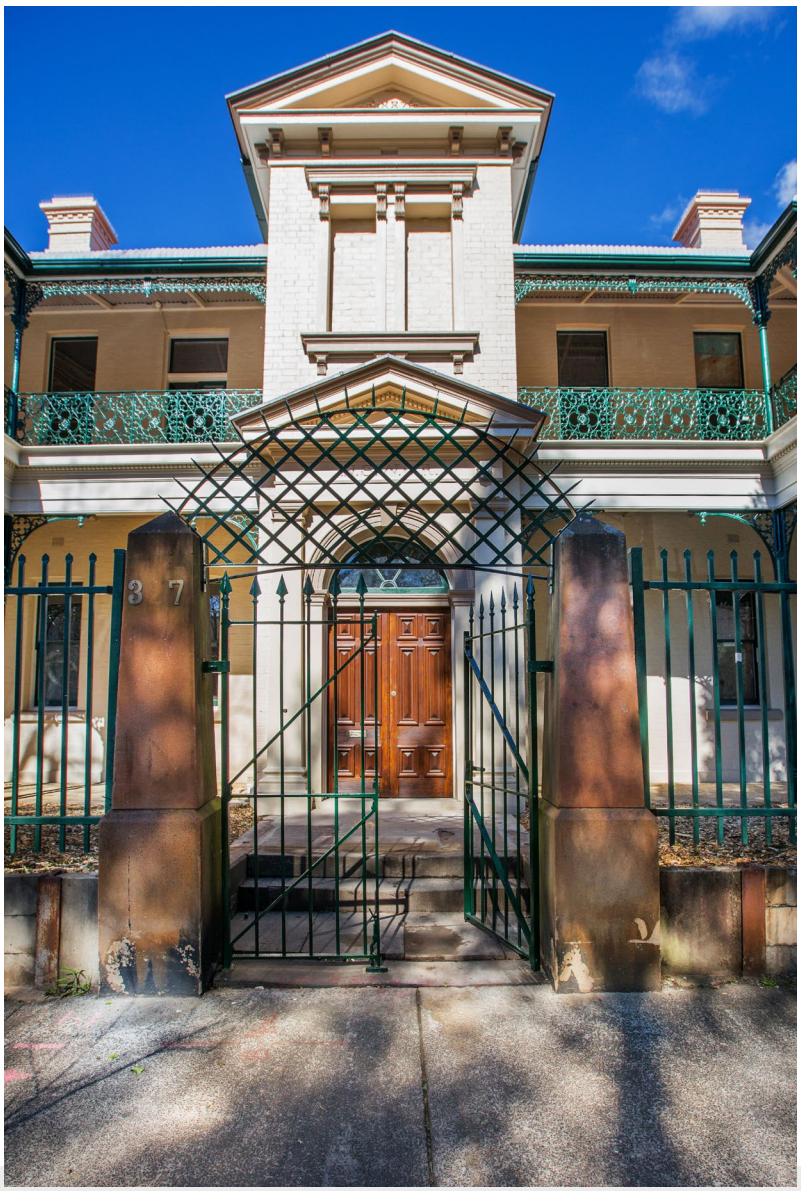
Transport for NSW

Chief Mechanical Engineer's Building Submissions Report

Gadigal Country of the Eora Nation



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Acknowledgement of Country

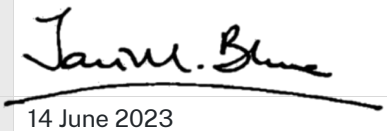
Transport for NSW acknowledges the traditional custodians of the land on which the Chief Mechanical Engineer's building is situated, the Gadigal of the Eora Nation.

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.

Approval and authorisation

Title	CME Submissions Report
Prepared by	Ethos Urban
Accepted on behalf of Transport for NSW by:	Toni Blume - Executive Director
Signed	
Date:	14 June 2023

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Glossary of terms and abbreviations

Term	Meaning
ACHAR	Aboriginal Cultural Heritage Assessment Report
ACHDDR	Aboriginal Cultural Heritage Due Diligence Report
BMCS	Building Management and Control System
CME building	Chief Mechanical Engineer's Building
CMP	Conservation Management Plan
CTMP	Construction Traffic Management Plan
Council	City of Sydney
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
Eastern Harbour City SEPP 2021	State Environmental Planning Policy State (Precincts - Eastern Harbour City) 2021
EPA	NSW Environment Protection Authority
EP&A Regulations	Environmental Planning and Assessment Regulation 2021
EP&A Act	Environmental Planning and Assessment Act 1979
HIP	Heritage Interpretation Plan
HRV	Heavy Rigid Vehicle
LGA	Local Government Area
OSD	On-Site Detention
Planning Systems SEPP 2021	State Environmental Planning Policy (Planning Systems) 2021
RNE	Redfern North Eveleigh
SDRP	State Design Review Panel
SEARs	Planning Secretary's Environmental Assessment Requirements
SoHI	Statement of Heritage Impact
SSD	State Significant Development
SSP	State Significant Precinct
Sub-Precinct Design Guide	Paint Shop Sub-Precinct Design Guide
Sydney DCP 2012	Sydney Development Control Plan 2012
Sydney LEP 2012	Sydney Local Environmental Plan 2012
The Precinct	Redfern North Eveleigh Precinct
The Project	Chief Mechanical Engineer's building Project
The Sub-Precinct	Paint Shop Sub-Precinct
THNSW	Transport Heritage NSW
Transport	Transport for NSW
TTAS	Traffic, Transport and Accessibility Study
WMP	Waste Management Plan

Summary

Transport for NSW (Transport) is proposing to adaptively reuse the heritage listed Chief Mechanical Engineer's Building (CME building) (the Project). The Project is located on 505 Wilson Street, North Eveleigh (Part Lot 5 in DP 1175706) within the City of Sydney Local Government Area (LGA) on Gadigal Land of the Eora Nation.

The Project is classified as State Significant Development (SSD) under the *Environmental Planning and Assessment Act 1979* (EP&A Act). Transport has prepared an environmental impact statement (EIS) to assess the potential impacts of the Project. The Department of Planning and Environment (DPE) placed the EIS on public exhibition from Wednesday 25 January 2023 until Tuesday 21 February 2023.

On 27 February 2023, the Planning Secretary requested Transport submit a response to the issues raised in submissions to the EIS in accordance with section 59(2) of the section 59(2) of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation 2021).

What are the key details from the submissions?

During the exhibition period, a total of 19 submissions were received for the Project. Of the 19 submissions, nine were from the community, two were from special interest groups and eight were from various government agencies (noting there were three from one agency). Agency submissions were received from the City of Sydney (Council), three from Heritage NSW, NSW Environment Protection Authority (EPA), Sydney Water and two from the DPE (specifically the Environment and Heritage Group and Water Assessments). Of the eleven community submissions received, one was categorised as a letter of 'support' whilst the rest were categorised as 'comments'.

Ongoing consultation with the NSW State Design Review Panel (SDRP) has also occurred since lodgement. Comments raised in the meetings with SDRP have been included in this Submissions Report. It is planned to have further engagement with the community and other stakeholders when the Report is lodged.

What are the main issues and responses?

It was clear throughout the majority of the submissions, the public and agencies generally supported the proposal. The public and special interest groups were pleased to see Transport conserving the structural and heritage integrity of the CME building whilst ensuring the building meet current building standards.

It was however noted that throughout the submissions, there were also a range of concerns that were raised and which have been responded to throughout this Submissions Report. The main issues raised throughout the submissions and how they have been responded to, including through refinements to the Project, are described below.

Heritage Design

Submissions received during the exhibition were heavily focused on how the Project would respect the heritage of the site. For example, some submissions did not support the proposed treatment of the building's exterior, such as the façade and proposed landscaping. The community suggested alternative exterior and interior treatments. Agency submissions also requested specific changes related to heritage elements which have been identified throughout this Submissions Report.

Transport has comprehensively considered these submissions and the Report details the amendments that have been made to the design and to the documents where it has been considered appropriate. It also provides further clarification around the methodology that has informed specific design choices.

Purpose of the Project?

Several public submissions expressed concern about the perception that the CME was being privatised. and there should be a more community-focused use of the building. These submissions suggested alternate uses for the building, including a library, bookshop or short-term refuge accommodation and also suggested heritage tours be provided in the building.

Transport do not intend to sell the CME building and it will remain in public ownership. It is Transport's vision to refurbish the building and establish early activation of the Sub-Precinct by leasing (not selling) the building to a commercial tenant prior to commencement of the overall Precinct. This Submissions Report also notes there will be other opportunities in the Redfern North Eveleigh (RNE) Precinct (the Precinct) to view heritage interpretation and that public access into the CME building for key events may be granted as part of a leasing arrangement with a future tenant. It is acknowledged Heritage NSW found the adaptive reuse to a commercial premises to be generally acceptable.

Impacts On Neighbouring Properties

Neighbouring property owners expressed concerns about the Project's impact during and after construction. Environmental considerations such as noise and air pollution were noted, as well as the presence of

construction traffic on side streets due to parking constraints at the site. As noted throughout the EIS and the accompanying technical documentation, as well as the technical documentation amended and appended to this Submissions Report, any potential environmental impacts can be appropriately mitigated through the environmental management measures as noted in Appendix B.

What refinements are proposed?

Transport has included a number of refinements to the Project as described in the EIS. The design refinements are in response to submissions received both during and after the EIS exhibition period.

The key architectural design refinements include:

- further detail of the entry ramp has been provided reflecting the use of new tessellated tiles, while retaining the original tiles below
- additional detail to the indicative secondary internal stair handrail clamping has been added
- an amendment to the layout of room F3B to address privacy. The new door D10 has been moved further west and new infill will be provided on one side within existing door opening/ inside door jamb
- the electrical equipment layout in room G15 has been amended to avoid wall construction that would otherwise block a window. New infill is to be provided on one side within the existing door opening/ inside door jamb.

The key landscaping refinements include:

- fence facing Wilson Street will have a rendered base rather than face brick
- a bulky waste area is nominated to be near the bin store
- the ramp to the secondary entrance on the ground floor has been widened to the full width of verandah and elongated to align with the vertical pilasters at the doorway, with a concrete finish to match the verandah.
- Golden Pendar trees are now the alternative tree species to the Camellia trees
- increase in bicycle parking numbers to nine inside the fence boundary and four adjacent to the footpath.

What are the outcomes from additional impact assessment?

The proposed refinements have not resulted in any significant adverse impacts. The refinements are largely cosmetic and will not change the overall conclusions throughout the technical documentation that was lodged with the EIS.

Updated project justification

The CME building currently serves no purpose resulting in disrepair causing it to be no longer compliant with modern building standards. The building inaccessible to the public for the past 20 years and represents a missed opportunity to provide local employment opportunities and activation of the RNE area.

This Submissions Report outlines how the Project has evolved to address the concerns raised during and after the exhibition period of the EIS. This has included amendments to the architectural design and to technical documentation.

What are the next steps?

This Submissions Report is available on the DPE's Major Project website https://www.planningportal.nsw.gov.au/major-projects/projects/505-wilson-street-redfern-cme-building. The DPE will consider this Submissions Report and the amended documentation during its assessment of the Project.

The DPE will prepare an assessment report for consideration by the Minister for Planning and Public Spaces, who will then decide whether or not to approve the Project (with the refinements outlined in this report) subject to conditions.

If the Project is approved, Transport will maintain communication with the community, government agencies, and other stakeholders throughout the detailed design and construction phases of the Project. The government plans to solicit feedback from agencies once more for any additional comments, recognising that the Project has undergone modifications from its previous versions.

1. Introduction and background

1.1 Proponent

Transport for NSW
680 George Street, Sydney
ABN: 18 804 239 602

1.2 Introduction

Transport is seeking approval from the DPE for the heritage conservation adaptive reuse of the heritage listed CME building. The Project is located on 505 Wilson Street, North Eveleigh (Part Lot 5 in DP 1175706) within the City of Sydney (Council) LGA on Gadigal Land of the Eora Nation.

As the Project is for the purposes of development that is within the Redfern-Waterloo Authority Sites SSP identified under Eastern Harbour City SEPP 2021 and has a capital investment value in excess of $10 million, it is SSD for the purposes of the EP&A Act under Section 2 of Schedule 2 of the Planning Systems SEPP 2021.

An EIS was prepared to assess the potential impacts of the Project, and to identify the management measures to address those impacts. The EIS was exhibited by the DPE from Wednesday 25 January 2023 until Tuesday 21 February 2023.

On 27 February 2023, the Planning Secretary requested Transport submit a response to the issues raised in submissions to the EIS in accordance with section 59(2) of the EP&A Regulation 2021. The report on submissions addresses the concerns raised during the exhibition period of the EIS and presents updated plans, reports and mitigation measures for the proposed Project that takes into account the feedback received.

1.3 Overview of the Project

The Project described and assessed in the EIS includes the following key features:

- internal and external heritage conservation works to make the existing CME building suitable for adaptive reuse for commercial premises
- demolition works, including the demolition of later partitions and a small section of internal walls, structures and fittings
- works comprising new internal walls, doors, a lift, amenities, windows and new balustrades
- landscaping to improve the curtilage around the CME building and ensure the building is more accessible while retaining all trees on the site
- new in-ground services including a new stormwater system and new sewer connection.

