

Large Erecting Shop, South Eveleigh

Rezoning Proposal Response to Submissions

February 2023



Acknowledgement of Country

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

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

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

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



Table of contents

1.	Introduction.....	0
2.	Actions Taken Since Lodgement	1
2.1	Department of Planning and Environment	1
2.2	City of Sydney Council.....	1
2.3	Heritage NSW.....	2
2.4	State Design Review Panel	2
3.	Overview of Submissions	3
3.1	Key Community Feedback.....	3
3.2	Government and non-government organisation submissions	5
4.	Response to Key Issues Raised	9
4.1	Heritage	9
4.2	Connecting With Country.....	15
4.3	Public Domain	16
4.4	Connections	17
4.5	Public Access	18
4.6	Affordable Workspace.....	18
4.7	Infrastructure and Contributions	18
4.8	Car Parking	19
4.9	Night Time Economy / Precinct Activation.....	20
4.10	Design Excellence.....	21
4.11	Sustainability	22
4.12	Community Consultation	22
5.	Conclusion	24

Appendix A Reference Scheme and Design Report	25
Appendix B Heritage Council of NSW Letter of Support	26
Appendix C Design Principles.....	27
Appendix D Draft Preliminary Moveable Heritage Register	28
Appendix E Connecting with Country framework	29
Appendix F Response to City of Sydney Council Submissions	30
Appendix G Response to City of Sydney Council ESD Targets.....	31

1. Introduction

This Submissions Report has been prepared on behalf of Transport for NSW (**TfNSW**), the applicant of a State-led Rezoning Application for the Large Erecting Shop (**LES**) also known as the South Eveleigh Train Workshop located within the South Eveleigh Precinct. This Submissions Report provides a response to submissions received during the public exhibition of the draft planning controls proposed for the site.

A State-led Rezoning Application was prepared by TfNSW and submitted to the Department of Planning and Environment (**DPE**) in 2022 to amend the land zoning and development standards applicable to the LES site. The State-led Rezoning Application was proposed as an amendment to *State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021 (Precincts SEPP)*, in accordance with Section 3.29 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*.

The proposed amendments to the Precincts SEPP involve the inclusion of the LES site within the 'Business Zone — Business Park' zone, which applies to the majority of the South Eveleigh Precinct and notably is the existing zoning for the adjacent Locomotive Sheds. Further, the State-led Rezoning Application proposes new development standards including a maximum gross floor area (**GFA**) control on the LES site of up to 15,000sqm. Other changes are proposed to the Precincts SEPP provisions to facilitate the reuse of the LES building for commercial office and retail purposes.

The draft planning controls for the LES were publicly exhibited between 13 October 2022 until 24 November 2022. In November 2022, 21 submissions were received by the project team for review. This includes 6 submissions from State Agencies, 2 submissions from the City of Sydney Council, 8 submissions from the general public and 5 submissions from local community or special interest groups.

This report provides a response to each of the submissions received, agency comments, and key themes identified from the submissions and feedback received during the public exhibition period. This Submissions Report is supported by responses from expert consultants on the project team as required and the following supporting documentation:

- Reference Scheme and Design Report prepared by FJMT (**Appendix A**)
- Heritage Council of NSW Letter of Support (**Appendix B**)
- Design Principles prepared by FJMT (**Appendix C**)
- Draft Preliminary Moveable Heritage Register prepared by Curio (**Appendix D**)
- Connecting with Country Framework prepared by FCAD (**Appendix E**)
- Response to City of Sydney Submissions (**Appendix F**)
- Response to City of Sydney Council Environmental Sustainable Development Targets prepared by Cundall (**Appendix G**)

2. Actions Taken Since Lodgement

This section summarises the further consultation undertaken by the project team since the lodgement of the Rezoning Application.

2.1 Department of Planning and Environment

Since the exhibition of the Rezoning Application in November and December 2022, the Proponent has consulted further with DPE regarding the proposed controls and status of the Submissions Report. Clarification has been sought on the Applicant's position on a number of key issues, which have been outlined in this report.

Separately, a request for Secretary's Environmental Assessment Requirements (**SEARs**) was submitted to the Major Projects team of DPE for a future State Significant Development Application (**SSDA**) to seek consent for the construction and adaptive reuse of the LES building. As the request is for a future project that will rely upon the finalisation of the Rezoning Application, Site-Specific SEARs (as opposed to Industry Specific SEARs) were requested for the project. In preparing the Site-Specific SEARs, DPE requested inputs from the Council and relevant State Agencies.

SEARs were issued for the future project (SSD-49583710) on 18 November 2022. The SEARs articulate the future requirements for an Environmental Impact Statement, including all technical documentation, to be prepared for the project prior to the lodgement of a future DA on the site. Reading this Rezoning Application alongside the SEARs clarifies how issues and detailed comments received in the Rezoning (for e.g. landscape design) will be addressed at the future DA stage.

2.2 City of Sydney Council

A meeting was held with the City of Sydney (**the City**) on 31 October 2022 following lodgement to present a further refinement to the reference scheme that has informed the Rezoning Application. The City provided detailed feedback on the reference design, and made recommendations for consideration as part of the future DA:

- The City sought to understand the minimum clearance widths required for two-way vehicular movements (possibly for Medium Rigid Vehicles, if this is required to service the Sydney Trains land) along the eastern laneway. Depending on the minimum clearance widths required, the City questioned whether it will be possible to provide substantial landscaping (four trees shown on the laneway) and outdoor seating in this lane, while also providing clearance for two-way vehicular movements.
- The City requested that all plans should show the eastern (existing) doors in an open position to identify conflicts with paths of travel for pedestrians and cyclists, and outdoor seating and landscaping.
- The City queried the extent of the site boundary, and whether there was any opportunity to utilise the site to the north and west. It was confirmed that the extent of the site boundary is the existing LES building footprint (with a minor tolerance around the external façade), plus the extent of Locomotive Street to the south, and the easement area on Sydney Trains land to the east of the LES building. Following further consultation with Sydney Trains it is noted that there is no ability to position the external services building to the north or west of the LES building as it would lead to a possible conflict between the operation of Sydney Trains and the future development.
- While the City queried the location of the site boundary on all plans, they were particularly interested in the boundary of the road allotment that would be dedicated to the City in the future. For instance, the City of Sydney queried whether the boundary of the land to be dedicated to the City in the future measured from the top of the kerb, or the bottom of the kerb. The City recommended that car parking spaces should ideally not be located partially on land to be owned by the City and partially by a separate agency or another third party.
- Locomotive Street will be dedicated back to the City in 2035, as outlined in the VPA for South Eveleigh. It is noted that the City's response to matters that affect land that would be dedicated to the City compared to land that is intended on being in ongoing private ownership would likely be different.
- The City had no major comments on the landscaping and outdoor furniture selected, as the expectation is that the palette of materials will likely be as per the rest of the precinct. It has been confirmed that this would be the case, and further consultation on the public domain and landscaping design would need to occur with the City of Sydney during and following the preparation and assessment of the future DA.
- The City noted that there is an existing pedestrian access to the site from the south west, however the ownership of this was not clear. It has been confirmed that this land is owned by Mirvac.
- The City wants to encourage occupants and users of the building to use the outdoor seating (for fresh air etc), but the outdoor seating on Locomotive Street needs to be moved 'inwards' from the road reserve to preserve user amenity and safety (especially from trucks accessing the Channel 7 site). This recommendation will be considered in the detailed design.

- The City queried whether the voids within the building were sufficient, and whether the scale of the building would be visible enough throughout. It was confirmed that full height voids were throughout the building, and voids were to be balanced with achieving the required yield.
- The City queried the extent of the internal setback from the existing façades to the new internal storeys. It was confirmed there were setbacks to all four existing facades, but with a priority towards the east and south given these areas were more visible.

Further responses to the two formal written submissions received by the City of Sydney are provided in **Section 4** of this report and **Appendix D**.

2.3 Heritage NSW

A presentation was also given to the Heritage Council of NSW on 1 June 2022 in relation to the reference scheme which included the current location of the loading dock along the southern elevation. A letter was received on 14 June 2022 (refer to **Appendix B**) congratulating the team on their approach and efforts in revising the scheme to produce a high quality design which fully respects the heritage significance of the LES and surrounding precinct. It is intended that ongoing consultation with Heritage Council of NSW is continued throughout the rezoning and future DA process.

We agree that the appropriate stage to consider detailed design matters will be at the detailed DA stage. As such, this Submissions Report has provided a response to each of the comments received by Heritage NSW and the Heritage Council of NSW to date, and we look forward to further working with Heritage NSW and the Heritage Council of NSW throughout the preparation of the future DA for the site.

