

Department of Planning and Environment

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Large Erecting Shop, South Eveleigh | Finalisation Report

June 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.

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Contents

Acknowledgement of Country	2
Contents	3
Executive Summary	4
Introduction.....	6
Background	7
State Significant Precincts	7
Tech Central	7
Site Context	8
South Eveleigh Precinct.....	8
The Large Erecting Shop	9
State Significant Development Application (SSD-49583710)	12
Exhibited Proposal	13
Planning and Policy Context	14
State Plans and Policies	14
Local Plans and Policies.....	17
Consultation.....	18
Exhibition	18
Submissions Summary	18
Response to Submissions.....	20
Consideration.....	21
Gross Floor Area	21
Heritage Interpretation and Tourism.....	22
Traffic, Transport and Car Parking	24
Amenity	27
Infrastructure and Contributions.....	29
Other Issues.....	30
Conclusion	35
Appendix A Consistency with the District Plan	36
Appendix B Consistency with applicable SEPPs	37
Appendix C Consistency with Section 9.1 Directions.....	38

Executive Summary

This report provides an assessment of Transport for NSW's (TfNSW) proposal to amend the planning controls for the Large Erecting Shop (LES) in the South Eveleigh Precinct.

The South Eveleigh Precinct, previously known as the Australian Technology Park, occupies what was once the southern side of the State heritage-listed Eveleigh Railway Workshops. It has been progressively redeveloped since the mid-1990s as a business park containing a mix of commercial, retail and community uses, with a focus on technology and innovation. The LES ceased operation in 1988. It was leased to a heritage train operator up until 2017, who used it for storing and maintaining heritage locomotives. Since 2017 it has been largely unoccupied.

The rezoning proposal seeks to support the ongoing renewal of the South Eveleigh Precinct by enabling the adaptive reuse of the LES for a mix of commercial and retail uses. This is to be achieved through amendments to *State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021*. The key amendments are:

- Rezone the site from 'Special Purpose Zone – Infrastructure' to 'Business Zone – Business Park'.
- Introduce new planning controls to guide future development, including a maximum gross floor area (GFA) of 15,000m²
- Introduce a site-specific design excellence provision, requiring future development to be consistent with a Design Excellence Strategy for the LES.

The rezoning proposal was publicly exhibited from 13 October to 24 November 2022. A total of 21 submissions were received during the exhibition period from the community, non-government organisations, government agencies, and the City of Sydney.

The Department's assessment has considered the key issues raised in submissions, including the amount of GFA proposed, potential impacts on the heritage significance of the LES, the design of the public domain, infrastructure contributions, car parking, sustainability targets, and the need to make provision for a future connection across the rail line to North Eveleigh. It has also considered the additional information provided by TfNSW in their Response to Submissions.

In response to the issues raised in submissions and the further assessment undertaken, the Department recommends changes to the exhibited rezoning proposal which include:

- Refinements to the exhibited Design Excellence Strategy to ensure future development respects the history and heritage significance of the LES.
- Restrictions on additional car parking adjoining the LES to:
 - encourage walking, cycling and the use of public transport
 - ensure future development does not detract from the context, setting and visibility of the LES or the quality of the public domain along Locomotive Street.

The Department considers that the amended rezoning proposal adequately addresses the issues raised and recommends that it is supported because it will:

- Provide new areas of high quality public domain and landscaping, enhancing the amenity of the local area and integrating the LES into the South Eveleigh Precinct.
- Facilitate the delivery of up to 15,000m² of new employment floor space within the established technology and innovation cluster at the South Eveleigh Precinct, supporting up to 1,000 jobs in operation and contributing to the growth and success of Tech Central and the Harbour CBD's Innovation Corridor.
- Support the conservation and revitalisation of the State heritage-listed LES, providing opportunities for its history and heritage significance to be appreciated and contributing to the local heritage character of the South Eveleigh Precinct.
- Ensure that future development achieves a high level of environmental sustainability.
- Optimise investment in transport infrastructure and make it easier for people to access jobs, by enabling new employment floor space close to Redfern Station and the future Waterloo Metro Station.

The detailed design of the adaptive reuse of the LES will be subject to a State significant development (SSD) application, assessed by the Department.

Introduction

This report provides the Department of Planning and Environment's (the Department) assessment of Transport for NSW's (TfNSW) proposal to amend the planning controls for the Large Erecting Shop (LES) at the South Eveleigh Precinct, formerly known as the Australian Technology Park.

The rezoning proposal has been submitted by TfNSW on behalf of the Transport Asset Holding Entity NSW (TAHE), the owner of the LES.

The rezoning proposal seeks to amend the *State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021* (the Eastern Harbour City SEPP) to enable the adaptive reuse of the LES for a mix of commercial and retail uses, providing up to 15,000m² of employment floor space to support up to 1,000 new jobs when operational.

This report includes:

- Information on the assessment process, public exhibition and consultation undertaken, and an overview of the submissions received.
- The Department's consideration of the issues raised during public exhibition and changes made to address issues raised.
- The Department assessment of the proposed amendments to the planning controls for the LES.
- The consistency of the rezoning proposal with relevant policies and environmental planning instruments (EPIs).

The Department has consulted with the City of Sydney and relevant government agencies, including the NSW Government Architect (GANSW), TfNSW, Sydney Water, the Environment and Heritage Group, and the Heritage Council of NSW. Their advice has been considered in the assessment of the proposed amendments to the planning controls for the LES.

Background

State Significant Precincts

State Significant Precincts (SSPs) are areas that have State or regional planning significance because of their social, economic or environmental characteristics. The Redfern-Waterloo Authority (RWA) Sites, which include the LES, are a SSP under the Eastern Harbour City SEPP. The SEPP contains the planning controls for the LES.

The Department is responsible for assessing the proposal to amend the Eastern Harbour City SEPP and making a recommendation to the Minister for Planning, taking into consideration feedback received from the community, non-government organisations, relevant government agencies and the City of Sydney.

Tech Central

The NSW Government is developing the biggest innovation district of its kind in Australia, known as Tech Central. Located between Central Station, Royal Prince Alfred Hospital and the Waterloo Metro Station, the vision for Tech Central is for it to be a place where universities, start-ups, scale-ups, tech giants and the community collaborate to solve problems, socialise and spark ideas. High quality digital infrastructure, transport connections and public spaces will underpin the success of Tech Central. The LES is located within the South Eveleigh neighbourhood of Tech Central (see Figure 1).



Figure 1 Tech Central Area

Source: Global NSW

Site Context

South Eveleigh Precinct

The South Eveleigh Precinct is approximately 3 kilometres from the Sydney CBD and within the City of Sydney Local Government Area (LGA). It has an overall area of approximately 14 hectares. It is bound by the railway line to the north, Garden Street/Cornwallis Street to the east, Henderson Road to the south and Alexander Street/Rowley Lane to the west (see **Figure 2**).

It occupies what was once the southern side of the Eveleigh Railway Workshops, which were used for the manufacturing, assembly, repair and maintenance of locomotives and carriages for the railway network until 1989. Since the mid-1990s the South Eveleigh Precinct has been progressively redeveloped. It now contains a mix of businesses and organisations working across technology, finance, data, science, education, communications and media.

The South Eveleigh Precinct is highly accessible by public transport. Redfern Station is located 200m to the north and the future Sydney Metro station at Waterloo, which will open in 2024, is located 400m to the south-east. Erskineville Station is also 900m to the south-west. There are bus stops on Henderson Road, Wyndham Street, Mitchell Road and Regent Street.

