adapt and evolve over time, while delivering an active, diverse and high amenity environment to attract workers and tech and innovation industries.

Figure 59: ■ City Fringe

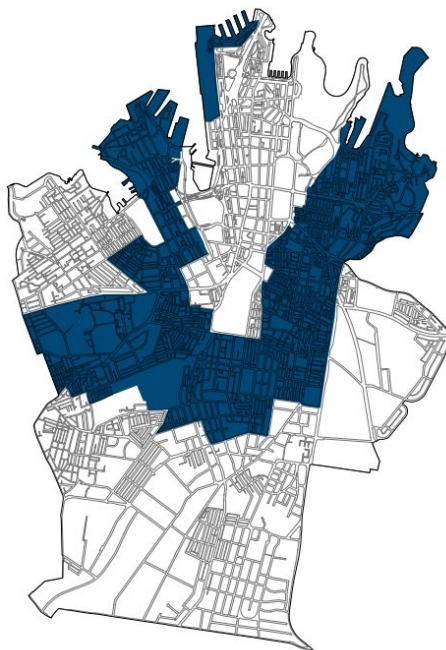


Figure 60: ■ Innovation Corridor

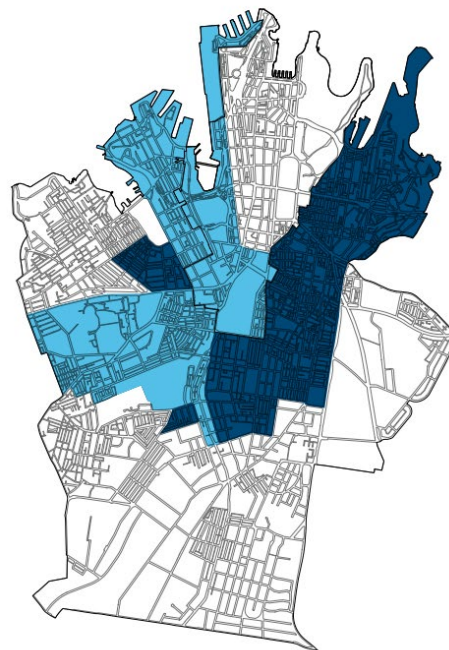


Figure 4. The City Fringe and Innovation Corridor

Source: City of Sydney Local Strategic Planning Statement (CoS, 2020)

2.2.3 Creating great places

One of the key needs for a successful innovation precinct is to create a vibrant and liveable locations that attracts people to work, play and live there. Tied with the Premier’s priorities great public spaces and greening our City, the renewal of the Paint Shop Sub-Precinct can support the delivery of a great place of high-amenity, with new publicly accessible open spaces, social and digital infrastructure and restored heritage buildings that will draw a talented labour force and visitors.

Beyond the economic opportunities, there is a responsibility to honour the significance of Redfern to the Aboriginal community and the European heritage fabric of the Paint Shop Sub-Precinct. The renewal of the Paint Shop Sub-Precinct will unveil the shared history of Aboriginal and non-Aboriginal heritage and the recognition of Country through bespoke approaches to the design of new public spaces and buildings and re-adaptation of significant heritage buildings, such as the Paint Shop building and the Chief Mechanical Engineer's Office.

Furthermore, the Redfern North Eveleigh Precinct has a prominent identity in supporting arts and culture for Sydney contributing to the creative industries that are distributed throughout the villages within the city fringe. The renewal of the Paint Shop Sub-Precinct presents an opportunity to build on this through the delivery of new cultural and creative spaces to support the creative life of the City. Likewise, its renewal can also support the delivery of new community spaces to support the social interaction and cohesion for diverse communities in the area.

2.2.4 Opening the doors to the Eveleigh Railway Workshops

The Paint Shop Sub-Precinct forms an important part of the State heritage listed Eveleigh Railway Workshops, comprising a number of significant rail and industrial heritage elements, including the Chief Mechanical Engineer's Office, the Paint Shop and Telecommunications Equipment Centre. The renewal of the Paint Shop Sub-Precinct presents a significant opportunity to open the gates to this part of the Eveleigh Rail Workshops, providing public access to some of the remaining significant heritage items. This is an opportunity that has rarely been afforded at any stage in the site's history and is considered to be a substantially positive heritage outcome for the Paint Shop Sub-Precinct, and wider Eveleigh Rail Workshops site.

Furthermore, a number of heritage items within the Paint Shop Sub-Precinct are in urgent need of conservation and repair (e.g. CME interiors, Scientific Services No. 1, Telecommunications Equipment Centre, and Suburban Car Workshop). The renewal of the Paint Shop Sub-Precinct will enable these important elements to be conserved and restored to their form glory to deliver a positive heritage outcome for future generations.

2.2.5 The case for change

The strategic planning and policy context establishes a shared vision to support the success of the Paint Shop Sub-Precinct as a great place that will foster innovation and knowledge-intensive growth. Overall, the proposal for Redfern North Eveleigh will help realise the shared vision and priorities of existing strategic plans and policies, as it will:

- provide an opportunity to deliver new employment floorspace close to existing transport infrastructure that will support new investment, jobs and visitors within the area, fostering a stronger economy and in doing so improve the resilience of the local community and businesses
- provide space for businesses that align with the vision for Tech Central, and in doing so help foster an ecosystem of tech related industries and creatives that will advance local research, discovery and innovation
- open the doors to the State heritage listed Eveleigh Railway Workshops to the public and support the restoration of significant heritage buildings, such as the Chief Mechanical Engineer's Office, the Paint Shop and Telecommunications Equipment Centre.
- deliver positive economic and social benefits to NSW by increasing the CBD's productivity and delivering major improvements, including new publicly accessible open space, community infrastructure and rehabilitating heritage buildings back to life for businesses and the community
- deliver a high quality ESD outcome for new buildings and publicly accessible spaces that will contribute toward the NSW Government's goal to reach net zero emissions by 2050.

2.3 Changing Context and Circumstances

In the midst of the COVID-19 pandemic and its complex and far-reaching impacts, there is still a need to keep the economy moving by boosting productivity and investment. This should not only be focused on the short-term recovery of the NSW economy, but also how we can continue to contribute toward achieving the NSW Government's longer term economic aims, including fostering jobs growth in emerging industries such as innovation and technology companies.

It will be important that new employment floorspace within the Tech Central District is available to assist with the economic recovery and to enable businesses to get back to a more regular business environment. This will call for adaptable and flexible spaces that can accommodate various working arrangements and tenant needs. The Paint Shop Sub-Precinct is well positioned to accommodate this need and will provide a substantial amount of new commercial floorspace that will catalyse the innovation and technology initiative within the Eveleigh node of the Tech Central District. There will also be opportunities to support other initiatives for the Tech Central District, such as enabling new opportunities for creative and cultural spaces to be delivered and growing the night-time economy for the Harbour CBD.

The proposal for the Paint Shop Sub-Precinct has been prepared in response to the NSW Government's goal toward economic recovery and the way in which Sydney competes on the global stage over the long term. Specifically, Australia's shift toward a more knowledge-based economy will continue to drive demand for workspaces and the need for the significant infrastructure improvements proposed at Redfern Station. These are discussed in more detail below.

2.4 Statutory planning

2.4.1 2008 Part 3A Concept Plan

The former Redfern-Waterloo Authority (RWA) prepared a Concept Plan (No. 08_0015) for the Paint Shop Sub-Precinct that was approved on 15 December 2008 by the then Minister for Planning (shown in **Figure 5**). Since the Concept Plan was acted on with the development of the Platform Apartments, it is still valid and has the potential to be acted on in the future through approval of development applications. The Concept Plan therefore acts as a set of current planning controls across the Paint Shop Sub-Precinct and supersedes all other planning instruments. Due to the changed context as previously described, this plan is no longer considered suitable to meet the strategic government objectives for the Paint Shop Sub-Precinct.

The Concept Plan was subject to a design excellence competition and comprises:

- a mix of commercial, retail, cultural, community and residential uses involving a maximum 177,527sqm of gross floor area (GFA) comprised of:
 - a maximum of 55,672 sqm of commercial GFA
 - a maximum of 4,000 sqm of retail GFA
 - a maximum of 22,796sqm of cultural / community GFA
 - a maximum of 95,059 sqm of residential GFA
- an estimated 1,258 residential dwellings, and 3,270 jobs across the Paint Shop Sub-Precinct
- adaptive reuse of the heritage buildings for a range of uses including cultural, community, commercial and residential
- open space, public domain and roads across the site with five new parks totalling approximately 9,400 sqm

- a childcare centre for approximately 45 children
- car parking across the Paint Shop Sub-Precinct for a total of 1,800 car parking spaces
- affordable housing.

In 2013, the Platform Apartments affordable housing development was approved in accordance with the Concept Plan. The development includes 88 residential apartments, 39 car parking spaces, landscaping and associated site works and opened in 2016.



Figure 5. Concept Plan Approval (Carriageworks and Paint Shop Sub-precincts)

Source: Bates Smart

2.4.2 SEPP (Precincts - Eastern Harbour City) 2021

The RWA Sites (including the Redfern North Eveleigh Precinct) is a declared a State Significant Precinct (SSP) under the Eastern Harbour City SEPP 2021. Appendix 3 of the Eastern Harbour City SEPP 2021 currently includes planning controls that apply to the Redfern North Eveleigh Precinct, including land use zoning and development standards such as floor space ratios and maximum building heights. The planning controls applicable to the Redfern North Eveleigh Precinct were established in the Redfern–Waterloo Built Environment Plan (BEP) which was endorsed by NSW Cabinet in August 2006. The relevant current planning controls under the Eastern Harbour City SEPP 2021 are described below.

Land use zoning

The Paint Shop Sub-Precinct is currently zoned Business Zone—Mixed Use, as shown on **Figure 6**, which permits a range of uses, including, office, business, educational, cultural and community, and residential.

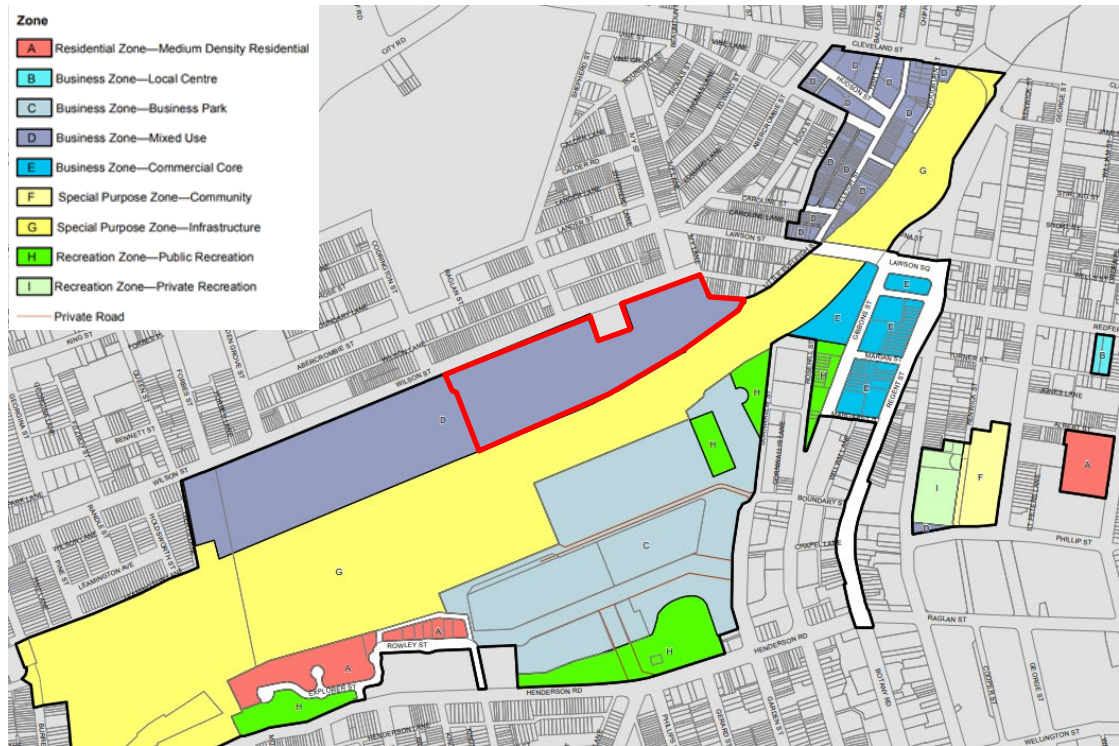


Figure 6. Existing Land Zoning Map

Source: NSW Legislation

Floor space ratio

A maximum floor space ratio of 2:1 (with a maximum residential FSR of 1:1) applies to the entire Paint Shop Sub-Precinct, as shown on **Figure 7**.

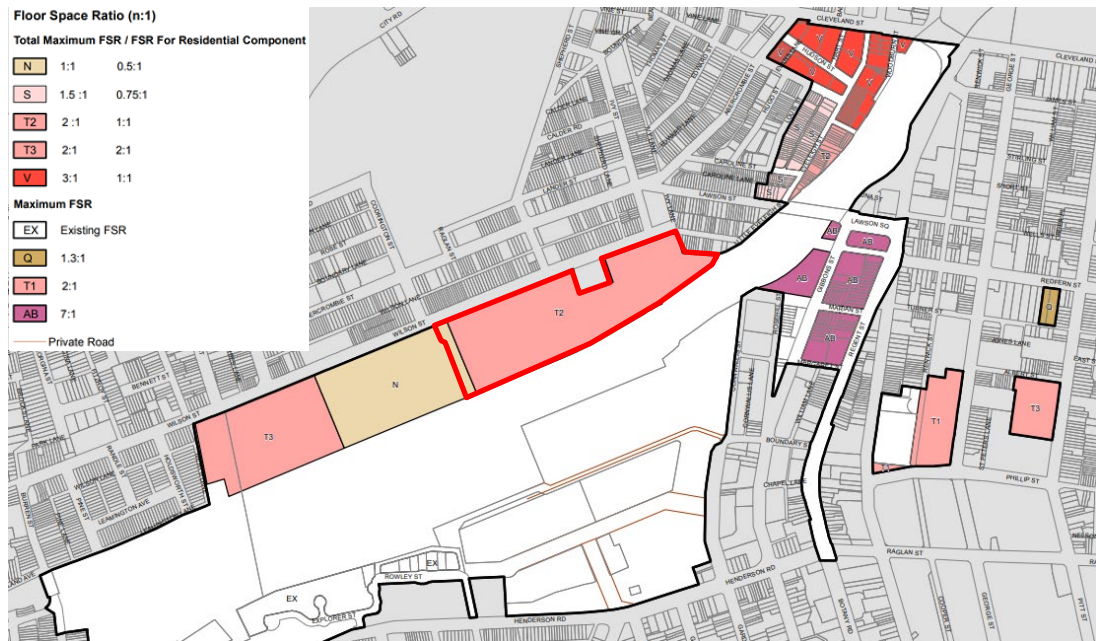


Figure 7. Existing Floor Space Ratio Map

Source: NSW Legislation

Maximum building height

The maximum building height for the Paint Shop Sub-Precinct ranges from the existing building height of heritage listed buildings (1-2 storeys) to 16 storeys, as shown on **Figure 8**.

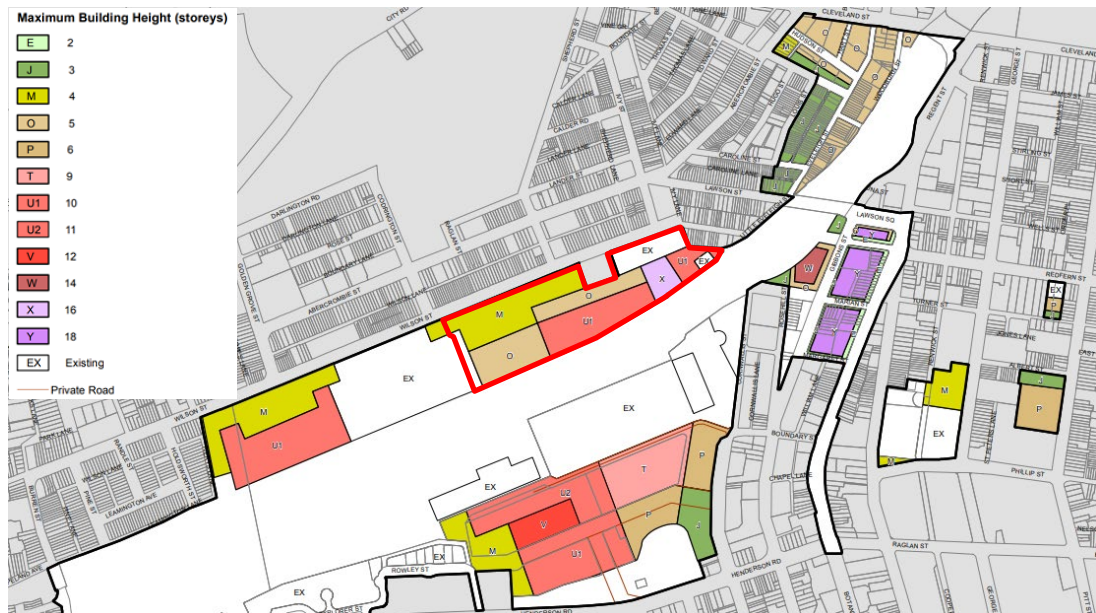


Figure 8. Existing Height of Buildings Map

Source: NSW Legislation

Heritage

Clause 27 of Appendix 4 provides additional provisions that aim to protect items of heritage significance within the RWA Sites, where there is no Part 3A Concept Plan Approval. The RWA Sites Heritage Map of the Eastern Harbour City SEPP 2021 identifies the following items of heritage significance within the Paint Shop Sub-Precinct:

- The Paint Shop building (Item no. 7)
- The Scientific Services Building No.1 (Item no. 8)
- The Chief Mechanical Engineer’s Office Building (Item no. 9)
- The Telecommunications Equipment Centre (Item no. 10).

It is noted that the Paint Shop Sub-Precinct is located in the north-eastern most portion of the NSW State-Heritage Register (SHR) listed Eveleigh Railway Workshops (ERW) site (SHR #01140).

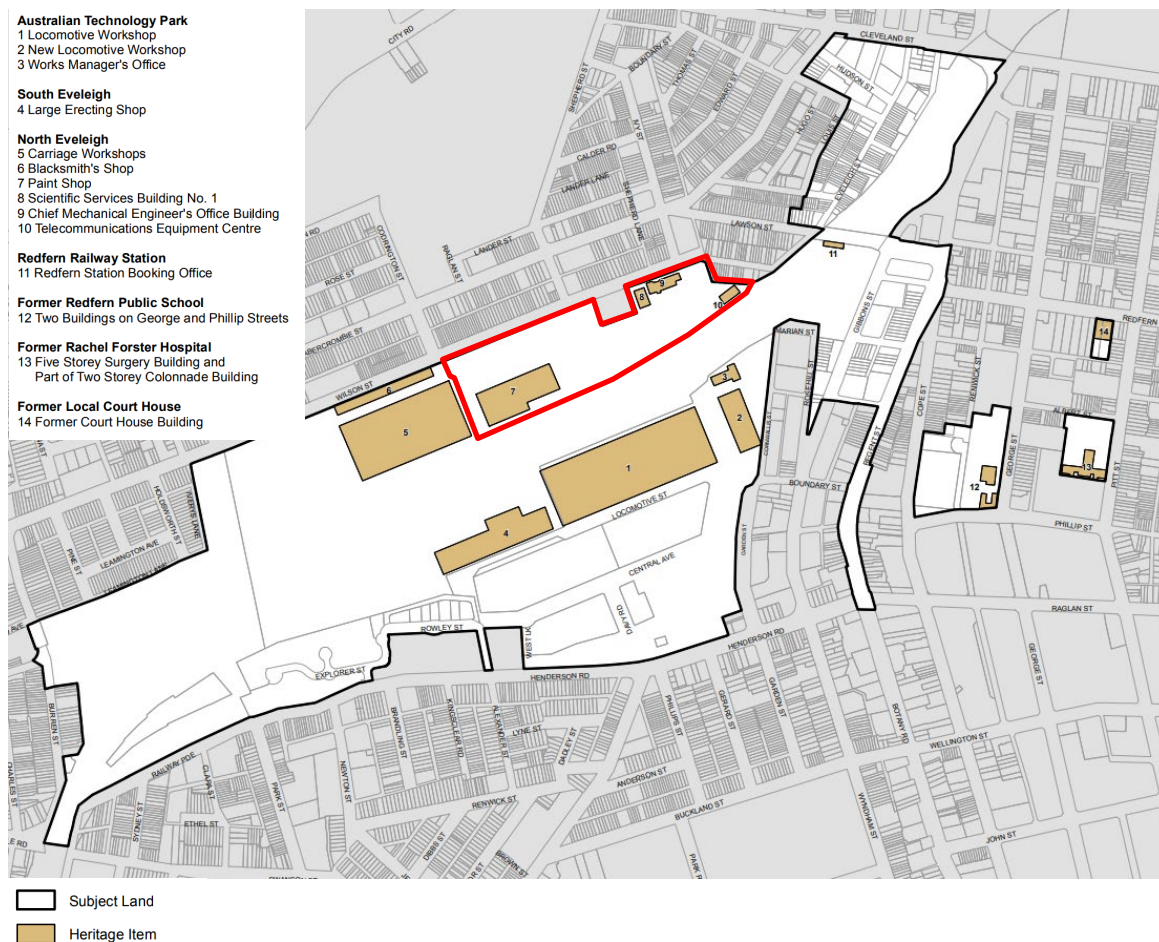


Figure 9. Existing Heritage Map

Source: NSW Legislation

Other relevant provisions of the Eastern Harbour City SEPP 2021

Notwithstanding the above, additional provisions apply to the Paint Shop Sub-Precinct. These include:

- **Design excellence** - New buildings or external alterations to an existing building are required to demonstrate that it exhibits design excellence. The consent authority may also require a design competition for any development over 12 storeys consistent with guidelines issued by the Redfern–Waterloo Authority and approved by the Minister.

- **Exempt development** - Clause 17 of Appendix 4 identifies a number of uses and structures that are exempt development within the RWA Sites. This includes community events, the erection of temporary structures, outdoor seating and furniture, and the erection, installation, maintenance and upgrades of amenities, footpaths and related road works within publicly accessible spaces. Of particular note is Clause 17's requirement for exempt development to comply with the criteria set out in the guidelines prepared by the Redfern–Waterloo Authority.
- **Development for which Minister is consent authority under Part 4** - Section 9A of the Eastern Harbour City SEPP 2021 outlines that the Minister is the consent authority under Part 4 of the Act for any development requiring consent that is of a kind described in Schedule 6 of the Eastern Harbour City SEPP 2021 and is not a transitional Part 3A project, State significant development or State significant infrastructure. Schedule 6, Clause 2 of the Eastern Harbour City SEPP 2021 provides that the Minister for Planning is the consent authority for development with a CIV of not more than \$10 million carried out on land identified on the RWA Sites.
- **Preservation of trees or vegetation** – identifies provisions which aim to preserve the amenity of the RWA Sites through the preservation of trees and other vegetation that is identified by a development control plan adopted by the consent authority.
- **Temporary use of land** - The consent authority may grant consent to the carrying out, on land within the RWA Sites, of development (other than designated development) for any purpose for a maximum period of 28 days, whether consecutive or non-consecutive, in any one year.

2.4.3 SEPP (Planning Systems) 2021

The aim of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP 2021) is to identify development that is State significant development, State significant infrastructure and critical State significant infrastructure and confer functions on relevant planning authorities to determine development applications falling within these classifications.

Under Schedule 2 of the Planning Systems SEPP 2021, development on certain sites that exceed a specified capital investment value are declared State significant development (SSD). This includes development that has a capital investment value of more than \$10 million on land identified as being within the RWA Sites.

2.4.4 SEPP No 65 - Design Quality of Residential Apartment Development 2015

State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65) aims to improve the design quality of residential apartments through nine (9) design quality principles and the Apartment Design Guide (ADG). SEPP 65 applies to residential flat buildings (of three or more storeys) and the residential component of a shop top housing development in the Paint Shop Sub-Precinct.

The Urban Design Framework for the Paint Shop Sub-Precinct addresses the design quality principles of SEPP 65 and key elements of the ADG, to demonstrate that future development will be capable of compliance. The Paint Shop Sub-Precinct Urban Design and Public Domain Study at **Appendix C** provides a preliminary assessment against ADG requirements. The design quality of future development will be further assessed against SEPP 65 and the ADG at the development application stage to ensure it meets its objectives.

2.5 Contributions framework

2.5.1 Redfern-Waterloo Authority Contributions Plans

The former RWA prepared two development contributions plans for the RWA Operational Area (the RWA Area). They apply to development in the RWA Area for which the Minister for

Planning is the consent authority under SEPP (Major Projects) 2005 (which has now been replaced by the Eastern Harbour City SEPP 2021). For the purposes of these plans, land is either in the RWA Operational Area, or an RWA site (which includes the Redfern North Eveleigh Precinct). While under the Redfern-Waterloo Authority Contributions Plan 2006 development contributions apply to the mapped RWA sites. Public facilities and amenities funded through RWA contributions are largely provided within the RWA sites, in particular in the North Eveleigh area.

Redfern-Waterloo Authority Contributions Plan 2006

The RWA Contributions Plan:

- identifies the percentage of the development levy (currently 2% of the proposed cost of carrying out the development)
- specifies what development it applies to and how the amount is payable
- details the expected development and demand for public facilities in the RWA Area
- identifies the public facilities and amenities to be funded from contributions.

Certain types of development are excluded from the operation of the RWA Contributions Plan. This includes development by the NSW Department of Housing for public housing or affordable housing.

The CoS Development Contributions Plan 2015 does not apply to development in the RWA Area to which the RWA Contributions Plan applies.

The Redfern-Waterloo Authority Affordable Housing Contributions Plan

The RWA Affordable Housing Contributions Plan:

- enables the imposition of a condition (either by Minister or by a delegate such as the CoS) on a development consent requiring the payment of an affordable housing contribution for the provision or refurbishment of affordable housing within the RWA Area
- identifies the affordable housing contribution rate to apply, what development it applies to, how the amount of affordable housing contributions is determined, and how the amount is payable
- details the relationship between the expected development in the RWA Area and the need for affordable housing
- details the works schedule.

The RWA Affordable Housing Contributions Plan requires a contribution equivalent to the estimated cost of the provision of affordable housing comprising 1.25% of the total gross floor area of development in the RWA Area. Based on this, the contribution rate is charged at \$73.12 (indexed at 1 July 2012) per sqm of the gross floor area of development.

This is intended to deliver 7,500 sqm of affordable housing, or 75 Deliverable Units within the RWA developments.

It is noted that the 88 affordable housing dwellings from the Platform Apartments was partly funded through the RWA Affordable Housing contributions along with other funding mechanisms.

3.0 Community and stakeholder engagement

A Consultation Outcomes Report has been prepared by Transport (refer to **Appendix D**). This Report describes the outcomes of consultation conducted from August 2020 to November 2021. Transport, as landowner at that time, commenced responsibility for renewing the Precinct in 2020. The land is currently owned by the Transport Asset Holding Entity of New South Wales (TAHE).

This report outlines:

- the program of engagement undertaken to prepare the SSP Study requirements and inform the development of the rezoning proposal
- key themes and feedback received relevant to the SSP Study
- how Transport has responded to incorporate this feedback in preparing the SSP Study.

3.1 Communications and engagement strategy

The Redfern North Eveleigh Precinct Renewal team is committed to establishing genuine and trusting relationships with the local community and stakeholders. This is underpinned by open and transparent communication, and authentic and regular engagement to ensure views, ideas and issues are considered from the planning to delivery stages.

Community engagement has been an important factor in shaping the work that has contributed to the preparation of the Redfern North Eveleigh Strategic Vision to date. In 2020, Transport took the lead on renewing the Precinct and engaged government agencies, stakeholders, and the community to prepare the Strategic Vision. Due to the impacts of COVID-19, community and stakeholder engagement has been online.

Transport carried out community and stakeholder consultation in preparation for the development and lodgement of the SSP study requirements. The Strategic Vision is used to guide and inform the State Significant Precinct (SSP) Study.

Consultation with stakeholders, government agencies, subject matter experts and the community was undertaken to understand key issues and concerns for the Precinct.

Consultation has focused on opportunities and challenges for the future of the Redfern North Eveleigh Precinct, providing Transport with a sound understanding of community and stakeholder aspirations and concerns. This feedback has informed Transport's vision for the Redfern North Eveleigh Precinct. The following community and stakeholder engagement has been undertaken for the Redfern North Eveleigh Precinct:

- **Online Community Surveys** - An online survey was open from 21 August to 4 October 2020, and sought community feedback on themes raised by the community in previous consultation. The survey was letterboxed to over 25,000 residents and businesses within the Paint Shop Sub-Precinct, and was completed by 82 people.
- **Place Design Forum** - On the 26 and 27 August 2020, an online Place Design Forum was held, as a collaboration between TfNSW and the DPE, to discuss and share ideas unique to the place. More than 60 stakeholders, comprised of NSW Government agency and community representatives attended.
- **Online Community Workshops** - In late September to early October 2020, three online community workshops were held with 21 people to seek input into the priorities that would guide the development of the Paint Shop Sub-precinct's vision. Invitations to the workshops were letterboxed to over 25,000 residents and businesses within the Paint Shop Sub-Precinct

Based on the engagement undertaken to date, the following key matters were identified for consideration:

- Stakeholders of the Redfern North Eveleigh Precinct are highly engaged, diverse, educated and invested in the future of the area. The character of the community is informed by strong multicultural influences, a range of professions and vocations, and an intersection of people at different stages of their lives. The area encompasses a creative and artistic hub built around residences, community eatery stretches, green spaces, and a strong community life. It is imperative that we collaborate with this inherently communal and welcoming community to shape the outcome of each of the projects.
- The development of South Eveleigh, Camperdown to Ultimo Collaboration Area, and future Tech Central Precinct has positioned the area as a globally competitive innovation, digital and creativity hub. This intersection between the rich artistic culture that has been historically fostered in the area and untapped economic potential characterises Redfern North Eveleigh as an innovative destination for the future.
- The economic drivers and creative character of the area will generate excitement and attract new and emerging industry and business interests with the potential to provide exciting job opportunities. The mixed-use potential of the commercial spaces fosters an organic collaboration between industries as well as supports a vibrant community life that will activate the area throughout the day and night.

3.2 Aboriginal engagement

The Redfern North Eveleigh Precinct is located at the southern edge of Redfern Station, between the rail corridor and Wilson Street. It is a hub of cultural, social and commercial activity with strong historic and ongoing connections to local Aboriginal people and community organisations.

Transport engaged Cox Inall Ridgeway to develop an Aboriginal Engagement Strategy with a view to contributing to meaningful Aboriginal cultural engagement and design initiatives for the RNE Precinct Renewal. This strategy ensured that an authentic Aboriginal voice is embedded and integrated into the planning, design development, construction, and operation of the renewed Precinct.

Balarinji Studio were engaged to deliver the Aboriginal Engagement Strategy and produce the Aboriginal Cultural Heritage Study (ACHS). Balarinji, in collaboration with Transport, has undertaken consultation with key Aboriginal community members and organisations on behalf of the project's Heritage Consultant, Artefact to inform the ACHS within the overarching Heritage Interpretation Strategy for the project.

Consultation with key Aboriginal community members and organisations included discussion of the following engagement themes and considerations:

- The cultural and social significance of the Precinct
- Traditional Custodians' and key Aboriginal stakeholders' connection to, and interests in, the Redfern North Eveleigh Precinct
- What role the Redfern North Eveleigh Precinct could play to a broader audience and how the local and historical area could be celebrated
- How the Program can best celebrate the culture and history of the Redfern North Eveleigh Precinct area, in ways that are meaningful to past, present, and future users
- The types of design and interpretation Aboriginal peoples wish to see embedded in the realisation of the Program
- Needs and aspirations of Aboriginal people in relation to using and accessing the RNE Precinct, including strategies to ensure the space is welcoming and inclusive of Aboriginal people
- Processes for supporting an ongoing conversation and input between Aboriginal people and the Program team over the life of the renewal, including partnership opportunities

- Appropriate protocols and processes around using Aboriginal cultural knowledge, stories, and language as part of the Program
- Scoping activities in relation to the types of employment opportunities that could be developed throughout the Program, including future phases.

Aboriginal engagement for this project has supported multiple strategies and studies including master planning, public art, public domain, Connecting with Country, and green infrastructure for this SSP Study. Transport will continue to engage with the community and stakeholders as part of this SSP Study planning process. Further, an Aboriginal Engagement Strategy will be developed and implemented to allow for authentic engagement with Aboriginal stakeholders and communities.

4.0 The Strategic Vision and Principles

4.1 The Redfern North Eveleigh Strategic Vision

A draft Strategic Vision for the Redfern North Eveleigh Precinct was released for community feedback in March 2021. The exhibited draft Strategic Vision document represents the first stage of the SSP planning process and is intended to guide the future outcomes across the Paint Shop Sub-Precinct. It sets the NSW Government's intention for the renewal of the Paint Shop Sub-Precinct and types of future land uses in context with the current strategic policy position. The Strategic Vision includes the following vision statement:

“The Redfern North Eveleigh Precinct will be a connected centre for living, creativity and employment opportunities that support the jobs of the future. An inclusive, active and sustainable place for everyone, where communities gather.

Next to one of the busiest train stations in NSW, the Redfern North Eveleigh Precinct will comprise a dynamic mix of uses including housing, creative and office spaces, retail, local business, social enterprise and open space. Renewal will draw on the past, adaptively re-using heritage buildings in the Redfern North Eveleigh Precinct and will acknowledge Redfern's existing character and particular significance to Aboriginal peoples, culture and communities across Australia. The Redfern North Eveleigh Precinct will evolve as a local place contributing to a global context.”

Forming part of the Tech Central District, the strategic vision for Redfern North Eveleigh Precinct supports the Tech Central vision as it will provide a dynamic mix of uses including housing, creative and office spaces, retail, local business, social enterprise and open space that will catalyse the innovation and technology initiative within the Eveleigh activity node of Tech Central District.

4.2 Redfern North Eveleigh Renewal Principles

Precinct renewal principles have been developed to guide achievement of the Strategic Vision of the Redfern North Eveleigh Precinct and will inform future planning and assessment for renewal activities within the Paint Shop Sub-Precinct. The principles are reproduced in **Table 2**.

Table 2. Renewal principles for Redfern North Eveleigh Precinct

Theme	Principles
Great place for community	<ul style="list-style-type: none"> • Create well-designed buildings and spaces that draw people into the Paint Shop Sub-Precinct, enabling the renewal to meet social and environmental changes into the future. • Promote day and night activity, with initiatives informed by the NSW Government's 24-hour Economy Strategy. • Create greener and sustainable spaces, with a pedestrian focus, provide seating, shade, sunlight and, where possible, cultural elements. • Integrate new development with existing spaces to create a coherent identity, promoting social access and inclusion. • The Paint Shop Sub-Precinct will be an inclusive place, where people feel welcome and valued, and the streets and open spaces are safe and accessible.
Jobs for the future	<ul style="list-style-type: none"> • Create contemporary spaces for businesses, contributing to both the local and broader NSW economy. • Ensure the spaces remain flexible to accommodate ongoing employment in new sectors. Encourage Aboriginal employment opportunities. • Create active street frontages with a mix of uses, to provide space for a vibrant local economy with diverse employment opportunities.

Theme	Principles
	<ul style="list-style-type: none"> Support thousands of jobs during the construction and delivery phases, and provide equitable and inclusive employment and training opportunities, implementing TfNSW Aboriginal employment strategies. The Paint Shop Sub-Precinct sits within an active innovation cluster and aims to bring innovation at Redfern North Eveleigh to life to deliver jobs and broader benefits to the NSW economy.
Creative	<ul style="list-style-type: none"> Maintain and support the existing creative heart of the Paint Shop Sub-Precinct at Carriageworks, Australia's largest multi-arts centre. Develop a Precinct that attracts and retains visitors due to its cultural and creative expression, sense of fun, discovery and inclusion. Incorporate public, community and cultural art into the streetscape and street furniture to create a unique identity, a sense of community ownership and collective design input. Incorporate flexible creative spaces throughout the Paint Shop Sub-Precinct to allow for a constantly evolving community expression. There will be a range of different types of spaces for creative purposes to respond to the needs of current and future communities.
Aboriginal past, present and future	<ul style="list-style-type: none"> Reinforce a sense of belonging for the Aboriginal community through the provision of considered design and cultural spaces, achieved through ongoing engagement with local Aboriginal communities. Contribute to the understanding and appreciation of Aboriginal culture through its integration into the Paint Shop Sub-Precinct, creating a lived experience. Embody Designing with Country and Understanding Country principles into design strategies. Continue to engage with Aboriginal communities to understand how the significance of Redfern North Eveleigh as a place for Aboriginal people in the past, the present and the future can continue to be brought to life.
Cultural history	<ul style="list-style-type: none"> Ensure history and culture come to life as part of the urban fabric of the Paint Shop Sub-Precinct, creating a connection to the evolving story of the place. Celebrate heritage buildings through adaptive reuse, honoring their past and maintaining their connection to place. Create a high quality and appealing urban domain for the local culture to flourish. Create spaces for the arts, performances, community activities and night life appropriate to the surrounding residential area.
Connected people and places	<ul style="list-style-type: none"> Create a highly connected Precinct that is accessible by all modes of transport. Make walking and cycling a safe and enjoyable experience, by creating a high quality, pedestrian focused public domain. Foster social connections through the creation of inviting and inclusive spaces that support a variety of activities. Enable digital connectivity to attract companies into the Paint Shop Sub-Precinct and to ensure that people living in the area are digitally connected in a way that meets their work, education and recreation needs. Investigate a direct link from the Paint Shop Sub-Precinct to the New Southern Concourse at Redfern Station; improved access to the T4 Eastern Suburbs and Illawarra Line platforms 11 and 12; walking and cycling connections to and through the Paint Shop Sub-Precinct; and the feasibility of a second pedestrian rail crossing via a bridge or the reuse of tunnels between North Eveleigh and South Eveleigh.

Supporting these principles, the draft Strategic Vision also identifies these priorities:

- **Connectivity** - To maximise the Paint Shop Sub-Precinct's connections, we will investigate a direct link from the Paint Shop Sub-Precinct to the New Southern Concourse at Redfern Station; improved access to the T4 Eastern Suburbs and Illawarra Line platforms 11 and 12; walking and cycling connections to and through the Paint Shop Sub-Precinct; and the feasibility of a second pedestrian rail crossing via a bridge or the reuse of tunnels between North Eveleigh and South Eveleigh.

- **Jobs** - The Paint Shop Sub-Precinct sits within Tech Central, an active innovation cluster, and aims to bring innovation at Redfern North Eveleigh to life to deliver jobs and broader benefits to the NSW economy.
- **Social enterprise and affordable housing** - There are a number of social enterprises located at North Eveleigh and we will look to build partnerships across the social, creative and Aboriginal enterprise sector. This document sets out the commitment to deliver at least 15% affordable housing. We will look at ways to increase the delivery of affordable housing through planning uplift and shared value.
- **Opening the gates of North Eveleigh** - We will investigate opportunities to fast track the delivery of public domain and amenity, and build on the previous consultation work done on the public domain in the Clothing Store Sub-Precinct.
- **A place for Aboriginal people** - We will continue to understand how the significance of Redfern North Eveleigh as a place for Aboriginal people in the past, the present and the future can continue to be brought to life.
- **The heritage jewels of North Eveleigh** - Recognising the unique heritage value at North Eveleigh, we will investigate ways to build on the heritage layers to bring buildings back to life for businesses, residents and the community.
- **Creative streets and public domain** - The Paint Shop Sub-Precinct renewal process will be guided by a strategy to elevate the quality of design to an excellent standard. This will include bringing the creativity of the broader area into the streets of the Paint Shop Sub-Precinct along with a Precinct greening strategy.
- **Listening and engaging** - We will recognise the investment of time and ideas provided over the past two decades on Redfern North Eveleigh, and continue to regularly meet and actively listen to the ideas and concerns of the community.
- **A place for inclusion** - The Paint Shop Sub-Precinct will be an inclusive place, where people feel welcome and valued, and the streets and open spaces are safe and accessible.

Desired future character statements and opportunities are outlined for the sub-precincts within the Redfern North Eveleigh Precinct as set out in **Table 3** and **Figure 10**.

Table 3. Character statements of Redfern North Eveleigh Sub-precincts

Sub-Precinct	Character Statement
Clothing Store	The Clothing Store Sub-Precinct will have a residential character that is integrated with community and commercial uses to create a vibrant inner city place designed for living. The adaptive reuse of the Clothing Store and new public domain, with small shops and cafes will create a great place for people.
Carriageworks	The Carriageworks Sub-Precinct will continue to be the creative and cultural heart of the Paint Shop Sub-Precinct and will provide new community and creative spaces. This Sub-Precinct will focus on delivering community spaces and effective public domain, while integrating new opportunities for local businesses.
Paint Shop	The Paint Shop Sub-Precinct will be a key component in the innovation future of Sydney, with strong links to tell the past innovation story. With a future innovation district character and direct connection to Redfern Station, the Paint Shop Sub-Precinct will be a fusion of employment, housing, retail and hospitality, interspersed with a variety of both permanent and adaptable pop-up recreation uses.

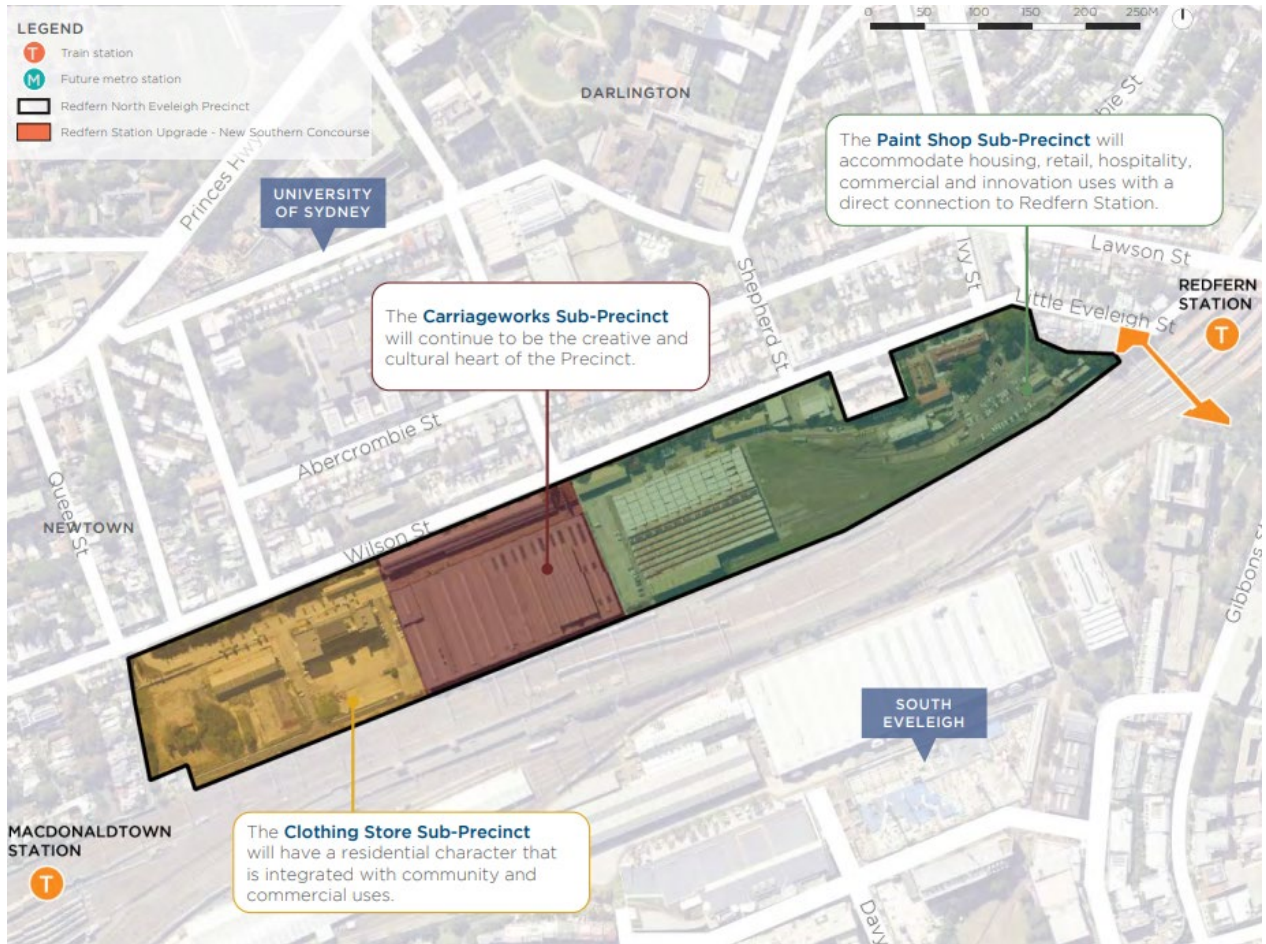


Figure 10. Sub-Precinct character areas

5.0 The proposal

5.1 The Urban Design Framework

An Urban Design and Public Domain Study (refer to **Appendix C**) has been prepared to establish the Urban Design Framework for the Redfern North Eveleigh Paint Shop Sub-Precinct. The Urban Design Framework presents a concept for the layout of buildings and publicly accessible spaces, mix of land uses and the bulk and scale of buildings across the Paint Shop Sub-Precinct and:

- informs the proposed statutory planning controls and Design Guideline;
- provides a reference design for consideration of the impacts of the proposed planning framework through technical studies; and
- illustrates a potential future development outcome for the Paint Shop Sub-Precinct.

The Urban Design Framework for the Paint Shop Sub-Precinct comprises:

- Approximately 1.4 hectares of publicly accessible open space, comprising:
 - A public square – a 7,910 square metre public square fronting Wilson Street;
 - An eastern park – a 3,871 square metre park located adjacent to the Chief Mechanical Engineer’s Building and the new eastern entry from Platform 1 of the Redfern station; and
 - Traverser No1 - a 2,525 square metre public square edged by Carriageworks and the Paint Shop.
- Retention of over 90% of existing high value trees.
- An overall greening coverage of 40% of the Sub-Precinct.
- A maximum of 142,650 square metre gross floor area (GFA), comprising:
 - between 103,700 - 109,550 square metres of gross floor area (GFA) for employment and community facility floor space (minimum 2,500 square metres). This will support approximately 6,200 direct jobs on the site across numerous industries including the innovation, commercial and creative sectors.
 - between 33,100 - 38,950 square metres of GFA for residential accommodation, providing for between 381 and 449 new homes (including 15% for the purposes of affordable housing).
- New active transport infrastructure and routes to better connect the Paint Shop Sub-Precinct with other parts of Tech Central and the surrounding localities.
- Direct pedestrian connections to the new Southern Concourse at Redfern station.
- Residential parking rates, comprising:
 - Studio at 0.1 per dwelling
 - 1 Bed at 0.3 per dwelling
 - 2 Bed at 0.7 per dwelling
 - 3 Bed at 1.0 per dwelling
- Non-residential car parking spaces (including disabled and car share) are to be provided at a rate of 1 space per 700 square metres of GFA.
- 66 car spaces are designated for Sydney Trains maintenance and operational use.

