

Department of Planning and Environment

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Paint Shop Sub Precinct Rezoning Finalisation Report

Redfern North Eveleigh Precinct

February 2023





Acknowledgement of Country

The Department of Planning and Environment acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land, and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

We recognise this place has been a site for social activism, for change and core to Aboriginal rights movements, past and present. We want to celebrate Aboriginal peoples, their cultures, both ancient and contemporary and embrace their connections to the lands and waters of NSW

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Paint Shop Sub Precinct Rezoning Finalisation Report

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Executive Summary

This report provides an assessment of Transport for NSW's (TfNSW) proposal to rezone the planning controls relating to the Paint Shop Sub Precinct, within the Redfern North Eveleigh State Significant Precinct (SSP). This assessment is based on the exhibited proposal and updates recommended by TfNSW.

The following amendments are proposed to support the Paint Shop Sub Precinct renewal:

- introduce new planning controls in the Sydney Local Environmental Plan 2012 (Sydney LEP 2012)
- amend the State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021 (EHC SEPP) to remove the applicability of EHC SEPP to the Paint Shop Sub Precinct
- adopt a Design Guide to shape future design outcomes for the Paint Shop Sub Precinct.

The amendments will enable:

- 110,000 sqm of commercial floorspace (including 2,200 jobs during construction and 6,400 ongoing jobs during operation)
- 28,300 sqm of residential floorspace (approximately 320 dwellings)
- new buildings ranging from 1 to 26 storeys in height
- 11,200sqm of new publicly accessible open space, comprising:
 - Eastern Park (3,000 sqm)
 - Public Square (6,000 sqm)
 - Traverser No.1 (1,800 sqm and Upper Square 400 sqm)
- 3,700 sqm community floorspace to support residents and workers
- new active transport infrastructure and routes, including direct pedestrian connections to the new Southern Concourse at Redfern Station
- revitalisation and protection of heritage
- continuation of existing exempt development.

In late 2019, the Minister for Planning and Public Spaces announced a new approach to precinct planning in NSW. Under the new planning approach, the Redfern North Eveleigh Precinct was identified as a State led precinct due to its State significance. In December 2020, the Department of Planning and Environment (the Department) issued Transport for NSW (TfNSW) Study Requirements and rezoning investigations commenced.

TfNSW has prepared a mixed-use rezoning proposal for the Paint Shop Sub Precinct, which was exhibited between 26 July 2022 and 25 August 2022. A total of 554 submissions were received.

Key themes of concern raised in submissions included built form, heritage, infrastructure, open space and affordable housing. In response TfNSW has prepared an amended proposal to address issues raised in submissions. The changes include improvements to:

- **Connecting with Country** - Greater exploration and integration of opportunities for the Connecting with Country Framework to be implemented.
- **Heritage** – improved built form setting and heritage outcomes.
- **Land use distribution** – relocation of residential development away from the rail corridor and introduction of an Aboriginal community space at the eastern end of the site.
- **Permeability and grain** – Creation of a fine grain and highly permeable ground plane with the introduction of laneways, arcades and atriums.
- **Commercial typologies** – Flexibility to develop alternative building approaches to tower and podium forms that support large format innovation and tech uses.
- **Connections** - Preliminary investigation of an over rail connection to South Eveleigh.

The rezoning has been informed by advice from the State Design Review Panel at key stages of the planning process. The Department has worked closely with the Greater Cities Commission (GCC) and the Government Architect NSW (GA NSW) during the assessment process to resolve key concerns. The Department also briefed the City of Sydney Council (CoS) at key milestones.

The Department's assessment has considered key issues raised in submissions, including Gross Floor Area (GFA), Character, Building Heights, Connecting with Country, Heritage, Public Domain, Amenity, Tech Central Objectives, Affordable and Social Housing, Connections, Traffic, Car Parking, Infrastructure and Contributions, Night-time Economy/Precinct Activation and Design Excellence. The Department has recommended some further amendments to the proposal to ensure that issues raised in submissions are appropriately resolved. The resolution of issues and associated further amendments are outlined in more detail in this report.

The Department recommends the rezoning of the Paint Shop Sub Precinct be supported to enable the delivery of a new vibrant mixed-use precinct at Redfern North Eveleigh. The proposal will support the delivery of Tech Central through the provision of new commercial floorspace to support innovation outcomes.

The rezoning includes robust planning controls and design guidance that support revitalisation of the precinct and ensure subsequent stages of the planning process achieve long-term public benefits to the community including:

- transformation of a vacant site to accommodate a late-night mixed-use precinct that will include a range of employment and residential uses
- new homes, jobs and services close to Redfern Station
- a genuine and authentic focus on Aboriginal culture
- delivery of 11,200 sqm of new publicly accessible open space and provision of 3,700 sqm of community floorspace to support residents and workers
- revitalisation and conservation of State significant heritage
- contributions to infrastructure and affordable, diverse and Aboriginal and Torres Strait Islander housing
- new active transport infrastructure and routes, including to Redfern Station.

1. Introduction

This report presents the Department's assessment and finalisation of Transport for NSW's (TfNSW) proposed planning amendments to enable the renewal of the Paint Shop Sub Precinct, allowing it to become a vibrant mixed-use precinct with new dwellings, jobs, public space, and infrastructure to support a key part of Tech Central.

Amendments to the Sydney LEP 2012 are proposed through a site-specific provision for the Sub Precinct including:

- Direct translation of existing mixed-use and infrastructure zones. From Business Zone – Mixed Use to MU1 Mixed Use and from Special Purpose Zone – Infrastructure to SP2 Railways
- Setting maximum building height controls to allow buildings up to 26 storeys (128.1m)
- Setting maximum floor space ratio (FSR) controls to set maximum total floor space across the site, supported by a 10% incentive bonus for design excellence
- A Heritage Map to retain existing heritage and conservation provisions
- Site specific provisions to include requirements for provision of community floorspace and publicly accessible open space, minimum commercial/tech floorspace and maximum residential floorspace limits, the requirement to demonstrate design excellence through competitive design, and implementation of a Design Guide
- Car parking provisions to identify maximum car spaces that may be provided for certain land uses and locations
- A clause requiring the concurrence of the Planning Secretary for development to ensure sufficient public infrastructure is identified and delivered
- A clause deferring the commencement of the provisions to allow for the finalisation of infrastructure provision to support the development of the precinct.

This report includes:

- Information on the assessment process, public exhibition and consultation undertaken, and description of the public submissions received
- The Department's consideration of the issues raised during public exhibition of the rezoning proposal and amendments made to address issues raised
- The Department's assessment of the proposed planning control amendments and Design Guideline provisions
- The consistency of the rezoning with relevant environmental planning instruments (EPIs) and policies.

The assessment of the proposal is based upon all documentation submitted by TfNSW for exhibition and recommended updates provided by TfNSW post exhibition, consideration of comments and feedback obtained during exhibition of the proposal, and revisions proposed by TfNSW in response to issues raised in the exhibition period.

2. Context

2.1 Site Context

2.1.1 State Significant Precincts and Redfern-Waterloo Authority Sites

State Significant Precincts (SSPs) are areas that have State or regional planning significance because of their social, economic or environmental characteristics. The Department is responsible for undertaking a comprehensive assessment of the rezoning proposal to determine its appropriateness, carefully considering environmental and social factors, and identifying the infrastructure needs of the future population. The Department has undertaken this assessment, taking into consideration feedback from the public and other stakeholders, in collaboration with relevant State agencies and local government and makes a recommendation to the Minister for determination.

The Redfern-Waterloo Authority was established in 2004 and was responsible for the urban renewal of Redfern, Waterloo, Eveleigh and Darlington. The Redfern-Waterloo Authority Sites, including the Redfern North Eveleigh Precinct is a State Significant Precinct under the EHC SEPP (**Figure 2**). The EHC SEPP contains current planning controls that apply to the Redfern North Eveleigh Precinct, including that for land use, maximum building height and floor space.

2.1.2 Redfern North Eveleigh Precinct

The Redfern North Eveleigh Precinct is located in the suburb of Eveleigh, adjacent to Darlington and Redfern, approximately 3km from the CBD in the City of Sydney Local Government Area. The Precinct is bound by Wilson Street to the north, an active rail corridor to the south, residential uses to the west and Redfern Station to the east. The site is close to well-known destinations including Carriageworks, Sydney University, Royal Prince Alfred Hospital and University of Technology Sydney (**Figure 1**).

The Precinct is 10 hectares of government owned land located within the wider Redfern-Waterloo Authority Sites. The Precinct is divided into three sub precincts, the Clothing Store, the Paint Shop and Carriageworks (**Figure 2**).

The Precinct is located within the State Heritage-listed area of Eveleigh Railway Workshops. Current uses include apartments, Sydney Trains infrastructure, heritage buildings including the Paint Shop, Chief Mechanical Engineers Office building, and revitalised Carriageworks and Blacksmith Shop which provide space for community and cultural events.

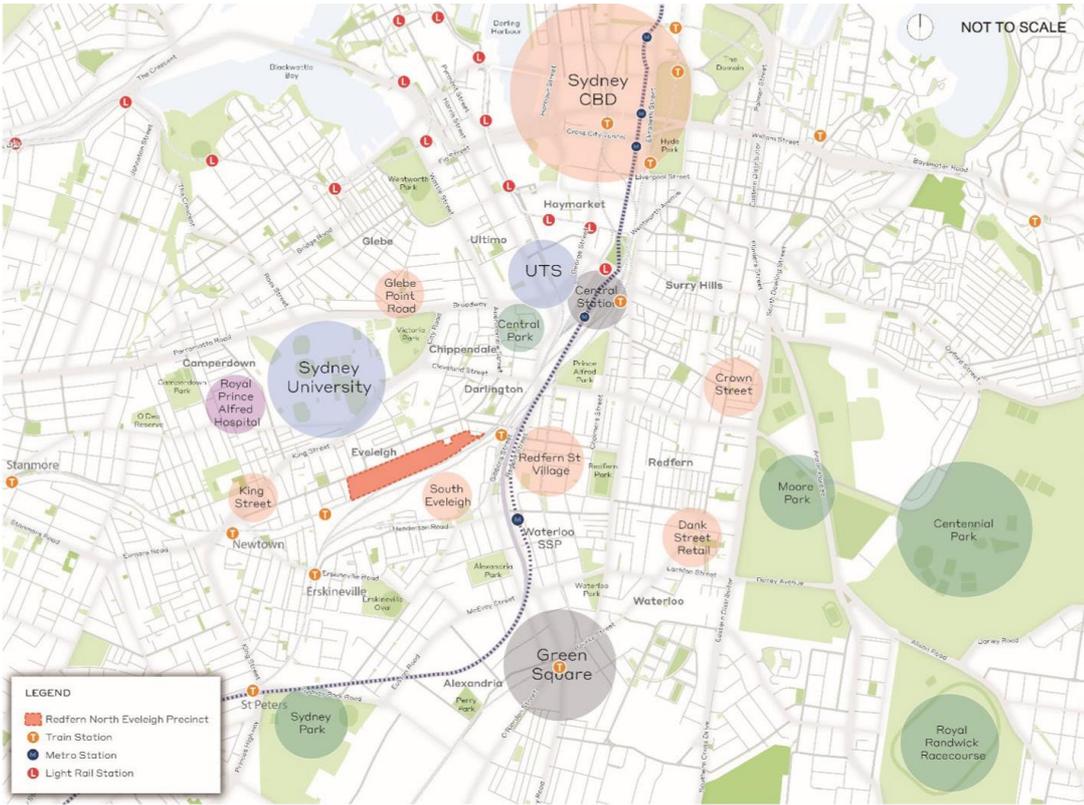


Figure 1: Location Plan of Redfern North Eveleigh Precinct (Source: Ethos Urban)

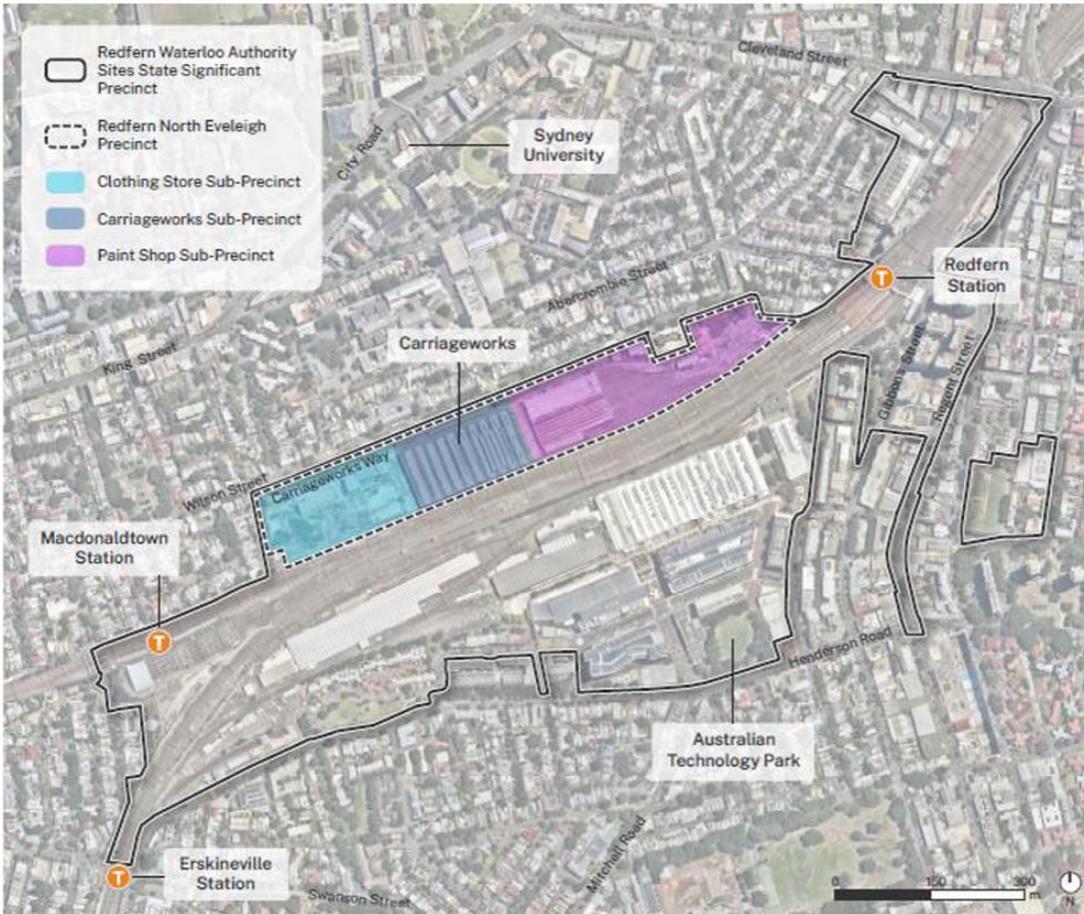


Figure 2: Redfern North Eveleigh Precinct – Sub Precincts

2.1.3 Paint Shop Sub Precinct

The Paint Shop Sub Precinct is approximately 5 hectares in area and is bound by Wilson Street to the north, residential terraces and Redfern Station to the east, the Western Line rail corridor to the south and Carriageworks to the west. The Sub Precinct has a significant level change of 4m lower than Wilson Street to the rail corridor.