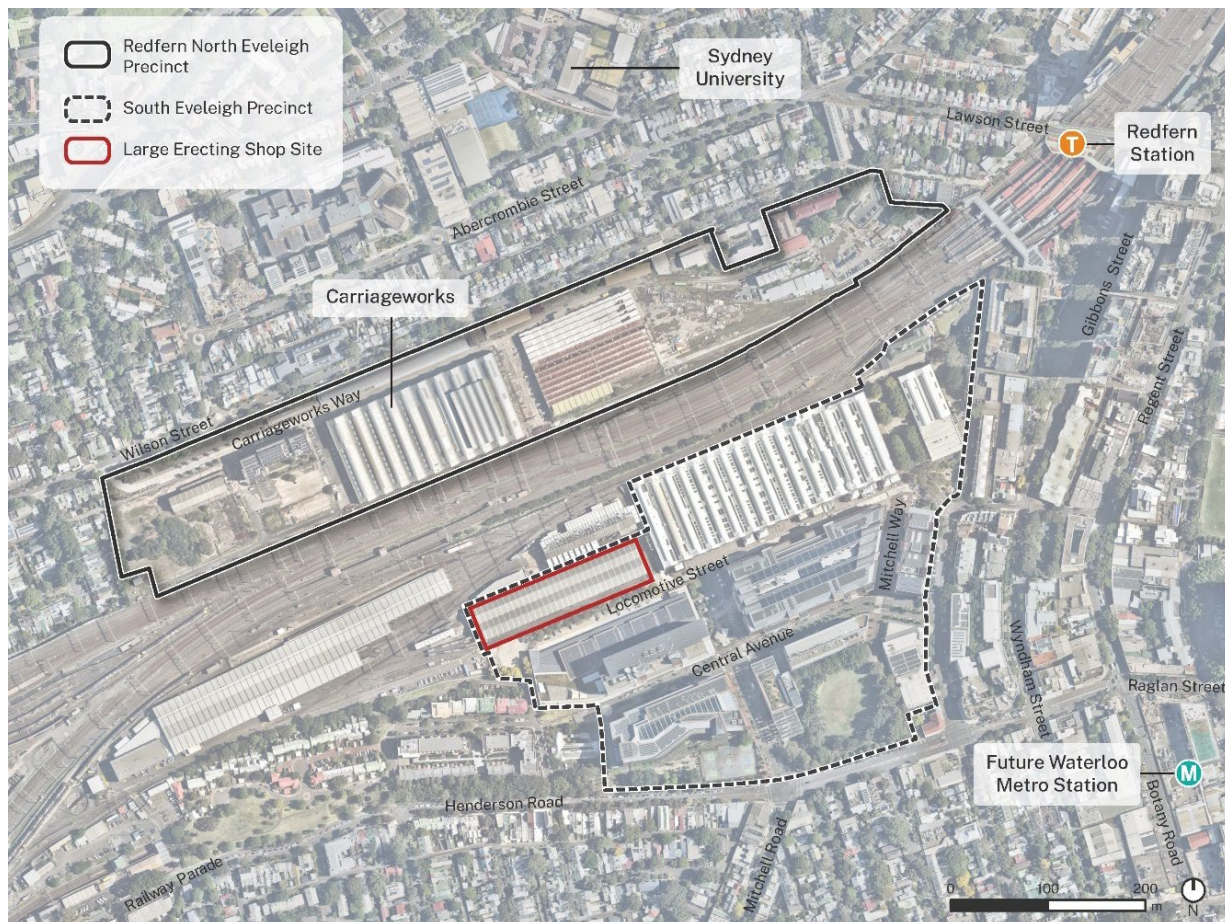


Figure 2 South Eveleigh Precinct and Surrounds

Source: Department of Planning and Environment

The Large Erecting Shop

The LES is in the north-western corner of the South Eveleigh Precinct (see **Figure 3**). The site is legally described as being part of Lot 5, in Deposited Plan 1175706. It is owned by the Transport Asset Holding Entity NSW (TAHE).

The footprint of the LES is approximately 6,400m². The land subject to the rezoning proposal (the LES site) includes a strip of land between the northern edge of Locomotive Street and the southern façade of the LES, which is used as a siding to store rolling stock. The LES site has a total area of 7,899m².

The LES is heritage-listed as a part of the Eveleigh Railway Workshops on the State Heritage Register and the Australian Technology Park S170 Heritage and Conservation Register. It opened in 1899 to supplement the working space in the Locomotive Workshop.

The LES consists of 2 parallel galleries running its length, separated by a row of cast-iron pillars that support overhead gantry cranes and a twin gable roof. The main elevations are regularly articulated by cast-iron arched windows.

The LES ceased formal operation in 1988. It was leased to a heritage train operator up until 2017, who used it for storing and maintaining heritage locomotives. Since 2017 it has been largely unoccupied.



Figure 3 LES Site

Source: Department of Planning and Environment



Figure 4 View of the eastern and southern facades of the LES (from Locomotive Street)

Source: Salty Dingo

Site Surrounds

To the north and west the LES is bound by Sydney Trains operational land. To the south is Locomotive Street. Across Locomotive Street is a 10-storey building occupied by Channel 7. Residential apartment buildings are located to the south-west, along Rowley Street. Immediately to the east is an access road that connects the Sydney Trains operational land to Locomotive Street. Across the access road is the Locomotive Workshops.

The LES within the context of the South Eveleigh Precinct is shown in **Figure 5**.

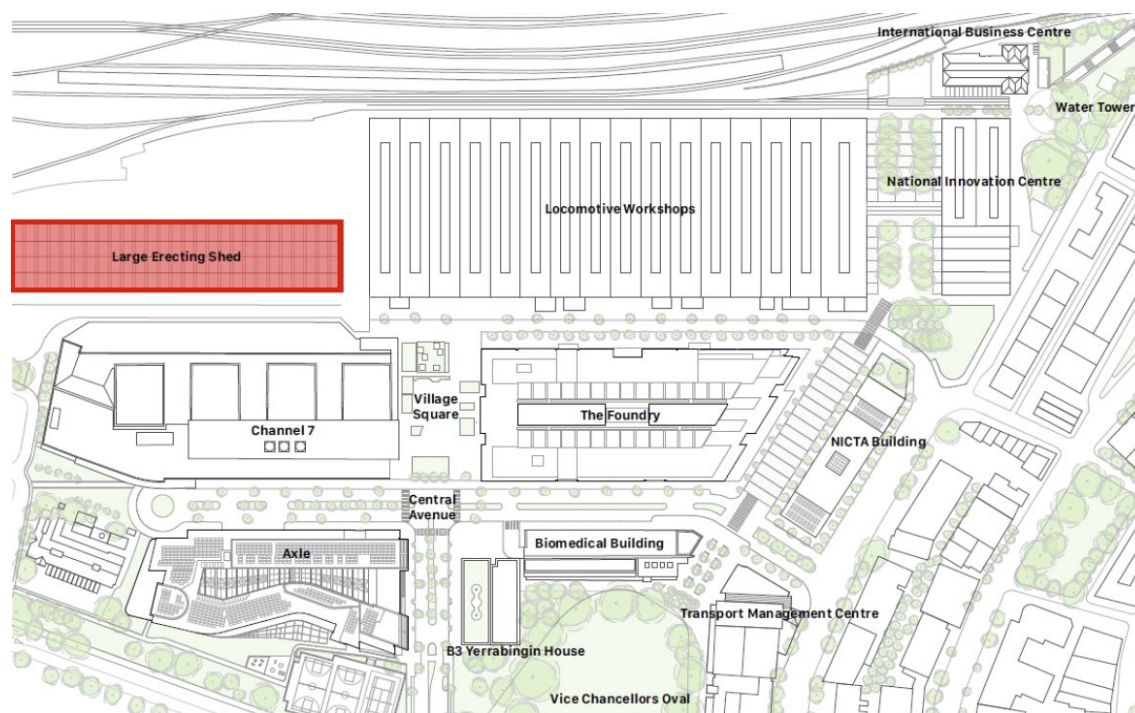


Figure 5 South Eveleigh Precinct

Source: Curio Projects

Existing Planning Controls

Key planning controls for the LES under Appendix 3 of the Eastern Harbour City SEPP are summarised in **Table 1**.

Table 1 | Key planning controls under the Eastern Harbour City SEPP for the LES

Provision	Control
Section 7 Land Use Zones Section 8 Business Zone – Business Park	<p>The LES site is zoned ‘Special Purpose Zone – Infrastructure’. Development in the zone is limited to: <i>construction of a railway station; alterations and additions to railway station; retail or business uses ancillary to a railway station; telecommunications facilities; access facilities, such as tunnels or bridges, that traverse the railway corridor.</i></p> <p>The rezoning proposal is required because the use of the LES for office and retail premises (other than ancillary to a railway station) is currently prohibited.</p>
Section 21 Height, Floor Space Ratio and Gross Floor Area	<p>The maximum building height for the LES is shown as ‘existing’ on the Height of Building Map. The apex of the roof is RL 36.800.</p> <p>There is no maximum FSR or gross floor area (GFA) for the LES.</p>
Section 22 Design Excellence	<p>The consent authority must consider whether the proposed development exhibits design excellence, having regard to:</p> <ul style="list-style-type: none"> • whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved • whether the form and external appearance of the building will improve the quality and amenity of the public domain • whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resource, energy and water efficiency • if a design competition is held, the results of the competition.
Section 23 Car Parks	<p>The total number of car parking spaces across the South Eveleigh Precinct (land within the ‘Business Zone – Business Park’) cannot exceed 1,600 spaces.</p>
Section 23A Additional Permitted Uses for Certain Land	<p>A site-specific provision that applies to the LES permits development for the purposes of information and educational facilities and rail infrastructure facilities to be carried out with development consent.</p>
Section 27 Heritage Conservation	<p>The LES is identified as a heritage item on the Heritage Map. Consent is required for any work unless it:</p> <ul style="list-style-type: none"> • is of a minor nature, or is for the maintenance of the heritage item, and • would not adversely affect the significance of the heritage item.