The key features of the Urban Design Framework, include:

- The creation of a new public square with direct pedestrian access from Wilson Street to provide a new social and urban hub to promote outdoor gatherings that will accommodate break out spaces and a pavilion structure.
- An eastern park with direct access from Redfern station and Little Eveleigh Street, which will provide a high amenity public space with good sunlight access, comfortable wind conditions and community character.
- Upgraded spatial quality of the Traverser No1 yard, retaining the heritage setting, and incorporating complementary uses and good access along Wilson Street to serve as a cultural linkage between Carriageworks and the Paint Shop Building.
- The establishment of an east-west pedestrian thoroughfare with new public domain and pedestrian links.
- A range of Water Sensitive Urban Design (WSUD) features.
- Activated ground level frontages with commercial, retail, food and beverage and community and cultural uses.
- Adaptive reuse of heritage buildings for employment, cultural and community uses.
- New buildings for the Sub-Precinct, including:
 - Commercial buildings along the rail corridor that range between 3 and 26 occupied storeys;
 - Mixed use buildings along the rail corridor, comprising a three-storey non-residential podium with residential towers ranging between 18 to 28 occupied storeys;
 - Mixed use buildings (commercial and residential uses) along Wilson Street with a four-storey street wall fronting Wilson Street and upper levels at a maximum of 9 occupied storeys that are set back from the street wall alignment;
 - A commercial building on the corner of Wilson Street and Traverser No.1 with a four-storey street wall fronting Wilson Street and upper levels at a maximum of 8 occupied storeys that are set back from the street wall alignment. There is flexibility to allow this building to transition to a mixed-use building with active uses at ground level and residential uses above; and
 - Potential options for an addition to the Paint Shop Building comprising of commercial uses. These options (all providing for the same GFA) include:
 - A 5-storey commercial addition to the Paint Shop Building with a 3m vertical clearance, with the adjacent development site to the east comprising a standalone 3-storey commercial building (represented in **Figure 11**);
 - A 3-storey commercial addition to the Paint Shop Building with a 3m vertical clearance which extends and connects to the commercial building on the adjacent development site to the east; and
 - No addition to the Paint Shop Building, with the adjacent development site to the east comprising a standalone 12-storey commercial building.
- Commitment to a 5 Star Green Star Communities rating, with minimum 5 Star Green Star Buildings rating.
- All proposed buildings are below the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) to ensure Sydney Airport operations remain unaffected.

The proposed land allocation for the Paint Shop Sub-Precinct is described in **Table 4** below.

Table 4. Breakdown of proposed allocation of land within the Paint Shop Sub-Precinct

Land allocation	Existing	Proposed
Developed area	15,723 sqm / 30% of total site area	20,824 sqm / 40% of total site area
Publicly accessible open space	Area not publicly accessible	14,306 sqm / 28% of total site area
Other public domain areas (including streets, shared zones, pedestrian paths and vehicular zones)	Area not publicly accessible	15,149 sqm / 29% of total site area (Excludes privately accessible public links and private spaces ~ 3% of total site area)

The indicative Urban Design Framework for the Paint Shop Sub-Precinct is illustrated in **Figure 11** below.

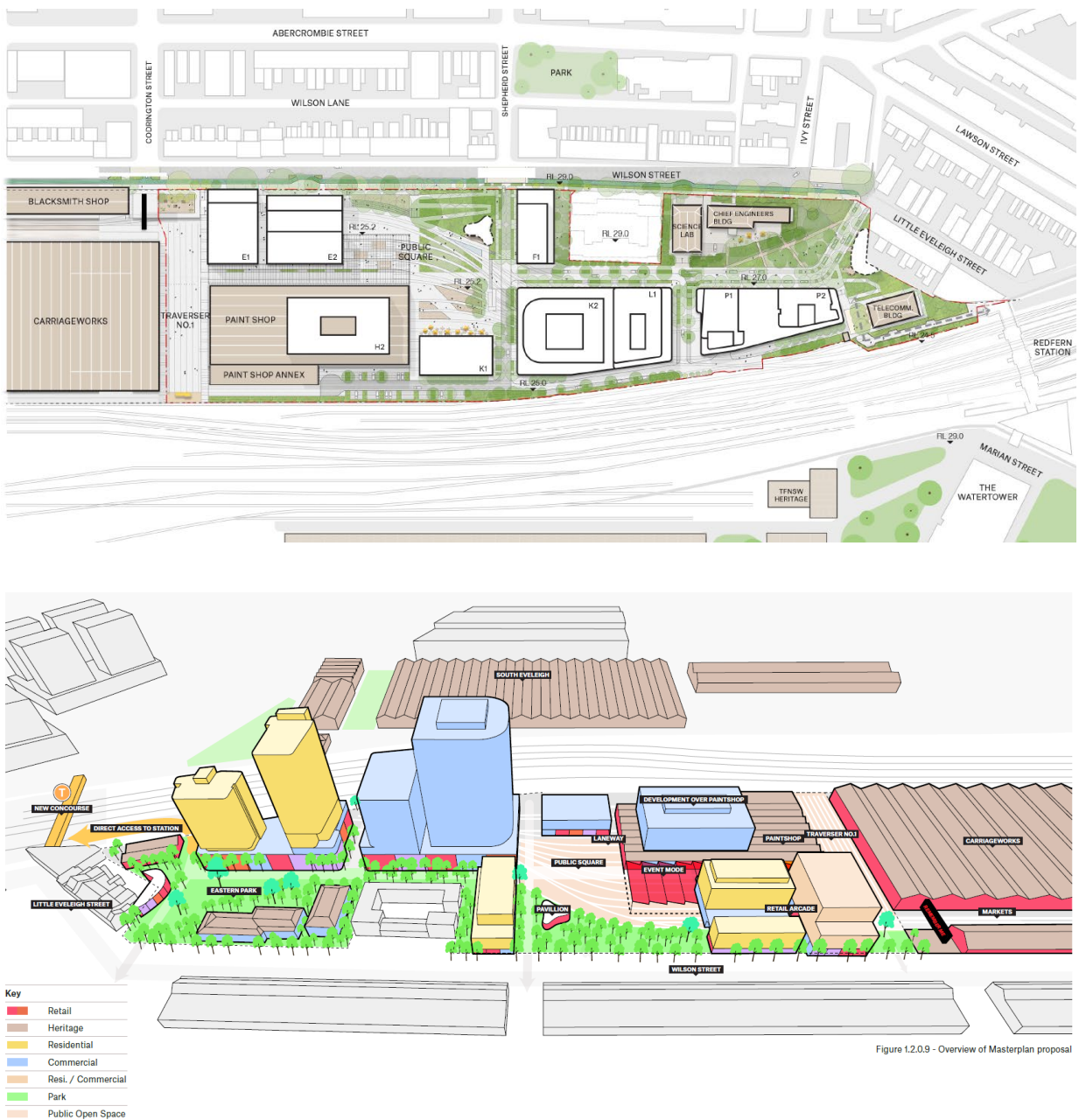


Figure 1.2.0.9 - Overview of Masterplan proposal

Figure 11. Illustrative urban design framework

Source: Bates Smart and Turf

5.1.1 Public domain

A public domain strategy has been prepared (part of the Urban Design and Public Domain Study at **Appendix C**), to formulate a public realm network with identity, character and activities that will attract tenants, local residents and commuters to create an activated place for people to live, work and be entertained.

Design principles for publicly accessible spaces are tailored to support the alignment with Redfern North Eveleigh Precinct Strategic Vision and the strategic planning priorities to deliver increasing urban tree canopy cover and greening, and high-quality open spaces, while respecting the heritage fabric of the Paint Shop Sub-Precinct.

The place-based narratives and ideas that inform the strategy for the public domain and publicly accessible spaces (refer to **Figure 12**), include:

- **Landscape** - The tension between the original landscape, geomorphology and the altered industrial landscape provides a rich narrative to the publicly accessible spaces and public domain.
- **Heritage and Industry** - Victorian and 20th Century era rail industry and infrastructure have left a significant mark on the Paint Shop Sub-Precinct, and whilst many buildings have been left dormant for decades, a great deal of built form and rail infrastructure remains in its original form and location. These components are both unique and critical to telling the site's story, and where possible will be retained, or interpreted.
- **Community** - The opening up of the site adds around five hectares of built urban area and publicly accessible spaces to Darlington that lies immediately to the north. Understanding the existing spatial characters, streetscape, and public uses will be used to inform the site design, so that it integrates with the neighbourhood in a contiguous fashion, allowing the community and visitors to move through it as they would any other part of inner Sydney.

10.6.10 Paint Shop Sub-precinct Character Areas

Description and views of the key character areas on the site

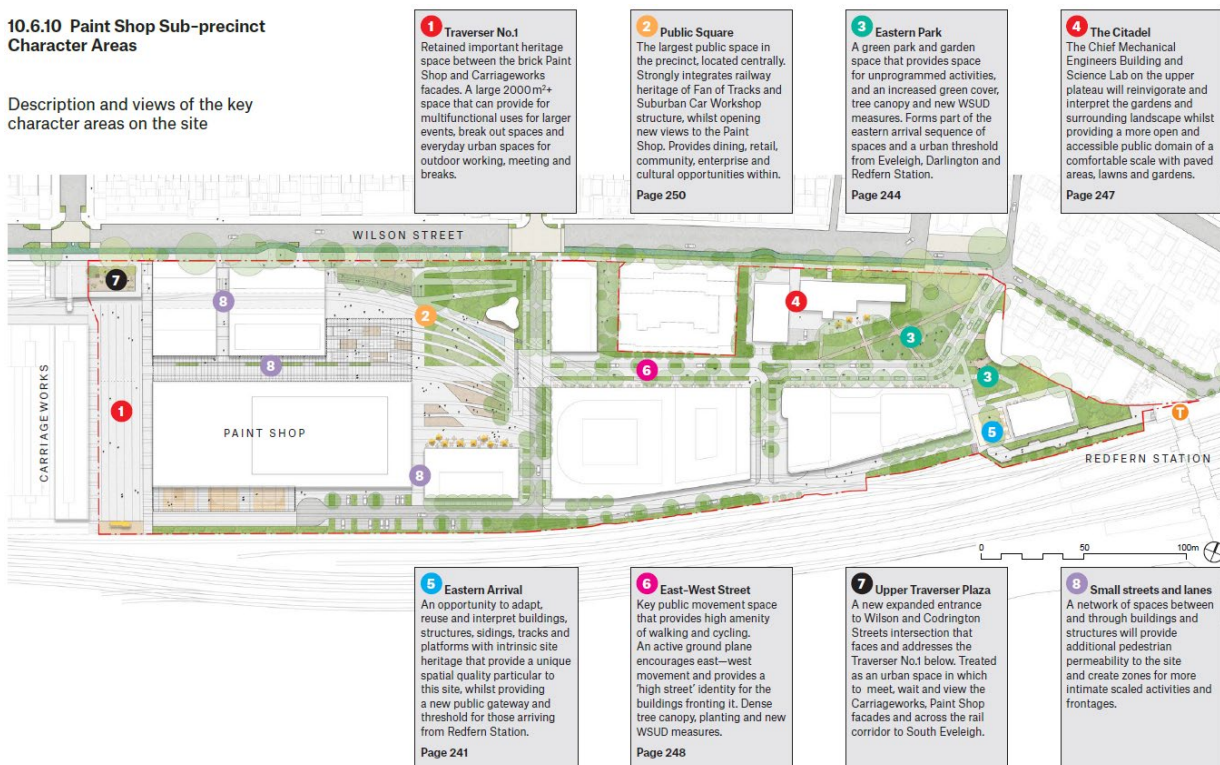


Figure 12. Public domain strategy for the Paint Shop Sub-Precinct

Source: Bates Smart and Turf

Publicly accessible open space

A key initiative of the proposal for the Paint Shop Sub-Precinct is to reimagine and deliver new opportunities for public space that are diverse in character and function, and of high amenity. Three key public spaces are proposed as part of the Urban Design Framework and Design Guide functioning as key nodes along the central movement spine through the Paint Shop Sub-Precinct (refer to **Figure 13**). These include:

- 1. Traverser No1** – Traverser No. 1 will be retained as an important heritage space (approximately 2,500 sqm (4.8%) of total publicly accessible open space) between the Paint Shop building and Carriageworks. The space will function to support uses for larger events, break out spaces and everyday urban spaces for outdoor working, meeting and breaks. Traverser Upper Square will also improve the existing public arrival to Carriageworks and Traverser No.1 from Wilson Street at Codrington Street.
- 2. Public Square** - The creation of a new square (approximately 7,900 sqm (incl. area under Suburban Car Workshop structure) (13.4%)) of total publicly accessible open space) with direct pedestrian access from Wilson Street to provide a new centrally-located social and urban hub within the Paint Shop Sub-Precinct. The Public Square will support dining, retail, community, enterprise and cultural activity.
- 3. The Eastern Park** - An eastern arrival park and gardens (approximately 3,800 sqm (7.4%) of total publicly accessible open space) with direct access from Redfern Station and Little Eveleigh Street, which will provide a high amenity public space with good sunlight access, retention of trees and open areas to reinforce the setting of heritage buildings that fringe this space including the Chief Mechanical Engineer's Office building, Scientific Services Building No.1 and the Telecommunications Equipment Centre. The Community Green will prioritise green cover, tree canopy and new WSUD measures integrated with legible pedestrian and cyclist routes and a shared zone with low volumes and speeds for vehicles.

The combination of these public spaces will provide approximately 1.4 hectares of publicly accessible open space. The quantum of proposed publicly accessible open space exceeds the minimum target of 15% for local and district open space provision for major urban renewal precincts referenced in the City of Sydney Open Space, Sport and Recreation Needs Study, 2016.

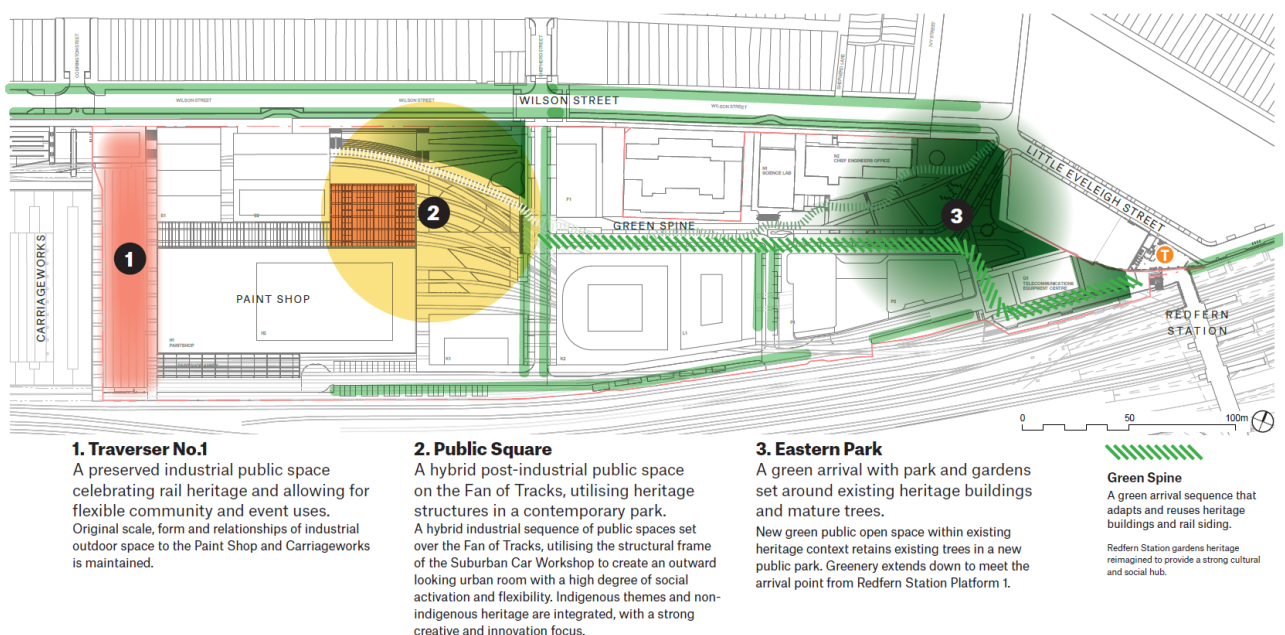


Figure 13. Open space strategy for the Paint Shop Sub-Precinct

Source: Bates Smart and Turf

Movement network

The Urban Design Framework aims to establish a new street network that maximises shared slow streets within the Paint Shop Sub-Precinct, promoting active transport and connectivity (as shown in **Figure 14**).

The east-west shared zone link will be the main movement corridor that will establish a comfortable and legible urban streetscape linking Redfern Station, Little Eveleigh Street and Traverser Square. This shared street spine provides a human scaled corridor that provides high amenity for pedestrians and will be bounded by active frontages, outdoor dining and on street parking. A key element of the east-west link is the steel structure of the northern annex of the Paint Shop building creating a unique street space experience that retains heritage components including trusses, columns and railway tracks in the pavement.

A new access road will be provided extending from the existing intersection of Shepherd Street and Wilson Street to the north. This access road will be the primary road for vehicular access, with vehicular movements connecting to service lanes adjacent to the rail corridor that will be the primary building frontage for vehicle access and service/loading facilities. This arrangement minimises potential conflicts with the main pedestrian and cyclist corridor in the Central Spine, which is proposed as a shared zone and will accommodate a higher volume of active transport movements relative to vehicle movements.

Pedestrian connections are provided, extending from the central spine which allow for future connections to the broader precinct and will improve connections to Redfern Station, buses and other facilities.

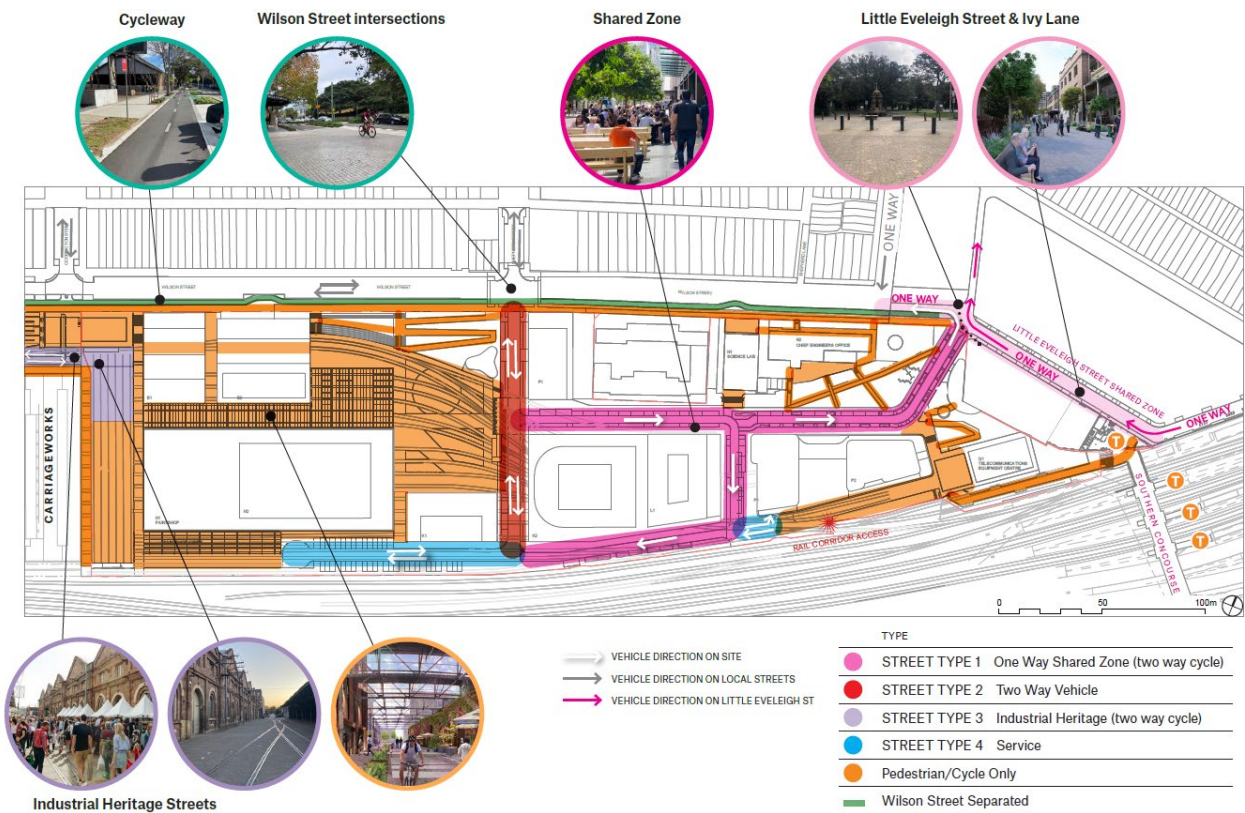


Figure 14. Street typologies for the Paint Shop Sub-Precinct

Source: Bates Smart and Turf

5.1.2 Land use

The proposed land uses for the Paint Shop Sub-Precinct seeks to support a significant amount of employment-generating uses that is complemented by a diversity of supporting uses that will activate the Paint Shop Sub-Precinct during the day and night.

The key land uses proposed in the urban design framework, include:

- Commercial uses
- Residential uses
- Community / cultural uses.

Overall, the Urban Design Framework for the Paint Shop Sub-Precinct provides capacity for a maximum gross floor area (GFA) of 142,650 sqm comprised of:

- between 103,700 - 109,550 square metres of gross floor area (GFA) (73-77%) for employment and community facility floor space (minimum 2,500 square metres). This will support over 6,200 jobs in the innovation, commercial and creative sectors; and
- between 33,100 - 38,950 square metres of GFA (23-27%) for residential accommodation, providing for up to 381 new homes (including a minimum 15% of residential floor space for the purposes of affordable housing).

Note the proposed GFA ranges above takes into consideration the flexibility of land uses in the building adjacent to Traverser No.1 (Building E1) being primarily for the purposes of either commercial or residential (as shown in **Figure 15** below).

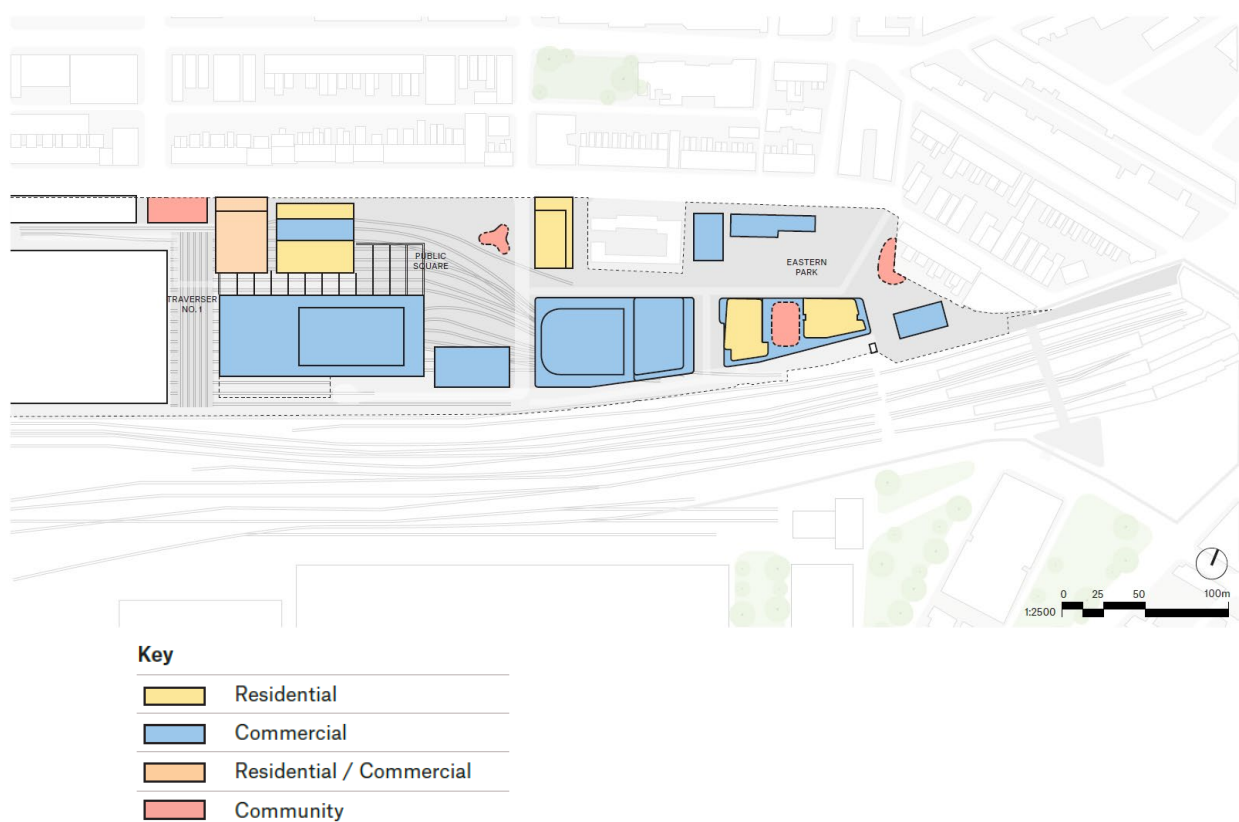


Figure 15. Indicative location of land uses under the urban design framework

Source: Bates Smart

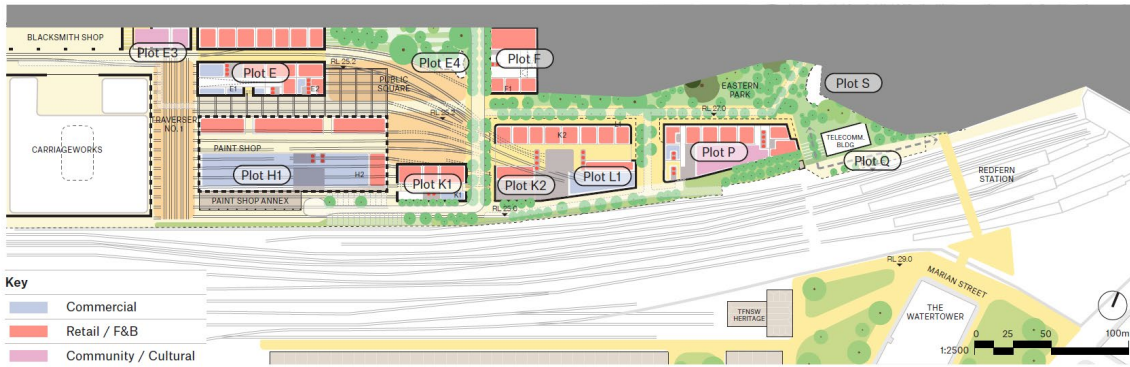


Figure 16. Indicative diagram of Ground Level uses

Source: Bates Smart and Turf

5.1.3 Built form

The proposed built form and building typologies of the Urban Design Framework aims to respond to the site context to integrate new development with existing spaces and heritage fabric to create a coherent identity for the Paint Shop Sub-Precinct (refer to **Figure 17**). In particular, the proposed built form of the Urban Design Framework provides a diversity of scales with:

- mid-rise buildings with a five-storey street wall along Wilson Street, rising to up to 9 storeys set back from the street alignment
- higher rise buildings located toward the rail corridor, comprising a mix of:
 - larger floorplate buildings that will support commercial uses, which range between sixteen to twenty-six storeys
 - podium and taller buildings that will support commercial, retail and community uses in the podium levels, and residential uses within the taller buildings which range between eighteen to twenty-eight storeys
- a five-storey addition to the Paint Shop building
- small-scale pavilions located within proposed publicly accessible open spaces that range between one to two storeys.

Heritage buildings will be retained and adaptively re-used within the Sub-Precinct to suit a range of retail and hospitality, community and cultural uses in order to balance the historic setting with a revitalised and creative streetscape for a future innovation precinct. The built heritage fabric will be framed appropriately within publicly accessible spaces and at street level, integrated between the green spine, plazas, gardens and public squares.

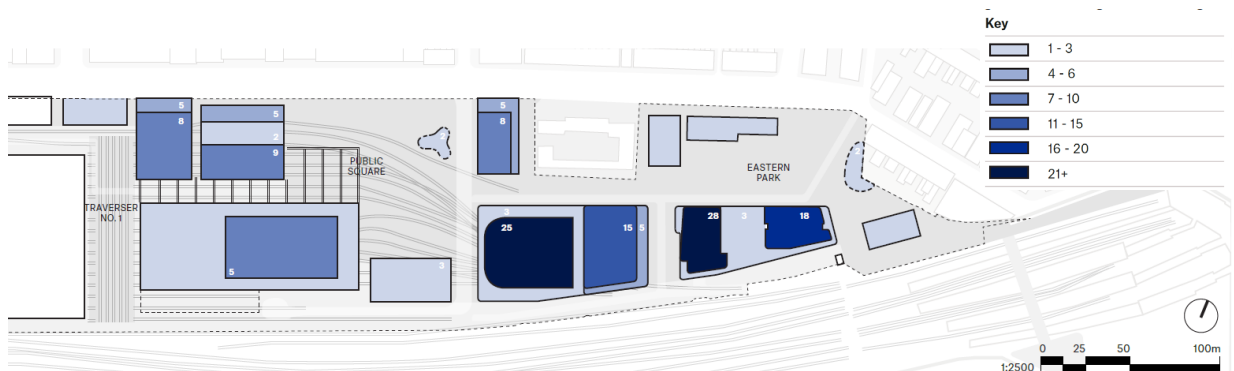


Figure 17. Indicative distribution of height of the urban design framework

Source: Bates Smart and Turf

5.1.4 Staging strategy

An indicative staging strategy for the Paint Shop Sub-Precinct has been prepared as part of the Urban Design Report (refer to **Appendix C**). It is noted that the staging strategy is subject to changing market demand and further detailed logistical considerations during the delivery of the Urban Design Framework and may need to be revised during subsequent processes.

Stage 1: CME and Science Building

The initial stage (as illustrated at **Figure 18**) will be the revitalisation of the heritage listed the Chief Mechanical Engineer’s Building and the Science Lab. Site access will be available via the existing service road off Little Eveleigh Street with a lay down area available adjacent. Landscape works around the Chief Mechanical Engineer’s Building and will be carried out concurrently as part of Stage 3.

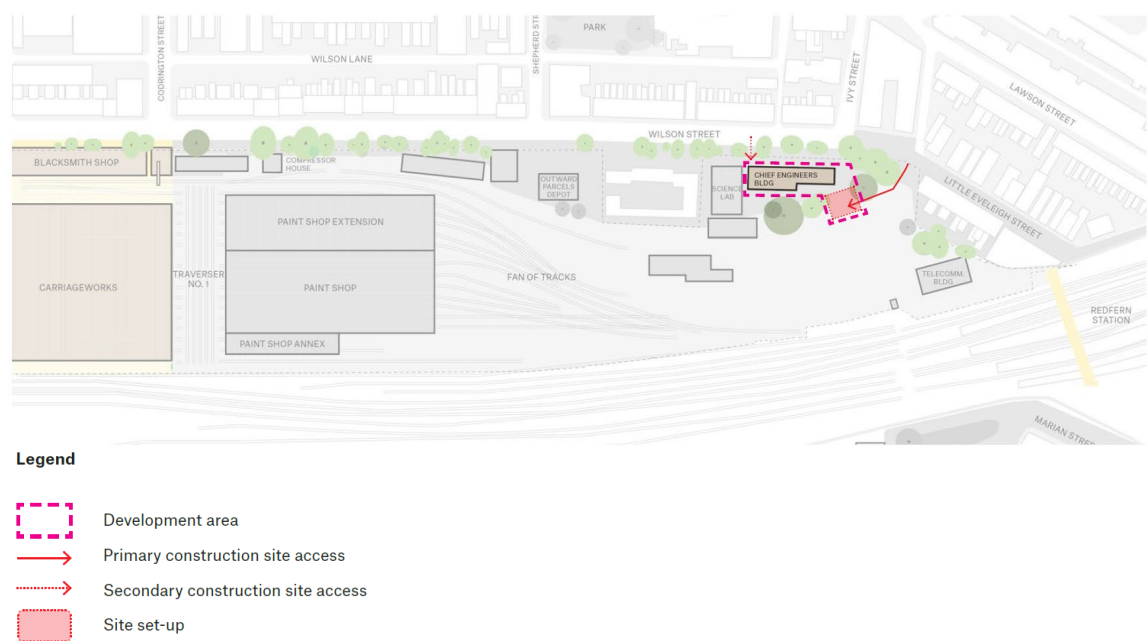


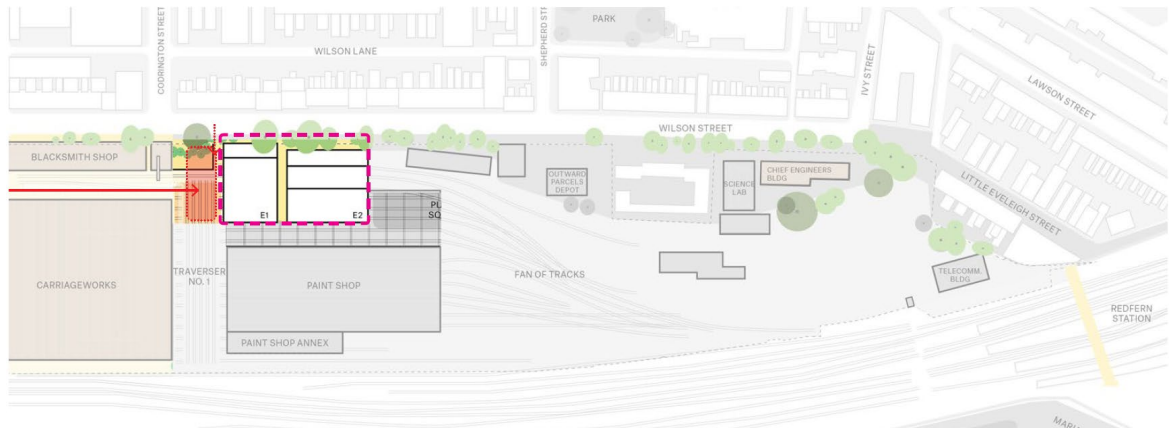
Figure 18. Stage 1: CME and Science Building

Source: Bates Smart

Stage 2: Wilson Street

Stage 2 (as illustrated at **Figure 19**) will involve development along the western end of Wilson Street will be constructed, including commercial building (E1) and a mixed use residential building (E2), both with retail uses on the lower floors. Temporary works will be carried out to the existing frame of the Suburban Car Workshop, with landscaping works also delivered as part of this stage.

Site access during construction will be from Wilson Street and from Carriageworks Way, with a lay down area on the lower level with measures intended in place to minimise disruption to Carriageworks and the Saturday Markets including maintaining vehicle access to No.1 Traverser. Landscaping immediately adjacent to the buildings will be completed as depicted.



Legend

- Development area
- Primary construction site access
- - - - -> Secondary construction site access
- Site set-up

Figure 19. Stage 2: Wilson Street Development

Source: Bates Smart

Stage 3: Eastern end

Stage 3 (as illustrated at **Figure 20**) will focus on the delivery of the eastern part of the Paint Shop Sub-Precinct. Site access will be granted in the location of the current service road. Development L1 will act as the central lay down area for the duration of this stage. Landscape works will include delivery of the new Eastern Park, the landscape settings around the 3 heritage buildings (Science Lab, CME, Telecommunications building), as well as a new connection to Platform 1 and the new southern concourse of Redfern Station, linking the site with the wider context south.



Legend

- Development area
- Primary construction site access
- - - - -> Secondary construction site access
- Site set-up

Figure 20. Stage 3: Eastern End

Source: Bates Smart

Stage 4: Paint Shop

Stage 4 (as illustrated at **Figure 21**) will see the completion of the Public Square which will include re-purpose works for the Paint-shop and over development. Site access will be granted initially from the western end, with access on the eastern end added once topography has been adjusted to the new landscape and Shepard Street extension into the site. Landscape works will include the Public Square and Pavilion, as well as the rail edge adjacent to the Paint Shop building.

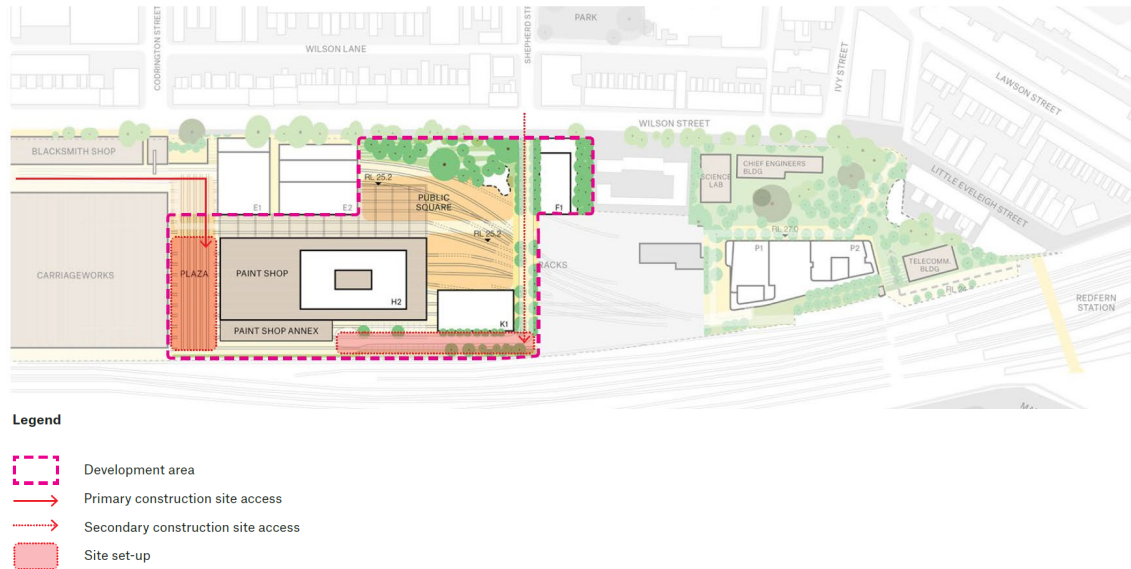


Figure 21. Stage 4: Paint Shop

Source: Bates Smart

Stage 5: Project completion

The final stage (as illustrated at **Figure 22**) will include Development Site K1 and L1. For site access, the newly established road network will be utilised, consolidated via Shepard Street extension. Land used for lay down areas will be reinstated to the final landscape design. Landscaping works will be limited to the land immediately adjacent to the new buildings to complete the overall delivery of the project.

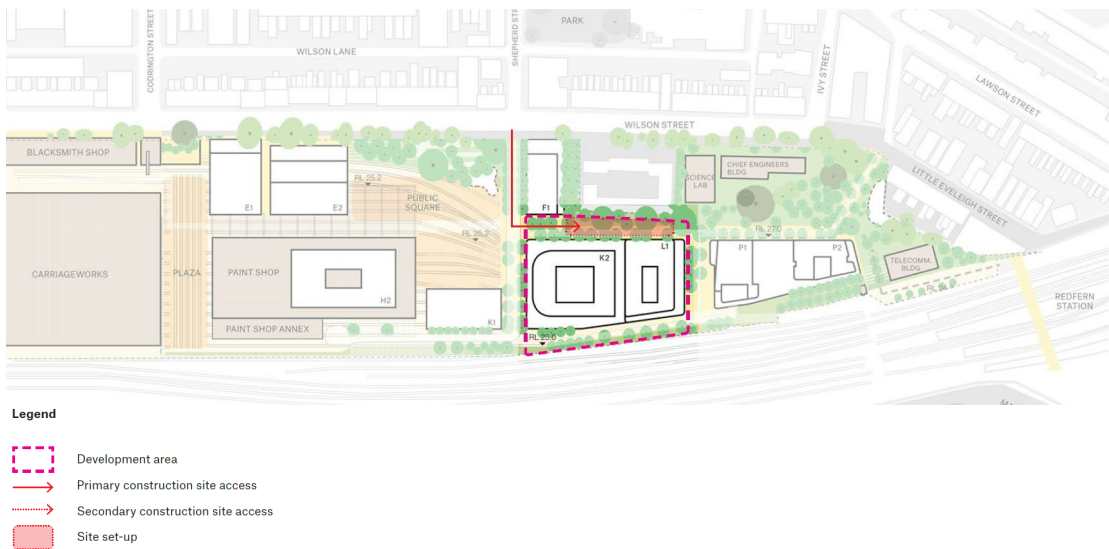


Figure 22. Stage 5: Project completion

Source: Bates Smart

5.2 The proposed planning framework

The current planning framework is inadequate to deliver upon the vision and intended outcome for the Paint Shop Sub-Precinct. On this basis, it is appropriate to consider a new planning framework that:

- ensures connecting with Country principles are embedded and shape the design of the Paint Shop Sub-Precinct and how it is occupied and enjoyed by the community
- supports the Strategic Vision for a connected innovation precinct for living, creativity and employment opportunities that support the jobs of the future
- facilitates land use and public transport integration, prioritises access and movement for people
- reflects the transformative impact that proposal will have on the locality while respecting the heritage and cultural values that the local community attributes to Redfern North Eveleigh
- provides certainty and clarity of development outcomes, while facilitating innovation and site-specific responses when detailed design is undertaken
- is derived from and aligns with key assumptions and yields in the reference master plan
- provides for community participation in the development and delivery process.

An Explanation of Intended Effect (EIE) has been prepared to provide an overview of proposed amendments to the statutory planning framework (refer to **Appendix A**). A draft Design Guide for the Paint Shop Sub-Precinct is also provided at **Appendix B**.

A summary of the proposed planning framework is included below.

5.2.1 Amendments to the Sydney LEP 2012

The intended outcome of the proposal is to facilitate the future development of the Paint Shop Sub-Precinct as an exciting new destination within the Tech Central District that celebrates the area's historical significance and delivers a new globally recognised innovation and technology precinct. This will require the following amendments to the Sydney LEP 2012 to enable this outcome.

Land use zoning

The Urban Design Framework envisages a range of land uses will be supported within the Paint Shop Sub-Precinct. This will include a mix of commercial, residential, recreation and community/cultural uses. The B4 Mixed Use zone is proposed to apply which permits the envisioned land uses to occur at the Paint Shop Sub-Precinct.

Draft land use zoning maps have been prepared to reflect the proposed zoning (**Annexure 1**). The proposed land zoning for the Precinct is illustrated in **Figure 23**.

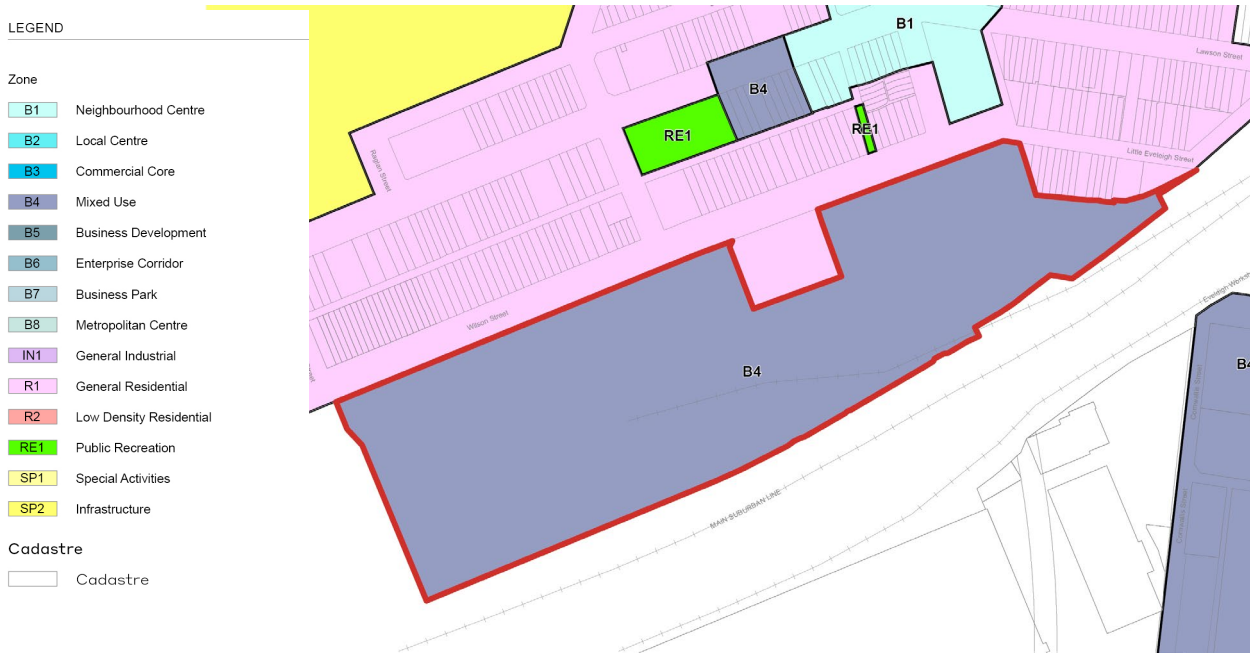


Figure 23. Proposed land use zoning

Height of buildings

The maximum building height limits proposed for the Paint Shop Sub-Precinct will range between 3m to RL 128.2 metres (AHD).

A height limit of 3 metres will apply to areas intended for key publicly accessible spaces (i.e. publicly accessible open space, streets, shared zones) within the Paint Shop Sub-Precinct. This will limit any structural elements from being built on these lands, apart from potential public amenities and pavilions (i.e. public toilet facilities) associated with community uses or use of the publicly accessible open space for community activities.

A draft height of building map has been prepared to reflect the proposed maximum building heights (**Annexure** and **Figure 24**).



Figure 24. Proposed height of building map

Floor space ratio

The maximum floor space ratio (FSR) proposed for the Paint Shop Sub-Precinct will be 2.78:1 for all development. To ensure non-residential uses are prioritised in the Paint Shop Sub-Precinct, a site-specific provision is proposed to limit residential floorspace to maximum GFA of 39,000 sqm (equivalent FSR of 0.76:1). This aims to ensure employment floor space is prioritised, in line with the intended outcomes for the broader Tech Central District.

A draft floor space ratio map has been prepared to reflect the proposed maximum FSR (refer to Annexure 1 and Figure 25).



Figure 25. Proposed floor space ratio map

Heritage conservation

The Redfern North Eveleigh Precinct is located within the Eveleigh Railway Workshops which is a State Heritage item which includes some of the finest historic railway engineering workshops in the world. The Precincts - Eastern Harbour City SEPP currently identifies several buildings as items of heritage significance, including the Paint Shop, the Chief Mechanical Engineer's Office Building, the Scientific Services Building No.1 and the Telecommunications Equipment Centre.

These heritage items are proposed to be described in Schedule 5 of the Sydney LEP 2012 with provisions under Clause 5.10 Heritage conservation of the Sydney LEP 2012 to applying to future development within the Paint Shop Sub-Precinct to ensure the heritage significance of these heritage items are conserved.

A draft heritage map has been prepared to reflect the proposed identification of heritage items (refer to **Annexure 1** and **Figure 26** below).

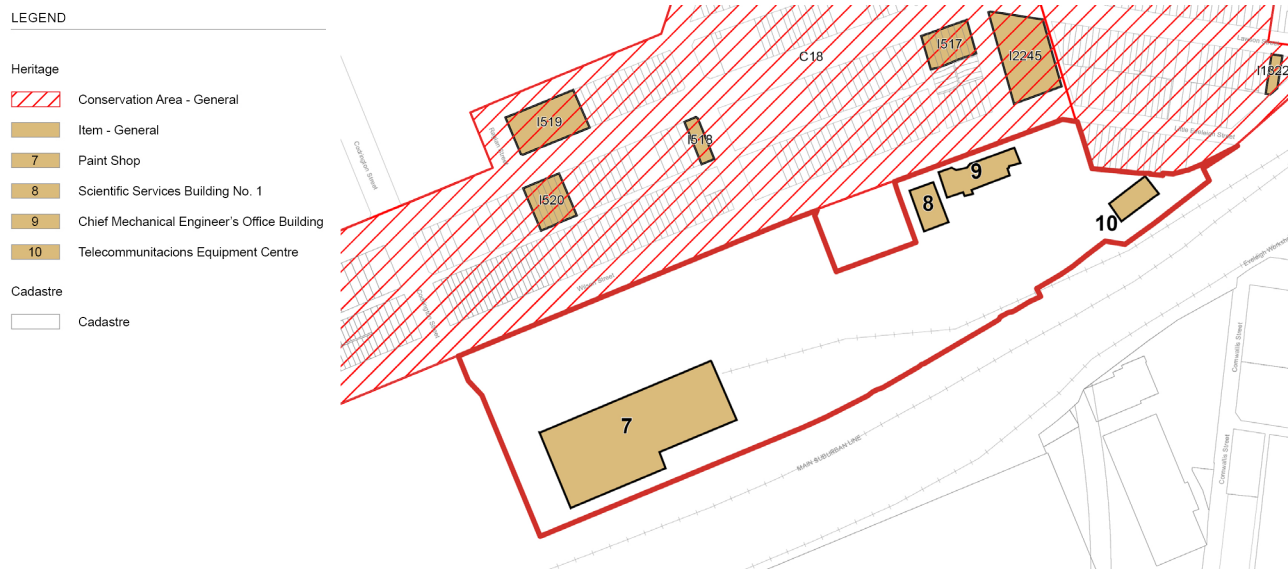


Figure 26. Proposed heritage map

Car parking

Clauses 7.4 and 7.5 of Sydney LEP set out the relevant car parking rates for residential land uses shown as Categories A to C on the Land Use and Transport Integration Map (LUTI Map). Redfern North Eveleigh (including Paint Shop sub precinct) is not allocated a car parking category on the LUTI map (LUTI_009 and 010), however land surrounding the RNE precinct is shown as Category B.

