

Appendix F

Response to City of Sydney Submissions

Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which the State Led Rezoning is proposed.

We pay our respects to their Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society



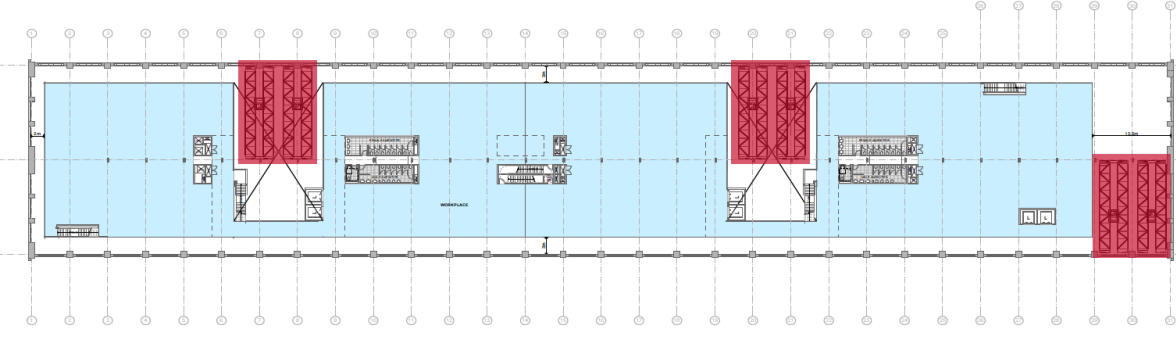
A summary of matters raised within the two City of Sydney Council (the City) submissions are provided in the table below.

Council Comment	Response
<u>General Considerations</u>	
The planning controls for the site are to be incorporated into <i>Sydney Local Environmental Plan 2012</i> (SLEP 2012) as with other similar projects	<p>While the City of Sydney's position is acknowledged, the LES site forms part of the overall South Eveleigh Precinct which remains within the Redfern-Waterloo Sites area in both Chapter 2 of <i>State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021 (Precincts SEPP)</i> and <i>State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)</i>.</p> <p>Consistency across the entire South Eveleigh Precinct is considered an ideal outcome for transparency and simplicity in the planning system, given the LES is only approximately 6,000sqm of the entire 13.2ha precinct and to remove this small site from the broader planning controls which apply to the precinct (for e.g. a maximum number of car parking spaces within the Business Park zoned land) would unnecessarily complicate the planning controls further.</p>
The City and the Central Sydney Planning Committee (CSPC) should be returned as the consent authority for all development in the South Eveleigh Precinct.	<p>As noted above, the LES forms part of the overall South Eveleigh Precinct. No changes are proposed to the relevant consent authority. Given the scale of the site as part of the overall precinct, it is maintained that the site continues to be zoned and assessed under the same provisions as the former Australian Technology Park (ATP) and other development within the South Eveleigh Precinct.</p> <p>Given the future adaptive reuse of the LES building will have a capital investment value of more than \$10 million, DPE is considered the relevant consent authority and the future application will be considered State Significant Development (SSD).</p> <p>As noted in the Response to Submission Report, it is also acknowledged that SEARs have been issued (SSD-49583710) for the LES adaptive reuse and associated public domain works by DPE on 18 November 2022.</p>
A bridge connection between North and South Eveleigh is required and should be considered	<p>A potential bridge connecting the North and South Eveleigh precincts has been considered when developing the masterplan for the Paint Shop sub-precinct. The design ensured that any potential future pedestrian connection could be integrated if feasible. However, a bridge connection is not a requirement or part of the scope for the Paint Shop or LES.</p> <p>The proposed rezoning does not impede on the ability for a bridge connection between the North Eveleigh and South Eveleigh Precincts in the future.</p>
Consider using part of the building for heritage tourism	The LES building is currently used to store locomotives and rolling stock, and is managed by Transport Heritage NSW. The existing building is not fit for purpose, not publicly accessible, and has been largely unoccupied since approximately 2017.