State Significant Development Application (SSD-49583710)

The detailed design of the adaptive reuse of the LES will be subject to a State significant development (SSD) application, assessed by the Department. It is SSD under *State Environmental Planning Policy (Planning Systems) 2021* (the Planning Systems SEPP) because it will have an estimated capital investment value (CIV) of more than \$10 million and is located on land identified on the 'State Significance Development Sites Map'.

Under the *Environmental Planning and Assessment Act 1979* (EP&A Act), all SSD applications must be accompanied by an Environmental Impact Statement (EIS) that addresses the Secretary's environmental assessment requirements (SEARs). The SEARs identify the information that must be provided in the EIS, including the matters that require further assessment in the EIS and the community engagement that must be carried out during the preparation of the EIS.

Mirvac Projects Pty Ltd (Mirvac) made a request for SEARs for the adaptive reuse of the LES in October 2022. The Department issued [SEARs for SSD-49583710](#) in November 2022.

Exhibited Proposal

The exhibited rezoning proposal sought to amend the Eastern Harbour City SEPP to:

- Rezone the site from ‘Special Purpose Zone – Infrastructure’ to ‘Business Zone – Business Park’.
- Introduce a maximum GFA of 15,000m² for a mix of uses within the LES, including commercial and retail.
- Allow rooftop mechanical plant and equipment to exceed the existing height of the LES by up to 1m.
- Introduce a site-specific design excellence provision, requiring future development to be consistent with a Design Excellence Strategy for the LES.

The exhibited rezoning proposal package, including the Explanation of Intended Effect (EIE), can be viewed at <https://www.planningportal.nsw.gov.au/LES>.

The exhibited rezoning proposal would enable:

- Internal alternations and additions to the LES to:
 - convert the ground floor into commercial offices, retail premises, and end of trip facilities
 - create 2 new internal storeys for use as commercial offices.
- External alterations and additions, including the construction of a new roof, new entrances, and annexes containing building services and a loading dock.
- Heritage interpretation and conversation work.
- Upgrades to the public domain, including landscaping.
- 20 car parking spaces and 2 pick-up and drop-off spaces along Locomotive Street.



Figure 6 View of the indicative design for the adaptive reuse of the LES

Source: TfNSW

Planning and Policy Context

State Plans and Policies

Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan (the Region Plan) sets out the NSW Government's vision for Greater Sydney. It seeks to rebalance growth and deliver its benefits more equally across Greater Sydney.

The Region Plan aligns land use, transport and infrastructure planning to reshape Greater Sydney as a metropolis of three connected cities: the Western Parkland City, the Central River City, and the Eastern Harbour City. The LES is located within the Eastern Harbour City.

The rezoning proposal is consistent with the Region Plan and will give effect to several of its directions and objectives by:

- Prioritising opportunities for walking and cycling (Objectives 7 and 12).
- Enabling conservation, interpretation and celebration of the heritage values of the LES, contributing to the local character of the South Eveleigh Precinct (Objective 13).
- Supporting the delivery of employment floor space in a location that is highly accessible by active and public transport and within the Innovation Corridor, strengthening the global competitiveness of the Harbour CBD (Objectives 14, 18 and 22).
- Setting ambitious sustainability targets (Objectives 33 and 34).

Eastern City District Plan

The Eastern City District Plan (the District Plan) contains the planning priorities and associated actions for implementing the Region Plan in the Eastern City District.

The growth and global competitiveness of the Harbour CBD is central to the vision for the Eastern City District. This is to be achieved, in part, by growing the knowledge-intensive, creative and start-up industries in the Harbour CBD's Innovation Corridor. The LES is within the Innovation Corridor (see **Figure 7**). The rezoning proposal will contribute to the vision for the Eastern City District by enabling the delivery of new high-quality employment floor space in the Innovation Corridor.

A detailed consideration of how the rezoning proposal gives effect to the priorities and actions of the District Plan is provided at **Appendix A**.

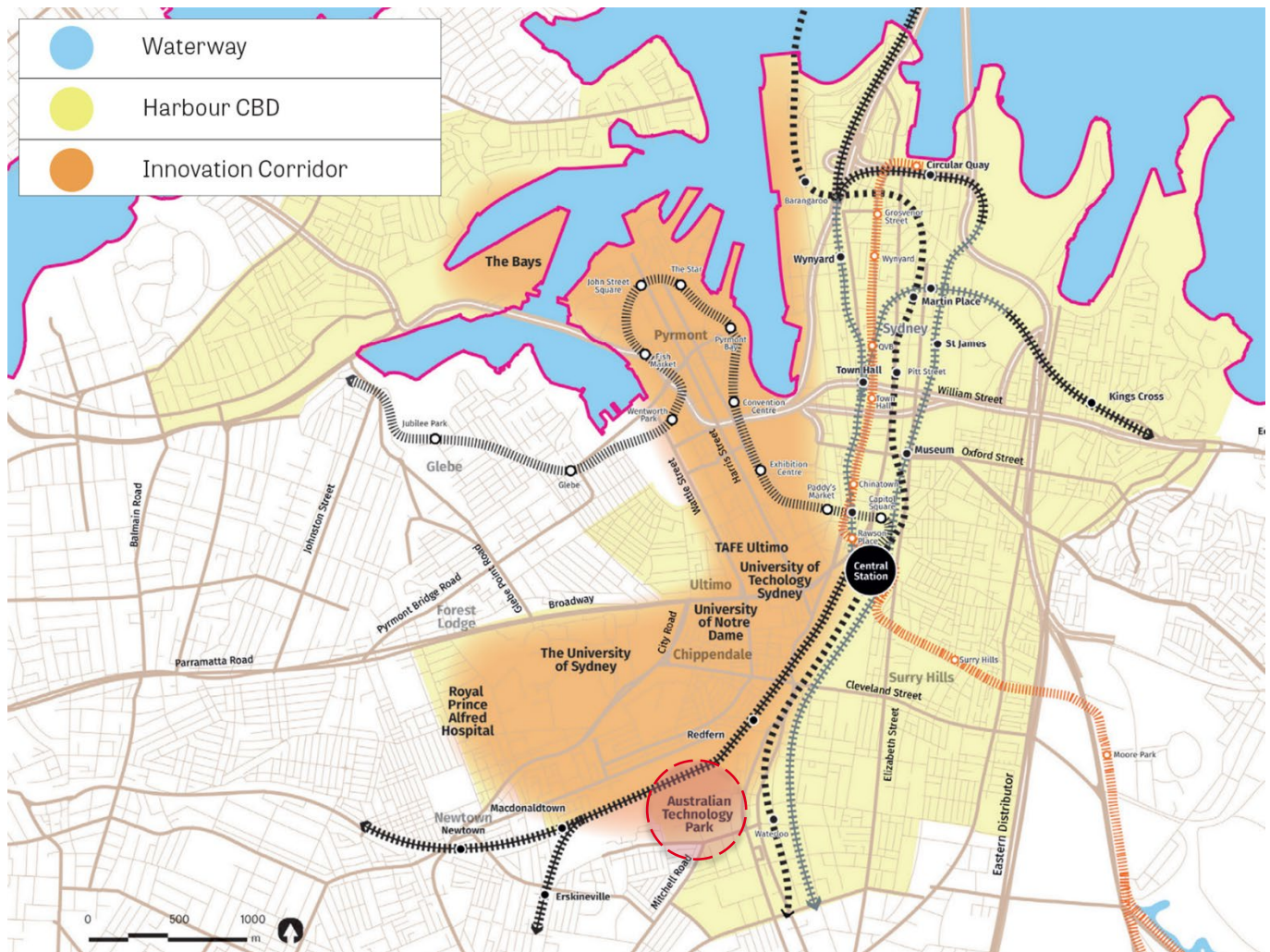


Figure 7 South Eveleigh Precinct (formerly known as the Australian Technology Park) within the Harbour CBD's Innovation Corridor

Source: Greater Cities Commission

Camperdown-Ultimo Place Strategy

The Camperdown-Ultimo Place Strategy establishes a vision and priorities for the Camperdown-Ultimo Collaboration Area and identifies actions to deliver on the vision for the Collaboration Area as the leading innovation and technology hub in Australia by 2036.

The Place Strategy identifies 3 'activity nodes' within the Collaboration Area: Haymarket, Camperdown and Eveleigh (formerly known as Australian Tech Park) (see **Figure 8**). The LES and broader South Eveleigh Precinct are in the Eveleigh activity node. The Strategy seeks to improve connections and collaboration between each of the activity nodes, while reinforcing their respective strengths and local identity.

The rezoning proposal supports the key priorities of the Place Strategy by:

- Improving walkability and local amenity within the South Eveleigh Precinct and broader Collaboration Area by ensuring pedestrians are prioritised in the design of the public domain (Priority 2 and 5).