The Paint Shop Sub-Precinct is targeting a mode share of 90% sustainable transport and 10% vehicles, taking full advantage of the site's proximity to Redfern Station and the current upgrade of the Southern Concourse while minimising the reliance on private vehicle trips. A critical factor which influences travel behaviour is the availability, or lack thereof, of car parking. Ensuring a limited supply of car parking is available will help to achieve the sustainable transport objectives for the precinct. Therefore, it is proposed to limit the number of car park spaces in the precinct by allocating the Paint Shop Sub-Precinct Category A on the Land Use and Transport Integration map (refer to **Annexure 1** and **Figure 27** below).

A rate of 1 space per 700 sqm for non-residential uses is proposed to assist meeting the mode share targets. This is proposed to be outlined as a site-specific provision (refer to section below).

Furthermore, to replace the existing temporary parking area for residents on Little Eveleigh Street, a provision is proposed to require an additional 20 on-grade parking spaces (including one accessible parking space and one car share scheme parking space) for the permitted use of adjacent residents of Little Eveleigh Street.



Figure 27. Proposed Land Use and Transport Integration Map

Site-specific provisions

Site-specific provisions are proposed for the Paint Shop Sub-Precinct, outlining controls that apply only to the Sub-Precinct. To identify the area to which these provisions apply, the Key Sites Map of the Sydney LEP 2012 will be amended to identify the Paint Shop Sub-Precinct as a key site (refer to **Annexure 1** and **Figure 28**).

The site-specific provisions proposed to apply to the Paint Shop Sub-Precinct, include:

- **Minimum community floor space** – a minimum 2,500 sqm of gross floor area for the purposes of community facilities will be required at the Paint Shop Sub-Precinct. This provision is designed to ensure sufficient community floor space is delivered to support social needs of the worker and resident community at Redfern North Eveleigh.
- **Minimum publicly accessible open space** – in alignment with the NSW Government's aims in delivering great public spaces, it is proposed to include a provision that the consent authority must not consent to development unless it is satisfied that a minimum of 12,550 sqm (approximately 24% of total site area) of land will be used for publicly accessible open space.

It is noted that the proposed minimum publicly accessible open space area of 12,550 sqm has been reduced from urban design framework's proposed 14,300 sqm with the exclusion of certain movement corridors (i.e. the link between Traverser No.1 and the Public Square and access from Wilson Street to Traverser No.1) and areas where a built form may cantilever over the Public Square.

- **Maximum residential GFA** – to ensure an appropriate balance of commercial and residential uses is achieved, it is proposed to include a provision outlining that the consent authority must be satisfied that the proposed development does not result in exceeding a maximum GFA of 39,000 sqm for residential purposes.
- **Design excellence** - the demonstration of design excellence for new buildings will be vital to the success of the Paint Shop Sub-Precinct and delivering the Strategic Vision for Redfern North Eveleigh. New buildings at the Paint Shop Sub-Precinct will be required to exhibit design excellence by undergoing a competitive design process in accordance with either:
 - the City of Sydney's Competitive Design Policy, or

- a design excellence process that has been agreed with the NSW Government Architect.

A design excellence strategy is outlined within the Design Guide to guide the design excellence process for future development for the Paint Shop Sub-Precinct. No additional floorspace or building height will be awarded for a building demonstrating design excellence.

- **Affordable housing** - a new site-specific provision is proposed in the Sydney LEP 2012 that would enable the consent authority to impose a condition on residential development requiring a contribution towards the provision of affordable housing. The contribution would be equivalent to 15 percent of the total floor area of the development that is intended to be used for residential purposes for the purpose of affordable housing. The contribution would be made by way of a dedication of affordable dwellings within the Paint Shop Sub-Precinct and/or paid as a monetary contribution.
- **Car parking for non-residential uses** - a new site-specific provision is proposed in the Sydney LEP 2012 applying a specific car parking rate of 1 space per 700 sqm for non-residential uses.
- **Exempt development for temporary uses** – a site-specific provision will apply to identify the temporary use of the land for community events that are open to the general public as exempt development, including public gatherings, ceremonies, sporting events or outdoor exhibitions. This will continue to support Redfern North Eveleigh Precinct's role as a key cultural and tourist destination.
- **Consideration of the Redfern North Eveleigh Design Guide** - a provision outlining that consent must not be granted to development unless the consent authority has taken into consideration any Design Guidelines made by the Planning Secretary relating to the design and amenity of the Redfern North Eveleigh Precinct. The proposal includes a draft Design Guide (refer to **Appendix B** of this SSP Study) which includes guidelines to inform and guide future development for Paint Shop Sub-Precinct.
- **Consideration of Eveleigh Railway Workshops Conservation Management Plan** - an updated Conservation Management Plan and addendum has been prepared for the Eveleigh Railway Workshops (refer to **Appendix Z**), in which the Paint Shop Sub-Precinct is located to establish. The updated Conservation Management Plan and addendum outlines an integrated approach to guide future development approvals at North and South Eveleigh. An updated Statement of Significance to inform future opportunities and constraints for change that celebrates the heritage values of Eveleigh Railway Workshops is yet to be prepared.

To ensure the updated Conservation Management Plan and addendum is considered as part of any future development proposal, this provision will require that prior to any consent being granted the consent authority is to be satisfied that any proposed development is consistent with the updated Conservation Management Plan and addendum. This aims to ensure a holistic response to heritage is applied to all development proposals in the Paint Shop Sub-Precinct and the broader Eveleigh Railway Workshops.

- **Concurrence of the Planning Secretary** - A provision will be included to require the concurrence of the Planning Secretary prior to granting to any consent for development that will generate demand for State and regional infrastructure. This is to ensure satisfactory arrangements are in place for the adequate provision of State and regional infrastructure. In deciding whether to grant concurrence, the Planning Secretary will consult with public authorities that the Planning Secretary considers relevant to the proposed development at the Paint Shop Sub-Precinct.

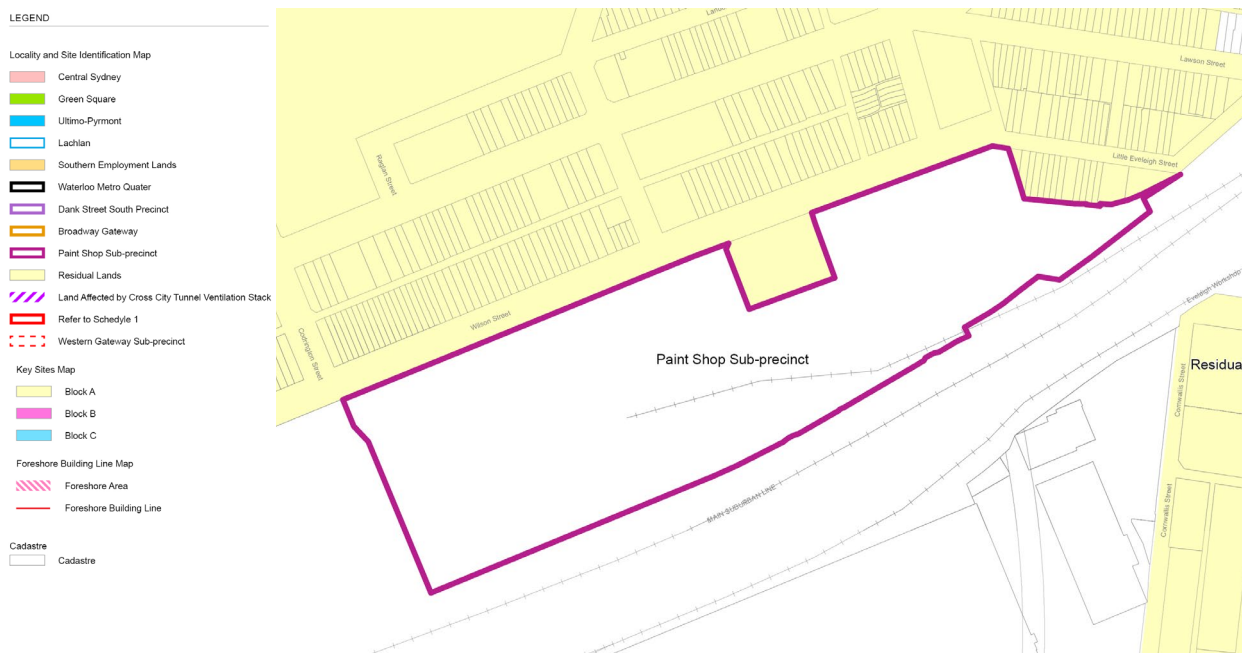


Figure 28. Proposed locality and site identification map

5.2.2 State Environmental Planning Policy (Planning Systems) 2021

The State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP 2021) declares certain forms of development as State Significant Development (SSD) including specified development within identified State significant sites (Schedule 2). Currently under Schedule 2 of the Planning Systems SEPP 2021, SSD includes development with a capital investment value of more than \$10 million on land identified as being within the Redfern-Waterloo Authority Sites (including the Paint Shop Sub-Precinct).

Given the Paint Shop Sub-Precinct forms part of a State Significant Precinct (RWA Sites) and is a State significant development site under the Planning Systems SEPP 2021, it is considered appropriate that development with a capital investment value over \$10 million should continue to be designated and assessed as SSD.

5.2.3 Relationship to the North Eveleigh Concept Plan Approval (Part 3A)

The former RWA prepared a Concept Plan (No. 08_0015) for the Redfern North Eveleigh Precinct that was approved on 15 December 2008 by the then Minister for Planning. The Concept Plan was subject to a design excellence competition and comprised:

- a mix of commercial, retail, cultural, community and residential uses involving a maximum 177,527sqm of gross floor area (GFA) (approximately 92.240 sqm of GFA in the Paint Shop Sub-Precinct) comprised of:
 - a maximum of 55,672 sqm of commercial GFA
 - a maximum of 4,000 sqm of retail GFA
 - a maximum of 22,796sqm of cultural / community GFA
 - a maximum of 95,059 sqm of residential GFA an estimated 1,258 residential dwellings, and 3,270 jobs across the Paint Shop Sub-Precinct
- adaptive reuse of the heritage buildings for a range of uses including cultural, community, commercial and residential
- open space, public domain and roads across the site with five new parks totalling approximately 9,400 sqm

- a child care centre for approximately 45 children
- car parking across the Paint Shop Sub-Precinct for a total of 1,800 car parking spaces
- affordable housing.

In 2013, the Platform Apartments affordable housing development was approved in accordance with the Concept Plan (SSD5708). The development includes 88 residential apartments, 39 car parking spaces, landscaping and associated site works and opened in 2016. Since the Concept Plan was acted on with the development of the Platform Apartments, it is still valid and has the potential to be acted on in the future through approval of development applications. The Concept Plan therefore acts as a set of current planning controls across the Redfern North Eveleigh Precinct (including the Paint Shop Sub-Precinct).

In order for the new planning controls across the Paint Shop Sub-Precinct to take effect, the Concept Plan Approval for the Redfern North Eveleigh Precinct needs to be surrendered. Following the surrender of the Concept Plan, the Sydney LEP 2012 will be the primary planning instrument for planning controls for the Paint Shop Sub-Precinct subject to approval of the rezoning application. The Precincts – Eastern Harbour City SEPP will continue to include planning controls for the Clothing Store and Carriageworks sub precincts.

5.2.4 Redfern North Eveleigh Design Guide

The proposal includes a draft Design Guide (refer to **Appendix B** of this SSP Study) which includes guidelines to inform and guide future development for Paint Shop Sub-Precinct. The Design Guide sets out a suite of built form and urban design provisions to ensure that new development in the Paint Shop Sub-Precinct achieves high quality outcomes for built form, public domain and publicly accessible spaces, responds to heritage, and seeks to improve the amenity of the Paint Shop Sub-Precinct and its surrounds. Specifically, the draft Design Guide addresses:

- Connecting with Country
- Publicly accessible spaces and public domain
- Movement and circulation
- Built form and design
- Design excellence
- Amenity, including noise and vibration, wind and solar access
- Heritage
- Views and vistas
- Community infrastructure
- Green infrastructure
- Public art
- Water quality, flooding and stormwater
- Environmental sustainability
- Vehicular access and parking
- Utilities and servicing.

As noted in **Section 5.2.1**, a site-specific provision will be included in the Sydney LEP outlining that consent must not be granted to development unless the consent authority has taken into consideration any Design Guidelines made by the Planning Secretary relating to the design and amenity of the Paint Shop Sub-Precinct.

5.3 State, regional and local infrastructure

This section provides a summary of the infrastructure proposed to be delivered in association with the proposed changes to the planning framework, along with the proposed mechanisms for delivery. The proposed infrastructure delivery strategy is based on need generated by the estimated worker and resident population that could be accommodated in the Paint Shop Sub-Precinct. The assessments take into account cumulative impacts arising from development in the Sub-Precinct in the context of growth and demand in the locality and consider other existing and planned infrastructure that could service the Paint Shop Sub-Precinct, in addition to infrastructure that could be delivered within the Paint Shop Sub-Precinct and contribute to broader public benefits.

5.3.1 Local infrastructure schedule

As part of this SSP Study, the proposed local infrastructure to be delivered as part of the renewal of the Paint Shop Sub-Precinct is described in **Table 5** below.

Table 5. Local infrastructure schedule

Type	Sub-type	Provision	Ownership / management	Funding mechanism
Open space and recreational infrastructure	Open space and recreational infrastructure	A minimum of 12,550 sqm (24% of total site area) of publicly accessible open space, including: <ul style="list-style-type: none"> The Eastern Park The Public Plaza Traverser No. 1 	Provision of space and ownership / management to be determined through further consultation in the next development phase.	Works-in-kind and/or planning agreement
	Recreational infrastructure	Embellishments to new publicly accessible open spaces, including: <ul style="list-style-type: none"> Outdoor gym facilities Play space Community pavilions 	Ownership / management to be determined through further consultation in the next development phase.	Works-in-kind and/or planning agreement
Community and cultural facilities	Community facility	Integrated community facility of a minimum 1,000 sqm.	Ownership / management to be determined through further consultation in the next development phase.	Works-in-kind and/or planning agreement
	Cultural spaces	Cultural and creative makers' spaces of approximately 1,000 sqm.	Ownership / management to be determined through further consultation in the next development phase.	Works-in-kind and/or planning agreement
Affordable housing	Affordable housing	Min. 15% of residential GFA	Community housing provider	Planning agreement
Health and education	Primary health care	1 x GP / medical centre	Private entity	Part of Developers cost responsibility
Private, public and active transport	Internal roads and shared zones	As per the draft Design Guide (refer to Appendix B)	Ownership and management of proposed transport infrastructure to be determined through further consultation.	Works-in-kind and/or planning agreement
	Active transport infrastructure	As per the draft Design Guide (refer to Appendix B)		Works-in-kind and/or planning agreement
Utilities, stormwater and other	Potable water	As required	Sydney Water	Proponents of any future development would be required to
	Wastewater	As required	Sydney Water	

Type	Sub-type	Provision	Ownership / management	Funding mechanism
supporting infrastructure	Electrical	As required	Ausgrid	arrange for lead-in works with the relevant utility provider.
	Gas	As required	Jemena	
	Data and telecommunications	As required for private development.	Relevant telecommunication provider	
		Provision of free Wi-Fi / internet across the Paint Shop Sub-Precinct	Ownership / management to be determined through further consultation in the next development phase..	Capital cost part of Developer responsibility, maintenance to be agreed at later stages.

5.3.2 State and regional infrastructure

A review of district and regional level social infrastructure has identified a large number and range of services and facilities available within the 5km catchment from the Paint Shop Sub-Precinct (refer to **Section 7.11**).

The benchmarks (refer to Social Infrastructure Study and Equity Focused Health Impact Assessment at **Appendix O**) for police and emergency services range from one facility per 60,000-108,000 residents. The benchmarks for district or regional cultural or tertiary education facilities start from one facility per 30,000 and range to facility per 200,000 residents.

As the total population growth projected for the 800m Social Infrastructure Study Area (refer to Study Area of the Social Infrastructure Study and Equity Focused Health Impact Assessment at **Appendix O**) is below those thresholds (approximately 28,300 additional people living or working in the area by 2036), and noting the space constraints of the Paint Shop Sub-Precinct, regional level facilities for police and emergency services and cultural or tertiary education are not recommended to be delivered on this Paint Shop Sub-Precinct.

With regard to State and regional roads, traffic surveys and modelling will be undertaken and reported on in the Response to Submission phase, on the assumption that travel patterns have returned to a pre-Covid normal. This modelling will confirm if any additional upgrades are required for State and regional roads. Based on the expected increase in traffic and their distribution to the broader road network is no anticipated to trigger any infrastructure upgrades on the surrounding network (refer to the Transport Strategy and Impact Assessment at **Appendix Q**). No further required upgrades for rail infrastructure have been identified in the Transport Strategy and Impact Assessment (refer to **Appendix Q**).

To ensure the consent authority considers the impact of future development on State Infrastructure, a provision will be included requiring that consent must not be granted unless the consent authority has obtained the concurrence of the Planning Secretary. In deciding whether to grant concurrence the Planning Secretary will need to consider:

- impact of the development on State Infrastructure and the need for additional State infrastructure;
- cumulative impact of the development on existing State infrastructure and the need for additional State infrastructure;
- steps taken to address any impacts, including whether a planning agreement is to be entered into.

5.3.3 Mechanisms for delivery

The potential mechanisms for delivery are identified below.

Redfern-Waterloo Authority Contributions Plans

Redfern-Waterloo Authority Contributions Plan 2006

The Redfern-Waterloo Authority (RWA) Contributions Plan 2006 (RWA Contributions Plan 2006) currently applies to the Paint Shop Sub-Precinct. The RWA Contributions Plan:

- identifies the percentage of the development levy (currently 2% of the proposed cost of carrying out the development)
- what development it applies to and how the amount is payable
- details the expected development and demand for public facilities in the RWA Area
- identifies the public facilities and amenities to be funded from contributions.

The RWA Contributions Plan 2006 anticipates growth allowable under the current provisions of the SSP SEPP 2005. However, the RWA Contributions Plan 2006 does not anticipate the additional development that would be allowable under the proposed controls of the Paint Shop Sub-Precinct, with an increase overall allowable floorspace of approximately 63,973 sqm (+6,701 sqm of residential GFA and +57,272 sqm of non-residential GFA). An update of the RWA Contributions Plan 2006 to include demand generated by the proposal should consider the on-site infrastructure proposed, which would exceed the benchmarks.

Any update of the RWA Contributions Plan 2006 in order to factor the additional growth proposed in the Paint Shop Sub-Precinct would be the responsibility of DPE. Furthermore, any works-in-kind agreements would be subject to approval with DPE.

The Redfern-Waterloo Authority Affordable Housing Contributions Plan

The Redfern-Waterloo Authority Affordable Housing Contributions Plan 2006 (RWA Affordable Housing Contributions Plan) currently applies to the Paint Shop Sub-Precinct. The RWA Affordable Housing Contributions Plan:

- enables the imposition of a condition (either by Minister or by a delegate such as the CoS) on a development consent requiring the payment of an affordable housing contribution for the provision or refurbishment of affordable housing within the RWA Area
- identifies the affordable housing contribution rate to apply, what development it applies to, how the amount of affordable housing contributions is determined, and how the amount is payable
- details the relationship between the expected development in the RWA Area and the need for affordable housing
- details the works schedule.

The RWA Affordable Housing Contributions Plan requires a contribution (either through cash contributions or works-in-kind) equivalent to the estimated cost of the provision of affordable housing comprising 1.25 percent of the total gross floor area of development in the RWA Area. Based on this, the contribution rate is charged at \$73.12 (indexed at 1 July 2012) per sqm of the gross floor area of development.

It is noted that the proposed planning framework requires a minimum 15 percent of residential GFA to be for the purposes of affordable housing. This is approximately 4,965 sqm of GFA, equivalent to 66 affordable housing dwellings (assuming 75 sqm per dwelling). This exceeds that amount of affordable housing that would be delivered under the RWA Affordable Housing Contributions Plan, which would require approximately 1,952.6 sqm of floorspace or 26 dwellings (assuming 75 sqm per dwelling).

Regional infrastructure contributions

In December 2020, the Productivity Commissioner released its Review of infrastructure contributions in NSW, which made 29 recommendations for reforming the State and local infrastructure contributions system. The NSW Government accepted all the review's recommendations, including the commitment to introduce a Regional Infrastructure Contribution (RIC) that would apply a broad-based State contribution system to 4 regions within NSW. Following this, the NSW DPE has developed a RIC Framework to replace the Special Infrastructure Contributions system, with the aim of creating a simpler, more strategic and consistent approach to funding State and regional infrastructure.

It is noted certain regional infrastructure identified in the table above may be funded through contributions levied through the proposed RIC Framework. These regional infrastructure items may be delivered as part of the project delivery as works-in-kind through an Infrastructure Delivery Agreement (IDA) to allow Transport for NSW or a developer to provide infrastructure or land instead of making a payment under the RIC. This will be confirmed through further collaboration with DPE and other infrastructure agencies.

Planning agreement

Alternative to the current RWA Contributions Plans, a Planning Agreement may be an appropriate mechanism to establish a contributions framework for the Paint Shop Sub-Precinct.

A Planning Agreement that is registered on title and binds all applicants for development consent would provide certainty of contributions rates and ensure that infrastructure that is delivered or funded by development of the Paint Shop Sub-Precinct is appropriate and meets the needs of the projected future worker and resident populations. A specific contributions regime (through a planning agreement) could be structured to ensure that appropriate apportionment, spreading of costs and sharing of infrastructure benefits is captured by the contributions rates of the RWA Contributions Plans and the infrastructure items scheduled in this report (refer to **Section 5.3.1**).

The Planning Agreement would be negotiated between Transport (or developer partner) and a planning authority. Planning Agreements would dictate if infrastructure was delivered as an in-kind (e.g. developer delivered) or cash contribution (e.g. agency delivered). As Transport (or developer partner) would likely lead the development of significant on-site infrastructure such as publicly accessible open space, roads, affordable housing and community facilities that benefit the RWA Contributions Plan Area, it would be likely that Transport (or developer) would be party to receiving credits from contribution levies identified by the RWA Contributions Plans, where appropriate.

6.0 Strategic justification

The Paint Shop Sub-Precinct is strategically located adjacent to Redfern Station and will form the southern fringe of Tech Central, planned to be Australia's biggest technology and innovation hubs. Following the upgrade of Redfern Station currently underway, the renewal of the Paint Shop Sub-Precinct is aimed at creating a connected destination for working, living and learning, providing an inclusive, active and sustainable place around the clock. The Precinct is set to deliver a dynamic mix of uses including commercial office floorspace, residential, community/creative spaces, retail and open space.

The strategic merit of the proposal for renewal of the Paint Shop Sub-Precinct, through the Redfern North Eveleigh State Significant Planning process is demonstrated by:

- alignment with the vision, strategic directions and objectives of the State, regional, district and local strategic plans and policies (refer to **Section 6.1**);
- responding to the change in context optimising the significant Redfern station upgrades and contributing to the vision to support tech and innovation sectors within the Tech Central District (refer to **Section 2.2**); and
- aligning with the vision, objectives and principles outlined within the draft Redfern North Eveleigh Precinct Strategic Vision (refer to **Section 6.2**).

6.1 Assessment against relevant State and local strategic plans, strategies and policies

Table 6 summarises the proposal's consistency with the relevant strategic plans and policies that apply to the Paint Shop Sub-Precinct.

Table 6. Consistency with relevant State and local strategic plans, strategies and policies

Strategic Policies	Consistency with the Policies
State and regional	
A Metropolis of Three Cities - Greater Sydney Region Plan	<p>The proposed planning framework for the Paint Shop Sub-Precinct is aligned with the direction of the Greater Sydney Region Plan (the Region Plan) to grow a stronger and more competitive Harbour CBD. More specifically, the proposal will contribute toward supporting the vision for the broader Tech Central District by enabling the delivery between 103,700 - 109,550 sqm of employment-generating floor space which will unlock over 6,200, including jobs in the tech and creative sector.</p> <p>Through the implementation of the proposed planning framework (refer to Section 5.2) for the Paint Shop Sub-Precinct, the proposal will further align with the directions of the Region Plan, including the creation of a 'city of great places' and 'a well-connected city'. Notably, the proposal aligns with the 10 overarching directions of the Region Plan, namely:</p> <ul style="list-style-type: none"> • A city supported by infrastructure – The proposal will better optimise the use of existing and future transport infrastructure. • A collaborative city – The proposal is the outcome of governments, community and businesses collaborating to deliver the growth benefit outcomes. • A city for people – The proposal is designed to revive the RNE SSP and its surrounds and create a new and exciting place for people. • A city of great places – The proposal seeks to draw on Redfern's existing character and particular significance to Aboriginal people's culture and communities to enhance the quality and public experience at the RNE precinct and its surrounds. • A well-connected city – The proposal aims to improve pedestrian connectivity at a site specific and city-wide scale through an improved public realm. • Jobs and skills for the city – The proposal will generate over 6,200 additional jobs, of which will include between 103,700 - 109,550 sqm of employment-generating floor space which will support tech and innovation sectors.

Strategic Policies	Consistency with the Policies
	<ul style="list-style-type: none"> • A city in its landscape – The proposal will increase urban tree canopy and greening within the Sub-Precinct. • An efficient city – The proposal adopts beyond standard sustainability targets and practices and aims to deliver a sustainable future Sub-Precinct.
Future Transport Strategy 2056	The proposal aligns with the vision of the strategy which calls for 'transport projects to be an enabler of economic and social activity that contributes to long term economic, social and environmental outcomes.' The proposal will facilitate renewal within the Paint Shop Sub-Precinct that will capitalise on the Redfern Station upgrades and surrounding large scale infrastructure projects including the Waterloo Metro Station.
Draft Connecting with Country Framework	<p>The renewal of the Paint Shop Sub-Precinct is committed to connecting with Country to ensure Aboriginal people and communities' personal connection with Country within the Paint Shop Sub-Precinct is embedded in design and continually embraced. Specifically, the Paint Shop Sub-Precinct will be designed to celebrate the Aboriginal historical and contemporary identity and engage visitors to explore the story of the place and integrate Aboriginal culture and narrative to create well-connections and welcoming places within the Paint Shop Sub-Precinct.</p> <p>As part of this SSP Study, a precinct-specific Connecting with Country Framework has been prepared for the Redfern North Eveleigh Precinct in consultation with the local Aboriginal community (refer to Section 7.1). The framework identifies key Connecting with Country themes and explores opportunities to embed this into the future design of the Paint Shop Sub-Precinct as part of its renewal. This draft Design Guide (refer to Appendix B) will require that the Connecting with Country Framework informs future design processes as part any future development to ensure these themes are carried into the detailed design of the Paint Shop Sub-Precinct.</p>
NSW 2040 Economic Blueprint	The implementation of the proposed planning framework (refer to Section 5.2) for the Paint Shop Sub-Precinct will contribute to the economic prosperity of Sydney as a city which will introduce new retail, creative and office floorspace to support over 6,200 jobs for the future. This will include opportunities for affordable office space for start-ups and scale up companies to support the ongoing growth of business and unique services.
Global NSW Strategy	<p>The proposed planning framework for the Paint Shop Sub-Precinct is aligned with Global NSW strategy by supporting jobs, and investment that will foster an environment supportive of innovation, sustainable and fast-growing industries. The Paint Shop Sub-Precinct will help drive social wellbeing and the NSW economy through the following:</p> <ul style="list-style-type: none"> • promote smart technology, drive innovation and connect locally and globally. • help foster healthy, creative, culturally rich, socially connected and welcoming communities. • catalyse and cultivate an internationally competitive health, education, research and innovation area.
District	
Eastern City District Plan	<p>The implementation of the proposed planning framework (refer to Section 5.2) for the Paint Shop Sub-Precinct will contribute to the outcomes envisaged within the Eastern City District Plan including reinforcing the Eastern City's role as the national economic powerhouse of Australia and supporting its continued growth as a Global International City. It will also help boost innovation, economic development and knowledge intensive jobs and investment within the Innovation Corridor.</p> <p>Importantly, the proposed planning framework will enable the realisation of the following planning priorities:</p> <ul style="list-style-type: none"> • Planning Priority E3 - providing services and social infrastructure to meet people's changing needs through the delivery of new community facilities and open spaces. • Planning Priority E5 - providing housing supply, choice and affordability with access to jobs, services and public transport, through the delivery of approximately 381 new homes, including 15 percent for the purposes of affordable housing. • Planning Priority E6 - creating and renewing great places and local centres, and respecting the District's heritage. The renewal of the Paint Shop Sub-Precinct will support a comprise a dynamic mix of uses including housing, community/creative and commercial spaces and open space. Renewal will draw on the past, adaptively re-using heritage buildings in the

Strategic Policies	Consistency with the Policies
	<p>Paint Shop Sub-Precinct and will acknowledge Redfern's existing character and particular significance to Aboriginal peoples, culture and communities across Australia.</p> <ul style="list-style-type: none"> • Planning Priority E7 – help grow a stronger and more competitive Harbour CBD by delivering office space for innovation and technology (supporting approximately 6,200 new jobs in this sector) that will strengthen the international competitiveness of the Harbour CBD and support the emergence of an innovation and technology ecosystem and economy in the Innovation Corridor. • Planning Priority E8 – help stimulate future growth and investment in health and education uses within Sydney's Innovation Corridor, and will provide a significant amount of new floorspace that will support new and emerging businesses, promote co-location and increased business-to-business interactions and provide a high quality high amenity area that supports a strong night-time economy. • Planning Priority E10 – support the delivery of an integrated land use and transport planning outcome and will contribute to the successful creation of a 30-minute city, support growth for jobs, homes and services close to existing transport infrastructure • Planning Priority E13 - support growth of targeted industry sectors by enabling the delivery of new employment floorspace targeted to innovation sectors and highly skilled jobs which drive productivity and global competitiveness. Supporting cultural and community uses as well as celebration of the heritage significance of the Paint Shop Sub-Precinct will attract visitors to the area, contributing to the visitor economy. • Planning Priority E17 - increasing urban tree canopy cover (approximately 25% canopy coverage and 40% greening cover) and greening within the Paint Shop Sub-Precinct. • Planning Priority E18 - delivering high quality open spaces, including the Eastern Arrival Park, Innovation Square and the reimagining of Traverser No. 1. • Planning Priority E19 – help reduce carbon emissions and promote more the effective, efficient and sustainable management of energy, water and waste within the Sub-Precinct.
Camperdown-Ultimo Place Strategy	<p>The proposed planning framework for the Paint Shop Sub-Precinct will help realise the vision for Tech Central District to become Australia's innovation and technology capital as it will: provide new premium quality commercial, community and cultural floorspace that will support new investment, over 6,200 jobs, and visitors within the area, fostering a stronger economy and in doing so improve the resilience of the local community and businesses</p> <ul style="list-style-type: none"> • deliver positive economic and social benefits to NSW by increasing the CBD's productivity and delivering major improvements, including new publicly accessible open space, community infrastructure and rehabilitating heritage buildings back to life for businesses and the community. • provide space for businesses that align with the vision for Tech Central, and in doing so help foster an ecosystem of tech related industries and creatives that will advance local research, discovery and innovation • provide spaces that support industry collaboration • be supported by excellent public transport, walking and cycling facilities and will make a substantial contribution to the creation of great places through direct improvements to the public domain and new publicly accessible spaces • be the subject of a robust design excellence process to ensure the delivery of an outstanding architectural outcome that engages with the ground plane and surrounding built environment • be underpinned by a high quality sustainability strategy that ensures a high quality ESD outcome.
Better Placed	<p>The Urban Design Framework (refer to Appendix C) has been informed by a design-led process. The proposal was assessed in line with the seven (7) objectives of Better Placed, and any future development on the Paint Shop Sub-Precinct will also be subject to a competitive design process that will further take into consideration the 'Better Placed' design principles.</p>
Greener places	<p>The proposed planning framework seeks to implement provisions for green infrastructure and urban tree canopy in the draft Design Guide (refer to Appendix B) to provide quality green spaces and achieve a green urban environment to promote healthier, livable and sustainable environments. The proposal will align with the four key principles as follows:</p> <ul style="list-style-type: none"> • Integration: The proposal will provide a combination of green infrastructure which could comprise of green roofs, podium planting, green walls and increased tree canopy

Strategic Policies	Consistency with the Policies
	<ul style="list-style-type: none"> • Connectivity: The proposed open spaces within the Paint Shop Sub-Precinct will establish key nodes within the Redfern North Eveleigh Precinct, connected by the proposed east-west link. These spaces will also be connected through existing transport infrastructure to surrounding parks. • Multifunctionality: The proposed open spaces provide a diverse range of open space types that will support difference function within the Paint Shop Sub-Precinct, these spaces will also be multifunctional to accommodate various passive, creative and community uses. • Participation: various stakeholders were consulted in the design of the Paint Shop Sub-Precinct to ensure the proposed green spaces and park amenity meet community expectations.
Local	
Sustainable Sydney 2030	<p>The strategic vision for the Paint Shop Sub-Precinct and the broader Redfern North Eveleigh Precinct closely aligns with the directions of the City of Sydney LGA's Sustainable Sydney 2030 strategy. The proposed planning framework will contribute to the strategic directions of the strategy by creating additional jobs in the Sydney, facilitating sustainable urban renewal in close proximity to public transport, improving walkability and connectivity within the Sub-Precinct and its surrounds and promoting opportunities for innovation and collaboration.</p> <p>Of the 10 overarching directions of Sustainable Sydney 2030, the Paint-Shop Sub-Precinct proposal aligns with the following:</p> <ul style="list-style-type: none"> • A globally competitive and innovative city • A city for walking and cycling • Integrated transport for a connected city • Sustainable development, renewal and design • A lively and engaging city centre.
City Plan 2036: Local strategic planning statement	<p>The proposed planning framework will enhance walkability and connectivity and aims to create a new and exciting place adjacent to Redfern Station. Importantly, the proposal will deliver additional 6,200 jobs primarily in tech and innovation that will reinforce the LSPS's priority to grow the innovation corridor and its role in supporting knowledge-intensive business clusters that are vital to the economic contribution and global competitiveness of the Harbour CBD.</p> <ul style="list-style-type: none"> • In addition to the above, the proposal responds to the following planning priorities under the LSPS: • Movement for walkable neighbourhoods and a connected city. • Align development and growth with supporting infrastructure. • Supporting community well-being with infrastructure. • A creative and socially connected city. • Creating great places. • Developing innovative and diverse business clusters in City Fringe. • Creating better buildings and places to reduce emissions and waste and use water efficiently.
Housing for All – Local Housing Strategy (2020)	<p>The renewal of the Paint Shop Sub-Precinct is an opportunity to support the priorities of the strategy to deliver new homes to accommodate growth and change in the City, The proposed planning framework will enable the delivery of approximately 381 dwellings, including 15 percent for the purposes of housing. These will be located in proximity to Redfern Station and surrounding retail, cultural and creative services that will allow more people to live closer to these amenities, and will complement the Paint Shop Sub-precinct's primary role of to support economic growth as part of the Tech Central District, adding greater diversity and activity.</p>

6.2 Consistency with the draft Redfern North Eveleigh Strategic Vision

The draft Redfern North Eveleigh Strategic Vision sets out the vision for Redfern North Eveleigh Precinct and renewal principles and priorities for future development. It is noted that the draft Strategic Vision is still in the process of being finalised.

The Paint Shop Sub-Precinct proposal has been designed to align with this vision, as well as the six precinct renewal principles developed for the Redfern North Eveleigh Precinct. An assessment of the consistency of the proposed with the six precinct renewal principles as identified under the draft Strategic Vision is discussed further in **Table 7** below.

Table 7. Consistency with the draft Redfern North Eveleigh Strategic Vision renewal priorities

Renewal priorities	Consistency
Connectivity	The renewal of the Paint Shop Sub-Precinct will improve access and deliver direct connectivity to Redfern Station. The future public realm that will be delivered in line with the provisions of the Paint Shop Sub-Precinct Design Guide (refer to Appendix B), which is intended to offer a continuous and seamless path of travel throughout the RNE SSP, with a key focus on improving pedestrian mobility and connection to Redfern Station and the surrounding area. This will include cycling connection to and through the Precinct, contributing to the reimagining of Sub-precinct and transforming the area into an exciting new 'place' and 'destination' within the city.
Jobs	<p>The proposed planning framework will deliver between 103,700 - 109,550 sqm of GFA for employment generating uses, including office, retail and creative space to facilitate over 6,200 jobs in the future.</p> <p>The increase in employment opportunities will directly stimulate economic growth and assist the post COVID economic recovery. The proposal aims to deliver a variety of additional jobs in office, creative and retail, including opportunities for Aboriginal communities. Importantly, the Paint Shop Sub-precinct's job growth will support Tech Central District through accommodating contemporary spaces that are flexible and adaptable to support ongoing employment in new sectors including startup companies, scale ups and creative industries. The renewal of the Paint Shop Sub-Precinct will also facilitate thousands of jobs during the construction and delivery phases.</p>
Creative	The proposed planning framework for the Paint Shop Sub-Precinct will complement the existing creative heart of the Redfern North Eveleigh Precinct at Carriageworks through the delivery of 1000 sqm of flexible cultural and creative makers spaces that will support innovation businesses and accommodate the demand from local creative enterprise and cultural communities. The proposed creative spaces will comprise affordable floorspace to increase opportunities for cultural production. The renewal of the Paint Shop Sub-Precinct includes opportunities for public art to create a sense of community ownership, unique identity and contribute to the overall vibrancy and liveability of the Paint Shop Sub-Precinct.
Social enterprise and affordable housing	<p>The proposed planning framework for the Paint Shop Sub-Precinct will support the delivery of 2,500 sqm of floorspace for cultural and creative makers spaces and community facilities. This will support accommodation opportunities for new and existing social enterprises across the social, creative and Aboriginal enterprise sector.</p> <p>Furthermore, the proposed planning framework will require a minimum of 15 percent of residential floorspace to be for the purposes of affordable housing within the Paint Shop Sub-Precinct to accommodate for low-middle income households.</p>
Opening the gates of North Eveleigh	The proposed planning framework will support the delivery of new publicly accessible space areas within the Paint Shop Sub-Precinct, including new open spaces and streets. Notably, the proposal will support the new access opportunities from Wilson Street and Redfern Station that will enhance movement to and from the Redfern North Eveleigh Precinct.
A place for Aboriginal people	As part of this SSP Study, a precinct-specific Connecting with Country Framework has been prepared for the Redfern North Eveleigh Precinct in consultation with the local Aboriginal community (refer to Section 7.1). The framework identifies key Connecting with Country themes and explores opportunities to embed this into the future design of the Paint Shop Sub-Precinct as part of its renewal. This draft Design Guide (refer to Appendix B) will require that the Connecting with Country Framework informs future design processes as part any future development to ensure these themes are carried into the detailed design of the Paint Shop Sub-Precinct.

Renewal priorities	Consistency
The heritage jewels of North Eveleigh	The renewal of the Paint Shop Sub-Precinct will open and bring back to life significant heritage buildings through adaptive reuse, while recognising their important connection to place. To ensure the heritage fabric of these buildings are not diminished, an updated Conservation Management Plan for the Redfern North Eveleigh Precinct (refer to Appendix L) has been prepared to establish a holistic approach to how heritage is considered, along with principles to ensure that contemporary developments respond sensitively and positively to their heritage context.
Creative streets and public domain	The proposed planning framework seeks to deliver a rich, vibrant and high-quality public realm that promotes opportunities for gathering, conversation, transit and relaxation. It will deliver new public spaces, including the Eastern Arrival Park, Innovation Square and Traverser Square allow for visitors and the community to appreciate the unique history and heritage of the Sub-Precinct up close.
Listening and engaging	A significant amount of community and stakeholder engagement has been undertaken over the past two decades and as part of the lead up to the preparation of this SSP Study for the Paint Shop Sub-Precinct (refer to the Consultation Outcomes Report at Appendix D). Transport for NSW is committed to continue to regularly meet and actively listen to the ideas and concerns of the community.
A place for inclusion	The proposed planning framework seeks to provide a diverse range of uses within the Paint Shop Sub-Precinct, including commercial office, residential, community/cultural uses and active ground floor uses engaging with the public domain and publicly accessible spaces to ensure it is an inclusive place, where people feel welcome and valued, and the streets and open spaces are safe and accessible.

7.0 Assessment of key planning matters

7.1 Connecting with Country

A Connecting with Country Framework has been prepared by Balarinji in consultation with the GANSW and is appended at **Appendix E**. The Framework has been prepared to embed Country into the renewal of the Paint Shop Sub-Precinct, specifically providing a recommended approach to ensure Country-centred design is integrated with mutual community and project benefits.

The Framework has been informed by an extensive engagement process with local Aboriginal communities including key Aboriginal Elders, Knowledge holders and organisation between 2014-2016. In April 2021, Cox Inall Ridgeway (CIR) delivered a draft Connecting with Country Framework and Aboriginal Engagement Report that has been utilised to guide how Connecting with Country principles and approaches are embedded through the renewal of the RNE precinct.

The Framework identifies six key themes for Connecting with Country design integration for the RNE precinct. These themes embrace the Aboriginal historical and contemporary identity, engage visitors to explore the story of the place and integrate Aboriginal culture and narrative to create well-connections and welcoming places within the Paint Shop Sub-Precinct. These key themes have informed the indicative Urban Design Framework and the draft Design Guide (refer to **Appendix E**) for the Paint Shop Sub-Precinct.

Table 8. Key themes for Connecting with Country design integration

Design theme	Actions
Regenerating Country	<ul style="list-style-type: none"> • Due to the industrial history of the site the Country of the RNE Precinct is in need of regeneration. • This would include cleaning Country of chemicals from the industrial processes carried out on site. • Through regenerating Country it will allow the 'Country under the concrete' to remerge and begin the restoration of the spirit of the site.
Replacing Landmarks	<ul style="list-style-type: none"> • The traditional landmarks of Country have been obscured by the City, however Country and many of its landmarks are still under the concrete. • Landmarks of Country can come in many forms including but not limited to; ecological, spatial and functionality of Country. • By replacing landmarks, or acknowledging the traditional functionality of Country this can contribute to the restoration of Country.
A meeting place	<ul style="list-style-type: none"> • Acknowledging RNE as a contemporary meeting place through its function as a major place of employment for the Aboriginal community from the late 1800s – 1980s. • This function as a community gathering space is an example of a landmark that can be replaced by the design of the new precinct. By providing unstructured space for the community to gather, this replicates the function of Country as a gathering space.
The legacy of Sydney Trains	<ul style="list-style-type: none"> • The railways were one of the first employers of Aboriginal people in Sydney. Community moved into Sydney from regional areas for employment opportunities. • Sydney Trains is still one of the largest government employers of the Aboriginal community today.
Iconography of Country	<ul style="list-style-type: none"> • Acknowledge the unique nature of Gadigal Country through the integration of the icons/symbols of Country. • These include but are not limited to Sydney Rock Art Engravings, Integration of The Sydney Language, Native Planting that acknowledges the Six Seasons of Sydney.

Design theme	Actions
Custodianship	<ul style="list-style-type: none"> • Commit to a community led approach to Indigenous Design and Art Integration • Provide space for the locally connected Aboriginal community to practice culture and care for Country • Regenerate Country in collaboration with Community Run Organisations • Acknowledge that this site is culturally significant for the locally connected Aboriginal community.

To shape how future design and planning process can facilitate the integration of Country into the detail design of buildings and publicly accessible spaces, provisions relating to Connecting with Country have been included into the draft Design Guide (refer to **Appendix B**). This specifically aims to:

- ensure development acknowledges and embeds Country.
- ensure locally connected Aboriginal community voices are embedded into development of the Paint Shop Sub-Precinct.
- provide opportunities for collaboration and co-designing with Aboriginal and Torres Strait Islander peoples for development within the Paint Shop Sub-Precinct.

A summary of the relevant provisions in the draft Design Guide (refer to **Appendix B**), includes requirements:

- to demonstrate how a proposed development has integrated the key design themes of the Redfern North Eveleigh Precinct Connecting with Country Framework (Balarinji, 2021)
- to demonstrate how a proposed development contributes to reviving and enliven pre-development landscapes and traditional uses of Country and language
- for major development is to contribute to strengthening the sense of Aboriginal and Torres Strait Islander community in the Precinct, and where possible create spaces for the Aboriginal and Torres Strait Islander community to meet and connect
- for targeted engagement with the Aboriginal and Torres Strait Islander community is required to be undertaken prior to any Development Application to seek views:
 - on whether the proposed development impacts on existing or recent spaces or activities on the site, or on surrounding properties, that are important for Aboriginal and Torres Strait Islander communities;
 - on whether consider the proposed development impacts on the wider context of the Precinct being a place of belonging and pride for Aboriginal and Torres Strait Islander people; and
 - on how the development may best maximise the presence, visibility and celebration of Aboriginal and Torres Strait Islander peoples, organisations, businesses and living cultures
- for engagement activities to be designed and led by Aboriginal-owned consultation advisories to ensure culturally secure practices
- for development applications for major development are to include an Aboriginal and Torres Strait Islander consultation report.

In addition to the above, a design excellence strategy has been included in the draft Design Guide (refer to **Appendix B**) which includes specific requirements to promote connection with Country through the design excellence process. This specifically outlines the following requirements to be included as part of any design competition brief (open or invited):

- demonstrate how Country and site-specific stories of place have been embedded into the design;

- demonstrate how the key design themes of the Redfern North Eveleigh Precinct Connecting with Country Framework (Balarinji, 2021) have been embedded into the design;
- an aspiration for First Nations design involvement in all aspects of the project;
- a process to allow for co-design opportunities for Aboriginal and Torres Strait Islander community participation where appropriate; and
- demonstrate how the design is sympathetic, respectful, and responds to the heritage context and industrial character of the site as part of the State Heritage Register Eveleigh Railway Workshop.

7.2 Urban Design

An Urban Design Report has been prepared by Bates Smart and Turf (refer to **Appendix B**) to inform the proposed planning framework for the Paint Shop Sub-Precinct.

A number of factors contribute to the success of an innovation district, including great places with excellent amenity, distinctiveness, and its integration with the neighbourhood. As part of its preparation a set of urban design principles have shaped the Urban Design and Place framework for the Paint Shop Sub-Precinct which seek to support the delivery of an innovation hub. These are as follows:

1. Design for Country
2. Integrate with the neighbourhood
3. Enrich the distinctive character
4. Optimise Heritage opportunities
5. Provide great public amenity
6. Support innovation with flexible and diverse buildings
7. Distribute massing carefully
8. Locate uses to maximise vibrancy
9. Prioritise active mobility.

7.2.1 Land use strategy

Key to a successful innovation hub is the facilitation of a diversity of land uses that are able to support an activated and high amenity environment. Specifically, successful innovation hubs desire a balanced mix of housing and diverse commercial typologies to cater for the many demands of tenants varying from early start-up businesses to large anchor tenants. The land use strategy proposed in the Urban Design Framework is focused around three main publicly accessible open spaces, each with a distinct character (refer to **Figure 29**). This includes:

- The Eastern Park having a community-focused character, with the majority of the residential uses located on commercial podiums sitting opposite and adjacent re-purposed heritage buildings.
- Public Square at the centre of the Paint Shop Sub-Precinct being more focused towards commercial uses, with mixed use residential buildings extending the activity toward Wilson Street, and creating a transition into the predominantly residential neighbourhood.
- Traverser No.1 providing an innovation space offering adjacent to the flexible commercial space in large floorplates opposite Carriageworks as the creative heart of the Redfern North Eveleigh Precinct.