The State Heritage-listed area of Eveleigh Railway Workshops includes several items of heritage significance within the Paint Shop Sub Precinct, including the Paint Shop building, the Fan of Tracks, the Scientific Services Building No.1, the Telecommunications Equipment Centre and the former Chief Mechanical Engineers Office building.

The Sub Precinct also contains disused spaces adjacent to the rail corridor as well as functioning Sydney Trains infrastructure, offices and train stabling. Vehicle and pedestrian access to the sub precinct is used by Sydney Trains, including to provide operational and maintenance access to the rail corridor to the south. The sub precinct has a visual relationship across the active rail corridor to South Eveleigh and the Eveleigh Locomotive Workshops.

The Paint Shop Sub Precinct boundaries and existing buildings are illustrated in **Figure 3 and 4**.



Figure 3: Paint Shop Sub Precinct



Figure 4: Existing Buildings within the Paint Shop Sub Precinct

2.1.4 Existing Planning Controls

The existing planning controls for the Paint Shop Sub Precinct are contained in the EHC SEPP. The land is zoned Business Zone – Mixed use, which permits for a mix of employment, education, cultural and residential land uses. Permitted building heights range from 4-16 storeys and a maximum FSR of 2:1 under the SEPP. The Heritage Map in the SEPP identifies 4 items of heritage significance including the Paint Shop, Scientific Services Building No.1, Chief Mechanical Engineers Office Building and Telecommunications Equipment Centre. See **Figures 5, 6 and 7**.

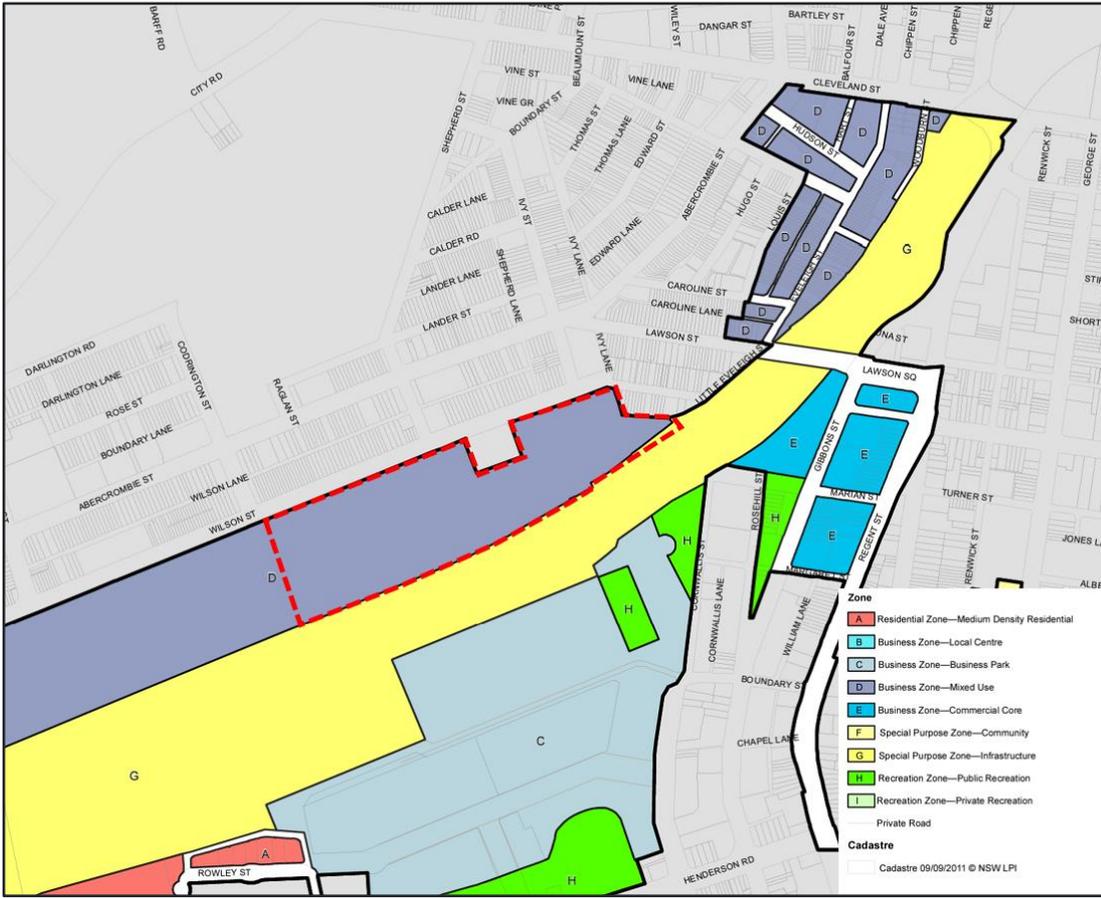


Figure 5: Existing Land Zoning Map (EHC SEPP)

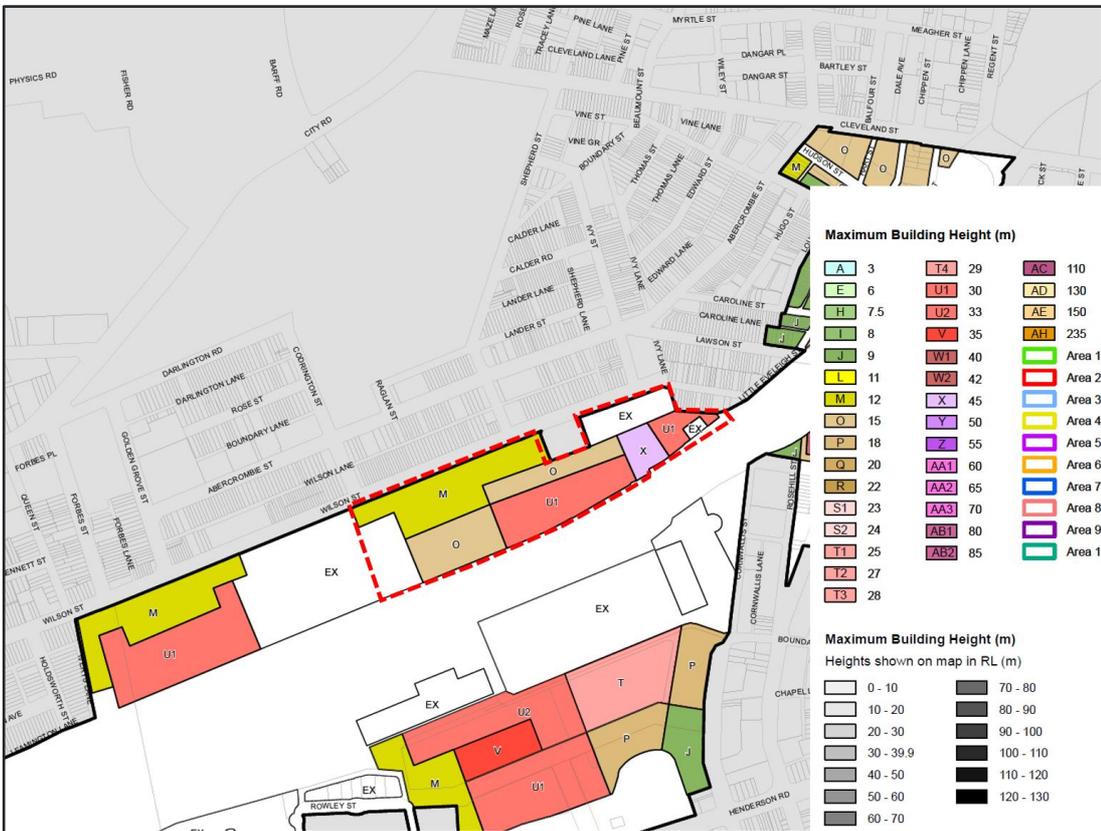


Figure 6: Existing Height of Building Map (EHC SEPP)

The renewal of the Redfern North Eveleigh Precinct and the upgrade of Redfern Station have been identified as key projects to achieving the vision for Tech Central and build on previous work undertaken by Government including the Central to Eveleigh Strategy.



Figure 8: Tech Central Area (Source: Global NSW)

2.2.2 Camperdown-Ultimo Place Strategy

The Camperdown-Ultimo Place Strategy establishes a vision and narrative for the Camperdown-Ultimo Collaboration Area, sets priorities and identifies actions to deliver upon the vision for the Collaboration Area. The Paint Shop Sub Precinct is located in the Eveleigh node.

The Strategy identifies the Collaboration Area to be world-leading education, health and training institutions that supply research, skills and talent for knowledge jobs in science-based deep-tech, medicine, business and creative sectors. It is located in a walkable precinct within a vibrant, cultural and night-time economy.

The rezoning proposal will support the following key actions set out in the Camperdown-Ultimo Place Strategy:

- improved pedestrian and cycling connections between Australia Technology Park, North Eveleigh/ Carriageworks, and Waterloo Station (Action 10)
- provision of diverse housing, including affordable housing for key workers and students (Action 15)
- activation of night-time precincts and ground floor areas, promoting meeting places and cultural assets (Action 17)
- provision of spaces to encourage networking and innovation and increase commercial outcomes (Action 24)
- retention and management of commercial and business activities, particularly small businesses and tech start-ups, by safeguarding business zoned land from conversion that allows residential development (Action 26)

- delivering affordable space in developments for tech start-ups, innovation, creative industries, cultural and community uses (Action 28)
- improving energy, waste and water efficiency, and health outcomes (Action 31)
- investigating precinct solutions for energy, water and waste management (Action 33).

2.2.3 Redfern North Eveleigh Strategic Vision

In March 2021, Transport for NSW developed a Strategic Vision document for the Redfern North Eveleigh Precinct, which represents the initial phase of this rezoning 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 Precincts connectivity in terms of walking and cycling, particularly in relation to station access. Given the relationship with Tech Central, it also seeks to provide jobs that foster innovation, whilst revitalising the existing heritage of the area.

The Sub Precinct's proximity to Redfern Station, and its location within the Darlington North Eveleigh Neighbourhood, makes it well positioned to capitalise on the local innovation, technology, education and health institutions.

2.2.4 The Redfern North Eveleigh Concept Plan Approval

Under the former Part 3A of the EP&A Act, a Concept Plan for the Redfern North Eveleigh Precinct was approved on 15 December 2008 by the then Minister for Planning. The Concept Plan approval comprises:

- 'Business Zone – Mixed Use' for the site
- a maximum floor space ratio of 2:1 (approximately 92, 200 sqm GFA)
- a range of building heights up to 16 storeys.

In order for any new planning controls across the Paint Shop Sub Precinct to take effect the Concept Plan approval will need to be surrendered. TfNSW has agreed to surrender the Part 3A Concept Plan approval. See **Figure 9** for the Concept Plan.



Figure 9: Concept Plan Land Use (Bates Smart 2008)

2.3 Process and Governance

2.3.1 Collaborative working arrangements

The State led rezoning process involves collaboration with other government agencies. A Paint Shop Sub Precinct project working group (PWG) was established by the Department with representatives from the Greater Cities Commission (GCC) and the Government Architect NSW (GA NSW). The PWG met during the assessment process, collaborating to resolve issues at key milestones and provide advice to Transport for NSW. The Department also briefed the City of Sydney Council at key milestones.

2.3.2 State Design Review Panel

A State Design Review Panel was established to provide independent design advice to Transport for NSW to assist in developing plans for the Paint Shop Sub Precinct and to the Department to inform its assessment.

Panel membership includes representatives from the NSW Government Architect's Office and members of the NSW State Design Review Panel.

The Panel was convened 6 times to consider the proposal and provide advice. Recommendations were provided on the implementation of the extent of development, Connecting with Country Framework, built form, suitability of proposed land uses, impacts on the heritage significance and sustainability.

3. Planning and Policy Context

The State rezoning process aims to establish an appropriate planning framework for the site, and proposals must respond to the broader strategic planning framework and the local policy context of the area.

The applicable planning and policy documents relevant to the Paint Shop Sub Precinct are identified below.

3.1 State Plans and Policies

3.1.1 Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Cities Commission has prepared the Greater Sydney Region Plan to provide a vision for a metropolis of three cities, the Eastern Harbour City, the Western Parkland City and the Central River City, to rebalance growth and deliver its benefits more equally and equitably to residents across Greater Sydney.

The Plan aims to integrate land use, transport links and infrastructure across the three cities, with more people having access within 30 minutes to jobs, schools, hospitals and services.

The Paint Shop Sub Precinct is located within the Eastern Economic Corridor and the proposal supports the following objectives in the Region Plan:

- collaboration with local and state government and the community (Objective 1)
- public domain upgrades that create great places that bring people together (Objective 12)
- State and local environmental heritage identification, conservation and enhancement (Objective 13)
- making the Harbour CBD stronger and more competitive (Objective 18)
- sustainability targets and goals to contribute to a low-carbon city and address climate change (Objective 33)
- energy and water flows are captured, used and re-used (Objective 34).

3.1.2 Eastern City District Plan

The Greater Cities Commission has also prepared District Plans to implement the Region Plan through local planning and influence State agency decisions. District plans connect local planning with the longer-term metropolitan planning for Greater Sydney.

The site is located within the Eastern City District area and is identified in the Harbour CBD and the Innovation Corridor (**Figure 10**). The vision for the Eastern City District is for a more innovative and globally competitive district, to improve lifestyle and environmental assets.

The proposal supports the following priorities in the Eastern City District Plan:

- fostering healthy, creative, culturally rich and socially connected communities (Planning Priority E4)

- creating and renewing great places and local centres, and respecting the District’s heritage (Planning Priority E6)
- delivering integrated land use and transport planning and a 30-minute city (Planning Priority E10)
- delivering high quality open space (Planning Priority E18)
- reducing carbon emissions and managing energy, water and waste efficiently (Planning Priority E19).