- Enabling the delivery of new employment floor space, which will reinforce the South Eveleigh Precinct's role as a significant employment, knowledge and skills contributor within the Eveleigh activity node of the Collaboration Area (Priority 8).

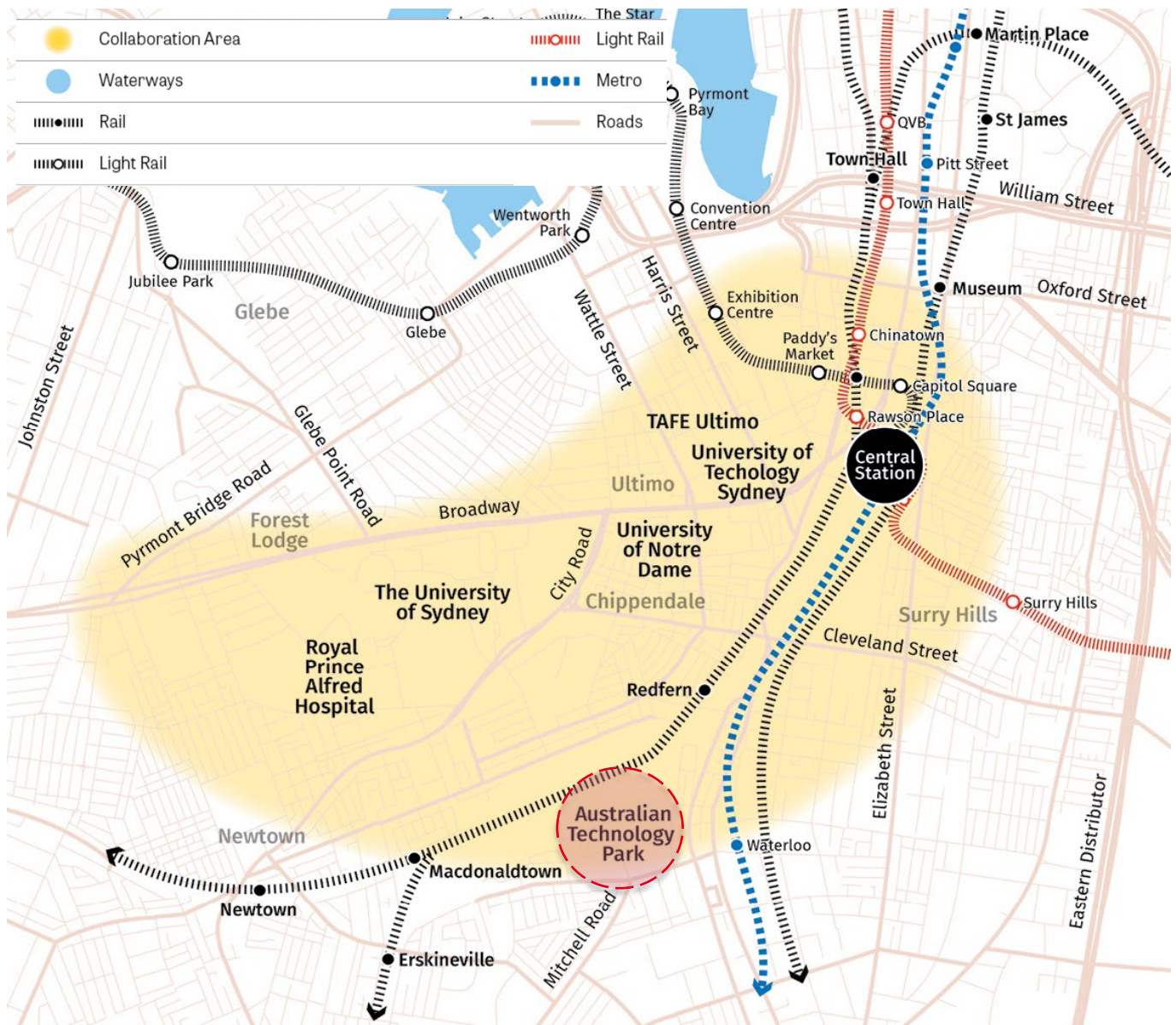


Figure 8 Camperdown-Ultimo Collaboration Area

Source: Greater Cities Commission

Future Transport Strategy

The Future Transport Strategy prepared by TfNSW sets out the NSW Government's vision for transport investment, services and policy. The rezoning proposal is consistent with the Future Transport Strategy and will give effect to its objectives by:

- Supporting the delivery of employment floor space close to active and public transport, making it easier for people to access jobs and helping to optimise investment in public transport infrastructure, including the Waterloo Metro Station and new southern concourse at Redfern Station (Responses C1.1 and P1.2).

- Encouraging the use of active and public transport through the design of the public domain and limiting additional car parking (Responses P1.4 and E2.2).

State Infrastructure Strategy 2022-2042: Staying Ahead

The State Infrastructure Strategy 2022-2042: Staying Ahead (SIS 2022) provides Infrastructure NSW's independent advice to the NSW Government on the infrastructure needs and priorities for NSW over the next 20 years.

The SIS 2022 recommends prioritising the delivery of housing, jobs, amenities and services in locations where there is spare capacity in existing and planned infrastructure, including the transport network (Recommendation 44). This recommendation was supported in full by the NSW Government.

The rezoning proposal is consistent with Recommendation 44 because it will help make the most of investment in transport infrastructure by enabling the delivery of new employment floorspace close to Redfern Station and the future Waterloo Metro Station.

State Environmental Planning Policies

The rezoning proposal's consistency with applicable SEPPs is considered at **Appendix B**.

Local Plans and Policies

Sustainable Sydney 2030-2050

Sustainable Sydney 2030-2050 is the City of Sydney's overarching Community Strategic Plan (CSP), setting out Council's vision for the LGA. The rezoning proposal is consistent with the CSP because it will enable development that increases greenery, achieves a high level of environmental sustainability, encourages people to walk, cycle or use public transport to get to and from work, and delivers additional employment floor space, contributing to meeting the City of Sydney's target for 200,000 new jobs by 2036.

Local Strategic Planning Statement

The City of Sydney's endorsed Local Strategic Planning Statement (LSPS), City Plan 2036, sets out the 20-year vision for land use planning in the LGA, as well as the planning priorities and actions needed to achieve the vision. It gives effect to the District Plan at a local level and is informed by strategies prepared by the City of Sydney, including the CSP.

The LES is in the 'Redfern Street village', which includes city fringe suburbs south of Central Sydney. The Redfern Street village contains a creative, education, technology and research industry cluster. However, the LSPS notes that the continued loss of employment floor space threatens to constrain the future growth of the Redfern Street village and the Innovation Corridor.

The rezoning proposal is consistent with the LSPS because it will support the delivery of additional employment floor space in the established industry cluster at the South Eveleigh Precinct.

Consultation

Exhibition

The rezoning proposal, including an Explanation of Intended Effect, was publicly exhibited from 13 October to 24 November 2022.

The exhibition was advertised on the NSW Planning Portal and electronic direct mails (EDMs) advising of the exhibition were issued to 12 subscribers to the LES website subscribers on 15 October 2022. Another EDM advising that the exhibition period had been extended was issued to 13 subscribers on 8 November 2022.

Submissions Summary

A total of 21 submissions were received during the exhibition period. Of the submissions received:

- 8 were received from the community
- 5 were received from non-government organisations, interest groups, and the Member for Newtown (Jenny Leong)
- 8 were received from government agencies, including the City of Sydney.

Of the 21 submissions received, 13 objected to the proposal and 8 provided comment. A summary of the consultation undertaken and the submissions received is available in the Consultation Summary Report on the Department's website.

Community, Non-government Organisations and Interest Groups

The key issues raised in submissions from the community, non-government organisations, interest groups and the Member for Newtown were:

- | | |
|------------------------------------|-----------------------|
| • industrial heritage | • car parking |
| • Connecting with Country | • night-time economy |
| • public domain | • design excellence |
| • connection to North Eveleigh | • sustainability |
| • public access | • consultation |
| • affordable workspaces | • planning processes. |
| • infrastructure and contributions | |

Government Agencies and the City of Sydney

Submissions received from government agencies and the City of Sydney are summarised in **Table 2**.