Council Comment	Response
	<p>To enable this rezoning, TfNSW is currently in the process of determining whether the LES can be declared as ‘surplus land’, meaning it is no longer required for operational purposes. TfNSW has committed to relocating all of the rolling stock and heritage items within the building (loose) to a new purpose built facility in Chullora, NSW.</p> <p>The South Eveleigh Precinct is a key neighbourhood within Tech Central, delivering workplaces and collaboration spaces that support the vision for a new tech and innovation ecosystem. The inclusion of the LES within the broader South Eveleigh Precinct has the potential to support further innovation, collaboration and jobs for the future. TfNSW is therefore exploring opportunities to adaptively reuse the LES for a mix of uses, including commercial offices and retail premises. The building will be adaptively re-purposed for commercial and retail use, and as such will allow for public areas, within designated parts of the building and during designated times.</p> <p>The refurbishment will preserve the significance fabric of the building, both internally and externally for the redevelopment, and will form part of the overall heritage interpretation and preservation of the site. This includes the retention of the overhead gantry cranes and interpretation of the in ground service trenches (to be resolved in detailed design). Heritage interpretation will integrate with the broader objectives of the South Eveleigh Cultural Tourism Plan. The creation of meaningful Connection to Country will continue to guide interpretation and design. Site activation through cultural heritage tourism and connection with the rest of the heritage interpretation implemented at South Eveleigh is key to the project.</p> <p>The final design, scale, materiality of the site will remain consistent with the Design Principles prepared by FJMT (Appendix C).</p>
<p><u>Heritage</u></p>	
<p>Reduce the floor space and increase the voids to improve interpretation of the heritage internal fabric of the building including:</p>	<p>As part of the extensive consultation completed during the preparation of the Rezoning Application, meetings were held with the Heritage Council of NSW and Heritage NSW in June 2022.</p> <p>The Heritage Council of NSW and Heritage NSW were supportive of the proposed floor space and size of voids identified in the current reference scheme. A Letter of Support received June 2022 is enclosed in Appendix B.</p> <p>Further details on the location and areas of voids throughout the building will be investigated during the preparation of the future development application (DA). Notwithstanding, it is noted that voids have been incorporated into the reference design (Appendix A) to demonstrate that significant voids along the facades of the original building can be provided to ensure the</p>

Council Comment	Response
	<p>height and scale of the building may be read internally – for example along the southern façade of the building. Further, the floor plans illustrate significant voids are provided around the location of gantry cranes to ensure that they are visible and can be read throughout the building (refer to Figure 1).</p> <p>A Stage 1 Heritage Interpretation Plan (HIP) was prepared By Curio as part of the original rezoning package. As part of the key visions detailed within the Stage 1 Heritage Interpretation Plan (HIP) prepared by Curio Projects, the proposal seeks to celebrate and interpret the heritage significance of the building and to provide a positive contribution to the South Eveleigh precinct. The Stage 1 HIP identified the opportunities to conserve, maintain and interpret the remnant machinery collection, moveable heritage items and the intangible stories and information associated with the site.</p> <p>The HIP also noted opportunities to create display and exhibition spaces within the public realm and to highlight the relevant themes and stories from the history of the building, and opportunities to link its history with the other interpretation initiatives, public art and strategies in the surrounding areas (e.g. South Eveleigh, North Eveleigh, Redfern Station). These opportunities will be further developed as part of the SSDA process for the site in the form of a more detailed Stage 2 Heritage Interpretation Plan.</p>
<p>Keeping the 10 easternmost bays unobstructed, at full width and full height, similar to the benchmarking examples shown. The gantries should be located in this clear space.</p>	<p>The proposed reference scheme maintains the first three easternmost bays unobstructed, at full scale. It is proposed that the six existing gantries will be retained with two gantries located in the eastern lobby, two within the central atrium and two within the western atrium.</p> <p>The proposed voids will ensure that the height and scale of the building can be read from various points within the building, including in locations aligned with the original building entries.</p> <p>Heritage Council has provided a positive response to the proposed location of gantries in situ.</p> <p>Finally, the suggested retention of 10 bays (out of 30) at a full height would significantly impact the amount of Net Lettable Area that would be delivered on the site for new uses, and would not support the significant investment in conservation works required to maintain and adaptively reuse the building.</p> <p>Specific Design Principles have been prepared by FJMT to ensure key heritage items are maintained in-situ where possible and the final floorplate arrangement celebrates and retains the clear dual bay, long linear scale and character of the building.</p>
<p>Setting back all new internal structure a minimum of 6m for the</p>	<p>As part of the extensive consultation completed during the preparation of the Rezoning Application, meetings were held</p>

Council Comment	Response
entire length of the inside face of the southern façade.	<p>with the Heritage Council of NSW and Heritage NSW in June 2022.</p> <p>The Heritage Council of NSW and Heritage NSW were supportive of the proposed floor space and size of voids identified in the current reference scheme. A Letter of Support received June 2022 is enclosed in Appendix B.</p> <p>Internal structures currently demonstrate 3m separation which is considered a minimal 'on balance offset' which balances heritage considerations with the project financial viability. This 3m setback was supported by the Heritage Council of NSW and Board when the scheme was presented in June 2022, and evidenced in their letter of support.</p> <p>Any increase in this setback will not be commercially viable. Consideration of this matter is incorporated in the Design Principles prepared by FJMT (Appendix C).</p>
Where there is a vertical circulation point require additional voids.	The current reference scheme (Appendix A) prepared by FJMT has incorporated voids where vertical circulation points such as lifts and staircases are proposed.
Align the voids with the original doors on southern façade.	<p>The proposed rezoning does not preclude this design outcome from being proposed within the future DA, and a recommendation we support. This feedback will be considered in the preparation of detailed architectural plans for the future DA.</p> <p>The reference scheme has also been amended to align doorways and windows with existing features as part of the heritage interpretation works and to minimise new penetrations in the façade. The final design, scale, materiality and resolution of any new entrances and openings will be informed by the design principles prepared by FJMT enclosed in Appendix C.</p>
Ensure that the original spatial conception of the building, with a central row of columns is able to be read.	The proposed rezoning does not preclude this design outcome from being proposed within the future DA, and a recommendation we support. This feedback will be considered in the preparation of detailed architectural plans for the future DA.
Ensure the gantries, proposed to be retained, can be viewed in the round.	Six gantry cranes are proposed to be retained on site and are proposed to be located at various locations along the northern portion of the floor plate and within the atrium as illustrated within the reference scheme to ensure that views are maintained by tenants and visitors.
Figure 1 Extract from Reference Scheme with locations of gantry cranes retained in-situ identified in red	