2.4 State Design Review Panel

Since the lodgement of the Rezoning Application, the reference scheme has been reviewed by the State Design Review Panel (SDRP) as part of the SSD process for the detailed DA for the site. The initial SDRP meeting was held on 19 October 2022 to discuss the future detailed design. Comments from the SDRP received on 28 October 2022 acknowledged that the scheme is still in a preliminary stage of development but commended the design team for a clear and thorough presentation. The following elements of the design strategy were supported:

- Early consideration of First Nation People's role within the lifecycle of the LES building
- Intention to present the industrial archaeology within the site
- Preservation of the gantry cranes in situ, albeit enhanced opportunities for the building occupants to appreciate these structures are encouraged
- Position of the main entrance to the east of the building, through the large existing doorways
- Intention for the new office floors to sit completely independently from the existing building
- Intent to provide flexibility to subdivide the floorplate into multiple tenancies
- Retention of the existing steel windows externally
- Re-instatement of some of the skylight positions, although additional skylights would be preferable
- End of trip facilities provided close to the main entrance.

Further commentary and recommendations were also provided to be considered as the design progresses. These comments have been considered as part of the design principles prepared by FJMT (**Appendix C**) but prioritisation is given to the heritage significance of the overall building as well as commentary from the Heritage Council of NSW in consideration of the state heritage listing for the site. Overall, commentary from the SDRP does not impact on the proposed planning controls for the site.

3. Overview of Submissions

During the extended public exhibition of the Rezoning Application, a total of 21 submissions were received. The makeup of these submissions are as follows:

- Eight submissions received were objections from the general public, including six objections from residents of the local area (Alexandria, Darlington, and Newtown) and two objections from outside the local area (within the post code of 2120 and Wagga Wagga),
- Six submissions were comments from State Agencies,
- Five submissions were from local community or special interest groups, and
- Two submissions were received from City of Sydney Council.

The key themes of the submissions received were in summary:

- Heritage
- Connecting with Country
- Public Domain
- Connectivity
- Public Access
- Affordable Workspace
- Infrastructure and Contributions
- Car Parking
- Night Time Economy / Precinct Activation
- Design Excellence
- Sustainability
- Community Consultation

Each of these key themes, and the specific comments received in the Council submissions, Agency comments, submissions from local community or special interest groups, and submissions from the general public are addressed in the following sections.

The submissions have been considered and do not necessitate any changes to the proposed development standards for the site or reference scheme. Based on the submissions received, a set of Design Principles have been prepared by FJMT (refer to Appendix C) to ensure that the overall design intent and future detailed design reflects the key themes identified. A clear set of Design Guidelines has been established to guide the future development of the LES site. The criteria will ensure that there is a clear and legible framework within which the project can be delivered and to provide flexibility for the design of the future building and spaces within the parameters of a clearly structured framework. These Principles respond to feedback received during the project consultation.

3.1 Key Community Feedback

A number of issues were raised in the community submissions, each of which are summarised in the table below.

Issue	Description
Heritage	<ul style="list-style-type: none"> • Many submissions raised concern that the proposal does not adequately respect the heritage significance of the site, including that the: <ul style="list-style-type: none"> ○ Extent of proposed internal GFA will compromise the building's heritage significance connected to the open workshop characteristics of the building, in particular reduced opportunities to view the full ceiling height, limited voids and the misalignment of new floors with existing windows ○ Removal of rail access and addition of a new entry and loading dock will change the external appearance of the LES building. • Many submissions recommended that part of the LES building should be used for heritage tourism.

Issue	Description
	<ul style="list-style-type: none"> Submissions noted the presence of moveable heritage items associated with the LES building that need to be audited/managed with some submissions noting they should be incorporated in heritage interpretation strategies.
Connecting With Country	<ul style="list-style-type: none"> Submissions commended the work to date on recognising the LES building's role within Sydney's Aboriginal history and recommended continued commitment to cultural mapping of the surrounding precinct to influence the overall site strategy, architectural and landscape design. Concern was raised that the Connecting with Country framework is insufficient with respect to engagement, governance and implementation of its principles, and that updates should be made to the framework.
Public Domain	<ul style="list-style-type: none"> Concern was raised that insufficient attention has been given to the design of the public domain and that the design should be consistent with City of Sydney codes, policies and frameworks. It was noted that the design of Locomotive Street should be considered as a whole, in particular with regards to footpaths and car parking. It was also noted that it is unclear whether the ownership and management of adjacent streets will be transferred back to the City of Sydney.
Connections	<ul style="list-style-type: none"> Many submissions note the need for a connection across/under the rail line to North Eveleigh.
Public Access	<ul style="list-style-type: none"> Some submissions noted that future development should ensure ongoing public access to the LES building.
Affordable Workspace	<ul style="list-style-type: none"> Some submissions noted the absence of a commitment to deliver affordable workspace for small business, start-ups and creative industries.
Infrastructure and Contributions	<ul style="list-style-type: none"> Concern was raised that local infrastructure provision is considered inadequate, was not developed in consultation with the City of Sydney and that the Redfern Waterloo Authority Contributions Plan is outdated and does not envisage the scale of the development proposed. Concern was raised regarding the transparency around Redfern Waterloo Authority Contributions Plan (RWA) and the use of funds to deliver local infrastructure with some submissions noting that contributions already raised as part of RWA Contributions Plan are not being used for their original purpose. Some submissions recommended rescinding the RWA Contributions Plan to enable the City of Sydney's development contributions plan to apply to the development. Some submissions suggested planning controls and provisions are to be moved from a State policy to the <i>Sydney Local Environmental Plan 2012</i>, and delegation of consent authority functions to the City of Sydney Council.
Car Parking	<ul style="list-style-type: none"> Submissions raised concern that the extent of parking proposed is too high noting the LES's close proximity to Redfern and Waterloo stations and that this will contribute to traffic congestion.
Night Time Economy / Precinct Activation	<ul style="list-style-type: none"> It was noted that the LES building could provide the opportunity to contribute to the local late-night economy.
Design Excellence	<ul style="list-style-type: none"> Concern was raised that the proposal uses a design excellence process as opposed to a competitive design competition.

Issue	Description
Sustainability	<ul style="list-style-type: none"> Concern was raised that the proposed sustainability targets are insufficient and should be increased.
Community Consultation	<ul style="list-style-type: none"> Concerns were raised regarding the extent of community consultation during the exhibition period and that the exhibition was not well publicised.

3.2 Government and non-government organisation submissions

A number of government and non-government organisation submissions were received during the public exhibition of the LES Rezoning Proposal. A summary of submissions received is provided in the table below.

Stakeholder	Issues Raised
Government Agencies	
City of Sydney Council	<ul style="list-style-type: none"> Request for a bridge across the railway connecting to North Eveleigh/Carriageworks. The LES should be used for heritage tourism and/or night-time attractions. The proposed provision of parking is considered excessive. The future DA should not be declared State Significant, and the City should be the consent authority. Further information requested on the public domain along Locomotive Street. The proposed controls result in excessive floor space within the building. Request a commitment to affordable workspaces. Sustainability targets should be increased. RWA Contributions Plan be rescinded, and the City's development contributions plan should apply.
Heritage Council of NSW	The proposed development standards and reference scheme are considered to reflect ongoing feedback provided by the Heritage Council (refer to Appendix B). The heritage-led design approach and intent of the reference scheme has been commended for demonstrating how heritage impacts to the LES can be appropriately reduced and mitigated and the building's heritage used as an asset to achieve a commercially successful outcome.
Environmental Protection Agency	<p>The Environmental Protection Agency, has no comment on this proposal and no further consultation is required given:</p> <ul style="list-style-type: none"> the proposal is unlikely to lead to activities that will constitute a Scheduled Activity under Schedule 1 of the <i>Protection of the Environment Operations Act 1997</i> and so, will not require an Environment Protection Licence under this Act the proposal is unlikely to lead to activities that will be undertaken by or on behalf of a NSW Public Authority, nor are there likely to be other activities for which the EPA is the appropriate regulatory authority, and the site is not being regulated by the EPA under the <i>Contaminated Land Management Act 1997</i> <p>No further actions are considered to be required as part of the rezoning.</p>

Stakeholder	Issues Raised
NSW Police (South Sydney Police Area Command)	<p>No objections have been raised to the proposed rezoning, provided that reasonable and effective crime prevention measures are implemented with any associated developments. Further comments are likely to be provided at DA stage.</p> <p>No further actions are considered to be required as part of the rezoning.</p>
Sydney Water	<p>No objections have been raised to the proposal. Sydney Water has requested that they are updated on the anticipated dates for development in order to ensure the most efficient planning and delivery of water and waste water servicing.</p> <p>It is also acknowledged a Section 73 application will be lodged if required following development consent. No further actions are considered to be required as part of the rezoning.</p>
TfNSW (Land Use, Network & Place Planning, Greater Sydney)	<p>TfNSW has raised no objections to the proposal and acknowledges the consultation undertaken by DPE to date. TfNSW welcomes further consultation to resolve any further matters to ensure the timely finalisation of the rezoning.</p>
Government Architect NSW (GANSW)	<ul style="list-style-type: none"> GANSW has provided feedback via the State Design Review Panel in relation to the LES proposal. Feedback was received in response to an SDRP meeting held on 19 October 2022 to discuss the future detailed design. As such, comments received predominantly related to the detailed design of the building and will be addressed as part of the future DA process. <p>Where relevant, the SDRP comments have been addressed as part of the Design Principles prepared by FJMT (Appendix C).</p> <ul style="list-style-type: none"> The GANSW has confirmed that the design team do not need to present to the SDRP again given the detail of comments received and support for the design intent.
Non-government organisations	
REDwatch	<ul style="list-style-type: none"> Concerns that the floor space is excessive and the introduction of two internal floors will take away from the scale and characteristics of the large space linked to its historic use and the low ceilings will result in poor amenity. Supports the application of OCMP Eveleigh Railway Workshop (ERW) Heritage Management Principles in relation to the LES. Acknowledges the importance of heritage machinery associated with the LES to be left in the LES or returned to the LES by Transport Heritage NSW. Amend the proposal to incorporate a bridge to land in South Eveleigh between the LES and the Locomotive Workshop. Requests the retention of an active rail line into or alongside the LES. Requests to retain the existing site-specific clause (clause 23A, Appendix 3, Precincts SEPP) that also allows development with consent for the purposes of 'information and education facilities' and 'rail infrastructure facilities'. Supports the proposed height controls which allow for or minor protrusions of up to 1 metre for roof plant, machinery and cooling towers subject to consent authority approval. Suggests there is no justification for proposed on street parking. Suggests that funds in RWA Contribution Plan funds should be used towards the construction of the connecting bicycle and pedestrian bridge. The contributions plans