Clustering of these residential and commercial uses, including ground level retail activation around the proposed publicly accessible open spaces aims to enrich the Paint Shop Sub-Precinct with life throughout the day and into the evening, and into the weekend. Notwithstanding this, community facilities will have a vital role in fostering social interaction and services, which are intended to be evenly distributed throughout the Paint Shop Sub-Precinct.

In response the land use strategy of the urban design framework, the proposed planning framework seeks to support a diversity of land uses within the Paint Shop Sub-Precinct by:

- proposing a B4 Mixed Use zone, which permits a wide range of land uses, including office premises, retail premises, community facilities and residential accommodation; and
- the inclusion of a provisions relating to land uses in the Design Guide (refer to **Appendix B**), which:
 - outlines development in the Paint Shop Sub-Precinct is to predominately comprise a mix of commercial, retail, residential, community facilities, cultural, entertainment and creative uses; and
 - requires active frontages along the East-West link and fronting Wilson Street.



Figure 29. Indicative location of land uses under the urban design framework

Source: Bates Smart

7.2.2 Built form

Building height

The Urban Design Framework and the draft Design Guide (refer to **Appendix B**) presents four height scales, including:

- a 4-storey street wall to Wilson Street (plus an additional level below the Wilson Street datum) with upper floors up to 8 storeys set back further from the street alignment, responding to existing development on the other side of the street;
- taller buildings between 12 to 28 storeys responding to Redfern cluster, Pemulwuy and Waterloo Metro developments, located against the rail corridor with no solar impact to publicly accessible open spaces or neighbouring residential uses.

Podiums have been defined to apply a low-rise human scale context to street sections and adjacent heritage buildings, in particular the CME and Paint Shop buildings. The varying heights avoid a monotonous datum line of the future built form and create a playful interaction between the different buildings.

The proposed maximum building and podium heights have been outlined at development block level within draft Design Guide (refer to **Figure 30** and **Appendix B**) to reflect the proposed building height approach of the Urban Design Framework prepared by Bates Smart. The building height provisions within the draft Design Guide will be assessed alongside additional setback, maximum floorplate size and building separation provisions to ensure the overall scale and massing of future buildings at the detailed design phase delivers an appropriate scale of built form and provides an appropriate visual impact outcome.

In addition to the above, the draft Design Guide (refer to **Appendix B**) identifies the opportunity to distribute massing from the proposed 12-storey building east of the Paint Shop Building, extending over the Paint Shop Building to a maximum height of RL 63.6 metres (equivalent to 5 storeys above the Paint Shop Building) (refer to **Figure 31 - Figure 33**). Specific provisions for any proposed building over the Paint Shop Building have been included in the draft Design Guide to ensure it is designed to achieve an acceptable relationship to Paint Shop Building with regard to its heritage values and significance. This includes:

- requiring any part of the building positioned above the Paint Shop Building to not exceed a building height of RL63.6m
- ensuring it is designed to achieve an acceptable relationship to Paint Shop Building having regard to its heritage values and significance
- requiring a minimum clearance of 3.0m from the topmost point of the saw-tooth roof of Paint Shop Building and the underside of any building above the Paint Shop Building
- applying minimum numeric setbacks for the envelope zone above the Paint Shop Building:
 - North façade – 6m
 - Eastern façade – 12m
 - South façade – nil
 - West façade – 47m
- adopting an innovative structural response to minimise the impact of structural intrusion on significant heritage elements of the Paint Shop Building, and enhance legibility of significant heritage façade.

Furthermore, the draft Design Guide requires that prior to the lodgement of a development application that proposes for an extension over of the Paint Shop Building that NSW Heritage Council is to be engaged as part of the design process.



Figure 30. Building and podium heights

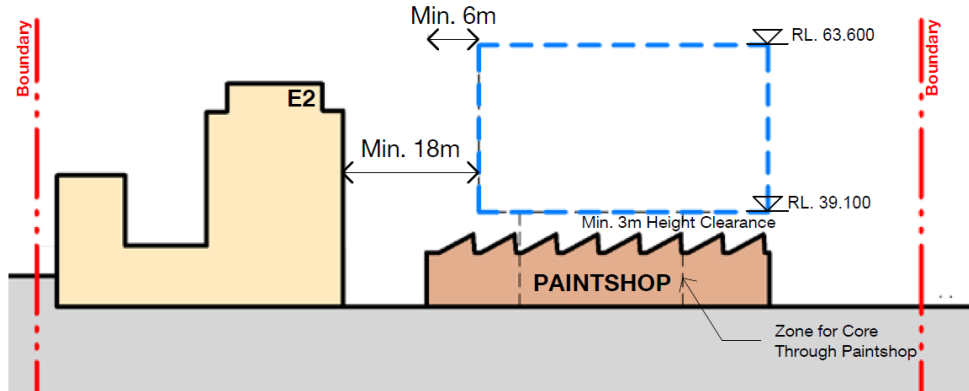


Figure 31. Building envelope section above Paint Shop building (view toward west)

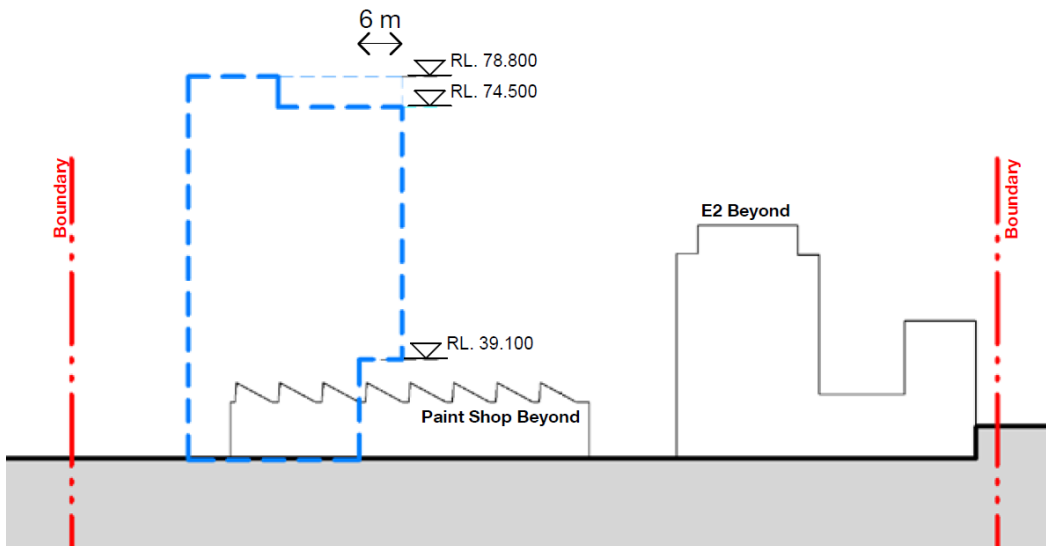


Figure 32. Building envelope section through K1 building (view toward east)

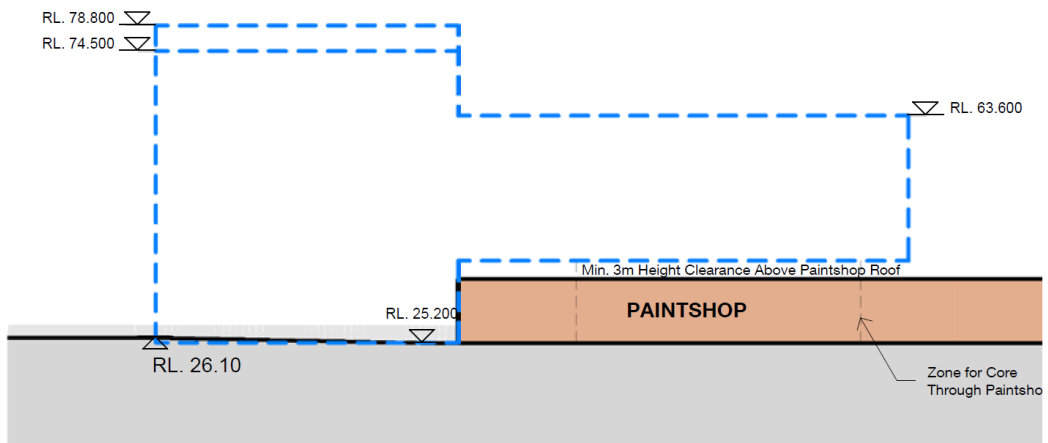


Figure 33. Building envelope section through K1 building and above Paint Shop building (view toward south)

Setbacks

The draft Design Guide (refer to **Appendix B**) provides provisions on building setbacks. These are intended supplement provisions on building and podium height, maximum floorplate sizes and building separation requirements to achieve a desirable built form outcome as part of the future detailed design of buildings in the Sub-Precinct.

Two forms of setback provisions have been identified within draft Design Guide (refer to **Figure 34** and **Figure 35** below), including:

- Primary setbacks – identifies ground level setbacks to Wilson Street or future publicly accessible space alignment within the Paint Shop Sub-Precinct;
- Secondary setbacks – identifies setback to upper levels above the podium.

The proposed setbacks identified in the draft Design Guide (refer to **Appendix B**) aim to deliver the following design outcomes as part of the future detailed design of buildings in the Paint Shop Sub-Precinct:

- establish a five-storey street wall along Wilson Street with upper levels set back further to reduce the bulk and scale of the buildings when viewed from Wilson Street;
- ensure the over-Paint Shop addition has suitable setbacks to the Paint Shop façade line on all sides to acknowledge and retain the significance of the heritage building whilst still creating a useable and sympathetic addition;
- ensure upper setbacks from the podium assist in responding to wind and acoustic impacts, particularly to the residential towers; and
- to create visual interest along the new east-west street with a combination of expressed podiums and tower-to-ground forms.

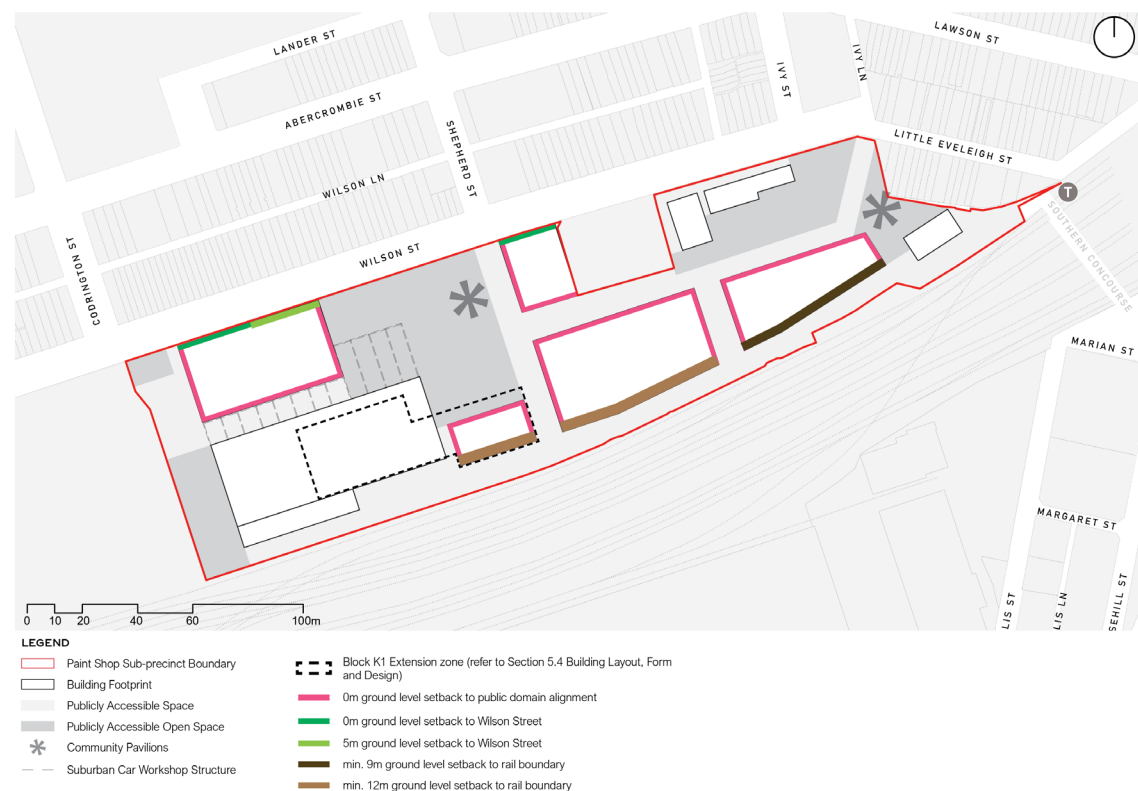


Figure 34. Building alignment and primary setbacks



Figure 35. Secondary setbacks

Floorplate sizes

The Urban Design Framework provides a variety of commercial buildings with building footprints ranging from 1000 sqm-2850 sqm across both podium and tower floorplates. The variety of floorplates have the potential to be divided or configured in a number of ways with atriums and internal stairs providing varying degrees of interconnectivity between floors, making the development attractive to a wide range of tenants. Floorplate depths and core locations have been optimised to ensure the majority of workspace is within 12m of a natural light source.

To manage the future size of floorplates for taller buildings within the Paint Shop Sub-Precinct, the draft Design Guide (refer to **Appendix B**) includes following provisions:

- Commercial levels above podium – a maximum floorplate size of 2,000 sqm of GBA; and
- Residential levels above podium - a maximum floorplate size of 900 sqm of GBA.

To further reduce the visual scale and bulk of buildings and to respond to its heritage context, the following provisions have been included into the Design Guideline:

- New development adjacent to a building of Exceptional or High heritage significance should respect and reinforce the historic scale, form, modulation, articulation, proportions, street alignment, materials and finishes that contribute to the heritage significance of the adjacent heritage building.
- Each building facade is to be articulated into smaller elements at a scale or grain that reflects:
 - the use of the building and the various components of the building;
 - the location within the heritage precinct and reference the heritage buildings materiality;

- the location of the building, or that part of the building relative to pedestrian or outdoor recreation activity; and
- the details and building elements including building entries, ground floor, lower floors, top floor and roof.

7.2.3 Daylight and solar access

Sunlight access to neighbouring and proposed residential uses

Bates Smart have prepared a series of perspective images assess the impact of the proposed built form of the indicative Urban Design Framework on solar access to proposed and adjacent residential units (refer to pg. 161 of the **Appendix C**).

The perspectives reveal that overshadowing onto adjacent residential uses would only occur between 2pm and 3pm to existing residential developments on Cornwallis Street, however there is no overshadowing between 9am and 2pm. This demonstrates that under the proposed planning framework future buildings of on the site will be capable of maintaining an acceptable level of solar access to neighbouring properties, in accordance with the following design criteria of the Apartment Design Guide:

- Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter.
- A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid-winter.

Sunlight access to proposed residential uses within the Paint Shop Sub-Precinct

Bates Smart have undertaken a preliminary assessment of indicative residential floor layouts of the Urban Design Framework and level of sunlight access to apartments that could be achieved (refer to pg. 162 of the **Appendix C**). The assessment demonstrates that 83% of apartments would be able to receive over 2 hours of sunlight between 9am to 3pm at mid-winter, which would comply with the design criteria for sunlight access within the Apartment Design Guide.

7.2.4 Building separation

The Apartment Design Guide (ADG) identifies design criteria for minimum building separation of residential buildings.

In response the requirements of the ADG, the Urban Design Framework has applied the following building separation for residential buildings in the Paint Shop Sub-Precinct:

- A minimum building separation of 24m between the three residential towers (Buildings L1, P1 & P2), as well as their adjacent commercial and heritage buildings. This provides the required separation between habitable rooms nine storeys and above in accordance with the ADG.
- Building E2 provides 6m building separation between its western façade and the commercial Building E1, in accordance with the ADG guidelines for separation between non-habitable spaces up to 4 storeys. The upper levels of Building E2 provide the required minimum separation of 12m between habitable and non-habitable rooms from five to eight storeys.
- The existing apartment building adjacent to Building F1 has no habitable rooms facing out along its western façade. As a result, Building F1 provides adequate separation for habitable to non-habitable rooms with a minimum building separation of 9m up to four storeys and 12m for five to eight storeys.

To further support the current building separation design criteria of the ADG, the draft Design Guide outlines additional building separation requirements for tower elements above the podium street wall height. This includes:

- 6m for commercial to commercial; and
- 24m for commercial to residential or as per Apartment Design Guide, whichever is the higher.

These additional building separation provision aim to maximise both public and residential amenity, allowing for solar access and views between the towers from publicly accessible open spaces and heritage buildings.

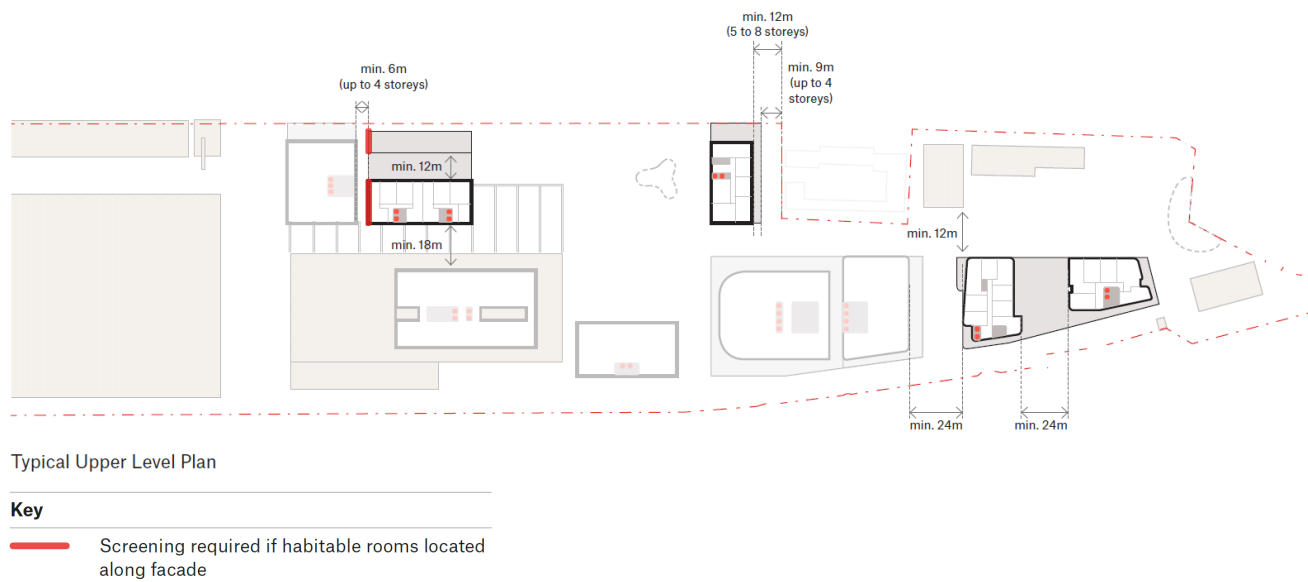


Figure 36. Indicative separation distances of residential buildings

Source: Bates Smart

7.2.5 Natural ventilation

The proposed Urban Design Framework has been designed to achieve natural cross ventilation in accordance with Objective 4B-3 ADG design criteria across the proposed building footprints. All proposed buildings can achieve at least 60% of naturally cross ventilation in the first nine storeys as demonstrated on pg. 165 of the Urban Design Report (refer to **Appendix C**).

It is noted that apartments affected by adverse railway noise would be excluded from this calculation. A detailed analysis of which apartments would be affected should be undertaken by an acoustic consultant at a detailed design stage. Any dwellings subject to adverse noise impacts will require alternate approaches such as acoustic plenums to achieve natural ventilation. These dwellings would not be required to achieve cross ventilation under the ADG.

7.2.6 Communal open space

The proposed Urban Design Framework has been designed to accommodate communal space to comply with objective 3D-1 of the ADG design criteria across the proposed building footprints. All proposed building footprints are capable of accommodating a minimum of 25% communal open space. Private communal space will predominantly be provided through a podium rooftop, mid-level rooftop, tower rooftop and at ground level where possible.

7.2.7 Design excellence

The draft Design Guide (refer to **Appendix B**) has included a Design Excellence Strategy to ensure design excellence is achieved as part of the renewal of the Paint Shop Sub-Precinct. The strategy proposes that:

- new buildings, public spaces and the proposed addition to the Paint Shop Building is to be subject of an invited competitive design process and undertaken in accordance with the applicable design excellence competition guidelines of the Government Architect NSW or the City of Sydney Competitive Design Policy;
- community pavilions are to be subject of either an open or invited design competition in accordance with the design excellence competition guidelines of the Government Architect NSW; and

The strategy will not reward any additional floorspace bonuses and will require any proposed development to comply with ecologically sustainable development targets.

In addition to the above, the design excellence strategy includes specific requirements to promote connection with Country through the design excellence process. This specifically outlines the following requirements to be included as part of any design competition brief (open or invited):

- demonstrate how Country and site-specific stories of place have been embedded into the design;
- demonstrate how the key design themes of the Redfern North Eveleigh Precinct Connecting with Country Framework (Balarinji, 2021) have been embedded into the design;
- an aspiration for First Nations design involvement in all aspects of the project;
- a process to allow for co-design opportunities for Aboriginal and Torres Strait Islander community participation where appropriate; and
- demonstrate how the design is sympathetic, respectful, and responds to the heritage context and industrial character of the site as part of the State Heritage Register Eveleigh Railway Workshop.

7.3 Public Domain

A public domain strategy forms part of the Urban Design Study (refer to **Appendix C**) which has informed the publicly accessible spaces and public domain provisions contained within the draft Design Guide (refer to **Appendix B**).

As part of the strategy for publicly accessible spaces seven key place-based principles have been identified that have shaped the overall approach to publicly accessible spaces and the public domain. These include:

1. A place with deep connection to Country and First Nations people
2. A welcoming and open ground plane
3. A public domain network of spaces that utilises landscape, heritage and industry to create a unique sequence of spaces for the community
4. Celebrates landform and topography as a key component of the site
5. Delivers high environmental performance and long term sustainability
6. A place with creative and green streets
7. A high quality built form interface that contributes to the public domain.

An assessment of publicly accessible spaces and the public domain has been undertaken to ensure this is consistent with relevant policies and guidelines that aim to deliver best-practice outcomes for public spaces. This is described below.

7.3.1 Publicly accessible open space

Public spaces typologies and function

The proposed planning framework seeks to deliver five significant public spaces that are connected by a network of green shared streets, footpaths, laneways, public steps and through site links. These public spaces intend to deliver a balance of differing types of spaces, characters and activities and have a relatively even distribution across the Paint Shop Sub-Precinct, including a sizeable public space being located within a one or two minute of each place of work, residence or community venue.

The public space types and function proposed for the Paint Shop Sub-Precinct (as shown in **Figure 34**), include:

- 1. Public Square (Plaza)** - The creation of a new square (approximately 6,900 sqm – 13.4% of the total site area) of the Paint Shop Sub-Precinct, excluding the undercover laneway area under Suburban Car Workshop structure (approximately 1,000 sqm)) with direct pedestrian access from Wilson Street to provide a new centrally-located social and urban hub within the Paint Shop Sub-Precinct. The Public Square will strongly integrate the railway heritage of fan of tracks and Suburban Car Workshop, whilst expanding views to the Paint Shop from Wilson Street. The area will also function to support dining, retail, community, enterprise and cultural opportunities.
- 2. The Eastern Park (Local Park)** - An eastern arrival park and gardens (approximately 3,800 sqm – 7.4% of the total site area of the Paint Shop Sub-Precinct) with direct access from Redfern Station and Little Eveleigh Street, which will provide a high amenity public space with good sunlight access, retention of trees and open areas to reinforce the setting of heritage buildings that fringe this space including the Chief Mechanical Engineer's Office building, Scientific Services Building No.1 and the Telecommunications Equipment Centre.
- 3. Traverser No.1 (Plaza)**– Traverser No. 1 will be retained as an important heritage space (approximately 1,890 sqm – 3.6% of the total site area of the Paint Shop Sub-Precinct) between the Paint Shop building and Carriageworks. The space will function to support uses for larger events, break out spaces and everyday urban spaces for outdoor working, meeting and breaks. Traverser Plaza will also improve the existing public arrival to Carriageworks and Traverser No.1 from Wilson Street at Codrington Street through the location of small street level square that provides a visual and physical connection to the Traverser Yard, Carriageworks frontages and foyer, and Paint Shop frontages and beyond to the rail corridor.
- 4. Upper Traverser (Plaza)** - A small public space (approximately 635sqm – 1.2% of total site area) on Wilson Street on axis and connected to the Traverser No.1 below, providing views and outlook to the south, and a pocket park on the East–West street

The combination of these public spaces will provide 14,300 sqm (27.7% of the total site area of the Paint Shop Sub-Precinct) of publicly accessible open space.

It is noted that the EIE and draft Design Guide (refer to **Appendix B**) requires a minimum publicly accessible open space area of 12,550 sqm (24% of total site area). This has been reduced from urban design framework's proposed 14,300 sqm with the exclusion of certain movement corridors (i.e. the link between Traverser No.1 and the Public Square and access from Wilson Street to Traverser No.1) and areas where a potential built form may cantilever of the Public Square.

Overall, the proposed planning framework will ensure a minimum of 12,500 sqm of publicly accessible open space is delivered at the Paint Shop Sub-precinct. This is a positive outcome

that delivers beyond the minimum target of 15% for local and district open space provision for major urban renewal precincts referenced in the City of Sydney Open Space, Sport and Recreation Needs Study, 2016.

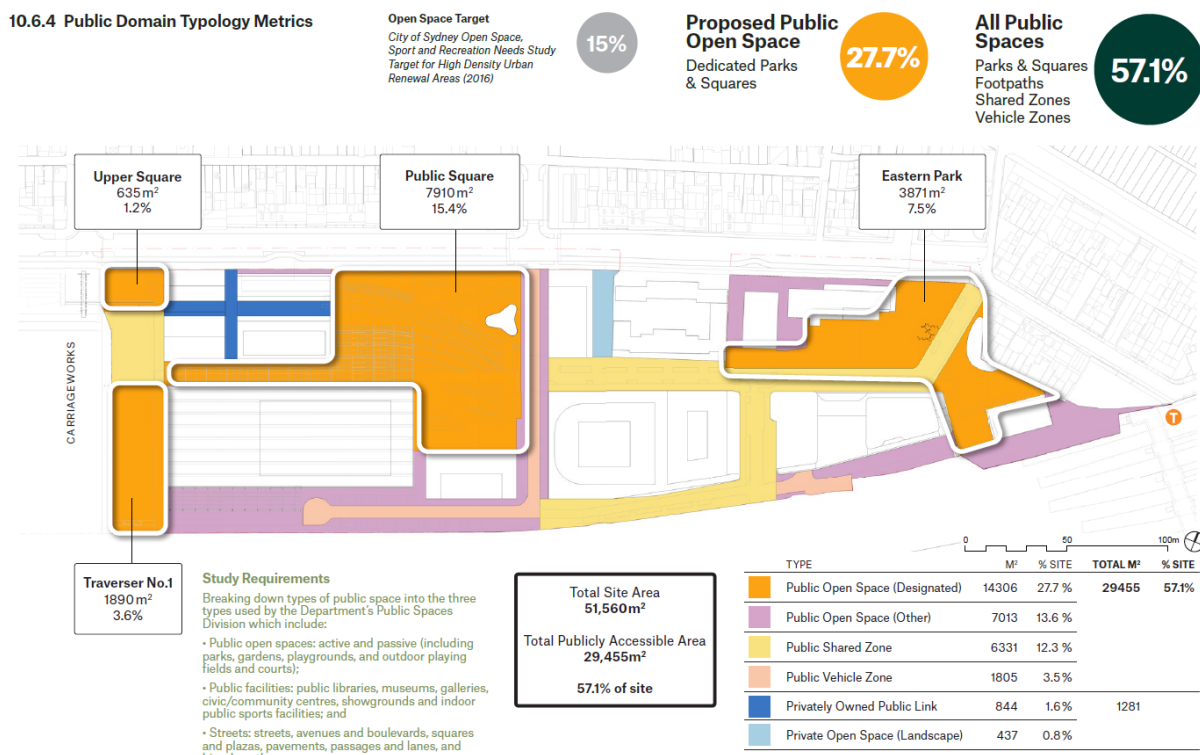


Figure 37. Proposed publicly accessible open space within the Paint Shop Sub-Precinct

Location and accessibility

The proposed location of the of the publicly accessible open spaces seeks to help evolve the Paint Shop Sub-Precinct from a closed and inaccessible site to an open and inviting publicly accessible space, with increased permeability and visibility of the site to and from the surrounding streets. Direct access to the proposed open space from the surrounding community is provided by:

- providing direct frontage to Wilson Street for the Public Plaza, the Upper Square and the Eastern Park; and
- establishing clear vistas and linkages to:
 - Traverser No.1 from Wilson Street and the Upper Square,
 - the Public Square from Shepherd Street, the primary East-West link within the Paint Shop Sub-Precinct and the proposed arcade from Carriageways Way
 - the Eastern Park from the new Southern Concourse for Redfern Station.

Given the significant level changes between the adjacent streets and the main lower level of the Paint Shop Sub-Precinct, accessibility has been carefully considered to ensure safe, permanent access is provided to as many points of the site without the need for mechanical assistance such as lifts of escalators.

There is an existing four metre level change from Wilson Street at RL29.0 down to the base rail corridor level at around RL25.0. Universal access is provided at major entry points to the site, balancing site topography, existing levels and retention of heritage features to allow

comfortable travel for all degrees of mobility. The key moves to ensure suitable access is provided into the Paint Shop Sub-Precinct, includes:

- Preserve as much of the Fan of Tracks at their existing level of RL25.2 the extension of Shepherd Street is set at a 1:10 grade and a 1:14 grade, which necessitates the need for a compliant alternative access walkway at a shallower grade. This route commences near the intersection of the Shepherd and Wilson Street and supplements the existing ramp at the Codrington Street entrance.
- The footpath approach from Little Eveleigh Street down to the East–West Street is set at 1:23 and conforms to DDA requirements.
- A ramp would provide access from the eastern arrival point to the East–West Street.
- Lifts within the new Redfern Station southern concourse will provide universal access from all station platforms to Little Eveleigh Street and down to the proposed eastern arrival route via Platform 1.

While the change in level creates challenge in terms of pedestrian and universal access for all, there are opportunities to express different landscapes, watersheds and biodiversity and new points of views overlooking the site and beyond through the elevation changes. One opportunity is to create places to sit in bleachers and steps that overlook public spaces, streets and parks.

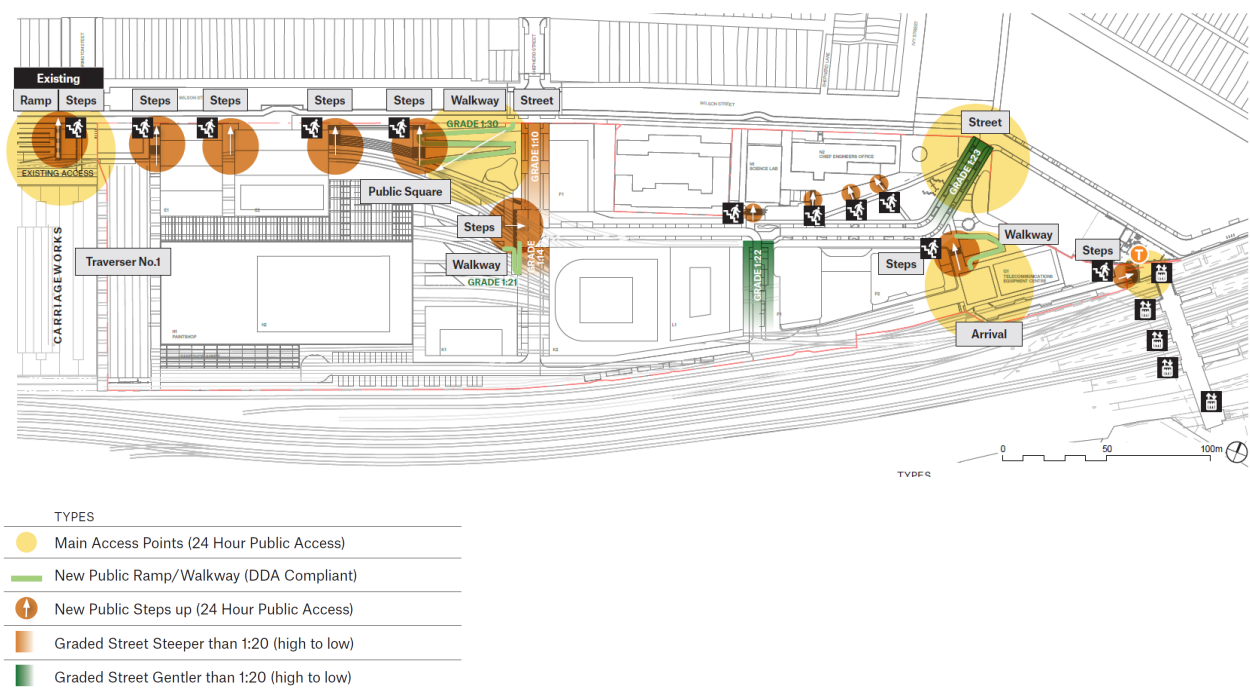


Figure 38. Accessibility within the Paint Shop Sub-Precinct

Source: Bates Smart

Suitability of size of publicly accessible open spaces

Based on the Urban Design Framework, 57% of the total site area of the Paint Shop Sub-Precinct will be for the purposes of publicly access space, of which:

- 27.7% is designated publicly accessible open space (i.e. parks, squares);
- 13.6% is other types of public space including footpaths, lanes and small squares; and
- 12.3% of the site is defined as slow speed 10kmh shared zone environments where pedestrians, cyclists and vehicles use the same street space, including public vehicular parking spaces.

In line within the recommendations of the Social Infrastructure Study and Equity Focused Health Impact Assessment (refer to **Appendix O**), over 24% of site area of the Paint Shop Sub-Precinct has been designated publicly accessible open space, with a two significant open space of greater than 3,000 sqm provided at the Public Square and the Eastern Park. Importantly, the proposed publicly accessible open spaces have been designed in accordance with the GANSW quality criteria for open spaces and the City of Sydney Draft Greening Sydney Strategy targets for green cover and tree canopy cover.

The EIE and draft Design Guide (refer to **Appendix B**), the Paint Shop Sub-Precinct seeks to deliver four public spaces (the CME garden, public square, plaza and SE green) that total to approximately 12,550 sqm (refer to **Table 9**). This will provide an adequate amount of publicly accessible open space for diverse recreation opportunities and achieve the draft Greener Places Design Guide's guidance for at least 3,000 sqm of open space to be within 200m walking distance to housing and workspaces.

Table 9. Proposed publicly accessible open spaces

Publicly accessible open space	Proposed area
Public Square (Plaza) <i>Note: includes the undercover laneway area under Suburban Car Workshop structure (approximately 1,000 sqm)</i>	6,550 sqm
The Eastern Park (Local Park)	3,800 sqm
Traverser No.1 (Lower and Upper Traverser Plazas)	2,300 sqm
Total	12,550 sqm (24% of total site area)

Social infrastructure

The proposed publicly accessible open spaces within the Paint Sub-Precinct will also accommodate opportunities for social infrastructure to be used by the public.

The proposed Public Square will provide space that can support a wide range of events to complement or extend the existing events offering already taking place around Carriageworks. Events that could take place in the primary event spaces include markets, fairs, concerts, art events and seasonal community events. A key component of the Public Square will be the 1,400 sqm of weather protected public space under the roof canopy of the heritage significant Suburban Car Workshop, which will allow greater flexibility and opportunity for events in case of rain or extreme heat.

Giving effect to the recommendation of the Social Infrastructure Study and Equity Focused Health Impact Assessment (refer to **Appendix O**) to provide a play space to provide recreational opportunities, the draft Design Guide (refer to **Appendix B**) outlines the requirement for a safe play area/playground for children. Notably, the requirements for this play space are to:

- visually and physically connect, address and respond to other public spaces;
- provide separate areas for different age groups that suit their needs and abilities;
- provide space for active play;
- have at least 4 hours of solar access to 50%;
- enable clear lines of sight to allow for guardian supervision.

Furthermore, two community pavilions are proposed within the Paint Shop Sub-Precinct, one in the Public Square and another in the Eastern Park. These pavilions are intended to primarily serve a community purpose with spaces for exhibition, small scale events, and cultural practice.

Solar access

The City of Sydney’s Development Control Plan 2012 requires 50% of the total area of parks to receive sunlight for 4 hours from 9am to 3pm on 21 June, which applies to all parks within the LGA that are located outside of the Central Sydney. This provision is proposed to be reflected within the draft Design Guide (refer to **Appendix B**) to ensure future parks within the Paint Shop Sub-Precinct maintain an adequate level of sunlight.

As shown in **Figure 39**, the Public Plaza, the CME Park and Gardens and the Upper Square all receive in excess a minimum of 4 hours of direct sunlight between 9am and 3pm to 50% of their respective areas. Furthermore, Locomotive Square as the only publicly accessible open space in reasonable distance outside of the development performs exceptionally well in its existing condition, and is not anticipated to have its sunlight hours reduced from the proposed built form controls of the proposed planning framework.

Notwithstanding this, solar access to the Lower Plaza (i.e. Traverser Square) is compromised in its existing condition, being situated between the Carriageworks buildings and the Paint Shop building that are of heritage significance. This public space is intended to retain its heritage character with rail tracks embedded in hard surfaces. No soft green cover surface or tree canopy cover will be provided in this location, and therefore there is merit in considering a reduced amount of sunlight protection for this public space. The draft Design Guide (refer **Appendix B**) proposes for an alternative amount of sunlight protection, with hours of sunlight protection to 50% of the Traverser Plaza being reduced to 3 hours between 9am and 3pm.

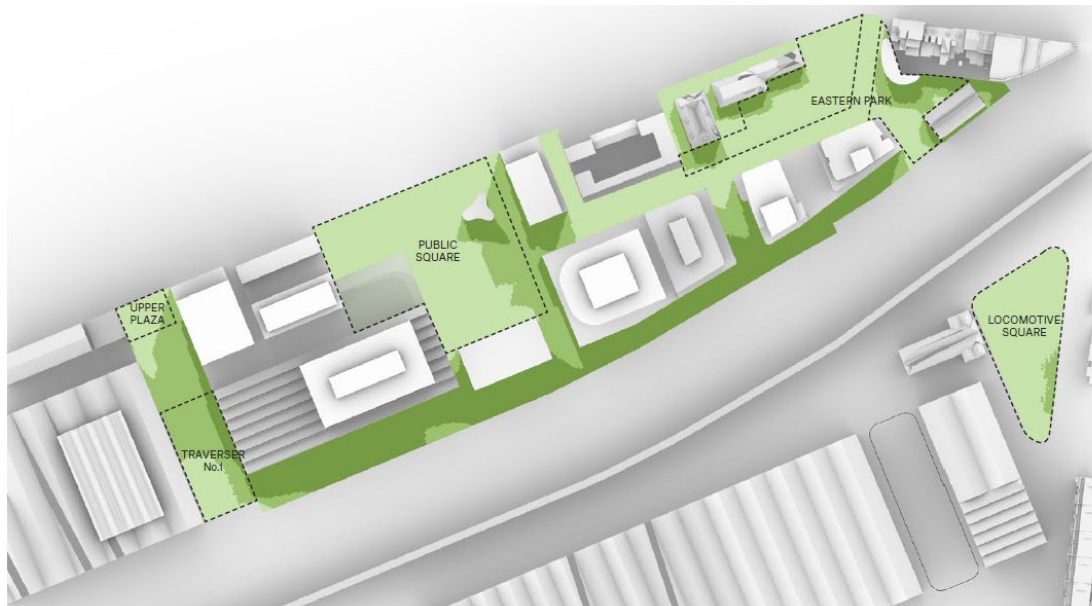


Figure 9.6.5.1 - Solar 'heat map'

Solar access 9am-3pm June 21st		> 4 hours sun	2-4 hours sun	< 2 hours sun
Eastern Park	3,150m ²	64%	16%	19%
Public Square	7,450m ²	73%	14%	13%
Upper Plaza	595m ²	77%	20%	3%
Traverser No.1	1890m ²	36%	51%	14%
Locomotive Square (South Eveleigh)	4030m ²	94%	6%	0%

- more than 4 hour solar access
- 2-4 hours solar access
- 0-2 hours solar access

Figure 39. Publicly accessible open space hours of access to sunlight

Source: Bates Smart

7.4 Planning

7.4.1 State and regional significance

The Paint Shop Sub-Precinct is already recognised for its State significance, forming part of the RWA Sites under the Eastern Harbour City 2021. Of which the specific aims of the Eastern Harbour City SEPP 2021 are:

- to facilitate the development, redevelopment or protection of important urban, coastal and regional sites of economic, environmental or social significance to the State so as to facilitate the orderly use, development or conservation of those State significant precincts for the benefit of the State,
- to facilitate service delivery outcomes for a range of public services and to provide for the development of major sites for a public purpose or redevelopment of major sites no longer appropriate or suitable for public purposes.

The Paint Shop Sub-Precinct is of State and regional significance for the following reasons:

1. **Economic development:** It forms part of the Eveleigh Activity Node, one of three hubs within the Camperdown Ultimo Collaboration Area (i.e. Tech Central District), and has a critical role to play in delivering the strategic objectives of Tech Central, specifically the delivery of new floorspace and new activated and high amenity public spaces that will cater to tech and innovation sectors;
2. **State heritage significance:** The Paint Shop Sub-Precinct forms part of the State heritage listed Eveleigh Railway Workshops and comprises several buildings and structures that are of high heritage or historical significance, such as the Chief Mechanical Engineer's Office Building, the Paint Shop Building and the Scientific Services Buildings No.1.
3. **Aboriginal cultural heritage:** Redfern North Eveleigh has extremely high cultural significance for Aboriginal people across NSW (and even nationwide). Redfern is recognised as the cultural heart of Aboriginal people in NSW and the former rail workshops have a very strong association as an early, equal opportunity employer.
4. **State government ownership:** It is a large site in single government ownership that will enable a government-led approach to deliver on economic outcomes for Tech Central District.

7.4.2 Site suitability

The proposal comprises site-specific merit for the proposed amendments to the planning framework as outlined in the following sections.

Reinforcing the Eveleigh activity node of Tech Central District

Forming part of the Tech Central District, the Paint Shop Sub-Precinct provides an opportunity to meet some of the forecast demand for innovation, technology, health, education and creative industry jobs in the Tech Central District and the broader City Fringe. With its proximity to South Eveleigh, and to Sydney University and Royal Prince Alfred Hospital which are both anchors and attractors for new enterprises and start-ups, the renewal of the Paint Shop Sub-Precinct can establish a new innovation hub that delivers new, fit-for-purpose floorspace of critical mass to accommodate new tech enterprises and start-ups. This will reinforce the Eveleigh activity node's role as a focal point for people to meet, interact, innovate and connect within Tech Central District.

Suitability as an innovation hub

There are a number of site-specific characteristics for the Paint Shop Sub-Precinct that support the establishment of a successful innovation hub. These include:

- **Highly accessible location:** The Paint Shop Sub-Precinct is in a highly accessible location being adjacent to Redfern Station that will have direct access through the new Southern Concourse and is within 800m of the future Waterloo Metro Station.
- **Anchor enterprises and institutions:** The Paint Shop Sub-Precinct is adjacent to South Eveleigh which is now home to some major enterprises including:
 - Commonwealth Bank;
 - CSIRO; and
 - NSW Education (Technology 4 Learning) - Utilisation & Innovation Headquarters.

While Sydney University is 200m to the north. The delivery of new innovation and commercial floorspace at the Paint Shop Sub-Precinct can look to leverage on these existing anchors to foster further clustering and collision of tech and innovation enterprises and start-ups.

- **Vibrant and walkable physical environment:** The renewal of the Paint Shop Sub-Precinct will unlock new opportunities open the site and its heritage assets to the community, enhance permeability and improve connections to other key nodes within Redfern-Waterloo and the broader Tech Central District.
- **Well connected digital environment:** The locality is already well serviced with national broadband as well as Telstra 5G network so it is already attractive for technology firms that require highly efficient global communications. The renewal of the Paint Shop Sub-Precinct can leverage on this existing digital infrastructure to support the delivery of high-quality physical and digital infrastructure into the built environment to improve connectivity and support more informed decisions about how to improve the productivity, liveability and resilience of new communities.
- **Governance:** Being under government ownership the Paint Shop Sub-Precinct provides the opportunity for governance that can curate and manage the mix of firms and services. This curation role is an ongoing role that continues well past the initial letting and sale of properties and can include public events and cultural activities to activate proposed public spaces within the Paint Shop Sub-Precinct.
- **Surrounding residential:** Although residential is not an essential component to a successful innovation hub, proximity to residential and a walkable catchment is. The existing residential catchment along with new residential accommodation within the site will encourage both day and night activation and enables a sustainable live/work/learn and play lifestyle.

Environmental values

The Paint Shop Sub-Precinct is not restricted by significant environmental constraints. As such, future development that supports a range of commercial, community and residential uses can be facilitated without adverse environmental impacts. While the Paint Shop Sub-Precinct is subject to heritage constraints and considerations, as outlined within the Heritage Impact Study (refer to **Appendix L**), the proposed built forms that will be enabled by the proposed planning framework can overcome these constraints and rather enhance the community's access to the State heritage assets within the site. This proposed planning framework will also support the conservation of State heritage assets of high significance through its adaptive re-use, some of which are currently in poor condition.

Public benefits

The proposed amendments to the planning framework (as described in **Section 5**) seeks to leverage the NSW government investment in transport infrastructure and its position within the Eveleigh activity node of Tech Central District by delivering new public accessible spaces and public domain upgrade works, and community infrastructure that will make a major contribution to improved amenity within the Redfern North Eveleigh Precinct. The proposed benefits include:

- Delivery of over 12,550 sqm of new publicly accessible open spaces to support the recreational needs of workers, residents and visitors in the Paint Shop Sub-Precinct. This will include embellishments to new publicly accessible open spaces, including:
 - outdoor gym facilities
 - play space
 - community pavilions which will support community facilities.
- Delivery of 2,500 sqm of new floor space for cultural, creative infrastructure and community facilities, including:
 - an integrated community facility of a minimum 1,000 sqm.
 - cultural and creative makers' spaces of approximately 1,000 sqm.
- Allowing public access to the State heritage listed Eveleigh Railway Workshops and significant items that are located within the Paint Shop Sub-Precinct that will be conserved and adapted in accordance with the principles of the overarching Eveleigh Railway Workshops Conservation Management Plan.
- New pedestrian connections within the Paint Shop Sub-Precinct, including covered walkways, quality retail offering and landscaping to encourage people to dwell, as well as allowing commuters and other public transport users to move through the Paint Shop Sub-Precinct to Carriageworks, Sydney University and South Eveleigh.
- Delivery of new internal roads and shared zones, that will also support active transport.
- Upgrades to the Wilson Street and Shepherd Street intersection.

7.4.3 Implications of proposed land uses

The proposal seeks to implement a B4 Mixed Use zone for the Paint Shop Sub-Precinct under the Sydney LEP 2012. The B4 Mixed Use zone currently permits a wide range of land uses and reflects the range of land uses that are currently permitted on the site under the Mixed Use zone of the Eastern Harbour City SEPP 2021.

The proposed land uses for Paint Shop Sub-Precinct, being office premises, retail premises, residential accommodation and community facilities are all land uses considered compatible with the existing and desired future character of the Redfern North Eveleigh Precinct and the broader Tech Central District. Furthermore, the introduction of commercial buildings on the Paint Shop Sub-Precinct will reinforce the role of the Eveleigh node as one of the key pillars of the Tech Central District that has the potential to support over 6,200 tech and innovation jobs.

