

**Submission number:** 1

**Submitted on:** 8 November 2022

**Submission type:** I am making a personal submission

**Name:** Brenda Bailey

**Suburb and postcode:** 2042

**Please provide your view on the project:** I object to it

**Submission:**

I object to the rezoning that allows for an excessive amount of floor space within the building. The heritage value is not limited to the external walls. The size and scale of the building is also important. Building 5 floors within the space will require very low ceilings and totally remove any understanding of the scale and therefore the original use of the building.

The result will be an over development of this sensitive heritage site.

Also of concern in the rezoning is the space that is required external to the building for the pedestrian/cycling bridge linking North and South Everliegh. The community has been asking for this bridge since development consultations began, it was agreed to in 2005 yet no provision is made for this bridge and it keeps dropping off plans and refusing to build it. Very few aspects of this nearly 20 year process has been agreed on by the community consistently apart from this bridge, yet it is the one thing that fails to be prominent in plans and budgets.

It is also of concern that the community is locked out of the approval process by not allowing the City of Sydney to approve the rezoning or any plans. It would be a much more pleasant area and more useful for the local community if the Councils directions were applied to the surrounding area. For example, there would be public access and more trees. Cars would not be the dominant feature as it is in the current plan. Given the location to public transport, less reliance on cars in the inner city, it seem ridiculous that 20th century thinking about cars should be applied to this site. It is a missed opportunity to create a sustainable development.

**Submission number:** 2

**Submitted on:** 8 November 2022

**Submission type:** I am making a personal submission

**Name:** Phillip Buckley

**Suburb and postcode:** 2120

**Please provide your view on the project:** I object to it

**Submission:**

The removal of NSW rail heritage operations from the LES is wrong. The take over of Eveleigh both North and South by constant business and apartments has minimal long term care or interest in regards to the 1880s era NSW rail heritage. The LES is Sydney only remaining CBD area for heritage trains to operate from and be replenished.

The site should not be converted under rezoning proposals. When we look around at NSW there are so many businesses closed down and not in shops, apartment blocks and businesses towers. This proves that adding more space in Sydney will not make any useful outcome for NSW.

Why is this being done in the dying days of the LNP Govt is curious.  
Is this for another purpose that we the voters arent aware of?

Why is the LNP paying minimal regard to Eveleigh's rail heritage yet will fully support apartments and business blocks? It seems Eveleigh is part of the anti rail agenda,

How much more useful would be the need for rail tourism jobs could be generated by rail heritage in inner Sydney, which would fill the LES, rather than than small businesses that cant pay high rents of the leasee request.

I object to the constant ongoing destruction and minimal care given to the NSW rail heritage in Eveleigh by the LNP.

**Submission number:** 3

**Submitted on:** 8 November 2022

**Submission type:** I am making a personal submission

**Name:** Lindsay Turner

**Suburb and postcode:** Newtown 2042

**Please provide your view on the project:** I object to it

**Submission:**

Thank you for the opportunity to comment on this important project.  
My comments relate to the Rezoning Report FINAL by FJMT architects.

1. The urban context is not complete. The recent proposals for both sections of the North Eveleigh precinct should be shown to explain the full scope of the proposed developments.
2. The north/south pedestrian bridge should be shown on the proposal. Even though this proposal is not funded at this time, it needs to be shown as a long term project and integrated into both North and South Eveleigh developments.
3. The proposed second additional floor should be deleted. A single new mezzanine floor, between the two rows of windows, would be a more harmonious solution for this important heritage building. The second floor creates two tight floors and hides the generous volume of the building. This is clearly shown in the Benchmark Projects shown in section 1.1.4.1 of the report. The three projects, Gusto HQ, New Lab and Spruce Goose, all retain large atriums of two or three floor height. This should be the design intent, not just standard office floor to floor heights.

**Submission number:** 4

**Submitted on:** 16 November 2022

**Submission type:** I am making a personal submission

**Name:** Margaret Whalen

**Suburb and postcode:** Alexandria 2015

**Please provide your view on the project:** I object to it

**Submission:**

I object to the current proposal.