Council Comment	Response
	
<p>Ensure no new openings are provided in main southern façade.</p>	<p>The southern façade of the LES is required as the main entrance to the building to ensure that pedestrian movements accessing the LES does not conflict with operational Sydney Trains land located to the east, west and north of the building. The reference scheme has also been amended to align doorways and windows with existing features as part of the heritage interpretation works and to minimise new penetrations in the façade. The final design, scale, materiality and resolution of any new entrances and openings will be resolved as part of any future DA process.</p>
<p>Include voids surrounding the central structure to ensure any new structure is not engaging with the original fabric.</p>	<p>The proposed rezoning does not preclude this design outcome from being proposed within the future DA. This feedback will be considered in the preparation of detailed architectural plans for the future DA.</p> <p>Notwithstanding it is noted that the new structure to support the new roof and two additional levels is proposed to be independent of any original fabric.</p> <p>Voids around central structures have also been incorporated in the current reference scheme and Design Principles prepared by FJMT.</p>
<p>Minimise engagement of services with the original fabric of the building and ensure they are located so as not to disrupt the space around and between the trusses.</p>	<p>To minimise the impact of services to the external fabric and not disrupt the space around and between the trusses, the majority of the plant is designed to be concentrated in two key locations, including a small footprint plant and service building in the south western corner, as well as rooftop plant concentrated in the gully so it is not visible from ground floor. Both of these locations were supported by Heritage NSW when presented in June 2022, and as evidenced in their annexed Letter of Support. To avoid impact on the internal trusses, a free-standing external building services structure is also proposed ensuring adequate provision of services is available for the LES. Further design development of the services building is to occur as part of the future DA in order to ensure the impacts are as minimal as possible, from a heritage perspective.</p>
<p><u>Infrastructure</u></p>	
<p>Identify local infrastructure needs beyond the site boundaries and reflect these in a local infrastructure</p>	

Council Comment	Response
<p>schedule developed in close consultation with the City of Sydney.</p> <p>Rescind the RWA Contributions Plan as a matter of urgency to enable the City of Sydney's development contributions plan to apply to the development. This process was agreed by parties 10 years ago.</p>	<p>The site is located within the Redfern-Waterloo Authority Sites land in accordance with Appendix 3 of the Precinct SEPP. As such, the following contribution plans apply to the site:</p> <ul style="list-style-type: none"> • <i>Redfern-Waterloo Authority Sites Contributions Plan 2006</i> • <i>Redfern-Waterloo Authority Sites Affordable Housing Contributions Plan 2006</i> <p>The purposes of these plans (referred to as the RWA contributions plans) are to:</p> <ul style="list-style-type: none"> • authorise the relevant Minister, when granting consent to development to which this Plan applies, to impose a condition requiring the payment of a development levy; • set out the percentage of the development levy and how the amount payable is determined; and • set out the purpose or purposes for which a development levy is to be applied. <p>The RWA contributions plans specifically note that any contributions plan approved by the City of Sydney Council do not apply to development that is subject to a requirement to pay a development levy under the RWA contributions plans.</p> <p>Maintaining the site under the RWA Contributions Plan provides consistency across the South Eveleigh Precinct and reflects the significance of the site as a state significant precinct under the Precincts SEPP. It is also acknowledged that works identified in Schedule 1 and Schedule 2 of the Contributions Plan are yet to be undertaken within the Precinct and the redevelopment of the LES will allow for the continual redevelopment on the site aligning with the current Works Schedule. Given there is a valid contributions plan for the entire South Eveleigh Precinct, there is no current reasoning to rescind the current RWA contributions plans for the site.</p>
<u>Use and Management</u>	
<p>Reconsider the opportunity of this site to contribute to the late-night economy</p>	<p>Given its relatively isolated location at the western edge of the precinct, the LES is best suited to employment uses. The site is also closer to residential uses including 1-47 Rowley Street, Eveleigh than the former ATP and as such the inclusion of a late night operation may not be compatible with the surrounding uses.</p> <p>The commercial zoning of the site does not impede on the ability to provide night time uses such as low-impact and small-scale activities, such as cultural experiences, classes, movie nights and live performances.</p> <p>This development will allow the LES to integrate into the broader South Eveleigh Cultural Tourism/ Heritage Interpretation experience, and will become an important part of Eveleigh Precinct and the overall story of the site. The LES has significant</p>