To ensure commercial office space, tech start-ups and community uses are the primary land use for Paint Shop Sub-Precinct, a site-specific provision is proposed to limit the amount of residential floorspace to a maximum 39,000 sqm of GFA (approximately 27% of total proposed GFA). The balance of potential GFA at the Paint Shop Sub-Precinct (approximately 103,650 sqm of GFA / 73% of total proposed GFA) will be for the purposes of non-residential land uses, such as office space, retail, tech start-ups and community and creative uses.

Notwithstanding the above, a proposed site-specific provision will also require a minimum 2,500 sqm of GFA for community facilities. This provision is designed to allow for sufficient community facilities floor space to be delivered to support social needs of the community at Redfern North Eveleigh and contribute to the diversity of land uses.

Active ground floor uses are also proposed along the frontages to the east-west pedestrian shared zone and to Wilson Street that will include retail, cafes and restaurants, and other uses that involve pedestrian interest and interaction. This aims to reinforce the vitality and liveliness of the publicly accessible spaces in the Paint Shop Sub-Precinct.

Overall, the proposed balance of land uses will ensure a range of land uses are delivered to support a vibrant and activated within the Paint Shop Sub-Precinct.

7.4.4 Affordable rental housing initiatives

It is recognised that evidence of the importance of delivering affordable housing supply within or in close proximity to the Redfern North Eveleigh Precinct is strong, from a social and economic perspective, as well, as a state and local policy perspective. The Redfern North Eveleigh Precinct – being a large scale, State Government-led urban renewal project – provides the opportunity to make a visible commitment to affordable housing supply aligned with policy objectives and in response to the evidence of the importance of this supply in creating a thriving, successful and diverse precinct for the future.

The Social Infrastructure Study and Equity Focused Health Impact Assessment (refer to **Appendix O**) outlines a range of mechanisms to enable delivery, both planning and non-planning, of affordable rental housing within the Paint Shop Sub-Precinct. Potential mechanisms identified by the Social Infrastructure Study and Equity Focused Health Impact Assessment to enable delivery of affordable housing, include:

- Apply planning controls under the planning instruments to embed an affordable housing floorspace target
- Continue levying contributions from the current Redfern Waterloo Authority (RWA) Affordable Housing Contributions Plan 2006
- Utilising the provisions of the Housing State Environmental Planning Policy (Housing SEPP) in relation to the delivery of affordable housing
- Implement incentives for affordable housing delivery in the Paint Shop Sub-Precinct through the proposed planning controls for example, floorspace bonuses for the delivery of floorspace or contributions for affordable housing that differ from those available through the Housing SEPP.
- Dedicate land for the provision of affordable housing supply by the community housing sector
- Levy contributions for the provision of affordable housing by the community housing sector outside the Paint Shop Sub-Precinct, but within the City of Sydney LGA.

In response to the recommendations of Social Infrastructure Study and Equity Focused Health Impact Assessment (refer to **Appendix O**), a minimum fifteen percent (15%) of new residential floorspace in the Paint Shop Sub-Precinct will be for the purposes of affordable rental housing. A new provision is proposed in the Sydney LEP that would enable the consent authority to impose a condition on residential development requiring a contribution towards the provision of affordable housing. The affordable housing contribution would be equivalent to 15 percent of the total floor area of the development that is used for residential purposes. The contribution would be made by way of a dedication of affordable dwellings within the precinct and/or paid as a monetary contribution.

This is a positive initiative that goes beyond the Greater Cities Commission's affordable housing target for 5-10% of new residential floorspace. Opportunities for affordable housing dwellings to accommodate local Aboriginal community members would be realised through tenancy management, post-renewal of the Paint Shop Sub-Precinct.

7.5 Amenity

To inform the planning of the Paint Shop Sub-Precinct with respect to the amenity impacts associated with the proposed future development, a series of studies have been prepared. These include:

- A Wind Impact Study by Windtech Consultants (refer to **Appendix F**)
- A Noise and Vibration Assessment by Aecom (refer to **Appendix G**)
- A Pollution Assessment by Aecom (refer to **Appendix H**)

- A View and Visual Impact Assessment by Urbis (refer to **Appendix I**)

Full detail of the assessments and recommendations in the reports can be found in the relevant appendices. A summary of the key findings and how these studies have informed the proposed planning framework is provided below.

7.5.1 Wind impacts

A Pedestrian Wind Environment Study has been prepared by Windtech Consultants (refer to **Appendix F**) to inform the proposed Urban Design Framework and future planning controls for the Paint Shop Sub-Precinct.

The wind assessment includes recommended wind criteria for the intended uses of the public accessible spaces in accordance with the Sydney Development Control Plan 2012 to be achieved for future development within the Paint Shop Sub-Precinct.

Existing conditions

The existing conditions of the Paint Shop Sub-Precinct, generally satisfy standing and walking conditions. All areas currently meet the wind safety criteria, however, a number of (7) locations currently exceed the target Wind Comfort criteria for the Paint Shop Sub-Precinct. These areas include:

- north of the Suburban Car Workshop (P10) (target wind criteria – sitting),
- south-east of the Chief Mechanical Engineer’s Office Building (Point P60) (target wind criteria – standing),
- north of the Science Lab building (Point P53a) (target wind criteria – walking),
- areas along the southern edge of the Sub-Precinct adjacent to the rail corridor (P74 and P76) (target wind criteria – walking),

certain locations in the Fan of tracks area on the southern portion of the proposed Public Square (P45 and P45a) (target wind criteria – sitting).

Proposed conditions

The wind report highlights that adverse wind conditions which are expected to occur within areas proposed for higher-rise and mid-rise buildings in the Sub-Precinct due to down washing, corner accelerated flow and wind shearing are anticipated to be less pronounced due to the proposed size, siting and layout of the building forms. Furthermore, the proposed massing are expected to provide shielding to certain study point locations that will enhance pedestrian comfort. With this being said other areas within the Sub-Precinct will experience worsened wind conditions than those observed under existing conditions (though not to be confused with an exceedance of the proposed wind target conditions).

To ensure future wind conditions meet the relevant wind condition criteria for the Paint Shop Sub-Precinct, the draft Design Guide (refer to **Appendix B**) includes provisions that require all new developments to be designed to mitigate adverse wind effects and be designed to satisfy the relevant wind criteria for the intended uses of publicly accessible spaces. This is supported by a wind criteria map identifying the relevant wind criteria for the intended uses of the public accessible spaces (refer to **Figure 40** below).

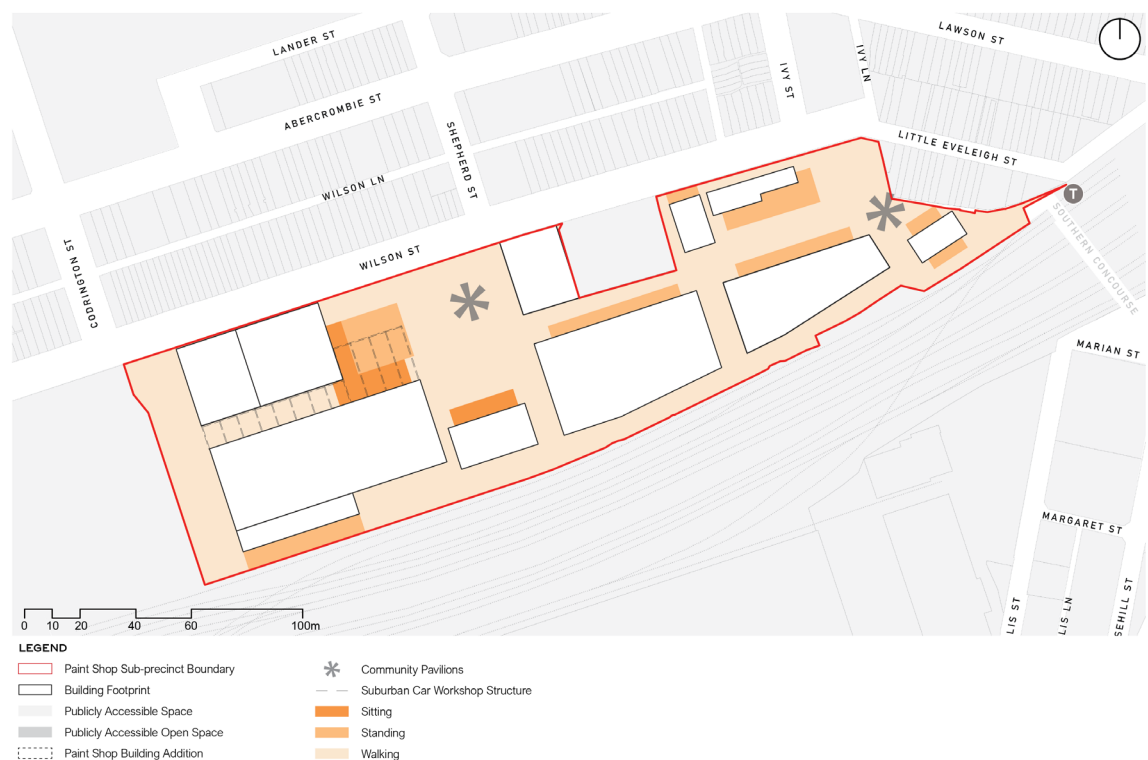


Figure 40. Wind criteria map of the draft Design Guide

7.5.2 Noise and vibration

A Noise and Vibration Report has been prepared by AECOM (refer to **Appendix G**) to assess the urban framework plan and the potential impacts that may result within and around the Paint Shop Sub-Precinct and outlines mitigation measures to manage these impacts. The identified mitigation measures have informed the proposed planning framework for the Paint Shop Sub-Precinct.

The report highlights that various noise sources (mostly external to the Precinct) have the potential to impact on the Paint Shop Sub-Precinct buildings, including:

- Aircraft noise
- Rail noise
- Road traffic noise
- Outdoor events

Aircraft noise

The Noise and Vibration Report concludes the Paint Shop Sub-Precinct lies outside of the Sydney Airport 2039 ANEF 20 contours and is therefore unlikely to be significantly impacted by aircraft noise. Standard construction methods are likely to achieve internal aircraft noise level criteria. No further assessment is considered necessary.

Furthermore, it is noted that emergency helicopters travelling to and from the Royal Prince Alfred Hospital and the Harbour Bridge will pass nearby the site. Given the helicopter movements are likely to be infrequent, it is not considered appropriate to treat the building façade to reduce noise from helicopters.

Rail noise and vibration intrusion

Based on the air-borne and ground-borne noise levels presented in the Noise and Vibration Report (refer to **Appendix G**), it is likely that internal noise levels criteria for commercial and residential premises can be achieved with appropriate façade treatment.

The Noise and Vibration report concluded the noise level from rail varies across the site, therefore the residential dwellings along Wilson Street (Building E2 and F1) are expected to achieve the internal noise criteria with natural ventilation with typical building construction and appropriate layouts.

However, it was identified in the preliminary analysis the external rail noise levels to residential buildings P1 and P2 (adjacent to the rail corridor) exceeded the internal noise criteria by 20 dB. It is recommended a specific assessment will be required prior to detailed design to evaluate the appropriate mitigation measures for each building. Mitigation measures for the buildings adjacent to the rail line to achieve the internal noise criteria with natural ventilation include appropriate placement of living and sleeping areas, and consideration of balcony placement, and wintergardens for ventilation openings located on facades where noise levels are in excess. Where the internal design cannot accommodate proposed mitigation measures, they may require mechanical ventilation to provide fresh air in accordance with the *Development near Rail Corridors and Busy Roads – Interim Guidelines* (DoPE, 2008):

- If glazing areas of living spaces and bedrooms is greater than 12m sqm, treatment to residential premises may consist of double glazed windows and doors.
- The treatment to commercial premises may consist of double glazed windows and doors.

These measures are consistent with similar mitigation measures for high density residential buildings adjacent to rail corridors. More substantial glazing systems may be required to meet other discipline requirements, e.g. thermal, mechanical, structural, etc. Glazing systems to meet the requirements for these disciplines will be detailed as part of the detailed design phase. A detailed acoustic assessment will be required at the development application stage to inform the design of the internal layouts of the buildings and specification of room usages.

Furthermore, to rectify and mitigate the noise level exceedances, the building form and typology of building P1 and P2 were subsequently modified to further reduce the exposure and impact of external rail noise. As outlined in the Urban Design Framework, the mitigation principles adopted in the Urban Design Framework to reduce noise level impact include:

- shaping buildings P1 and P2 to shield to the perpendicular facades and isolate the impact;
- utilising a non-residential podium to provide additional separation and some shielding;
- providing a 20m separation from the noise source to habitable rooms;
- locating non-sensitive elements such as the lift core and stairs on the affected frontage;
- arranging apartments and their balconies to ensure all dwellings have operable window in areas with acceptable noise levels.

The preliminary analysis undertaken by AECOM confirms that the site configuration, proposed building form and layouts, have mitigated the noise impact and all future dwelling can achieve acceptable and compliant acoustic conditions to enable natural ventilation without reliance on other elemental or technical measures such as wintergardens subject to being validated by more detailed design.

Road traffic noise

Noise from traffic movements to and from the Paint Shop Sub-Precinct, including truck and car movements has been assessed using the EPA's document *NSW Road Noise Policy* (RNP). The nearest road with the potential to have a traffic noise impact on the development is Wilson Street, which is located along the northern boundary of the Paint Shop Sub-Precinct. It was

found by the Noise and Vibration Report (refer to **Appendix G**) that the traffic volumes projected within the *Transport Strategy and Impact Assessment for the Paint Shop Sub-Precinct* (SCT Consulting, October 2021) are not likely to significantly impact on the proposed new residential buildings, and standard construction methods are likely to achieve internal road traffic noise level criteria.

Outdoor events

The proposed planning framework will provide opportunities for public space to be used for outdoor events. Some of the outdoor events may include small-scale weekend community events such as live performances, outdoor film events, markets etc.

To understand the potential noise generation associated with such events, event noise emanating from the existing facilities in the adjacent Carriageworks Sub-Precinct have been considered as a benchmark. It is understood that based on the noise restrictions for Carriageworks, outdoor event noise levels should not exceed 5 dB above background (L90) noise levels.

Recommendations for the proposed planning framework

In addition to existing policies that manage noise and vibration matters at the development application stage, the draft Design Guide (refer to **Appendix B**) has adopted a combination of the existing noise and vibration provisions of the Sydney Development Control Plan 2012 and State Environmental Planning Policy (Transport and Infrastructure) 2021. This will ensure noise and vibration matters are adequately considered during the subsequent development application stage.

7.5.3 Pollution

The Pollution Assessment has been prepared by AECOM (refer to **Appendix H**) which provides a detailed analysis of the air quality impacts, noise pollution and light pollution associated with the proposed urban design framework.

Air Quality

An analysis of available pollutant data was undertaken to understand the existing pollutant levels in the Redfern Area and beyond. It is anticipated that any future development to occur under the proposed planning framework is not expected to result in the generation of significant levels of air pollution. The only pollutants expected from the development of the Paint Shop Sub-Precinct are related to demolition, excavation and construction works and would be considered temporary.

The nearest sources of air emissions would be vehicle emissions along Wilson Street and diesel train emissions along the rail line on the southern border. The adjacent Wilson Street is a typical inner-city suburban road that does not currently experience significant levels of congestion and is therefore unlikely to be a significant contributor to local existing air pollutant concentrations. Combustion emissions from diesel trains adjacent to the Paint Shop Sub-Precinct however are more likely to have a higher influence on local air pollutant concentrations. As such, the Pollution Assessment recommends planning considerations to minimise exposure to vehicle and train emissions, and promotes opportunities for dispersal of air pollutants through detailed design (refer to **Appendix H**).

In response to the planning considerations outlined in the Pollution Assessment (refer to **Appendix H**), the draft Design Guide for the Paint Shop Sub-Precinct (refer to **Appendix B**) has sought to implement measures to minimise adverse air quality impacts on sensitive receptors from vehicle and train emissions. This includes:

- encouraging a variation in building heights and interspersed with the proposed north-south access road to minimise the formation of urban canyons

- requiring higher stories along the rail corridor and Wilson Street to be set back from lower levels; which increases the street aspect ratio and improves dispersion within urban corridors
- limiting residential uses in buildings adjacent to the rail corridor to be above the podium levels designated for non-residential purposes and set back away from the rail corridor (approximately 15m from the rail corridor)
- designating primary active frontages facing toward open spaces away from main sources of emissions; and less sensitive land uses designated for tertiary frontage only
- the provision of new publicly accessible open spaces that would promote dispersion of air pollutants and contribute to improved air quality
- the increase of tree canopy and encouraging new opportunities for green roofs and walls on new buildings that can reduce exposure to air pollutants in urban environments by increasing deposition rates and acting as a barrier from sensitive receptors (i.e. community facilities).

This will ensure air quality emissions from surrounding sources can be effectively mitigated during the subsequent development application stage.

Light Pollution

The Pollution Assessment has undertaken an analysis of existing light spill conditions in the surrounding context and determine potential lighting design and impacts of future development of the Paint Shop Sub-Precinct.

The assessment refers to the Australian Standard (AS)4282 *Control of the obtrusive effects of outdoor lighting*, as applicable to future development applications within the Paint Shop Sub-Precinct. All future development in the Paint Shop Sub-Precinct will be required to limit light spill in accordance with the technical parameters in the AS4282 and conform to lighting design and public street lighting limits within the standard as part of the detailed design phase. Where these design values are adopted, it is anticipated that light spill impacts can be maintained within acceptable limits.

To ensure light spill matters are considered as part any future detailed development application, the draft Design Guide (refer to **Appendix B**) requires light spill to be in accordance with the technical parameters in the AS4282 and has also adopted additional light spill provisions that are currently under the Sydney Development Control Plan 2012. This includes:

- requirements for any applications for decorative lighting or for the illumination of building facades, billboards or roof tops (accessible or inaccessible)
- external light fixtures are to be integrated with the architecture of the building
- the visual effects of external lighting must contribute to the character of the building, surrounds and skyline
- the external lighting system is to be energy efficient and subject to appropriate times of operation
- external lighting is to not reduce the amenity of residents in the locality
- external lighting is to not negatively impact potential areas of habitat for local fauna
- external lighting is to minimise the light spill into the night sky
- LED down lighting is preferred over up lighting to minimise light pollution.

Water Pollution

The Pollution Assessment's (refer to **Appendix H**) assessment on water pollution found that impacts to stormwater runoff from future development at the Paint Shop Sub-Precinct could

potentially occur from increased impervious surfaces, such as road resurfacing, footpath upgrades, general site levelling and increased building footprint.

Potential contaminants leaving the Paint Shop Sub-Precinct may include lubricants, effluents, chemicals and sediments. Should these enter downstream waterways and watercourses, it is likely to trigger increased turbidity, lowered dissolved oxygen levels, increased nutrient and pollutants. As such, on-site containment and treatment of contaminated water run-off is recommended to ensure safe discharge of runoff from the Paint Shop Sub-Precinct.

To ensure containment and treatment measures are in place, the draft Design Guide (refer to **Appendix B**) has adopted the following post-development pollutant load reduction targets for stormwater runoff that are required to be achieved for future development at the Paint Shop Sub-Precinct:

- 90% reduction of baseline annual pollutant load for litter and vegetation, larger than 5mm;
- 85% reduction of baseline annual pollutant load for total suspended solids;
- 65% reduction of baseline annual pollutant load for total phosphorus; and
- 45% reduction of baseline annual pollutant load for total nitrogen.

These pollutant load reduction targets reflect those currently in the City of Sydney's DCP 2012. Further measures related to stormwater quality and Water Sensitive Urban Design (WSUD) are also recommended as part of the water quality impact assessment (refer to **Section 7.18**).

Additionally, as part of the Public Domain Strategy, appropriately sized areas of deep soil are proposed to contribute to the level of permeability and natural in ground detention of the Paint Shop Sub-Precinct, to reduce downstream flooding and waterway pollution. The requirement for deep soil areas to be included in the delivery of future public spaces has been incorporated into the draft Design Guide (refer to **Appendix B**) to ensure future detail plans for publicly accessible spaces implement sufficient deep soil areas for improved stormwater infiltration.

7.6 Visual impact

A Visual Impact Study has been prepared by Urbis (refer to **Appendix I**) to assess and determine the visual effects and potential visual impacts of the proposed amendments to the planning controls applicable to the Paint Shop Sub-Precinct.

It is noted, that change in the character of the Redfern-Waterloo locality is expected within the relevant strategic plans and existing planning controls within the Sydney LEP 2012. This anticipates significant increases in built form where older, non-heritage buildings from the mid-20th century are being replaced or repurposed with contemporary developments, which include areas along Regent Street, North Eveleigh, Pemulwuy and the Waterloo Metro Quarter.

As the indicative massing of the Urban Design Framework prepared by Bates Smart have informed the proposed planning controls for the Paint Shop Sub-Precinct, this has been used for analysis to inform the determination and rating of potential visual impacts from key viewpoints. Importantly, the Concept Plan Approval for North Eveleigh has been inserted into six (6) close views to be able to compare the extent of approved visual change of the Concept Plan and proposed visual change of the indicative urban design framework. The extent and significance of the potential visual change has been assessed using an accepted VIA methodology (outlined on page 11 of **Appendix I**) and was reviewed and endorsed by City of Sydney.

As part of the visual impact assessment, it was found that:

- the proposed development creates medium to high visual effects on the majority of baseline factors such as visual character, scenic quality and view place sensitivity from public domain view locations in most views.
- of the 11 views analysed 4 views were rated as medium, 2 view was rated as low-medium, 5 views were rated as low and 1 view was rated as having nil or no visual impact.
- notwithstanding the loss of visual permeability across the site and visual connection to and from some heritage items, the proposed built forms proposed are not dissimilar in character, height or form to those included in the Approved Concept Plan.
- although the magnitude of visual change is high, this does not equate to a high level of visual impact. In this regard, the significance of that visual change (impact) was rated as medium or lower in all
- the majority of the extent of visual change and loss of views to and from heritage items is caused by the Approved Concept Plan
- the additional height proposed beyond the Approved Concept Plan predominantly blocks areas of open sky and does block access to scenic features or compositions beyond the Paint Shop Sub-Precinct
- the height, form and character of the proposed built forms would be of high visual compatibility, and is not dissimilar to other areas within the existing visual context including those approved and under construction in the Redfern-Waterloo locality.

Overall, taking into consideration the level of visual effects of the proposed massing on baseline characteristics, and application of impact weighting factors, and the Approved Concept Plan, the visual impacts of the proposed development were found to be acceptable by the Visual Impact Study (refer to **Appendix I**). Furthermore, based on the information available the potential visual effects of the proposed development on private domain views are unlikely to generate any significant view loss effects.

To inform the proposed planning framework, the Visual Impact Study has outlined recommendations that have been adopted as part of the draft Design Guide (refer to **Appendix B**):

- maintain visual permeability via the north- south view along Carriageworks Way (as per view 11) by ensuring that proposed future built forms, sit wholly within planned envelopes.
- maintain the planned spatial separation between podium and tower forms to limit visual impacts on public domain views from close locations in South Eveleigh, from public spaces associated with Redfern Station and within the site.
- maintain the planned podium and tower envelopes as a maximum standard for future development, to ensure the protection of visual permeability through and across the site.
- maintain access to close, direct views to the Chief Mechanical Engineers Office and all heritage items present on the site from Carriageworks Way, so that they remain visually prominent from within the Paint Shop precinct.

7.7 Population and demographics

A Population and Demographics Study has been prepared by Hill PDA Consulting (refer to **Appendix J**) to outline the key population and employment drivers, trends and the demographic profile of the Paint Shop Sub-Precinct and the broader area.

7.7.1 Existing catchment profile

The existing demographic profile of the Paint Shop Precinct and its broader catchment within 800m of the site (the Paint Sub-Precinct catchment) has been compared with profiles of City of Sydney LGA and Greater Sydney. The key findings from this comparison, include:

- **A younger population** – the resident population in the catchment is much younger with 43% between 15 and 29 years compared to the CoS LGA (36%) and Greater Sydney (21%).
- **High multiculturalism** – the Paint Sub-Precinct catchment has a high level of multiculturalism with 50% of the population born overseas, which is less than the CoS LGA (51%) but exceeds the number of residents compared to Greater Sydney (39%).
- **Higher proportion of Aboriginal and Torres Strait Islander populations** – in 2016, there were around 545 Aboriginal and Torres Strait Islander residents living in the catchment, representing 1.8% of the community. The proportion of indigenous residents in the Paint Shop Sub-Precinct was slightly higher than that recorded for Sydney LGA (1.3%).
- **Highly educated** – a high proportion of residents aged 15 years in the Paint Sub-Precinct catchment have attained a post school qualification (58%) which is slightly lower than the wider Sydney LGA (60%) but greater than Greater Sydney (53%). Of those with post-school qualifications, the majority had a bachelor degree or higher (44%). This was equivalent to the average for CoS LGA (44%), and significantly above Greater Sydney (28%).
- **A high student population** – as a result of the close proximity of The University of Sydney and the University of Technology, Sydney (UTS), the Paint Sub-Precinct catchment comprises a high concentration of students (27% over the age of 15) attending a TAFE or university, which is significantly higher when compared to the CoS LGA (18%) and Greater Sydney (10%).
- **A high proportion of apartments** – the predominant dwelling stock is made up of apartments (67%), a significant growth from 2011 (59%). Compared to Greater Sydney, the Paint Sub-Precinct catchment was overrepresented in apartments and underrepresented in detached dwellings.
- **Majority renters** – a high proportion of residents in the Paint Sub-Precinct catchment rent (68%) with a low rate of ownership of dwellings (31%) when compared to CoS LGA and Greater Sydney.
- **Smaller households** – small households (lone persons, couples without children and group households) were the most dominant household type within the catchment (73%). This was comparable to CoS LGA (72%) and higher than Greater Sydney (47%).
- **Lower household incomes** – in 2016, the median household income in the Paint Sub-Precinct catchment was \$835 per week. This was lower than CoS LGA (\$953) and Greater Sydney (\$719). Almost half (45%) of households in the catchment were low-income earners (\$0-\$649/week). This is compared to 35% for Sydney LGA and 46% for Greater Sydney.
- **High proportion of employment in knowledge intensive/professional industries** – most residents in the catchment were employed within knowledge intensive/professional industries (42%). This proportion was lower than the wider Sydney LGA (45%), although higher than Greater Sydney (32%). The top five industries that residents of the catchment were employed within were: Professional, Scientific and Technical Services (17%); Education and Training (11%); Accommodation and Food Services (11%); Health Care and Social Assistance (9%); and Retail Trade (8%).
- **High public transport usage** – approximately a third (33%) of the employed residents in the catchment travelled to work via train, compared to a fifth in Sydney LGA (22%) and greater than Greater Sydney (16%).

7.7.2 Forecasts

A set of time series analysis has been undertaken which compares the 5-year increments of the future community population and employment based on the scenarios of the proposal for the Paint Shop Sub-Precinct being progressed and the proposal not being progressed. These projections are represented at the Paint Shop Sub-Precinct level, and 400m and 800m

catchments. Based on HillPDA's projected forecasts to 2036 and upon completion and full occupation of the proposal, the Paint Shop Sub-Precinct would accommodate:

- 6,200 jobs (approximately 10% of employment growth within an 800m catchment); and
- a resident population of around 700 persons (approximately 2% of population growth within a 800m catchment).

Based on the analysis undertaken in the Population and Demographics Study, a number of recommendations have been identified to be considered as part of the proposed planning framework. **Table 10** below outlines these recommendations and how the proposed planning framework has responded.

Table 10. Recommendations for the proposed planning framework

Recommendation	Response by the proposed planning framework
Provide a mixture of apartment configurations and sizes to suit the Catchment's current and future population and household needs.	<p>The draft Design Guide (refer to Appendix B) includes provisions which aim to provide a mix of apartments to cater for the needs of the existing and future resident population and to encourage a diverse population and achieve social diversity. Specifically, this required that developments which include residential uses are to provide a mix of dwellings consistent with the following percentage mix:</p> <ul style="list-style-type: none"> • Studio: 5 - 10%; • 1 bedroom: 10 – 30%; • 2 bedroom: 40 – 75%; and • 3+ bedroom: 10 - 100%. <p>This will ensure a mix of apartments are delivered as part of any future development for residential within the Paint Shop Sub-Precinct, with sufficient flexibility in the percentage ranges that will allow future development proposals to respond to market demands for certain apartment types in the future.</p>
Given low vehicle ownership levels and high levels of train and active transport in the surrounding catchment, the site could provide minimal residential parking provision	To reflect the level of access to the Redfern Station, the proposed car parking rates for the Paint Shop Sub-Precinct under the draft Design Guide (refer to Appendix B) have been reduced when compared to the rate of provision under the North Eveleigh Concept Plan Approval.
Commercial parking rates do not detract from the attractiveness and/or viability of the non-residential uses.	Provision of car parking for commercial uses has been identified within the draft Design Guide (refer to Appendix B) to support the viability of non-residential uses within the Paint Shop Sub-Precinct.
Appropriate provision and mixture of non-residential space should be provided. This space composition should align with the current and forecast employment requirements of the catchment and LGA, with a focus on knowledge intensive and technology and innovation businesses	The proposed amendment to the LEP seeks to apply a maximum residential floor space ratio for the Paint Shop Sub-Precinct. This will apply a cap to residential floorspace delivered to ensure non-residential uses are prioritised within the Sub-Precinct.

7.8 Aboriginal cultural heritage

Artefact have prepared an Aboriginal Cultural Heritage Study (ACHS) (refer to **Appendix K**) to inform and guide planning for the renewal of the Paint Shop Sub Precinct in harmony with Aboriginal cultural heritage values, community and Country. The ACHS has been shaped through an assessment of site context and archaeology, site history and social heritage, consultation with the Aboriginal community and stakeholders and an analysis of key cultural themes to provide a context within which Aboriginal cultural heritage can be interpreted.

Consultation activities undertaken to inform the ACHS included:

- Consultation with Registered Aboriginal Parties, Aboriginal community members, knowledge holders and stakeholders who have strong associations with the heritage and history of the RNE precinct
- Consultation with the Aboriginal community undertaken by Balarinj for the Redfern North Eveleigh Precinct Connecting with Country Framework (**Appendix E**).

In addition, a number of previous Aboriginal stakeholder consultations have been undertaken for projects within the vicinity in the past several years and the reports were reviewed by Cox Inall Ridgeway for the Redfern North Eveleigh Precinct. The key themes from previous engagement sessions included the desire for local Aboriginal community stories and memories of Redfern as the Aboriginal heart of Australia to be recorded and celebrated in recognition of the area as Cadigal Country.

7.8.1 Archaeological potential and significance

As part of the ACHS, a desktop review of the Aboriginal Heritage Information Management System (AHIMS), previous archaeological investigation reports as well as a site visit to the Sub-Precinct to identify the presence of any potential Aboriginal archaeology within the Paint Shop Sub-Precinct. Based on this review, the following key findings were made:

- Archaeological sensitivity of the search area and Sub-Precinct is low due to the early nature of residential and industrial development as well as historical processes of cutting and levelling of land. Furthermore, bulk excavation and the construction of significant rail infrastructure that has disturbed most soils in the Sub-Precinct and removed all original ground floor area to a significant depth.
- There are no Aboriginal sites or Archaeological heritage constraints identified within the Sub-Precinct.
- There are no sites listed within the Sub-Precinct on the AHIMS.

One location of Potential Archaeological Deposit (PAD), (RNEP-PAD001), located in the garden east of the CME Building (refer to **Figure 41**), was identified and considered to be of low-moderate archaeological potential. The proposed Urban Design Framework does not propose to impact this location which proposes for this area to be publicly accessible open space. Should any future development impact this location, an archaeological assessment and management plan would be required in accordance with the National Parks and Wildlife Act, or the Secretaries Environmental Assessment Requirements for State Significant Development as part of any future Development Application.



Figure 41. Location of Potential Archaeological Deposit (RNE-PAD001)

Source: Artefact

7.8.2 Aboriginal cultural significance

An understanding of the relevance and importance of the Aboriginal cultural landscape and values will be key to ensuring the interrelationship between past and present is maintained through future redevelopment of the Paint Shop Sub-Precinct. Redfern is referred to as the Aboriginal heart of Sydney and central to Aboriginal activism. It holds great cultural significance for Aboriginal people who have had a lived experience as well as those who hold historical or political significance to the area.

The communication of Aboriginal cultural heritage in the future redevelopment of the Sub-Precinct will be managed through key interpretive approaches identified in the Heritage Interpretation Strategy (refer to **Appendix M**). This will ensure a cohesive response to Aboriginal cultural heritage is applied to all future development proposals at the Paint Shop Sub-Precinct.

In addition to above, the following controls related to Aboriginal cultural heritage have been recommended within the ACHS:

- New development should be implemented to be consistent with the Charter for Conservation of Places of Cultural Significance (The Burra Charter).
- Development must consider the continued connection that Aboriginal people have maintained with Country within the subject site for tens of thousands of years, including contemporary connections to the Redfern area and the Eveleigh Railway Workshop.
- Planning for all future developments with the RNEP should adhere to Connecting with Country framework principles
- Specific Heritage Interpretation Plan (HIPs) which adhere to the HIS should be prepared and implemented for all future developments in the Paint Shop Sub-Precinct.
- Aboriginal expertise should be included in specific roles within architectural/design teams in a codesign process for future development within the RNEP
- Consider the establishment of an Aboriginal reference group to guide the design and interpretation for future planning approvals within the RNEP

- Sustained consultation with Aboriginal knowledge holders should be continued during future planning for development within the RNEP.
- To ensure culturally appropriate developments embedded in Country are integrated into the RNEP, it is essential that Aboriginal artists/designers/curators, with appropriate permissions and intellectual property rights in place, work with project design teams for future development.
- Prior to subsurface impacts within RNEP-PAD001, test excavation would be required under the Code of Practice for Investigation of Aboriginal Objects in NSW (OEH 2011) to assess the nature and significance of the PAD. If Aboriginal objects are located during test excavations, additional assessments and approvals would be required prior to construction. If no Aboriginal objects are located during test excavations the area would be assessed for potential and works could proceed under the Unexpected Finds Procedure.
- Aboriginal stakeholder consultation would be undertaken in accordance with the Aboriginal Cultural Heritage Consultation Requirements for Proponents (OEH 2010) where works are undertaken within the PAD.
- Development in the subject site outside of RNEP-PAD001 would not require additional Aboriginal archaeological assessment as part of future planning approvals. An Unexpected Finds Procedure would be prepared for future development to be implemented if Aboriginal objects were located.

These recommended controls have been adopted as part of the draft Design Guide (refer to **Appendix B**), which will inform any future development application(s) at the Paint Shop Sub-Precinct to ensure Aboriginal cultural heritage is preserved and engagement continues through subsequent planning stages.

Statement of heritage impact

The Paint Shop Precinct is a key area of significance for Aboriginal people, with intangible and social values embedded within the fabric of the place. The proposed Urban Design Framework and planning framework closely align with the Connecting with Country Framework to support the promotion of Aboriginal cultural heritage, with the opportunity to provide safe cultural spaces for the community and ensure opportunities to establish and emerging Aboriginal artists in the area. Therefore, the proposed renewal of the Paint Shop Sub-Precinct will likely deliver positive impact upon the social and intangible heritage values of the precinct.

7.9 Non-Aboriginal heritage

A Non-Aboriginal Heritage Study has been prepared for the Sub-Precinct by Curio Projects (refer to **Appendix L**). The study provides the current heritage context of the Paint Shop Sub-Precinct, with respect to its historical background, existing site conditions, current heritage legislative requirements and guidelines in NSW. It also provides recommendations with respect to the management of the heritage values that are intended to inform the proposed planning framework for the Paint Shop Sub-Precinct.

The Non-Aboriginal Heritage Study notes that the Paint Shop Sub-Precinct is recognised as being of exceptional heritage significance to the State of NSW, related to the key role it played as part of the major industrial site of the Eveleigh Railway Workshops complex, which itself was key to the development, growth and operation of the NSW Railways Department from the late nineteenth century.

Heritage significance of built elements

Section 6 of the Non-Aboriginal Heritage Study (refer to **Appendix L**) has undertaken an assessment of the heritage significance of all existing built elements currently located within the Paint Shop Sub-Precinct, along with a summary of Curio's reassessment of gradings of significance, and level of significance overall of each individual item (i.e., Nil, local, State). This is visually represented in **Figure 42** below.

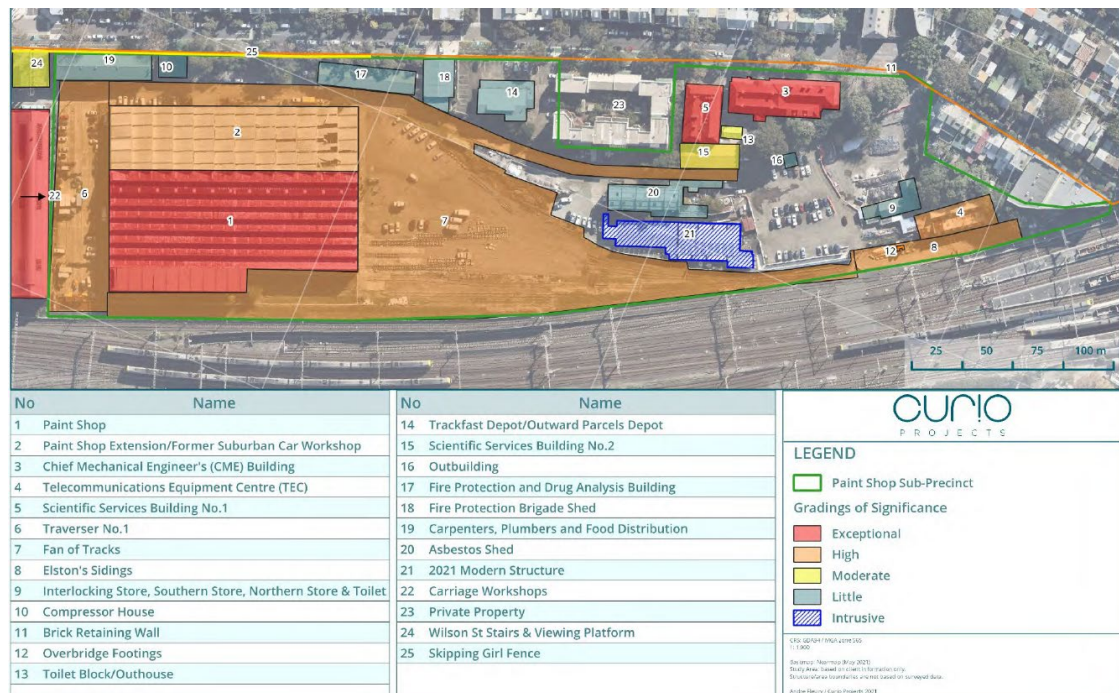


Figure 42. Gradiings of heritage significance of existing built elements

Source: Curio Projects

Historical archaeological significance

There is moderate to high potential for the Paint Shop Sub-Precinct to contain historical archaeological relics that are connected to the railway occupation phase of the Paint Shop Sub-Precinct, with the potential to contribute further to the understanding of the development and function of the Eveleigh Railway Workshops (ERW). This is particularly with respect to the individual function and contribution of the Paint Shop Sub-Precinct, as a critical component of the overall running of the ERW complex. The potential historical archaeological resource of the Paint Shop Sub-Precinct is likely to have research potential to contribute to the understanding of the significance of the ERW site at a local level.

Significant heritage view lines

Four major views lines of significance (as identified and described in Section 4.5 of the Non-Aboriginal Heritage Study) relate to the historical and relational context of the Paint Shop Sub-Precinct, particularly as a part of the wider North Eveleigh Railyards, and overall ERW complex. The significance of each of these four key views is noted below.

- views from Wilson Street into the site—High significance.
- view lines between North and South Eveleigh including the views from CME Building to the Locomotive Workshops across the railway line—Exceptional Significance.
- views between North Eveleigh and the Redfern Railway Station—High Significance.
- views between the Paint Shop Sub-Precinct and other areas of the former Carriage Workshops (North Eveleigh) site—High Significance.

7.9.1 Assessment of impact on heritage

The Statement of Heritage Impact (SOHI) (Section 8 of the Non-Aboriginal Heritage Study at **Appendix L**) has assessed the impacts of the indicative Urban Design Framework for the Paint Shop Sub-Precinct. The SOHI to the concept level features, elements, and proposed scope of the revised Urban Design Framework of the Paint Shop Sub-Precinct only. It is noted that the detailed design of buildings and public spaces within the Paint Shop Sub-Precinct will take place during a future stage of the planning and redevelopment process. This will require

an accompanying additional heritage impact assessment (subsequent and additional to this SOHI), to specifically respond to and assess the impacts of the detailed design.

The SOHI notes that significant heritage items within the Paint Shop Sub-Precinct are currently underutilised, in varying states of condition (including some in urgent need of maintenance and repair e.g. CME and TEC interiors), and are not currently accessible to the public. The renewal of the Paint Shop Sub-Precinct presents the opportunity to bring a functionality to the site that is not currently available, particularly with respect to the introduction of adaptive re-use to key heritage items, which currently are underutilised, unmaintained, and falling into various states of disrepair and dilapidation.

While the SOHI highlights that the indicative Urban Design Framework would present impacts to heritage (both physically and visually), the establishment of public access to the Paint Shop Sub-Precinct as well as into some of the remaining significant heritage items (particularly the Paint Shop, TEC, and CME dependent on future detailed design) is an opportunity that has rarely been afforded at any stage in the site's history and is considered to be a substantially positive heritage outcome for the Paint Shop Sub-Precinct, and wider ERW site. Furthermore, the restoration and conservation of heritage items in urgent need of conservation and repair (e.g. CME interiors, Scientific Services No. 1, TEC, and Suburban Car Workshop) will deliver a positive heritage outcome to both heritage fabric and the conservation of the form and values of these heritage items for future generations.

The proposed intervention and modification to heritage items, including the Paint Shop and Paint Shop Extension, are considered to have a minor to moderate physical and visual impact to the form and amenity of these significant structures, however careful and sensitive detailed design of these features are required to ameliorate these impacts.

Notably, the Urban Design Framework has undergone significant revisions through the design process, including the reduction of the height and building footprint of the proposed building massing located at the east of the Paint Shop Building. The minimisation of the height and bulk of the eastern adjacent building has allowed for creation of a more generous curtilage and improved sightlines to the heritage item (notably from the public square in the northeast), as well as allowing for improved retention of, and interface with, the adjacent existing Fan of Tracks.

Notwithstanding the above, the SOHI acknowledges that despite the well-considered design approach to distribute the new building envelopes across the Paint Shop Sub-Precinct in a way that considers the location and form of the heritage items, the height and density of the proposed building forms will still result in a visual impact to the heritage context and character of the Paint Shop Sub-Precinct. Notably:

- the obstruction of the view from the CME Building to the Locomotive Workshops by the new building envelope will have a major visual impact to the historical context and significance and connectivity between the North and South Eveleigh sites.
- the addition of the large scale and height of the new building envelope along the southern side of Wilson Street will also be a minor to moderate visual impact to the "harmony and consistency" of the Golden Grove HCA as visible both east to west along Wilson Street, as well as views south to the Sub-Precinct from other parts of the HCA, such as along Shepherd Street.
- the new northern built form will impact significant views between the Paint Shop Sub-Precinct and other North Eveleigh Sub-Precincts, although this impact has been reduced and partially mitigated via the introduction of the ground floor arcade into the design, allowance for continuation of the rail track along this east-west visual (and physical) axis.
- the minimal setback between the Paint Shop and new built form along the Paint Shop eastern façade is not considered to be a sufficient curtilage around the heritage item in order to retain appropriate views to the heritage item.

Despite these impacts, the SOHI considers that the establishment of public access to the site, and into the heritage items, which has rarely been afforded at any stage in the Sub-Precinct's history, is likely to be a substantially positive outcome for the local community to whom the site holds significance, through railway and neighbourhood associations alike.

Impact of proposed landscaping

The proposed focus of landscaping measures to the north-eastern part of Paint Shop Sub-Precinct around the CME Building will be a positive heritage outcome for the setting of the SHR listed CME Building, as well as within the overall context and setting of the Paint Shop Sub-Precinct. However the SOHI notes that over-landscaping of the remaining industrial heritage site (e.g. proposal to return of the vegetation to an earlier, pre-industrial state and the landscape buffer corridor between the rail line and new built form) would be inconsistent with the industrial heritage context and character of the Paint Shop Sub-Precinct and overall ERW, and would potentially impact the legibility of the significant historic use and function of the site as the former Eveleigh Railway Workshops. As such the proposed response to minimise any greening to this part of the Paint Shop Sub-Precinct is an appropriate outcome.

Impact on historical archaeological significance

Development works that will disturb the ground surface including excavation and landscaping (including pathways and new tree plantings), have potential to impact the historical archaeological resource remaining within the Sub-Precinct. Depending on the depth of excavation, these works have potential to be a moderate to major archaeological impact, potentially removing a substantial proportion of the historical archaeological resource remaining within the Paint Shop Sub-Precinct. This will require future detailed assessment and mitigation in the form of an ARD and archaeological sitework, which has been included as Provisions in the draft Design Guide (refer to **Appendix B**).

7.9.2 Recommended measures

This Non-Aboriginal Heritage Study (refer to **Appendix L**) has outlined recommendations to guide future development and planning within the study area, with specific consideration given to bulk, height and scale of the development against the existing significant elements of the site (refer to Section 7 and 10 of the Non-Aboriginal Heritage Study). These recommendations have been based on the following:

- Heritage buildings and fabric
- Moveable heritage
- Archaeology
- Landscaping and public domain
- Future detailed design.

These recommendations have informed the proposed provisions relating to heritage in the draft Design Guide (refer to **Appendix B**) to ensure these matters are considered during the subsequent development application process.

To support the preservation of key view lines, the draft Design Guide includes a provision to preserve existing key views and heritage sightlines to ensure that the key physical and visual attributes of the heritage items are respected and reinforced by new development. Key views and heritage items that would be considered include:

- Paint Shop
- Carriage Workshops
- Telecommunications Centre
- Chief Mechanical Engineers Office

- Scientific Services Building
- Protected view from Sydney Park as referenced in Section 5.5 of the City of Sydney DCP 2012
- Entry from Shepherd Street

In addition to these recommendations, an updated Conservation Management Plan for the State heritage listed Eveleigh Railway Workshops has been prepared (refer to **Appendix Z**). This establishes a holistic approach to how heritage is considered, along with principles to ensure that contemporary developments respond sensitively and positively to their heritage context. The consideration of this CMP as part of any subsequent development application has been included as a provision in the Design Guide (refer to **Appendix B**).

The proposed planning framework will also require that a site-specific Conservation Management Plan is to accompany any future development application for new development in the Paint Shop Sub-Precinct and is to be prepared in accordance with the NSW Heritage Manual 'Conservation Management Documents'. This will ensure detailed management procedures of heritage significant elements of the Paint Shop Sub-Precinct are considered as part of the detailed design process.

7.10 Heritage interpretation

To inform the planning of the Paint Shop Sub-Precinct with respect to its historical background, existing site conditions, heritage legislative requirements and local guidelines, a series of heritage studies have been prepared. These include:

- An Aboriginal Heritage Interpretation Strategy (AHIS) prepared by prepared by Artefact (refer to **Appendix M**)
- A Non-Aboriginal Heritage Interpretation Strategy (HIS) prepared by Curio Projects (refer to **Appendix N**)

A summary of the proposed interpretive approach under these strategies is provided below. These documents are intended to inform a Heritage Interpretation Plan to be prepared during the development application stage, which is required by the draft Design Guide (refer to **Appendix B**).

Aboriginal heritage interpretation

The communication of Aboriginal cultural heritage in the future redevelopment of the Sub-Precinct will be managed through key interpretive approaches identified in the Heritage Interpretation Strategy (refer to **Appendix M**). This will ensure a cohesive response to Aboriginal cultural heritage is applied to all future development proposals at the Paint Shop Sub-Precinct. The approach to interpretation has been framed in the strategy through the identification of the following management strategies:

- Key Cultural Themes
- Key Interpretive Principles
- Audiences
- Potential interpretive Media

The key themes listed below will form anchor points for all interpretive media through new development and publicly accessible spaces, for a holistic and consistent approach to interpretation of Aboriginal Cultural Heritage throughout the Paint Shop Sub-Precinct.