Figure 1 shows the Project as described in the EIS in its regional context.

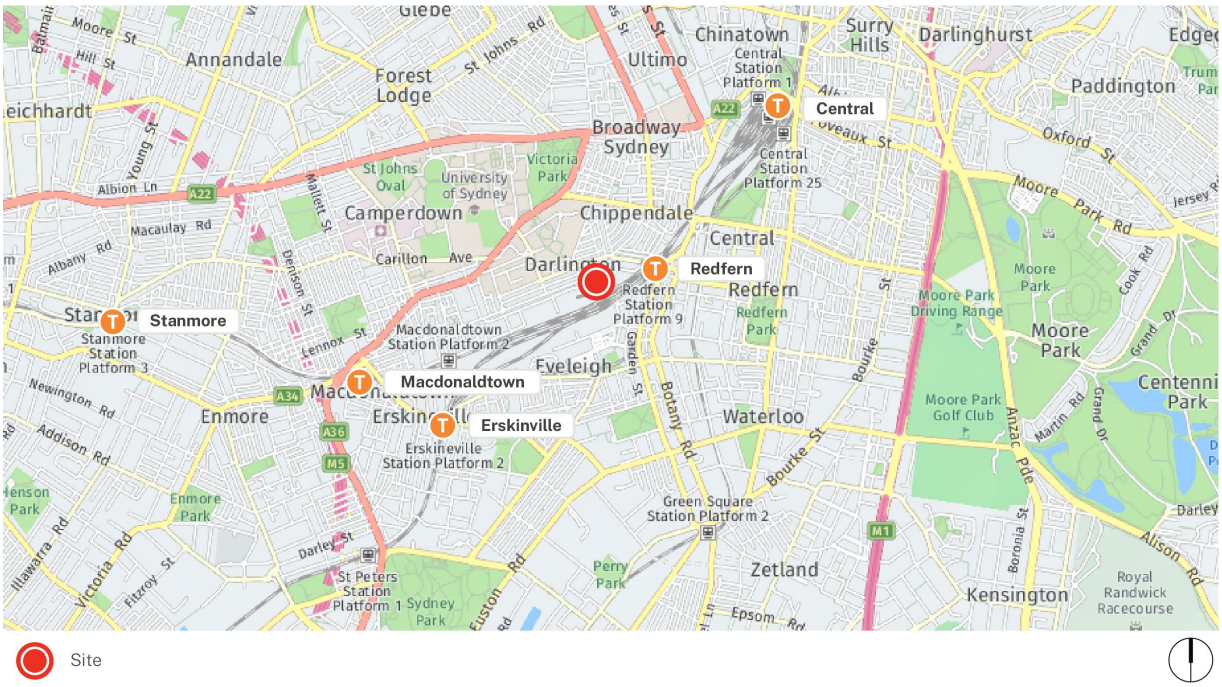

Figure 1: Regional context map

The timing of the opening of the Project is subject to planning approval and the completion of detailed design but is expected to be completed in2024.

A more detailed description of the Project and how the potential impacts would be managed and mitigated is found in Chapter 4 of the EIS prepared by Transport in December 2022, found here.

1.4 Purpose and structure of this Submissions Report

Transport has prepared this Submissions Report to address the Planning Secretary's request to submit a response to the issues raised in submissions to the EIS as received on the 21st of February 2023 and the DPE's State Significant Development Guidelines.

This Submissions Report identifies the issues raised during exhibition of the EIS and provides responses to those issues. It includes information regarding additional studies carried out since the exhibition of the EIS, identifies Project refinements, and updated environmental management measures in response to the submissions and provides an updated justification of the Project.

The structure of the Submissions Report is outlined in **Table 1**.

Table 1: Structure of this report

Chapter	Description
Chapter 1	**Introduction and background (this chapter)** Includes a summary of the Project and the assessment undertaken to date.
Chapter 2	**Community and stakeholder engagement** Outlines the community and stakeholder engagement process for the exhibition of the EIS and during preparation of this Submissions Report.
Chapter 3	**Analysis of submissions** Analyses the submissions received during public exhibition of the EIS.
Chapter 4	**Actions taken since exhibition** Summarises the actions taken by Transport since the public exhibition of the EIS.
Chapter 5	**Response to government agency submissions** Provides a detailed summary of issues raised in the government agency submissions and Transport's response.

Chapter	Description
Chapter 6	**Response to community submissions** Provides a detailed summary of issues raised in the community and special interest groups submissions and Transport's response.
Chapter 7	**Updated Project justification** Includes an updated justification of the Project as a whole following the public consultation process and analysis of the issues raised in submissions.
Appendix A	**Submissions Register**
Appendix B	**Updated Environmental Management Measures**
Appendix C	**Updated Project Description**
Appendix D	**Amended Fire & Safety Upgrade Strategy and BCA Capability Statement**
Appendix E	**Amended Statement of Heritage Impact**
Appendix F	**Amended Heritage Interpretation Plan**
Appendix G	**Amended Conservation Management Plan**
Appendix H	**Amended Architectural Drawings**
Appendix I	**Amended Structural Details**
Appendix J	**Amended Finishes Strategy**
Appendix K	**Draft Tenant Fit Out Guide**
Appendix L	**Amended Landscape Drawings**
Appendix M	**Amended Arboricultural Impact Assessment Report and Arboricultural Plans**
Appendix N	**Amended Traffic, Transport and Accessibility Study**
Appendix O	**Amended Waste Management Plan**
Appendix P	**Amended Aboriginal Due Diligence Assessment**
Appendix Q	**Amended Proposed Fire & Life Safety Upgrade Strategy and BCA Capability Statement**
Appendix R	**Amended Concept Design Report – Engineering Services & Accompanying Plans**

2. Community and stakeholder engagement

2.1 Exhibition engagement

Chapter 5 of the EIS describes the community and stakeholder engagement that has been carried out prior to the exhibition of the EIS. The EIS was exhibited by the DPE for 28 days (inclusive of Thursday the 26th January) from Wednesday 25 January 2023 until Tuesday 21 February 2023 at the DPE Major Projects website. Communications activities for the EIS included electronic direct mail, letterbox drop offs, digital notifications (I.e. Facebook social media), Transport website update, community information line, and email as well as a translation service.

Community and stakeholder engagement was not conducted during the Response to Submissions period as the outcomes found throughout prior engagement deemed additional consultation unnecessary. The community and stakeholder engagement process as a result of exhibition resulted in the submissions from a range of participants, including government agencies, the City of Sydney Council, special interest groups and individual community members.

2.2 Post Exhibition engagement

Transport has engaged with various stakeholders following the exhibition to address comments and objections pertaining to different aspects of the proposed development. **Table 2** lists the meetings that were held post-lodgement. A comprehensive response to the matters raised by the stakeholders in written feedback is included in Chapter 5.

Table 2: Post-lodgement meetings

Stakeholder	Date of Engagement
Department of Planning and Environment	8 March 2023 4 May 2023 24 May 2023
State Design Review Panel	9 March 2023
City of Sydney Council	20 February 2023 4 May 2023
Heritage NSW	9 March 2023 18 April 2023

In addition to the meetings detailed above, a site visit was held on 4 May 2023 where staff from City of Sydney and DPE visited the CME building with Transport and specialist consultants.

Curio have consulted with the Assessment Manager of Heritage NSW on numerous occasions regarding the requirement for the submission of an ACHAR as part of the SSDA submission, including most recently on the 22 May 2023 (pers comm, Natalie Vinton, CEO Curio Projects).

3. Analysis of submissions

3.1 Overview of submissions

The Planning Secretary received 19 submissions during the exhibition of the Project and provided copies of the submissions to Transport.

The submissions received during the exhibition period were from the following:

- seven from government agencies
- one from City of Sydney Council
- two from special interest groups
- nine from the community.

All of the submissions received were in the form of letters or direct messages.

From the eleven submissions from outside government that were received, one was categorised as a letter of 'support' whilst the rest were categorised as 'comments'. It was clear throughout the majority of the submissions, the project was generally supported, however also provided commentary which has been noted and addressed throughout this Submissions Report. Within the submissions, 10 submissions indicated some level of support (53%), eight submissions did not indicate either support or opposition, or no comment (42%) and one submission indicated they did not support the project (5%).

Each submission has been examined individually to analyse how the submission relates to groups, people, and stakeholders in the community and to understand the issues raised and how they may be interrelated to the community and stakeholders. Refer to Section 3.2 of this Submissions Report for detail on this analysis.

The issues raised in each submission have been extracted and collated into categories, and corresponding responses to the issues have been provided. Refer to Chapter 5 and Chapter 6 of this Submissions Report for the responses to the submissions.

A submissions register is provided in Appendix A of this report. The register identifies where in this report the issue/s raised in their submissions are addressed.

3.2 Breakdown of submissions

The following section identifies the key matters raised by both community and special interest groups as well as government agencies.

3.2.1 Issues Raised by Community and Special Interest Groups

A summary of the key comments expressed by members of the community is provided below -

- **the privatisation of the site through leasing agreements**
  The community raised that the building should not be sold for commercial use and/or that it should be publicly owned and restored for the benefit and use of the community and visitors. Further suggestions received included initiatives such as maintaining floorspace for community uses (e.g. book shops) or allowing a period of the year for the site to be open to the public (e.g. as part of Sydney Open or heritage week).

- **the perceived lack of respect regarding heritage fabric or history**
  The community raised concerns related to heritage and that the Project did not satisfactorily incorporate the historical use of the building into the modern configuration. Suggestions further amplified the request to allocate certain sections or floorspace towards historic conservation accessible by the community.

- **the potential for increased traffic generation**
  Community members expressed general concern for the traffic generation during both the construction and operational phases of the building. Submissions also requested car parking be provided to the rear of the building on site to minimise parking impacts to Wilson Street bicycle path.

Submissions made on behalf of special interest groups highlighted key concerns to the following:

- **the development's lack of compliance with the Conservation Management Plan (CMP)**
  Submissions commented on the lack of a new CMP, concluding that the public were not provided with key information about the document that is to guide the SSDA work on the CME building. Further issues were raised as to whether the proposed development aligns with the provisions set out in this document.

- **the privatisation of the site through leasing agreements**
  Commentary was provided which did not support the intent to sell public assets and that private ownership would result in a lack of standard maintenance regarding heritage conservation. It was requested a Section 170 register requirement be made to safeguard heritage assets through the change of hands from government to private ownership. Further, it was requested to open the building up for events to maintain public access.

- **the proposed decision-making process behind the outcomes of privatisation**
  Submissions claimed that the community consultation and transparency involving the site had not been adequate. Reference was made to previous conversations and Projects which included a heritage centre on the site being forgotten or removed. Submissions alleged that the proposed restoration and configuration of the building has been driven by the ability to make the building suitable for commercial use, instead of allowing the potential land use to fit within the parameters of the existing heritage asset. Interested stakeholders reiterated the need to be incorporated into the decision-making surrounding both the interior fixtures and exterior finishes to ensure an accurate interpretation of the historic building design.

3.2.2 Issues Raised by government agencies and the City of Sydney

City of Sydney

Council raised comments and concerns to a range of details relating to the following:

- **interior/exterior fixtures, finishes and layout**
  Council did not support the installation of a glass balustrade alongside the existing balcony balustrade and advised that an alternative be investigated, such as installing a freestanding railing or placing a metal or wooden top rail on top of the existing handrail. Council raised concerns related to the Wilson Street front fence and requested a series of internal amendments. Items such as the lift placement and accessible bathroom were deemed problematic and required additional thought.

- **heritage items**
  Council outlined the need for an audit to be undertaken to document all moveable heritage items in the CME building and Scientific Services Building (which is the building adjacent to the CME building).

- **landscaping**
  Council commented on the proposed asphalt pavement surrounding the building, stating it is currently an intrusive landscape treatment and should be removed. This was regarded as a lost opportunity and it was suggested more sympathetic surface treatments be part of the revised Project to improve the heritage values and landscape qualities of the site.

- **traffic, transport and accessibility**
  The submission made comments regarding the bicycle facilities, vehicle loading and construction impacts (particularly to the public domain). Council requested the following be provided:
  - details of the end-state of the loading arrangement once the toilet block had been demolished as part of the Traffic, Transport and Accessibility Study (TTAS)
  - clarification of bicycle parking rates
  - details regarding potential damage to the Wilson Street Frontage as a result of the construction traffic. It was recommended that a detailed Construction Traffic Management Plan (CTMP) be prepared and submitted for endorsement by the Council prior to the commencement of work on site.

- **stormwater management**
  Council requested evidence of compliance with Sydney Water's on-site detention requirements be submitted for further consideration. Further, it was requested a certificate and/or report from MUSICLink and the electronic copy of the MUSIC Model be submitted for review and approval with the stormwater quality assessment report.

- **waste management**
  Council requested the Waste Management Plan (WMP) address the following:
  - location of waste storage (within the CME building or within another building on site)
  - demolition and construction generations to be recalculated in accordance with the Council's waste and recycling space calculator
  - clarification around waste collection in accordance with *Guidelines for Waste Management in New Developments 2018*. Council stated that waste and recycling bins were not to be placed on the street for collection and that services must be conducted within the property boundary or as a wheel out/wheel back service.