The NSW Government’s commitment to Tech Central builds upon the Innovation Corridor and the Central to Eveleigh corridor as a key location for renewal. The Central to Eveleigh area has many preconditions necessary for the emergence of a globally leading precinct including strong market drivers, competitive advantages in lifestyle and branding, excellent public transport connections and a thriving enterprise culture.

A detailed consideration of the proposal against the Eastern City District Plan is provided at **Attachment A**.

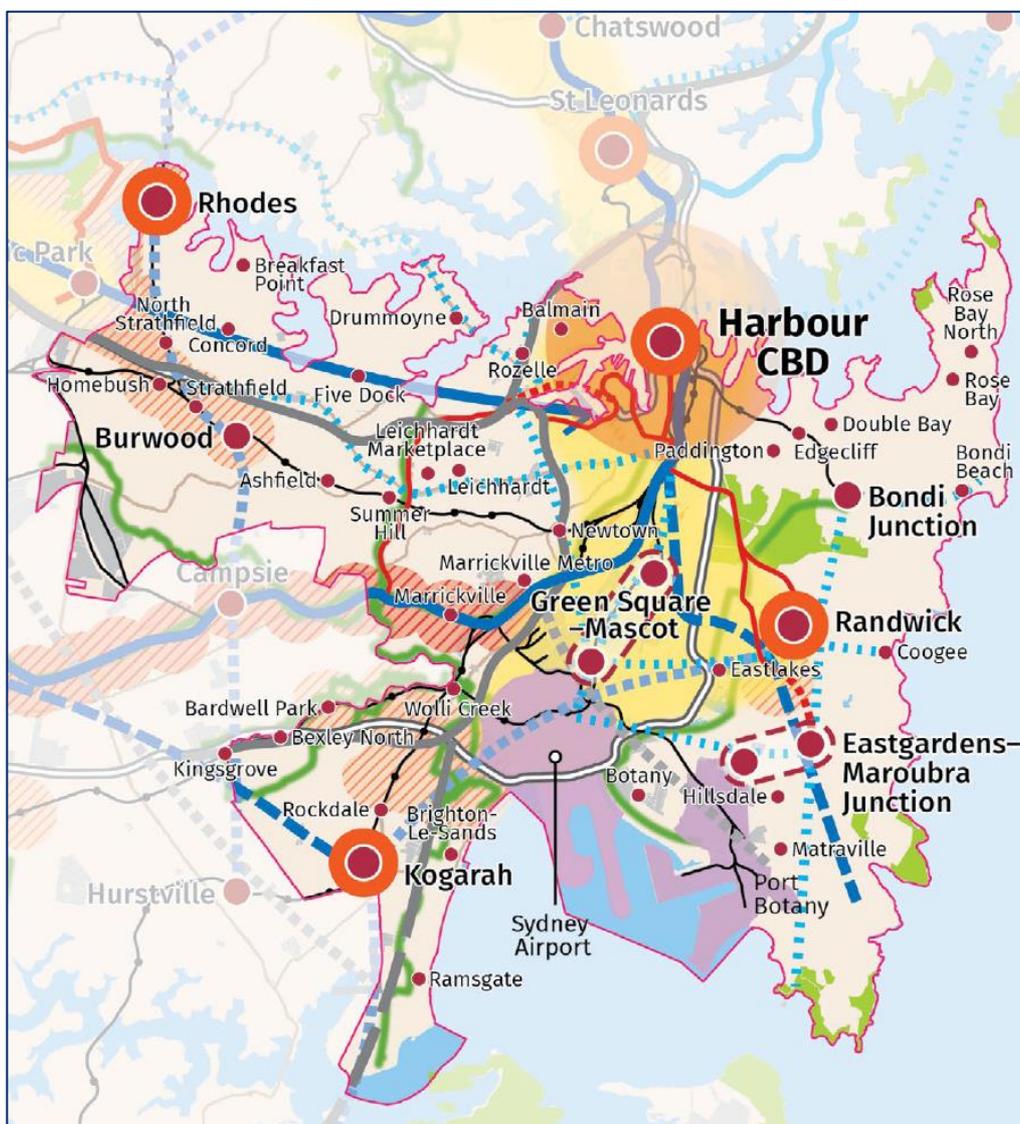


Figure 10: Structure Plan for the Eastern Harbour City Greater Sydney Region Plan (Greater Sydney Commission 2018)

3.1.3 Future Transport Strategy 2056

The Future Transport Strategy, prepared by Transport for NSW sets out a transport vision, directions and outcomes framework for NSW to guide transport investment and policy over a 40-year period. The aim is to achieve greater transport capacity, improved accessibility to housing, jobs and services and continued innovation, address challenges and support the State's economy and social performance. The Strategy also focuses on the role of transport in delivering movement and place outcomes that support the character of the places and communities for the future.

The rezoning proposal supports the following priorities in the Future Transport Strategy 2056:

- customer focused – the Paint Shop Sub Precinct supports an integrated end-to-end journey experience for workers, residents and visitors, including good access to Redfern Station and active transport links
- successful places – master planning is ensuring that walking and cycling are the most convenient option for short trips around the precinct, supported by a safe road environment and footpaths
- a strong economy – the Paint Shop Sub Precinct will connect people to jobs, goods and services in our cities and regions through its very good proximity to Redfern Station and active transport links

3.1.4 NSW State Infrastructure Strategy 2018-2038

The NSW State Infrastructure Strategy 2018–2038 sets out the NSW Government's infrastructure vision for the state over the next 20 years, across all sectors. It is underpinned by the Greater Sydney Region Plan, Future Transport Strategy 2056 and the Regional Development Framework.

The strategy looks beyond the current projects and identifies policies and strategies needed to provide infrastructure that meets the needs of a growing population and economy.

The proposal responds to the strategic directions identified in the Strategy through:

- improving the integration of land and infrastructure planning
- optimising the management performance and use of the State's assets
- supporting the delivery of infrastructure which is resilient to natural hazards and human-related hazards
- supporting state-wide connectivity and creating opportunities to embrace the benefits of technology.

3.1.5 State Environmental Planning Policies

A number of State Environmental Planning Policies apply to the Paint Shop Sub Precinct. A detailed consideration of the proposal against the applicable State Environmental Planning Policies is provided at **Attachment B**.

3.1.6 The Redfern Waterloo Authority (RWA) Contributions Plan 2006

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 Minister administering the Environmental Planning & Assessment Act 1979 (EP&A Act) to impose development approval conditions requiring payment of a contribution to ensure local infrastructure provision can meet the needs of the development.

3.2 Local Plans and Policies

3.2.1 Local Strategic Planning Statement

The City of Sydney Local Strategic Planning Statement (LSPS), City Plan 2036, sets out the land use planning context and 20-year vision for a green, global and connected city.

The LSPS identifies actions for the City of Sydney to work with the NSW Government on State Significant Precincts such as Redfern North Eveleigh and ensure delivery of appropriate commercial, business, office and retail floor space (Action P2.7).

The proposal is consistent with the LSPS as it will provide additional commercial floor space to contribute to the delivery of new jobs and strengthens the role of the Paint Shop Sub Precinct as a connector to the Innovation Corridor. The proposal will ensure Redfern's legacy and strong cultural Aboriginal connection is continued through a meaningful Connecting with Country response.

3.2.2 Sustainable Sydney 2030

Sustainable Sydney 2030 is the overarching community strategic plan for the City of Sydney and sets a vision for a green, global and connected city by 2030. It sets outcomes to achieve and 10 targets to measure progress.

The proposal supports the creation of a global and competitive city, by providing commercial office space in a well-connected location integrated with public transport and supports new open public space. Future development applications will be required to address Design Guide requirements that instil sustainable initiatives within the precinct.

4. Exhibited Proposal

4.1 Paint Shop Sub Precinct Rezoning Proposal

The exhibited Paint Shop Sub Precinct rezoning proposed:

- Between 103,700 - 109,500 sqm of gross floor area (GFA) for employment and community facility uses to support over 6,200 jobs in the innovation, commercial and creative sectors.
- Between 33,100 – 39,000 sqm of GFA for residential accommodation, providing for over 381 new homes (including a minimum 15% for the purposes of affordable housing).
- Approximately 2,500 sqm of GFA for community/cultural space.
- Approximately 1.255 hectares of public open space, comprising:
 - Paint Shop Square – a minimum 6,550 sqm public square.
 - An eastern arrival park – a 3,800 sqm park located adjacent to the Chief Mechanical Engineering Office building and the new eastern entry from Platform 1 of Redfern Station.
 - Traverser Square - a minimum 2,200 sqm of publicly accessible spaces (Upper and Lower Squares) edged by Carriageworks and the Paint Shop.
- FSR of 2.78:1
- Building heights ranging between 3m to RL128, equating to a maximum of 28 storeys.
- 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.

The exhibited proposal is illustrated in **Figure 11 and 12**.

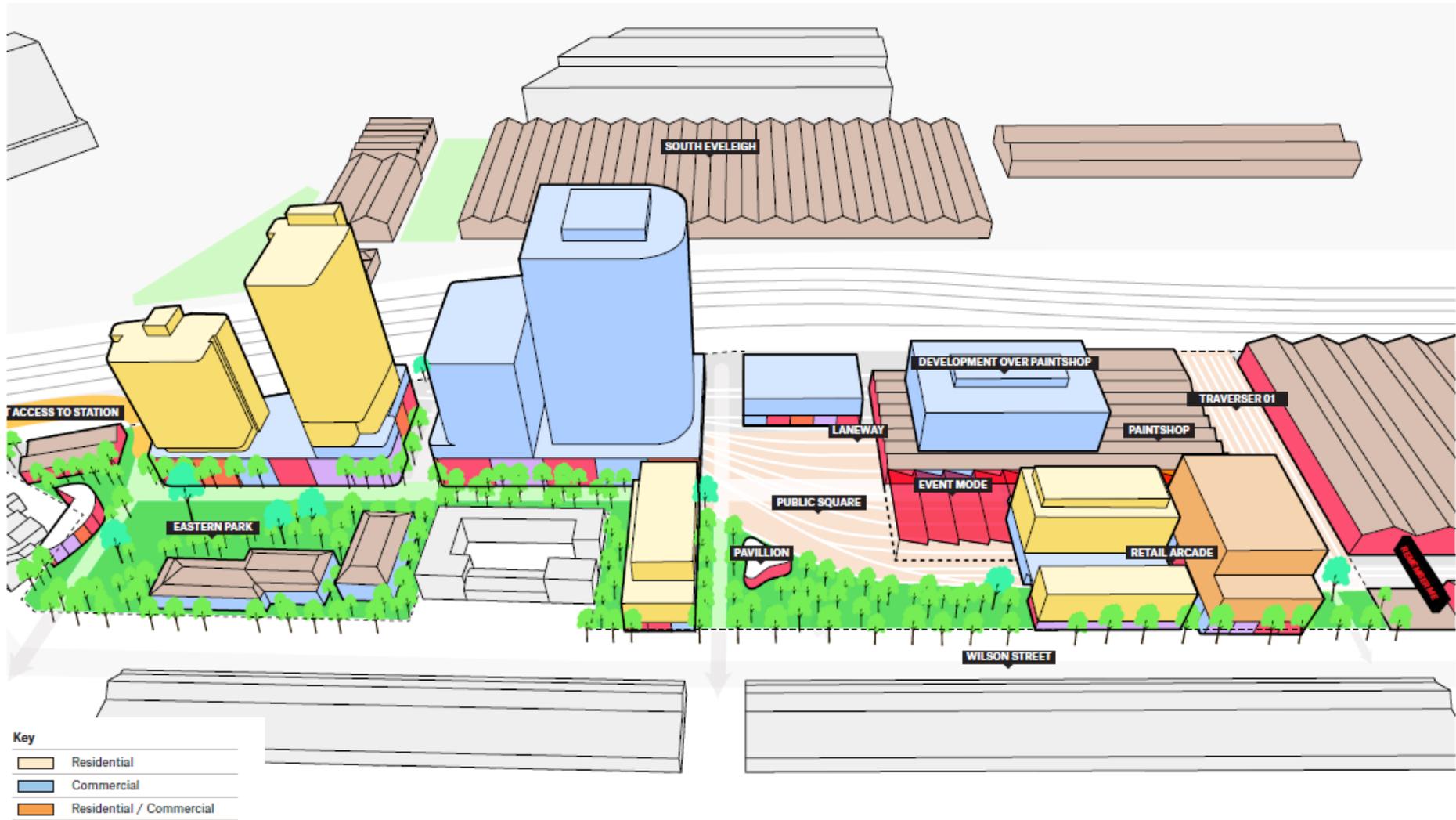


Figure 11: Exhibited Paint Shop Sub Precinct 3D Model



Figure 12: Exhibited Paint Shop Sub Precinct Site Plan

4.2 Paint Shop Sub Precinct Design Guide

The draft Design Guide set out a suite of built form and urban design provisions to ensure that proposed development in the Paint Shop Sub Precinct will achieve high quality outcomes for built form, public domain and heritage, improve amenity and complement its surrounds.

The draft Design Guide included the following elements:

- Connecting with Country
- Open space 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.

5. Consultation

5.1 Public Exhibition

The rezoning proposal, including an Explanation of Intended Effects and draft Design Guide were publicly exhibited from 26 July to 25 August 2022. The Department was responsible for receiving submissions and assessing the exhibited proposal.

The exhibition was advertised on the Department's website and notified via direct mail to 4,400 local addresses. Electronic Direct Mails advising of the exhibition was issued to 218 Redfern North Eveleigh website subscribers on 26 July 2022 and 235 subscribers on 15 August 2022.

A total of 554 submissions were received during the exhibition period. The Department also accepted 19 late submissions after the exhibition close date, in response to requests from City of Sydney Council and the broader community.

5.2 TfNSW Engagement Activities

TfNSW conducted a range of engagement activities during the exhibition period including:

- 55,000 newsletters and postcard letterbox drop in Redfern, Eveleigh and the surrounding area.
- A virtual engagement room that had 2,194 visits.
- Two in-person pop up sessions with more than 100 face-to-face conversations.
- Livestream event with 30 community members.
- Briefings to City of Sydney Council, Greater Cities Commission, Camperdown Ultimo Alliance comprising the University of Sydney, University of Technology Sydney, Sydney Local Health District, TAFE NSW and Cicada Innovations.