- **Mura (trackways), Ngurang (places)**- Highlights movement and historic walking tracks and encourages the ideas of journey and gathering to be intertwined in the fabric of the site.
- **Gabara (head), damara (hand) and butbut (heart)** - Representation of the emotional and cultural connection of Redfern and Everleigh to the Aboriginal community as a safe place, the heart of activism, the place of community, work and labour.
- **Yirran (very, great, large, many)** - A representation of the Gadigal people and Aboriginal communities, past and present, that have travelled, formed communities, and occupied the area.

Non-Aboriginal heritage interpretation

Heritage interpretation will provide an opportunity for the Sub-Precinct's history to be celebrated and considered, both now and into the future. The key themes and storylines produced as part of this process form a strong basis for developing interpretation that is relevant to the history of the site. In particular, there is an opportunity to create meaningful interpretation that not only celebrates the significance of the Paint Shop Sub-Precinct, and its relationship to the surrounding area, but also the historic relationship between the ERW and Sydney's rail network.

The interpretation approach for non-Aboriginal heritage will seek to link interpretive elements through the following key themes, as outlined in the Non-Aboriginal Heritage Interpretation Strategy (refer to **Appendix N**):

- Eveleigh's forgotten waterways
- Always was, always will be: Eveleigh's long connection to Aboriginal peoples
- Fighting for change at Eveleigh
- The science behind the scenes
- From Industry to Technology
- All Aboard! Eveleigh Railway Workshops and Sydney's commuter networks
- Developing Darlington
- North Eveleigh's hidden histories: Calder House
- Employment at the Eveleigh Railway Workshops
- Death and Dying at Calder House

The information included in this plan forms the provisional basis for the development and installation of physical and digital interpretation products to support innovative and engaging storytelling at the subject site. Detailed content and design of interpretive elements within the Paint Shop Sub-Precinct will be developed and finalised as part of the subsequent development application process. To ensure the Paint Shop Sub-Precinct retains its meaning and historic character, interpretative strategies would be incorporated into each zone throughout the design process and implemented in the final design through a Heritage Interpretation Plan to be prepared during the development application stage.

7.11 Social sustainability and infrastructure

A Social Infrastructure Study and Equity Focused Health Impact Assessment prepared by Ethos Urban and appended at **Appendix O**. The study provides a social and health infrastructure needs analysis of the supply and demand for social and health infrastructure for the forecasted population growth, an affordable housing analysis and a preliminary equity-focused health impact assessment analysing the health equity impacts of the project renewal.

7.11.1 Social and health infrastructure needs analysis

The study assessed the current and forecast adequacy for social and health infrastructure through comparing the current and (known) planned supply of social infrastructure against demand generated by population growth (in this case by 2036), with reference to best practice provision benchmarks. Quantitative and qualitative data was utilised to determine likely demand and capacity issues within the Paint Shop Sub-Precinct and surrounding neighbourhoods.

The study found that there is currently limited, however significant, community infrastructure to support the population growth associated with the Paint Shop Sub-precinct and surrounding localities. This is anticipated to drive significant demand for new social infrastructure provision by 2036, some of which would be expected to be accommodated within the Paint Shop Sub-Precinct given its contribution to this population growth and being a suitable location for social infrastructure delivery through the renewal project, with particular regard to its locational and accessibility advantages.

Gaps in social infrastructure provision

The following social infrastructure gaps have been identified based on the current community infrastructure available and considering the projected population growth to 2036 across the 800m Social Infrastructure Study Area:

- 0.3 x integrated multipurpose community facilities (equivalent to 600 sqm)
- 0.3 x library facilities (equivalent to 450 sqm)
- Aboriginal community spaces – while there are no benchmarks for this type of facilities, stakeholder feedback indicates need
- Creative and cultural maker spaces– while there are no benchmarks for this type of facilities, stakeholder feedback indicates need
- Floorspace for flexible working spaces (e.g. co-working spaces), start-ups and social enterprises – while there are no benchmarks for this type of facilities, stakeholder feedback indicates need
- Open space – 15% of developable site area, with a single significant open space of more than 3,000 sqm, centrally located in the Paint Shop Sub-Precinct.
- Play spaces - There is currently a gap of 2.2 play spaces in the 800m study area that will increase to a gap of 7.3 play spaces by 2036.
- Sports fields and indoor courts - 10.1 x sports fields (e.g. ovals, fields, pitches) and 3.4 x indoor courts (e.g. netball, basketball), however due to space constraints of the subject site, these are not recommended to be delivered as part of the Redfern North Eveleigh Precinct.
- Outdoor sports courts - 1.4 x outdoor sports courts (e.g. netball, basketball). As generally a minimum of 4 courts per installation is required in order to create viable spaces to support sport, this is not recommended to be delivered as part of the Paint Shop Sub-Precinct. This may be investigated further as part of the sports infrastructure recommended for the adjacent Central Renewal Precinct.

Recommendations and Delivery Priorities

To ensure the delivery of sufficient social infrastructure to meet the future needs of the growing population, approximately 2,500 sqm GFA of community/cultural space will be provided. The proposed planning framework has been designed to align with the recommendation and delivery priorities based on the Social and Health Infrastructure Needs Analysis as outlined in **Table 11** below.

Table 11. Recommendations for the proposed planning framework

Recommendation	Response by the proposed planning framework
<p>Provide an integrated community facility of approximately 1000 sqm, with a focus on delivery for and by aboriginal communities. It is envisaged this facility provide a range of uses including:</p> <ul style="list-style-type: none"> • Indigenous cultural spaces; • Community lounge type spaces; and • Library link. 	<p>The draft Design Guide (refer to Appendix B) includes provisions to provide a community facilities of this nature in the future development of the Redfern North Eveleigh Precinct. Specifically, the draft Design Guide requires a minimum 2,500 sqm of gross floor area to support the delivery of a 1,000 sqm integrated community facility and 1,000 sqm of floorspace for cultural infrastructure in the Paint Shop Sub-Precinct.</p>
<p>Provide cultural and creative makers' spaces of approximately 1000 sqm. These spaces should provide a cultural production space and other spaces for creative participation (e.g. spaces for small to medium sector for rehearsal and performance)</p>	<p>In addition, the design guide specifies community uses within the Paint Shop Sub-Precinct be designed to included cultural infrastructure that meets the needs of the local Aboriginal community, which may include a dedicated space for cultural practice, learning and play and places for sharing culture.</p>
<p>Provide at least 15% of developable site area dedicated to open space, with a single significant open space of more than 3,000 sqm centrally located within the Paint Shop Sub-Precinct.</p>	<p>The draft Design Guide (Appendix B) has prepared a 'Publicly accessible open space' Map to illustrated the proposed areas for publicly accessible open space. Additionally, 'Table 2: Open Space Characteristics' provides the requirements of the proposed open spaces (include size, deep soil and heritage considerations) and guidelines to consider in the design of the publicly accessible open spaces.</p> <p>The draft Design Guide will ensure the delivery a public square that is centrally located within the Paint Shop Sub-Precinct and is to be a minimum area of 6,900 sqm.</p>
<p>Incorporate outdoor spaces and embellishment to support leisure and recreation such as outdoor gym equipment/fitness stations, play space and community pavilions.</p>	<p>The draft Design Guide (Appendix B) has included provisions to provide 'Community Pavilions' within publicly accessible spaces, specifically located in the future Eastern Park and Public Square. The draft Design Guide requires the two (2) community pavilions for community facilities and to provide opportunities for play spaces within the proposed publicly accessible open spaces.</p>
<p>Provide digital infrastructure across the Paint Shop Sub-Precinct which may include free digital access (e.g. Wi-Fi/ internet), and free access to technology (including computers) to support digital inclusion and equity within the Paint Shop Sub-Precinct.</p>	<p>The draft Design Guide (Appendix B) incorporates the provision of digital infrastructure throughout the Paint Shop Sub-Precinct by specifying the following smart solutions that are to be integrated in the design of open space and publicly accessible space areas:</p> <ul style="list-style-type: none"> • Dedicated internet/fibre connection points; • Public Wi-Fi network that provides sufficient coverage to the whole public space; • Smart lighting where key locations may be used at night-time for active uses, ensuring lighting is adequate for active and passive uses • Security cameras at key locations to ensure coverage within the public space; • 'Smart bins' with capacity rubbish bin sensors. • 'Smart park furniture' with USB-charging capacity and potentially Wi-Fi connectivity; • Digital display screen, linked to a Council accessible network to share key community information, data, and activities; and • Wireless connectivity (e.g. Bluetooth) with free access, particularly in proximity to existing heritage and cultural buildings

Recommendation	Response by the proposed planning framework
Encourage subsidised co-working spaces, start up and social enterprise spaces.	The proposed land use zoning of B4 Mixed Use will allow opportunities for co-working spaces, start up and social enterprises spaces to be provided within the Paint Shop Sub-Precinct.
Primary health care – GPs medical centre. While benchmarks indicate adequate provision in the area, stakeholder engagement with Health District representatives suggests there is a need for additional provision.	The proposed land use zoning of B4 Mixed Use will allow opportunities for primary health care facilities to be provided within the Paint Shop Sub-Precinct.

7.11.2 Affordable housing needs analysis

The Social Infrastructure Study and Equity Focused Health Impact Assessment (refer to **Appendix O**) provides an analysis of housing affordability which was conducted to understand the need for affordable rental housing supply and opportunities for the Paint Shop Sub-Precinct to contribute to meeting the demand for affordable housing with reference to GCC targets. The delivery of affordable housing is required as the ongoing renewal of inner-city areas driving up land values have significantly increased the cost of buying or renting homes, taking them beyond the reach of very low to moderate income households of which include key workers who are essential to keeping the city functioning effectively.

Current supply of affordable housing

As of June 2021, the following is a breakdown of the current supply of social housing and affordable rental housing:

- 9,705 of the private dwellings in the City of Sydney were social (including public) housing dwellings; and
- 1,213 of the private dwellings in the City of Sydney were affordable rental housing dwellings.

While affordable housing has improved significantly since 2007, the current provision is far below the City's target for 7.5% of all housing in the LGA to be affordable housing.

Potential delivery mechanisms for affordable housing and recommendations

The study recommends the following as potential delivery mechanisms for consideration to enable the delivery of affordable housing within the Redfern North Eveleigh Precinct and broader LGA.

- **Apply planning controls under the planning instruments to embed an affordable housing floorspace target** - May involve a clause requiring a minimum of 15% of residential gross floor area to be used for the purposes of affordable housing in line with the GSC's affordable housing target (15% of new residential floorspace)
- **Continue levying contributions for the current Redfern Waterloo Authority (RWA) Affordable Housing Contributions Plan 2006** - RWA Affordable Housing Contributions Plan 2006 requires a contribution equivalent to the estimated cost of the provision of affordable housing comprising 1.25% of the total gross floor area of development in the RWA Area.
- **State Environmental Planning Policy (Housing) 2021 (Housing SEPP)** - Provides incentives for development projects to include a 15-year term for affordable rental housing dwellings for very low to moderate-income households. Application of the predecessor of this policy - State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) - has generally resulted in the delivery of student accommodation and new generation boarding houses.

- **Implement incentives for affordable housing delivery in the Paint Shop Sub-Precinct** - Through planning controls of the Eastern Harbour City SEPP 2021 such as floorspace bonuses for the delivery of floorspace or contributions for affordable housing that differ from those available through the Housing SEPP.
- **Dedicate land for the provision of affordable housing supply by the community housing sector** - Key barrier to the sector delivering increased supply is access to land at a price that makes it possible. Possible solutions is for land to be granted to the sector gratis, or sold at below-market price.
- **Levy contributions for the provision of affordable housing by the community housing sector outside the Paint Shop Sub-Precinct, but within the City of Sydney LGA** - Contributions can be levied to support the delivery of affordable housing by community providers on sites outside of the Paint Shop Sub-Precinct but within the LGA through the execution of planning agreement.

The study recommends that a proportion of affordable housing is provided in the Paint Shop Sub-Precinct goes beyond the GCC's affordable housing target of 5-10% of residential floor space, recommending this is increased to 15% of new residential floorspace. The study also notes that affordable housing should be prioritised for local aboriginal community members, which may be realised through tenancy management, post-delivery of the Paint Shop Sub-Precinct, through collaboration with relevant agencies and organisations.

In response to this recommendation, the proposed planning framework will require that a minimum of 15% of residential floorspace within the Paint Shop Sub-Precinct to be for the purposes of affordable housing.

7.11.3 Health Impact Assessment

A preliminary Health Impact Assessment was completed to identify likely health and health equity issues arising from the renewal project, and in this way ensure that the project will optimise social sustainability outcomes and deliver transformative placemaking that improves the health equity, social wellbeing and resilience of impacted communities for both current and future impacts. Given the Paint Shop Sub-Precinct's location, function as a cultural destination and links to a key public transport interchange as well as its overall transformational nature and scale of the project, its renewal will impact a large number of residents, workers and visitors. The magnitude of impacts is likely to be long term or permanent and result in substantial change.

The NSW Government's Healthy Built Environment Checklist (NSW Ministry of Health 2020) was utilised as the framework to guide the assessment. Each of the Healthy Built Environment Checklist themes were assessed against project themes that are likely to cause health impacts either directly or indirectly in terms of impacts on physical as mental health.

The assessment considers that the project is expected to have a wide range of impacts on the health and health equity of a wide range of populations who will live, work, visit and commute through the Paint Shop Sub-Precinct, both during construction and post completion. Similarly, the size of affected populations is significant given the current and forecast population of residents and workers in the broader 800m study area – it is projected to rise to almost 39,420 residents and around 61,420 workers by 2036. Additionally, the Paint Shop Sub-Precinct attracts a large number of visitors to the Carriageworks multi-arts centre and adjacent Carriageworks Farmers Market. The health, wellbeing and health equity of these populations will be affected by the process of renewal and change in various ways, both positive and negative. These key populations also include people from various vulnerable groups who would be more sensitive to various changes that the construction and operational phase of the project may entail.

The proposed planning framework includes provisions outlined **Table 12** to support a health living environment for residents, workers and visitors. This will optimise social sustainability

outcomes and deliver transformative placemaking that improves the health equity, social wellbeing and resilience of impacted communities for both current and future impacts.

Table 12. Responses to potential health impacts by the proposed planning framework

Health impact category	Response by the proposed planning framework
Physical activity	<p>The proposed provisions of the draft Design Guide (Appendix B) will encourage physical activity in the Paint Shop Sub-precinct by future workers, residents and visitors. This includes provisions for:</p> <ul style="list-style-type: none"> • the delivery of over 1.4 hectares of publicly accessible open spaces for recreation and leisure. This includes the requirements of the proposed open spaces (include size, deep soil and heritage considerations) and guidelines to consider in the design of the publicly accessible open spaces • the embellishment of proposed publicly accessible spaces, including outdoor gym equipment, play spaces and programming of public spaces enhance community wellbeing • the delivery of new shared pedestrian and cycle links within the Paint Shop Sub-precinct that connects to surrounding streets, proposed publicly accessible open spaces and public transport • the delivery bike parking spaces and end of trip facilities for residents and employees • that allow for the delivery of pavilions that can provide spaces for amenities such as storage, change areas, and public toilets.
Healthy eating	<p>The proposed provisions of the planning framework will encourage healthy eating by:</p> <ul style="list-style-type: none"> • retaining a mixed use land use zone that will permit supermarkets and local shops that can provide a variety of fresh food to the community • provisions in the draft Design Guide (Appendix B) that support the delivery of landscaping and green infrastructure as part of the future development of buildings and publicly accessible spaces that may comprise of community gardens that can support local food production for residents, workers and the broader community.
Community safety and security	<p>To encourage community safety and security as a point of consideration for the Paint Shop Sub-precinct, provisions in the draft Design Guide (Appendix B) have been included to:</p> <ul style="list-style-type: none"> • support activation along key movement corridors that can improve a sense of safety and security and encourage the use of public spaces for social interaction, rest and relaxation, physical activity and active transport • apply Crime Prevention Through Environmental Design (CPTED) principles into the future design of publicly accessible spaces and buildings.
Open space and natural features	<p>The proposed provisions of the draft Design Guide (Appendix B) will support the delivery of open space and natural features in the Paint Shop Sub-precinct by:</p> <ul style="list-style-type: none"> • delivering approximately 1.4 hectares of public open space within the Paint Shop sub-precinct (consisting of Paint Shop Square, an eastern arrival park and garden, Traverser Square) • embellishing proposed publicly accessible spaces, including outdoor gym equipment, play spaces, pavilions and programming of public spaces enhance community wellbeing • requiring a co-design process with the community groups and recognised Aboriginal knowledge-holders in Connecting with Country for the future design of buildings and publicly accessible spaces.
Social infrastructure	<p>The proposed provisions of the draft Design Guide (Appendix B) will support the delivery of social infrastructure in the Paint Shop Sub-precinct by:</p> <ul style="list-style-type: none"> • requiring the delivery of a minimum 2,500 sqm of floor space for a community facility and cultural infrastructure that may comprise of: <ul style="list-style-type: none"> – community spaces that are flexible, yet integrated with facilities for future adaptability of services to accommodate changing needs with consideration to the sites' evolving renewal over time – cultural and creative maker spaces for creative, cultural production and performances • creating a comfortable, walkable precinct with improved active transport connections and wayfinding through improved connectivity to Redfern Station and targeting safety of open spaces • providing access to digital infrastructure such as digitally enabled public space and access to technology.

Social cohesion and connectivity	<p>The proposed provisions of the draft Design Guide (Appendix B) will encourage social cohesion and connectivity in the Paint Shop Sub-precinct by:</p> <ul style="list-style-type: none"> • requiring the delivery of a minimum 2,500 sqm of floor space for a community facility and cultural infrastructure that may comprise of: <ul style="list-style-type: none"> – community spaces that are flexible, yet integrated with facilities for future adaptability of services to accommodate changing needs with consideration to the sites' evolving renewal over time – cultural and creative maker spaces for creative, cultural production and performances • requiring a co-design process with the community groups and recognised Aboriginal knowledge-holders in Connecting with Country for the future design of buildings and publicly accessible spaces.
Transport and connectivity	<p>The proposed provisions of the draft Design Guide (Appendix B) will encourage physical activity in the Paint Shop Sub-precinct by future workers, residents and visitors. This includes provisions for:</p> <ul style="list-style-type: none"> • the delivery of new shared pedestrian and cycle links within the Paint Shop Sub-precinct that connects to surrounding streets, proposed publicly accessible open spaces and public transport • the delivery bike parking spaces and end of trip facilities for residents and employees
Housing	<p>The proposed planning framework will support housing security and quality by:</p> <ul style="list-style-type: none"> • requiring a minimum 15% of residential floor space as affordable housing, to attract innovation talent, support local key workers living close to jobs, and support vulnerable communities • requiring a mix of studio, 1-bed, 2-bed and 3-bed apartment types that can accommodate a diverse range of household sizes • requiring detailed acoustic assessments at the detailed design stages of the project to explore additional potential noise mitigation measures that will benefit future residents.
Quality employment	<p>The proposed planning framework will support the renewal of the Paint Shop Sub-precinct that will create new job opportunities. Procurement approaches will implement Transport for NSW's Aboriginal Participation Strategy 2021 to increase supplier diversity to improve social outcomes, grow NSW's First economy and promote economic prosperity of Aboriginal Peoples and communities in NSW.</p>
Culture	<p>The proposed provisions of the draft Design Guide (Appendix B) will support culture in the Paint Shop Sub-precinct by:</p> <ul style="list-style-type: none"> • requiring the delivery of a minimum 2,500 sqm of floor space for a community facility and cultural infrastructure that may comprise of: <ul style="list-style-type: none"> – community spaces that are flexible, yet integrated with facilities for future adaptability of services to accommodate changing needs with consideration to the sites' evolving renewal over time – cultural and creative maker spaces for creative, cultural production and performances • requiring a co-design process with the community groups and recognised Aboriginal knowledge-holders in Connecting with Country for the future design of buildings and publicly accessible spaces • requiring a heritage interpretation plan to be prepared as part of the detailed design stage that is to align with the Paint Shop Sub-precinct Heritage Interpretation Strategy which includes recommendations to demonstrate local Aboriginal and non-Aboriginal culture and heritage, such as displays of artefacts and educational information, storylines on the heritage, tours, education programs etc.
Environment and health; environmental sustainability and climate change	<p>The proposed provisions of the draft Design Guide (Appendix B) will support environment and health; environmental sustainability and climate change in the Paint Shop Sub-precinct by:</p> <ul style="list-style-type: none"> • outlining measures to design for an environmentally sustainable and climate-change-proof precinct to future proof resilience and the health of its users, including: <ul style="list-style-type: none"> – the delivery of approximately 1.4 hectares of public open space – retention of over 90% of existing high value trees and an overall greening coverage of 40% of the sub-precinct – a range of Water Sensitive Urban Design (WSUD) features – achievement of a 5 Star Green Star Communities rating, and minimum 5 Star Green Star Buildings rating will be targeted. • requiring detailed acoustic assessments at the detailed design stages of the project to explore additional potential noise mitigation measures that will benefit future residents.

7.12 Safety and Security

A Crime Prevention through Environmental Design (CPTED) report (**Appendix P**) has been prepared by Ethos Urban. The report provides an assessment of the potential opportunities and crime and the perceived fear of crime that maybe associated with the renewal of the Paint Shop Sub-Precinct.

The report includes an analysis of local and NSW crime statistics from the Bureau of Crime Statistics and research and a detailed crime risk assessment in accordance with the current NSW policy and practice.

The key findings of the crime risk assessment, include:

- The overall crime risk of the Paint Shop Sub-Precinct Urban Design Framework design is considered 'moderate'.
- The Paint Shop Sub-Precinct is currently unoccupied and there is no existing surveillance on the site, creating a potential environment that may attract loitering.
- There is clear evidence of fortified fencing that has been breached for the purpose of vandalism and graffiti, which is evident in the majority of the visible facades of existing buildings within the Paint Shop Sub-Precinct.
- The BOSCAR database indicates that the Paint Shop Sub-Precinct is a hotspot for crime, particularly relating to 'steal from motor vehicle', 'steal from dwelling' and 'malicious damage to property'. Remaining documented hotspots are concentrated around the site, with a focus on Redfern to the north-east, and Newtown to the west, likely due to the more intense impacts of the urban environment, exemplifying a higher population density with activity that focuses on an amalgamation of different uses that also demonstrate strong night-time economies with high pedestrian activity.

Crime Prevention Strategy

A crime prevention strategy has been prepared to enhance safety within the community. This will be critical as the Paint Shop Sub-Precinct will contribute a generation of significant activity and the location within proximity of nearby hotspots and within close proximity to major transport nodes education establishments and other entertainment venues has potential opportunities for crime. The following objectives to assist with reducing opportunities for crime include:

- Increase actual and perceived public safety in city streets and spaces to ensure they are well-lit and attractive.
- Promote a creative and vibrant night life to reduce alcohol related anti-social behaviour.
- Improve road, public transport and pedestrian safety.
- Ensure visitors feel safe and welcome in Sydney.
- Build resilient and connected communities to increase safety.
- Reduce the opportunities for crime to occur.

Recommendations for the proposed planning framework

The Crime Prevention Strategy has recommended planning controls that are to be embedded within the planning framework, in order to mitigate the potential harm to safety and security within the Paint Shop Sub-Precinct. The recommended planning controls are based on the seven (7) principles of CPTED: natural surveillance, lighting and technical supervision, territorial reinforcement, environmental maintenance, activity and space management, access control and design, definition and designation of place. These planning controls have been

interpreted and incorporated into the draft Design Guide (refer to Section 4.4.7 of **Appendix B**).

7.13 Public Art

A high-level Public Art Strategy has been prepared by Balarinji and is appended at **Appendix Q**. The strategy establishes a curational approach and vision to guide the integration of outstanding public art within the Paint Shop Sub-Precinct and broader Redfern North Eveleigh Precinct.

Curational Framework

The Curational Framework incorporates the rich history and narratives of the Redfern North Eveleigh Precinct and its communities. The proposed framework is based on three (3) main themes that will be integrated across the precinct to ensure the diversity of approach and to create a unified story place. The 3 curational themes are outlined below and speak to the cyclical and layered history of the precinct:

- Gadigal Country – a celebration of Connecting with Country, traditional and contemporary stories, cultural practices and community connection to site.
- Industrial heritage – a significant State heritage-listed railway and workshop site, rich history of Indigenous and migrant inclusion.
- Regeneration – looking forward to the renewing of the site as a cultural and technological hub, acknowledging the mixed-use of the site and its extensive history.

Recommended Artwork Opportunities

The Strategy identifies and recommends sites within the Paint Shop Sub-Precinct that should be considered as principal opportunities for existing or future artistic interpretation and cultural activation. The identified and recommended sites for public art opportunities within the Paint Shop Sub-Precinct are outlined in **Table 12** below.

Table 13. Sites Recommended for Public Art Opportunities

Site	Recommendations for Public Art
The Paint Shop Exterior	<ul style="list-style-type: none"> • The exterior of the Paint Shop offers a unique opportunity to co-design with locally connected Aboriginal artist(s). • The location can explore the local Gadigal narrative through a site-specific artwork • Public art on this site has the opportunity to explore the industrial themes, such as recognising the significant and historic role the Paint Shop played regarding employment in the Redfern North Eveleigh area. • Alternatively, themes of innovation and technology could be explored through public art in this location, with the Paint Shop being an anchor for innovation in the area. • The exterior of the Paint Shop building, while considering its heritage significance, is most appropriate for a large-scale artwork that integrates with the architecture, such as façade art or artwork that wraps around the entire building as a permanent or ephemeral or digital installation. • Prime location for a large-scale public artwork, as the Paint Shop is highly visible from Redfern Station and moving trains and pedestrians. This artwork would achieve the curational vision of successfully conveying the rich history and narratives of the Precinct.
The Public Square	<ul style="list-style-type: none"> • There is an opportunity to curate the proposed public square to include public artwork on the paths/ground, planter beds and shade canopies, as well as sculptures. • It is recommended that the Public Square consider to include a continuation of the Paint Shop exterior artwork.

Site	Recommendations for Public Art
	<ul style="list-style-type: none"> Given the size of this space, many different artworks and themes could be explored, however there should be consideration of consistency in themes, colours and materials in order to deliver a cohesive public art approach.
Paint Shop Roof Terrace	<ul style="list-style-type: none"> The Paint Shop Roof Terrace is proposed to provide large spaces and opportunities for multidisciplinary uses. Therefore, the narratives illustrated through public art for these spaces should be developed based on the primary uses of the buildings (past or present) and artistic intention.
Arcade	<ul style="list-style-type: none"> The Arcade Space of the Paint Shop Sub-Precinct would be well suited to artworks that are immersive and use light and sound or other digital elements and projections. It is recommended a combination of reclaimed and new materials be use in artworks to further link themes of industrial heritage and innovation and technology. The Arcade Space is also an ideal space to explore themes of connection with Country and Custodianship through telling of Sky Country stories.
Throughout the Sub-Precinct	<p>Water Features</p> <ul style="list-style-type: none"> Various water features could be included throughout the Paint Shop Sub-Precinct. Artworks and water features provide opportunities to connect with Country and can be used to reintroduce landmarks and provide drinking sites for birds and other local fauna Incorporating water features and artworks throughout the Paint Shop Sub-Precinct present opportunities for co-design with the local Aboriginal community. <p>Art Pathways</p> <ul style="list-style-type: none"> There is an opportunity to integrate art into the pathways across the Redfern North Eveleigh Precinct. Flooring designs could include iconography, language, naming, symbols, songlines and design that are all site-specific and assist in telling the Indigenous narrative of the Precinct. Furthermore, art pathways present the opportunity to explore different narratives approaches, such as paths that reflect the Gadigal Country, Industrial Heritage and Regeneration curatorial themes of the Precinct. This enables people to find and take these differing yet connected journeys or tracks around the site. <p>Laneway art</p> <ul style="list-style-type: none"> Laneway art is another opportunity to explore the unique characteristic and heritage of the site throughout the Precinct. The laneways in the Precinct provide spaces that can be utilised for permanent artworks but also provide an ideal space for temporary artworks. As stated in The City of Sydney Public Art Strategy 'Temporary projects and events allow the City to respond flexibly to the innovations of artists in defining and re-defining the physical nature of the City and its impact on our senses.' The laneways in the Paint Shop Sub-Precinct provide the ideal space for temporary artworks, as the temporary artworks will regularly reactivate the site and connect the community while supporting artists and providing ongoing opportunities for interpretation. <p>Creative Streets</p> <ul style="list-style-type: none"> There is a site-wide opportunity to incorporate public art within creative street design. As the Precinct will prioritise pedestrian movements, there is a particular opportunity with sidewalks and pathways to incorporate artworks that will enhance the experience of those using them. Transport and the movement of people are also core ideas for the Precinct and the inclusion of public art within creative street design provides an ideal opportunity to explore and embody this rich history.

Site	Recommendations for Public Art
Eastern Arrival Park	<ul style="list-style-type: none"> • The Eastern Arrival Park serves as a gateway to the Redfern North Eveleigh Precinct as it links the Precinct to Redfern Station. There is an opportunity to incorporate public art that connects with the heritage of the site. • It is recommended artwork in this space should orient visitors and immerse them in the site, respecting the culture and heritage of the Redfern North Eveleigh Precinct. • With the Eastern Arrival Park proposed to be a high amenity public space there are ample opportunities for the inclusion of public art. Artwork could take the form of a large sculpture or a transitional sculptural form that forms and entrance to the space and Precinct. • Furthermore, the Eastern Arrival Park is the main entry point of the Paint Shop Sub-Precinct, the artwork is recommended to be a large scale and have impact as a meaningful first experience of the Precinct.
Meeting places	<ul style="list-style-type: none"> • Dedicated meeting or sharing spaces, such as new pavilions are proposed within the Paint Shop Sub-Precinct. These dedicated spaces could incorporate both permanent and temporary public art, as well as provide space for arts education, workshops, meeting, cultural practices and performances.
Workshops and residences	<ul style="list-style-type: none"> • There is the opportunity to include various workshop spaces within the Precinct. Dedicated workshop spaces for artists will ensure the continuation and support for the arts, reactivation of spaces through art and continued involvement of community in art at the Precinct.

Furthermore, the Public Art Strategy provides a detailed list of artwork typologies that are recommended for the Paint Shop Sub-Precinct and broader Redfern North Eveleigh Precinct. To ensure public artwork within the Paint Shop Sub-Precinct are aligned with the curatorial framework, the draft Design Guide (refer to Section 4.2.3 of **Appendix B**) has included the recommended locations and artwork typologies of the Public Art Strategy (**Appendix Q**) Notably, the draft Design Guide provides guidance that aims to:

- Increase the number and improve the quality of public artworks in private developments;
- Embed Country and cultural narratives in public art;
- Ensure an overarching conceptual approach / curatorial rationale for the selection, commissioning and delivery of public art;
- Deliver essential infrastructure in creative and innovative ways through the use of public art; and
- Recognise former uses through interpretive public art.

7.14 Transport

A Transport Strategy and Impact Assessment has been prepared by SCT Consulting and is appended at **Appendix R**. The assessment includes a review of transport policies and the impact of the proposal (as described in Section 5.0) upon the surrounding movement network. It is noted that the assessment of the proposal has been compared to the Statement of Commitments under the 2008 Concept Plan Approval, which currently set the planning controls over the Redfern North Eveleigh Precinct.

As part of the development of the transport strategy, a set of transport objectives for the Paint Shop Sub-Precinct were developed for the Paint Shop Sub-Precinct. These are:

1. Encourage and facilitate the increased uptake of sustainable modes (rail, walk and cycle) through improved integration, accessibility and permeability.
2. Minimise car-based impacts to surrounding area and network:

- a. Reduction of vehicle trip generation from the North Eveleigh Concept Plan 2008 by at least 40%
 - b. Constrained parking provisions on-site (<10% of mode share).
3. Balance the on-street environment to provide:
- a. Permeable, prioritised and safe environment for customers who walk or cycle
 - b. Sufficient on-street parking to support mobility-impaired customers, short-turn around parking and on-demand services
 - c. Activation of the street-level environment throughout the day
 - d. Provision of dedicated spaces for freight and point-to-point.

7.14.1 Vehicular parking

The Concept Plan Approval 2008 identifies a car parking cap of 1,800 spaces, of which 786 were allocated to the Paint Shop Sub-Precinct. To support the aspirational mode share targets and the objective to achieve a maximum 10 per cent private vehicle mode share target, it is the intent to constrain the car parking provision rate for the Paint Shop Sub-Precinct. As such, the cap of 786 spaces for the Paint Shop Sub-Precinct is proposed to be further reduced to 466 spaces despite the overall increase to the maximum GFA under the proposed planning framework. The parking rates proposed for the Sub-Precinct would be reduced from the 2008 approved rates.

Basement carparking will cater for residential, retail, commercial and other non-residential uses across the proposed building envelopes. Car-share parking, on-street parking and accessible parking will be provided within the total 466 parking spaces provided within the Paint Shop Sub-Precinct. This will be required by the draft Design Guide (refer to **Appendix B**), which aligns with rates currently outlined in the City of Sydney DCP.

The specific allocation of car parking will be determined as part of the future detailed development application(s).

Other vehicular parking requirements

The draft Design Guides has adopted the rates of provision for other forms of parking that are contained within the Sydney Development Control Plan 2012, including:

- accessible parking;
- motorbike parking;
- service vehicle parking and loading areas; and
- car share spaces.

7.14.2 Bicycle parking and end of trip facilities

Bicycle parking and end of trip facilities will be provided in line with City of Sydney standards and Green Star requirements, as required by the draft Design Guide (refer to **Appendix B**). The Paint Shop Sub-Precinct has been designed to accommodate the allocated spaces within the building footprint to accommodate the required bicycle parking and end of trip facilities. The specific allocation and location of bicycle parking and access arrangements will be addressed as part of the future detailed development application(s).

7.14.3 Mode share targets and trip generation

To align with the transport objectives and respond to the Paint Shop Sub-precinct's proximity to Redfern Station and the future Southern Concourse, a set of aspirational mode share targets has been developed in consultation with City of Sydney. The general trend when comparing the mode share targets between the proposal and Concept Plan Approval 2008 is

a reduction in the car mode share target and an increase in the rail and active transport mode share targets. The proposed mode share targets for the Paint Shop Sub-Precinct and the 2008 Concept is outlined in **Table 14** below.

Using the Concept Plan Approval 2008 mode shares for the Clothing Store and Carriageworks sub-precincts and the proposed mode share for the Paint Shop Sub-Precinct, as shown in **Table 14**, the Redfern North Eveleigh Precinct is forecast to generate about 441 vehicle trips and about 4,089 non-vehicle trips during the AM peak hour. Of these trips, the Paint Shop Sub-Precinct is forecast to generate about 233 vehicle trips and about 3,980 non-vehicle trips during the AM peak hour.

Table 14. Trip generation by modes

Mode	Carriageworks and ClothingStore sub-precincts		Paint Shop Sub-Precinct				Total
	Approved modeshare (2008)	AM peak hour trips	Proposed residential mode share	AM peak hour residential trips	Proposed non-residential mode share	AM peak hour non-residential trips	
Walk	10%	59	30%	81	20%	788	929
Cycle	5%	29	10%	27	10%	394	451
Rail	42%	247	47%	128	62%	2,435	2,810
Bus	3%	18	3%	8	3%	118	144
Total non-vehicle	60%	353	90%	244	95%	3,736	4,333
Vehicle	40%	235	10%	27	5%	206	468
Total	100%	588	100%	273	100%	3,942	4,801

7.14.4 Transport impact

Public transport

The bus mode share is forecast to be the same as the 2008 approved mode share and is only likely to be a fairly small component of the movement to and from the Sub-Precinct. Subsequently, it is anticipated that the small increase could be accommodated within the spare standing (and some seated) capacity identified on existing bus routes.

As noted in **Table 13** above, approximately 2,435 people are forecast to enter and exit the Paint Shop Sub-Precinct in the AM peak hour by rail. The southern concourse designs at Redfern Station have been space proofed to accommodate stairs to a boardwalk connection on Platform 0 through to the Redfern North Eveleigh Precinct. The capacity of the proposed stairs (75-100 customers per minute) is higher than the forecast Precinct-related rail customer demand (equates to about 50-65 customers per minute).

Pedestrian movement

A total of about 950 people are forecast to enter and exit the Paint Shop Sub-Precinct in the AM peak hour by walking (about 875 relate to the Paint Shop Sub-Precinct). While this is an increase from the 2008 approved scheme, the internal pedestrian network has been designed to always accommodate pedestrians in a comfortable environment (Level of Service C or better).

The potential customer demand for the southern concourse has been estimated at about 200 customers per hour during the AM peak hour. This equates to less than four customers per

minute and would likely be accommodated by the new boardwalk access via Platform 0 to the southern concourse and the southern concourse, with limited impact to the station operations or capacity.

The anticipated walking demand on Little Eveleigh Street is limited to people accessing other sub-precincts and the Paint Shop Sub-Precinct buildings with a frontage on Wilson Street. This is expected to translate into a relatively low demand, which would not significantly change expected volumes on Lawson Street or Little Eveleigh Street. A key requirement for this, is directing the majority of Redfern Station customers to use the access via Platform 0 through to the Paint Shop Sub-Precinct. Appropriate wayfinding measures are intended to support the diversion of customers along the Platform 0 access route.

Cycling network

A total of about 450 people are forecast to enter and exit the Paint Shop Sub-Precinct in the AM peak hour by cycling (about 420 specifically related to the Paint Shop Sub-Precinct). While this is an increase from the 2008 Concept Approval, the Sub-Precinct is served by existing cycling connections, including a dedicated facility along Wilson Street. It is proposed that the cycle routes would integrate with the existing adjacent facilities, especially on Wilson Street, and it is considered that the surrounding cycle network would be able to accommodate this increase.

Road network

Compared to the approved 2008 Concept Plan, there is forecast to be a 47 per cent reduction in peak hour vehicle trips from the Redfern North Eveleigh Precinct – the 2008 Concept Plan was forecast to generate 880 peak hour vehicle trips, while the new proposal is forecast to generate 470 peak hour vehicle trips. Of this, the Paint Shop Sub-Precinct is forecast to generate 240 peak hour vehicle trips, and up to 320 peak hour vehicle trips when factoring point-to-point vehicles (i.e. Ubers and taxis).

This reduction is due to the lower trip rates adopted based on the parking rate rather than the gross floor area of the development, which is considered more appropriate given the constrained parking supply. Therefore, a reduced impact on the road network is forecast compared to what was approved in the 2008 Concept Plan.

As current traffic and travel patterns are impacted by Covid-19 restrictions, it would not be appropriate to undertake traffic surveys now. A review of historical traffic data on King Street indicates fairly consistent traffic volumes between 2016 and 2019. The 2008 traffic study had assumed about eight per cent growth over a 10-year horizon.

The proposed approach, which is supported by the CoS, is to submit the Planning Approval without traffic modelling, with impacts based on the 2008 approval. Traffic surveys and modelling will be undertaken and reported on in the Response to Submission phase, on the assumption that travel patterns have returned to a pre-Covid normal. This modelling will confirm if any additional upgrades (beyond the Wilson Street and Shepherd Street intersection upgrade) are required above those contained in the 2008 Concept Plan approval. Further upgrades may include changes from priority intersections to signalised control and/or provision of turning bays at some locations.

However, the expected increase in traffic and their distribution to the broader road network is not anticipated to trigger any infrastructure upgrades on the surrounding network. The highest increases in traffic on the surrounding road network are expected to be on Wilson Street, Shepherd Street and Bulletin Avenue / Codrington Street, with 170-190 additional vehicles travelling inbound towards the Sub-Precinct on each of these three approach roads during the AM peak hour.

7.15 Environment Sustainability, Climate Change and Waste Management

An Environmental Sustainability Report has been prepared by Arup in relation to the Paint Shop Sub-Precinct (**Appendix S**). The report describes the principles and objectives for the main sustainability themes outlined in the SSP study requirements, and has been assessed against relevant policies and guidelines as well as the sub-precincts existing opportunities and constraints. An outline of the application of desired sustainability outcomes through potential scenarios is provided in the report, to guide the Sub-Precinct's subsequent development stages.

The Sub-Precinct's sustainability principles have been developed in line with the overarching sustainability driver for the Paint Shop Sub-Precinct which strives to move above and beyond compliance and being a genuine leader in environment and sustainability performance. Key sustainability principles and desired outcomes recommended by the study are summarised in **Table 15** below. A detailed summary of objectives for the key themes can be found in *Section 7.2* of the Environmental Sustainability Report (**Appendix R**).

Table 15. Environmental sustainability themes and outcomes

Theme	Principle	Desired Outcome
Energy & GHG Emissions	Maximise energy efficiency and minimise GHG emissions	<ul style="list-style-type: none"> Carbon Neutral by 2050 100% renewable energy Deliver beyond BASIX Resilient and affordable energy
Water	A water positive precinct, with water at the heart of design	<ul style="list-style-type: none"> An integrated water cycle management strategy Green spaces and WSUD integrated into the Paint Shop Sub-Precinct Best practice stormwater management and reuse Achieve a water positive Precinct
Solid Waste	Maximise resource efficiency and recovery at precinct scale	<ul style="list-style-type: none"> An integrated waste management strategy that maximises resource recovery Effective operational waste management
Climate Change	A precinct that is resilient to extreme weathers and resource constraints	<ul style="list-style-type: none"> Resilient to extreme weather events Minimises urban heat island effect

Source: Environmental Sustainability Report, Arup

The Environmental Sustainability Report has identified benchmark targets that are appropriate for the Paint Shop Sub-Precinct renewal and drawn from the existing policy context. These benchmark targets recommended for the Paint Shop Sub-Precinct are in line with current best practice industry standards and exceed the previously approved 2008 Concept Plan targets and commit to certification under the following sustainability rating schemes and performance outcomes:

- Green Star Communities – 5 Star rating
- Green Star Buildings – 5 Star rating
- BASIX targets – exceed by 10%
- NABERS Energy – 5.5 Star rating
- NAERS Water – 4 Star rating

A more detailed list of proposed benchmarks in relation to the key sustainability themes and their applicability to different building and development typologies is provided in *Section 7*

Implementation Plan of this report. To ensure that both individual developments and the Sub-Precinct incorporates best practice sustainability and environmental performance measures relating to energy, water, waste and climate change and microclimate, the draft Design Guide (**Appendix B**) has adopted the benchmarks and sustainable design strategies identified in the Environmental Sustainability Report (refer to **Appendix R**). Notably, the draft Design Guide provides guidance on:

- Energy and greenhouse gas emission strategies to be implemented site-wide and for individual developments. Specifically, the draft Design Guide requires a minimum 20 percent of roof top space on new buildings is to be allocated for the purpose of on-site renewable energy generation
- Water strategies to be implemented site-wide and for individual developments in order to increase water efficient and achieve a 4 Star NAERS rating. Strategies include:
 - Consideration of a decentralised water utility; and
 - Installation of separate meters for each individual tenancy in commercial or retail building over 5,000 sqm
- Solid Waste strategies, which include:
 - Consideration of opportunities for a centralised solid waste system that transports waste through an underground network of pipes;
 - Provision of sufficient spatial allocation for waste storage and separation.
- Strategies to address and mitigate the impacts of Climate Change and Microclimate, including:
 - Maximising natural ventilation and lighting to both residential and non-residential uses;
 - Higher proportions of canopy cover in the public and private realm.

Furthermore, the draft Design Guide (refer to **Appendix B**) requires all future development applications for new buildings in the Paint Shop Sub-Precinct to prepare an Ecologically Sustainable Development Strategy that demonstrates compliance and consideration of the adopted benchmarks and sustainable design strategies.

7.16 Green Infrastructure, Ecology, Urban Forest and Greening

7.16.1 Green infrastructure

An Urban Forest and Greening Study has been prepared by Arterra (refer to **Appendix T**). The study provides an analysis on the existing tree population and identifies green infrastructure opportunities and constraints associated with the RNE precinct, specifically the Paint Shop Sub-Precinct.

A total of 173 existing trees were identified, inspected and assessed. The trees are predominantly located along streets (49.8%) mainly along Wilson Street and immediately surrounding the current railway buildings and infrastructure. A large majority of the existing trees were categorised as 'low' retention value (31%) and very 'low/remove' retention value (42%), such as self-sown invasive species such as Celtis which are undesirable.

A total of four (4) high value trees were identified within the Paint Shop Sub-Precinct, predominantly located around the Chief Mechanical Engineer's building curtilage. The high value trees are represented by the following species:

- *Cinnamomum camphora* (Camphor Laurel)
- *Phoenix canariensis* (Canary Island Date Palm)
- *Platanus x acerifolia* (London Plane)
- *Eucalyptus microcorys* (Tallowood)

The overall existing tree canopy cover in the Paint Shop Sub-Precinct is relatively low and below most of the recommended targets and extensive efforts to maintain the high value existing trees and planting of numerous additional trees as part of the redevelopment of the Paint Shop Sub-Precinct will be required.

Recommended greening strategy

The study includes an urban forest and greening strategy, identifying a number of initiatives to increase canopy cover, mitigate urban heat affects, create comfortable publicly accessible space and amenity and adapt to climate change.

As illustrated in **Figure 43**, the indicative urban forest and greening strategy is divided into two key greening zones defined via the eastern edge of the broad sweeping line of the heritage significant “Fan of Tracks”. The proposed strategy achieves the wider precinct greening targets whilst protecting the industrial heritage values of the site. The key desired greening outcomes for these two zones, include:

- the area to the north-east of the Fan of Tracks being the primary focus for greening with a focus on the provision of green cover through increased urban tree canopy and soft landscaping.
- the area to the south-west of the “Fan of Tracks” will have limited greening which will only focus on ground level soft landscaping and WSUD implementation where appropriate, and roof gardens on new buildings to best maintain the significance of heritage built elements to this portion of the Paint Sub-Precinct.

Figure 44 provide a diagram of the indicative location, critical function and proposed typical character of the urban forest and greening approach.

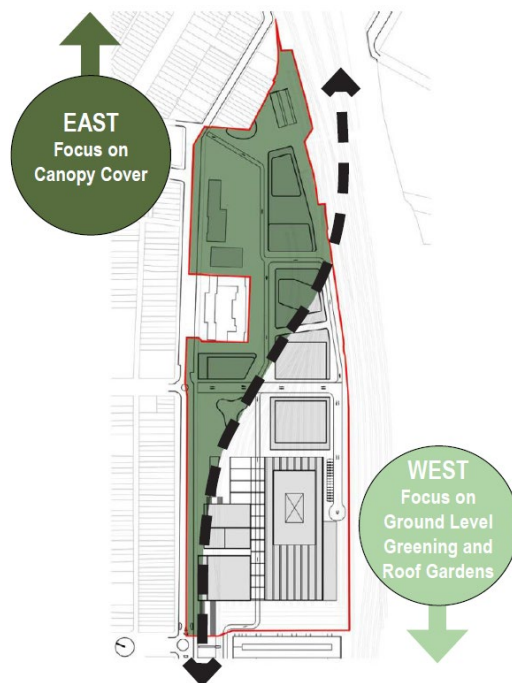


Figure 43. Sub-Precinct greening zones

Source: Arterra

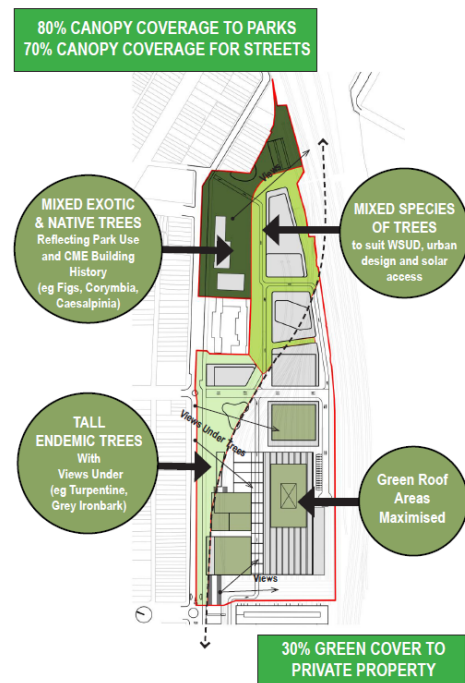


Figure 44. Sub-Precinct urban forest and greening strategy

Source: Arterra

Aligned with the recommended greening strategy, the Urban Design Framework proposes over 40% green cover including 27.7% at ground level and 15.1% on podium rooftops to achieve the key green infrastructure green targets. This is achieved through:

- retention of existing high value trees and substantial planting of new trees to supplement and enhance the urban greening outcomes (26.9%)
- delivery of new green spaces including new lawns, raingardens, green roofs and gardens
- coverage of substantial areas with both existing and supplementary tree canopy
- approximately 19% permeable surfaces and softscapes

The draft Design Guide (**Appendix B**) includes specific provisions related to ‘Green Infrastructure’ which reflect the recommendations of the Urban Forest and Greening Study (refer to **Appendix T**). Notably, the draft Design Guide provides guidance on:

- the preferred tree species for the Paint Shop Sub-Precinct to provide a mix of species, native and exotic and evergreen and deciduous trees to encourage diversity whilst providing adequate shade amenity, appropriate public space planting and key principles to facilitate productive landscapes
- tree canopy and greening targets for the Paint Shop Sub-Precinct, which reflect the proposed primary and secondary greening zones (refer to **Table 16** and **Figure 45**).