However, I do believe it is to everyone's advantage to have the building repurposed and revitalised.

Large Erecting Shop  
Rezoning Proposal

TfNSW describes the Large Erecting Shop as being:

1. Listed on the State Heritage Register
2. Completed in 1899
3. Integral part of NSW Railways Eveleigh Locomotive Workshops
4. Largest single purpose structure in the Eveleigh Workshop complex
5. Unique in Australia as a surviving locomotive assembly shop of this scale
6. OF EXCEPTIONAL HERITAGE SIGNIFICANCE

THEN, it immediately negates the importance of the heritage value of this building by referring to it as a South Eveleigh Train Workshop.

There is a plan afoot to redevelop this building and surrounds.

There is no signage advising of this proposal on the site as of 15th November 2022.

There are pages and pages of beautiful words describing intent, consultation, and plans.

There is no plan to build a connecting pedestrian/cycle bridge between South and North Eveleigh.

The City of Sydney is not the determining agency and has multiple concerns about the proposal.

Given previous experience in similar circumstances, I have no confidence in the consultation process or the true intent of the developers to preserve this heritage building and its embedded history.

Build a bridge:

Historically there has been passage into, through and across the rail lines at Redfern/Eveleigh to allow the workers access to the workshops.

What happened to the funds collected by the NSW Government under the Redfern Waterloo Contributions Plan ?

What happened to the funds that were committed by the ATP to building a bridge?

Given the purported importance of the whole Eveleigh redevelopment, why is a bridge not considered essential?

This development and that of North Eveleigh is considered as part of the Technological Corridor. Residential density in the local area is increasing and will supply some of the workforce for these developments. Redfern, Erskinville and Newtown Stations, Waterloo metro and various bus routes will bring the workforce to the sites. Easy access from their transport mode to work site is imperative to reduce car usage.

South Eveleigh has restaurants, event spaces, bars and coffee shops, with a proposed tavern (under construction) and ice-creamery. Currently the establishments on Locomotive St are only open Monday to Friday. With a bridge connecting South Eveleigh to North Eveleigh, Darlington and

regions of Chippendale and Newtown, there is significant potential for an increase in late night activity. This will be confirmed once the Tavern opens.

North Eveleigh has Carriageworks, which showcases various events and the popular weekly farmers markets in the adjacent sheds.

A pedestrian bridge linking North and South Eveleigh will ensure residents can easily participate in work and social activities no matter which side of the tracks they live on.

#### Preserve the Large Erecting Shop:

Considerable repair is required for the external façade of the building which has been neglected over multiple years to return it to its state of glory. Any plans for the interior should not detract from the external appearance of this building. Signage is always difficult but again, should not detract from the historical appearance. South Eveleigh is not that large that specific buildings cannot be found. Also consider that the general public, especially the younger generation, use google maps.

This building contains the last functional line within a building that can be utilised for maintaining railway heritage assets and steam locomotives, even the stabling of heritage locomotives. It is essential that this rail line and building be preserved as part of the history of the Eveleigh Railway Locomotive Workshops. To truly appreciate the scale of the building there should be no structures encroaching on the air space above the rail lines. Adjacent to this rail line, space preserved for maintenance equipment. Close by, and with continued unimpeded sight of the roof could be displayed some of the moveable heritage items currently stored within the building and other railway owned sheds scattered around the State.

This would increase historical railway tourism, complimenting the workshop at the opposite end of the Locomotive Workshop building. There is also the Australian Railway Historical Society on Henderson Rd, not that far away.

#### The Challenge:

To repurpose the building such that it, in itself, is a destination as well as a commercial site. Ease of access across the rails via a bridge would also promote this and link seamlessly with the university complex.

#### Suggestions:

Repurpose only half the Large Erecting Shop longitudinally.

Have full sight of the roof over the designated heritage area.

Between the heritage area and the mixed use development, have an industrial or double glazed glass wall, such that from the corridors of the redevelopment, activity within the heritage site could be observed.