5.3 Submissions Summary

A total of 554 submissions were received including:

- 520 submissions from the community
- 13 submissions from government agencies
- 1 submission from the City of Sydney Council
- 20 submissions from non- government/other stakeholders

Of the 554 submissions received approximately, 81% objected to the proposal, 7% were in support and 12% were neutral.

A majority of submissions acknowledged the need to renew and redevelop the Sub Precinct and were keen to see the space re-imagined. The key themes of concern included over development, built form outcomes, impacts to heritage, insufficient infrastructure, open space and affordable housing.

5.4 Community Submissions

A review of the 520 community submissions identified the following key issues:

- Excessive building height and scale which is incompatible with the existing local area.
- Inappropriate heritage response to significant heritage elements, including opposition to development above the Paint Shop building
- Lack of affordable housing and Aboriginal and Torres Strait Islander housing
- Impacts on local infrastructure including transport network, social infrastructure and open spaces
- Need for a pedestrian connection over or under the railway lines to ensure connectivity between the Paint Shop Sub Precinct and South Eveleigh.
- Traffic impacts, vehicle access, shared zones and insufficient pedestrian connections.

Consideration of these issues are discussed in **Section 7** of this report.

5.5 Agency Submissions

Thirteen submissions were received from Government agencies. The key issues raised are summarised below:

- Airservices Australia – no issues raised.
- Civil Aviation Safety Authority (CASA) – noted no issues with the exhibited Aeronautical Study. CASA will assess the buildings (and cranes) that infringe the Obstacle Limitation Surface / Conical Surface in detail under the Airspace Regulations on receipt of an Invitation to Comment from Sydney Airport.
- Create NSW – concern that the proposal is designed to prioritise commercial interests. Recommend more opportunities for local Aboriginal and non-Aboriginal arts and culture.
- DPE Environment and Heritage Group (EHG) – noted exhibited measures as part of the ecology assessment are supported. EHG also raised concerns regarding flooding.
- Environment Protection Authority (EPA) – provided comments in relation to noise, water quality, waste management, land contamination and proposed recommendations for the design guide.
- Heritage NSW and Heritage Council - the joint submission of Heritage NSW and Heritage Council raised significant concerns regarding the impacts associated with the proposed scale and gross floor area on existing state heritage items. In particular, the development above the Paint Shop building and scale of the building adjacent to the Paint Shop building. The joint submission also raised concerns relating to heritage interpretation and proposed recommendations for the Design Guide and Conservation Management Plan Addendum.
- Sydney Local Health District – requested an increase of the proposed affordable and diverse housing target as well as a dedicated Aboriginal housing target. It also requested a reduction of proposed building heights and raised wind mitigation, noise, contamination, improved active

transport, reduced car parking, connection to South Eveleigh and development of an Aboriginal Strategy.

- Sydney Airport – noted Airservices Australia approval is required for buildings over 70m Australian Height Datum, noting the maximum height of the proposed is 128.2m AHD.
- South Sydney Police Area Command – raise no issues, but noted that further comments will be provided at development application stage.
- Sydney Metro – no issues raised.
- Sydney Water – noted comments on growth data, water and wastewater servicing, recycled water, storm water and protection of assets. The submission also included recommendations to implement future water recycling initiatives including measures to reduce stormwater runoff.
- Transport for New South Wales (TfNSW) - no issues raised.

Consideration of issues raised by agencies are discussed in **Section 7** of this report.

5.6 City of Sydney Council

City of Sydney Council objected to the proposal in its current form and raised the following key issues in their submission:

- Central Sydney Planning Committee (CSPC) should be the consent authority for all future development.
- The proposed GFA exceeds the floor space in the 2008 concept plan approval and is not strategically justified.
- The proposed local infrastructure schedule is inadequate and was not developed in consultation with Council.
- Lack of respect to the heritage significance of the site and its individual components and the proposed additions on buildings with exceptional or high significance which impact their form, fabric, and distinctive characteristics.
- Siting of residential towers adjacent to the railway corridor is unsuitable as it is a source of noise and vibration and will affect the amenity for future residents.
- Proposed high grade commercial towers will not deliver suitable floor plates for adaptable and affordable employment space for creative uses in the Collaboration Area.
- Proposed affordable housing contribution does not meet Council's requirement of 25% affordable rental housing.
- Lack of Aboriginal and Torres Strait Islander affordable housing proposed.
- Poor establishment of night-time economy on the site or connections to the Carriageworks arts precinct.
- Does not include a firm commitment to provide an active transport bridge to connect the Paint Shop Sub Precinct to business and innovation activities in South Eveleigh (former Australian Technology Park) and communities of Darlington and Chippendale with those in Erskineville, Redfern, Waterloo, and Alexandria.

5.7 Other Stakeholders

A total of 20 submissions were received from other stakeholders and non-government organisations including REDWatch and Carriageworks. The key issues raised in these submissions are similar to the issues raised in the community submissions, however the following organisation specific matters were also raised, as summarised below:

- Insufficient connections to South Eveleigh
- Excessive built form (including density, scale and GFA)
- Impact on social/ community infrastructure, open space and health
- Heritage impacts including Aboriginal heritage and insufficient outcomes for Aboriginal culture
- Excessive parking and traffic impacts
- Insufficient affordable, social, Indigenous and diverse housing
- Creative Tech needs
- Impact on amenity – noise, sunlight, construction and waste management
- Inappropriate land use, distribution and role of the precinct
- Flooding impacts
- Biodiversity and sustainability outcomes
- Consultation Process
- Sale of Government Land and profit focus

5.8 State Design Review Panel

As noted in Section 2.3.2, the State Design Review Panel met on 6 occasions and provided advice on the extent of development, Connecting with Country (CWC) Framework, built form, suitability of proposed land uses, impacts on the heritage significance and sustainability.

5.9 Heritage Council of NSW

The Heritage Council of NSW made a submission in response to exhibition of the proposal raising the following concerns:

- Overall built form and proposed GFA
- The impact of the development above the Paint Shop
- Scale of the K1 building adjacent to the Paint Shop (12 storeys)
- Lack of visual connection between Redfern North Eveleigh and South Eveleigh should be enhanced and strengthened.

6. Amended Proposal

6.1 Key changes in response to submissions

Following public exhibition, TfNSW was asked to consider the issues raised in submissions and provide recommended amendments to address concerns raised. The key amendments recommended by TfNSW in response to public, organisation and government agency comments and submissions include:

- **Connecting with Country** – Development of the themes of Ngurang (places) and Mura (tracks) to allow the stories, history, memories and Aboriginal voices to be expressed throughout the Sub Precinct through public art, interpretation, wayfinding and curation of First Nations business. As well as new ground level indoor/outdoor spaces for the Aboriginal community in the eastern end of the site in a location highly visible from Redfern Station and easily accessed from Wilson Street.
- **Heritage** – Improved built form setting and heritage outcomes including:
 - removal of the built form addition over the Paint Shop
 - improved conservation of the fan of tracks
 - increased visibility of the Paint Shop and additional ground-level permeability.
- **Land Use Distribution** – Relocation of residential development away from the rail corridor.
- **Permeability and grain** – Further refinement to create a fine grain and highly permeable ground plane with the introduction of laneways, arcades and atriums throughout the site.
- **Commercial typologies** - Flexibility to develop alternative building approaches to tower and podium that support large format innovation and tech uses.
- **Connections** - Preliminary investigation of an over rail connection to South Eveleigh.

An illustration of the TfNSW amended proposal is provided in **Figure 13**.



Figure 13a: Amended TfNSW Proposal (Source: TfNSW)

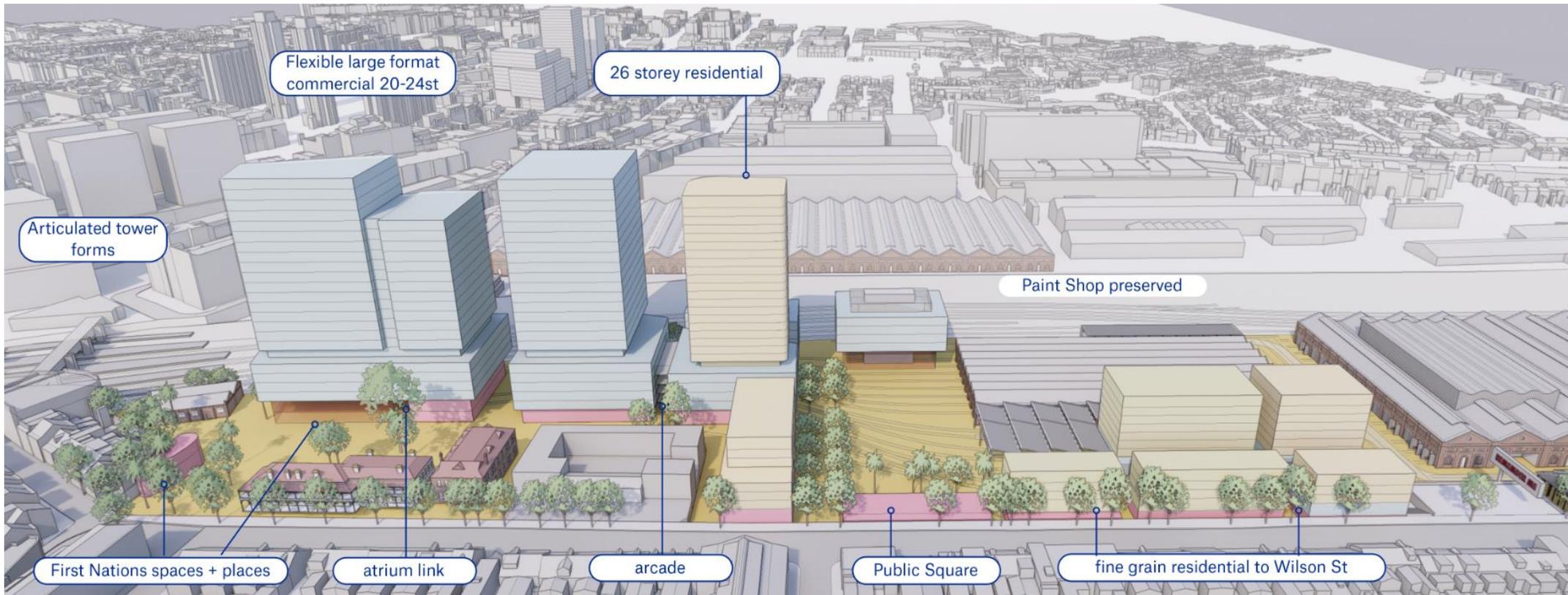


Figure 13b: Amended TfNSW Proposal (Source: TfNSW)

7. Consideration – Paint Shop Sub Precinct Proposal

The Department has considered the issues raised in submissions during the exhibition of the proposal and assessed the revisions submitted by TfNSW in response to submissions. The following key assessment issues have been identified and are considered in this report:

- Gross Floor Area
- Character
- Building Heights
- Connecting with Country
- Heritage
- Public Domain
- Amenity
- Tech Central Objectives
- Affordable and Social Housing
- Connections
- Traffic
- Car Parking
- Infrastructure and Contributions
- Night-time Economy/Precinct Activation
- Design Excellence

7.1 Gross Floor Area (GFA)

Issue

The proposed quantum of GFA was one of the most common and critical issues raised by stakeholders and the community, with many submissions noting that the proposal is an over development of the site. Concern was also raised that the building footprint extent at ground level which was thought to not allow sufficient space to:

- Implement the established Connecting with Country principles, to genuinely include and celebrate First Nations history (past and/or contemporary), identity, and culture in the Sub Precinct.
- Retain the industrial heritage setting and values of the Eveleigh Railway Workshops State Heritage item, in particular the items listed as of exceptional significance including the Paint Shop and Fan of Tracks.
- Provide appropriately sized and flat open spaces suitable of being used for a variety of purposes to serve the existing and future population.

Assessment

The exhibited proposal located future significant building forms along the rail corridor and close to Redfern Station to reduce impacts on the surrounding area. However, TfNSW's amended proposal has made a number of key design changes to address the mix of concerns raised in submissions including:

- removing additional development off the Paint Shop and providing further opportunities for preservation of the fan of tracks through a new building incision
- reducing the height of the K1 Building located next to the Paint Shop building (see **Figure 14**) to improve the transition from new development to the Paint Shop building

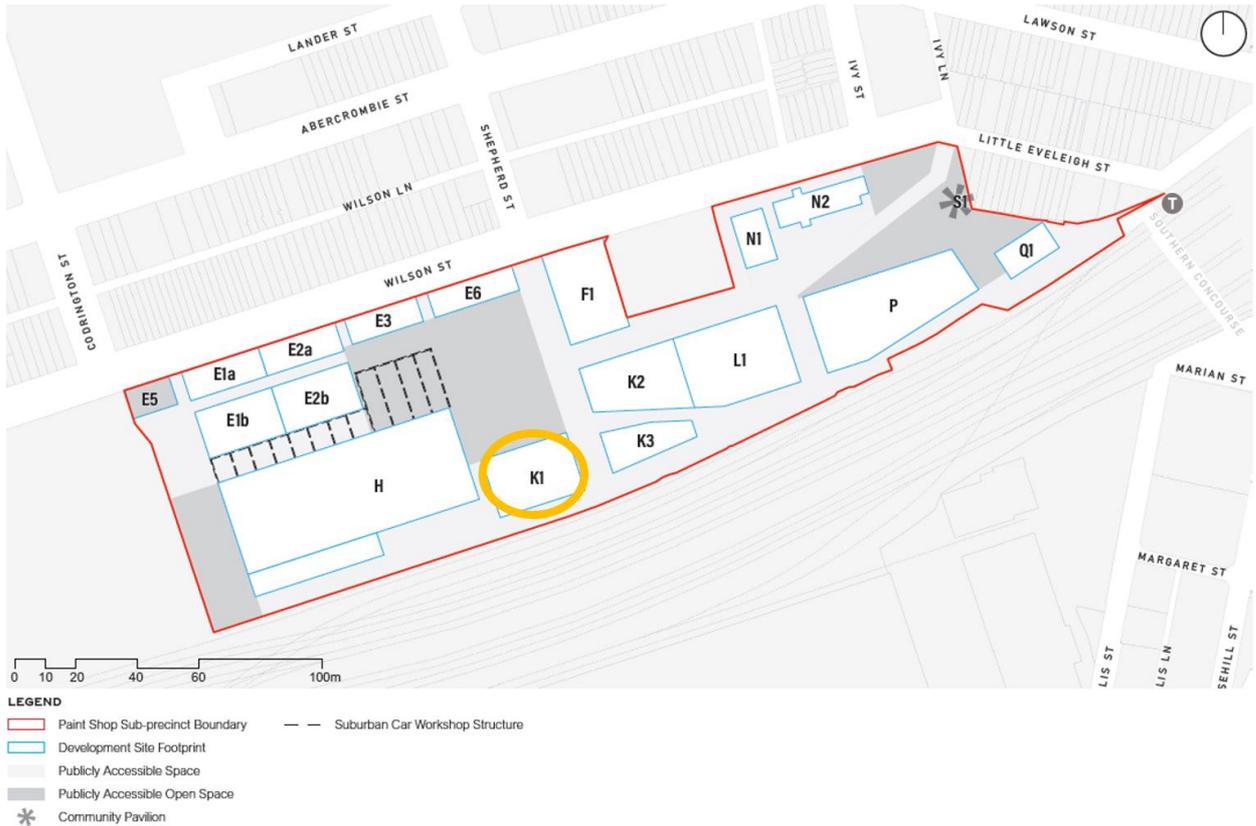


Figure 14: Development Sites

- developing genuine Connecting with Country Strategies across the sub precinct and with a focus on the Eastern Park see **Figure 15** to ensure the development recognises the importance of the sub precinct to First Nations people

