

The Director  
Major Planning Assessments  
Department of Planning  
GPO Box 39  
Sydney NSW 2001

29 February 2016

Dear Director,

**Submission: Australian Technology Park Redevelopment (SSD 15\_7317)**

I wish to make a submission on the Environmental Impact Statement provided by Mirvac for the redevelopment of Australian Technology Park. I am concerned about damage to the nationally significant heritage, the transport implications, poor public access, commercialisation of public space, and impact on local residents.

Australian Technology Park (ATP) is a site of National and International significance. According to the NSW Government itself, the Eveleigh Workshops are the BEST collection of Victorian period railway workshops in Australia and are considered to have world heritage significance. They represent the pinnacle of manufacturing achievement in NSW and the equipment was once (and remains) the best collection of heavy machinery from the period. The buildings are fine examples of workshop architecture and an important part of the historic fabric of the inner city.

[Source: <http://www.environment.nsw.gov.au/heritageapp>]

As well, the intended development completely ignores the contribution these workshops made to Australia during World Wars 1 and 2. The heritage significance of the ATP extends well beyond its buildings and artefacts, to the site's immense social and cultural heritage. There should be no further destruction of heritage sites, e.g. The Rocks area, etc. and no further dilution of any powers of heritage management oversight.

The Environmental Impact Statement (EIS) claims that no Aboriginal sites are recorded in or near the site, and no Aboriginal places have been declared. The works are unlikely to have any impact on Aboriginal objects of sites. This is an offensive statement that willfully ignores the continuous occupation of the site by Aboriginal people over thousands of years, and the deliberate genocide and displacement of Aboriginal people. The EIS also ignores the significant social history of Aboriginal people who were employed in the workshops and involved in trade union activities on site.

With the Federal Government's program of innovation and creativity, removal of the very people who are contributing towards this goal beggars belief. Having Commonwealth Bank headquarters fundamentally using the site alters it's original purpose as a centre for technology and innovation. Current tenants are required to demonstrate that they have a focus on innovation and new technologies. It is unclear as to whether these tenants will be allowed to stay, or whether space will

be let on a purely commercial basis. If start up tech companies are evicted from the site, there will be significant brain drain from the inner city, NSW State and potentially Australia.

re Transport

Traffic congestion on local roads and parking pressure is already too great in this area. In one of the most congested areas of the inner city which also faces huge risks from proposed plans for WestConnex we need integrated, transport planning and solutions that prioritize public and active transport. It is certainly probable, or at the least possible, that this massive increase in activity will push our local roads and local streets beyond breaking point.

The EIS states that approximately \$19.9 million will be spent on Road, Public Transport and Access in lieu of making S.94 developer contributions. This money should be spent on upgrading Redfern Station And bus services to cope with the additional 10,000 workers who will be working at the site, not on building car parking that will add traffic and congestion to local roads.

The 'Community Building' referred to in section 3.6.3 comprises of a childcare centre, gym, retail tenancy and commercial office. These uses do not facilitate public access, and should not be considered as such. It also appears that public access open air spaces for tennis, basketball, etc. are no longer available, despite the original agreement which provided them. Expensive retail outlets, for-profit childcare centres, cafes and supermarkets are commercial spaces, and exclude anyone who is not there to spend money. Cafes and supermarkets are already situated in the general area and more are certainly not needed.

The redevelopment of the site provides the perfect opportunity for construction of a bridge over the railway line. This would provide a much needed pedestrian (once available for many years via the train station land) and cycling link between Darlington and Alexandria. It is imperative that the crossing of the rail line is for bicycles and pedestrians only, not cars. Without these bridges being included in this construction, there is little hope of them ever being built given the fragmentation of the site due to privatization.

The EIS states 2% of the total cost of the development will be spent on delivering 17 affordable housing units in the Redfern-Waterloo area as per the Redfern Waterloo Affordable Housing Contributions plan. This is unacceptably low. A serious commitment to affordable housing targets in areas of urban growth and urban renewal, in the order of 30% affordable housing targets for new dwellings should be mandated in order to address the housing affordability crisis in our city.

There appears to be No consideration of including Social Housing in any of this development.

Yours sincerely,

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