Council Comment	Response
	potential to be a fully integrated part of the precinct terms of history, stories, significance and visitation.
Include planning provisions that commit to delivering a significant quantum of affordable commercial floor space on this site.	No planning policy that applies to the LES building requires the commitment to deliver affordable commercial floor space within the site. Dedicated affordable commercial floor space is not proposed within this Rezoning Application.
<u>Management</u>	
<p>It is unclear whether the ownership and management of the adjacent streets will be transferred back to the City.</p> <p>If the public open space is to be transferred to the City of Sydney at any time in the future, consult with the City to determine the most appropriate open space design for this site</p>	<p>The ATP Planning Agreement between City of Sydney Council and Eveleigh Precinct Pty Limited (executed 12 October 2017) requires the public domain be handed back to the City at the expiry of the CBA lease on 31 October 2035.</p> <p>However, the landscaped area which is within the proposed boundary of the LES site (to the north of the existing kerb and gutter of Locomotive Street) will not be transferred back to the City as TAHE will retain the freehold of this land. This reflects the Draft Plan of Subdivision enclosed in the Rezoning Application.</p> <p>In any case, the City of Sydney will be consulted further on the design of the public realm including Locomotive Street as part of the preparation of the future DA.</p>
<u>Locomotive Street</u>	
Include planning provisions that require compliance with the City's streets and open space codes, policies, and frameworks. The City's public domain team should be involved early in the design process to ensure that appropriate design treatments are used to indicate that the space is shared.	<p>Two meetings have been held with the City in relation to the rezoning including a specific meeting on 31 October 2022 to discuss the detailed landscape design, public realm, and external changes to the building.</p> <p>The intention for the landscaping along Locomotive Street is a continuation of the existing street to the east of the site, to ensure a consistent and integrated public domain.</p> <p>Preliminary comments from the City did not require changes to the reference scheme with an expectation that the overall landscaping and public domain elements will reflect the existing character of the South Eveleigh Precinct. Further details are to be provided in the future DA, which is the appropriate stage of the planning process for this level of detail. Consideration of this matter is incorporated in the Design Principles prepared by FJMT (Appendix C).</p>
Commit to the City's canopy, green cover, and deep soil provisions.	<p>This is beyond the scope of the rezoning proposal and will be addressed as part of detailed design. Canopy and green cover requirements will need to be balanced with heritage considerations in detailed design to avoid significant views being obscured by trees and landscaping.</p> <p>Heritage NSW have specifically provided a recommendation that landscaping should be sensitive to maximising views to the southern façade.</p>

Council Comment	Response
	<p>The current reference scheme incorporates the following upgrades to the public domain, with consideration of canopy cover and deep soil provisions:</p> <ul style="list-style-type: none"> • Continuation of stone paving and street trees to connect with adjacent development on Locomotive Street, • Introduction of public domain street furniture consistent with overall precinct design. <p>In discussions with the City, it is anticipated that the public domain works will result in a continuation of Locomotive Street.</p> <p>The Design Principles prepared by FJMT acknowledge that the public domain will be developed with consideration of the City of Sydney City streets and open space codes, policies and frameworks. Specific objectives and principles have been introduced in relation to landscaping, street trees and canopy cover to ensure a commitment is made for future applications to reflect the City's canopy, green cover, and deep soil provisions. Consideration of this matter is incorporated in the Design Principles prepared by FJMT (Appendix C).</p>
<p>Confirm tree species selection with the City, given the City is developing a Tree Species list which deals with future climate resiliency</p>	<p>This is beyond the scope of the rezoning proposal and will be addressed as part of detailed design.</p>
<p>Include planning provisions that require underground utilities to be incorporated within the street reservation as agreed with the consent authority and in a manner that does not impede consistent street tree planting, provision of requisite soil volumes and any associated drainage requirements.</p>	<p>A utilities review prepared as part of the Rezoning Application identified the site is highly accessible to existing services underground utilities for electrical, telecommunication and water mains. Services will be designed to ensure they do not impede consistent street planting, provision of requisite soil volumes and associated drainage requirements.</p>
<p>Ensure consistency with TfNSW's Walking Space Guide in terms of appropriate footpath widths.</p>	<p>TfNSW's Walking Guide has been considered at the rezoning stage with further details based on the detailed design to be provided in the future DA as noted in the Design Principles prepared by FJMT (Appendix C).</p> <p>The existing pedestrian facilities are described in the Transport Impact Assessment that supported the submission, which confirmed that safe and suitable footpaths are provided to and within the precinct. The reference design involves access from Locomotive Street and the inclusion of landscaping and footpaths connecting with the existing precinct infrastructure.</p>
<p>Provide clarification and more detail on the desired function of the entire of Locomotive Street, to understand how the proposed design supports</p>	<p>The proposed function for Locomotive Street is for it to operate as a road. Vehicular access is required for Sydney Trains to access their operational land at the western end of Locomotive Street (via the electronic sliding gate), and the laneway between the LES and the Locomotive building. It will also be used for vehicular access to the new loading dock servicing the LES at the south</p>