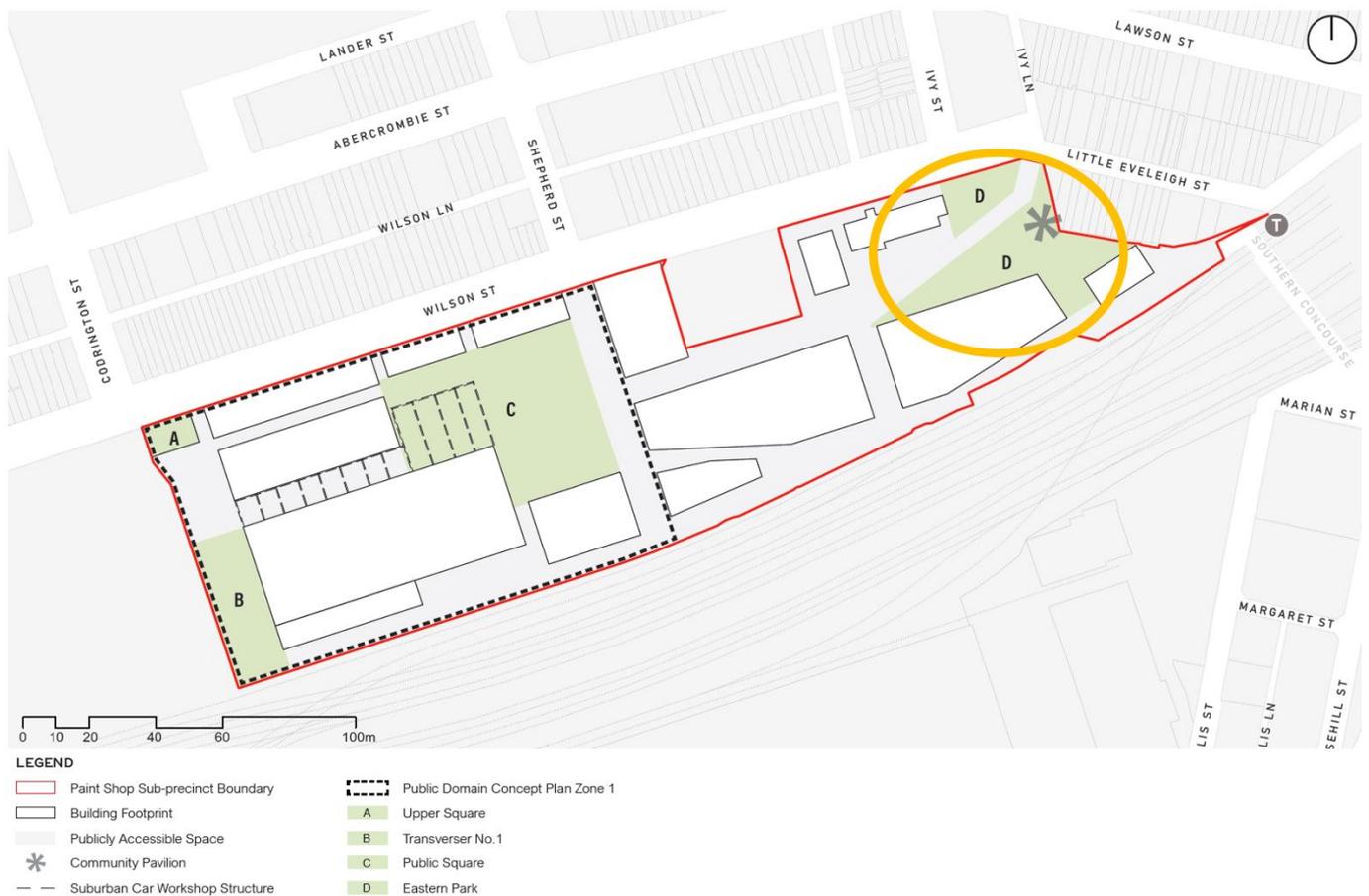


Figure 15: Publicly Accessible Open Space Map

- relocating residential development away from the rail line to Wilson Street, addressing amenity impacts such as noise
- providing an amended configuration of the eastern park to provide the opportunity for an indoor/outdoor First Nations cultural facility and providing a range of public spaces with good solar access

The result of these outcomes means that the proposal now:

- Provides genuine opportunities to acknowledge and celebrate First Nations culture;
- Protects the heritage significance of the Paint Shop; and
- Ensures appropriate noise amenity for existing and future residents.

The key design changes have addressed concerns raised in submissions without the need to reduce the overall GFA quantum. It is noted that the rezoning will create opportunities for new homes and new meeting and open spaces for people to socialise. The sub precinct will also create new jobs, in particular in the creative tech industry, aligning with the strategic vision for Tech Central and the Innovation Corridor identified in the District Plan. As a result of the key design changes outlined above and the significant public benefits in the provision of homes, job and public spaces the proposed GFA is considered appropriate.

7.2 Character

Issue

Submissions raised concern that the proposal was developed with a limited relationship to the surrounding local context and its unique character and charm, or how it contributes to the strong local identity and heritage of Redfern. The proposal was also not viewed as creative or imaginative like other similar global innovation precincts, which enhance space in innovative ways while fitting in with the surrounds.

Assessment

The exhibited proposal located the significant building forms along the rail corridor and close to Redfern Station to reduce impacts on the surrounding area, while locating buildings with lower heights along the Wilson Street frontage to address the established lower scaled local character.

In response to concerns Transport for NSW amended the proposal to address the mix of concerns by:

- extending the street wall design along Wilson Street to reflect the local street wall character providing a further defined frontage to Wilson Street.
- removing development off the Paint Shop providing further opportunities for the preservation of the fan of tracks through a new building incision
- reducing the height of the K1 building located next to the Paint Shop building to improve the transition from new development to the Paint Shop building
- improving ground level permeability creating the opportunity to allow greater interpretation of the rich industrial heritage to be experienced throughout the sub precinct.

It is considered that the combination of amendments results in improved impacts on the local character of both the Eveleigh Railway Workshops State Heritage Item and the local conservation area in comparison to the exhibited scheme. In addition, it is also noted that future development at the Paint Shop Sub Precinct will be subject to design excellence processes which will ensure that future development will contribute to the further evolution of local character. The amended proposal is illustrated in **Figure 16 and 17**.



Figure 16: Amended TfNSW proposal and surrounding area



Figure 17: Amended TfNSW proposal showing proposed arcade

7.3 Building Heights

Issue

Concern was raised in submissions that the height of the proposed built form is excessive, particularly in an area known for its fine-grained streets and homes and that the proposed heights are inconsistent with the surrounding conservation area.

Submissions also noted the proposal is an overdevelopment of public land and that the project is driven by profit rather than strategic or place based objectives.

There were also concerns that the proposed building heights near the exceptionally significant Paint Shop building will have unacceptable impacts on its heritage significance.

Assessment

The exhibited proposal located the taller building forms along the rail corridor and close to Redfern Station to reduce impacts on the surrounding area, while locating buildings with lower heights along the Wilson Street frontage.

Transport for NSW amended proposal has reduced the maximum building height to 26 storeys, a slight reduction in the exhibited maximum of 28 storeys. See **Figures 18 and 19**. Building heights along Wilson Street have also been kept lower (4 storeys) at the street level interface, tapering up and away from Wilson Street to the rear of the site adjoining the rail. This provides a scale responsive to the existing residential conservation area and minimises impacts from the new built form.



LEGEND

- Paint Shop Sub-precinct Boundary
- Building Footprint
- Publicly Accessible Space
- Publicly Accessible Open Space
- Suburban Car Workshop Structure
- LG - Lower Ground Level addressing Traverser No.1
- * maximum number of storeys above Paint Shop Building
- * 1-2 Storey Cultural/Community Building
- Block K1 Extension zone (refer to Section 5.4 Building Layout, Form and Design)

Figure 18 Exhibited Maximum Storeys Map



Figure 19 Amended Maximum Storeys Map

The amended proposal also reduces the height of the K1 building (located adjacent to the Paint Shop building) to 6 storeys, this is considered appropriate to allow a suitable transition from new development to the Paint Shop heritage item, better respecting the established low scale of the industrial heritage buildings.

Updates have been made to the Sydney LEP height maps and Design Guide to reflect the amended proposal.

7.4 Connecting with Country

Issue

The exhibited proposal included principles for development within the Connecting with Country Framework developed by Balarinji that were generally supported by the community and industry stakeholders. However, concerns were raised that the framework did not adequately inform the exhibited proposal and Connecting with Country outcomes for the proposal were considered inadequate for a site which has a range of significant Aboriginal social, cultural, and historical values.

There was also concern raised that the proposal's Connecting with Country approach was lacking, focussing primarily on a pre-colonial Indigenous history, expressed through a landscaping response. It was noted that this approach ignored other genuine opportunities to reflect the contemporary

Aboriginal identity unique to Redfern and further input from Aboriginal people was required in the design refinement process.

Assessment

The TfNSW amended proposal reconsidered the principles in the Connecting with Country Framework and the themes of Ngurang (places) and Mura (tracks) have been developed to allow the stories, history, memories and Aboriginal voices to be expressed throughout the sub precinct through public art, interpretation, wayfinding and curation of First Nations business.

The eastern entry to the Sub Precinct has been amended to become a focus for First Nations activities, including a new indoor/outdoor space for the Aboriginal community (see **Figure 20**). The new eastern cultural space will be highly visible from Redfern Station, easily accessed from Wilson Street and accessible given its ground level location, conditions noted as important to First Nations people in consultations undertaken with First Nations people during preparation of the Connecting with Country Framework.

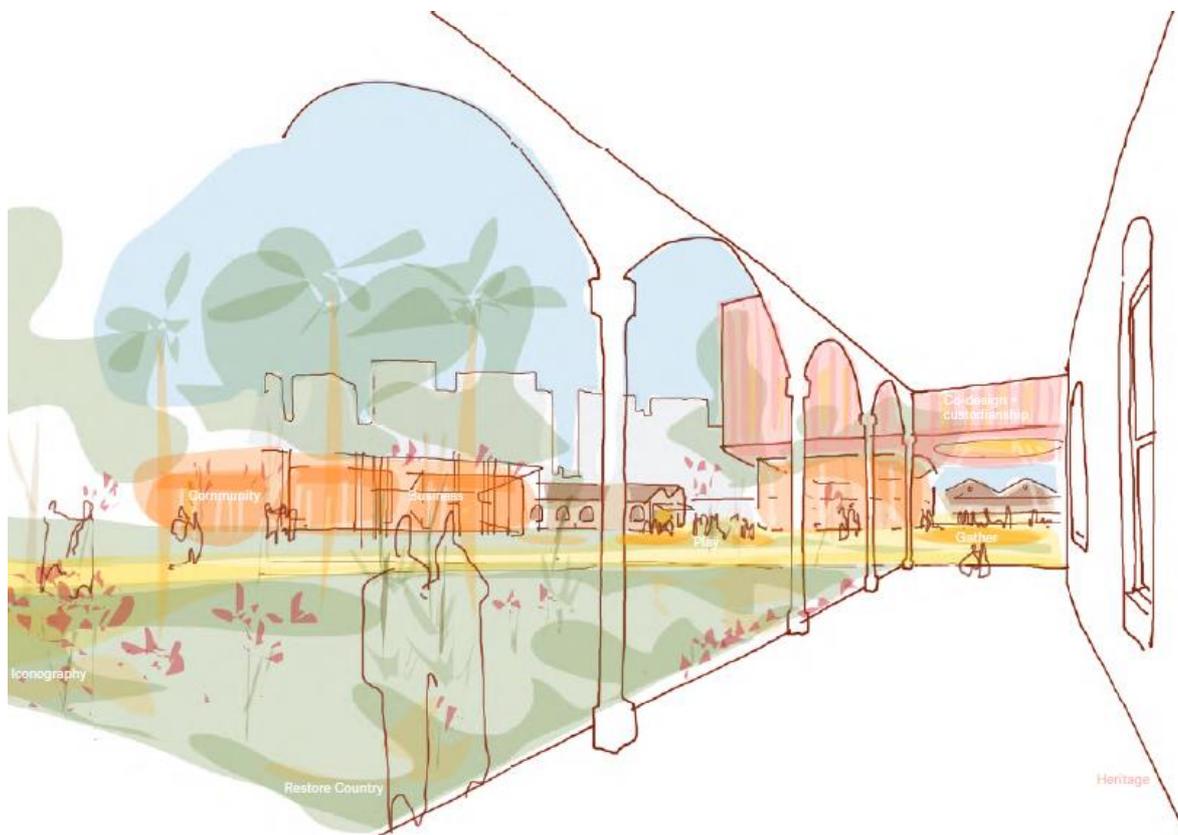


Figure 20: Indicative example of First Nations Indoor/Outdoor Cultural Space (view from CME Building)

A new map has been included in the Design Guide outlining the Connecting with Country Strategies and a new provision inserted ensuring future development is consistent with and/or builds on the strategies and themes outlined in the map, see **Figure 21**.