Stakeholder	Issues Raised
	<p>should then be rescinded and future contributions made to the City of Sydney contributions plans.</p> <ul style="list-style-type: none"> Support Council's recommendations including: <ul style="list-style-type: none"> Council is the consent authority for future applications The application be subject to a design competition The design must be informed by the GANSW Connecting with Country Framework
Australian Society for the Study of Labour History	<ul style="list-style-type: none"> Concerns relating to the introduction of three storeys within the LES building and the relocation of the external loading dock. Suggests any re-use of the building should permit ongoing public access to the LES. Recommends retention of other features that indicate the original use of the building, such as railway lines and crane tracks.
Australian Society for the Study of Labour History, Sydney Branch	<ul style="list-style-type: none"> Objects to any proposal likely to block historical understanding of the LES. Recommends introduction of affordable creative work spaces. Amend the proposal to incorporate a bridge to land in South Eveleigh between the LES and the Locomotive Workshop.
Rail, Tram and Bus Union Retired Members Association	<ul style="list-style-type: none"> Zoning should reflect that the LES is a rail operational facility. Submits that several of the Study Requirements have not been meet including consultation. Planning controls for the LES be incorporated into the Sydney LEP 2012 City of Sydney Council and the Central Sydney Planning Committee should be the consent authority for all development in the South Eveleigh Precinct. The proposed GFA with two additional floors severely restricts the appreciation and characteristics of this large industrial space. Ensure the overhead gantry cranes can be viewed in the round and give further consideration to opportunities when more information is available following a report into the moveable heritage collection. Ensure that the original spatial conception of the LES with its central row of columns is able to be read. Supports Council's recommendations relating to: <ul style="list-style-type: none"> Locomotive Street (public domain and car parking) Design Excellence Sustainability Bridge Connection between North and South Eveleigh
Ecotransit Sydney	<ul style="list-style-type: none"> Amend the proposal to incorporate a pedestrian and cyclist bridge from Carriageworks across the railway corridor to South Eveleigh.

Stakeholder	Issues Raised
	<ul style="list-style-type: none">• Future DAs should not be declared State Significant, and the City of Sydney should be the consent authority.• Part of the building should be considered for heritage tourism.• Supports the retention of the external heritage fabric, but opposes the introduction of two internal floors. To maintain consistency with the building's original transport heritage, larger voids should be introduced with reduced floor space.• The Redfern Waterloo Authority Contributions Plan is outdated and does not account for this additional development. The RWA Contributions Plan should be rescinded and the City's development contributions plan should apply.• No commitment to affordable workspaces and little consideration given to the potential for a late-night economy.• Insufficient attention is given to the design of the public domain, particularly on Locomotive Street.• A reduction in car parking is imperative given the site's proximity to Redfern station.• Higher sustainability targets should be targeted in the development, operation and waste management of the LES.

4. Response to Key Issues Raised

4.1 Heritage

Parties which raised this issue:

- City of Sydney Council
- REDWatch
- Australian Society for the Study of Labour History, National
- Australia Society for the Study of Labour History, Sydney Branch
- Rail, Tram and Bus Union Retired Members Association
- Ecotransit

Issues raised in submission

There was an overall support for the adaptive reuse of the building, commitment to investment in conserving the building, and increasing public access to the building. Nevertheless, many submissions raised concern that the proposal does not adequately respect the heritage significance of the site, including that the:

- Concern regarding the quantum of floor space proposed within the building and the insertion of two internal floors to be inserted into the existing building.
- Desire to ensure the full height, length, and scale of the existing building can be appreciated from inside the LES building.
- Desire to maintain moveable heritage items within the LES building, and requesting further details on which rail assets and machinery will be maintained within the LES building and the proposal.
- Removal of rail access and addition of a new entry and loading dock will change the external appearance of the LES building.
- The presence of moveable heritage items associated with the LES should be incorporated in heritage interpretation strategies

Submissions also recommended that part of the LES building should be used for heritage tourism.

Discussion and response

Internal GFA and Design

As part of the extensive consultation completed during the preparation of the Rezoning Application, meetings were held with the Heritage Council of NSW and Heritage NSW in June 2022. The Heritage Council of NSW and Heritage NSW were supportive of the proposed floor space and size of voids identified in the current reference scheme. A Letter of Support received June 2022 is enclosed in **Appendix B**.

Further details on the location and areas of voids throughout the building will be investigated during the preparation of the development application (DA) in accordance with the current Design Principles prepared by FJMT (refer to **Appendix C**). Notwithstanding, it is noted that voids have been incorporated into the reference design (**Appendix A**) to demonstrate that significant voids along the facades of the original building can be provided to ensure the height and scale of the building may be read internally – for example along the southern façade of the building. Further, the floor plans illustrate significant voids are provided around the location of gantry cranes to ensure that they are visible and can be read throughout the building.

As illustrated in **Figure 1** and **Figure 3**, the proposed reference scheme maintains the first two easternmost bays unobstructed, at full scale. It is proposed that the six existing gantries will be retained with two gantries located in the eastern lobby, two within the central atrium and two within the western atrium (refer to **Figure 3**). The proposed voids will ensure that the height and scale of the building can be read from various points within the building, including in locations aligned with the original building entries.

Internal structures currently demonstrate 3m separation which is considered a minimal 'on balance offset' which balances heritage considerations with the project financial viability. This 3m setback was supported by the Heritage Council of NSW and Board when the scheme was presented in June 2022, and evidenced in their letter of support. Any increase in this setback will not be commercially viable.

Finally, the suggested retention of 10 bays at a full height by the City of Sydney would significantly impact the amount of Net Lettable Area that would be delivered on the site for new uses, and would not support the substantial investment in conservation works required to maintain and adaptively reuse the building.

Specific Design Principles have been prepared by FJMT (**Appendix C**) to ensure the final floorplate arrangement celebrates and retains the clear dual bay, long linear scale and character of the building.