Table 2 | Summary of issues raised in submissions by government agencies and the City of Sydney

Authority	Key Issues
City of Sydney Council	<ul style="list-style-type: none"> The planning controls for the LES should be incorporated into the <i>Sydney Local Environmental Plan 2012</i> (the Sydney LEP 2012). The City of Sydney and Central Sydney Planning Committee (CSPC) should be the consent authority for all development in the South Eveleigh Precinct. Future development should be subject to an Invited Architectural Design Competition. The RWA Contributions Plan should be rescinded, and the City of Sydney's contribution plans apply to future development instead. The sustainability targets for future development should be higher. Opportunities for heritage tourism and land uses that contribute to the night-time economy should be considered. Processes for governance, consultation and implementation of the Connecting with Country framework should be refined. A useable rail connection into the LES should be maintained. The rezoning proposal should provide a significant amount affordable commercial floor space for small businesses, start-ups and creative industries. A bridge connection to and from North Eveleigh should be considered. Car parking spaces along Locomotive Street should be reduced, given the LES's proximity Redfern Station and the future Waterloo Station. The maximum GFA should be reduced, and the number and size of void spaces increased to improve views to the gantry cranes and opportunities to appreciate the scale and characteristics of the LES. There should be no new opening on the southern façade of the LES.
Heritage Council of NSW	<ul style="list-style-type: none"> General support for the adaptive reuse of the LES. Support for the proposal to locate mechanical plant and equipment on the roof, and the annexes containing services and the loading dock at the western end of Locomotive Street. Noted that once the overarching Conservation Management Plan for the Eveleigh Railway Workshops is resolved, it should guide the adaptive reuse of the LES. General advice for consideration during detailed design, including in relation to minimising misalignment between floor levels and windows, retention of the gantry cranes and in-ground pits, moveable heritage, and Connecting with Country.
Sydney Water	<ul style="list-style-type: none"> Advice on water and wastewater servicing requirements (including trade wastewater). Request that information on project timing and demand is provided as the rezoning progresses.

The NSW Environment Protection Agency, TfNSW (Land Use, Network & Place Planning Division) and NSW Police Force did not raise any issues.

Response to Submissions

Following public exhibition, the Department asked TfNSW to consider the issues raised in submissions and provide a response.

TfNSW's response to submissions (RtS) did not include any changes to the exhibited rezoning proposal. It provided the following additional information:

- A draft Preliminary Moveable Heritage Register, identifying remaining items of moveable heritage in the LES.
- Additional detail on the Connecting with Country framework.
- A set of design principles showing how the detailed design for the adaptive reuse of the LES can respond to issues raised by the community, Heritage Council of NSW and the City of Sydney.
- A detailed response to the issues raised by the City of Sydney.

The Department's assessment has considered the exhibited rezoning proposal and [the RtS](#).

Consideration

The following considers issues raised during the exhibition of the rezoning proposal and assesses the proposal's suitability.

Gross Floor Area

Issue

Many submissions raised concerns that the amount of GFA proposed would compromise the heritage significance of the LES by reducing opportunities to appreciate the scale and characteristics of the building as an open industrial workshop, such as by limiting the number and size of voids and subsequent opportunities to view the full internal height and length of the building and heritage fabric, including the gantry cranes.

Consideration

In their RtS, TfNSW did not propose any changes to the proposed maximum GFA (15,000m²). TfNSW consider that proposed maximum GFA allows for the preservation of the significant heritage fabric of the LES, while providing design flexibility to respond to feedback received during the design review process with the Government Architect NSW's (GANSW) State Design Review Panel (SDRP).

Heritage NSW has advised that the proposed maximum GFA may be supportable from a heritage perspective, subject to the detailed design for the adaptive reuse of the LES minimising misalignment between new floor levels and existing windows and providing appropriate opportunities to view and appreciate the gantry cranes and the spatial quality and character of the LES.

An example of the existing windows is shown in **Figure 9** and a gantry crane is shown in **Figure 10**.

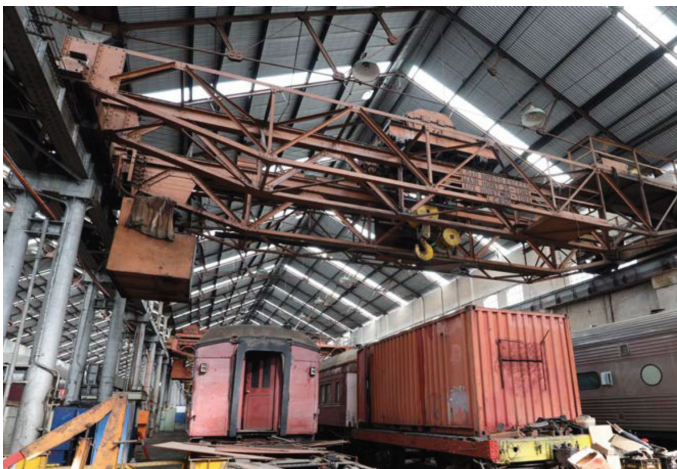


Figure 9 Gantry Crane

Source: TfNSW



Figure 10 Upper and Lower Windows

Source: TfNSW

To ensure that the detailed design responds to the issues raised in submissions and the advice from Heritage NSW, the Department has made updates to the exhibited Design Excellence Strategy to ensure future development:

- Retains the visibility and prominence of the gantry cranes (Figure 9), with opportunities to view them from the ground floor and first floor.
- Minimises misalignment between the floor levels of any new internal storeys and the existing windows, including adequate setbacks between any new internal storeys and the existing walls of the building (Figure 10).
- Provides opportunities to appreciate the spatial quality (full height and length) of the building's heritage character and previous use as an open industrial workshop.
- Is consistent with the Conservation Management Plan being prepared for the South Eveleigh Precinct, which will include site-specific heritage management principles and policies for the LES.

The Department is satisfied that the updates to the Design Excellence Strategy are an appropriate response to the issues raised in submissions and will ensure that future development respects the heritage significance of the LES and contributes to the local heritage character of the South Eveleigh Precinct.

The Department considers it appropriate that the detailed design for the adaptive reuse of the LES is refined through an independent design review process with the SDRP. It is also noted that as part of any future SSD application, the detailed design will be subject to a rigorous assessment by the Department and additional consultation with the community, City of Sydney and the Heritage Council of NSW. This will provide further opportunities for stakeholders to provide feedback as the detailed design evolves.

Heritage Interpretation and Tourism

Issue

TfNSW intends to decommission the rail tracks into and adjoining the LES, to help accommodate commercial and retail floor space, car parking, landscaping, building entrances, and the annex containing building services and loading dock. Submissions raised the importance of retaining an active connection to the rail network into or alongside the LES.

Submissions also suggested that remaining moveable heritage items should be used for on-site heritage interpretation, and that part of the LES should be used for heritage tourism.

Consideration

Decommissioning of Rail Tracks

To mitigate the heritage impact of decommissioning the rail track and help ensure that the future adaptive reuse of the LES provides opportunities to understand and appreciate the former uses of

the building, TfNSW has prepared a Stage 1 Heritage Interpretation Plan (HIP) to provide an overarching framework for heritage interpretation at the LES. It identifies preliminary themes, locations, constraints, and opportunities for future heritage interpretation works to celebrate the history and significance of the LES site, for its integral role in the Eveleigh Railway Workshops and its connection to the Aboriginal community.

Some of the opportunities for Aboriginal and non-Aboriginal heritage interpretation identified in the Stage 1 HIP include public art, signage, digital media and lighting, landscaping and the design of the public domain, as well as the retention and/or reinterpretation of rail tracks, inspection pits, overhead gantry cranes and trains within the LES (see **Figure 11** and **Figure 12**). Potential heritage interpretation works identified in the Stage 1 HIP will be developed further as part of the preparation of the Stage 2 HIP, in consultation with the community, Transport Heritage NSW and the Heritage Council of NSW.

The Department is satisfied that the heritage interpretation framework established in the Stage 1 HIP can ensure that future heritage interpretation works allow for the history and significance of the LES to be appreciated.

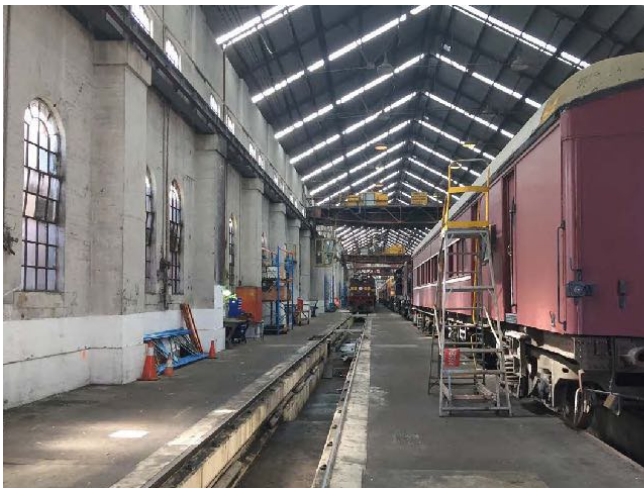


Figure 11 Inspection Pits

Source: TfNSW



Figure 12 Rail Tracks leading into the LES

Source: TfNSW

Moveable Heritage

In response to concerns raised in submissions, TfNSW undertook a preliminary review of remaining items of moveable heritage in the LES. It identified items that have the potential to be used to interpret and celebrate the heritage significance of the LES. These items are shown in the draft Preliminary Moveable Heritage Register submitted with the RtS.