Council Comment	Response
<p>the objectives of delivering a heritage street typology.</p>	<p>western corner of the building, and the 20 on-grade spaces serving the LES building.</p> <p>To enhance the heritage streetscape, it is proposed the northern side of the street is landscaped, with respect given to celebrating the heritage façade of the LES, noting the final tree species and sizes will be detailed in the detailed DA, and will balance the objectives of City of Sydney wanting large tree canopies and Heritage NSW recommending that landscaping be selected that does not detract from the reading of the heritage significance of the southern façade. The detailed design will consider the South Eveleigh Precinct Heritage Interpretation Plan, and a Stage 2 Interpretation Plan will be prepared as part of the future DA to ensure that the project is integrated seamlessly into the broader South Eveleigh heritage interpretation approach and visitor experience.</p> <p>Detailed design of the landscaping will be informed by and developed collaboratively with heritage advice to ensure that the project contributes positively to objective of a heritage street typology for Locomotive Street as noted in the Design Principles prepared by FJMT (Appendix C).</p>
<p>Clarify the strategy for management of any (public) on-street spaces.</p>	<p>The 20 car spaces will be positioned north of Locomotive Street, and wholly within the newly created LES lot, per the draft Plan of Subdivision lodged with the Rezoning Application.</p> <p>These spaces are dedicated to commercial tenants and their visitors and not for public use.</p>
<p>Reduce the quantity of carparking given there is no transport need for parking on or near this site. Locomotive Street should not be designed for commuter carparking for people working in the precinct or nearby.</p>	<p>The reference scheme remains consistent with provisions of the Precincts SEPP, which require that development consent may not be granted for the purpose of car parks on land within the 'Business Zone—Business Park' unless the consent authority is satisfied that the number of car parking spaces in that zone will not, as a result of the granting of consent, exceed 1,600 car spaces.</p> <p>While the SLEP 2012 does not apply to the site, if the relevant car parking provisions for commercial premises were to be applied to the site, the proposal and associated reference scheme would not exceed the SLEP 2012 parking requirements for the site. Pursuant to clause 7.6 of the SLEP 2012, the maximum number of car parking spaces for a building used for the purposes of office premises or business premises providing 15,000sqm of GFA would range from 85 to 200 car spaces.</p> <p>It is also noted that the Redfern North Eveleigh Paint Shop sub-precinct rezoning proposal proposes a non-residential car parking rate of 1 space per 700 square metres of GFA. The current car parking rate remains consistent with this control.</p>

Council Comment	Response
	<p>While the LES is considered highly accessible, it is still an approximate 10 minute walk to Redfern, Macdonaldtown and Erskineville.</p> <p>As such, it is considered that the parking space provision has been minimised on site, while also providing an accessible travel option for those who may rely on or require private vehicle transport to the site. It is not intended that the proposed car spaces will be designated for commuter car parking and will relate specifically to tenancies.</p>
Reduce the number of carparking spaces to ensure trees are spaced for continuous canopy.	<p>For the LES to operate as a commercial building it requires car parking. Per the response above, due regard has been given to balancing this requirement while also limiting the amount of spaces.</p> <p>The detailed design that will occur for the detailed DA will explore how it may be able to potentially soften the appearance of the car spaces, while remaining functional.</p>
Demonstrate how the proposal meets minimum standards for cycle paths and end of trip facilities as per the Sydney DCP.	<p>The reference design includes provision for end of trip facilities and bicycle parking within the ground level of the building with accessible and at-grade access from Locomotive Street. These have been sized to be consistent with the proposed 5 Star Green Star target and City of Sydney requirements.</p> <p>Further detailed design will be undertaken as part of the detailed DA.</p>
Provide clarification of the loading requirements for the site, provided in accordance with the TfNSW Urban Freight Forecasting Model to determine the capacity of loading is sufficient.	<p>The loading area within the reference scheme has been determined on the basis of the commercial use and management of the loading area.</p> <p>The sizing and location of the loading area has considered the requirements of the building services (IGS) and input from the waste consultant (ARUP) with regard to the storage and management of waste collection. The loading area within the reference scheme has also been tested in relation to swept paths and vehicle / pedestrian safety by PTC in order to establish the most suitable layout and location. Thus, to determine the size and location of the loading dock there has been detailed analysis. The Urban Freight Forecasting Model will be referenced as a guide within the Transport Impact Assessment supporting the future DA.</p>
<u>Design Excellence</u>	
The City does not support the proposal to use a 'design excellence process' instead of a competitive design process. The City does not support any provision which provides an exception to the	<p>The project team and Government Architect NSW do not support a design competition process for this site. It is noted that the SSDA will be subject to the State Design Review Panel process with the first review of the indicative scheme held in October 2022. To add additional rigour to the proposal and certainty for DPE and the City, a Design Excellence Strategy has been prepared which any future DA will be assessed against.</p>