A new schedule including the key design themes outlined in the Connecting with Country Framework has been included in the Design Guide and a provision requiring future developments to demonstrate how the design themes are integrated. In addition, new provisions have been added throughout the Design Guide to recognise the different layers of history of the sub precinct,

acknowledge, embed and celebrate country whilst also preserving and celebrating the industrial heritage, as well as seeking ongoing input from Aboriginal people during future design processes.

The amendments to the exhibited proposal have embedded the principles developed in the Connecting with Country Framework in future development at the Paint Shop Sub Precinct and are considered appropriate to ensure genuine opportunities to reflect and celebrate the historic and contemporary Aboriginal identity unique to Redfern. This will result in a precinct that is welcoming, inclusive and provides opportunities for First Nations learning and celebration.



Figure 21: Connecting with Country Map

7.5 Heritage

Issue

Submissions from the community and other stakeholders raised concern that as a result of the amount of GFA proposed the proposal may generate adverse heritage impacts in relation to the Eveleigh Railway Workshops State Heritage listing, exceptionally significant Paint Shop building and Fan of Tracks array. In particular that the proposal would reduce the readability of the Eveleigh Railway Workshops as an interrelated group of buildings which supported the emergence of the railway in Sydney. Comments noted consideration should be given to minimising impact on the

heritage significance of the Paint Shop building, specifically the unique roof line, its setting and critical view lines to and from the building.

It was also noted that development of the ground plane should seek to preserve the Fan of Tracks array for interpretation in the public domain, which is considered key to understanding the historical use of the site and that the exhibited Conservation Management Plan (CMP) Addendum should be refined to include sufficient detail to guide future development.

Assessment

TfNSW's amended proposal has made a number of key design changes to address the concerns raised in submissions including:

- removing development off the Paint Shop
- providing further opportunities for preservation of the fan of tracks and understanding of the Eveleigh Railway Workshops heritage item through a new building incision
- reducing the height of the K1 building located next to the Paint Shop building to improve the transition from new development to the Paint Shop building

The exhibited Design Guide has been updated to remove the opportunity for development above the Paint Shop allowing its significant fabric and structure to be retained in its current form. Other updates have been made to ensure the future development is sympathetically designed and responds positively to the heritage buildings located within and surrounding the precinct. For example, new provisions have been included for future developments to consider the use of transparent building materials for the ground level of the K1 building to maintain views to/ from the rail lines and South Eveleigh.

The exhibited CMP Addendum has been updated to include additional detail to guide future development and a provision in the Design Guide requires that a Statement of Heritage Impact is to accompany development applications for new buildings or alternations/additions and the Statement of Heritage Impact needs to consider any applicable CMPs and Addendums.

The amendments to the Design Guide have responded to issues raised in submissions and improved the heritage outcomes achieved under the existing Part 3A Concept Plan approval.

7.6 Publicly Accessible Open Space

Issue

Community submissions raised concern that the proposed quantum of public space is limited, constrained in use and not sufficient to service the existing and future population. It was recognised within submissions that the existing public domain has steep topography, hardscape spaces and poor amenity in relation to canopy cover, shading and wind impacts.

Concern was also raised that the calculation of public open space included streets, roads and areas of steep topography which do not contribute to the functional use of public open space or cater for the recreational needs of the current or future community. Submissions requested open space be appropriately zoned to ensure it is not used for other mixed-use purposes and that the ongoing ownership and management is confirmed.

Submissions also raised concern that the exhibited open space calculation was inaccurate and that the proposed canopy targets are too low and should be increased.

Assessment

In response to concerns about the calculation of open space, TfNSW has revised the calculation to include only useable public open space which provides a total of 11,200 sqm. While this is a slight reduction (from 12,550 sqm), it is noted that more than 20% of the site is provided as publicly accessible open space. See **Figure 22**.

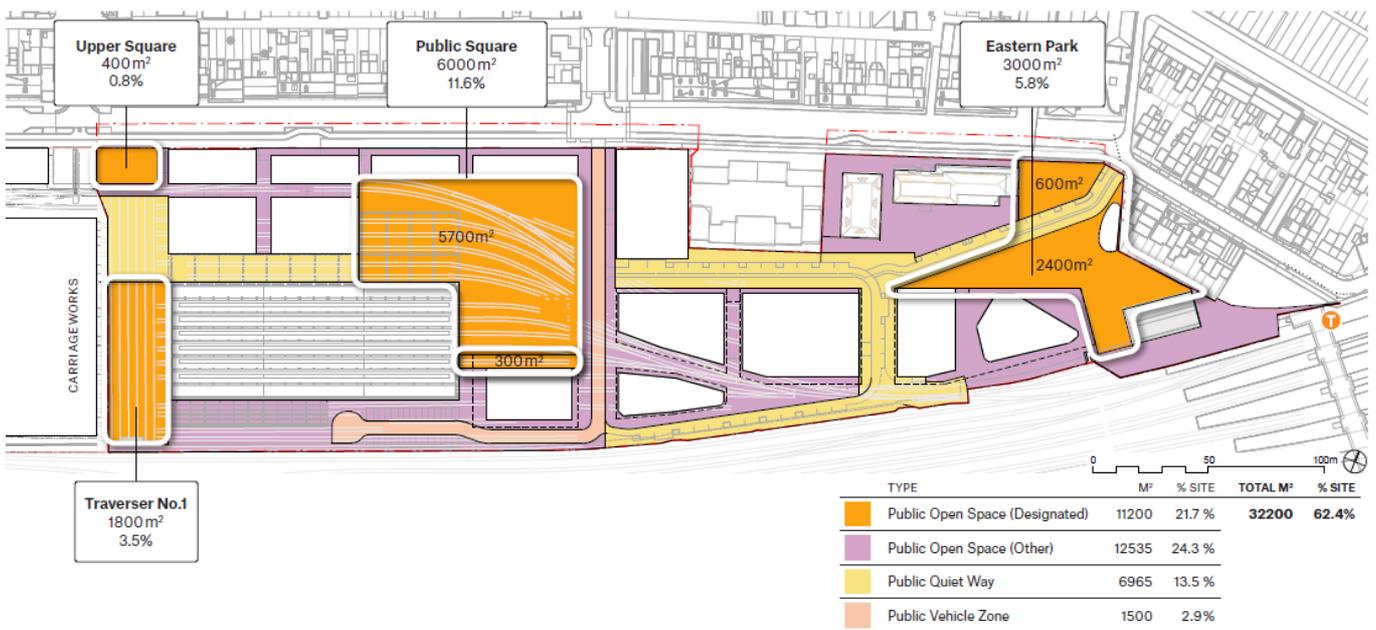


Figure 22: Publicly Accessible Open Space Calculation Map

This outcome is considered reasonable to serve the population density, particularly noting the variety of spaces to be provided, including both larger and small spaces, spaces with both hard and soft scapes and spaces with good solar access.

The Public Square is the largest open space at approximately 6,000 sqm and will serve as a multi-functional plaza that is primarily for passive recreation, community events, collaboration opportunities and will also celebrate the industrial heritage fabric of the Sub Precinct by including fan of tracks where possible.

The Eastern Park will be delivered as the second public open space at 3,000 sqm located on the eastern portion of the site and is clearly visible from outside the Precinct (particularly Redfern Station and Wilson Street). The Park will be a focal point for First Nations people and will include visually prominent connections to culture, language, practices and contemporary uses that are led by and include First Nations people. The Eastern Park will also include a cultural space that is functionally and physically integrated with indoor spaces within existing and new buildings, used for Aboriginal community facilities, community run organisations and business start-up spaces.

The proposal also provides two smaller public domain areas the Traverser No.1 (1,800 sqm) will provide a space for to accommodate community events and gatherings, with a particular focus on creative uses and activations and the Upper Square (400 sqm) that will be an urban space fronting Wilson Street to meet, wait, gather and view across the Eveleigh Railway Workshops.

Laneways will further complement the public domain and open space, will be open to the sky and provide another space for community activity.

The Design Guide provides guidance for publicly accessible open space in the sub precinct to ensure the appropriate location and delivery. A Voluntary Planning Agreement (VPA) will determine and secure the ongoing ownership and management of the public open space.

It is considered that the variety of publicly accessible spaces of different sizes and purposes, combined with laneways and supported by development controls will provide sufficient and useable spaces to meet the needs of future residents, workers and visitors, while also supporting the Tech Central vision of providing spaces for collaboration and the sparking of ideas.

The exhibited total canopy target was 27% and the updated canopy target resulting from the recalculation of open space area is 23%. While it is noted that the overall target is relatively low, planting has been separated into 2 main zones – the primary greening zone North/East of the fan of tracks and the secondary greening zone South/West of the fan of tracks. Higher canopy targets are proposed for the primary greening zone including a 70% target for publicly accessible open space and 60% target for streets, while the secondary green zone has targets of 10% for publicly accessible open space and 5% for streets.

The total canopy target is considered acceptable in the context of the existing character of the Paint Shop Sub Precinct as the secondary greening zone located in close proximity to the large scale industrial buildings will be more sparsely planted, responding to the existing hard surface character of the Eveleigh Railway Workshops heritage item. While the Primary greening zone located further away from the main large industrial heritage buildings will include a 60% target for streets and 70% target for publicly accessible open space providing shade trees and contributing to cooling the local environment.

7.7 Amenity

Issue

Submissions noted concerns regarding appropriate acoustic amenity for new residential development in relation to noise generated by trains on the rail line. Concerns also included ensuring the continued operation of Carriageworks for cultural uses and large events would not be impacted by the new residential uses.

Concern was also raised regarding noise impacts to existing residents resulting from increased foot and vehicular traffic, as well as new night-time activities within the new development.

Submissions also highlighted other amenity concerns including wind impacts, loss of light and views, overshadowing and dust.

Consideration

Transport for NSW has provided amenity assessments to support the amended proposal. This includes analysis of impacts of noise and vibration, wind and solar access. Transport for NSW amended proposal has relocated residential uses away from rail line to primarily along Wilson Street. The revised residential buildings are now also buffered by the commercial towers, which contributes to further minimise acoustic impacts to future new residential dwellings on the site.

Transport for NSW has also demonstrated that the remaining residential tower located adjacent to the rail line can be designed to address acoustic impacts for example, ensuring living spaces are orientated away from the rail line. New provisions have been added to the Design Guide to ensure the design of future residential development is required to address and mitigate noise impacts through appropriate apartment design.

To ensure existing and future noise generating activities will not be impacted by new residents the Design Guide has been updated to include a requirement for the first development application for residential or commercial development to submit a Noise Management Plan. This will ensure numerical targets for both noise sensitive and noise generating development (existing and future) are set and that the potential for cumulative noise impacts in the Redfern North Eveleigh Precinct is considered.

Subsequent development applications will also need to submit a Noise Impact Assessment outlining acoustic measures to reduce the impact of noise from existing or planned external sources (such as the rail corridor, Carriageworks activities/events, mechanical plant and services, live music venues and public parks and plazas in which people may congregate or host live music or events).

To minimise pedestrian traffic and any associated noise on Wilson Street, particularly that associated with any late-night activities, visitors and workers will be encouraged to use a new boardwalk to Redfern Station as a preferred means of travel through the sub precinct. A new provision has been included in the Design Guide to encourage travel through the sub precinct through wayfinding signage and good weather protection.

A further reduction in the proposed car parking rates has also been recommended by the Department noting the sub precinct's excellent proximity to Redfern Station and active transport links which will further assist in reducing impacts associated with traffic noise.

Solar and wind conditions are considered acceptable and Design Guide provisions will ensure good solar access is provided in the publicly accessible spaces and that further improvements to wind conditions may be achieved at detail design stage.

The combination of relocating residential development away from the rail line to Wilson Street and new Design Guide provisions are considered appropriate approaches to ensure that future development can mitigate and manage adverse amenity impacts.

7.8 Infrastructure and Contributions

Issue

Submissions raised concerns that the proposed local infrastructure provision is inadequate and was not developed in consultation with the City of Sydney. Submissions also raised concern that the proposal does not address the additional infrastructure demands on the surrounding area and creates uncertainty around infrastructure funding and delivery.

Assessment

The Redfern Waterloo Authority (RWA) Contributions Plan 2006 applies to the land. The plan sets contribution rates and a schedule of works and continues to apply. It is however noted that the Contributions Plan is out of date and does not envisage the extent of development now proposed at the Paint Shop Sub Precinct. As a result, TfNSW has advised it will enter into VPA to deliver local infrastructure.

Transport for NSW is currently negotiating the terms of a VPA with the City of Sydney. The proposed LEP amendments will include a clause to defer commencement of the provisions until 30 June 2023 to allow for execution of the VPA. This will allow for confirmation of all required infrastructure to support the development of the sub precinct before development approval for any development can be sought.

In addition, to ensure the proposal provides sufficient community infrastructure to meet the needs of future residents and workers, a site specific provision will be included in the Sydney LEP to ensure approximately 3,700 sqm GFA of community and cultural space and approximately 11,200 sqm of public open space will be provided as part of this future development.

In relation to State infrastructure the Sydney LEP will include a provision that development approval must not be granted unless the relevant consent authority has obtained the concurrence of the Planning Secretary. This will ensure the consent authority considers the impact of future development on State infrastructure and ensures development does not proceed without a mechanism in place to provide contributions towards State infrastructure. In deciding whether to grant concurrence, the Planning Secretary will need to consider the impact of the development on State infrastructure, the need for additional State infrastructure, the cumulative impact of the development on existing State infrastructure and any steps taken to address any impacts, including whether a planning agreement is to be entered into to ensure this infrastructure is delivered to support future development.

The proposed VPA and Sydney LEP provisions are considered appropriate mechanisms to ensure that the future development is well serviced and supported by infrastructure to meet the needs of future residents, workers and visitors.

7.9 Affordable and Social Housing

Issue

A number of submissions considered the proposed 15% affordable housing target is not adequate to support affordable housing needs and does not meet the City of Sydney's 25% affordable housing target. Submissions also noted that First Nations housing was not considered in the proposal, and the proposal was not clear about diverse housing or what will be delivered.

Assessment

The Redfern Waterloo Authority Affordable Housing Contributions Plan 2006 authorises the Minister, as the consent authority, to impose conditions of consent requiring affordable housing contributions for certain development land within the Paint Shop Sub Precinct. This plan requires a contribution rate which is the estimated cost of provision of affordable housing comprising 1.25% of the total gross floor area of future development. It is noted that this plan is outdated and that the contribution rate specified is well below community expectation for the delivery of affordable housing.