Further assessment of moveable heritage items, to confirm their suitability for heritage interpretation, will occur as part of any future DA, in consultation with Transport Heritage NSW. This information will inform the draft Moveable Heritage Collection Management Plan and the Stage 2 HIP, which will detail how moveable heritage items will be conserved, stored and used for heritage interpretation purposes at the LES.

The Department is satisfied that details of how remaining items of moveable heritage can be resolved as part of the future DA and the Stage 2 HIP, consistent with the process undertaken for the adjoining Locomotive Workshops.

Heritage Tourism

The rezoning proposal will not alter the existing site-specific planning control that permits information and education facilities at the LES. Future heritage interpretation works carried out in accordance with the Stage 2 HIP will also promote heritage tourism by complimenting and expanding the significant heritage offering at the South Eveleigh Precinct. For these reasons, the Department considers that the rezoning proposal will, subject to the development and implementation of the Stage 2 HIP, support opportunities for heritage tourism at the South Eveleigh Precinct.

Traffic, Transport and Car Parking

Issue

TfNSW intend to provide 20 car parking spaces for commercial tenants on the LES site, to the north of Locomotive Street. These car parking spaces would count towards the car parking limit for the South Eveleigh Precinct (1,600 spaces) under the Eastern Harbour City SEPP.

Many submissions, including from the City of Sydney, considered the amount of car parking to be excessive, given the LES's high level of accessibility by active and public transport, and the amount of existing car parking in the South Eveleigh Precinct.

There was concern that the car parking proposed would contribute to pollution and traffic congestion. There was also concern that car parking along Locomotive Street would negatively impact the size, function and quality of the future public domain along Locomotive Street.

It was suggested that the adaptive reuse of the LES prioritise pedestrians and cyclists over car parking.

Consideration

Car Parking

As set out in their RtS, TfNSW considers that the car parking provision has already been sufficiently minimised, and the car parking spaces proposed will cater for people who rely on private vehicles to travel to/from the LES.

The Department's assessment of the proposed car parking has considered the additional justification provided in TfNSW's RtS as well as the:

- need for additional car parking in the South Eveleigh Precinct
- impact of additional car parking on the public domain, character of Locomotive Street, and the LES.

Need for Additional Car Parking

The South Eveleigh Precinct and the LES are highly accessible by public and active transport. The LES is 750m from Redfern Station and close to frequent bus services along Henderson Road, Mitchell Road and Botany Road/Regent Street. It is well located within Sydney's cycle network, with

shared paths and separated off-road cycleways (on Henderson Road and Wilson Street) connecting it to surrounding suburbs and the Sydney CBD.

There are already a substantial number of car parking spaces (approximately 1,564) provided across the South Eveleigh Precinct. Commercial car parking rates for the South Eveleigh Precinct are significantly higher than other comparable State Significant Precincts, including the Paint Shop Sub Precinct, Blackwattle Bay, and Stage 1 of Bays West (see **Table 3**). The traffic and transport assessment submitted with the rezoning proposal has also identified spare capacity in existing car parks across the South Eveleigh Precinct (for at least 40 cars).

Table 3 | Comparison of Commercial Car Parking Rates in SSPs

Precinct	Commercial Car Parking Rate
Paint Shop Sub Precinct	1 space per 1,100m ² of GFA
Blackwattle Bay	1 space per 1,100m ² of GFA
Bays West Stage 1	1 space per 1,100m ² of GFA
South Eveleigh Precinct	Approximately 1 space per 145m ² of GFA

Since the car parking rates for the South Eveleigh Precinct were set in 2005, there has been substantial investment in new public transport infrastructure in the surrounding area.

The future Waterloo Metro Station, due to open in 2024, is located approximately 750m to the south-east of the LES. It will significantly improve the accessibility of the South Eveleigh Precinct by providing faster, more regular and more reliable services to the Sydney CBD and key locations in north-west and south-west Sydney.

The new southern concourse at Redfern Station, due to be open in mid-2023, will also reduce the distance to Redfern Station. With new entrances on Marian Street and Little Eveleigh Street, lifts and public domain upgrades, it will also improve connections to North Eveleigh and make the South Eveleigh Precinct more accessible for people with a disability, limited mobility, prams and luggage.

By making the South Eveleigh Precinct more accessible by public transport, the Waterloo Metro Station and new southern concourse at Redfern Station, this will help reduce the need for car parking at the LES and across the South Eveleigh Precinct. Upgrades to the public domain and the provision of high quality end of trip facilities as part of the future adaptive reuse of the LES will also encourage the use of active and public transport to travel to/from the LES.

Impact on the Public Domain, Character of Locomotive Street, and the LES

Car parking on the LES site would take up space that could otherwise form part of the public domain (see **Figure 13**). This would reduce the potential width (and functionality) of the footpath and limit future opportunities for seating, landscaping, and heritage interpretation works along Locomotive Street.

Traffic

The rezoning proposal is accompanied by an assessment of the traffic and transport impacts of the future adaptive reuse of the LES. The assessment found that most workers and visitors will walk, cycle or use public transport to travel to and from the LES. The rezoning proposal will generate approximately 60 vehicle trips per day.

Limiting additional car parking on the LES site as recommended will further reduce vehicular trips. The Department is satisfied that traffic generated by future development will not result in a significant impact on the surrounding road network. A further detailed traffic, access and parking assessment will occur as part of any future DA.

Amenity

Issues

The rezoning proposal seeks to allow rooftop plant and equipment to exceed the maximum height of the LES by up to 1m, and the construction of two annexes containing building services and a loading dock at the western end of Locomotive Street (see **Figure 14**). This has the potential to create overshadowing and impact on views to the LES.

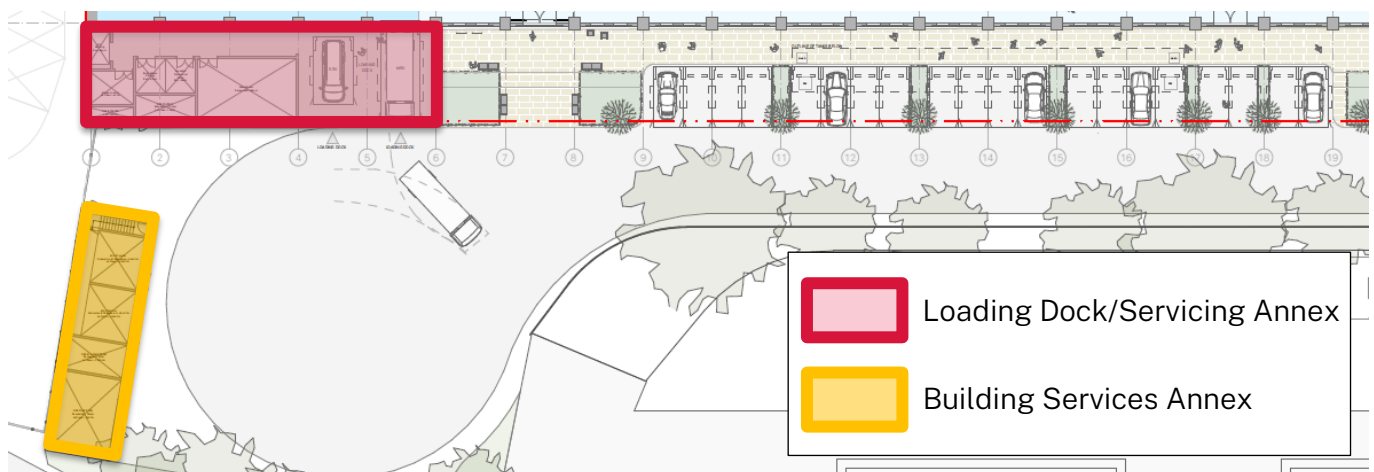


Figure 14 Indicative location and layout of loading and servicing annexes at the western end of Locomotive Street

Source: TfNSW (with edits from the Department)

Consideration

Overshadowing

The reference scheme submitted with the rezoning proposal demonstrates that plant and equipment on the roof of the LES can be positioned so as to not cause any additional overshadowing. An extract from the reference scheme is shown in **Figure 15**.



Figure 15 Indicative Design of Plant and Equipment on the Roof of the LES

Source: TfNSW

Shadow analysis prepared by TfNSW also demonstrates that additional overshadowing from the annexes at the western end of Locomotive Street will be minimal given the extent of existing overshadowing and where shadows are cast (predominately on the road, footpath and Sydney Trains operational land).

Visual Impact

The view and visual impact analysis submitted with the rezoning proposal demonstrates that rooftop plant and equipment can be designed and positioned so as to not adversely affect views to the LES from the surrounding public domain (see **Figure 16** and **Figure 17**).

The Heritage Council of NSW has also advised that it is generally supportive of locating building services and the loading dock in annexes at the western end of Locomotive Street.