Council Comment	Response
<p>requirement for a competitive design process on this site.</p>	<p>Ongoing consultation has occurred with Government Architect NSW (GANSW) for this project. A briefing was held with GANSW on 20 May 2022, with a draft copy of the Design Excellence Strategy provided in June 2022. In principle acceptance of the document including support of the key commitments was also provided in June 2022.</p> <p>Pursuant to CI 22 of the Precincts SEPP (emphasis added):</p> <p><i>The consent authority may require a design competition for any development over 12 storeys consistent with guidelines issued by the Redfern–Waterloo Authority and approved by the Minister.</i></p> <p>As the future DA will provide a maximum of three internal storeys, a competitive design process is not be under the Precincts SEPP.</p> <p>It is also noted that in accordance with CI 6.21D(2) of the <i>Sydney Local Environmental Plan 2012 (SLEP)</i>:</p> <p><i>A competitive design process is not required under subclause (1) if the consent authority is satisfied that such a process would be unreasonable or unnecessary in the circumstances or that the development—</i></p> <p><i>involves only alterations or additions to an existing building</i></p> <p>As the future DA will be for the adaptive re-use of the LES, a competitive design process would not be required if the site was zoned under the SLEP 2012.</p> <p>As part of the SSD process, a SDRP meeting was held on 19 October 2022 to discuss the future detailed design. Further details on this process are incorporated in Section 2.4 of this report.</p>
<p>In recognition of the proposal’s State significance, undertake an Invited Architectural Design Competition in accordance with the City of Sydney Competitive Design Policy required by the LEP.</p> <p>Remove all reference to ‘Process’ and replace with an ‘Invited Architectural Design Competition’ and acknowledge all competitive design processes in the South Eveleigh Precinct should be undertaken in accordance with the City of Sydney Competitive Design Policy required by the Sydney LEP 2012.</p>	<p>Given the comments above, the project team do not agree with the City’s recommendations that an Architectural Design Competition is required for the site. It is noted that such a process has not been required in similar circumstances on other sites in South Eveleigh or in the City of Sydney LGA.</p> <p>As outlined in Section 2.4 of this report, a meeting was held with the SDRP on 19 October 2022 and we note that the feedback received was generally supportive of the design work completed to date. Since this date, the GANSW has confirmed that the design team are not required to represent to the SDRP prior to the lodgement of a detailed DA, given the extent of design work completed to date. It is noted that the SDRP comments also provided feedback on the built form and landscaping aspects of the proposal.</p>

Council Comment	Response
<p>The City supports a five (5) member jury weighted in the public interest in accordance with part 3.4 of the Government Architect's Draft Design Excellence Competition Guidelines. The jury is to include a member nominated by the City of Sydney.</p> <p>The City supports the implementation of the Design Integrity process detailed in the Government Architect's Draft Design Excellence Competition Guidelines.</p> <p>Replace all references to 'demonstrate design excellence' with 'exhibit design excellence'.</p> <p>Retain the incentive for a design competition to be undertaken by ensuring the floor space of the building is comprehensively reviewed in line with above recommendations and then reduced by 10% and that this proportion be subject to award following a competitive design process consistent with the LEP provisions.</p> <p>Ensure the design competition includes the public domain within the site boundary and its integration with adjacent public domain.</p> <p>Any Design Review Panel must include a panel member nominated by the City of Sydney.</p>	
<u>Connecting with Country</u>	
<p>TfNSW must work with Aboriginal and Torres Strait Islander communities to develop a model for implementing Connecting with Country principles consistently across the full range of NSW Transport redevelopment projects.</p>	<p>As part of the preparation of the Rezoning Application, FCAD were engaged from the outset as the Connecting with Country consultant and have been integral to the design development of the reference scheme and stakeholder engagement with Indigenous groups. This engagement has been diverse and supportive, refer stakeholder engagement report.</p> <p>For the Rezoning Application, FCAD have worked collaboratively with FJMT (the architect) and Curio (heritage consultant) to develop a conceptual public art and heritage interpretation strategy. A Connecting with Country Framework (CwC Framework) has been prepared by FCAD (refer to Appendix E).</p>