Figure 1 Render of Eastern Lobby Space – reference scheme only



Figure 2 Render of central atria - reference scheme only

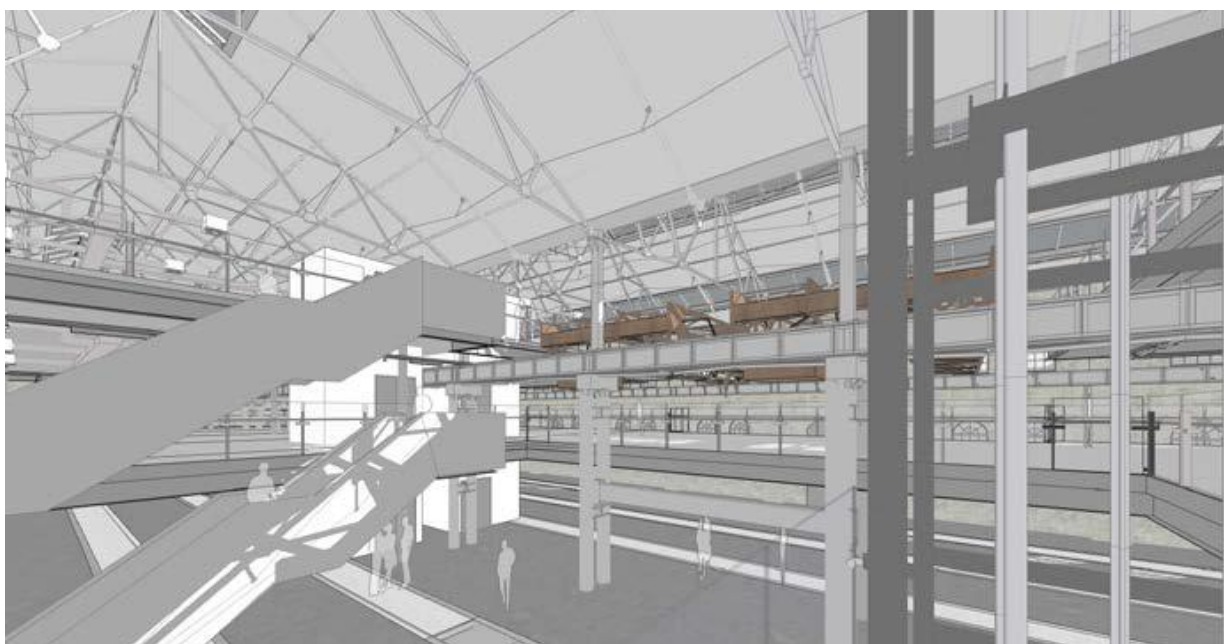
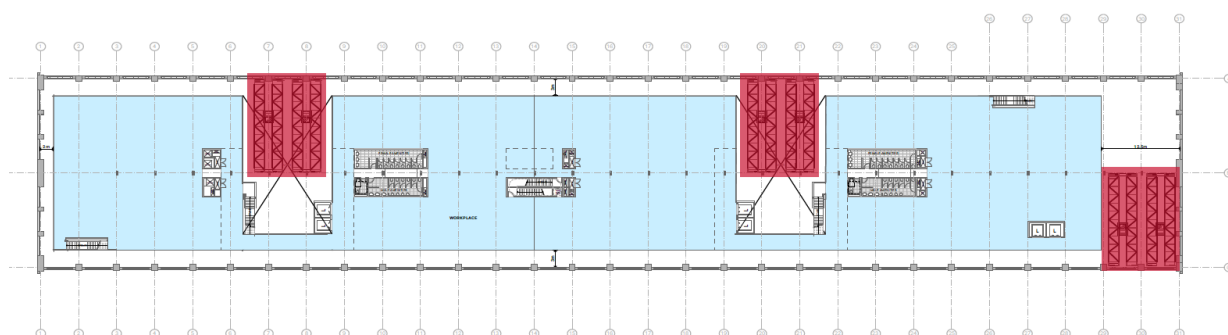


Figure 3 Extract from Reference Scheme with locations of gantry cranes retained in-situ identified in red

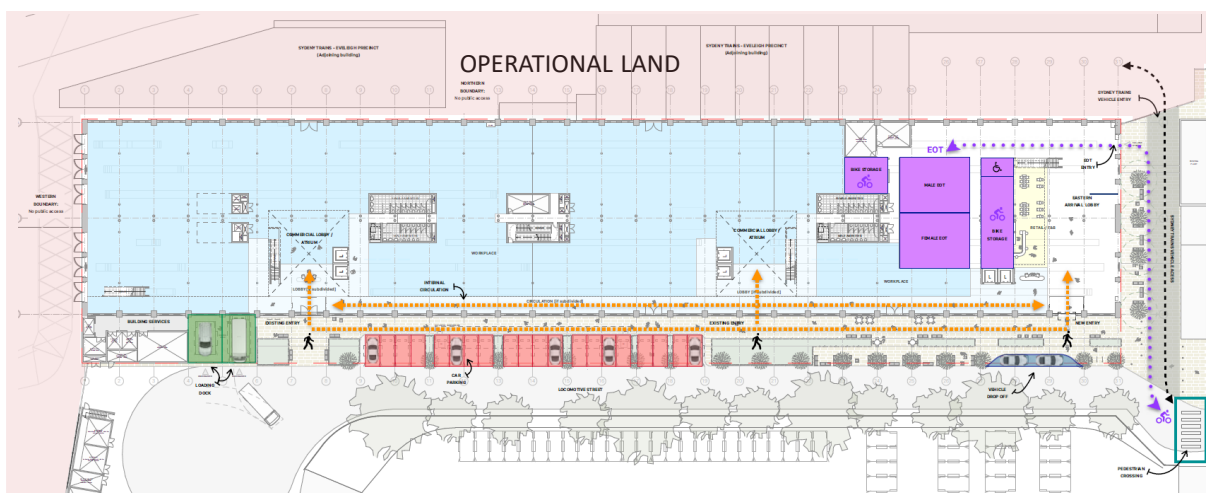


External Appearance and Public Domain

The southern façade of the LES is required as the main entrance to the building to ensure that pedestrian movements accessing the LES does not conflict with operational Sydney Trains land located to the west and north of the building (refer to **Figure 4**). Additionally, the street to the east of the site is predominantly used for loading and truck movement for Sydney Trains and use of this façade creates a possible conflict regarding safety and operational purposes. The reference scheme has also been amended to align doorways and windows with existing features as part of the heritage interpretation works and to minimise new penetrations in the façade. The final design, scale, materiality and resolution of any new entrances and openings will be informed by the design principles prepared by FJMT studio enclosed in **Appendix C**.

Additional response to matters raised in relation to the public domain are address in **Section 4.3** of this report.

Figure 4 Location of pedestrian and vehicular access points



Removal of Active Rail Line

The LES building is currently used to store locomotives and rolling stock, and is managed by Transport Heritage NSW. The existing building is not fit for purpose, not publicly accessible, and has been largely unoccupied since approximately 2017.

The removal of the active rail line (identified in **Figure 5**) will have a major impact on the ability for the site to be used in future for the movement of trains in and out of the LES precinct. The impact of this decommissioning is proposed to be mitigated in the form of heritage interpretation measures identified within the Stage 1 Interpretation Plan, which will interpret and celebrate the stories of the former uses of the building,

To enable this rezoning, TfNSW is currently in the process of determining whether the LES can be declared as 'surplus land', meaning it is no longer required for operational purposes. TfNSW has committed to relocating all of the rolling stock and heritage items within the building (loose) to a new purpose built facility in Chullora, NSW.

For the LES to function as a commercial building requires the rail line to be decommissioned and removed. This rail line would be replaced with an annex building (housing services and loading dock), on grade car spaces, landscaping and building entries. This is the only available location around the perimeter of the LES for these uses. These uses are also highly sympathetic to the remaining street uses.

Figure 5 Location of active rail line



Moveable Heritage Items

A Stage 1 Heritage Interpretation Plan (**HIP**) was prepared By Curio as part of the original rezoning package. As part of the key visions detailed within the Stage 1 HIP, the proposal seeks to celebrate and interpret the heritage significance of the building and to provide a positive contribution to the South Eveleigh precinct. The Stage 1 HIP identified the opportunities to conserve, maintain and interpret the remnant machinery collection, moveable heritage items and the intangible stories and information associated with the site.

The HIP also noted opportunities to create display and exhibition spaces within the public realm and to highlight the relevant themes and stories from the history of the building, and opportunities to link its history with the other interpretation initiatives, public art and strategies in the surrounding areas (e.g. South Eveleigh, North Eveleigh, Redfern Station). These opportunities will be further developed as part of the SSDA process for the site in the form of a more detailed Stage 2 Heritage Interpretation Plan.

A high level preliminary review of the remaining rail assets and machinery elements within the building has been undertaken by Curio with a number of items identified within the building which have the potential to be used for the purposes of interpretation and celebration of the building's heritage value. The items are a combination of attached elements, moveable heritage items and stand-alone structures which are located along the internal facades of the building and positioned along the central spine. The items include (but are not limited to) electricity switches and switch boxes, work benches, pipes and gauges, hooks, timber fire boxes, trolleys, train parts, signage, ladders and platforms, overhead cranes, cupboards (and their loose contents) and Sub-Foreman Cabins.

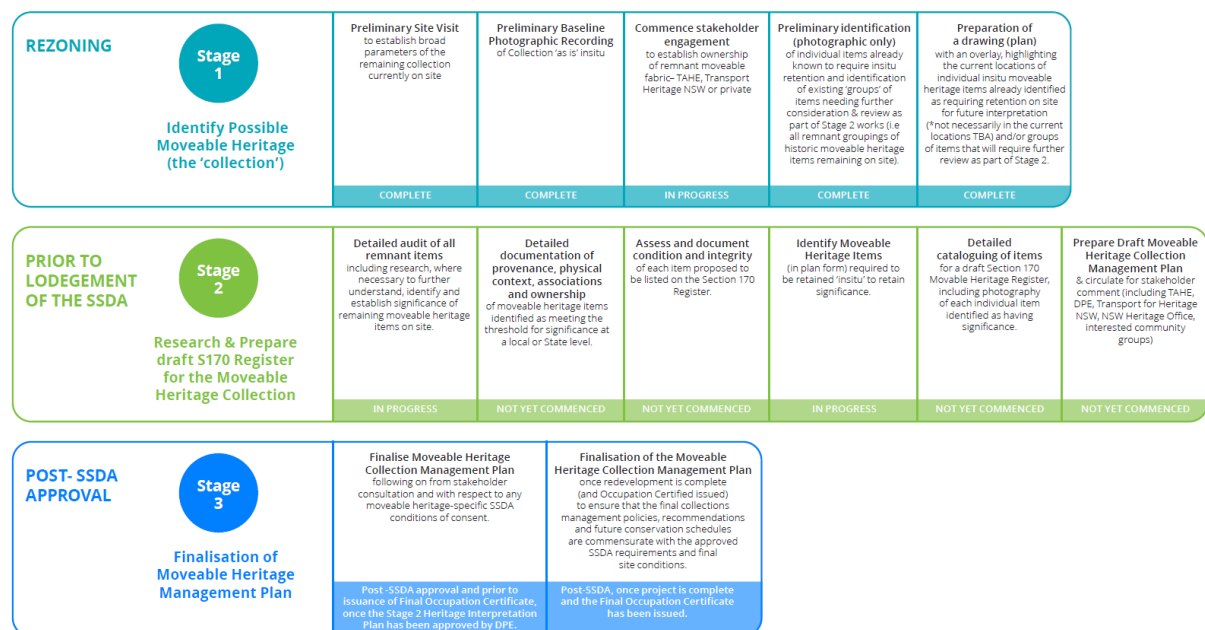
Whilst Transport Heritage NSW are currently managing the removal and storage of the majority of remnant moveable heritage items from LES, it is important to note the majority of the collection of machinery, moveable heritage and/or any key items of significance to TfNSW have already been removed over the last 12-18 months for display and storage at Chullora as part of the Transport Heritage NSW collection. This is primarily due to the fact that the majority of the collection was significant in its own right, and not significant for its association with the LES building, unlike much of the moveable heritage collection at the adjacent Locomotive Workshops which was primarily connected to the production of locomotives. The LES was primarily used for the temporary storage, repair and maintenance of locomotives, rather than their actual production.