Figure 16 View from Eastern End of Locomotive Street

Source: TfNSW



Figure 17 View from Western End of Locomotive Street

Source: TfNSW

Conclusion

The overshadowing and visual impacts of future development will be assessed further as part of any future DA. Under the proposed amendments to the Eastern Harbour City SEPP, rooftop plant and equipment will only be able to exceed the maximum height of the LES if it:

- does not adversely affect views to the LES from the surrounding public domain
- results in no or minimal overshadowing of neighbouring premises and the public domain.

The Department is satisfied that this will ensure that potential impacts on the amenity of the public domain, surrounding premises, and views to the LES are managed appropriately as part of a future DA. The Department also notes that locating building plant and equipment outside and above the LES achieves a better heritage outcome by minimising additional bulk within the LES, which would limit opportunities to appreciate the scale and characteristics of the LES.

Infrastructure and Contributions

Issue

Concern was raised in some submissions that the existing contribution plans are outdated and inadequate for funding the infrastructure needed to support the adaptive reuse of the LES. It was suggested in some submissions that the existing contributions plans be rescinded, and the City of Sydney's contribution plans apply to future development instead.

Consideration

At the time of exhibition, the *Redfern-Waterloo Authority Contributions Plan 2006* (RWA Contributions Plan) applied to the LES. It authorised contributions to be collected and applied towards local infrastructure such as parks, community facilities, public domain upgrades, and road works.

Since exhibition, the RWA Contributions Plan has been repealed. This followed a review of the plan by an experienced infrastructure contributions consultant which found that it was no longer fit for purpose. The *City of Sydney Development Contributions Plan 2015* will now apply to future development at the LES. The Department considers that the City of Sydney's contribution plan is an appropriate mechanism for ensuring that local infrastructure meets the needs of future development and is funded and delivered.

The *Redfern-Waterloo Authority Affordable Housing Contributions Plan 2006* will continue to apply. It authorises the contributions to be collected and applied towards the provision of affordable rental housing.

Other Issues

The Department's consideration of other issues raised in submissions and by the rezoning proposal is provided in **Table 4** below.

Table 4 | Assessment of Other Issues

Issue	Consideration
Connecting with Country	
Some submissions raised concerns about the approach to engaging with Aboriginal people, governance processes, and implementation of the principles of the Connecting with Country framework.	<p>In response to concerns raised in submissions, TfNSW submitted a more detailed Connecting with Country (CwC) framework with their RtS. The framework identified design principles to guide the response to CwC for the adaptive reuse of the LES, which were informed by consultation and a site walk with Registered Aboriginal Parties (RAPs).</p> <p>To help ensure that future development acknowledges and embeds Country, CwC provisions have been included Design Excellence Strategy. The Department is satisfied that the provisions in the Design Excellence Strategy will ensure that the adaptive reuse of the LES celebrates Aboriginal culture and language and integrates Aboriginal connections and stories from the surrounding area, including Redfern North Eveleigh.</p>
Planning Framework	
Some submissions suggested that the proposed planning controls be incorporated into the Sydney LEP 2012 and that the City of Sydney and the CSPC should be the consent authority for future DAs.	To maintain consistency in the planning framework that applies to development across the South Eveleigh Precinct, the Department considers it appropriate to retain the planning controls for the LES in the Eastern Harbour City SEPP and the Minister for Planning as the consent authority for development with a CIV of more than \$10 million.
Design Excellence	
Some submissions raised concerns about future development being subject to a process of design review with the GANSW's State Design Review Panel (SDRP), rather than an Invited Architectural Design Competition in accordance with the City of Sydney's Competitive Design Policy.	<p>TfNSW does not consider a competitive design process for the LES to be necessary, given:</p> <ul style="list-style-type: none"> • The detailed design for the adaptive reuse of the LES has been, and will continue to be, subject to the independent design quality evaluation process with the SDRP. • Future development will not exceed 12 storeys, which is the threshold for a design competition under the Eastern Harbour City SEPP (Appendix 3, Section 22(3)). <p>The Department considers that continued design quality evaluation by the SDRP can ensure that future development exhibits design excellence in accordance with the requirements of the Eastern Harbour City SEPP and the Design Excellence Strategy for the LES.</p>

Issue	Consideration
Flood Risk	
<p>The LES and adjacent public domain may be potentially flood affected during flood events.</p>	<p>A flood risk assessment was prepared to support the rezoning proposal. It modelled flood levels, depths and velocities during the 20-year, 100-year, and probable maximum flood (PMF) events.</p> <p>It found that for the LES site:</p> <ul style="list-style-type: none"> • During the 20-year and 100-year flood events, flood velocities are low and flood depths are very shallow (less than 0.2m deep). • During the PMF event, flood velocities are low and flood depths are shallow (generally less than 0.1m deep, with a maximum depth of 0.33m). <p>The flood hazard category of the LES site during the 20-year and 100-year flood events is H1, which is generally safe for vehicles, people and buildings. During the PMF there are isolated pockets of land along Locomotive Street with a flood hazard category of H2, which is unsafe for small vehicles.</p> <p>The assessment also found that given the shallow overland flow paths around the LES, any impacts on flood behaviour are expected to be minor and generally confined to the public domain and Locomotive Street.</p> <p>The Environment and Heritage Group of the Department raised concerns about potential flood impacts and recommended consideration be given to evacuation during flood events and passive flood protection measures to protect the ground floor from flooding, including raising sections of the floor area, using flood-compatible building materials, internal ramping, and the closure of some entrances.</p> <p>The Department considers that flood risk to the LES can, subject to detailed design, be appropriately managed. Further modelling and assessment of flood risk and mitigation measures will occur as part of any future DA to address matters raised by EHG.</p>
Noise and Vibration	
<p>There is potential for noise and vibration generated by rail operations to impact on the amenity of future uses in the LES.</p> <p>Future development enabled by the rezoning proposal has the potential to emit noise and vibration which could impact the amenity of the surrounding area, including residential uses</p>	<p>Noise Generation</p> <p>The main sources of operational noise are likely to be rooftop mechanical plant and equipment and the loading dock on Locomotive Street. While noise impacts will be assessed in detail as part of any future DA, the Department is satisfied that through standard measures like the appropriate selection and siting of rooftop and equipment, and management conditions for the loading dock (e.g. hours of usage), noise generation can be adequately mitigated.</p> <p>Impacts from Rail Operations</p> <p>Vibration from the railway line is minimal and not expected to impact the future reuse of the LES. Potential noise impacts from the railway line and</p>

Issue	Consideration
to the southwest along Rowley Street and Explorer Street.	rail operations are also considered manageable and measures to mitigate any noise intrusion will be considered as part of any future DA.
Biodiversity	
The LES may provide habitat for threatened species.	The Environment and Heritage Group has advised that the LES may provide roosting and/or breeding habitat for threatened (and non-threatened) microbats. Surveys for microbats will be carried out as part of the preparation of any future DA. If required, a Biodiversity Development Assessment Report setting out measures to avoid, minimise and offset any impacts will be submitted with the DA and assessed by the Department.
Contamination and Remediation	
There are contamination risks associated with previous use of the LES.	<p>The rezoning proposal is accompanied by a preliminary contamination investigation. It identified contamination risks associated with previous use of the LES for assembly, maintenance and storage of rolling stock. However, the investigation did not identify any gross or widespread contamination conditions that would preclude the rezoning of the LES.</p> <p>The contamination risks identified will be assessed further as part of the detailed contamination investigation undertaken to support any future DA for the adaptive reuse of the LES. If required, a remediation action plan will be prepared and implemented.</p>
Sustainability	
Some submissions suggested that the sustainability targets should be higher.	TfNSW has committed to sustainability targets for the adaptive reuse of the LES, which have been referenced in the Design Excellence Strategy. The Department is satisfied that the targets in the Design Excellence Strategy will ensure that future development achieves a high level of sustainability.
Affordable Workspaces	
Some submissions suggested that the rezoning proposal should provide affordable workspaces for small businesses, start-ups, and creative industries.	The provision of affordable floor space does not form part of TfNSW's rezoning proposal, but could be explored as part of a future DA for the adaptive reuse of the LES.