Council suggested design approaches for waste storage spaces e.g., ensuring adequate door width for the size of bulky waste and bins.

Heritage NSW

A summary of the comments made by Heritage NSW in their submission are outlined below:

- it was understood by Heritage NSW that no specific tenant had been established and that the future tenant will submit a separate application for detailed fit out works
- the Condition Report and Schedule of Conservation Works was supported
- it was acknowledged the Project outlined design options to ensure the least amount of impact to the CME building and its setting, however further information on the materiality and final design in some areas was requested
- while an excavation permit exception allows for archaeological test excavations, it does not permit the removal of or impact to archaeological relics of local or state significance. It was requested an Archaeological Research Design, Archaeological Work Method Statement, and Unexpected Finds Procedure be prepared prior to works commencing and investigations (by a qualified archaeologist) be undertaken
- heritage NSW requested the CME building CMP and CME building Heritage Interpretation Plan (HIP) be provided as a priority to the Heritage Council of NSW or its delegate
- heritage NSW noted the Aboriginal Cultural Heritage Due Diligence Report (ACHDDR) that was prepared did not meet the relevant Heritage NSW guidelines and is therefore not supported by Heritage NSW.

NSW State Design Review Panel

While the SDRP did not technically provide a submission, their comments have been considered throughout this Submissions Report and are summarised below:

- **site strategy**
  The SDRP raised the issue that significant elements of earlier recommendations had not been considered or addressed. Overall, it was commented that a stronger vision for adaptive reuse is essential for the CME building and that the Project needed a clearer vision for its use and connection to the Precinct.

- **landscape**
  - suggested that the landscape and building services be designed to integrate with the planned Paint Shop Sub-Precinct (the Sub-Precinct) works
  - requested a stronger approach to strengthening the landscaping
  - further confirmation on the location and extent of all fencing types, including new and existing. Additionally, it was stated that the proposed Council Park Fence Design was not considered to be suitable for the development and that alternative fence designs should be explored
  - requested the Project team confirm the compliance of the entry ramp and other associated accessibility standards.

- **integration with the future precinct**
  - suggested a development plan for the adjacent Scientific Services Building be provided.
  - requested to develop the public domain circulation strategy
  - develop a services strategy in alignment with planned future Precinct development
  - requested views from the CME building to the surrounding railway precinct be provided as an important connection to the building's original use.

- **architecture**
  - requested further clarity and refinement of the restoration and interior approach to reinforce the building's particular significance in regard to the Precinct
  - requested further consideration of alternative upper-level balcony balustrade options that meet compliance without compromising the transparency and openness of the original lace balustrade
  - requested to develop the design of the step ramp to the ground floor veranda to avoid use of a balustrade, through use of a kerb or alternative design solution
  - further comments were provided related to the relocation of the toilets from their proposed location to a more appropriate space less prominent and further establishment of a clear and consistent strategy for the interior works that enhances the CME building's heritage character
  - the panel also suggested a strategy be prepared for all moveable heritage items
  - it was requested to develop a tenancy test fit to ensure the Project suits the prospective uses and to inform a potential fit out guide.

4. Actions taken since exhibition

4.1 Project refinements

A series of amendments have been made to the Project to address the comments raised throughout the submissions, as noted below. Several reports have also been updated to clarify details. How these changes respond to submissions are specifically noted in Chapters 5 and 6.

Architectural refinements:

- further detail of the entry ramp has been provided reflecting the use of new tessellated tiles, while retaining the original tiles below
- additional detail to the indicative secondary internal stair handrail clamping has been added
- an amendment to the layout of room F3B to address privacy. The new door D10 has been moved further west and new infill will be provided on one side within existing door opening/ inside door jamb
- the electrical equipment layout in room G15 has been amended to avoid wall construction that would otherwise block a window. New infill is to be provided on one side within the existing door opening/ inside door jamb.

Landscape refinements:

- fence facing Wilson Street will have a rendered base rather than face brick
- a bulky waste area is nominated to be near the bin store
- the ramp to the secondary entrance on the ground floor has been widened to the full width of verandah and elongated to align with the vertical pilasters at the doorway, with a concrete finish to match the verandah
- Golden Pendar trees are now the alternative tree species to the Camellia trees
- increase in bicycle parking numbers to nine inside the fence boundary and four adjacent to the footpath.

An updated project description which reflects the above is included at Appendix C. Amended architectural drawings have been prepared and provided at Appendix H and Amended Landscape Drawings at Appendix L.

4.2 Additional assessment

4.2.1 Traffic, transport and accessibility

In the submissions received, it was requested the end-state traffic arrangements for parking and loading were clarified. Accordingly, the TTAS has been amended to address the below and can be found at Appendix N.

The Study notes based on the GFA of approximately 1,250m^2, the use of the site would require a maximum of two parking spaces. In the end-state, should the toilet block be demolished in accordance with the concept plans for the Paint Shop Sub-Precinct, the site could accommodate either two parking spaces or one accessible parking space (with the associated shared space) as shown in **Figure 2** below. The Study does note however, given the interim site constraints and as the prescribed Council parking rate is a maximum rate, it is considered most appropriate for the Project to provide zero on-site parking.

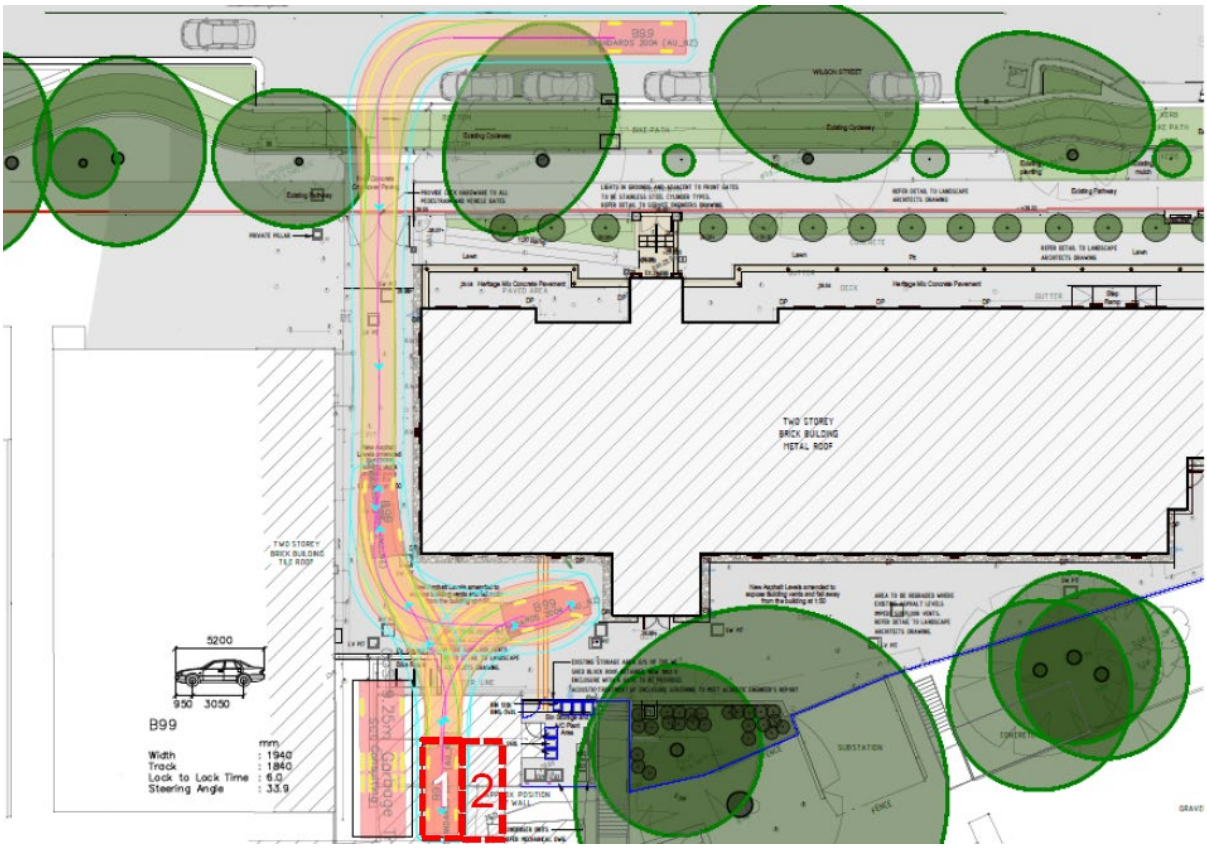

Figure 2: Potential on-site parking spaces for CME building (end-state)

Based on the requirement of one loading area per 3,300m^2 of commercial GFA or part therefore, the site would require one service and waste collection area. In the end-state, should the toilet block be demolished, the site could accommodate a loading area with access by a 9.25 metre Council garbage truck, as shown in **Figure 3** below. The Study notes that the site's constraints do not allow a 12.5 metre heavy rigid vehicle (HRV) to access the site in a forward in and forward out manner, and a building of the scale of the CME building is not expected to require a 12.5 metre HRV for waste collection.

Figure 3: Potential loading zone for CME building (end-state)

In the submissions, it was requested that bicycle parking provision be calculated in accordance with Council's development control plan (DCP) which would require at least nine secure bicycle parking spaces for employees and four spaces for visitors. As shown in the Landscape Drawings, secure bicycle parking for staff is provided at the rear of the building and has been increased to nine spaces, and four bicycle rails are now provided for visitors at the front of the building. The Green Travel Plan has been amended to include the correct provision of bicycle parking spaces.

4.2.2 Waste Management

The WMP notes the waste storage area is located at the back of the CME building and accommodates the bins required. It notes the storage of bulky goods is to be undertaken on the hardstand area surrounding the bin storage area. A temporary waste collection area on Wilson Street will be used during the construction of the Precinct. The temporary collection area has been designed to ensure forward access of a standard bin truck and is illustrated in Appendix A of the WMP.

The bin requirements detailed in the WMP have been amended to address Council's comments related to waste. A comparison of the bin requirements for waste between the lodged Project and the revised Project is provided in **Table 3**.

Table 3: Council bin requirements for waste

Bin requirements	Lodged Project	Revised Project
Non-residential development	Building footprint is 900m^2 over 2 stories equating to 1800m^2 utilised as office space.	The net lettable area of the building is 1,030m^2.
Waste generation (L/day) (noting only weekdays are calculated)	144	154.50
Nominated waste bin size (L)	240	240
Total number of bins	3	2
Collection period	Weekly	Twice Weekly
Recycling generation (L/day) (noting only weekdays are calculated)	108	257.50
Nominated waste bin size (L)	660	240
Total number of bins	4[1]	4[1]
Collection period	Fortnightly	Twice Weekly
Food waste generation (L/day) (noting only weekdays are calculated)	25	51.50
Nominated waste bin size (L)	240	120[2]
Total number of bins	1	1
Collection period	Weekly	Twice Weekly

Notes:

1. additional bins have been allocated to recycling due to the need for segregation of waste streams to reduce waste and in correct classification.
2. a 120L bin is considered suitable for food waste as the density of food waste is often higher than that of recycling or general waste. Additionally, the calculated generation rate for the CME building is also likely above what will be generated given there is limited onsite cooking facilities.

The WMP notes the tenant is responsible for engaging a waste contractor to enact the operational WMP and including the following:

- bin collection as per the table outlined in **Table 3** above
- ensuring the waste storage area is free from odour and vermin
- the maintenance of the bin storage signage is the responsibility of Transport and the tenant, and
- the cleaning of bins and the bin store, transfer of bins between storage areas and collection points, and security of bin storage areas.

Further, the Architectural Drawings have been amended to show the location and space of the waste storage area including the number and size of bins.

4.2.3 Aboriginal Cultural Heritage

Heritage NSW noted that the ACHDDR did not satisfy the SEARS requirements for the CME site and was therefore unable to support the assessment provided. Transport met with the DPE on 24 May 2023 to discuss a proposed approach to rectify this.

Transport aims to address this gap as part of the consultation process for the whole Redfern North Eveleigh precinct, with an Aboriginal Cultural Heritage Assessment Report (ACHAR) currently underway. The appropriate process will be followed in accordance with statutory obligations and based on consultation outcomes and requirements.

Transport is requesting a condition is imposed which requires the preparation of an ACHAR to be completed prior to the issue of an construction certificate (i.e. prior to works commencing). This will allow for detailed

design for the building to proceed while the ACHAR and relevant approvals to the PAD site are underway. The request has been identified as an additional environment management measure located at Appendix B.

Recent verbal advice provided by Heritage NSW was that due to the site being identified as a PAD in the Aboriginal Assessment report prepared by Artefact (2022), combined with the SEARS requirement for an ACHAR, that a site-specific ACHAR with a study area that comprises the whole of the CME site is required to be prepared and submitted prior to the determination of the SSDA, in order to satisfy the Aboriginal heritage requirements for the site. This includes demonstrated consultation with the Registered Aboriginal Parties for the identified project.