Recognising that a greater contribution for affordable housing is required, Transport for NSW's has committed to an affordable housing contribution of 15% of total residential floorspace to be secured through a VPA. The 15% contribution is greater than the existing 5-10% affordable housing target in the GCC's Greater Sydney Region Plan and is considered acceptable to ensure that future development makes a meaningful contribution to the delivery of affordable housing.

The proposed SEPP amendment also includes a provision that requires 15% of residential floor space to be delivered as diverse housing, including co-living housing and seniors housing. Noting the importance of delivering affordable housing for First Nations people in the Redfern locality the Design Guide has been updated to include a provision for a minimum of 10% (and up to a maximum of 25%) of Aboriginal and Torres Strait Islander affordable housing to be considered for future developments. This is considered appropriate as it will ensure that future development will provide housing for a diverse range of people contributing to a vibrant precinct, whilst also ensuring the provision of affordable housing for First Nations people.

7.10 Tech Central Objectives

Issue

Submissions raised concern that commercial floorspace provided in the proposal is generic, does not respond to the innovation aspirations of the area and limits the proposal's ability to support the strategic objectives of Tech Central. In particular, concern was raised that the majority of the proposed commercial floorspace is for premium A-grade commercial floorplates, which does not provide the variety of floorplates needed for different innovation sector specialisations typical of the Darlington, North Eveleigh and Camperdown neighbourhoods (e.g., medical, higher education, research and creative industries). These industries often require larger floorplates, higher floor to floor heights and flexible configurations which the submissions consider are under-provided in the proposal.

Stakeholder feedback also noted it was unclear if or how the proposed commercial built form will support affordable low rent floorspace required to foster the growth of emerging start-up innovation businesses.

Assessment

Updates have been made to the Design Guide to provide flexibility for large continuous commercial floor plates in addition to the exhibited more conventional tower forms. This will provide opportunities for tech, innovation and creative uses to be accommodated at Redfern North Eveleigh supporting development of the Darlington North Eveleigh deep tech node envisaged by Greater Cities Commission at Tech Central.

Updates to the Design Guide to address requirements for tech and innovation development and respond to concerns include provisions for:

- diverse floorplates to accommodate and adapt to tech, innovation and creative uses, as well as conventional commercial uses
- affordable and flexible spaces
- retail, hospitality and entertainment uses
- public spaces and community infrastructure that encourage social interaction and collaboration between workers, residents and the local community
- affordable accommodation for a diverse range of people
- a mix of uses that supports the broader Tech Central ecosystem.

The updates to the Design Guide are considered appropriate as they will provide a comprehensive range of development controls that seek to deliver on the vision of Tech Central. This will ensure the delivery of a place where universities, start/scale-ups, high-tech giants and the community collaborate to solve problems, socialise and spark ideas. A place where First Nations voices are heard, and sustainable outcomes are achieved.

7.11 Connections

Issue

Submissions noted the need for an increase in accessible active transport connections, including a connection from the Sub Precinct across/ under the rail line to South Eveleigh, as well as connections to other Sub Precincts such as Carriageworks.

Consideration

The Tech Central Camperdown-Ultimo Place-based Transport Strategy prepared by Transport for NSW identified a priority investigation for an over rail pedestrian crossing linking North Eveleigh with South Eveleigh (Australian Technology Park). Investigations are ongoing by TfNSW to identify opportunities for a connection to South Eveleigh.

The Design Guide Movement and Access Map has been updated to include a landing zone in the Paint Shop Sub Precinct for a future cycleway and pedestrian bridge link connection to South

Eveleigh. A new provision has also been added into the Design Guide to ensure that development does not limit opportunities for the construction of a future pedestrian and cycling connection to South Eveleigh. This is considered appropriate to ensure that future development does not limit opportunities for the construction of a connection to South Eveleigh.

The rezoning proposal includes a new network of streets, laneways and arcades improving active transport in the Sub Precinct as well as connections from Redfern Station through to Carriageworks, Design Guide provisions will support implementation of the new network. This is considered appropriate to encourage active transport, reducing reliance on private transport and associated traffic impacts.

7.12 Traffic

Issue

Submissions noted that the surrounding streets are narrow, already at capacity and are unable support the growth in traffic resulting from the proposal. Concern was raised with the safety of proposed access points, in relation to the existing cycle path, as well as safety concerns with the proposed east west spine road and connections to the surrounding area.

Some submissions acknowledged the difficulties associated with carrying out traffic analysis during Covid restrictions, however considered this work needed to be undertaken to understand potential traffic impacts and strategies to address impacts.

Assessment

The amended proposal was accompanied by additional traffic modelling that was carried out by Transport for NSW in response to issues raised during exhibition. Transport for NSW has noted there is sufficient capacity in the existing road network to accommodate the proposed development and no additional infrastructure upgrades are required for the surrounding road network

A further reduction in the proposed car parking rates has also been recommended by the Department noting the sub precinct's excellent proximity to Redfern Station and active transport links. This is considered appropriate to further assist in reducing impacts associated with traffic.

Traffic and cycle related safety concerns regarding intersection design will be addressed at detailed design stage and through detailed design guidance contained in the Design Guide.

A new provision has also been added to the Design Guide requiring Construction Traffic Management Plans (CTMP) to be submitted with development applications to address construction access and egress to the site, including vehicle routes and parking for workers, staging and timing of construction of the internal road network. It is noted that CTMPs seek to prioritise safety and minimise as much disruption to the existing transport network. Carriageworks, as an adjoining land use, will be required to be consulted during preparation of the CTMPs to maintain access to Carriageworks. This is considered appropriate to ensure access is maintained to Carriageworks, an established entertainment venue.

7.13 Car Parking

Issue

Community submissions identified a range of views related to car parking provision being either rates were too high or too low.

Assessment

The sub precinct is centrally located, with excellent access to Redfern Station and good access to bus routes. Redfern North Eveleigh is also serviced by the existing regional cycle path along Wilson Street.

A further reduction in the proposed car parking rates is recommended by the Department noting the sub precinct's excellent proximity to Redfern Station and active transport links which will further assist in reducing impacts associated with traffic and contribute to sustainability outcomes. Car parking rates for residential development below the exhibited Category A rate under the Sydney LEP are recommended, as well as a further reduction for commercial development from the exhibited 1 space per 700 sqm GFA to 1 space per 1,100 sqm GFA.

The SEPP Amendment contains the amended car parking rates, while the Design Guide also includes provisions for car share and bicycle parking to encourage the use of alternative modes of transport and reduce reliance on private vehicles.

Given the Paint Shop Sub Precincts excellent access to public and active transport, the amended car parking rates are considered appropriate to assist in reducing local traffic impacts and achieving sustainability outcomes.

7.14 Night-time economy and Late-Night Trading

Issue

Some submissions raised concerns the proposal does not establish an appropriate night-time economy for the site or leverage its location immediately adjacent to the Carriageworks arts precinct, nor are connections to Carriageworks prioritised. Other submissions raised concerns regarding the potential for noise impacts associated with the operation of night-time uses.

Assessment

In response to submissions received, the Design Guide has been updated to include provisions to support and facilitate night-time economy uses and has extended hours of late-night trading consistent with 'City Living' hours established by the City of Sydney, refer to Section 4.5.10 of the Design Guide for more detail.

The Department notes the concerns regarding potential for noise impacts generated from night-time economies. To address this, the Design Guide has been updated to identify that the primary walking route from Redfern Station to Carriageworks is to be through the Paint Shop Sub Precinct.

A new provision has also been included in the Design Guide outlining that the new boardwalk adjacent to the rail line between Redfern Station and the Paint Shop Sub Precinct is to be

preferred means of travel for pedestrians between Redfern Station, the Redfern North Eveleigh Precinct and beyond. The provision requires that the design of the boardwalk include measures to promote the use of the boardwalk in preference to travelling along Wilson Street, including the minimisation of queuing, weather protection and clear and legible wayfinding.

The amendments to the Design Guide are considered appropriate to provide a vibrant late-night mixed-use precinct while also ensuring noise impacts for existing and future residents are managed appropriately.

7.15 Design Excellence

Issue

Concern was raised that the design excellence strategy does not include adequate incentives to encourage design excellence in the detailed design stages.

Consideration

The Design Guide includes refined provisions that will require each development site to be subject to an invited competitive design process, including building/s and public accessible spaces. For development that is State Significant, the CoS policy will apply with some departures (including juries, design integrity process and observers) that are consistent with the Government Architect NSW Design Excellence Guidelines.

To address concerns regarding incentives to achieve design excellence, the FSR has been reduced from the exhibited 2.78:1 to 2.51:1. This allows all development sites that achieve design excellence to receive a 10% FSR bonus. This outcome is considered appropriate as it will provide a genuine incentive to achieve design excellence and ensure key objectives of recognising Country, protecting industrial heritage and supporting the evolution of Tech Central are met through the Design Excellence process.

7.16 Flooding

Issue

The Environment and Heritage Group submission noted that further modelling, clarifications, mitigation measures and refined presentation of the results in the flood assessment is required to address any potential flood impacts. An impact assessment for the probable maximum flood was also recommended.

Assessment

City of Sydney flood mapping identifies a limited section of the Paint Shop Sub Precinct immediately adjoining the rail corridor as having a low hazard risk for a Probable Maximum Flood (PMF) event. It is understood that this flood risk results from flooding impacts generated in the rail corridor.

Considering this risk and the comments provided by the Environment and Heritage Group, further detailed flooding assessments addressing flood risk will need to be undertaken at detailed design stage. This is considered acceptable because:

- The rezoning does not introduce new sensitive land uses, including residential flat buildings or child care facilities onto flood affected land.
- The proposed LEP height controls provide flexibility to adequately address flooding impacts as part of the detailed design process.
- The Design Guide contains flood planning provisions requiring the first development application to be accompanied by a site specific flood study, including detailed topographical surveys, flood modelling, pre and post development scenarios and flood profiles. A new provision has also been included in the Design Guide that all subsequent development applications need to be consistent with the outcomes and recommendations of the site specific flood study.
- The low flooding risk affects a limited area of the Paint Shop Sub Precinct immediately adjoining the rail corridor to the south. The supporting concept scheme shows built form on a very limited portion of the flood affected land.
- The rezoning is supported by the exhibited Water Quality, Flooding and Stormwater Assessment which did not raise objection to the proposed rezoning. Recommendations outlined in the Assessment for mitigation works can be adequately addressed in the development application process.

The LEP (as proposed to be amended) and the Design Guide provisions are considered acceptable to ensure that potential flood risks are understood and mitigated during the detailed design stage providing a safe environment for existing and future residents, workers and visitors.

8. Proposed Amendments to the Planning Framework

To facilitate the amended proposal the following outlines the amendments to Sydney LEP 2012 and other supporting SEPPs to give effect to precinct’s rezoning and provide development controls that support future development. These amendments will be given effect to through a self-repealing and amending SEPP.

8.1 Sydney Local Environmental Plan 2012

Amendments to Sydney LEP 2012 will include changes to maps, existing clauses and the introduction of site-specific clauses for the Paint Shop Sub Precinct. These changes include:

| Sydney LEP 2012 Control | Proposed Amendment |
|---------------------------|---|
| Land Use Zoning | MU1 Mixed Use |
| Height of Buildings | 3 metres (m) to RL 128.1 m (1 to 26 storeys) |
| Maximum Floor Space Ratio | 2.51:1 |
| Heritage | <p>A heritage map has been prepared to include the:</p> <ul style="list-style-type: none"> • Paint Shop • former Suburban Car Workshops • Chief Mechanical Engineer’s Office Building and Moveable Heritage • Scientific Services Building No.1, • Telecommunications Equipment Centre, • Traverser No. 1 • Fan of Tracks including Elston’s Siding <p>As part of these changes, the heritage items will be removed from the existing mapping contained in the EHC SEPP and transferred to the Sydney LEP.</p> <p>The Sydney LEP contains provisions regarding heritage conservation to conserve Aboriginal and environmental heritage items. It is proposed that the Sydney LEP heritage conservation provisions will apply to the Paint Shop Sub Precinct.</p> |
| Site specific provision | A minimum 3,700 sqm of GFA to be used for the purposes of community and cultural facilities within the Paint Shop Sub Precinct to support the social needs of the worker and resident community at Redfern North Eveleigh. |

| Sydney LEP 2012 Control | Proposed Amendment |
|--|---|
| Minimum community floor space | |
| Site specific provision Minimum commercial GFA | To ensure sufficient commercial GFA is provided to develop a vibrant innovation district, a provision is proposed that will provide for at least 110,000 sqm of commercial and high-tech floor space in the Paint Shop Sub Precinct. |
| Site specific provision Maximum residential GFA | To establish a vibrant innovation district, an appropriate amount of residential development is also required. To ensure an appropriate balance of commercial and residential uses is achieved, a provision is proposed that will ensure no more than 28,300 sqm of the floor space will be used for residential accommodation. |
| Design excellence | New development including buildings, parks and open space at the Paint Shop Sub Precinct will be required to exhibit design excellence by undergoing a competitive design process in accordance with the City of Sydney's Competitive Design Policy, except with some departures (including juries, design integrity process and observers) that are consistent with the Government Architect NSW Design Excellence Guidelines. A 10% FSR bonus will apply as part of the design competition process for developments that demonstrate design excellence. |
| Affordable Housing | TfNSW has advised it is seeking a contribution towards the provision of affordable housing equivalent to 15% of the total floor area of residential development within the sub precinct. TfNSW has advised it will deliver affordable housing through a VPA. |
| Exempt Uses | Any development under Appendix 3, Section 17(a)-(j) of the EHC SEPP, which is not already covered by the Codes SEPP will be included in Schedule 2 of Sydney LEP as exempt development. |
| Residential Car parking | It is proposed to limit the number of car park spaces in the Paint Shop Sub Precinct, with the following provision to apply: <ul style="list-style-type: none"> • Studio – 0 car spaces /residential unit • 1 bedroom – 0.25 car spaces/residential unit • 2 bedroom – 0.5 car spaces/residential unit • 3 or more bedrooms – 0.5 car spaces/residential unit |
| On-grade parking for residents on Little Eveleigh Street | To replace the existing temporary parking area for residents on Little Eveleigh Street, a provision is proposed to provide up to an additional 20 on-grade parking spaces (including one accessible space and one car share scheme space) for the use of adjacent residents of Little Eveleigh Street. |
| Non-residential Car Parking | A rate of 1 space per 1,100 sqm of GFA for non-residential uses is proposed to assist meeting the mode share targets. |

| | |
|----------------------------------|--|
| Sydney LEP 2012 Control | Proposed Amendment |
| Sydney Trains Car Parking | To accommodate existing Sydney Trains employee parking up to 66 parking spaces will be provided for Sydney Trains employees. |

8.2 State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021 (Eastern Harbour City SEPP)

8.2.1 Inclusion of Paint Shop Sub Precinct into Sydney LEP 2012

With the introduction of new planning controls for the Paint Shop Sub Precinct under the Sydney LEP 2012, the provisions within the EHC SEPP will no longer be required for the sub precinct. The proposed SEPP will remove the Paint Sub Precinct from the Redfern-Waterloo Authority Sites Map, thereby removing the applicability of EHC SEPP to the Paint Shop Sub Precinct.