Nevertheless, Curio was able to access the site in December 2022 to undertake a preliminary inspection of the remaining moveable heritage items on site (photographic recording only) to identify which of the remaining few items would be important to retain as part of any future insitu interpretation for the site. This high level draft Preliminary Moveable Heritage Register has been prepared by Curio (refer to **Appendix D**) and provides a photographic schedule of the elements found within the building to allow for Curio to continue discussions with Transport Heritage NSW about which items are allowed to remain on site, in situ.

Further investigation of their integrity, provenance, significance and proposed management (i.e. a full Moveable Heritage Management Plan) will need to be undertaken by an experienced and qualified heritage consultant with experience in managing moveable heritage collections in consultation with Transport Heritage NSW (the current owners of the assets) to confirm their suitability for display and exhibition within the building. This information will be used to prepare a detailed Draft Moveable Heritage Management Plan for the LES as part of any future development application. A summary of the process to manage moveable heritage items within the site is provided in **Figure 7**.

The Draft Moveable Heritage Management Plan will provide a comprehensive catalogue of all the remaining moveable heritage items across the LES that have been negotiated with Transport Heritage NSW to remain on site for interpretive purposes. The Stage 2 Heritage Interpretation Plan will outline the details for their conservation, long-term storage and use as part of the Heritage Interpretation during the detailed planning for the site, similar to the process undertaken by Curio Projects on behalf of Mirvac for the Locomotive Workshops at South Eveleigh.

Figure 6 Movable Heritage Management Plan



Heritage Tourism

The LES building is currently used to store locomotives and rolling stock, and is managed by Transport Heritage NSW. The existing building is not fit for purpose, not publicly accessible, and has been largely unoccupied since approximately 2017.

To enable this rezoning, TfNSW is currently in the process of determining whether the LES can be declared as 'surplus land', meaning it is no longer required for operational purposes. TfNSW has committed to relocating all of the rolling stock and heritage items within the building (loose) to a new purpose built facility in Chullora, NSW.

The South Eveleigh Precinct is a key neighbourhood within Tech Central, delivering workplaces and collaboration spaces that support the vision for a new tech and innovation ecosystem. The inclusion of the LES within the broader South Eveleigh Precinct has the potential to support further innovation, collaboration and jobs for the future. TfNSW is therefore exploring opportunities to adaptively reuse the LES for a mix of uses, including commercial offices and retail premises. The building will be adaptively re-purposed for commercial and retail use, and as such will allow for public areas, within designated parts of the building and during designated times.

The refurbishment will preserve the significance fabric of the building, both internally and externally for the redevelopment, and will form part of the overall heritage interpretation and preservation of the site. This includes the retention of the overhead gantry cranes, as well as the in-ground trenches on ground floor (detailing to be confirmed in detailed design) Heritage interpretation will integrate with the broader objectives of the South Eveleigh Cultural Tourism Plan. The creation of meaningful Connection to Country will continue to guide interpretation and design. Site activation through cultural heritage tourism and connection with the rest of the heritage interpretation implemented at South Eveleigh is key to the project.

As noted above, a high level draft Preliminary Moveable Heritage Register has been prepared by Curio (**Appendix D**). A Public Art / Stage 2 Heritage Interpretation Plan will be developed through detailed design and submitted as part of the future DA with consideration of the Design Principles prepared by FJMT. The Stage 1 HIP identified a number of heritage interpretation and public art opportunities within the site. The key themes identified within the site included:

- Aboriginal Connections: Past and present;
- Work, safety and strikes;
- Wheel of life;
- Tools of the trade;
- A changing neighbourhood.

The HIP also identified a number of areas and elements within the building which are considered to provide an opportunity for adaptive re-use to become areas of display or facilities which are complementary to building's proposed use. They can also facilitate the display and exhibition of fabric for interpretation.

Further investigations on the condition, integrity and suitability of these areas and elements will be undertaken as part of the Stage 2 Heritage Interpretation Plan to be prepared for any future DA for the site. Further development of the opportunities for interpretation of the relevant and significant stories of the building will also be undertaken once the final site use is determined, the rezoning is approved and community consultation can be undertaken specific to the site and the proposed plans for the site. Notwithstanding this, the following points are examples of potential opportunities which are being explored, subject to further heritage investigations and design development:

- Use of the **inspection pits** (depressed areas between two parallel railway lines built for the purpose of giving convenient access and facilitate parts of a vehicle for repair, and which run in a north-south direction through the length of the building) for the display of small moveable items including loose train parts, pipes and/or tools along with appropriate and authentic interpretation. The pits could be covered with reinforced glass, and they would provide tangible and contextual evidence of their function and link their association with the story of the workmen, their workspace and daily conditions, and within the context of identified historical themes of 'Wheel of life' and 'Tools of the trade'.
- Use and adaptation of the **SubForeman's Cabins** (timber office cabins of varying sizes located within the central spine of the floor plan) for use as meeting rooms, acoustic pods and breakout spaces for the commercial use of the building and recognition of their association with the storylines of 'life of the steam engine' and 'tools and machines' within the themes of 'Tools of the trade' and 'Work, Safety and Strikes'.
- Adaptive re-use of the **existing filing drawers, cupboards and storage units** to creatively showcase the building's thematic history in an engaging and self-guided way. These could be used as installations and/or displayed within the lobby/public domain spaces proposed at the eastern end of the building and facilitate the interpretation of a range of storylines.
- Adaptive re-use of the **train door parts** as dividing screens within the commercial space and use of their window openings for image transfers and/or displays.
- There are a number of hydraulic fittings (**pipes, taps and gauges**) and electrical fixtures (**switches and switch boxes**) located along the eastern and western walls, and attached to the structural columns within the central spine. These elements tell the story of technology and development within the building and opportunities are being explored for their display on a feature wall within the proposed lobby/public domain space.
- Retention of the existing wall **signage** to provide a look back in time and to help communicate its story of the workers life and conditions. Their preservation will assist in maintaining the industrial character and of the re-used building.
- Retention of six **overhead travelling cranes** (including crane box) to maintain visual connection to the building's original purpose and context. The Stage 1 HIP suggested that the cranes could incorporate hanging elements that respond the cranes use as well as employing digital projection/shadow play as a storytelling device. For example, a hologram or projection of a crane driver in a crane box could be an engaging way to communicate their role and function, while providing a human association, with the audience watching someone 'at work'.

As detailed within the Stage 1 HIP, additional interpretation opportunities will be considered such as the installation of floor inlays (i.e to interpret the rail and trolley tracks), the use of digital media, lighting and projections to help tell the visual story and display historical images within the public domain/lobby spaces.

It is also acknowledged that the proposed zoning allows for a wide range of uses including information and education uses. The proposed rezoning also maintains the existing additional permitted uses on the site outlined in clause 23A, Appendix 3 of the Precincts SEPP.

The proposed wording for Clause 23A is provided below:

23A Additional permitted uses for certain land

Despite any other provision of Chapter 2, a person may, with development consent,

- (a) carry out development for the purposes of information and education facilities and rail infrastructure facilities on land shown hatched on the Additional Permitted Uses Map.*
- (b) carry out development for the purposes of commercial premises and rail infrastructure facilities on land identified as Area A on the Additional Permitted Uses Map.*

As such, the proposed zoning does not impede on the ability to provide uses associated with heritage tourism and education within the site.

4.2 Connecting With Country

Parties which raised this issue:

- City of Sydney Council
- State Design Review Panel
- REDWatch

Issues raised in submission

Submissions commended the work to date on recognising the LES building's role within Sydney's Aboriginal history and recommended continued commitment to cultural mapping of the surrounding precinct to influence the overall site strategy, architectural and landscape design.

Concern was raised that the Connecting with Country framework is insufficient with respect to engagement, governance and implementation of its principles, and that updates should be made to the framework.