4.2.4 Non-Aboriginal Heritage

A series of matters related to the CMP were raised in the submissions which are detailed in Section 3.2.1 Accordingly, the CMP has been amended and updated to respond where appropriate (refer to Appendix G). The changes proposed as part of the amended Project as detailed in Section 4.1 have been considered in the Amended SoHI (Appendix E). The changes to the heritage documentation have been made following consultation with Heritage NSW.

5. Response to government agency submissions

The following government agencies reviewed and provided feedback on the SSDA:

- Department of Planning and Environment
- NSW State Design Review Panel
- City of Sydney (Council)
- Heritage NSW
- Sydney Water
- Department of Planning and Environment, Environment and Heritage Group
- Department of Planning and Environment, Water Assessments
- NSW Environment Protection Authority.

The DPE, Environment and Heritage Group (EHG) reviewed the Project and noted the Project is not likely to have any significant impact on biodiversity values and the application does not have to be accompanied by a BDAR. As such, no comments were provided in relation to biodiversity. Further, the EHG had no comments in relation to flooding.

The DPE, Water Assessments team reviewed the Project and had no comments.

The following sections provide an itemised response to each of the matters raised in the detailed submissions.

5.1 Key Matters

5.1.1 Alignment with Paint Shop Sub-Precinct

The Project's alignment with the overarching vision for the Sub-Precinct was raised in submissions. It was requested that Transport demonstrate the Project is consistent with the final Sub-Precinct rezoning, which occurred after the exhibition of the EIS, with particular respect to:

- vision for the precinct to form part of the broader Tech Central Innovation district
- Connecting to Country strategy with concepts of places and tracks
- public domain and open space network and how the Project will integrate with the precinct and Eastern Park.

It is to be noted the Sub-Precinct Rezoning Application that was approved included the CME building. That approval included the RNE Sub-Precinct Design Guide which has been considered in the ongoing detailed design for the precinct as a whole and the future connectivity of the CME building within the Precinct.

Development of the Sub-Precinct is occurring in a staged manner. The Sub-Precinct Project is programmed to commence development activities on site in late 2026. Between now and 2026 the Masterplan for the Sub-Precinct will be further developed, including improvements to connectivity throughout the precinct, to be delivered through the relevant stages. Prior to this redevelopment, the site remains for rail operations and maintenance storage. Connections to the CME building site are not proposed at this time for this reason.

The current Project for the CME building is intended to arrest decay, refurbish the building and establish early activation of the Sub-Precinct by leasing the building to a commercial tenant prior to commencement of the overall Precinct. An initial landscape approach is proposed within this application. This concept is temporary to support the current Project with the landscape surrounding the CME building to be integrated with the wider Sub-Precinct when these main works progress. Transport considers it more appropriate to review the southern hardscape area as part of the overall Masterplan for the public domain of the Sub-Precinct. It is likely future stages of the Sub-Precinct will include earthworks at the rear of the site and therefore significant landscaping works at the southern hardscape area now would be premature and may be subject to redesign in the future. Further, the Sub-Precinct Design Guide previously noted the preparation of a Public Domain Concept to be prepared in consultation with community stakeholders. It also requires that a cohesive approach to street trees and other vegetation, paving/hard surfaces and street furniture (lighting, seating, bins, play equipment etc) is established. Works associated with the wider public domain strategy will be revisited in a cohesive manner to ensure consistency throughout the Sub-Precinct.

Transport see value in the early activation of the CME building and its immediate site rather than postponing until the development of the Public Domain and Landscape can be integrated as a single Project. Connectivity

with the Precinct and celebration of the CME building's heritage character within the site will be a key focus of the future master planning and heritage impact consideration will be part of all future works. There are no works proposed outside of the CME building footprint which are not easily reversible or able to be adapted to facilitate future integration with the Paint Shop Sub-Precinct, subject to detailed design and planning assessment as part of future development applications.

The future evolution of the landscaping and precinct wide public domain treatment will be undertaken in accordance with the overarching Connecting with Country framework (Redfern North Eveleigh Precinct Renewal).

Transport has recently taken the CME building to market seeking tenant interest. Noting the timeframe for completion of the base building construction activities, Transport is developing a targeted leasing strategy to attract future market engagement.

5.1.2 Wilson Street Frontage

The fencing to the Wilson Street frontage was a key matter of consideration raised by Council, Heritage NSW and the SDRP in the submissions. It was requested the Project include a timber paling fence which was seen in an early image of the site to enhance the Victorian character of the site to enhance the Victorian character of the site.

A review into historical documentation has found the image that shows the front fence is from a publication in 1893, where the fence appears to be a solid timber paling fence, but this is not clear. The 1925 image with Sun Tiy Sang in his Gardening Truck, shows a tall solid paling fence (image is unclear whether it is on a plinth). The only image available of a timber picket fence relates to Calder House (refer to page 51 HIP). The CMP policy states that the design and scale of the proposed fence should be sympathetic to the architectural style of the building and visually permeable to allow views of the CME building. The choice of front fence was mindful of the Council's preferences for consistency in fence types throughout the local government area and ongoing maintenance responsibilities in other precincts (e.g., in South Eveleigh) and the preference to eventually have a consistent fence design along the Wilson Street frontage.

The simple open style metal palisade fence provides very good visibility of the building and will be in keeping with the future treatments throughout the wider Sub-Precinct landscaping. Submissions also requested the face brick element of the fence be removed. The Amended Architectural Drawings indicate a minor amendment to the fence to include a rendered and painted plinth rather than a brick plinth. The removal of the plinth as requested in the submissions is not possible due to the garden bed proposed, which requires support in order to manage the change in levels between the Wilson Street footpath and the CME building ground level.

Should the above rationale above not be accepted, Transport would be willing to accept a condition to provide an alternate design for the metal fence, with a rendered and painted plinth supporting the garden bed, with drawings detailing the final fence design to be prepared in consultation with Council and Heritage NSW and submitted to the DPE prior to the commencement of any landscaping works.

5.1.3 Balcony Balustrade

Throughout the submissions, the use of glass on the verandah balustrade was a concern. Council were concerned the use of glass for such extensive lengths would add 'considerable load to the existing timber verandah'. Council were also unclear whether the balustrade would need a top rail for lateral support which would add a visible element to the 'frameless balustrade'. It was noted the structural details required for providing lateral stability to the glass panels was unclear. Council also noted the gap proposed between the existing and proposed balustrade does not leave enough room for the inside faces of the balustrades to be cleaned and maintained. The SDRP requested alternative options be explored that meet compliance (through a performance based equivalent solution) without compromising the transparency and openness of the original lace balustrade.

The current iron lace verandah balustrade has a non-compliant height and a structurally unstable iron lace balustrade. The fall from the deck to the ground below is greater than 4 metres and the iron lace detailing provides large footholes, therefore climbability of the existing structure needs to be addressed.

A number of alternate solutions have been explored as described in pages 18 and 19 of CCG's Architectural Design Report submitted as part of the EIS. These include a tensile mesh barrier with a handrail, and light weight transparent perspex screen sheeting. The mesh and handrail were discounted as being too visible, detracting from the delicate iron lacework and introducing new materials. The Perspex screen sheeting would not provide the fall resistance required and would be a poor quality material to use on the façade.

A further exploration has been undertaken of a hybrid solution that used frameless glass behind the cast iron lace and a supplementary handrail at 1150mm. For compliance, either the glass would have to be 1025mm high (slightly above the existing cast iron) or two handrails would have to be provided to achieve the glazing sitting

below the cast iron and a minimum 125mm gap to a height of 1150mm. In addition, with a span of 3 metres between the columns, two additional vertical stanchions would be needed in each bay (in addition to the vertical stanchions behind the columns). On balance the glazed balustrade as shown is considered the most elegant and visually recessive solution.

Frameless glass screening uses a material already present in the façade which does not detract or compete with the iron lace and is of high quality, it allows for fall resistance and for the cast iron to be braced off the structure for additional strength, and can be fixed in a way that is subtle. It has been detailed to allow access for cleaning, and is supported by the SoHI as an appropriate solution (refer to Appendix E).

A 100mm gap is provided between existing and new balustrade for maintenance and cleaning purposes. It was also previously confirmed by the structural engineer that no top rail on the glazing is required. The engineer has also confirmed that the existing verandah structure on the first floor is capable of supporting the additional loads that are placed on the structure by the proposed glass balustrades. It should be noted BCA advice confirms there is no performance solution to maintain the existing balustrade in its current form, while also allowing use of the balcony.

It is for the above reasons that the proposed treatment to the verandah balustrade is considered to be the most appropriate resolution for the CME building's adaptive reuse.

5.1.4 Interiors

In Council's submission they requested a tenancy fit out guideline and signage guideline be prepared in close consultation with a qualified heritage specialist and submitted for review.

Accordingly, a Draft Tenant Fit Out Guide has been prepared by Transport and is provided at Appendix K. The document is intended to inform the lessee (and any persons engaged in the design and construction of the fit out) on the overall vision of the precinct, the parameters of fit out works and the required standards of quality that are to be maintained. The directions included in the guide are to ensure that any fit out is of a sympathetic, high quality and respectful insertion within the building, with appropriate design specifications and references on matters such as colour schemes, fixing methodologies, moveable heritage and sustainability requirements. The Guide will be finalised in association with the Lease Agreement and the future lessee will be provided with a copy of the CMP to ensure any future fit out aligns with the relevant policies. It is understood future fit out works would be subject to future planning and heritage approval.

5.2 The NSW State Design Review Panel

On 9 March 2023 Transport met with the SDRP for a second time to discuss the Project as detailed in the EIS. Following this meeting the SDRP submitted a summary letter (dated 17 March 2023), providing further feedback on the Project. **Table 4** below provides a summary of the letter and Transports response to the comments raised.

Table 4: SDRP comments and responses

SDRP Comments	Response
General	
It was noted that some of the SDRP's earlier advice has not been meaningfully incorporated or responded to, including connectivity with the planned Precinct. A stronger vision for the adaptive reuse is critical to guide development that solidifies the purpose and identity of the original building and celebrates CME building unique heritage character.	A line by line response to the matters raised by SDRP including the matters raised generally as noted is provided within this table.

SDRP Comments	Response
Site Strategy, Landscape and Integration with the future Precinct	
The Project lacks a strong overarching vision for the CME building's use and occupation. Future connectivity with the Precinct must be considered, to ensure that the CME building can be experienced in the round. As per Advice Letter 01 dated 16 September 2022, item 2, it is critical that the landscape and building services are designed to be able to integrate with the planned Sub-Precinct works to avoid unnecessary future additional works.	The Project's consistency with the finalised Sub-Precinct rezoning is detailed in Section 5.1.1 of this Submissions Report. The development of the Sub-Precinct is occurring in a staged manner. Between now and 2026 the Masterplan for the Sub-Precinct will be further developed, including connectivity throughout the precincts to be delivered through the relevant stages. The purpose of the Project is to restore and refurbish the existing building and establish early activation of the Sub-Precinct by leasing the building to a commercial tenant prior to the commencement of the overall Precinct. An initial landscape approach is proposed within this application. This concept is temporary to support the current Project with the landscape surrounding the CME building to be integrated with the wider Sub-Precinct when these main works progress. Services provided as part of the project are capable of connecting with the broader Sub-Precinct.
Confirm the intended use and development plan for the adjacent Scientific Services Building. Transport are encouraged to consider the adaptation of both buildings in conjunction as a science-tech offering in alignment with expected Precinct uses.	The Scientific Services Building is earmarked for adaptive re-use as part of the broader Precinct renewal works. Transport Asset Holding Entity (TAHE) is aware of its responsibilities under the Heritage Act for the upkeep of the building, its long-term renewal and alignment of the Precinct with the Tech Central vision. The Scientific Services Building, and its adaptive reuse, is a key contributor to the Sub-Precinct masterplan. The Project does not preclude options for adaptive reuse of the Scientific Services building in the future. These are addressed within the principles for adaptive reuse established in Section 4.5.3.5 (19) of the Paint Shop Sub-Precinct Design Guide (Sub-Precinct Design Guide).
Establish a clear set of principles informed by the CMP to guide the design approach for each building elevation. a. consider how the Project's objectives for accessibility and activation could be strengthened in the Wilson Street arrival sequence b. explore opportunities to increase visual permeability and activation of the entry through development of the planting palette and consider alternative species selections for the entry hedge.	The opportunities for a physical interface between the CME building and the public domain are limited by the current design of the building and the number and type of existing openings. Wilson Street remains the primary entrance to the building, with an accessible entry provided. There is also an accessible entry provided for at the rear. The design approach responds to current public safety and security issues for the Precinct with its connections to Wilson Street at this time, with a further role in the broader renewal as it develops. a. the location of the new accessible ramp has been positioned to reduce visual impact from Wilson Street and concentrates infrastructure adjacent to the existing driveway which will remain (although will not be used by vehicles at this time). The Project's focus on the Wilson Street entrance being the main entry is in keeping with the original arrival sequence. New landscaping along this frontage will also strengthen the arrival sequence to the building b. the initial Wilson Street planting is proposed as having a box hedge which is noted in the SoHI as being consistent with the character of the Victorian period building and Wilson Street streetscape, and Camellia sasanqua. An alternative species to the Camellia is proposed(the Golden Pendar (*Xanthostemon chrysanthus)*, as requested by Council. The activation of the broader Precinct will be revisited as the masterplan develops.