Issue	Consideration
Night-time Economy	
Some submissions suggested that greater consideration be given to opportunities to contribute to the local night-time economy.	<p>In their RtS, TfNSW advised that it does not consider the LES to be an ideal location for entertainment uses, given its proximity to residential uses to the south-west on Rowley Street.</p> <p>Rezoning the site to 'Business Zone – Business Park' will make some land uses that could contribute to the local late-night economy permissible with consent. However, any future DA for such land uses would need to demonstrate that noise and amenity impacts (including on residential uses on Rowley Street) could be appropriately managed.</p> <p>On this basis, the Department considers that the rezoning proposal will provide opportunities for development that contributes to the local night-time economy.</p>
Connection to North Eveleigh	
Submissions raised the need for a pedestrian and cyclist connection to/from North Eveleigh and suggested that provision should be made for it to land between the LES and the Locomotive Workshop.	<p>TfNSW has advised that the rezoning proposal does not preclude the construction of a connection across the rail line to North Eveleigh. However, provision for a future connection to land between the LES and the Locomotive Workshop is outside the scope of the rezoning proposal.</p> <p>The Department is satisfied that the proposed rezoning will not preclude the opportunity for a future connection to North Eveleigh should the need arise.</p>
Public Access	
Some submissions noted that future development should allow for ongoing public access to the LES.	TfNSW has committed to providing opportunities for the public to access the LES and their RtS identifies the two easternmost bays of the LES as one opportunity for public access to the LES. The Department is satisfied that details of how public access is provided and managed can be resolved as part of any future DA.
Public Domain	
<p>Submissions noted that:</p> <ul style="list-style-type: none"> insufficient attention had been given to the design of the public domain. the design of the public domain should be consistent with the codes, policies and guidelines of the City of Sydney. 	<p>Design of the Public Domain</p> <p>In response to concerns raised, TfNSW provided additional information on the design of the public domain, including landscaping along Locomotive Street.</p> <p>The detailed design of the public domain will be developed as part of any future DA, in consultation with the City of Sydney and Heritage NSW. It will also be subject to review by the SDRP.</p>

Issue	Consideration
<ul style="list-style-type: none"> the design of the public domain should consider Locomotive Street as a whole. <p>It is unclear whether the future ownership and management of adjacent streets will be transferred back to the City of Sydney.</p>	<p>However, the Department considers that the design documentation submitted with the rezoning proposal and TfNSW's RtS demonstrates that a high-quality public domain outcome can be achieved.</p> <p>Limiting additional car parking on the LES site will also help ensure that the design of the public domain considers Locomotive Street as a whole.</p> <p>Ownership and Management of Public Domain</p> <p>The <i>Australian Technology Park Planning Agreement</i> between the City of Sydney and Eveleigh Precinct Pty Limited, which was executed in October 2017, requires the public domain in the South Eveleigh Precinct to be handed back to the City of Sydney at the expiry of the Commonwealth Bank of Australia's lease in October 2035.</p> <p>However, TfNSW has confirmed that the freehold title to the strip of land between the northern edge of Locomotive Street and the southern façade of the LES (see Figure 3) will be retained by TAHE and not transferred to the City of Sydney.</p>

Conclusion

The Department has undertaken a detailed assessment of TfNSW's proposal to amend the planning controls for the LES.

The Department's assessment has considered the key issues raised in submissions, including potential impacts on the heritage significance of the LES, the design of the public domain, infrastructure contributions, car parking, sustainability targets, and the need to make provision for a future connection across the rail line to North Eveleigh. It has also considered the additional information provided by TfNSW in its Response to Submissions.

In response to the issues raised in submissions and the further assessment undertaken, the Department has recommended changes to the exhibited rezoning proposal. The Department considers that subject to the adoption of the recommendations outlined in this report, issues raised have been adequately addresses for rezoning purposes and the rezoning proposal should be supported.

This is because the adaptive reuse of the LES for high quality employment floor space, enabled by the rezoning proposal, will:

- Provide new areas of public domain and landscaping, enhancing the amenity of the local area and integrating the LES into the South Eveleigh Precinct.
- Facilitate the delivery of up to 15,000m² of new employment floor space within the established technology and innovation cluster at the South Eveleigh Precinct, supporting up to 1,000 jobs in operation and contributing to the growth and success of Tech Central and the Harbour CBD's Innovation Corridor.
- Support the conservation and revitalisation of the State heritage-listed LES, providing opportunities for its history and heritage significance to be appreciated and contributing to the local heritage character of the South Eveleigh Precinct.
- Ensure that future development achieves a high level of environmental sustainability.
- Optimise investment in transport infrastructure and makes it easier for people to access jobs, by enabling new employment floor space close to Redfern Station and the future Waterloo Metro Station.

Appendix A

Consistency with the District Plan

Priority	Consideration
Planning Priority E1	The rezoning proposal will help align growth with infrastructure, by enabling new employment floor space close to the future Waterloo Metro Station and Redfern Station.
Planning Priority E4	By limiting additional car parking and ensuring a high quality public domain, the rezoning proposal prioritises opportunities for people to walk, cycle and use public transport.
Planning Priority E6	The rezoning proposal will support new areas of high quality public domain and landscaping along Locomotive Street, enhancing the amenity of the local area and integrating the LES into the South Eveleigh Precinct. It will also support the conservation and revitalisation of the State heritage-listed LES, providing opportunities for its history and heritage significance to be appreciated and contributing to the local heritage character of the South Eveleigh Precinct.
Planning Priority E7	The rezoning proposal will help grow a stronger and more competitive Harbour CBD by facilitating the delivery of new employment floor space within the Innovation Corridor.
Planning Priority E8	The rezoning proposal will support the Innovation Corridor by providing new employment floor space and new areas of high quality public domain and landscaping, enhancing the amenity and walkability of the South Eveleigh Precinct.
Planning Priority E10	The rezoning proposal will help integrate land use and transport planning by supporting the delivery of employment floor space close to Redfern Station and the future Waterloo Station.
Planning Priority E11	The rezoning proposal will enable the delivery of employment floor space in the Harbour CBD's Innovation Corridor, supporting up to 1,000 jobs in operation.
Planning Priority E13	The rezoning proposal will provide new employment floor space in the established technology and innovation cluster at the South Eveleigh Precinct.
Planning Priority E15	No native vegetation identified, but surveys for microbats will be carried out as part of the preparation of any future DA.
Planning Priority E16	The rezoning proposal will support the conservation and revitalisation of the State heritage-listed LES, providing opportunities for its history and heritage significance to be appreciated and contributing to the local heritage character of the South Eveleigh Precinct.
Planning Priority E17	The rezoning proposal will enable development that provides new areas of landscaping and greenery, while respecting the heritage significant of the LES.
Planning Priority E19	The sustainability targets in the Design Excellence Strategy will ensure that future development achieves a high level of sustainability

Priority	Consideration
Planning Priority E20	Consistent. The site is not unreasonably exposed to natural and urban hazards.

Appendix B

Consistency with applicable SEPPs

SEPP	Consideration
SEPP (Biodiversity and Conservation) 2021	The proposed planning controls will not contradict or hinder application of this SEPP.
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.
SEPP (Planning Systems) 2021	The proposed SEPP will not contradict or hinder application of the Planning Systems SEPP. Development with a CIV of \$10 million or more would continue to be SSD.
SEPP (Precincts – Eastern Harbour City) 2021	The Eastern Harbour City SEPP makes provisions for SSPs. The proposed planning controls will facilitate the orderly development of the LES, consistent with the aims of the SEPP.
SEPP (Resilience and Hazards) 2021	The proposed planning controls are consistent with the aims of the Resilience and Hazards SEPP and will not inhibit the application of the SEPP.
SEPP (Transport and Infrastructure) 2021	The proposed planning controls will not contradict or hinder application of this SEPP.

Appendix C

Consistency with Section 9.1 Directions

Ministerial Direction	Consideration
1.1 Implementation of Regional Plans	The amendments are consistent with the relevant directions and objectives of the Region Plan.
1.3 Approval and Referral Requirements	The amendments do not include concurrence, consultation or referral provisions, or identify any development as designated development.
1.4 Site Specific Provisions	The amendments do not contain provisions that contradict or would hinder application of this direction.
3.2 Heritage Conservation	The amendments contain provisions that will enable conservation of the LES, which is heritage-listed as a part of the Eveleigh Railway Workshops on the State Heritage Register.
4.1 Flooding	<p>The amendments will increase development potential on flood prone land. A flood risk assessment was undertaken to support the rezoning proposal, using the flood plain model for the City of Sydney's 'Alexandra Canal Catchment Wide Flood Study Update' and 'Interim Floodplain Management Policy'.</p> <p>The Department considers that flood risk to the LES can, subject to detailed design, be appropriately managed. Further modelling and assessment of flood risk and mitigation measures will occur as part of any future DA, in accordance with the SEARs issued for SSD-49583710.</p>
4.4 Remediation of Contaminated Land	The preliminary contamination investigation did not identify any gross or widespread contamination conditions that would preclude the rezoning of the LES. The contamination risks identified will be assessed further as part of any future DA.
4.5 Acid Sulfate Soils	There is no known or anticipated occurrence of acid sulfate soils.
5.1 Integrated Land Use and Transport	The amendments are consistent with this direction as they will enable the delivery of new employment floor space close to Redfern Station and the future Waterloo Metro Station.
7.1 Business and Industrial Zones	The amendments are consistent with this direction as they will enable the delivery of new employment floor space within the established technology and innovation cluster at the South Eveleigh Precinct.