Table 16. Target canopy and greening cover

Greening zones	Canopy Cover % Target	Green Cover % Target
Primary greening zone - North/East of Fan of Tracks		
Public Park and Open Space	70%	80%
Street	60%	70%
Private Property	15%	30%
Secondary greening zone - South/West of Fan of Tracks		
Public Park and Open Space	10%	15%
Street	5%	15%
Private Property	5%	30%
Total average across Paint Shop Sub-Precinct	25%	40%



Figure 45. Green infrastructure strategy

7.16.2 Urban ecology

An Ecological Assessment has been prepared by WSP and is provided at **Appendix U**.

The report provides an ecological assessment of the proposed renewal and potential impacts on biodiversity that may result within and surrounding the Paint Shop Sub-Precinct. This includes desktop review and field survey including vegetation surveys and fauna habitat assessment to determine the existing Plant Community Types, threatened species and wildlife present on the site.

The key findings from the Ecological Assessment, include:

- **Native Vegetation** - The Paint Shop Sub-Precinct has been comprehensively modified from its original state with only east of Gibbon Street providing some insight to the local native vegetation communities. The natural vegetation has all been cleared and no remnant vegetation was observed within the study area. Notwithstanding this, there is some native vegetation that has been planted on the site, however this native vegetation is not naturally occurring and cannot be assigned to a Plant Community Type (PCT)
- **Plant Community Types (PCT)** - Since the native vegetation identified on site cannot be assigned to a PCT, it was concluded that no PCTs will be affected, and the proposal will not result in any alteration to vegetation integrity.
- **Planted Vegetation** - The proposal site has been comprehensively modified from its original state. All native and non-native mature trees were likely planted throughout the study area and along the street edge at various years. Most of which are considered mature and likely planted collectively (particularly native species present).
- **Threatened Ecological Communities** - There are no threatened ecological communities located in or directly adjacent to the study area.
- **Groundwater Dependent Ecosystems** - There are no groundwater dependent ecosystems located in or directly adjacent to the study area.
- **Critical Habitat** - No Critical habitat listed under the BC Act, EPBC Act or FM Act was identified within the proposal area
- **Fauna Habitat** - The potential of other fauna habitat is considered minor due to the poor habitat quality within the study area and lack of mid-storey or ground cover habitat along the street edge. Several large Phoenix Palms were observed to contain nests of the Australia White Ibis. These trees are T206, T205 and T209 as identified in the Arterra Existing Trees and Site Assessment Report (Arterra 2019). Some abandoned buildings could provide habitat for common microbat species such as Gould's Wattled Bat.
- **Threatened Species** - No threatened species were recorded during the site visit and desktop assessments have indicated a low likelihood of occurrence of any threatened flora and fauna species known to exist in the locality.
- **Wildlife Connectivity Corridors** - There are no areas of significant vegetation surrounding the study area or presently forming connectivity from the study area to the wider landscape.

Recommendations

As there are no PCTs and loss of vegetation composition, structure or function recommendations to avoid and minimise impacts are limited and are related to maintain existing overall fauna habitat value or reducing pest fauna species within the study area.

While specific measures to avoid or minimise impacts are determined in the detailed design phase, some standard and specific measures the Paint Shop Precinct Renewal should adopt include:

- Standard fauna salvage protocols for local wildlife during tree removals, such as for birds nesting within the planted mature trees.
- Standard fauna salvage protocols for building removal or building feature removal where applicable, for species such as Gould's Wattled Bat or Possums, that may utilise abandoned buildings.
- Further retention of Myrtaceae tree species, including native and non-native species, to support Flying-fox and Swift Parrot intermittently foraging through the study area.
- Further retention or valuation of trees that are classified as 'High' value for Swift Parrot foraging, such as Sugar Gum.
- Removal of all Australian White Ibis nests prior to construction commencing by obtaining appropriate permits.

The report also recommends measures to enhance ecological value and create fauna habitat within the Paint Shop Sub-Precinct by implementing principles of Biodiversity Sensitive Urban Design (BSUD). The measures to enhance biodiversity within the Paint Shop Sub- Precinct include:

- Maintaining or creating habitat to benefit wildlife by:
 - Protecting existing habitat and green space, through exclusion fencing or securing land tenure
 - Restoring areas of low ecological value (revegetation)
 - Adding habitat treatments, such as artificial nest boxes or logs
 - Adding urban greening design, such as planter boxes, green roofs, walls or facades.
- Facilitating species dispersal by establishing habitat connectivity corridors or pathways through public and private land throughout the local landscape. Specifically, focussing on creating habitat connectivity in the adjacent rail corridor.
- Mitigating anthropogenic disturbance to wildlife. Integrating design feature to minimise impacts from increased noise, vibration and light during the construction and operation phase of the Sub-Precinct.
- Connecting people with nature through:
 - Design and use of green spaces for events and social gatherings where suitable, or simply the encouragement of walking through any green space areas. For example, design footpaths to move through green spaces.
 - Points of connection to nature, including signage, seating, recordings to encourage engagement.
 - Provision of active transports links for multiple users (shared user pathways (Melbourne Water 2009)).
 - Targeted habitat revegetation programs or education evenings (E.g. for bats) that include education and interpretation opportunities for users of the space.
 - Explore the ways in which cultural and practical 'Caring for Country' principles can assist in connecting people with nature.

To ensure future development applications for new buildings in the Paint Shop Sub-Precinct produce positive biodiversity outcomes, the draft Design Guide (refer to Section 4.6.6 of **Appendix B**) adopts provisions to enhance biodiversity features within the Paint Shop Sub-Precinct. Notably, the draft Design Guide provides guidance that aims to includes provisions to increase habitat features and ensure the renewal of the Paint Shop Sub-Precinct contributes to improving the diversity and abundance of locally indigenous flora and fauna species.

7.17 Economic productivity and job creation

An Economic Productivity and Job Creation Report has been prepared by Hill PDA Consulting and is appended at **Appendix V**. The report provides an economic productivity and job creation assessment of the proposed renewal and potential impacts that may result within and surrounding the Paint Shop Sub-Precinct. This includes examining the existing economic trends, the likely technology and innovation industry needs, forecasts of the demand for retail floorspace and the potential economic benefits of the renewal of the Paint Shop Sub-Precinct.

7.17.1 Economic and employment drivers

Based on Transport Planning Authority (TPA) forecasts (2019), employment within the Sydney LGA was forecast to increase by almost 193,361 jobs or 30% between 2021 to 2046. Post COVID-19 pandemic, the forecast growth in the first years may be reduced, but the overall change to 2046 is expected to remain.

The top five growth industries are:

1. Professional, Scientific and Technical Services – 42,170 additional jobs +22%
2. Financial and Insurance Services – 42,012 additional jobs +22%.
3. Health Care and Social Assistance – 26,505 additional jobs +14%
4. Information Media and Telecommunication – 12,565 additional jobs +6%
5. Education and Training – 12,355 additional jobs +6%.

Technology and innovation needs – key innovation principles

The Paint Shop Sub-Precinct is expected to contribute to the planned floorspace as it forms the southern end of the Eastern Economic Corridor and is identified as an Innovation Collaboration area of which is expected to foster innovation and intended to support Sydney's global competitiveness. Planned renewal for the Paint Shop Sub-Precinct will facilitate the agglomeration of creative technology industries to establish an innovation hub to support the agglomeration of economies to enhance mutual benefits and efficiency.

The study recommends the following innovation assessment principles to guide the development of the RNE precinct:

Table 17. Key innovation principles

Theme	Principles
Quality of Place	Quality of transport and connectivity: residents and workers have access to quality transport options and a good walking experience within and between precincts; few barriers inhibit or segregate innovation clusters.
	Quality of amenity: workers and residents have a range of amenities that enhance their lives, work, and play. This includes quality internet access and availability of the latest digital innovations.
	Distinct urban character: A precinct needs a unique history and character. Creative industries and cultural organisations are supported and encouraged; this enhances the liveability and sense of community.
Economic Fundamentals	Distinct industry/employment clustering: there are distinct clustering of innovation workers – a critical mass; these group according to industry and occupation that complement one another.

Theme	Principles
	Residential/commercial development potential: there is enough commercial and residential space to accommodate future demand; land zoning is flexible and supports a changing economy
Governance and support services	Anchor institutions or firms: large scale institutions or firms that lead and drive collaboration (i.e., Atlassian) within a precinct; a governance body (bodies) exists to coordinate and facilitate innovation programs, activities, and services across the Paint Shop Sub-Precinct.

The report also recommends the following actions to ensure the success of creating a “living lab” for the RNE precinct:

- Marketing the RNE Precinct as a location to test and explore products
- Curating a mix of companies to relocate to the Paint Shop Sub-precincts where they can use the area for testings/trialling of new ideas or products.
- Clear governance around what can and cannot be done in the Paint Shop Sub-Precinct. The idea is not to be heavy-handed in rules, but to be clear around what’s acceptable.
- Regularly reviewing the living lab experiments and governance arrangements to ensure the living lab continues to occur.

7.17.2 Floorspace demand

The RNE precinct and surrounding neighbourhood contains a market share increase of 9.3% for technology/creative industries floorspace which is slightly greater than Greater Sydney (7.3%). The market share for higher education and research is substantially high (39.6%) compared to Greater Sydney (8.3%). By comparison, the Paint Shop Sub-Precinct has a low market share for financial services (0.3%) compared to Greater Sydney (10%). This higher market share for creative industries, education, research and health shows the preference of these industries to be located around the Southern CBD and Redfern precincts.

Based on 2019 TfNSW TPA data forecast changes in employment by industry data, the following floorspace demand is identified for the study area are identified in **Table 18**. This factors in a 15% reduction in floorspace due to the potential implications of the COVID-19 pandemic and work from home requirements, with future workplaces needing to become more flexible with employees and space requirements which is likely to reduce future floorspace demand. The proposed amendments to the planning framework will allow for the delivery of approximately 98,023sqm of commercial office space, which represents only 7.6% of total forecast demand in the study area.

Table 18. Reduced forecast employment demand from COVID-19

Forecast employment	Change in employment 2021-2046	Floorspace GFA demand (sqm)	COVID-19 work from home impacts <15% decrease	Forecast net GFA floorspace absorption per annum (sqm)
Knowledge intensive	36,399	606,656	515,658	20,626
Health and education	16,513	917,367	779,762	31,190
Total	52,912	1,524,024	1,295,420	51,817

7.17.3 Economic impact

The proposal for the Paint Shop Sub-Precinct will include a total of 98,023sqm of GFA for innovation and commercial floor space, approximately 2,500 sqm of GFA for community uses and approximately 9,006sqm of GFA for retail space. HillPDA have undertaken an analysis of the economic contribution of the Paint Shop Sub-Precinct (refer **Appendix V**) which outlines the following employment opportunities and income during both construction and once the development is complete. Key findings of this analysis are summarised below.

During construction

During the construction phases of delivering the Paint Shop Sub-Precinct, it is estimated:

- construction is expected to generate 8,292 job years directly and indirectly
- construction will contribute \$241 million to the national economy or gross domestic product (GDP). Including the multiplier impacts, a total of \$1.2 billion would be contributed both directly and indirectly to GDP (measured in 2019 dollars).

During operation

- the commercial floorspace will accommodate the strong and growing demand for high quality office space and contribute toward establishing an innovation hub
- upon completion the project is expected to support approximately 5,881 commercial jobs, 277 retail jobs, and 43 jobs related to the operation of the community facilities
- the forecast gross value added (GVA) from employment generating uses at the Paint Shop Sub-Precinct is almost \$1.5 billion every year.

As noted previously, the Paint Shop Sub-Precinct is strategically located within the Eveleigh node of the Tech Central District. The renewal of the site to deliver new and tailored floorspace for the tech and innovation sector has the potential to support over 5,800 innovation and other commercial jobs that will contribute to Tech Central District meeting its target of at least 25,000 more innovation jobs (approximately 23% of the target for Tech Central District).

7.18 Water Quality, Flooding and Stormwater

A Water Quality, Flooding and Stormwater Assessment has been prepared by AECOM (refer to **Appendix W**). A summary of the key assessment matters considered in relation to flooding, stormwater drainage and quality is described below.

7.18.1 Flood risk assessment and stormwater discharge

AECOM has undertaken a flood risk assessment based on a post-development scenario for the Paint Shop Sub-Precinct. The flood extents and depths for the 20% AEP and 1% AEP flood events have been modelled and included in the assessment.

It is noted that The Illawarra Dive Study (Next Rail, 2021) assessed the existing flooding characteristics of the Illawarra Dives downstream of the Paint Shop Sub-Precinct location within the rail corridor. This study established the current drainage performance of the culverts crossing rail corridor and highlighted other sources of flooding for the dives including ingress through the northern Dive access. Recommendations included the following upgrades:

- bunding the eastern end of North Eveleigh precinct
- upstream detention tank within Carriageworks

- a new gravity 225 mm drainage pipe from the existing cross drain with connection to TC1, and modifications to the TC1 inlets to improve collection of the eastern local catchment runoff into the Dives.

These network upgrades are assumed to roll out in the next 5 years as defined by the Illawarra Dive Study report and were accounted for in the flood risk assessment for the proposed North Eveleigh development. The potential impacts from these changes mainly pertain to increased flooding within the Paint Shop Sub-Precinct from bunding the section draining into the dives and connectivity to the existing drainage network.

Based on the post-development scenario for the Paint Shop Sub-Precinct, a permissible site discharge (PSD) of 250 – 300 L/s is required for the site to mitigate potential flood impacts (specifically as a result of the constraints imposed by the Illawarra Dives). the following mitigation measures have been identified:

- The provision of a new drainage line at southern edge of Paint Shop Sub-Precinct extending and upsizing the 225 mm low-flow gravity pipe which connects to Dive drainage line.
- The provision of additional 10,000m³ of on-site detention to assist with reduction of stormwater discharge from the site and meeting the permissible site discharge. Potential locations where could be accommodated, include:
 - 4,000 m³ in main OSD tank between Paint Shop and Carriageworks;
 - 2,420 m³ in building roof tops; and
 - 3,580 m³ in supplementary on-site detention storages.

As part of the draft Design Guide (refer to **Appendix B**), the flooding and stormwater provisions of the Sydney Development Control Plan 2012 have been adopted along with a requirement to demonstrate as part of any development application that surface runoff from the Paint Shop Sub-Precinct to not exceed a Permissible Site Discharge (PSD) of 250-300 L/s.

7.18.2 Stormwater quality

As part of the Water Quality, Flooding and Stormwater Assessment (refer to **Appendix W**). For individual lots, the stormwater management strategy would include rainwater tanks to be fitted to each building. There may be opportunities for lots to share more centralised rainwater capture facilities (where building stormwater controls are consolidated). While publicly accessible space areas have been conservatively assumed to have an overall impervious fraction of 50%, taking into account paved sections and footpaths. Bioretention systems to service publicly accessible open spaces were assumed to cover 2% of the total area for the various sections with those land uses.

Results from preliminary modelling in MUSIC (Model for Urban Stormwater Improvement Conceptualisation) indicate that the implementation of stormwater quality measures (such as bioretention systems and rainwater tanks) is capable of achieving the target pollutant load reduction targets of the Sydney Development Control Plan 2012 at the receiving node discharging from the overall Paint Shop Sub-Precinct. It is estimated that approximately 455 sqm bioretention areas would be required, in addition to rainwater tanks to be accommodated at a lot scale at the buildings. Notwithstanding this, further improved outcomes may be possible through detailed design by integrating the water quality, civil and landscape design.

As part of the draft Design Guide (refer to **Appendix B**), the flooding and stormwater provisions of the Sydney Development Control Plan 2012 have been adopted to ensure appropriate stormwater quality targets are achieved within the Paint Shop Sub-Precinct.

7.19 Utilities and servicing

A Utilities and Servicing Strategy has been prepared by AECOM (refer to **Appendix X**) to provide a detailed utilities assessment of the proposed changes and consider any potential impacts that may result within and surrounding the Paint Shop Sub-Precinct based on the proposal. **Table 19** below provide an overview of the anticipated requirements to ensure utilities servicing is capable of support future demand.

Table 19. Assessment of utilities servicing for the Paint Shop Sub-Precinct

Utility	Assessment
Portable water	<p>Portable water is supplied by Sydney Water through the Prospect/Potts Hill and Kurnell Systems incorporating the Potts Hill Reservoirs and Crown Street Reservoir.</p> <p>Records indicate the presence of numerous potable water mains within and adjacent to the boundaries of the Paint Shop Sub-Precinct. Notably, Sydney Water has indicated through consultation that the trunk mains should have capacity to service the increased demand generated by the proposal, however smaller reticulation mains may require amplification depending on the final demand calculations. As such hydraulic monitoring will be required during detailed design as part of the separate subsequent development application stage. The Utilities and Services Report recommends water sustainability initiatives be incorporated into the Paint Shop Sub-Precinct and individual developments, as it will mitigate and reduce the demand for potable water. The draft Design Guides (refer to Appendix B) provides guidance on sustainable water strategies and benchmarks as recommended in the Environmental Sustainability Report (Appendix R).</p>
Wastewater	<p>Sydney Water wastewater facilities service the Paint Shop Sub-Precinct which is processed through the Malabar Sewage Treatment Plant Network (Botany).</p> <p>An assessment of the estimated increase in sewer loading generated from the Redfern North Eveleigh Precinct yield (including the potential yield of generated by the proposed planning framework for the Paint Shop Sub-Precinct) has been conducted to determine the required infrastructure upgrades. Similar to the potable water network, it has been assumed that most existing wastewater services will either be retained or upgraded in order to adequately serve the proposed demand generated by the proposal. Of note, mains servicing upstream catchments will likely need to be upgraded and a new gravity system installed to support any future development that is in accordance with the proposed planning framework. The confirmation of this upgrade will be confirmed during detailed design phase of the project as part of any future development application.</p>
Electricity	<p>The Paint Shop Sub-Precinct is predominately serviced via feeders from the St Peters Zone Substation (ZN2568) and the Zetland Zone Substation (ZN188).</p> <p>Projections indicate that there will be a substantial increase in electrical demand from the from the Redfern North Eveleigh Precinct yield (including the potential yield of generated by the proposed planning framework for the Paint Shop Sub-Precinct). Despite this, it is expected that there will be sufficient capacity within the local zone substation to supply the proposed increase in demand. Detailed lead-in infrastructure upgrades will need to be confirmed with Ausgrid as part of formal applications made as a part of detailed design stage.</p>
Gas	<p>Gas servicing the Paint Shop Sub-Precinct will be provided by Jemena. In order to meet the net-zero carbon commitment by 2050 set out in the Environmental Sustainability Report (Arup, 2021), it is anticipated that ultimately there will be no or little gas servicing to the Paint Shop Sub-Precinct and that where gas is required this will be reserved for early releases and/or special uses (e.g. hospitality, special events).</p> <p>In accordance with standard procedures, confirmation of capacity and potential required upgrades will be received when formal connection applications are received.</p>
Data and telecommunications	<p>It is expected that new telecommunications servicing will be provided by the NBN, with the developer responsible for designing and installing pit infrastructure to NBN Co's guidelines and requirements (or a third party provider as appropriate).</p>
Waste	<p>AECOM has prepared an operational and waste management strategy which adopts a waste hierarchy as a framework for waste management practices to achieve the best environmental outcomes. The preferred order of adoption is as follows:</p> <ul style="list-style-type: none"> • Avoid the potential of waste generation;

Utility	Assessment
	<ul style="list-style-type: none"> • Reduce waste during operations; • Re-use waste where applicable; • Recycle waste whenever possible; • Recovery of waste materials; and • Disposal of waste when there is no reuse or recycling potential. <p>Specific waste management and waste collection options will be coordinated during the detailed design phase as part of any future development application. To ensure this occurs, the draft Design Guide (refer to Appendix B) requires a Waste and Recycling Management Plan consistent with City of Sydney's Guidelines for Waste Management in New Developments to be submitted with any development application for a new building. This will be used to assess and monitor the management of waste and recycling during construction and operational phases of the proposed development.</p>

7.20 Aeronautical

An Aeronautical Impact Assessment has been prepared by Strategic Airspace (refer to **Appendix Y**) to identify the height limitations imposed upon the development of Paint Shop Sub-Precinct by the current and likely future aircraft operations at Sydney Airport. Specifically, the assessment is intended to inform the maximum allowable building heights under the Commonwealth Airports (Protection of Airspace) Regulations (APAR) and identify any issues that may affect the approvability of any future development based on the reference master plan.

The Paint Shop Sub-Precinct is affected by the following prescribed airspace surfaces and height limitations imposed by the operation of Sydney Airport:

- the Obstacle Limitation Surface (OLS) slopes from 69m AHD in the south-west to 89m AHD in the north-east of the Paint Shop Sub-Precinct;
- the Radar Terrain Clearance Chart (RTCC) surface sits at a height of 152.4m AHD;
- the Procedures for Air Navigation Services – Aircraft Operations (PANS OPS) departure surface is set at 222m AHD
- the Procedures for Air Navigation Services – Aircraft Operations (PANS OPS) approach surface is set at 240m AHD.

The Aeronautical Impact Assessment concludes the proposed taller buildings along the rail corridor and any cranes required during construction would infringe the OLS. The assessment also notes there are no other prescribed airspace surfaces or other operational factors that would be adversely affected by the proposed planning framework.

Where there are infringements to prescribed airspace surfaces such as the proposed tower buildings along the rail corridor and any associated cranes, a height application under the APAR to be approved by the Commonwealth Department of Infrastructure, Transport, Regional Development & Communications (DITRDC) is required as part of any subsequent development application at the Paint Shop Sub-Precinct. Notably, infringement of the OLS in this case is not considered a barrier to approval of an application under the APAR. On this basis, the proposal is assessed as complying with relevant aeronautical considerations.

8.0 Next steps

Following exhibition of the draft State Significant Precinct Study for the Paint Shop Sub-Precinct, 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 Homes for decision.

Following any approval by the Minister, amendments would need to be made to the Sydney LEP 2012. Any approval and publication of the new planning controls would enable lodgement of Development Application's under the new controls with the Department of Planning and Environment, with any applications to be determined by the Minister for Planning and Homes (or delegate) or the Independent Planning Commission.

An overview of the next key actions that will be undertaken as part of the SSP planning process.

Action	Comment
1. Community Consultation	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 amendments for the Paint Shop Sub-Precinct .
2. Review of Submissions	Following community consultation, the DPE will review and consider any submissions received during that time.
3. Review of finalised plan	Following review of submissions, the proposal may be amended where required in response to submissions received during community consultation. The DPE may request that further information from Transport for NSW at this time to assist with the Department's assessment of the proposal.
4. Recommendation to Minister	Following completion of their assessment, the DPE will make a recommendation to the Minister for Planning and Homes.
5. Adoption of proposed plan	If the Minister for Planning and Homes approves the finalised proposal, the draft LEP amendment will be adopted and gazetted.

Schedule 1 Addressing the study requirements

Study requirement	Requirements	Location in the SSP Study
1 Public Domain, Place and Urban Design		
Study requirements		
1.1	<p>This section addresses Study Requirement SR1.1. This SR is as follows:</p> <ul style="list-style-type: none"> • Prepare an Urban Design Framework for the precinct that: • Includes a detailed site and context analysis that identifies strategic context, opportunities and constraints and key issues to be considered; • Includes a set of urban design principles that underpin the proposed development; • Includes a detailed master plan that integrates all other urban design related study requirements and demonstrates that the proposed Gross Floor Area (GFA) to be included in the planning framework can achieve high quality place outcomes; and • Includes a benchmarking assessment of the proposed development against international best practice precedent studies. 	<p>Refer to Appendix C, Section 5.0 and Section 6.0</p> <p>Appendix C, Section 7.0</p> <p>Appendix C</p> <p>Appendix C, Section 4</p>
1.2	<p>This section addresses Study Requirement SR1.2. This SR is as follows:</p> <p>Prepare a Public Domain Strategy that guides future planning and approval processes and seeks to achieve high quality public domain outcomes that;</p> <ul style="list-style-type: none"> • Includes a vision statement and a series of goals to achieve the vision • Includes a separate chapter focusing specifically on public space, specifically what currently exists, what will be upgraded and what new public space will be delivered; • Includes a detailed site and context analysis that identifies strategic context, opportunities and constraints and key issues to be considered; • Includes a Movement and Access Plan setting out the proposed movement corridors, access and connectivity network throughout the precinct (and beyond), the types of movements to be captured through the precinct (i.e. walking, cycling, vehicles, machinery, employees etc. during a 24-hour period). How squares or plazas could play a role in movement and include emphasis on creating strong pedestrian corridors linking outside areas to Redfern North Eveleigh Precinct's entrances and exit points; • Includes a Landscape Master Plan for the precinct locating public space (open space, plazas, squares) that have been derived from site analysis, benchmarking assessment and urban design principles. The master plan is to include (but not limited to) public space connections, deep soils zones, urban canopy outcomes and targets, Water Sensitive Urban Design principles • Includes a Benchmarking Assessment of the proposed development against international best practice precedent studies for innovation and technology precincts, within heritage settings (including within industrial heritage contexts). The assessment should also identify the specific initiatives used by case study and identify both the positive and negatives effects that occurred during the budget, design and construction stages to ensure that it can be translated to an Australian setting; • Identifies wind comfort criteria for the entire precinct and all adjacent areas affected by the proposed development; 	<p>Appendix C, Section 10.1</p> <p>Appendix C, Section 10.2</p> <p>Appendix C, Section 10.4</p> <p>Appendix C, Section 10.7</p> <p>Appendix C, Section 10.6</p> <p>Appendix C, Section 10.3</p> <p>Appendix C, Section 9.6</p>

Study requirement	Requirements	Location in the SSP Study
	<ul style="list-style-type: none"> Identifies noise and vibration constraints and identifies appropriate mitigation strategies through placement of built form and open spaces; 	Appendix C, Section 9.6
	<ul style="list-style-type: none"> Includes a sun access study to ensure comfort and usability of both existing and proposed public space; and 	Appendix C, Section 9.6
	<ul style="list-style-type: none"> Includes a high-level Safety and Security Statement that outlines how potential future crime and safety risks in relation to the development will be addressed. Emphasis should be placed on developing actions in the statement that address the most vulnerable people who use Redfern North Eveleigh Precinct and enabling safe, 24/7 use of the precinct. The statement should have regard to Crime Prevention Through Environmental Design (CPTED) guidelines and integrate closely with other studies; 	Appendix P
1.3	<p>This section addresses Study Requirement SR1.3. This SR is as follows:</p> <ul style="list-style-type: none"> Prepare a high-level Public Art Strategy that identifies opportunities and an overarching conceptual approach for the public art within the precinct in future stages. 	Appendix Q
1.4	<p>This section addresses Study Requirement SR1.4. This SR is as follows:</p> <ul style="list-style-type: none"> Prepare an Indicative Staging Strategy that identifies how staging may occur; includes detail of how the delivery of public domain will be considered and coordinated across individual development sites and considers construction staging. 	Appendix C
1.5	<p>This section addresses Study Requirement SR1.5. This SR is as follows:</p> <ul style="list-style-type: none"> Provide physical and 3D CAD models to fit into the City of Sydney's physical and 3D CAD model. Include animations and photomontages of key parts of the proposal from eye level positions in the public domain. 	Under separate cover
1.6	<p>This section addresses Study Requirement SR1.6. This SR is as follows:</p> <ul style="list-style-type: none"> Prepare a Design Excellence Strategy for the Precinct. 	Refer to Appendix B - Section 4.5.1
1.7	<p>This section addresses Study Requirement SR1.7. This SR is as follows:</p> <ul style="list-style-type: none"> Redfern North Eveleigh Precinct Design Review Panel Undertake an independent design review process led by the GANSW to advise on design work in progress. Design review sessions are to commence no later than 1 February 2021 and held 2-4 times during preparation of the rezoning proposal to: <ul style="list-style-type: none"> Review key stages of the process; and Update the panel on discussions with NSW Heritage Council and the Place, Design and Public Spaces (PDPS) Group within DPE. The requirement for further DRP sessions during the Response to Submissions stage will be considered by DPE/GANSW at close of exhibition and communicated to TfNSW 	Refer to Appendix D - Section 7.1.2
1.8	<p>This section addresses Study Requirement SR1.8. This SR is as follows:</p> <ul style="list-style-type: none"> Prepare a Design Review Report to include all design advice letters and a record outlining how the issues raised by the panel have been addressed. 	Appendix K Appendix A
1.9	<p>This section addresses Study Requirement SR1.9. This SR is as follows:</p> <ul style="list-style-type: none"> Prepare a Designing with Country Framework, in consultation with the GANSW to embed Country into the renewal of Redfern North Eveleigh Precinct. The Designing with Country narratives and themes that emerge from the Framework must be interwoven throughout the Redfern North Eveleigh Precinct planning package 	Appendix P Appendix C , Section 9.8.8, Section 10.5 Appendix K Appendix M Appendix B

Study requirement	Requirements	Location in the SSP Study
Considerations		
1.1.1	<p>All studies are to demonstrate the consideration of:</p> <ul style="list-style-type: none"> Analysis that includes existing public space within 400m walking catchment of the precinct boundary and considers capacity of public space to cater for population uplift; 	<p>Appendix A Appendix B Appendix C Appendix I Appendix J Appendix V</p>
1.1.2	<ul style="list-style-type: none"> Designing with Country, to guide how the design and operation of the precinct are informed by an understanding and acknowledgement of the Aboriginal cultural connections to the Country within which the precinct lies; 	<p>Section 7.1 of this SSP Report Appendix P</p>
1.1.3	<ul style="list-style-type: none"> The surrounding context of the precinct, in particular, the precinct's relationship to the broader State Heritage Register Eveleigh Railway Workshop site, Innovation and Technology Precinct and its immediate context, including Redfern Railway Station setting, its streetscape and visual, spatial and physical character (and pre-contact landform and use), and the social significance of the precinct; 	<p>Appendix C Appendix K</p>
1.1.4	<ul style="list-style-type: none"> The existing built form within the precinct, including its predominant bulk, height and scale, its character, setting and visual and physical connections to heritage items within the precinct and the broader Eveleigh Railway Workshops site; 	<p>Appendix C</p>
1.1.5	<ul style="list-style-type: none"> The existing Concept Plan and any reasons why it is no longer suitable to guide future development of part or all of the site; 	<p>Section 5.2.4 of this SSP Report</p>
1.1.6	<ul style="list-style-type: none"> The landscape master plan should consider existing urban canopy and methods for retention, ensure all streets are safe, shaded and useable by all people of all ages and abilities and is consistent with Green Infrastructure, Ecology, Urban Forest and Greening; 	<p>Appendix C, Section 10.0</p>
1.1.7	<ul style="list-style-type: none"> Facilitating a collaborative, high amenity environment with strong identity and attractiveness to global talent and scalable businesses, reflective of the locality's role as one of Sydney's pre-eminent economic engines; 	<p>Appendix C</p>
1.1.8	<ul style="list-style-type: none"> A diversity of building typologies and spaces which caters to different users (for example, from university students to start-up entrepreneurs to technology corporations, makerspaces and R&D facilities); 	<p>Appendix C</p>
1.1.9	<ul style="list-style-type: none"> Development options for the precinct and sub-precincts, including testing various land use scenarios, building envelope forms and distributions of the proposed GFA, in relation to the public domain provision in the precinct; 	<p>Appendix C</p>
1.1.10	<ul style="list-style-type: none"> Assessment of the likely impacts resulting from the proposal including the benefits and constraints of each option in relation to the urban design principles; 	<p>Appendix C</p>
1.1.11	<ul style="list-style-type: none"> Options for public open space and street layout; including detailed sections and plans for typical conditions in each type of street and intersection demonstrating innovative and best practice design for high density, highly connected, and active transport priority environments. Options identified for public open space should respond to scale and be of a size and quality comparable to the needs of the number of people) and daily users of the precinct; 	<p>Appendix C</p>
1.1.12	<ul style="list-style-type: none"> Goals that identify opportunities for new and upgraded public space and actions that outline the process and funding arrangements to deliver the projects; 	<p>Appendix C</p>

Study requirement	Requirements	Location in the SSP Study
1.1.13	<ul style="list-style-type: none"> • Breaking down types of public space into the three types used by the Department's Public Spaces Division which include: <ul style="list-style-type: none"> – Public open spaces: active and passive (including parks, gardens, playgrounds, and outdoor playing fields and courts); – Public facilities: public libraries, museums, galleries, civic/community centres, showgrounds and indoor public sports facilities; and – Streets: streets, avenues and boulevards, squares and plazas, pavements, passages and lanes, and bicycle paths. 	Appendix C
1.1.14	<ul style="list-style-type: none"> • Assessment of the accessibility (including inclusive Design) of the proposed locations of public spaces in relation to matters including but not limited to, maximising connections to the broader network of new and existing public spaces, topography, connections to Redfern Station, key destinations and transport interchange points; 	Appendix C
1.1.15	<ul style="list-style-type: none"> • Suitability of the size, location, flexibility and extent of use of public spaces for the number and types of users (existing and new) and relationship to existing public spaces and parks. 	Appendix C
1.1.16	<ul style="list-style-type: none"> • Potential locations and suitability of connections over the railway tracks; 	Appendix C
1.1.17	<ul style="list-style-type: none"> • Provision of public space that provides opportunities for activation programming that is flexible, affordable and inclusive. These areas should be specifically identified on the master plan with further content included in the strategy on what uses can occur in these public spaces i.e. markets, festivals, etc; and 	Appendix C
1.1.18	<ul style="list-style-type: none"> • Wind criteria including: <ul style="list-style-type: none"> – Criteria for standing at all building entrances; – Criteria for walking for the entire sub precinct; – Criteria for sitting where applicable 	Appendix C

2 Planning

Study requirements

2.1	<p>This section addresses Study Requirement SR2.1. This SR is as follows:</p> <ul style="list-style-type: none"> • Prepare a Planning Report for the precinct that: • Identifies the existing planning framework, applicable strategic plans, key planning issues and relevant background; • Assesses the proposed planning framework (see study requirement 2.2 below) against relevant State and local strategic plans, strategies and policies; • Outlines the vision and priorities for the Precinct; • Considers the State and regional planning significance of the precinct; • Responds to the study requirements;. • Explains and justifies the proposed approach to the master plan, planning controls, Sub-Precinct planning, development standards (height, FSR, heritage etc); • Identifies and addresses the implications of any proposed land uses; • Considers initiatives to address affordable rental housing; • Confirms or updates the vision for the precinct and each-Sub-Precinct included in the Strategic Framework; and 	<p>Sections 2.2 and 2.3 of this Report</p> <p>Section 6.0 of this Report</p> <p>Section 4.0 of this Report</p> <p>Section 7.4.1 of this Report</p> <p>Schedule 1 of this Report</p> <p>Section 5.2 of this Report</p> <p>Section 7.4.3 of this Report</p> <p>Section 7.4.4 of this Report</p> <p>Section 4.0 of this Report</p>
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Study requirement	Requirements	Location in the SSP Study
	<ul style="list-style-type: none"> Summarises the key outcomes of the various studies undertaken and how these have informed the planning controls for the precinct 	Section 7.0 of this Report
2.2	<p>This section addresses Study Requirement SR2.2. This SR is as follows:</p> <ul style="list-style-type: none"> Prepare draft Planning Controls for the precinct which includes zoning, maximum building heights, FSR, and car parking 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). 	Appendix A
2.3	<p>This section addresses Study Requirement SR2.3. This SR is as follows:</p> <p>Prepare a draft Development Control Plan or Design Guideline, including appropriate development controls to inform future development of the precinct, including: public domain, street hierarchy and typologies, connectivity, car parking, accessibility, building footprints, development heights, street frontage, setbacks, building typologies, open space and public domain, biodiversity, waste management, sun access, noise and vibration mitigation, wind mitigation, public art, sustainability, heritage and heritage interpretation.</p>	Appendix B
Considerations		
2.1.1	<p>The Studies are to demonstrate the consideration of:</p> <ul style="list-style-type: none"> Suitability of the Precinct for any proposed land use taking into consideration environmental, social and economic factors, and any State or regional planning strategy; 	Section 7.0 of this Report
2.1.2	<ul style="list-style-type: none"> Guidelines from the Government Architect NSW and City of Sydney Competitive Design Policy; and 	Appendix B, Section 5.2 and Section 7.2.7
2.1.3	<ul style="list-style-type: none"> NSW Treasury's vision and objectives for Tech Central. 	Section 1.3 and Section 2.2 of this Report
3 Amenity		
Study requirements		
3.1	<p>This section addresses Study Requirement SR3.1. This SR is as follows:</p> <ul style="list-style-type: none"> Prepare a Wind Study that undertakes an analysis of land within the Precinct and in affected adjacent areas including surrounding streets. The study must examine wind speeds in relation to universal standards for wind safety, wind comfort including walking, standing and sitting. The study must examine wind speeds in relation to criteria set out in Study Requirement 1. The wind study must demonstrate that the proposed scale of redevelopment of the Precinct is able to be undertaken in a manner that ensures streets, public places and walking spaces within and surrounding the precinct have wind conditions that are safe and comfortable for walking and where appropriate have conditions that are comfortable for sitting or standing and will not negatively affect any areas that do not currently meet these conditions. The study must compare proposed wind conditions to other similar areas in Greater Sydney and propose wind development standards to be applied to subsequent development stages. The wind study must be supported by wind modelling which may include computer modelling and/or wind tunnel testing. The selected approach must be appropriately justified. 	<p>Appendix F, Section 6 and Section 7</p> <p>Appendix F, Section 6 and Section 7</p> <p>Appendix F, Section 7.3</p>
3.2	<p>This section addresses Study Requirement SR3.2. This SR is as follows:</p> <p>Prepare a Noise and Vibration Assessment for the proposal that:</p> <ul style="list-style-type: none"> Identifies the existing situation, both within the Precinct and in affected adjacent areas, showing constraints, opportunities and key issues and maps any sensitive receptors; 	<p>Section 7.5.2 of this SSP Report</p> <p>Appendix G, Section 3.0& , Section 3.5</p>

Study requirement	Requirements	Location in the SSP Study
	<ul style="list-style-type: none"> Assesses the likely noise and vibration impacts on future development, particularly in relation to both the rail operations and events held within the Precinct; Assesses the likely vibration impacts on heritage items within, and in proximity to, the precinct and recommended mitigation measures to reduce vibration impacts, where appropriate; 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; Ensures there that the proposal does not impact the stability of any existing rail related structures and infrastructure; and Recommends appropriate noise, vibration and pollution development standards to be applied to subsequent development stages. 	<p>Appendix G, Section 4.3.1</p> <p>Appendix G, Section 4.2.1</p> <p>Appendix G, Section 7.0</p> <p>Appendix G, Section 4.2.1 and 4.2.3</p> <p>Appendix G, Section 8.1 (page 38)</p>
3.3	<p>This section addresses Study Requirement SR3.3. This SR is as follows:</p> <ul style="list-style-type: none"> Prepare a Pollution Assessment for the proposal that identifies and assesses any potential pollution impacts resulting from the proposal including but not limited to water, air and light pollution and which includes an analysis of the potential impact on adjoining uses and recommends development standards to be applied to subsequent development stages. 	<p>Section 7.5.3 of SSP Study Report</p> <p>Appendix H, Sections 2.3.5 , 2.4.2.1 , 2.4.2.3 , 2.5 , 3.2 , 3.2.1 and 3.2.2 , 3.3 , 3.4 , 5.3 and 4.3</p>
3.4	<p>This section addresses Study Requirement SR3.4. This SR is as follows:</p> <p>Prepare a View and Visual Assessment (VIA) for the Precinct that assesses visual impact as a result of the proposal.</p> <p>The assessment must review and identify important views to be protected in the context of the changing Redfern/Eveleigh environment and present an analysis of views in relation to relevant parts of the Redfern North Eveleigh Precinct Strategic Framework and the Government's aspirations for the Sydney Innovation and Technology corridor.</p> <p>The assessment must describe and assess visual impact of the proposal. It should determine the level of visual impact against criteria such as sensitivity and magnitude.</p> <p>Where visual impacts are identified, an assessment against the principles of visual amenity should be undertaken and should recommend mitigation measures to reduce visual impact, where appropriate. Any visualisations relied upon by the VIA must meet Land and Environment Court policy or other relevant quality assurance requirements. The study must propose visual impact development standards to be applied to subsequent development stages.</p>	Appendix I
3.5	<p>This section addresses Study Requirement SR3.5. This SR is as follows:</p> <p>Prepare a daylight, skyview and Solar Access Analysis for areas within the Precinct and in affected adjacent areas. The analysis should examine daylight, skyview and solar access using the City of Sydney Council's preferred methodology or an alternate approach from an accepted and agreed national or international standard.</p> <p>The analysis must demonstrate that redevelopment of the Precinct is able to be undertaken in a manner that ensures existing and new open/public space and residential uses achieve appropriate solar access standards. The analysis / study must propose solar access development standards to be applied to subsequent development stages.</p>	Appendix C, Section 9.5

Considerations

Study requirement	Requirements	Location in the SSP Study
3.1.1	<p>The studies are to demonstrate how the studies inform and support the preparation of the proposed planning framework including any recommended planning controls or DCP/Design Guide provisions.</p> <p>The Wind Study should consider:</p> <ul style="list-style-type: none"> • Developing an acceptable and agreed wind criteria and methodology in consultation with relevant parties to test building envelopes/massing such as: • Criteria for standing at all building entrances; • Criteria for walking for applicable areas daylight, skyview and 	<p>Appendix F</p> <p>Appendix F, Section 6</p>
	<ul style="list-style-type: none"> • Criteria for sitting for applicable areas and affected adjacent areas; • Employing a methodology consistent with that set out in the Draft Central Sydney Planning Strategy and associated Draft DCP documentation; • The careful arrangement of the public domain to address wind impacts generated by the proposal; • Identifying and testing amelioration measures to address wind impacts considering building location, orientation, massing and building setbacks as the primary mitigation measure to address impacts, prior to considering any ancillary or secondary treatments to address wind; • Measures to ensure the suitability of areas for their intended use such as public space areas intended to be used for seating (i.e. outdoor dining areas on footpaths and public plazas) and standing (i.e. building entries); and • No generation of unacceptable wind conditions on areas within the development, and areas surrounding the development that may be wind affected as a result of the proposal 	<p>Appendix F, Section 6</p> <p>Appendix F, Section 6</p> <p>Appendix F, Section 6</p> <p>Appendix F, Section 6</p> <p>Appendix F, Section 7</p> <p>Appendix F, Section 6</p>
3.1.2	<p>The Noise, Vibration and Pollution Impact Assessment should:</p> <ul style="list-style-type: none"> • Identify, map and describe current and approved sensitive receptors; • Identify map and describe current and likely future noise and vibration affecting the precinct, including sources nature and impact, including potential cumulative impacts; • Include 3D mapping to clearly communicate these impacts; and • Include noise monitoring results the adjacent roads and rail corridor, as well as the railyards area within the precinct. • The View and Visual Assessment should consider: • Employing a methodology consistent with that set out in the Draft Central Sydney Planning Strategy and associated Draft DCP documentation; and • Conserving significant views and legibility of heritage items within the precinct, including but not limited to the Carriageworks, Paint shop and Chief Mechanical Engineers' Office buildings from surrounding streets and from within the site (including visual connection between significant heritage items). The Visual assessment should also consider how the proposal impacts on the wider visual setting of the site including on the broader Eveleigh Railway Workshops site, Redfern Railway Station and the adjacent heritage conservation areas and heritage items. 	<p>Appendix G</p> <p>Appendix H, Section 2.4, and Section 3.4</p> <p>Appendix G, Section 7.0</p> <p>Appendix G and Appendix C (</p> <p>Appendix G, Section 3.0 and Appendix B</p> <p>Appendix I</p> <p>Appendix I, Section 2.0</p> <p>Appendix I, Section 5.0 and 7.0</p>

4 Population and demographics

Study requirements

Study requirement	Requirements	Location in the SSP Study
4.1	This section addresses Study Requirement SR4.1. This SR is as follows: Prepare a Population and Demographics Study that: <ul style="list-style-type: none"> Identifies the existing situation (the baseline), including constraints, opportunities and key issues; 	Section 7.7 of this SSP Report Appendix J, Sections 3.7 , 3.8 , 4.8 , 4.9 , 2.4 and 5.12
	<ul style="list-style-type: none"> Outlines the likely impacts of the proposal in relation to population and demographics; and Informs and supports the preparation of the proposed planning framework including any recommended planning controls or DCP/Design Guide provisions. 	Appendix J, Sections 6.2 , 6.3, 6.4 , 6.5 and 6.6 Appendix J, Section 6.7
Considerations		
4.1.1	The Study is to demonstrate the consideration of: <ul style="list-style-type: none"> The employment and population profile of the Precinct and surrounding communities including age, ethnicity, education, employment, income, trip to work mode and other relevant information; 	Appendix J, Section 3
4.1.2	<ul style="list-style-type: none"> Key employment and population drivers and trends impacting the Precinct and surrounding communities; 	Appendix J, Section 2 and, Section 2.4
4.1.3	<ul style="list-style-type: none"> NSW Treasury's vision and objectives for Tech Central; 	Appendix J, Section 2.3
4.1.4	<ul style="list-style-type: none"> Time series (5 year increments) employment and population forecasts of the future Precinct and local area based on existing development capacity without the proposal; 	Appendix J, Section 6.6)
4.1.5	<ul style="list-style-type: none"> Time series (5 year increments) employment and population forecasts of the future Precinct and local area with the proposal; and 	Appendix J, Section 6.6
4.1.6	<ul style="list-style-type: none"> Comparisons of forecasts with the remainder of the City of Sydney LGA and Greater Sydney Metropolitan Region for the purposes of comparison including the City's Floor Space Employment Survey (FES) and Census Occupation and Industry data aligned with predicated rates of growth as per GSC estimates 	Appendix J, Section 5
5 Heritage		
Study requirements		
5.1	This section addresses Study Requirement SR5.1 . This SR is as follows: Prepare an Aboriginal Cultural Heritage Study for the Precinct that: <ul style="list-style-type: none"> Undertakes an assessment of Aboriginal cultural heritage within or near the site including archaeology, culture, country, and including intangible and social heritage, using existing resources or new research as necessary; Includes a Statement of Heritage Impact to assess the likely impact of the precinct redevelopment on this identified cultural heritage; Includes an interpretation plan having particular regard to the place's relationship with nearby heritage items; Provides recommendations to guide the management of Aboriginal heritage significance, in the context of the precinct development, and taking into account the findings of the Study, any items of significance, the likely impact on Aboriginal heritage as a result of the proposal and consultation Includes results of consultation with relevant Aboriginal stakeholders and knowledge holders for the precinct and surrounds; and 	Section 7.8 of this SSP Report Appendix K, Sections 3, 4, 6, 7, 8 and 9 Appendix K, Sections 10 Appendix K, Sections 11) and Appendix A Appendix K, Sections 10 and 12 Appendix K, Section 5 Appendix B