SDRP Comments	Response
Develop the public domain circulation strategy: a. facilitate connections across the site through a permeable and open curtilage b. clarify the primary entry point and access for pedestrians arriving from Redfern Station c. provide a connection between the veranda and the formal garden to the north east (known as the eastern garden), which is proposed to be separated by a strip of turf.	The Sub-Precinct Design Guide requires preparation of a Public Domain Concept Plan as part of the wider Precinct renewal works. This plan would include detailed requirements to address pedestrian and vehicular circulation for the street hierarchy. a. Figure 10 of the Sub-Precinct Design Guide (Street Network, Hierarchy and Circulation) and Figure 11 (Movement and Access) details that access to the building will be provided from a new road to the south and from Wilson Street. The future landscape works may include planting at the rear of the building to better integrate the Project with the future surrounding connections b. the primary entry remains on Wilson Street. This reinforces the original entry to the building which is important from a heritage interpretation perspective. Pedestrians from Redfern Station will walk down the recently refurbished Little Eveleigh Street shared road to the Wilson Street entry c. a pathway will be created to connect the CME building verandah to the eastern garden as a temporary approach provided it can be achieved without impacting the PAD.
Strengthen the landscape approach: a. establish the significance of CME building's cultural garden setting and demonstrate how the planting palette enhances this b. clarify the relationship between CME building's cultural gardens and the planned Indigenous landscaping of the future Eastern Park. Confirm whether these spaces are intended to be integrated or distinct and how this interface will be achieved c. confirm the extent to which future tenants will have access to and control of open space around the building, especially to the rear of the building d. expand the Project scope to include the landscaped embankment that forms part of the building's curtilage to the rear e. the landscape architect should attend the next SDRP session.	The Sub-Precinct Design Guide identifies the requirements related to Connecting with Country (Section 4.1) and Landscape Framework/Green Infrastructure (Section 4.5.6) which will guide future landscape master planning. In addition, under Section 4.5.3.3 (Development affecting a Heritage Item) of the Sub-Precinct Design Guide, provision 12(h)(iii) requires development to enhance the relevant heritage item by "reinstating missing building and landscape elements where physical or documentary evidence is available, providing meaningful, authentic and engaging interpretation that promotes the history and significance of the Sub-Precinct and surrounding precincts". These projects will be integrated as the Precinct renewal develops. a. the significance of the CME building's garden setting has been established in sections 7.2.5 and 7.3 of the CMP. The proposed design particularly responds to the CMP policy 3.17 which states that the northern (front) garden should allow for a simple, formal garden that compliments the Victorian architecture of the building and emphasises its streetscape contribution. As noted above, initial planting includes box hedges and Camellia sasanqua which is typical of a Victorian garden, however an alternative species, the Golden Pendar, is proposed to replace the *Camellia sasanqua* in response to Council's comments. Refer to Appendix L b. Section 4.2.1 (Public Domain and Open Space Network) of the Sub-Precinct Design Guide recommends the softscape areas of the eastern garden incorporate endemic, Indigenous species to enhance understanding of the six seasons of the Sydney area. This will be achieved through development of the future masterplan. The refurbishment of the CME building does not preclude this and future development will need to consider how to balance both the cultural gardens and Indigenous landscaping c. tenants will have pedestrian and cycle access to the open space around the building, including the Eastern Garden, bicycle racks, rear entry and the bin enclosure adjacent to the Scientific Services Building. Management of the space will remain with TAHE and their development partner for the broader Precinct, with maintenance of these spaces the responsibility of the tenant until otherwise agreed.

SDRP Comments	Response
	There will not be on-site parking and the building will be serviced from Wilson Street. Further servicing opportunities can be reviewed with the Precinct masterplan development d. the landscaped embankment is not part of the CME building adaptive re-use Project, for the reasons stated in b. above. The embankment design will be reviewed as part of the wider Sub-Precinct renewal e. noted.
As previously recommended, develop the services strategy in alignment with planned future Precinct development. a. explore alternate locations for condensers and bin storage to avoid future relocation and to accommodate the planned public space at the rear.	The CME building has existing access to utility services which are sufficient to service the early activation of this building, without reliance on Precinct-wide servicing. The services strategy for the wider Precinct is continuing to be developed, however, does not preclude and is unlikely to have broader implications for the servicing of the CME building. a. the current location of the condenser units is preferred to support the servicing of the building. They have a small footprint and are also the quietest available. Transport acknowledges that these units and bin storage may be relocated within the final public domain design for the Sub-Precinct. Rather than anticipating what this may be, the Project provides flexibility should this infrastructure need to be relocated in the future. There are no available alternatives for a plant room identified at this point, as the preference is to avoid putting the plant room within the CME building or within the visual catchment of the CME building when viewed from Wilson Street.
Confirm location and extent of all fencing types, including new and existing.	At this stage new fencing will extend only across the front of the CME building including the driveway between the CME building and Scientific Services buildings. The fence currently dividing the CME building and Eastern Garden will be removed to allow tenant access to the garden. All other fences will remain as existing. Refer to notations on Amended Architectural Drawings (Appendix H).
The proposed Council Park Fence Design is not suitable for this development. Explore an alternative fence design for the front entry that doesn't detract from the heritage character of the CME building: a. test a landscaped solution instead of a fence, as suggested in Policy 3.18 of the draft CMP b. if a fence forms part of the original character of the building, it needs to be of an appropriate style. Consider a simplified design that complements the materiality and rhythms of the existing veranda c. explore alternative materiality options for the retaining wall; face brick is not appropriate for this building.	It is anticipated that the fence will continue in front of the Eastern Garden along the Wilson Street frontage in the future. A change in fence design along Wilson Street would not be desirable, particularly noting the fence retains the landscape areas. a. a landscape only solution is not proposed at the CME building due to safety reasons and is not supported by Transport and TAHE, due to the need to maintain a site boundary and separation to the street. Historically there has been a fence along Wilson Street in front of the CME building b. should the rationale above not be accepted, Transport would accept a condition to provide an alternate design for the fence c. noted. The preferred approach remains for a retaining structure, noting the opportunity for rendered brick as an alternative plinth material. Further justification has been provided in Section 5.1.2 of this Submissions Report in relation to the Wilson Street frontage.
Identify and protect critical views from the CME building to the surrounding railway precinct as an important connection to the building's original use. Ensure that these views are documented in the CMP to guide future development of the Precinct.	Critical views are identified in Section 6.5 of the CMP and Section 4.4 (Figure 27) of the Sub-Precinct Design Guide. Development beyond the scope of the CME building Project is not the subject of the Project. The CME building Project will not impact these identified significant views.

SDRP Comments	Response
Confirm entry ramp compliance, including adequate dimensions for the landings and junctions at the gate and entry.	The entry ramp design is compliant with current standards and guidelines. A dimensioned plan is provided in the Amended Landscape Drawings (refer to Appendix L).
Architecture	
The character of the CME building as a working engineering office will be an attractor for future tenants, especially given the focus of the Precinct as a future Tech Hub. Further clarity and refinement of the restoration and interior approach are required to reinforce the building's particular significance in this regard.	Noted. The procurement strategy is being considered for the tenant and will consider these comments. Any future fit out of the building will be subject to a separate DA. An Amended Finishes Strategy has been provided at Appendix J.
Further explore alternative upper-level balcony balustrade options that meet compliance without compromising the transparency and openness of the original lace balustrade, which contributes significantly to the building's strong street presence. The proposed new glass balustrade is a poor heritage outcome and not supported. While the issue of climbability is acknowledged, the team is encouraged to explore opportunities for a performance based equivalent solution, especially if the veranda is within 4m of the ground floor.	As noted in Section 5.1.3 of this Submissions Report, a number of alternate solutions to the material treatment of the verandah were explored. It was found the glass material was an appropriate choice given the material was already present in the façade, it did not detract or compete with the existing iron lace and could be easily maintained.
Develop the design of the step ramp to the ground floor veranda to avoid use of a balustrade, through use of a kerb or alternative design solution.	The fully glazed balustrade has been retained. The ramp requires either a wheel stop 450mm above the highest point, or a handrail. Neither of these options are considered to deliver a result of the subtlety or quality of the glazed balustrade as proposed.
Relocate toilets from their proposed location (Room F3B) above the main entry. This is a prominent room with views to the street tree canopy and is better suited for reception or other active uses. If supported by the CMP it could also be incorporated into the corridor and lift lobby area to bring natural light and views to this internal space.	Original drawings from the 1887 construction indicated a bathroom with two toilets located on the first floor (in Room F3B). It is believed these were never built as they would have blocked access to the balcony. The original Room F3A was subdivided to create Room F3B, which was later heavily modified into a dark room for photographic processing, believed to be c1900. This resulted in the two northern windows being bricked in and the view to Wilson Street being blocked. The room is currently an empty shell. Additional toilets are required to comply with the BCA and to create a contemporary workplace. The proposed approach is considered to have the least heritage impact, with this space being currently compromised with fabric of little significance. The windows will be reconstructed with panels of obscure glass sitting behind the window to maintain the glazing vision, being an improvement to the current bricked in windows. Opportunities to improve sunlight access were explored and were deemed unsatisfactory as the rest of the first floor corridor will receive light when office doors are open. Additionally, the first floor corridor and lift lobby have no opportunity to receive light from their flanking rooms as adjacent rooms are bathrooms.
Establish a clear and consistent strategy for the interior works that enhances the CME building's heritage character. a. develop a considered and consistent approach to an interior paint scheme	Further clarity of the interior design will be provided during design development and with the future tenant selection. a. the updated Finishes Strategy at Appendix J seeks to provide a cohesive internal paint scheme.

SDRP Comments	Response
that is clearly interpretable and authentic, rather than a hybrid of contemporary and heritage shades b. conceal services where possible and consider dropping and reinstalling ceilings at a lower height (rather than replacing with new ceilings) to accommodate new services - but only where room proportions and relationships to doors and walls are not compromised c. consider alternative options to the floor mounted air conditioning console d. subject to the recommendations of the CMP, consider fittings and fixtures that are more understated than the contemporary products proposed, e.g., square floor grilles that better integrate with timber flooring, concealed indirect lighting of external walls etc. e. explore alternative, less highly reflective, finishes for the lift doors to minimise the use of glass f. regardless of whether fireplaces and chimneys are still functional, ensure that all chimney breasts can be fully appreciated within rooms. This particularly relates to rooms G4 and F4, where lifts and service risers are proposed - but this should be a general principle throughout this Project g. it is noted that there are now toilets and services proposed for rooms G15 and G16, and the same principle noted at item f above, should apply to the adaptation of these rooms.	b. services have been designed to be concealed – within the underfloor at ground floor, within vertical ducts, and within the ceiling space at first floor. The exception are the services in the ground floor corridor which will be dropped below the existing ceiling level to allow to serve the first floor rooms. This impacts G24-26 which have ripple iron ceilings. This is supported by the heritage reports which allow for the ripple iron ceilings to potentially be salvaged and installed lower to provide space to conceal services. This is documented in the Amended Architectural Drawings (Appendix H) c. integration of air conditioning services in the building is continuing through design development. It is proposed the consoles on the ground floor remain, as there is no adequate ceiling space, through which to run services, and that lowering each of the ceilings would impact the character of the rooms. The consoles on the first floor units prevent penetration into existing heritage significant ceilings. Final services solutions will continue to comply with the CMP policies d. the external lighting is proposed to be replaced with like for like fittings. Concealed indirect external wall lighting will be considered as part of the Public Domain Concept for the precinct. Details of how contemporary fittings will be mounted into existing fabric will be further developed e. The finishes for the lift doors will be explored as part of the detailed design f. The Project seeks to retain all fireplaces wherever possible. Where necessary, fireplaces may be relocated to rooms where they have been damaged or removed in the past. Further details are provided in the Amended Finishes Strategy (Appendix J) g. The fireplace of Room G15 has been removed and has been retrofitted with a timber cupboard. Further, the fireplace in Room G16 has also been removed and has been bricked in. The SoHI recommends a salvaged timber mantle is reinstated within both rooms. Further general advice has been provided in relation to fireplaces in Section 3.1.8 of the SoHI.
Demonstrate approach for all moveable heritage items. a. return the WW1 honour roll to the building, which is an important item to aid understanding of the broader contribution of railway employees b. confirm how moveable heritage items will be managed through tenancy agreements and potential future uses.	The Heritage Interpretation Plan by Curio (Appendix F) details the approach for moveable heritage. This will be further progressed during design development. a. the WW1 honours board is in the State-owned Movable Heritage Collection, that Transport Heritage NSW (THNSW) manages on behalf of Transport/TAHE. Transport will investigate the option to obtain consent to loan the Honour Roll in order to return it to the CME building or to the Sub-Precinct, and to place it in a prominent place b. moveable heritage will be managed via the lease and in the Draft Tenant Fit Out Guide (refer to Appendix K).
Develop tenancy test fits to ensure the Project suits the prospective uses and to inform a fit out guide. a. explore opportunities for reception locations and functionality, including potential integration of additional doors if required.	Transport is currently developing a targeted leasing strategy to direct future market engagement. Draft Tenant Fit Out Guide can be found at Appendix K. a. early potential tenant layouts have been undertaken. The tenant fit out will address requirements for a front of house experience, including options for a reception or digital reception as required. Additional openings will not be encouraged as per the Tenant Fit Out Guide and the CMP.