Council Comment	Response
	Connecting with Country will continue to be central to all design development, future detailed DA and engagement throughout the construction period.
Ensure the CwC Framework highlights the importance of purposeful and coordinated engagement that is connected to outcomes and builds on previous conversations with community members.	<p>The framework prioritises recognition and responsibility of Aboriginal people, supporting capacity building across Aboriginal and non-Aboriginal communities, and across government project teams. One of the principles for action for the LES is to partner with Aboriginal owned and run businesses and professional services, from project formation through to delivery and maintenance, to help guide design and engagement processes.</p> <p>The Connecting with Country Framework (CwC) is being led by FCAD, a 100% Indigenous owned business. Their role is to lead this project and actively encourage a greater understanding of the profound interconnected relationship between humankind and our environment, which is embraced intrinsically in Indigenous culture.</p> <p>The overall approach identified within the CwC Framework is humancentric, sharing the powerful connection to Country - something that all individuals should learn to celebrate, and the journey with the broader team that will be woven to understand the powerful acknowledgement of country in its built form, using contemporary stories and narratives also and history of Indigenous Australia. The proposal also aims to create socio-economic outcomes that will be empowering the Indigenous economy.</p>
Ensure the CwC Framework establishes a governance process to ensure the Connecting with Country principles, and the perspectives and needs of First Nations people, are present and embedded throughout the lifecycle of the project from planning to operation. This may include establishing a centralised/precinct engagement approach that avoids duplicated conversations with First Nations people but rather builds a respectful and informed relationship between NSW Government and community.	<p>FCAD in collaboration with the project team will be providing advice and building capacity on translating the Connecting to Country into design and social outcomes for Aboriginal people by Creating achievable outcomes for the Aboriginal and Torres Strait Islander community through authentic engagement.</p> <p>Through the CwC Framework, FCAD will ensure that the voice of key knowledge holders, stakeholders, Elders and interested parties of the community and its surrounds are not only listened to but heard and interpret the rich and diverse history of the LES and surrounding area. This will be done in a meaningful and authentic way that allows the community to gain a deeper understanding of, and appreciation for, the significant history of the LES precinct and its people, while also honouring the resilience of the Traditional Owners of the land.</p>
This approach seeks to avoid the burden on community of ineffective and disconnected engagement and a lack of accountability that may result if individual developments consult community for each DA.	The project was advertised in the local newspapers in accordance with the Consultation Guidelines. An additional 62 Aboriginal groups were invited to register as 'Registered Aboriginal Parties' (RAPs) for the project in accordance with the former Office of Environment and Heritage requirements. Nine (9) Aboriginal groups formally registered as RAPs for the project, of which four

Council Comment	Response
	<p>(4) RAP groups attended the site visit. The following RAPs attended the site walk and briefing undertaken in June 2022:</p> <ul style="list-style-type: none"> ▪ Aragung ▪ Didge Ngunawal Clan ▪ Darug Custodian Aboriginal Corporation ▪ Kamilaroi-Yankuntjatjara Working Group <p>Metro LALC has also been notified and shown the Rezoning Application. All RAPs listed above were in favour and noted there were no issues with the Rezoning Application.</p> <p>For full details of the consultation process, please refer to the Curio Aboriginal Cultural Heritage Study submitted with the Rezoning Application (2022). This engagement including consultation with the registered RAP groups will continue throughout the preparation of the detailed DA and through the construction period.</p>
<p>Ensure the planning controls:</p> <p>Commit to the following targets:</p> <ul style="list-style-type: none"> ▪ City of Sydney 2026 Net Zero Energy target ▪ 6 Star Green Star Buildings and Performance ▪ 5-star NABERS Water rating ▪ Silver core and shell WELL rating (or equivalent industry standard) ▪ 5.5 Star NABERS Waste for whole building <p>Commit to operating using electricity as 100% of its energy source (i.e., no reliance on fossil fuels), for all normally operating building services (including for food and beverage tenancies).</p> <p>Commit to supplying the entire development with 100% renewable electricity, from either on-site or off-site sources.</p> <p>Commit new development to have capability for embedded generation and battery storage sized for equivalent performance to emergency generator requirements</p> <p>Commit to provision of EV charging equipment provided</p> <p>Commit to meeting and exceeding the requirements of the City of</p>	<p>TfNSW is strongly committed to contributing to a low-carbon city and best practice sustainability measures. An Environmental Sustainability Planning Study has been prepared by Cundall to outline opportunities for sustainable design for the future LES redevelopment.</p> <p>In response to the City's proposed commitments, a response has been prepared by Cundall and is enclosed in Appendix G. The site remains consistent with City of Sydney's targets for:</p> <ul style="list-style-type: none"> • Electricity Type (all electric, no gas) • Renewables (100% renewable from combination of both on-site and off-site electricity) • EV Charging Provisions • Commitment to innovative measures for the separation and recovery of food organics on-site and circular economy approach to design and construction <p>In summary, the building generally meets best practice for office buildings, however a combination of constraints related to maintaining the heritage structure, adaptive re-use and other spatial limitations specific to the site's unique location limit the ability of the LES to meet all of City of Sydney's targets.</p>