Study requirement	Requirements	Location in the SSP Study
	<ul style="list-style-type: none"> Informs and supports the preparation of the precinct planning framework (including any DCP) and any management strategies 	Appendix K, Section 12
5.2	<p>This section addresses Study Requirement SR5.2. This SR is as follows: Prepare a Non-Aboriginal Heritage Study for the Precinct that:</p> <ul style="list-style-type: none"> Using existing research and reports, compile a Non-Aboriginal Heritage Study of the precinct, identifying all heritage items (state, local and potential) and conservation areas within and near the site, including built heritage, landscapes and archaeology. It should include detailed mapping of these items and an assessment of why the items and site(s) are of heritage significance. Includes a precinct wide Statement of Heritage Impact (SoHI) to assess the impact of the precinct redevelopment, including the broader State Heritage Register listed Eveleigh Railway Workshops site, with recommendations for the management of the cultural and industrial heritage of the site and mitigations measures to minimise heritage impact; Includes a heritage assessment to investigate the history, physical evidence and significance of the features within and surrounding the study area; Includes a comprehensive whole of site archaeological plan and framework strategy to capture and collate all recent archaeological investigations and guide the management of potential archaeological resources; Provides recommendations to guide future development or planning of the site with specific consideration to the bulk, height and scale of the existing significant elements of the site, including its setting, context, streetscape and visual and physical character of the locality, broader Eveleigh Railway Workshops site, surrounding conservation areas and heritage items. This should be integrated with the Urban Design Plan, and draft Development Control Plan or Design Guidelines; Integrates with the view and visual assessment and seeks to preserve and enhance key views to and from heritage buildings (including visual connection between items). The visual analysis should also consider how the proposal impacts on the wider visual setting of the site including the visual connections to the broader Eveleigh Railway Workshops site and Redfern Railway Station as well as the adjacent heritage conservation areas; and Informs and supports preparation of the planning framework provisions for the precinct (including recommended development control provisions/guidelines for any future DCP/Design Guideline) 	<p>Section 7.9 of this SSPReport Appendix L, Sections 2, 2.3, 3, 4.3-4.5, 5, 6, 7, 8 and 9</p> <p>Appendix L, Sections 3, 4, 5 and 6</p> <p>Appendix L, Sections 5 and 7</p> <p>Appendix L, Section 7</p> <p>Appendix L, Sections 4.5, 7.3, 8.3.5, 8.3.7 and 8.7.2</p> <p>Appendix L</p>
5.3	<p>This section addresses Study Requirement SR5.3 This SR is as follows:</p> <ul style="list-style-type: none"> Update the existing Conservation Management Plan for the Precinct (Eveleigh Carriageworks Conservation Management Plan - 2002 prepared by Otto Cserhalmi) 	Appendix L
5.4	<p>This section addresses Study Requirement SR5.4. This SR is as follows:</p> <ul style="list-style-type: none"> Prepare a detailed Heritage Interpretation Strategy for the Precinct that: Includes precinct based 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 Eveleigh Railway Workshops site. The framework should identify themes and stories that emerge from the strategy and must be interwoven throughout the Redfern North Eveleigh Precinct detail design development; Provides the strategic direction for heritage interpretation across the entire precinct having regard to the precinct's historic significance (particularly its 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; 	<p>Section 7.10 of this SSP Report Appendix N, Sections 3.6, 5.1 and 5.2</p> <p>Appendix N, Sections 3.5, 5.1 and 5.2</p>

Study requirement	Requirements	Location in the SSP Study
	<ul style="list-style-type: none"> Recognises and celebrates Aboriginal connection to the precinct and its spiritual, intangible and cultural values to Aboriginal people and addresses the full story of the place (i.e. landscape through the eyes of indigenous inhabitants); Accounts for existing and planned (where possible) interpretive approaches as part of other projects within and in the vicinity of the precinct; and Integrates with broader design responses where relevant such design elements (form and fabric), public art, landscaping and cultural design principles. 	<p>Appendix N, Section 5</p> <p>Appendix N, Sections 3.4 and 3.7</p> <p>Appendix N, Sections 1.1 and 5.2</p>
Considerations		
5.1.1	<p>The studies should demonstrate consideration of:</p> <ul style="list-style-type: none"> The significance of cultural heritage values for Aboriginal people who have a cultural association with the land; 	Appendix K, Section 5, 6, 8, 9
5.1.2	<ul style="list-style-type: none"> Any direct and/or indirect impacts (including cumulative impacts) to the heritage significance of existing buildings and other heritage items and conservation areas in the vicinity of the site. This should include visual impacts, vibration, demolition, archaeological disturbance, altered historical arrangements and access, visual amenity, landscape and vistas, setting, and curtilage (as relevant); 	Appendix L – Section 10
5.1.3	<ul style="list-style-type: none"> The cumulative impact of change, development density and erosion of the readability (legibility) of the heritage cultural landscape; 	Appendix K, Section 10
5.1.4	<ul style="list-style-type: none"> If the SOHI identifies impact on potential historical archaeology, an historical archaeological assessment should be prepared by a suitably qualified archaeologist in accordance with Heritage NSW, Heritage Guidelines 'Archaeological Assessment' 1996 and 'Assessing Significance for Historical Archaeological Sites and Relics' 2009. This assessment should identify what relics, if any, are likely to be present, assess their significance and consider the impacts from the proposal of this potential archaeological resource. Where harm is likely to occur, it is recommended that the significance of the relics be considered in determining an appropriate mitigation strategy. If harm cannot be avoided in whole or part, an appropriate Research Design and Excavation Methodology should also be prepared to guide any proposed excavations or salvage program; 	Appendix K Appendix L
5.1.5	<ul style="list-style-type: none"> Appropriate mitigation measures including retention and re-use, use of setbacks and heights to respect heritage scale, mass and views, implementing heritage interpretation techniques in the contemporary design of the precinct and management of historical relics; 	Appendix K, Section 11
5.1.6	<ul style="list-style-type: none"> Any relevant Conservation Management Plan, addressing any proposed adaptive reuse and measures to minimise impacts on the site; 	Appendix L, Section 14.1.1
5.1.7	<ul style="list-style-type: none"> Attempts to avoid and/or mitigate impacts to the heritage significance or cultural heritage values of the site and surrounding heritage items and heritage conservation areas; 	Appendix K, Section 12
5.1.8	<ul style="list-style-type: none"> Measures to facilitate the conservation of items, areas, objects and places of heritage significance or cultural heritage values; and 	Appendix K, Section 12
5.1.9	<ul style="list-style-type: none"> The Studies should be informed by a site inspection and documentary research 	Appendix K, Sections 3, 4, 5, 7
6 Social sustainability and infrastructure		
Study requirements		

Study requirement	Requirements	Location in the SSP Study
6.1	<p>This section addresses Study Requirement SR6.1. This SR is as follows:</p> <ul style="list-style-type: none"> • Prepare a Social Infrastructure Study that: <ul style="list-style-type: none"> • Defines an appropriate study area for the purposes of the assessment, incorporating the precinct and broader catchment/s as appropriate to assessment of particular infrastructure types; • Identifies the existing situation (the baseline), including constraints, opportunities and key issues; • Outlines the likely impacts and social infrastructure requirements resulting from the proposal; • Assesses needs and/or demands of the existing and future population and capacity and/or supply of the service in the precinct; • Defines the objectives, strategies, timeframes, implementation, performance indicators, and responsibilities for social and health services; • Identifies and assesses mechanisms available to maximise provision of Affordable Rental Housing, noting GSC targets; and • Informs and supports the preparation of the proposed planning framework including any recommended planning controls or DCP/Design Guide provisions that would deliver an appropriate sustainability outcome 	<p>Section 7.11.1 of this SSP Report</p> <p>Appendix O, Section 5.2</p> <p>Appendix O, Chapters 4.0-7.0 and Section 12.3</p> <p>Appendix O, Chapters 8.0, 10.0 and 12.0</p> <p>Appendix O, Chapters 7.0-8.0</p> <p>Appendix O, Section 8.7</p> <p>Appendix O, Section 9.5</p> <p>Appendix O, Sections 8.5-8.6 and 9.5.2, Chapter 11.0</p>
6.2	<ul style="list-style-type: none"> • This section addresses Study Requirement SR6.2. This SR is as follows: • Prepare a preliminary Equity-Focused Health Impact Assessment that: <ul style="list-style-type: none"> • Outlines the likely impacts on health and health infrastructure, including the likely impacts of the proposal on the health of existing community, future population and neighbouring community, including an assessment of the severity and likelihood of identified positive and negative impacts; • Assesses the distribution of impacts; and • Recommends mitigation measures. 	<p>Section 7.11.3 of this SSP Report</p> <p>Appendix O, Chapters 10.0-11.0</p> <p>Appendix O, Chapter 10.0</p> <p>Appendix O, Chapters 10.0-11.0</p>
Considerations		
6.1.1	<ul style="list-style-type: none"> • The Studies are to demonstrate the consideration of: <ul style="list-style-type: none"> • Local workforce and business needs, and opportunities to deliver a public benefit and support economic inclusion, particularly for Aboriginal and Torres Strait Islander communities and other specific sectors of the community, including through apprenticeships, training and education during the construction phase; 	<p>Appendix O, Chapters 2.0, 4.0-12.0</p>
6.1.2	<ul style="list-style-type: none"> • Priority service, business and employment groups within the community, delivering public benefit; 	<p>Appendix O, Section 8.7</p>
6.1.3	<ul style="list-style-type: none"> • Existing and future populations in need of health care (including medical) infrastructure and services, that promote and maintain population health and wellbeing including but not limited to, vulnerable communities, young people, older people etc; 	<p>Appendix O, Chapters 5.0, 8.0, 10.0-12.0</p>
6.1.4	<ul style="list-style-type: none"> • Supply and demand for social infrastructure and services (including but not limited to within the defined study area catchment/s), including but not limited to open space (active and passive, indoor and outdoor), community facilities, libraries, health facilities, primary health care services, childcare, other health and wellbeing services including, but not limited to, low socioeconomic populations across all age groups; 	<p>Appendix O, Chapters 7.0-8.0 and 10.0</p>

Study requirement	Requirements	Location in the SSP Study
6.1.5	<ul style="list-style-type: none"> Measures to achieve diverse, inclusive, healthy, socially connected and sustainable precinct; 	Appendix O, Section 8.5-8.6, Chapters 9.0-12.0
6.1.6	<ul style="list-style-type: none"> Mitigation measures to maximise positive health impacts and minimise negative health impacts; 	Appendix O, Chapters 10.0-12.0
6.1.7	<ul style="list-style-type: none"> How the proposal will deliver a healthy built environment and support healthy active lifestyles for residents, including consideration of the relevant guidelines; 	Appendix O, Chapters 10.0-12.0
6.1.8	<ul style="list-style-type: none"> Location of a public building for the provision of community services within the precinct; 	Appendix O, Chapters 2.0, 4.0-12.0 Appendix E, Chapter 11.0
6.1.9	<ul style="list-style-type: none"> Program and size requirements for public space, noting demand for spaces under 200 sqm in size, and spaces facilitating cultural production by Aboriginal and Torres Strait Islander communities; 	Appendix O, Section 8.5-8.6, Chapter 12.0
6.1.10	<ul style="list-style-type: none"> Inclusion of apprenticeships, training and education during the construction phase; 	Appendix O – Chapters 10.0-12.0
6.1.11	<ul style="list-style-type: none"> The UN Sustainable Development Goals; and 	Appendix O, Chapters 10.0-12.0
6.1.12	<ul style="list-style-type: none"> Shared spaces and infrastructure which facilitate inclusivity, continual learning, innovation and collaboration. 	Appendix O, Section 8.5-8.6, Chapters 10.0-12.0

7 Transport

Study requirements

7.1	<ul style="list-style-type: none"> This section addresses Study Requirement SR7.1. This SR is as follows: Prepare a comprehensive Transport Strategy and Transport Impact Assessment for the precinct that: Identifies the existing situation, including constraints opportunities and key issues; Reviews the trip generating potential for all proposed modes and purposes, develops mode share targets and measures to achieve these targets; Provides an understanding of the travel behaviours and patterns (all modes) of future workers, visitors and residents of the proposal through benchmarking, forecast modelling tools and other sources of evidence; Identifies and assesses the impacts resulting from the proposal with an appropriate level of pedestrian and traffic analysis; 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 Informs and supports the preparation of the proposed planning framework including any recommended planning controls or DCP/Design Guide provisions that would deliver an appropriate planning outcome. 	<p>Section 7.14 of this SSP Report</p> <p>Appendix P, Sections 3.1-3.9</p> <p>Appendix P, Sections 4.3, 4.5-4.8</p> <p>Appendix P, Sections 3.8, 4.6 and 4.8</p> <p>Appendix P, Sections 5.1-5.5</p> <p>Appendix P, Sections 4.4, 4.7 and 4.8</p> <p>Appendix P, Section 5.6</p>
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Considerations

Study requirement	Requirements	Location in the SSP Study
7.1.1	The Study is to demonstrate consideration of: <ul style="list-style-type: none"> A “vision and validate” approach to the precinct and adjacent street network to develop a street user hierarchy, including movement and place considerations, for the precinct; 	Appendix P, Section 4.0
7.1.2	<ul style="list-style-type: none"> Inclusion of pedestrian analysis at development and station access/egress points, at intersections with the road network along key desire lines; 	Appendix P, Section 3.5 and section 5.2
7.1.3	<ul style="list-style-type: none"> Measures to safeguard future transport infrastructure and traffic changes (for example any planned/future road closures, pedestrianised street sections, one way/ two-way traffic operation etc. to the adjacent transport network); 	Appendix P, Section 5.0
7.1.4	<ul style="list-style-type: none"> The overall interchange function of the precinct, with priority to pedestrian access, safety, connectivity, wayfinding and signage; 	Appendix P, Section 5.2
7.1.4	<ul style="list-style-type: none"> Limitation of parking and overall reduction in vehicular traffic; 	Appendix P, Section 4.7
7.1.5	<ul style="list-style-type: none"> Access to key destinations and infrastructure in the local area, in particular schools, universities, community facilities and other local services; 	Appendix P, Section 5.0
7.1.6	<ul style="list-style-type: none"> The safety of all road users, in particular pedestrians and cyclists; 	Appendix P, Section 5.0
7.1.7	<ul style="list-style-type: none"> The performance of the existing and future cycling, public transport and road network surrounding the precinct, including potential improvements; 	Appendix P, Section 5.0
7.1.8	<ul style="list-style-type: none"> Cumulative growth of the surrounding area based on committed and planned developments (such as development of Tech Central) and proposed infrastructure (such as WestConnex and associated projects); 	Appendix P, Section 5.0
7.1.9	<ul style="list-style-type: none"> The role of shared vehicles in managing travel demand and implementation of shared vehicle solutions; 	Appendix P, Section 5.0
7.1.10	<ul style="list-style-type: none"> Potential impacts of construction traffic including a strategic construction approach and potential staging; 	Appendix P, Section 5.0
7.1.11	<ul style="list-style-type: none"> Access for people with disability, older people, pram users and people travelling with luggage; 	Appendix P, Section 5.0
7.1.12	<ul style="list-style-type: none"> Bus stops, cycle parking areas, kerbside areas for ‘kiss and ride’ and day and latenight taxis (including secure taxi rank/PtP); and 	Appendix P, Section 5.0
7.1.13	<ul style="list-style-type: none"> Integration with the cycle network, including consideration of direct and safe cycle ways along Wilson Street and provision of end of trip facilities 	Appendix P, Section 5.0

8 Environment Sustainability, Climate Change and Waste Management

Study requirements

8.1	<p>This section addresses Study Requirement SR8.1. This SR is as follows:</p> <ul style="list-style-type: none"> Prepare an Environmental Sustainability Study for the Precinct that: <ul style="list-style-type: none"> Identifies the existing situation, including constraints, opportunities and key issues; 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; Provides detail of proposed sustainability principles and how they will be incorporated into the proposal; Includes an integrated water cycle management strategy; 	<p>Section 7.15 of this SSP Report</p> <p>Appendix R, Sections 3-5</p> <p>Appendix R, Sections 8.3, 9.2, 10.2 and 11.2</p> <p>Appendix R, Sections 6 and 7</p> <p>Appendix R, Section 9</p>
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Study requirement	Requirements	Location in the SSP Study
	<ul style="list-style-type: none"> Includes an integrated waste management strategy that maximises resource recovery; Includes measures to address the impact of climate change including urban heat and extreme weather events; Identify appropriate sustainability benchmarks for each development type within the precinct Informs and supports the preparation of the proposed planning framework including any recommended planning controls or DCP/Design Guide provisions that would deliver an appropriate sustainability outcome; and 	<p>Appendix R, Section 10</p> <p>Appendix R, Section 11</p> <p>Appendix R, Section 7.3</p> <p>Appendix R, Section 7.4</p>
Considerations		
8.1.1	<ul style="list-style-type: none"> The Study is to demonstrate consideration of: The NSW Government's net zero emissions target, by creating a low-carbon precinct and net zero buildings; 	Appendix R, Section 8
8.1.2	<ul style="list-style-type: none"> Strategies to achieve 100% renewable energy supply for the precinct including maximising on-site generation and securing a supply of off-site renewable electricity; 	Appendix R, Section 8
8.1.3	<ul style="list-style-type: none"> How sustainability principles will be incorporated into the design, construction and ongoing operation phases of the redevelopment to achieve sustainability best practise initiatives; 	Appendix R, Section 7
8.1.4	<ul style="list-style-type: none"> High benchmark sustainability performance targets for the precinct; 	Appendix R, Section 7
8.1.5	<ul style="list-style-type: none"> Compliance with BASIX and opportunities to deliver beyond BASIX scores; 	Appendix R, Sections 8 and 9
8.1.6	<ul style="list-style-type: none"> The incorporation of Green Roofs, Cool Roofs and Green Walls into the design of any future buildings; 	Appendix R, Sections 7 and 11
8.1.7	<ul style="list-style-type: none"> Climate change, including the urban heat island effect, changing temperatures and rainfall patterns; 	Appendix R, Section 11
8.1.8	<ul style="list-style-type: none"> Urban forest and biodiversity; 	
8.1.9	<ul style="list-style-type: none"> Taking a whole-of-life- approach to sustainability through planning design, construction and ongoing precinct management; 	Appendix R, Sections 7 and 8
8.1.10	<ul style="list-style-type: none"> Maximising resource efficiency to contribute to net zero emissions by 2050; 	Appendix R, Sections 7 and 8
8.1.11	<ul style="list-style-type: none"> The protection and enhancement of biodiversity through the greening of public and private spaces; 	Appendix S. Section 5.4
8.1.12	<ul style="list-style-type: none"> The replacement of any trees removed at a ratio greater than 1:1; 	Appendix S. Section 5.4
8.1.13	<ul style="list-style-type: none"> The use of local native plant species in street tree planting and landscaping (rather than exotic species and non-local natives); 	Appendix S. Section 5.4
8.1.14	<ul style="list-style-type: none"> Water, waste water and stormwater plus options for potential alternative water supply including potential to achieve a water positive precinct; 	Appendix R, Section 9
8.1.15	<ul style="list-style-type: none"> Opportunities for and assessment of the feasibility of a precinct-scale recycled water scheme including the possibility; and 	Appendix R, Section 9
8.1.16	<ul style="list-style-type: none"> Precinct scale measures to ensure effective operational waste management. 	Appendix R, Section 10
9 Green Infrastructure, Ecology, Urban forest and Greening		

Study requirement	Requirements	Location in the SSP Study
Study requirements		
9.1	<p>This section addresses Study Requirement SR9.1. This SR is as follows:</p> <ul style="list-style-type: none"> • Prepare a Green Infrastructure Study, Ecology and Urban Forest for the Precinct that: • Identifies the existing situation, including constraints, opportunities and key issues; • Outlines the likely impacts of the proposal in relation to climate change, heat impacts and community health needs (i.e. mental and physical health); • Provides detail of proposed green infrastructure principles and how they will be incorporated into the proposal (consistent with Greener Places and Sydney Green Grid); • Includes an urban forest and greening strategy – which outlines the percentage (existing and proposed) of greening and canopy cover across each land classification (e.g. streets, parks, private land) and private property zoning type. The strategy should include targets for implementing and maintaining green roof and walls where appropriate; 	<p>Section 7.16 of this SSP Report</p> <p>Appendix S, Sections 1.7-1.9 , 2.4 , 2.5 , 2.6, 2.7 , 2.8 and 2.9</p> <p>Appendix T, Section 3</p> <p>Appendix S, Section 3.3</p> <p>Appendix S. Sections 1.9 , 3.4 and 4.2</p> <p>Appendix S. Section 5.4</p>
	<ul style="list-style-type: none"> • Includes measures to address storm water retention management and opportunities for beneficial reuse through implementing various types of green infrastructure; • Include a tree canopy database by a qualified arborist. • Includes an Ecological Assessment for the Precinct; and • Informs and supports the preparation of the proposed planning framework including any recommended planning controls or DCP/Design Guide provisions that would deliver an appropriate green infrastructure and sustainability outcome 	<p>Appendix S, Section 5.5</p> <p>Appendix S, Sections 2.3, (2.4 , 2.9 and 6.1</p> <p>Appendix S, Section 4.4</p> <p>Appendix T</p> <p>Appendix S, Section 5.7</p>
Considerations		
9.1.1	<p>The Study is to demonstrate consideration of:</p> <ul style="list-style-type: none"> • Relevant case studies and transferrable principles that will apply to the proposal; 	Appendix S, Section 3.6
9.1.2	<ul style="list-style-type: none"> • Percentage and distribution of greening and canopy cover across all private (including green roofs and walls) and public domain areas within the precinct; 	Appendix S, Section 5.4
9.1.3	<ul style="list-style-type: none"> • Provision of tree canopy over major pedestrian routes/ desire lines with additional areas of canopy cover over the remaining public places to enable shade and allow cooling of the precinct. 	Appendix C – Section 10.0
9.1.4	<ul style="list-style-type: none"> • Retention of existing trees and provision of new trees, the capacity of the proposal to allow for the growth of new trees; the provision of sufficient soil volumes and quality to provide for long term tree health. 	Appendix S, Sections 5.2, 5.3 and 5.8
9.1.5	<ul style="list-style-type: none"> • A tree offsetting strategy; 	Appendix S, Section 5.9 Appendix C
9.1.6	<ul style="list-style-type: none"> • Canopy design concepts that improve streetscape amenity; 	Appendix S, Sections 4.7 and 4.8
9.1.7	<ul style="list-style-type: none"> • Access to open space and other community facilities within and beyond the precinct; 	Appendix S, Sections 4.7

Study requirement	Requirements	Location in the SSP Study
9.1.8	<ul style="list-style-type: none"> Taking a whole-of-life- approach to green infrastructure through planning design, construction and ongoing precinct management; 	Appendix S, Sections 4.1, 4.5 , 4.6 and 4.8
9.1.9	<ul style="list-style-type: none"> Impacts on biodiversity and measures to avoid and minimise impacts, protect and enhance biodiversity through the greening of public and private spaces and the retention of existing habitat including habitat provided by built structures; 	Appendix S, Sections 3.4, 3.5 and 4.1 Appendix T, Sections 4, 5 and 9
9.1.10	<ul style="list-style-type: none"> The use of a diversity of local native plant species in street tree planting, open space areas and any site landscaping; 	Appendix S, Sections 5.4.2 and 6.2 Appendix T, Section 9
9.1.11	<ul style="list-style-type: none"> The use of advanced sized trees in any street, open space and site landscaping; 	Appendix S, Sections 5.4.3 and 5.8.1
9.1.12	<ul style="list-style-type: none"> The potential habitat linkage provided by the railway corridor outlined in the City's Urban Ecology Strategic Action Plan, currently under review as an important biodiversity corridor; 	Appendix S, Section 4.4 Appendix T, Sections 3, 10, 7 and 9
9.1.13	<ul style="list-style-type: none"> Water sensitive urban design and integration with the flood study, plus options for potential alternative water supply; and 	Appendix S, Section 5.5
9.1.14	<ul style="list-style-type: none"> The Premier's priorities for 'Greening our city' and 'Greener public spaces' 	Appendix S
10 Utilities Servicing		
Study requirements		
10.1	<p>This section addresses Study Requirement SR10.1. This SR is as follows:</p> <ul style="list-style-type: none"> Prepare a Utilities and Infrastructure Servicing Report that: <ul style="list-style-type: none"> Identifies the existing situation, including constraints, opportunities, key issues and existing network capacity; Assesses the capacity of the relevant service infrastructure networks to service the Precinct, impacts on the networks resulting from the proposal and identify any augmentation and servicing options proposed to support the proposal; Assesses the implications of any proposed land use for local and regional infrastructure and service delivery; and Informs and supports the preparation of the proposed planning framework including any recommended planning controls or DCP/Design Guidelines 	Section 7.19 of this SSP Report Appendix X, Sections 4.2, 5.2, 6.2 , 7.2 and 8.2 Appendix X, Sections 4.3, 5.3, 6.3, 7.3 and 8.3 Appendix X, Sections 4.3, 5.3 , 6.3 , 7.3 , 8.3 and 10.0 Appendix X, Sections 10.0 and 10.2
Considerations		
10.1.1	<p>The Study is to demonstrate consideration of:</p> <ul style="list-style-type: none"> Key service infrastructure including electricity, alternative energy systems, water, sewer, gas and telecommunications; 	Appendix X, Sections 4.0-8.0
10.1.2	<ul style="list-style-type: none"> Digital and telecommunications infrastructure which is inclusive of and not limited to precinct-wide Wi-Fi, fibre to the premises and supporting data centres; 	Appendix X, Section 8.0
10.1.3	<ul style="list-style-type: none"> Forecast peak demand and generation forecasts based on proposed yields; 	Appendix X, Sections 4.6, 5.6, 6.6 and 7.6
10.1.4	<ul style="list-style-type: none"> On-site electricity generation and storage, facility site requirements, easement requirements and any asset locations required; 	Appendix X, Section 6.7

Study requirement	Requirements	Location in the SSP Study
10.1.5	<ul style="list-style-type: none"> Integrated water cycle management, alternative water supply, on-site generation and water recycling, end uses of drinking and non-drinking water. 	Appendix X, Sections 4.7 and 5.6
10.1.6	<ul style="list-style-type: none"> The location of service assets in the precinct and outline how asset risk is managed; and 	Appendix X, Section 10.0
10.1.7	<ul style="list-style-type: none"> Costs, timing and delivery. 	Appendix X, Sections 4.5, 5.5, 6.5, 7.5 and 8.5

11 Infrastructure

Study requirements

11.1	<p>This section addresses Study Requirement SR11.1. This SR is as follows:</p> <p>Prepare a Local Infrastructure Schedule that:</p> <ul style="list-style-type: none"> Identifies the local infrastructure required to meet the needs of the proposal; and Identifies the proposed contributions framework to deliver local infrastructure. 	Section 5.3 of this SSP Report
11.2	<p>This section addresses Study Requirement SR11.2. This SR is as follows:</p> <p>Prepare a State and Regional Infrastructure schedule that:</p> <ul style="list-style-type: none"> Identifies the state infrastructure required to meet the needs of the proposal; and Identifies the proposed contributions framework to deliver state infrastructure 	Section 5.3 of this SSP Report

Considerations

11.1.1	<p>The Study is to demonstrate consideration of:</p> <ul style="list-style-type: none"> Local infrastructure items such as recreation, open space, community facilities, libraries, childcare, local pedestrian, cycling and transport facilities and local drainage; 	Section 5.3 of this SSP Report
11.1.2	<ul style="list-style-type: none"> Shared spaces and infrastructure which facilitate inclusivity, continual learning, innovation and collaboration; 	Section 5.3 of this SSP Report
11.1.3	<ul style="list-style-type: none"> State and regional infrastructure such as public transport, roads, hospitals and schools; 	Section 5.3 of this SSP Report
11.1.4	<ul style="list-style-type: none"> Estimated costs and timing of any required works; and 	Section 5.3 of this SSP Report
11.1.5	<ul style="list-style-type: none"> Outline any mechanisms to ensure delivery. 	Section 5.3 of this SSP Report

12 Economic productivity and job creation

Study requirements

12.1	<p>This section addresses Study Requirement SR12.1. This SR is as follows:</p> <p>Prepare an Economic Assessment of the proposal that:</p> <ul style="list-style-type: none"> Identifies the existing situation, including constraints, opportunities and key issues; Outlines the likely impacts of the proposal including economic benefits and job creation (particularly in relation to Tech Central); and 	<p>Section 7.17 of SSP Report</p> <p>Appendix U, Section 2</p> <p>Appendix U, Section 7</p>
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Study requirement	Requirements	Location in the SSP Study
	<ul style="list-style-type: none"> Informs and supports the preparation of the proposed planning framework including any recommended planning controls or DCP/Design Guide provisions. 	Appendix U, Section 8
12.2	<ul style="list-style-type: none"> This section addresses Study Requirement SR12.2. This SR is as follows: Prepare a high-level Development Feasibility Study that outlines the market demand and demonstrates that the new planning controls will result in feasible development. 	Appendix U, Sections
Considerations		
12.1.1	<p>The Studies are to demonstrate consideration of:</p> <ul style="list-style-type: none"> Likely wider economic benefits of the proposal in relation to employment, commercial, retail impacts; 	Appendix U, Section 7
12.1.2	<ul style="list-style-type: none"> The job creating potential of the proposal and the role of the precinct in delivering the Tech Central; Tech Central's vision and objectives including; <ul style="list-style-type: none"> 250,000m² of NLA for technology companies; 50,000m² of NLA as affordable workspace for start-ups and early stage companies; o Affordable floorspace beyond the above mentioned 50,000m² with government support; 25,000 additional innovation jobs; 25,000 new students with a focus on STEM and life sciences; Accelerating the growth of a technology, innovation, entrepreneurial ecosystem; The role of the precinct in being a 'living lab' where cutting edge ideas, prototypes, POC products are able to be tested; and Concentration of R&D activity within Redfern North Eveleigh Precinct and its relationship with the broader Tech Central precinct; 	Appendix U, Section 7
12.1.3	<ul style="list-style-type: none"> The role of the precinct in supporting the 24-hour economy, including through food, beverage, entertainment, retail activation of the precinct; appropriate public space, cultural infrastructure, cultural production and presentation spaces, entertainment, live music venues, creative services and diversity of cultural activation; 	Appendix U, Section 6
12.1.4	<ul style="list-style-type: none"> Market feasibility and development feasibility of the proposal; 	Appendix U, Section 4
12.1.5	<ul style="list-style-type: none"> Land uses that allow for appropriate space for business, including mixed use business models, visitor services and tourism, as well as cultural uses; 	Appendix U, Sections 4 and 6
12.1.6	<ul style="list-style-type: none"> Active frontages at ground level and interchange levels where appropriate; 	Appendix U, Sections 4 and 6
12.1.7	<ul style="list-style-type: none"> Measures to achieve diverse, inclusive, creative, socially connected and sustainable precinct; and 	Appendix U, Sections 4 and 6
12.1.8	<ul style="list-style-type: none"> Demographics of existing and future populations. 	Appendix J
13 Water Quality, Flooding and Stormwater		
Study requirements		
13.1	<p>This section addresses Study Requirement SR13.1. This SR is as follows:</p> <ul style="list-style-type: none"> Prepare a Water Quality, Flooding and Storm Water Report that: <ul style="list-style-type: none"> Identifies the existing situation, including constraints, opportunities, key issues and existing network capacity; Assesses the potential impacts of the proposal on the hydrology and hydrogeology of the precinct and adjoining areas; 	<p>Section 7.18 of this SSP Report</p> <p>Appendix W, Sections 2.1, 2.2, 4.0, and 5.3</p> <p>Appendix W, Section 6.1.1</p>

Study requirement	Requirements	Location in the SSP Study
	<ul style="list-style-type: none"> Includes a concept stormwater management plan outlining the general stormwater management measures for the proposal; Includes a flood risk assessment identifying flooding behaviours and flood impacts resulting from the proposal and providing recommendations for appropriate flood planning levels; Provides concept level details of drainage to address stormwater flows on the precinct; Informs and supports the preparation of the proposed planning framework including any recommended planning controls or DCP/Design Guideline; and Provides an analysis of the proposal measured as % difference in flooding shown in flood depth contours and hazard maps 	<p>Appendix W, Section 7.3</p> <p>Appendix W, Section 7.0</p> <p>Appendix W, Section 7.3</p> <p>Appendix W, Section 7.3</p> <p>Appendix W, Section 7.1</p>
Considerations		
13.1.1	<p>The Study is to demonstrate consideration of:</p> <ul style="list-style-type: none"> A particular focus on water quality, the extent to which proposed development protects, maintains or restores water health and the community's environmental values and use of waterways for Sydney Harbour (also known as the NSW WQO); 	Appendix W, Section 6.2
13.1.2	<ul style="list-style-type: none"> No increase to existing flooding and that flooding is reduced where possible; 	Appendix W, Section 7.0
13.1.3	<ul style="list-style-type: none"> Flood risk impact across the catchment area and all adjoining land uses; 	Appendix W, Section 7.2
13.1.4	<ul style="list-style-type: none"> How the planning framework will address water quality targets in Sydney DCP 2012; and 	Appendix W, Section 6.2
13.1.5	<ul style="list-style-type: none"> WSUD options for the proposal, developed in conjunction with the Green Infrastructure and public space. 	Appendix W, Section 6.2.5
14 Aeronautical		
Study requirements		
14.1	<p>This section addresses Study Requirement SR14.1. This SR is as follows:</p> <ul style="list-style-type: none"> Prepare an Aeronautical Study that: Identifies any constraints associated with the operations of Sydney Airport; Advises on measures, if necessary, to ensure the precinct does not have an adverse impact on the operations of Sydney Airport; and Certifies that, subject to any recommended measures, the proposal will not have an adverse impact on the operations of Sydney Airport. 	<p>Section 7.20 of this SSP Report</p> <p>Appendix Y, Sections 4.1, 4.5, 5 and 8</p> <p>Appendix Y, Sections 5, 6 and 8</p> <p>Appendix Y, Section 8</p>
Considerations		
14.1.1	<p>The Study is to demonstrate consideration of:</p> <ul style="list-style-type: none"> Appropriate mapping to demonstrate the OLS, PANS OPS and other relevant Sydney Airport height limitation layers; 	Appendix Y, Sections 4 and 4.1.1 and Figures 4-1, 4-3 and 4-5
14.1.2	<ul style="list-style-type: none"> Whether proposed heights will impact the OLS Conical surface over the precinct which varies in height from 51 – 80m AHD; 	Appendix Y, Section 4.2
14.1.3	<ul style="list-style-type: none"> Preliminary views of CASA and Airservices should the proposed heights exceed the OLS Conical surface; and 	Appendix Y, Sections 3.4 and 7

Study requirement	Requirements	Location in the SSP Study
14.1.4	<ul style="list-style-type: none"> Pathways required to secure approval from relevant bodies as part of subsequent development applications processes. 	Appendix Y, Sections 3.4.1A and 8
15 Consultation		
Study requirements		
15.1	<p>This section addresses Study Requirement SR15.1. This SR is as follows:</p> <ul style="list-style-type: none"> Prepare a Consultation Strategy: 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 	Section 3.1 of this SSP Report Appendix D
15.2	<p>This section addresses Study Requirement SR15.2. This SR is as follows:</p> <ul style="list-style-type: none"> Provide a Consultation Outcomes Report that: Includes evidence of consultation (including letters, minutes of meetings, charrette/drop in event summaries and formal advice) and provide a summary of and outline the general outcomes of early consultation and demonstrate how the outcomes have been incorporated into the proposal 	Appendix D
Considerations		
15.1.1	<p>The consultation should:</p> <ul style="list-style-type: none"> Address key aspects of the proposal including spatial arrangement of development, staging, public domain and open space, amenity, transport, and community facilities; and 	Appendix D
15.1.2	<ul style="list-style-type: none"> Incorporate ongoing consultation with the local Aboriginal community, including Elders and organisations, into the community consultation strategy. 	Appendix D

Schedule 2 Assessment against Eastern City Planning Priorities

Theme	Principles
Planning Priority E1. Planning for a city supported by infrastructure	The proposed planning framework for the Paint Shop Sub-Precinct contributes to the alignment of infrastructure by supporting growth in employment and residential uses within walking distance to Redfern train station and local bus routes. This will also be supported by improved infrastructure, including new publicly accessible open spaces and streets, tree planting, community facilities and improved walking and pedestrian linkages.
Planning Priority E2. Working through collaboration	The planning for the Paint Shop Sub-Precinct is being carried out in close collaboration with the DPE, GANSW, GSC, the NSW Heritage Council, CoS, key stakeholders and the community.
Planning Priority E3. Providing services and social infrastructure to meet people's changing needs	The proposed planning framework for Paint Shop Sub-Precinct seeks to deliver a diverse retail, cultural and creative offering that will cater to varying needs. The Paint Shop Sub-Precinct will also support the delivery of new publicly accessible open spaces and over 2,500 sqm of community facilities to accommodate growing demands for social infrastructure. The site also benefits from close proximity to health and education facilities.
Planning Priority E4. Fostering healthy, creative, culturally rich and socially connected communities	The proposed planning framework will encourage healthy lifestyles by creating over 12,550 sqm (approximately 24% of the site area) of new publicly accessible open space and over 2,500 sqm of community facilities, improving access to the open space and social infrastructure to support more socially connected community.
Planning Priority E5. Providing housing supply, choice and affordability, with access to jobs, services and public transport	The Paint Shop Sub-Precinct is strategically positioned to accommodate residential uses, increasing supply within proximity to excellent public transport and local services. The proposed planning framework for the Paint Shop Sub-Precinct will support new housing supply to improve housing diversity and affordability to meet the growing needs of the changing household demographics.
Planning Priority E6. Creating and renewing great places and local centres, and respecting the District's heritage	The proposed planning framework for the Paint Shop Sub-Precinct aims to celebrate rich heritage character of the area being a key part of the State heritage listed Eveleigh Railway Workshops and will provide opportunities to showcase initiatives to connect with Country. The proposed planning framework for the Paint Shop Sub-Precinct will also promote social cohesion and celebration of culture, with new public accessible open spaces and cultural and community facilities.
Planning Priority E7. Growing a stronger and more competitive Harbour CBD	The proposed planning framework seeks to unlock new commercial floorspace that will support new investment, businesses, employment and visitors into the area. This will include space for innovation and tech industries to foster collaboration and align with the vision for Tech Central and the Innovation Corridor.
Planning Priority E8. Growing and investing in health and education precincts and the Innovation Corridor	The Paint Shop Sub-Precinct is located within the Eveleigh activity node and is well positioned to capitalise on the existing innovation and technology and education and health institutions in the Innovation Corridor.
Planning Priority E10. Delivering integrated land use and transport planning and a 30-minute city	The proposed planning framework of the Paint Shop Sub-Precinct will align future land uses to optimise the close proximity to public transport to increase accessibility for people to get to work, school and local services within 30 minutes.

Theme	Principles
<p>Planning Priority E14. Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways</p>	<p>The draft Design Guide (refer to Appendix B) for the Paint Shop Sub-Precinct includes provisions to ensure stormwater quality meet certain targets prior to being discharged to ensure this contributes to protecting and improving the District's waterways.</p>
<p>Planning Priority E17. Increasing urban tree canopy cover and delivering Green Grid connections</p>	<p>An overall green canopy coverage of 40% for the Paint Shop Sub-Precinct is proposed in the draft Design Guide (refer to Appendix B). This will support the increase of tree canopy within the District and support high quality greening within the area.</p>
<p>Planning Priority E18. Delivering high quality open space</p>	<p>The proposed planning framework for the Paint Shop Sub-Precinct will deliver over 12,550 sqm of high quality open space to contribute to the greater green grid network. This will achieve better park amenity and diverse spaces to accommodate recreational opportunities, promoting the connection of people with nature.</p>
<p>Planning Priority E19. Reducing carbon emissions and managing energy, water and waste efficiently</p>	<p>The Paint Shop Sub-Precinct is committed to reducing carbon emissions and sustainable management of energy, water and waste efficiency. The proposed planning framework for the Paint Shop Sub-Precinct strives to optimise sustainability performance. Sustainable benchmarks and strategies have been adopted into the draft Design Guide (refer to Appendix B) to achieve this outcome.</p>
<p>Planning Priority E20. Adapting to the impacts of urban and natural hazards and climate change</p>	<p>The proposed planning framework for the Paint Shop Sub-Precinct has been designed for an environmentally sustainable and climate change proof-precinct to ensure future resilience. Sustainable benchmarks and strategies have been adopted into the draft Design Guide (refer to Appendix B) to achieve this outcome.</p>

Schedule 3 Assessment against Camperdown-Ultimo Place Strategy

Theme	Principles
Priority 1: Integrate and connect the Collaboration Area, within and beyond its edges	The proposed planning framework for the Paint Shop Sub-Precinct will support the delivery of new connections for movement and digital technology to ensure it is connected into the Tech Central District and beyond.
Priority 2: Improve local transport options and amenity within the Collaboration Area	The proposed planning framework for the Paint Shop Sub-Precinct will improve walkability and deliver increased cycling infrastructure and connections to Redfern Station that will increase accessibility and provide direct improvements throughout the Paint Shop Sub-Precinct and greater Collaboration Area.
Priority 3: Promote smart technology, drive innovation and connect locally and globally	The draft Design Guide (refer to Appendix B) includes provisions to encourage to integration of digital technology into future buildings and publicly accessible spaces to ensure it is connected into the Tech Central District and beyond.
Priority 4: Provide housing supply, choice and affordability in great places for great people	The proposed planning framework for the Paint Shop Sub-Precinct will deliver increased housing supply in close proximity to the Redfern train station and local services. The proposed planning framework will support the delivery of new housing supply (including 15% for the purposes of affordable housing. This will comprise a variety of 1,2 and 3 bedroom dwellings to promote housing choice to support various housing needs.
Priority 5: Foster healthy, creative, culturally rich, socially connected and welcoming communities	The proposed planning framework will encourage healthy lifestyles by creating over 12,550 sqm (approximately 25% of the precinct) of new publicly accessible open space and over 2,500 sqm of community facilities and creative infrastructure floor space, improving access to the open space and social infrastructure to support more socially connected community..
Priority 6: Provide social and civic infrastructure for current and future generations	The proposed planning framework will encourage healthy lifestyles by creating over 12,550 sqm (approximately 25% of the precinct) of new publicly accessible open space and over 2,500 sqm of community facilities, improving access to the open space and social infrastructure to support more socially connected community.
Priority 7: Cultivate an internationally competitive health, education, research and innovation area	The proposed planning framework for the Paint Shop Sub-Precinct seeks to capitalise the close proximity of surrounding technology and educational institutions that will foster innovation and knowledge intensive growth. The Paint Shop Sub-Precinct will facilitate the agglomeration of creative technology industries and support the agglomeration of economies to enhance the economy.
Priority 8: Support the role and function of employment lands	N/A
Priority 9: Enhance the network of high quality open and public space linked by the Greener Sydney Green Grid	The proposed planning framework for the Paint Shop Sub-Precinct will deliver over 12,550 sqm of high quality publicly accessible open space and contribute to the overall green grid network. This will include increased tree coverage to achieve a green oasis where people have the opportunity to connect to nature.
Priority 10: Create a resilient place	The proposed planning framework for the Paint Shop Sub-Precinct is designed to ensure resilient future development to extreme weathers and resource constraints. The Paint Shop Sub-Precinct has been designed to increase resilience of people and infrastructure against natural and urban hazards.
Priority 11: Demonstrate leadership that is place-first, cohesive and collaborative	N/A

Schedule 4 Assessment against City Plan 2036

Theme	Principles
Planning Priority I1: Movement for walkable neighbourhoods and a connected city	The proposed planning framework for the Paint Shop Sub-Precinct will deliver a high quality publicly accessible spaces designed around pedestrians. The renewal of the Paint Shop Sub-Precinct will enhance permeability and improve accessibility to Redfern Station and throughout Redfern and the surrounding neighbourhoods.
Planning Priority I2: Align development and growth with supporting infrastructure	The proposed planning framework for the Paint Shop Sub-Precinct contributes to the alignment of infrastructure by supporting growth in employment and residential uses within walking distance to Redfern train station and local bus routes. This will also be supported by improved infrastructure, including new publicly accessible spaces, tree planting, community facilities and improved walking and pedestrian linkages.
Planning Priority I3: Supporting community wellbeing and social infrastructure	The proposed planning framework will encourage healthy lifestyles by creating over 12,550 sqm (approximately 25% of the precinct) of new publicly accessible open space and over 2,500 sqm of community facilities, improving access to the open space and social infrastructure to support more socially connected community.
Planning Priority L1: A creative and socially connected city	The Paint Shop Sub-Precinct forms part of the existing creative heart of Redfern. The proposed planning framework seeks to deliver new community and cultural spaces as part of the renewal of the Paint Shop Sub-Precinct.
Planning Priority L2: Creating great places	The proposed future land uses encouraged by the proposed planning framework seek to support a diverse, accessible safe and appealing place for people of all ages, backgrounds and abilities to encourage a vibrant lifestyle. The Paint Shop Sub-Precinct upholds the opportunity to build on the established identity and create a place that represents the culture of the community, contributing to the role of Redfern as an urban renewal precinct.
Planning Priority L3: New homes for a diverse community	The proposed planning framework for the Paint Shop Sub-Precinct will deliver increased housing supply in close proximity to the Redfern train station and local services. The proposed planning framework will support the delivery of new housing supply (including 15% for the purposes of affordable housing. This will comprise a variety of 1,2 and 3 bedroom dwellings to promote housing choice to support various housing needs.
Planning Priority P1: Growing a stronger, more competitive Central Sydney	The proposed planning framework seeks to unlock new commercial floorspace that will support new investment, businesses, employment and visitors into the area. This will include space for innovation and tech industries to foster collaboration and align with the vision for Tech Central, the Innovation Corridor and the City Fringe.
Planning Priority P2: Developing innovative and diverse business clusters in City Fringe	The proposed planning framework seeks to unlock new commercial floorspace that are intended to attract tech and innovation companies and start-ups. This will include space for innovation and tech industries to foster collaboration and align with the vision to support innovative and creative uses in the City Fringe.
Planning Priority P3: Protecting industrial and urban services in the Southern Enterprise Area and evolving business in the Green Square-Mascot Strategic Centre	N/A

Theme	Principles
<p>Planning Priority S1: Protecting and enhancing the natural environment for a resilient city</p>	<p>The proposed planning framework seeks to enhance the natural environment and promote a climate resilient city. The Paint Shop Sub-Precinct, currently limited in its ecological value, will be supported by specific provisions in the Design Guide (refer to Appendix B) to increase tree canopy and green coverage, in addition to adopting appropriate measures to mitigate the urban heat island effect.</p>
<p>Planning Priority S2: Creating better buildings and places to reduce emissions and waste and use water efficiency</p>	<p>The Paint Shop Sub-Precinct is committed to reducing carbon emissions and sustainable management of energy, water and waste efficiency. The proposed planning framework for the Paint Shop Sub-Precinct strives to optimise sustainability performance. Sustainable benchmarks and strategies have been adopted into the draft Design Guide (refer to Appendix B) to achieve this outcome.</p>
<p>Planning Priority S3: Increasing resilience of people and infrastructure against natural and urban hazards</p>	<p>The proposed planning framework for the Paint Shop Sub-Precinct has been designed for an environmentally sustainable and climate change proof-precinct to ensure future resilience. Sustainable benchmarks and strategies have been adopted into the draft Design Guide (refer to Appendix B) to achieve this outcome.</p>