5.3 The City of Sydney

The City of Sydney were notified of the SSDA lodgment and were given the opportunity to provide comment. Council responded to DPE on 7 March 2023. A response to Councils submission is provided in **Table 5** below and the contents of Council's submission have been summarised in the left column and are not reproduced verbatim. A full copy of Council's submission is available on the DPE website.

Table 5: Council comments and responses

Summary of Comment	Response
Heritage	
Exteriors	
Entry ramp and Plant room screen Council supported the introduction of the new front ramp. Council noted no details of the 1.8m high screen proposed for the plant room were provided but that the design should not detract from the heritage significance of the site.	Noted. No action required. Details of the screen will be provided in future design packages following further design development. As noted in the Amended Finishes Strategy (Appendix J) the screen will be a new timber or steel framed wall of unpainted ripple iron.
Verandah/Ramp Council requested amendments to the verandah ramp in front of the G9 entry.	The landscape drawings have been amended to show the ramp expanded to the full width of verandah, with a concrete finish to match the verandah. In plan the ramp has been elongated to relate to the vertical pilasters at the doorway. Refer to Appendix L. The fully gazed balustrade has been retained. The ramp requires either a wheel stop 450mm above the highest point, or a handrail. Neither of these options are considered to deliver a result of the same subtlety or quality as the glazed balustrade as proposed.
Balcony Council raised concerns related to the glass balustrade and it was recommended an alternative be explored.	As noted in Section 5.1.3 of this Submissions Report, a number of alternate solutions to the material treatment of the verandah and balustrades were explored. It was found the glass material was an appropriate choice given the material was already present in the façade, it did not detract or compete with the existing iron lace and could be easily maintained.
Roof Repair and conservation works to the roof are supported and should be undertaken under the supervision of a heritage consultant.	Support is noted and any works to the roof would be undertaken under the supervision of a heritage consultant.
Landscaping and garden Council requested a reconsideration of the landscaping works and that the Project should include the reinstatement of the associated garden setting within its site boundaries to enhance the aesthetic of the site.	An initial landscape approach is proposed within this application. This concept is temporary to support the current Project with the landscape surrounding the CME building to be integrated with the wider Sub-Precinct when these main works progress. Further information has been provided at Section 5.1.1.
Wilson Street frontage Council noted there is an opportunity to improve the aesthetic values of the site by proposing a timber fence and that there was potential to reconstruct the original picket fence. It was recommended that an appropriate fence design be proposed that will enhance the Victorian character of the site.	A review into historical documentation dating back to 1893 found the fence was previously a tall solid paling fence. The CMP policy states the design and scale of the proposed fence should be sympathetic to the architectural style of the building and visually permeable to allow views of the CME building. The design is also mindful of Council's preferences for consistency in fence types throughout the area and ongoing maintenance responsibilities. Further information has previously provided in Section 5.1.2.

Summary of Comment	Response
Services Council requested additional details related to services should be submitted prior to the commencement of works for Council's review. They also noted the detailed design of the fire hydrant booster and any cupboards should also be provided.	Refer to the Amended Concept Design Report – Engineering Services and Accompanying Plans at Appendix R to satisfy this request for additional details of services integration. An elevation showing the fire hydrant booster is provided in the amended Landscape Drawings (refer to Appendix L).
Moveable heritage items Council requested an audit of all the SHR moveable heritage items and items identified as significant on the CME Office and Scientific Services Building – Moveable Heritage Survey (OHM Consultants, 2012) should be undertaken and suitably documented.	The HIP addresses the Moveable Heritage Items in the CME building and provides themes and indicative locations subject to further development of heritage interpretation in and around the building. Refer to Appendix F.
Interiors	
Tenancy Fit Out Guidelines Council have requested a tenancy fit out guideline and signage guideline.	In response, the Draft Tenant Fit Out Guide including signage guidelines have been provided (refer to Appendix K). These guidelines make reference to the CMP where applicable and will continue to be developed in association with the lease agreement.
Main entry foyer Council have requested the SOHI's recommendations related to the tessellated tiles be adopted. Council also requested Wilson Street remains as the primary access to the site.	As requested by Council, the Project has been amended to show that the entry ramp has been modified with further detail reflecting the use of new tessellated tiles, while retaining the original tiles belowRefer to Appendix G. It is confirmed the Wilson Street entrance will remain the primary access to the site.
Rear entry foyer Council recommended the raised floor be of lightweight construction and fully reversible should there be a need to revert to original and the Project should retain and conserve existing timber skirtings, architraves, and 1887 timber doors.	A compliant non-slip mental ramp will be detailed with the colour to match the adjacent concrete floor finish. Existing timber skirtings, architraves, timber door and fanlight will be retained where possible and this has been accounted for in the amended Architectural Drawings and Finishes Schedule (refer to Appendices H and J).
Room configuration New partitions are to be fully reversible without damage to heritage fabric.	Noted and already considered in the CMP. No action required.
Amenities Council requested the former CME toilet bowl in room G8 should remain on site, be conserved and be part of heritage interpretation.	It is not considered appropriate to conserve the toilet bowl in situ. The CMP provides an audit of moveable heritage, and identifies opportunities and constraints in interpreting these. The removed elements, including the toilet bowl, have been addressed in the Heritage Interpretation Plan (Appendix F) for the building, and interpretation will ensure they continue to be celebrated.
Lift Council have requested the service riser and accessible toilet be relocated north of the lift.	Relocation of the accessible toilet would result in: • an additional WC on the front face of CME building, adjacent to a verandah • a long accessible corridor to get into the WC • the other half of room F4 will not be functional an office. Given the above reasons, the relocation is not supported. Relocating the accessible bathroom to the north of the lift is not supported due to practical and functionality reasons. The timber fireplace mantle in F4 will be moved to a room with higher gradings of significance.

Summary of Comment	Response
New mouldings around the enlarged door opening (to accommodate the lift opening) should be recognised as new work.	Noted. Details of the treatment of the lift doors will be subject to further detailed design.
The glass lift doors are not supported and it is recommended that the outer leaf of the door to be aesthetically more traditional.	The finishes for the lift doors will be explored as part of the detailed design.
Details for the interface between the lift overrun and ceiling/roof were also requested to be provided.	As shown in the structural drawings at Appendix I, the lift overrun will not obstruct the roof. A section of ceiling in Room F4 will be removed to facilitate the installation of the lift.
Stairs Council has suggested attaching a new handrail to the existing handrail and requested detailed drawings be conditioned to show the fixing of the handrail to the existing balustrade.	It is proposed that the additional handrail be clamped at spacings of min 1200mm and positioned in accordance with the rhythm of the stair balusters. Refer to Appendix H.
Openings and original door alterations The minor alterations to the doors, including the automation of the front door is supported. The reopening of the existing bricked in window above the entry is a positive outcome.	Transport notes Council support and will ensure any replacement timber elements match the original timber where possible.
Ceilings Council recommends any original lathe and plaster ceilings be conserved and restored, including decorative cornices and ceiling roses.	The centre hallway crossover at room G23 has the only remnant lath and plaster ceiling that has collapsed with only the lath remaining. There is a large central penetration in the lath. This ceiling is beyond being conserved and restored and will be reconstructed with modern plasterboard ceiling at a lower level to accommodate and a replica cornice and ceiling rose.
Fireplaces Council expressed concern on the location of the accessible toilet due to its impact on an existing intact fireplace.	The location for the lift was chosen to minimise the impact on significant fabric. The new accessible bathroom (F4B) has been positioned near the new First Floor lift to avoid another room being subdivided for essential services. The fireplace in room F4 has a timber mantle in place with a rusted out cast iron insert and damaged chimney breast (northern side) and has visible cracking to the rendered face. Heritage advice is that, given the poor condition of the fireplace in F4, the timber mantle would have to be removed as part of works to facilitate either replacement, extensive repair or covering over of the cast iron insert . Since it is being removed, the mantle could then be reinstated into a room with better viewlines or higher gradings of significance that is missing a mantle. Considering these matters, the existing bathroom location has remained and repair and relocation of the fireplace to another room is proposed.
Urban Design	
Fire hydrant Council requested elevation drawings are provided showing the fire hydrant cabinet design and its integration with the fence.	Elevation drawings showing the fire hydrant in relation to the fence have been provided in the Amended Landscape Plans (refer to Appendix L).

Summary of Comment	Response
Room F3B Council recommends minor amendments to relocate the urinal in the male bathroom, so it is not visible from outside the door. Further justification is required for the need of the door infill as this may impact on joinery. Alternatively, it is requested that details showing how any impacts on architraves is mitigated.	The Amended Architectural Drawings show the new door in room D10 moved further west (refer to Appendix H). New infill to be provided on one side within existing door opening/inside door jamb. Impacts on joinery will be detailed in further design development.
Room G15 Council noted the lightweight infill to the door reveal may impact on joinery (Architrave and jamb) and that justification is requested for the need for the door infill. It is recommended the switchboard is relocated (or justification provided) to avoid the new internal wall in front of the window.	The Amended Architectural Drawings (refer to Appendix H) propose to relocate the switchboard to avoid constructing the new internal wall in front of the window. New infill to be provided on one side within existing door opening/ inside door jamb. Impact on joinery will be detailed in further design development.
Rooms G16, G18, G20, F15, F3B typical opaque window detail Council is not supportive of the opaque glazing detail to bathrooms as this renders the bottom sash inoperable and window glazing and joinery difficult to clean. Alternatives should be explored.	Many of the existing windows in these rooms already have opaque glazing as they are existing bathrooms – G18, G20 and F15, with the windows in F3B bricked up. It should be noted only two windows on G16 will have newly opaque glazing, with the detail allowing for cleaning and operation of the top sashes. Other alternatives, such as using film or fixing the bottom sash shut, were not supported due to the impact on original glass or joinery.
Room G16 joinery details Council noted the kickplate height requires redesign where adjacent to existing skirting which is a greater height. They noted the design solution may be to either separate joinery from the wall surface or increase the kickplate height to match skirting.	The drawings and room schedule will be amended in future design development to increase the kickplate height to match the skirting.
Finishes Schedule Council recommended all cubicle finishes be neutral to avoid a dated renovation.	The Amended Finishes Strategy which can be found at Appendix J will continue to be developed. The choice of material for cubicle finishes will be in response to the character of the CME.
Tree Management and Landscaping	
Tree retention Council supports the retention of trees and methods detailed in the Arboricultural Impact Assessment (AIA).	The AIA details management measures for tree retention and these measures are included as a mitigation measure in Appendix B.
Tree removal Council requested the AIA be updated to include unique tree identification numbers and the Landscape plans be updated too.	In response to Council's comments, the Amended AIA, Arboricultural Plans and Landscape Plans have been amended accordingly (refer to Appendices M and L respectively).
Landscaping Council noted they do not support the proposed *Camellia sasanqua* species for new trees on the site.	In response to Council's comments, it is now proposed to plant Golden Pendar trees (*Xanthostemon chrysanthus)* in replacement of the Camellias. Refer to Amended Landscape Plans (Appendix L).
New fence design to Wilson Street Council noted the proposed fence design is based on a typical City Parks manual fence detail and not sympathetic to the heritage significant of the site. Council noted there is opportunity to reinstate the original	A review into historical documentation dating back to 1893 found the fence was previously a tall solid paling fence. The CMP policy states the design and scale of the proposed fence should be sympathetic to the architectural style of the building and visually permeable

Summary of Comment	Response
picket fence up to 1200mm height with no brick plinth and that the original heritage fence design should be provided.	to allow views of the CME building. The design is also mindful of Council's preferences for consistency in fence types throughout the area and ongoing maintenance responsibilities. Further information has previously provided in Section 5.1.2.
Access and Transport	
Loading Council requested the end-state loading arrangements of the CME building must satisfy the criteria in the Sub-Precinct Design Guidelines.	The end-state loading arrangement as discussed in Section 4.2.1 of this Submissions Report will satisfy the criteria in the Sub-Precinct Design Guidelines.
Parking Council requested clarification be provided regarding the end-state of parking arrangements on-site. Council is supportive of the adoption of the interim zero-parking in the long-term.	The end-state of parking arrangements is discussed in Section 4.2.1 of this Submissions Report. In the end-state, the parking will be able to accommodate either two parking spaces or one accessible parking space.
Bicycle facilities Council have requested the development provide at least nine secure bicycle parking spaces for employees and four spaces for visitors. Additionally, at least one locker per employee bicycle parking space is required.	In response to Council's comments, the Green Travel Plan and Landscape Plans (Appendices N and L respectively) have been amended to reflect the correct rates, with nine secure bicycle parking spaces for employees provided at the rear of the building and four bicycle parking racks for visitors at the front of the building. In addition, 13 lockers are provided in the end of trip facilities.
Construction impacts Council requested a detailed CTMP be prepared and submitted for endorsement by Council prior to the commencement of work on the site.	It is noted the CTMP will be prepared.
Public Domain	
General Public Domain matters • Details of the new driveway crossover for construction and operation to be submitted to Council (in accordance with the Council's Technical Specification). • Any changes to existing street parking and traffic signage may require a submission to Council's Traffic Operations Team, then review and approval by the Local Pedestrian, Cycling and Traffic Calming Committee. • Any footpath replacement works will need to meet Council's requirements. • Excavation for the new low brick wall will need to be approved by Council's Tree Management Team.	Transport intends to consult with Council as the detailing of the public domain works is known for the broader Sub-Precinct. Conditions of consent are able to be imposed to the effect of Council's approval requirements.
On-site detention Evidence of compliance with Sydney Water's on-site detention requirements must be submitted to the City for further consideration.	Transport would submit evidence of compliance with Sydney Water's on-site detention requirements.