8.2.2 Minister to be consent authority for development under \$10 million

Clause 2.8 (2) of the EHC SEPP outlines that the Minister is the consent authority under Part 4 of the EP&A Act for development with a capital investment value of under \$10 million on land in the Redfern Waterloo Authority sites. The proposed SEPP will continue the Minister’s consent authority role for development in the Paint Shop Sub Precinct with a capital investment value of not more than \$10 million.

8.3 State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)

Under Schedule 2(2) of the Planning Systems SEPP development with a capital investment value (CIV) greater than \$10 million that is located within the Redfern-Waterloo Authority Sites (including the Paint Shop Sub Precinct) is declared to be SSD.

Given the Paint Shop Sub Precinct currently forms part of a State significant development site the Redfern Waterloo Authority Sites, it is considered appropriate that development with a CIV over \$10 million in the precinct should continue to be designated and assessed as SSD.

8.4 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 former Minister for Planning. This Concept Plan currently applies to development applications on land in the Redfern North Eveleigh Precinct.

In order for the proposed new planning controls to apply to the Paint Shop Sub Precinct, the Concept Plan approval will need to be surrendered. Following the surrender of the Concept Plan, Sydney LEP will be the primary planning instrument for development at the Paint Shop Sub Precinct (subject to approval of the rezoning application).

The EHC SEPP will continue to apply to the Clothing Store and Carriageworks Sub Precincts once the Concept Plan is surrendered.

9. Conclusion

The Department has undertaken a detailed assessment of the proposal to rezone the Paint Shop Sub Precinct and is satisfied the issues raised have been adequately addressed for rezoning purposes.

The Department's assessment has considered the key issues, including Gross Floor Area, Character, Building Heights, Connecting with Country, Heritage, Public Domain, Amenity, Tech Central Objectives, Affordable and Social Housing, Connections, Traffic, Car Parking, Infrastructure and Contributions, Night-time Economy/Precinct Activation and Design Excellence. It is considered the issues raised have been adequately addressed for rezoning purposes, subject to the adoption of further amendments to the Sydney LEP 2012 and Design Guide as outlined in this report.

The Department recommends the rezoning of the Paint Shop Sub Precinct be supported to enable the delivery of new mixed-use precinct in the Redfern North Eveleigh Precinct. The proposal will contribute to the achievement of the Tech Central District through the delivery of commercial floorspace to support innovation outcomes and unlock opportunities to support deep tech institutions. The rezoning also provide news opportunities for housing, including affordable housing. The rezoning includes robust controls and design guidance which will ensure that issues are appropriately addressed through subsequent stages of the planning process.

Attachment A – Consistency with the Eastern City District Plan

Table 1 – Consistency with Eastern City District Plan Planning Priorities

| Action | Consistency |
|--|---|
| Planning Priority E1 – Planning for a city supported by infrastructure | The Paint Shop Sub Precinct is located within walking distance of Redfern Station and provides new employment and residential uses. The location has high accessibility and is characterised by high amenity with new publicly accessible open spaces and streets, community facilities and improved walking and pedestrian connections. |
| Planning Priority E2 – Working through collaboration | Transport for NSW (TfNSW) is the lead agency for the State Significant Precinct rezoning proposal for the Paint Shop Sub Precinct. TfNSW has collaborated with the Department of Planning and Environment, Government Architect NSW, the Greater Cities Commission, City of Sydney Council, key stakeholders and the community in preparing the proposal. |
| Planning Priority E3 – Providing services and social infrastructure to meet peoples changing needs | The rezoning will provide services and infrastructure to meet people’s changing needs through the delivery of new community facilities and open space. |
| Planning Priority E4 – Fostering healthy, creative, culturally rich and socially connected communities | The Paint Shop Sub Precinct will deliver opportunities for facilities and public spaces, while supporting a diversity of employment and residential uses that accommodate the needs of the wider population and Sydney’s growing economy. The public domain opportunities include new publicly accessible open space and pedestrian connections to encourage walking, cycling and community interaction. |
| Planning Priority E5 – Providing housing supply, choice and affordability with access to jobs, services and public transport | The rezoning will provide new housing, including a minimum of 15% affordable housing and 15% diverse housing. This will contribute to housing supply, choice and affordability in a location with excellent access to jobs, services and public transport. |
| Planning Priority E6 – Creating and renewing great places and local centres, and respecting the District’s heritage | <p>The assessment of the rezoning has considered heritage impacts to the Paint Shop building, Fan of Tracks and the wider precinct.</p> <p>The Design Guide includes built form and design provisions to ensure new development achieves high quality outcomes for built form, public domain and heritage.</p> <p>The rezoning of the Paint Shop Sub Precinct responds to heritage items and further detailed analysis will be undertaken to support future development applications.</p> |

| Action | Consistency |
|--|---|
| Planning Priority E7 – Growing a stronger and more competitive Harbour CBD | The rezoning will contribute to the international competitiveness of the Harbour CBD by providing commercial floorspace for innovation and technology jobs and services in close proximity to the public transport network. The proposal supports the Tech Central and the Innovation Corridor identified in the District Plan. |
| Planning Priority E8 – Growing and investing in health and education precincts and the Innovation Corridor | The rezoning will increase supply of new commercial floorspace to support new investment, business, employment and education noting the close proximity to universities and TAFE facilities. This will align with the vision for Tech Central and the Innovation Corridor by providing space for innovation and tech industries. |
| Planning Priority E9 – Growing international trade gateways | Not applicable. |
| Planning Priority E10 – Delivering integrated land use and transport planning and a 30-minute city | The rezoning of the Paint Shop Sub Precinct provides opportunities for additional jobs and homes, in a central location that is well connected to existing public transport to bring people closer to their jobs, homes and the services they need. |
| Planning Priority E11 – Growing investment, business opportunities and jobs in strategic centres. | The Paint Shop Sub Precinct will deliver a minimum of 110,000 square metres of commercial floor space which will support up to 6,400 jobs in the innovation, commercial and creative sectors. The proposed rezoning will encourage investment, business opportunities and new jobs in the Harbour CBD and in close proximity to the public transport network. |
| Planning Priority E12 - Retaining and managing industrial and urban services land | No changes to the land zone purpose are proposed as part of the Paint Shop Sub Precinct rezoning. The land will continue to be zoned for mixed-use purposes under the Sydney LEP to allow for a mix of commercial, residential, recreation and community uses. |
| Planning Priority E13 - Supporting growth of targeted industry sectors | The Paint Shop Sub Precinct will increase supply of employment floorspace targeted to the technology and innovation sectors, to target highly skilled jobs which drive productivity and global competitiveness. The rezoning will also support cultural, and community uses, which will attract visitors to the area and support the visitor economy. |
| Planning Priority E14 - Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways | Future development applications and planning processes for the site will consider a range of measures to ensure the health of Sydney Harbour and the District's waterways are protected. |
| Planning Priority E15 - Protecting and enhancing bushland and biodiversity | The Paint Shop Sub Precinct contains little vegetation, reflecting the sites historical industrial use. As a result, it is unlikely there will be any significant impacts on native terrestrial biodiversity. |

| Action | Consistency |
|--|---|
| Planning Priority E16 - Protecting and enhancing scenic and cultural landscapes | Development of the Paint Shop Sub Precinct will be guided by the Design Guide which contains provisions to preserve and enhance views that contribute to the heritage values of the precinct as well as through site and cross site visual links. The proposal will positively contribute to the character of Redfern North Eveleigh. |
| Planning Priority E17 - Increasing urban tree canopy cover and delivering Green Grid connections | The rezoning includes targets to increase tree canopy and greening cover within the Paint Shop Sub Precinct and contribute to Sydney's Green Grid. |
| Planning Priority E18 - Delivering high quality open space | The rezoning proposal includes opportunities for new public domain, pedestrian connections as well as 4 open spaces of various sizes and scapes. Design Guide provisions will guide quality development of the spaces and ensure good solar access |
| Planning Priority E19 - Reducing carbon emissions and managing energy, water and waste efficiently | The Design Guide contains sustainable benchmarks and strategies to inform future development to ensure achievement of best practice sustainability outcomes. Additionally, it is noted that the NSW Government has announced Redfern North Eveleigh as a net zero precinct. |
| Planning Priority E20 - Adapting to the impacts of urban and natural hazards and climate change | Provisions in the Design Guide require that future development in the sub precinct will be required to address the potential social, environmental and economic effects of climate change on future communities. |

Attachment B - Consideration of State Policies and Plans

Consistency with applicable section 9.1 Directions

| Ministerial Direction | Comment | Consistent |
|---|--|------------|
| 1.1 Implementation of Regional Plans | The planning amendments are consistent with the relevant aims, objectives and provisions of the Region Plan. | Yes |
| 1.3 Approval and Referral Requirements | The planning amendments do not include concurrence, consultation or referral provisions or identify any developments as designated development. | Yes |
| 1.4 Site Specific Provisions | The objective of this direction is to discourage unnecessarily restrictive site-specific planning controls. The planning amendments do not contain provisions that contradict or would hinder application of this direction. | Yes |
| 3.2 Heritage Conservation | The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and Indigenous heritage significance. The planning amendments contain provisions to facilitate conservation of heritage items within the Paint Shop Sub Precinct. | Yes |
| 4.1 Flooding | The objectives of this direction are to ensure development of flood prone land is consistent with Government policy. The planning amendments enable intensification of development in this area. The proposal is supported by a Water Quality, Flooding and Stormwater Assessment and a Design Guide that provides flooding controls to mitigate and manage risks. Future development applications will continue to be required to address flooding risks. | Yes |
| 4.5 Acid Sulfate Soils | The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils. The planning amendments do not contain provisions that contradict or would hinder application of this direction. Specific responses to the presence of acid sulfate soils can be addressed by site through the development application process. | Yes |
| 5.1 Integrated Land Use and Transport | The objectives of this direction are to ensure that new development achieves access to housing, jobs and services, increases transport options and reduces dependence on cars, reduce travel demand, support public transport services and provide for efficient freight movement. | Yes |

| Ministerial Direction | Comment | Consistent |
|---|---|------------|
| | <p>The proposal is consistent with the objectives of this direction as it will enable delivery of housing and employment close to existing public transport.</p> <p>The planning amendments do not contain provisions that contradict or would hinder application of this direction.</p> | |
| <p>5.3 Development Near Regulated Airports and Defence Airfields</p> | <p>This direction applies to all relevant planning authorities when preparing a planning proposal that will create, alter or remove a zone or a provision relating to land near a regulated airport which includes a defence airfield.</p> <p>The proposal is support by Aeronautical advice and the planning amendments do not contain provisions that contradict or would hinder application of this direction.</p> | <p>Yes</p> |
| <p>6.1 Housing</p> | <p>The objectives of this direction are to encourage a variety and choice of housing types, make efficient use of existing infrastructure and services and minimise the impact of residential development on the environment and resource lands.</p> <p>The proposed planning amendments are consistent with the objectives of this direction because it will enable housing while making use of existing and new services.</p> | <p>Yes</p> |
| <p>7.1 Business and Industrial Zones</p> | <p>The objectives of this direction are to encourage employment growth in suitable locations, protect employment land in business and industrial zones, and support the viability of identified centres.</p> <p>The proposed planning amendments are consistent with this direction as the new commercial floor space gives effect to the objectives of this direction and supports Tech Central.</p> <p>The planning amendments do not contain provisions that contradict or would hinder application of this direction.</p> | <p>Yes</p> |

Consistency with applicable SEPPs

| SEPP | Comment |
|--|---|
| State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development | <p>SEPP 65 will apply to residential flat buildings and the residential component of shop top housing in the Paint Shop Sub Precinct.</p> <p>Future development will be required to demonstrate high levels of sustainable outcomes against relevant criteria and standards of SEPP 65.</p> <p>The application of design excellence processes will ensure the aesthetic qualities of future built form will be carefully considered during development assessment. Potential wind and solar impacts of the proposal have been assessed to ensure the interface between new buildings and existing/ future public spaces will have good amenity.</p> |
| State Environmental Planning Policy (Housing) 2021 | The proposal includes provision for affordable housing contributions equivalent to 15% of total residential floor space, which will be implemented through a VPA. |
| State Environmental Planning Policy (Biodiversity and Conservation) 2021 | The proposed amendments will not contradict or hinder application of this SEPP. |
| State Environmental Planning Policy (Planning Systems) 2021 | Development with a capital investment value (CIV) of \$10 million or more will continue to be State significant development. |
| State Environmental Planning Policy (Transport and Infrastructure) 2021 | <p>The SEPP enables public authorities to undertake works for the purpose of cycleways, public amenities, recreation and landscaping as exempt development in public authority precincts such as Barangaroo.</p> <p>The proposed amendments will not contradict or hinder application of this SEPP.</p> |
| State Environmental Planning Policy (Precincts – Eastern | <p>The EHC SEPP makes provisions for State Significant Precincts. With the introduction of new planning controls for the Paint Shop Sub Precinct under the Sydney LEP, the provisions in the EHC SEPP will no longer apply to the Paint Shop Sub Precinct.</p> <p>With the exception of Clause 2.8 (2) of the EHC SEPP will continue to apply, which outlines that the Minister is the consent authority under Part 4 of the</p> |

| SEPP | Comment |
|---|---|
| Harbour City) 2021 | EP&A Act for development with a capital investment value of under \$10 million on land in the Redfern Waterloo Authority sites. |
| SEPP (Exempt and Complying Development Codes) 2008 | The proposed planning controls are consistent with the aims of the Codes SEPP and will not inhibit the application of the SEPP. |