Discussion and response

As part of the preparation of the Rezoning Application, FCAD were engaged from the outset of project formation, project vision and design development as the Connecting with Country consultant and have been integral to the design development of the reference scheme and stakeholder engagement with Indigenous groups. This engagement has been diverse and supportive, refer stakeholder engagement report previously provided.

For the Rezoning Application, FCAD have worked collaboratively with FJMT (the architect) and Curio (heritage consultant) to develop a conceptual public art and heritage interpretation strategy previously provided. A Connecting with Country Framework (**CwC Framework**) has been prepared by FCAD (refer to **Appendix E**) which outlines the following five guiding design principles to encourage meaningful, action-oriented approach to Connecting with Country.



Connecting with Country will continue to be central to all design development, future DA and engagement throughout the construction period.

The framework prioritises recognition and responsibility of Aboriginal people, supporting capacity building across Aboriginal and non-Aboriginal communities, and across government project teams. One of the principles for action for the LES is to partner with Aboriginal owned and run businesses and professional services, from project formation through to delivery and maintenance, to help guide design and engagement processes.

The CwC Framework is being led by FCAD, a 100% Indigenous owned business. Their role is to lead this project and actively encourage a greater understanding of the profound interconnected relationship between humankind and our environment, which is embraced intrinsically in Indigenous culture.

The overall approach identified within the CwC Framework is humancentric, sharing the powerful connection to Country - something that all individuals should learn to celebrate, and the journey with the broader team that will be woven to understand the powerful acknowledgement of country in its built form, using contemporary stories and narratives also and history of Indigenous Australia. The proposal also aims to create socio-economic outcomes that will be empowering the Indigenous economy.

FCAD in collaboration with the project team will be providing advice and building capacity on translating the Connecting to Country into design and social outcomes for Aboriginal people by Creating achievable outcomes for the Aboriginal and Torres Strait Islander community through authentic engagement.

Through the CwC Framework, FCAD will ensure that the voice of key knowledge holders, stakeholders, Elders and interested parties of the community and its surrounds are not only listened to but heard and interpret the rich and diverse history of the LES and surrounding area. This will be done in a meaningful and authentic way that allows the community to gain a deeper understanding of, and appreciation for, the significant history of the LES precinct and its people, while also honouring the resilience of the Traditional Owners of the land.

The project was advertised in the local newspapers in accordance with the Consultation Guidelines. An additional 62 Aboriginal groups were invited to register as 'Registered Aboriginal Parties' (RAPs) for the project in accordance with the former Office of Environment and Heritage requirements. Nine Aboriginal groups formally registered as RAPs for the project, of which four RAP groups attended the site visit. The following RAPs attended the site walk and briefing undertaken in June 2022:

- Aragung
- Didge Ngunawal Clan
- Darug Custodian Aboriginal Corporation
- Kamilaroi-Yankuntjatjara Working Group

Metro LALC has also been notified and shown the Rezoning Application. All RAPs listed above were in favour and noted there were no issues with the Rezoning Application.

For full details of the consultation process, please refer to the Curio Aboriginal Cultural Heritage Study submitted with the Rezoning Application (2022). This engagement including consultation with the registered RAP groups will continue throughout the preparation of the detailed DA and through the construction period.

4.3 Public Domain

Parties which raised this issue:

- City of Sydney Council
- Rail, Tram and Bus Union Retired Members Association
- Ecotransit

Issues raised in submission

- Concern was raised that insufficient attention has been given to the design of the public domain and that the design should be consistent with City of Sydney codes, policies and frameworks.
- It was noted that the design of Locomotive Street should be considered as a whole, in particular with regards to footpaths and car parking.
- It was also noted that it is unclear whether the ownership and management of adjacent streets will be transferred back to the City of Sydney.

Discussion and response

Two meetings have been held with the City (15 June and 31 October 2022) in relation to the rezoning including a specific meeting on 31 October 2022 to discuss the detailed landscape design, public realm, and external changes to the building.

The intention for the landscaping along Locomotive Street is a continuation of the existing street to the east of the site, to ensure a consistent and integrated public domain.

Preliminary comments from the City did not require changes to the reference scheme with an expectation that the overall landscaping and public domain elements will reflect the existing character of the South Eveleigh Precinct. Further details are to be provided in the future DA, which is the appropriate stage of the planning process for this level of detail. Canopy and green cover requirements will need to be balanced with heritage considerations in detailed design to avoid significant views being obscured by trees and landscaping.

Heritage NSW have specifically provided a recommendation that landscaping should be sensitive to maximising views to the southern façade. This has informed and implemented as part of the Design Principles prepared by FJMT.

The current reference scheme incorporates the following upgrades to the public domain, with consideration of canopy cover and deep soil provisions:

- Continuation of stone paving and street trees to connect with adjacent development on Locomotive Street,
- Introduction of public domain street furniture consistent with overall precinct design.

In discussions with the City, it is anticipated that the public domain works will result in a continuation of Locomotive Street. Public domain has been addressed within the Design Principles prepared by FJMT which acknowledges that the public domain will be developed with consideration of the City of Sydney City streets and open space codes, policies and frameworks.

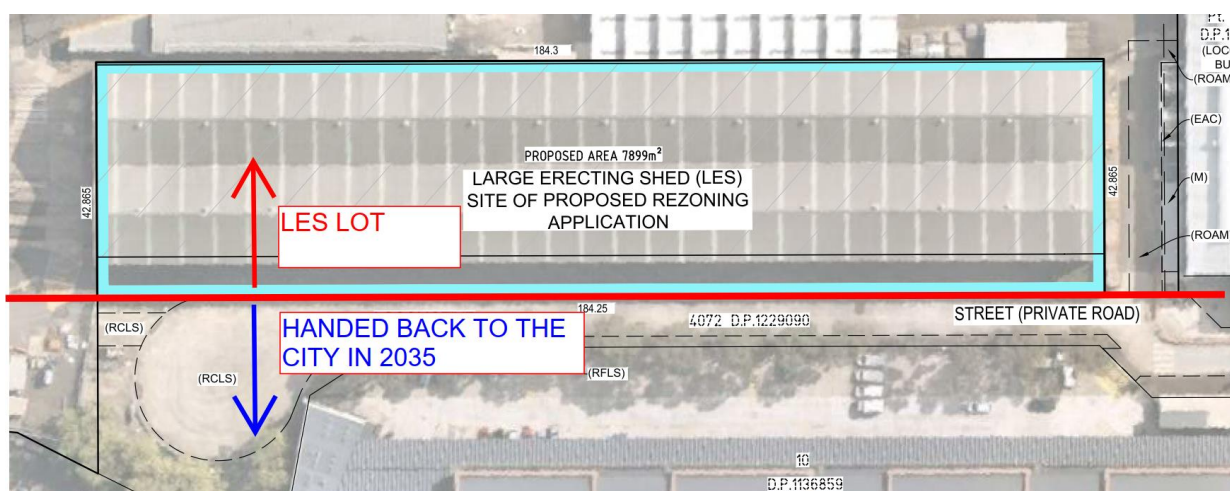
Specific objectives and principles have been introduced in relation to landscaping, street trees and canopy cover to ensure a commitment is made for future applications to reflect the City's canopy, green cover, and deep soil provisions.

The Australian Technology Park Planning Agreement between City of Sydney Council and Eveleigh Precinct Pty Limited (executed 12 October 2017) requires the public domain be handed back to the City at the expiry of the CBA lease on 31 October 2035.

However, the landscaped area (to the north of the existing kerb and gutter of Locomotive Street) which is within the proposed boundary of the LES site will not be transferred back to the City as the Transport Asset Holding Entity (TAHE) will retain the freehold of this land. This reflects the Draft Plan of Subdivision enclosed in the Rezoning Application (extract provided in **Figure 7**).

In any case, the City will be consulted further on the design of the public realm including Locomotive Street as part of the preparation of the future DA.

Figure 7 Extract of Plan of Subdivision



4.4 Connections

Parties which raised this issue:

- City of Sydney Council
- REDWatch
- Australian Society for the Study of Labour History, Sydney Branch
- Rail, Tram and Bus Union Retired Members Association
- Ecotransit

Issues raised in submission

- Many submissions note the need for a connection across/under the rail line to North Eveleigh.

Discussion and response

A potential bridge connecting the North and South Eveleigh precincts has been considered when developing the masterplan for the Paint Shop sub-precinct. The design ensured that any potential future pedestrian connection could be integrated if feasible. However, a bridge connection is not a requirement or part of the scope for the Paint Shop or LES.

The proposed rezoning does not impede on the ability for a bridge connection between the North Eveleigh and South Eveleigh Precincts in the future.

4.5 Public Access

Parties which raised this issue:

- City of Sydney Council
- Australian Society for the Study of Labour History

Issues raised in submission

- Some submissions noted that future development should ensure ongoing public access to the LES building.

Discussion and response

The commercial zoning of the site does not impede on the ability for public access to the building, subject to detailed design, hours of access, and a detailed access management plan.

Ensuring public access to the site is maintained is identified as an objective of the overarching Design Principles prepared by FJMT (**Appendix C**).