Summary of Comment	Response
Stormwater quality Council noted a certificate and/or report from MUSIClink and the electronic copy of the MUSIC Model must be submitted for review and approval with the stormwater quality assessment report.	A Stormwater Quality Assessment Report will be prepared during detailed design.
Waste management Council requested details of waste storage areas and that the WMP clearly indicate where waste will be stored. They also noted that waste generation was not calculated in accordance with Council's waste and recycling space calculator.	It is to be noted waste storage is located adjacent to the toilet block at the rear of the site (shown on drawing CCG-CME-AR-DRG-201). Waste calculations for the SSDA were based on the Environment Protection Authority (EPA) guidelines. The difference between the Council's guidelines daily rate and the EPA guidelines is substantial (i.e. for General Rubbish 154.5 L for Council vs 80 L for EPA, for recycling 257.5 L for Council vs 60 L for EPA, for food waste 51.5 L for Council vs 25 L for EPA). Initial advice was the EPA guidelines provides a sound basis in estimating a realistic volume for the type and use of the building. It is noted that DCPs do not apply to development that is SSD. Regardless, a new waste assessment has been prepared and calculated in accordance with Council rates.
Waste generation Council requested waste generation calculations be recalculated in accordance with the Council's Guidelines. They also noted that space must be provided to store two days generation of all streams. Further, it was noted that waste collections should ideally be limited to a maximum three x weekly for all waste streams.	The waste facilities as designed are compliant with the Council guidelines based on a twice weekly collection, except for food waste. A 120 Lbin (minimum size) has been provided for food waste, which is 17.5 L per week under the amount recommended by the Council guidelines. Transport considers that, as an office facility with no on-site cooking facilities, that compliance with the EPA guideline in this instance should be acceptable, with a twice weekly clearance. Refer to amended WMP (Appendix O).
Design of waste storage space Council requested details regarding the location, layout and space of the waste storage area.	In response to Council's comments: • waste storage including bins sizes is shown on drawing CCG-CME-AR-DRG-201. • door size is 900mm which is adequate given the bins are domestic scale bins and there is no motorised bin tug proposed. • a bulky waste area is proposed on the hardstand near the bin store. • the gradient from the bin store to the street is shown and does not exceed 1:14. • the collection point has been located on the landscape drawing.
Waste collection and servicing Council requested ongoing management of storage and collection of waste to be detailed in the WMP. Council also recommended onsite collection and that vehicle turning paths should be incorporated into the documentation.	In response to Council's comments: • responsibility for cleaning bins and bin store, transfer of bins between storage areas and collection points, and security of bin storage areas – will be tenant responsibilities that will be in the tenant guidelines • maintenance of bin store signage– will be the responsibility of TfNSW/TAHE • in the end-state, should the toilet block be demolished, the site could accommodate a loading area with access by a 9.25 metre Council garbage truck. The movement paths are illustrated in Section 4.2.1 of this Submissions Report • no other option at this time for waste storage

5.4 Heritage NSW

Heritage NSW were notified of the SSDA lodgment and were given the opportunity to provide comment. Heritage NSW responded to DPE via three submissions, two relating to non-Aboriginal heritage (dated 17 February 2023 and 9 March 2023) and one submission relating to Aboriginal heritage (dated 24 January 2023). A response to Heritage NSW three submissions is provided in **Table 6** below and the contents of the submissions have been summarised in the left column and are not reproduced verbatim. A full copy of the submissions are available on the DPE website.

Table 6: Heritage NSW comments and responses

Comment	Response
General Comments (from the 17 February and 24 January submission)	
Heritage NSW found the proposal for adaptive reuse of the CME building as a commercial premises to be generally acceptable given the proposed reactivation of the Paint Shop Sub-precinct.	Support for the Projects intention is noted.
Currently no specific tenant has been identified for the building and any future tenant will need to submit a separate application for detailed fit out works.	It is the understanding of Transport that any further fit out works would be subject to a separate planning approval.
Heritage NSW supports the Projects Condition Report and Schedule of Conservation Works from a heritage perspective.	Noted. No action required.
Heritage NSW requested to provide feedback on the materiality and final design of certain elements, such as the Ground Floor verandah and proposed balustrades.	As noted in Section 5.1.3 of this Submissions Report, a number of alternate solutions to the material treatment of the verandah and balustrades were explored. It was found the glass material was an appropriate choice given the material was already present in the façade, it did not detract or compete with the existing iron lace and could be easily maintained.
Noted works are to cease if any suspected relics are identified. Any modifications to the scope outlined in Section 6 of the CME Historical Archaeological Assessment (2022) must be outlined in an addendum to assess impacts.	A mitigation measure is proposed that any modifications to the scope outlined in Section 6 of the CME Historical Archaeological Assessment (2022) must be outlined in an addendum.
Heritage NSW noted the CME building CMP (2022) and the CME building HIP (2022) were not initially placed on public exhibition and requested that Heritage NSW be given the opportunity to review and provide comment on these documents.	While the CMP and HIP were not originally submitted with the EIS (as noted in Heritage NSW submission dated 17 February), as they did not form part of the SEARs, they were later provided to heritage as a draft and comments on these documents were provided in the 9 March submission. The HIP and CMP can be found at Appendices F and G respectively.
Heritage NSW stated in both the 24 January (Aboriginal heritage) and 17 February (non-Aboriginal heritage) submissions that the ACHDDR was not compliant with the required Heritage NSW guidelines according to SEARs and therefore was unable to support the assessment provided.	As noted in Section 4.2.3 of this Submissions Report, Transport is requesting that an ACHAR is to be prepared prior to any commencement of works.
Conservation Management Plan (from the 9 March submission)	
Heritage NSW noted the CMP was a draft and needs to be finalised.	The CMP has been updated and is provided at Appendix C. Once final feedback is provided from Heritage NSW it can be marked final. The table of contents has been updated to identify the associated appendices. Section 1.2 has also been updated accordingly.
Heritage NSW noted the CMP table of contents should be revised to clarify what the associated appendices are.	
Section 1.2 of the CMP should be updated to reflect the recent determination of the Sub-Precinct rezoning	

Comment	Response
Heritage NSW requested the opportunity to review and give feedback on the Tenancy Guidelines.	The Draft Tenant Fit Out Guide is provided for information at (Appendix K). Fit out would be subject to separate future planning (and heritage) assessment and approval.
Heritage NSW suggested that the Standard Exemptions should be updated to align with the information available on the Heritage NSW website, particularly with regard to documentation requirements for record-keeping.	The CMP has been updated accordingly (refer to Appendix G).
Heritage NSW suggested updating Policy 2.8 regarding Historical Archaeology by changing the word 'proceeded' to 'preceded by a historical archaeological assessment.'	The CMP has been updated accordingly (refer to Appendix G).
Heritage NSW suggested that Policy 3.11, which relates to the verandah, may require further updates after consultation with Transport. Previous requests have requested the opportunity to provide feedback on the design to ensure compliance with BCA and DDA requirements.	As noted in Section 5.1.3 of this Submissions Report, BCA advice confirms there is no performance solution to maintain the existing balustrade in its current form, while also allowing the use of the balcony.
Heritage NSW support the replacement of the existing non-original metal fencing and requested alternatives to the proposed design of the steel fence design be explored.	As noted in Section 5.1.2 of this Submissions Report, the choice of front fence was mindful of the Council's preferences for consistency in fence types throughout the local government area and ongoing maintenance responsibilities in other precincts (e.g., in South Eveleigh) and the preference to eventually have a consistent fence design along the Wilson Street frontage.
Heritage Interpretation Plan (from the 9 March submission)	
The comment suggested that after the finalisation of the CMP, Section 3.3.1 should be updated accordingly.	The final date of the CMP will be updated in the HIP.
Heritage NSW stated that the HIP identifies the "Landscaping, Gardens and Dwell spaces/Connecting with Country" to the eastern garden as a short-term priority and that it should be treated as a matter of importance so that the CME building can be appropriately revitalised as a landmark within the Sub-Precinct and its setting enhances to engage with the Sub-Precinct.	The Sub-Precinct Design Guide includes a guideline for incorporating endemic, indigenous species into the softscape areas of the eastern garden, which will be achieved through the future Public Domain Concept for the precinct. The garden will be revitalised in connection with the wider public domain works for the Precinct in order to be tie in the park with the wider new public open spaces.

5.5 Department of Planning and Environment Addendum

The DPE provided additional comments in a letter dated 28 March 2023. A response to the matters raised by the DPE is provided in **Table 7** below.

Table 7: The DPE comments and responses

Comment	Response
Paint Shop Sub-Precinct	
• Demonstrate the Project is consistent with the finalised the Sub-Precinct rezoning with particular respect to: - Vision for the precinct to form part of the broader Tech Central Innovation district. - Connecting to Country strategy with concepts of places and tracks	The Project's consistency with the finalised Sub-Precinct rezoning is detailed in Section 5.1.1 of this Submissions Report. The development of the Sub-Precinct is occurring in a staged manner. Between now and 2026 the Masterplan for the Sub-Precinct will be further developed, including connectivity throughout the precincts to be delivered through the relevant stages.

Comment	Response
- Public domain and open space network and how the Project will integrate with the precinct and Eastern Park - Heritage conservation and management, including movable heritage.	The purpose of the Project is to restore and refurbish the existing building and establish early activation of the Sub-Precinct by leasing the building to a commercial tenant prior to the commencement of the overall Precinct. The retained elements of the former CME office will allow users and visitors to have an understanding of how the room was used and configurated in the past. The removed elements have been incorporated into the Heritage Interpretation Plan (refer to Appendix F) for the building, ensuring they continue to be celebrated.
Heritage	
Finalise CMP in consultation with Heritage NSW and Council	The CMP has been finalised in accordance with Heritage NSW and Council comments. Refer to Appendix G.
Submit finalised CMP with complete suite of appendices.	
Outline the Project's consistency with the CMP (including detailed design and heritage statements providing justification for the proposed works, integration with curtilage and selection of materials and finishes).	The Project's consistency with the CMP is detailed in the SoHI. Refer to Appendix E.
NSW SDRP	
Detail the Project's response to the SDRP advice including where the advice has been incorporated and in instances where not, alternatives options have been considered.	A detailed response to the matters raised by SDRP are included in Section 5.1.
Consult further with Heritage NSW and Council in preparing a response to their submissions.	The following additional meetings have taken place: • Heritage NSW: 18 April 2023 • Council: 4 May 2023 • DPE: 24 May 2023

5.6 NSW Environment Protection Authority

The NSW EPA reviewed the Project and noted Section 6(2)(c) of the Protection of the Environment Operations Act 1997 (POEO Act 1997) states, "A local authority is the appropriate regulatory authority (ARA) for non-scheduled activities in its area, except in relation to ⋯ (c) activities carried on by the State or a public authority, whether at premises occupied by the State or a public authority or otherwise …". It was noted as Transport is a public authority and the applicant, the EPA would be the ARA during construction. The EPA requested the following conditions be included in the consent and which are accepted by Transport:

- Construction Noise
  - the proponent must implement reasonable and feasible noise management measures, to minimise off-site impacts.
  - the noise management measures used must achieve the noise management levels in the EPA's Interim Construction Noise Guidelines (ICNG).
  - construction activities must only be undertaken during the hours identified in Table 1 of the ICNG. Section 2.3 of the ICNG identifies the circumstances in which construction outside of standard hours can be undertaken
- Water Quality
  - erosion and sediment controls must be installed and maintain throughout the construction period to prevent water pollution.
- Waste

  - any waste materials exposed or created in association with the constructions works and proposed to be disposed of to an offsite location, must be classified in accordance with the EPA's waste classification guidelines.
- Air Quality
  - construction activities must be carried out in a manner that prevents the emission of dust from the premises.
  - the construction site must be maintained in a manner that minimises the generation of wind-blown dust.
- Chemicals
  - all chemicals, fuels and oils must be kept in appropriately bunded areas in accordance with the requirements of all relevant Australian Standards, and EPA's Storing and Handling Liquids: Environmental Protection – Participant's Manual
- Contamination
  - any site contamination identified during construction must be assessed and managed in accordance with the Contaminated Lands Management Act (1997).

5.7 Sydney Water

Sydney Water reviewed the Project and suggested a Section 73 Compliance Certificate be obtained post approval. The submission also noted the approved plans must be submitted to the Sydney Water 'Tap in online service' to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if further requirements need to be met.