Council Comment	Response
<p>Sydney's guidelines for waste management in new developments.</p> <p>Commit to innovative measures for the separation and recovery of food organics onsite and circular economy approach to design and construction</p>	
<u>Supplementary Submission</u>	
<p>A supplementary submission to that lodged by Council on 10 November 2022 was provided on 24 November 2022. The submission requested the rezoning proposal is to address the following:</p>	
<ul style="list-style-type: none"> The planning framework must require lodgement of a heritage interpretation plan which addresses the Workshops' rich social, union and political history. 	<p>As noted above, the detailed design will consider the South Eveleigh Precinct Heritage Interpretation Plan, and a Stage 2 Interpretation Plan will be prepared as part of the future DA to ensure that the project is integrated seamlessly into the broader South Eveleigh heritage interpretation approach and visitor experience.</p>
<ul style="list-style-type: none"> The planning framework should make provision for an operating road into the Workshop to enable heritage locomotives and rolling stock to be accessible as part of the cultural heritage tourism offering of South Eveleigh. 	<p>TfNSW is currently in the process of determining whether the LES can be declared as 'surplus land' so that is no longer operational land, and can potentially be adaptively re-purposed for commercial and retail use.</p> <p>TfNSW has committed to relocating all of the rolling stock and heritage items within the building (loose) to a new purpose built facility in Chullora, NSW.</p> <p>The rail line that runs along the northern curtilage of Locomotive Street will be included in the process of determining whether the LES can be declared surplus. This may result in that particular part of the line being decommissioned.</p> <p>Trains will no longer be able to temporarily or permanently use this space for the entire length of the LES building. This is because:</p> <ul style="list-style-type: none"> all rolling stock and equipment will be relocated to Chullora the proposed service and loading building serving LES is located at the southern end of the line, and will preclude trains being able to use the track all pedestrian access to the LES is along the southern façade, and thus it would be unsafe for trains to be able to use this line <p>As part of the wider South Eveleigh development, there is opportunity for trains to be temporarily brought in and displayed at the northern end of the precinct in Innovation Plaza.</p> <p>A high level draft Preliminary Moveable Heritage Register has been prepared by Curio (Appendix D). A Public Art / Stage 2</p>

Council Comment	Response
	<p>Heritage Interpretation Plan (HIP) will be developed through detailed design and submitted as part of the future DA with consideration of the Design Principles prepared by FJMT. The Stage 1 HIP identified a number of heritage interpretation and public art opportunities within the site.</p> <p>The HIP also identified a number of areas and elements within the building which are considered to provide an opportunity for adaptive re-use to become areas of display or facilities which are complementary to building's proposed use. They can also facilitate the display and exhibition of fabric for interpretation.</p> <p>Further investigations on the condition, integrity and suitability of these areas and elements will be undertaken as part of the Stage 2 Heritage Interpretation Plan to be prepared for any future DA for the site.</p>
<ul style="list-style-type: none"> ▪ The planning framework and project is to recognise the importance of the site's heritage and its components, which could form an archive, research centre or museum. 	<p>While the site is proposed to be rezoned for commercial offices and retail premises, heritage interpretation is a key value of the proposal. The rezoning and reference scheme incorporate heritage interpretation elements which can feed into the South Eveleigh Cultural Tourism Plan.</p> <p>Any contribution the LES may make to the South Eveleigh Cultural Tourism Plan is conceptual only at this stage, and to be developed in the next stage of design development.</p>
<ul style="list-style-type: none"> ▪ The design for the proposed reuse of the Workshop and the Public Art Strategy should be the subject of a competitive process. 	<p>As noted above, the proposal does not meet the requirements for a design competition under the Precincts SEPP. The Public Art Strategy will be further interrogated as part of the future DA and will form part of documentation reviewed by the SDRP.</p> <p>It is however noted that the intent is for a combined public art and heritage interpretation strategy to ensure that art and interpretation are inter-related and coordinated.</p>
<ul style="list-style-type: none"> ▪ The NSW Government is to work with the Community Liaison Group, railway groups, volunteers and community members throughout future stages of the project. 	<p>As noted in the Rezoning Planning Report, the project team has engaged with a range of key stakeholders and the public, including local Aboriginal organisations and groups, the City of Sydney, other relevant State and Federal government agencies, non-government groups and community stakeholders. Refer stakeholder engagement report submitted with the Rezoning Application for details.</p> <p>It is intended that ongoing consultation will continue through to the future DA process.</p>

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