4.6 Affordable Workspace

Parties which raised this issue:

- City of Sydney Council
- Australian Society for the Study of Labour History, Sydney Branch
- Ecotransit

Issues raised in submission

- Some submissions noted the absence of a commitment to deliver affordable workspace for small business, start-ups and creative industries.

Discussion and response

There are no current planning policies that apply to the LES building which require the commitment to deliver affordable commercial floor space within the site. Strategically, the site and greater South Eveleigh Precinct is a key neighbourhood within the Tech Central strategy which seeks to deliver workplaces and collaboration spaces that support the vision for a new tech and innovation ecosystem. Dedicated affordable commercial floor space is not proposed within this Rezoning Application.

4.7 Infrastructure and Contributions

Parties which raised this issue:

- City of Sydney Council
- REDWatch
- Rail, Tram and Bus Union Retired Members Association
- Ecotransit

Issues raised in submission

- Concern was raised that local infrastructure provision is considered inadequate, was not developed in consultation with the City of Sydney and that the Redfern Waterloo Authority (**RWA**) Contributions Plan is outdated and does not envisage the scale of the development proposed.
- Concern was raised regarding the transparency around the RWA Contributions Plan and the use of funds to deliver local infrastructure with some submissions noting that contributions already raised as part of RWA Contributions Plan are not being used for their original purpose.
- Some submissions recommended rescinding the RWA Contributions Plan to enable the City of Sydney's development contributions plan to apply to the development.
- Some submissions suggested planning controls and provisions should be moved from a State policy to the *Sydney Local Environmental Plan 2012*, and delegation of consent authority functions to the City of Sydney Council.

Discussion and response

The site is located within the Redfern-Waterloo Authority Sites land in accordance with Appendix 3 of the Precinct SEPP. As such, the following contribution plans apply to the site:

- *Redfern-Waterloo Authority Sites Contributions Plan 2006*
- *Redfern-Waterloo Authority Sites Affordable Housing Contributions Plan 2006*

The purposes of these plans, referred to as the RWA contributions plans are to:

- authorise the relevant Minister, when granting consent to development to which this Plan applies, to impose a condition requiring the payment of a development levy;
- set out the percentage of the development levy and how the amount payable is determined; and
- set out the purpose or purposes for which a development levy is to be applied.

The RWA contributions plans specifically note that any contributions plan approved by the City of Sydney Council do not apply to development that is subject to a requirement to pay a development levy under the RWA contributions plans.

Maintaining the site under the RWA Contributions Plan provides consistency across the South Eveleigh Precinct and reflects the significance of the site as a state significant precinct under the Precincts SEPP. It is also acknowledged that works identified in Schedule 1 and Schedule 2 of the Contributions Plan are yet to be undertaken within the Precinct and the redevelopment of the LES will allow for the continual redevelopment on the site aligning with the current Works Schedule. Given there is a valid contributions plan for the entire South Eveleigh Precinct, there is no current reasoning to rescind the current RWA contributions plans for the site.

4.8 Car Parking

Parties which raised this issue:

- City of Sydney Council
- REDWatch
- Rail, Tram and Bus Union Retired Members Association
- Ecotransit

Issues raised in submission

- Submissions raised concern that the extent of parking proposed is too high noting the LES's close proximity to Redfern and Waterloo stations and that this will contribute to traffic congestion.

Discussion and response

The 20 car spaces identified in the reference scheme will be positioned north of Locomotive Street, and wholly within the newly created LES lot, per the draft Plan of Subdivision lodged with the Rezoning Application.

These spaces are for use by commercial tenants and their visitors and not for public use.

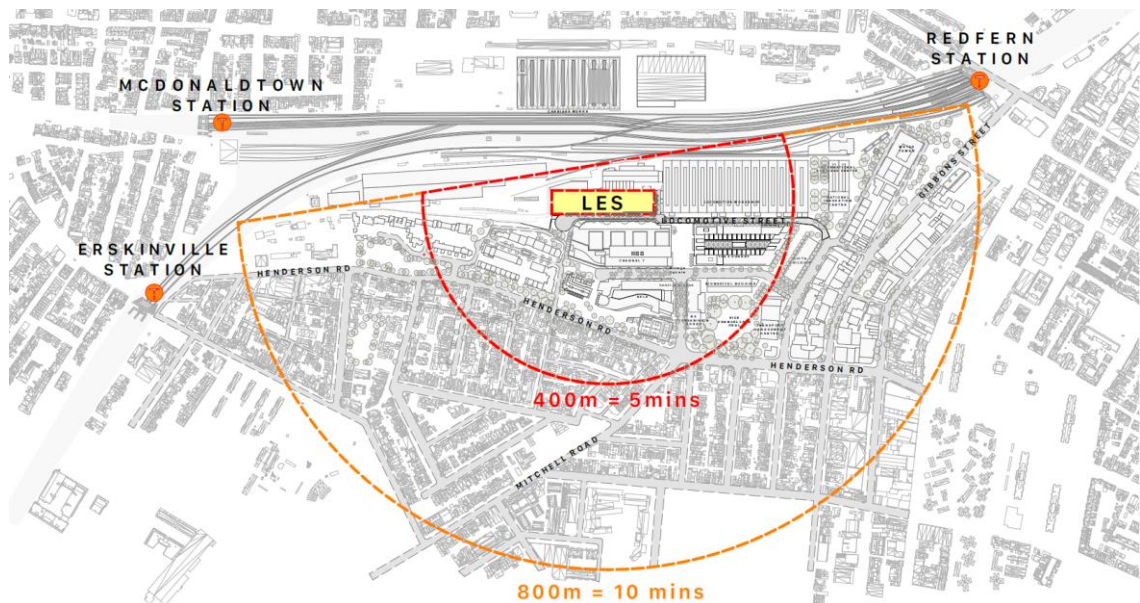
The reference scheme remains consistent with provisions of the Precincts SEPP, which require that development consent may not be granted for the purpose of car parks on land within the 'Business Zone—Business Park' unless the consent authority is satisfied that the number of car parking spaces in that zone will not, as a result of the granting of consent, exceed 1,600 car spaces. The addition of 20 car spaces will not contravene the 1,600 car spaces control within the 'Business Zone—Business Park' zone.

While the *Sydney Local Environmental Plan 2012* (the LEP) does not apply to the site, if the relevant car parking provisions for commercial premises were to be applied to the site, the proposal and associated reference scheme would not exceed the LEP parking requirements for the site. Pursuant to clause 7.6 of the LEP, the maximum number of car parking spaces for a building used for the purposes of office premises or business premises providing 15,000sqm of GFA would range from 85 to 200 car spaces.

It is also noted that the Redfern North Eveleigh Paint Shop sub-precinct rezoning proposal proposes a non-residential car parking rate of 1 space per 700 square metres of GFA. The proposed car parking rate to support the LES building is less than this proposed control.

While the LES is considered highly accessible, **Figure 8** illustrates it is still an approximate 10 minute walk to Redfern, Macdonaldtown and Erskineville.

Figure 8 5 and 10 minute walking catchment from subject site



As such, it is considered that the parking space provision has been minimised on site, while also providing an accessible travel option for those who may rely on or require private vehicle transport to the site. It is not intended that the proposed car spaces will be designated for commuter car parking and will relate specifically to tenancies.

4.9 Night Time Economy / Precinct Activation

Parties which raised this issue:

- City of Sydney
- Ecotransit

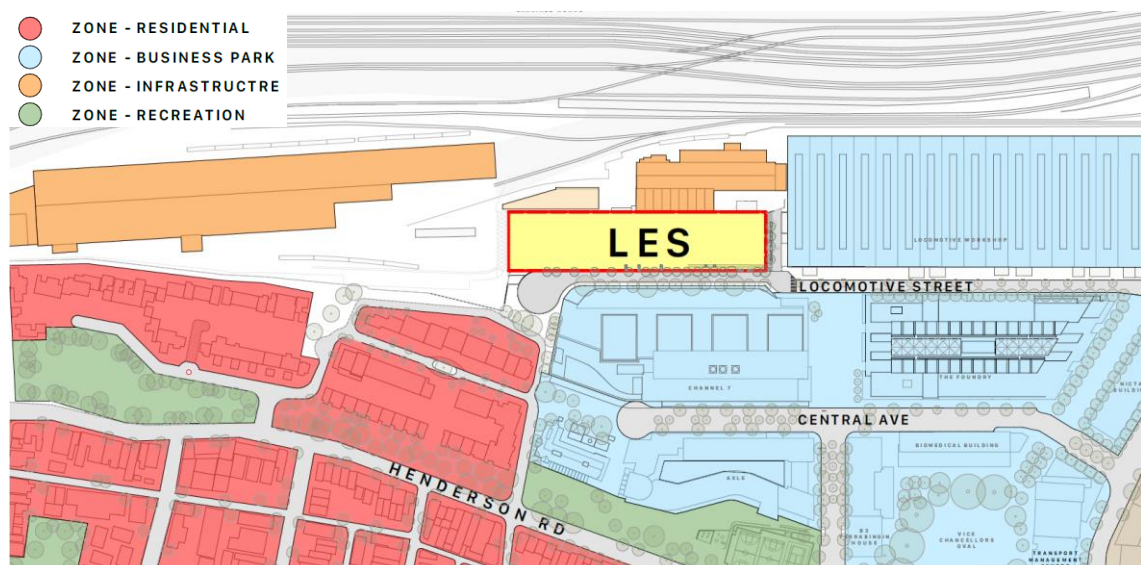
Issues raised in submission

- It was noted that the LES building provides the opportunity to contribute to the local late-night economy.

Discussion and response

Given its location at the western edge of the precinct, bound by inactive uses, the LES building is not well positioned for entertainment uses, with the preferred use for the LES as commercial office space to support the existing tech eco-system at South Eveleigh and the wider Tech Central strategy. The site is also closer to residential uses including 1-47 Rowley Street, Eveleigh than the former ATP currently used for late night trading and so entertainment uses are not considered appropriate.

Figure 9 Surrounding land uses



The commercial zoning of the site does not impede on the ability to provide night time uses such as low-impact and small-scale activities, such as cultural experiences, classes, movie nights and live performances. A small amount of retail is contemplated to service and activate the commercial use of the building and provide wider activation to the precinct.

This development will allow the LES to integrate into the broader South Eveleigh Cultural Tourism/ Heritage Interpretation experience, and will become an important part of Eveleigh Precinct and the overall story of the site. The LES has significant potential to be a fully integrated part of the precinct terms of history, stories, significance and visitation.

4.10 Design Excellence

Parties which raised this issue:

- City of Sydney Council
- REDWatch
- Rail, Tram and Bus Union Retired Members Association

Issues raised in submission

- Concern was raised that the proposal uses a design excellence process as opposed to a competitive design competition.

Discussion and response

As noted above, the site is located within a state significant precinct pursuant to the Precincts SEPP. As such, the Government Architect NSW (**GANSW**) provide delivers independent, consistent design quality advice on projects that have or will undergo assessment by the state through the State Design Review Panel (**SDRP**). The program provides a best-practice state-wide approach to the review of State Significant projects, precincts and infrastructure. GANSW do not support a design competition process for this site. It is noted that the SSDA will be subject to the State Design Review Panel process with the first review of the indicative scheme held in October 2022 (further details provided above in **Section 2.4**). To add additional rigour to the proposal and certainty for DPE and the City, a Design Excellence Strategy has been prepared which any future DA will be assessed against. A clear set of Design Principles have been prepared by FJMT to guide the future development of the LES site which are enclosed in **Appendix C**. The Design Principles are intended to be used as a tool to achieve design excellence and a built form and public domain that is appropriate within the context of the existing Eveleigh Precinct. Future development applications will need to demonstrate consistency with these principles.

Ongoing consultation has occurred with GANSW for this project. A briefing was held with GANSW on 20 May 2022, with a draft copy of the Design Excellence Strategy provided in June 2022. In principle acceptance of the document including support of the key commitments was also provided in June 2022.

Pursuant to Clause 22 of the Precincts SEPP (emphasis added):

*The consent authority may require a design competition for any development over **12 storeys** consistent with guidelines issued by the Redfern–Waterloo Authority and approved by the Minister.*

As the future DA will provide a maximum of three internal storeys, a competitive design process is not required under the Precincts SEPP.

It is also noted that in accordance with CI 6.21D(2) of the *Sydney Local Environmental Plan 2012*:

*A competitive design process is not required under subclause (1) if the consent authority is satisfied that such a process would be unreasonable or unnecessary in the circumstances or that the development—
involves only alterations or additions to an existing building*

As the future DA will be for the adaptive re-use of the LES, a competitive design process would not be required if the site was zoned under the LEP.

As part of the SSD process, a SDRP meeting was held on 19 October 2022 to discuss the future detailed design. DPE has also advised a second meeting with the SDRP is not required prior to the lodgement of the future DA. Further details on this process are incorporated in **Section 2.4** of this report.

4.11 Sustainability

Parties which raised this issue:

- City of Sydney
- Rail, Tram and Bus Union Retired Members Association
- Ecotransit

Issues raised in submission

- Concern was raised that the proposed sustainability targets are insufficient and should be increased.

Discussion and response

TfNSW is strongly committed to contributing to a low-carbon city and best practice sustainability measures. An Environmental Sustainability Planning Study has been prepared by Cundall which outlines opportunities for sustainable design for the future LES redevelopment.

In response to the City's proposed commitments, a response has been prepared by Cundall and is enclosed in **Appendix E**. The site remains consistent with City of Sydney's targets for:

- Electricity Type (all electric, no gas)
- Renewables (100% renewable from combination of both on-site and off-site electricity)
- EV Charging Provisions
- Commitment to innovative measures for the separation and recovery of food organics on-site and circular economy approach to design and construction

In summary, the building generally meets best practice for office buildings, however a combination of constraints related to maintaining the heritage structure, adaptive re-use and other spatial limitations specific to the site's unique location limit the ability of the LES to meet all of City of Sydney's targets.

4.12 Community Consultation

Parties which raised this issue:

- Rail, Tram and Bus Union Retired Members Association

Issues raised in submission

- Concerns were raised regarding the extent of community consultation during the exhibition period and that the exhibition was not well publicised.

Discussion and response

It is noted that a Consultation Outcomes Report was appended to the State Led Rezoning Report.

As noted in the Rezoning Planning Report and Consultation Outcomes Report, the project team has engaged with a range of key stakeholders and the public, including local Aboriginal organisations and groups, the City of Sydney, other relevant State and Federal government agencies, non-government groups and community stakeholders.

The engagement focused on the vision for the site, key design principles, consideration of the site's history and heritage, and details of the planning process. Consultation activities provided an overview of the high-level reference scheme, and provided opportunities for the local community and key stakeholders to ask questions and provide feedback.

A community drop-in session was held in May 2022 with a webinar also held in June 2022. Local residents, landowners and businesses were notified of these events via a postcard letterbox drop, which was distributed to 6,700+ nearby community members.

An email was also sent to the South Eveleigh Community Liaison Group introducing the project and providing the opportunity for a specific briefing to this group. Due to low member availability and responses (only one confirmed attendee), the CLG meeting did not go ahead, however members were invited to attend the Community Drop-In Session or Community Information Webinar. As noted above and in the Rezoning Application, a site walk and briefing was also provided to RAPs in June 2022, which had a particular focus on the cultural significance of the site and opportunities for heritage interpretation throughout the project.

The project team manned a public email address and phone number during the pre-lodgement consultation period and while the project was on public exhibition, ensuring members of the community had the opportunity to ask questions, provide feedback or find out about consultation opportunities. Public channel details were provided on the postcard letterbox drop and on DPE's website during public exhibition.

Consultation has occurred in accordance with the relevant controls. Further consultation with the local community, local stakeholders, RAPs, and relevant agencies and authorities will occur in due course throughout the project, in relation to the rezoning and future DA.

5. Conclusion

This Submissions Report has considered the submissions received from government agencies, community organisations and members of the public during the exhibition of the Rezoning Application for the Large Erecting Shop at South Eveleigh.

The proposed adaptive use of the LES to accommodate technology jobs is consistent with various Government policies to increase jobs and employment and strengthen NSW position and global recognition in the innovation and technology sector. The intended outcome of this proposal is to expand the existing innovation precinct within the South Eveleigh Precinct, which will have significant economic, social and environmental benefits for the state of NSW, and for Sydney as a global city.

The proposal has been supported by a range of technical reports, which have examined both the strategic and site-specific merits of the proposal. In summary, the proposal will:

- **Align with the strategic priorities** and direction of South Eveleigh and the greater Tech Central Precinct by providing commercial and retail uses to increase job creation in an area identified within an innovation corridor.
- **Provide a high quality, adaptive re-use** of the Large Erecting Shop reflected in Design Principles prepared by FJMT. The current building is not accessible to the public and through heritage interpretation, the proposal will breathe new life into a site not required for the ongoing operation of the Sydney train network.
- **Respect the heritage significance of the Large Erecting Shop** which has been supported by Heritage NSW. The project team will continue to investigate how key heritage items will be interpreted with consideration of both the industrial history of the site while also encouraging meaningful, action-oriented approach to Connecting with Country.
- **Be committed to a Design Excellence Process** supported by GANSW and the SDRP and reflective of the significance of the site within the Redfern-Waterloo precinct.

We appreciate the opportunity to provide a response to the recent public exhibition of the draft planning controls for this important site within the South Eveleigh Precinct. We trust that the above information assists with the finalisation of these controls, which will allow the opportunity for the continued development of the South Eveleigh Precinct and larger Tech Central Precinct.

Appendix A

Reference Scheme and Design Report

Appendix B

Heritage Council of NSW Letter of Support

Appendix C

Design Principles

Appendix D

Draft Preliminary Moveable Heritage Register

Appendix E

Connecting with Country framework

Appendix F

Response to City of Sydney Council Submissions

Appendix G

Response to City of Sydney Council ESD Targets

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Prepared by Urbis

Peer reviewed by Ethos Urban on behalf of Transport for NSW