5.8 Additional Mitigation Measures

Transport is committed to accommodating the following environmental management measures in response to the government agency submissions as noted previously:

- details of the plant room screen are to be provided to the satisfaction of Council prior to issuing of a construction certificate
- the drawings and room schedule is to be amended to the satisfaction of Council to increase the kickplate height to match skirting prior to issuing of a construction certificate
- evidence of compliance with Sydney Water's on-site detention requirements must be submitted to the Council prior to the issuing of a construction certificate
- a Stormwater Quality Assessment Report is to be prepared for review and approval prior to the issuing of a construction certificate
- any modifications to the scope outlined in Section 6 of the CME Historical Archaeological Assessment (2022) must be outlined in an addendum.

The above measures have been included in the amended environmental management measures included at Appendix B.

6. Response to community submissions

Throughout the exhibition phase, two submissions were received from community groups (Australian Society for the Study of Labour History and REDWatch) and nine submissions were received from individual community members. The following sections include the key matters raised by the community and a response to each.

6.1 Community Groups

Key matters raised throughout the community group submissions and a response to each is provided in **Table 8** below.

Table 8: Community group comments and responses

Community Group	Comment	Response
Australian Society for the Study of Labour History	a. questioned why the CMP was not included in the consultation package b. supports the structural and heritage integrity of the building c. does not support the intention to sell the asset and believes it should remain public. It was suggested a long-term lease arrangement is undertaken d. CME building is appropriate for a heritage centre to collect and display relevant materials e. the reuse of the building should guarantee public access, public and cultural spaces, and conservation.	a. The CMP has been reviewed, updated and accompanies this Submission Report (refer to Appendix G) b. noted c. there is no intention to sell the CME building, this was an error made in the lodged documentation. The building will be leased to an appropriate tenant d. transport has committed to repurposing the Tank Annex at the Chullora Railway Workshops as a Heritage Hub to collect and display moveable heritage items. e. the leasing strategy for the site will explore the potential for the building to be accessible for key events however as the building will be leased it will not generally be publicly accessible.
REDWatch	a. concerned about the lack of CMP during exhibition b. concerned about impact of the refurbishment on the heritage of the CME building c. supports the restoration and use of the building d. emphasises need for heritage interpretation to not be influenced by commercial interests e. concerns about privatisation f. suggestion for S170 register to enshrine public access g. request opportunities for interest groups to provide further feedback h. building envelopes remain consistent with surround visual amenities.	a. the CMP has been reviewed, updated and accompanies this Submissions Report (refer to Appendix G) b. all heritage impacts are assessed within the SoHI (Appendix E). Any amendments to the fabric must be undertaken in accordance with the CMP (Appendix G) c. noted d. all heritage impacts have been assessed in the relevant heritage documentation irrespective of any commercial interests e. as noted previously, the CME building will remain under TAHE's ownership f. as noted previously, there will be potential opportunities for public access however it is not the intent of activating the building g. transport will continue to engage relevant stakeholders h. noted.

6.2 Individual Community Members

Key matters raised throughout the individual community submissions and a response to each is provided in **Table 9** below.

Table 9: Individual community comments and responses

Comment	Response
Heritage	
Restoration was supported by just under half of the community submissions.	Noted.
Concern the Project will not proactively record the previous use of the building.	Refer to HIP (Appendix F) which includes a series of recommendations to ensure the heritage significance is a central element in the adaptive reuse of the site.
Requested parts of the building are recreated through a heritage display reflecting the previous use and are open to the public.	It is to be noted the Project does not include any publicly accessible elements and that the leasing agreement will apply to the whole building and one tenant.
Consideration to be given to the relocation of the administration offices of Transport Heritage NSW to the CME building.	Transport has committed to repurposing the Tank Annex at the Chullora Railway Workshops as a Heritage Hub.
Railway history should be displayed within the sensitively restored interior.	The future heritage interpretation will be provided within the building and will be guided by the HIP (refer to Appendix F).
Questioned whether Transport has consulted the CMP by Heritage consultant Paul Rappoport, dated Sept 1997.	Page 184 of the CMP confirms that the new CMP builds upon the significant work undertaken by Paul Rappoport & Caldis Cook Group in 1997.
Recommendation is to have the ARHS bookshop on ground floor and Transport Heritage NSW on the upper floor.	A single tenant is to be sought and the service design of the building has been prepared as such.
Suggested the building be restored back to the original brick.	The building's exterior paint is in relatively sound condition, and paint removal is not required by the CMP. Cleaning methods for paint removal may damage the brickwork. transport prefers to make the building habitable rather than restoring the exterior to its pre-1932 condition.
Requested to restore the original gardens.	The Project includes maintenance of the original gardens and trees, and planting around the flagpole. The Masterplan for the Sub-Precinct will address the design of the public domain for the entire precinct.
Exhibition documents	
Concern the CMP was not placed on exhibition.	The CMP has been reviewed, updated and accompanies this Submissions Report (refer to Appendix G).
Parking	
Requested the car parking be provided at the back of the building (not on Wilson Street) to minimise the currently limited street parking and impacts to the bicycle path.	The end-state car parking arrangement includes on-site carparking as outlined within Section 4.2.1 of this Submissions Report.
Use	
Did not believe the building should be sold for commercial use. It should be publicly owned and restored for the benefit and use of the community and visitors	As noted above, there is no intent to sell the CME building, this was an error made in the lodged documentation. The building will be leased to an appropriate tenant.
Noise	
Requested the works are carried out to minimise noise and disruption	Acoustic impacts were described in the EIS and considered to be acceptable pending the adoption of the relevant environmental management measures. All works will be undertaken during standard working hours.

Comment	Response
Concern the balcony could be used for the service of food and beverages which would generate additional noise	There is potential the balcony may be used by a future tenant for entertainment purposes, however the kitchen facilities provided in the building would not support a commercial food and beverage operation. As such it is more likely use of the balcony would be from the building staff and from time to time potentially as a function space for staff. Standard noise complaint procedures will apply.
Privacy	
Concerns of privacy impacts for neighbouring residences	The premises will generally operate 9am-5pm on weekdays therefore impacts to neighbour's privacy are considered acceptable.
Signage	
Requested there be no external signage on the building	Guidelines related to external signage are detailed in the Draft Tenant Fit Out Guide. Any future signage will be subject to a Development Application with Council.
Accessibility	
Requested disability access provided reflecting the period features of the external façade.	The disabled access on Wilson Street has been designed in a careful manner to ensure integration with the existing building whilst complying with the relevant standards and requirements.

7. Updated Project justification and conclusion

7.1 Strategic context and statutory considerations

The amendments made in response to the submissions received remain consistent with the relevant strategic planning framework and guidelines at the metropolitan, regional and local level.

7.1.1 Project need

The CME building was decommissioned 20 years ago and has remained disused and inaccessible since. Interiors are still in poor condition and severely degraded. The NSW Government has begun to invest in the renovation of the Precinct and Sub-Precinct in order to establish a lively and distinct mixed-use district. The adaptive reuse of the land has been recognised as the first step in realising the Precinct's objective. It provides an opportunity to create employment by increasing floor space, attracting workers and visitors to the site, and revitalising the historical significance of the property and the surrounding Eveleigh Railway Workshops.

7.1.2 Project objectives

The Project as amended continues to align with the objectives as noted in the EIS and listed below:

- facilitate the conservation and adaptive reuse of the CME building
- upgrade existing building services and infrastructure to allow for a range of employment generating uses to ensure that the building is able to continue to be used into the future
- promote public transport usage that leverages the close proximity to Redfern Station
- make upgrades to the building where appropriate to achieve a suitable level of accessibility, sustainable design and operation.

7.1.3 Compliance with statutory requirements

The Project remains compliant with the statutory requirements which apply to the site as outlined in the EIS. It is to be noted the WMP has been updated to reflect Council's waste generation and management standards. Further, the Traffic, Transport and Access Study was updated to detail the end state parking and loading arrangements as well as the correct end of trip facilities requirements in accordance with the Sydney DCP 2012.

7.2 Environmental and social considerations

7.2.1 Consideration of stakeholder and community views

A response to the community and stakeholder views have been considered in Section 6 of this RTS.

7.2.2 Actions to avoid or minimise the impacts of the Project

All changes that are proposed are relatively minor in nature and have been assessed accordingly. Clarifications surrounding waste storage and management have been made and clarified in the WMP, while the end-state parking and loading arrangements for the site have been clarified in the Traffic, Transport and Accessibility Study. The BCA report has also been updated to ensure the Project complies with the BCA including accessibility and fire safety requirements. A series of heritage matters were raised throughout the submissions, some of which were addressed and detailed in the heritage documentation which included an updated SoHI, CMP and HIP. Reasonable arguments justifying why some changes were not made are included in Section 5.

Minor changes to management measures have been identified in Appendix B.

7.3 Conclusion

The Submissions Report has been prepared to consider the detailed submissions provided in response to the adaptive reuse of the heritage listed CME building in accordance with section 59(2) of the EP&A Regulations 2021. Accordingly, the report addresses the concerns raised during and after the exhibition period of the EIS and presents an updated plan for the proposed Project that takes into account the feedback received.

In its current state, the CME building currently serves no functional purpose resulting from disrepair due to age and non-compliance with modern building standards. The building has been underutilised and inaccessible to the public for the past 20 years which has led to its internal decay. It is unutilised employment floor space located within close proximity to Redfern Station and in a locality with significant existing and potential future amenity, and represents a missed opportunity to provide local employment opportunities and activation of the North Eveleigh area.

The review and amendment to the Project through architectural and landscape adjustments provides a refined design that reflects the concerns from the various submissions received. The changes to the Project comprised the following:

- fence facing Wilson Street will have a rendered base rather than face brick
- a bulky waste area is nominated to be next to the hardstand near the bin store
- the ramp to the secondary entrance at the ground floor has been widened to the full width of the verandah and elongated to align with the vertical pilasters at the doorway, with a concrete finish to match the verandah.
- Golden Pendar trees have replaced the previously proposedCamellia trees
- increase in bicycle parking numbers to nine inside the fence boundary and four adjacent to the footpath
- further detail of the entry ramp has been provided reflecting the use of new tessellated tiles
- additional detail to the indicative secondary internal stair handrail clamping has been added
- an amendment to the layout of Room FB3 to address privacy. The new door D10 has been moved further West and new infill will be provided on one side within existing door opening/ inside door jamb
- the electrical equipment layout in Room G15 has been amended to avoid wall construction that would otherwise block a window.

In addition to the above project refinements, the following technical reports were amended to respond to the comments raised throughout submissions:

- Statement of Heritage Impact
- Heritage Interpretation Plan
- Conservation Management Plan
- Finishes Strategy
- Tenant Fit Out Guide
- Arboricultural Impact Assessment and Plans
- Traffic, Transport and Accessibility Study
- Waste Management Plan
- Aboriginal Due Diligence Assessment
- Fire and Life Safety Upgrade Strategy and BCA Capability Statement.

These responses provide a comprehensive approach to minimising any potential impacts to the structural fabric of the building and incorporating the requirements and expectations of the community and key agencies.

References

Environmental Planning and Assessment Act 1979
Environmental Planning and Assessment Regulation 2021
State Environmental Planning Policy (Planning Systems) 2021
State Environmental Planning Policy (Precincts- Eastern Harbour City) 2021

List of tables

List of figures

Appendix A
Submissions register

Group	Name	Section where issues are addressed in this Submissions Report
Community	Peter Neve	Section 6.2
	Withheld	
	Richard Butler	
	Withheld	
	Withheld	
	Lfeanna Tooth	
	Grant McCall	
	Withheld	
	Margaret Whalen	
Special Interest Groups	Australian Society for the Study of Labour History	Section 6.1
	REDWatch	
Government Agency	The City of Sydney	Section 5.2
	Heritage NSW	Section 5.3
	EPA	No issues raised
	Sydney Water	
	EHG	
	SDRP	Section 5.1

Appendix B
Updated environmental management measures

Updated environmental management measures

The EIS for the Project identified a range of environmental management measures that would be required to avoid or reduce the environmental impacts (see Appendix E of the EIS). The environmental management measures identified in the EIS remain appropriate for the project however minor amendments as a result of the submissions received are proposed.

Should the Project be approved, the updated environmental management measures would apply. Bold has been used to identify measures, or parts of measures, that are additional and/or revised from those provided in the EIS. Strikethrough text has been used to identify measures, or parts of measures, that are no longer required.

Where additional environmental management measures have been included in response to the Submissions Report for the Project, they are highlighted in blue.

Ref	Environmental management measure	Timing
1. Access		
1.1	The final design of the CME building is to comply with the provisions of the *Building Code of Australia (BCA) 2022 – Volume 1* noting a performance-based approach may be undertaken in lieu of compliance with the deemed-to-satisfy provisions of the BCA.	Design
2. Arboricultural		
Reducing Construction Site Tree Impacts		
2.1	Ensure that all work within the identified Tree Protection Areas (TPAs) is carried out with appropriate skill and care to limit surface impacts. If roots greater than 50mm diameter are encountered, works shall cease, and direction sought from the Project Consulting Arborist before proceeding further.	Demolition and construction
2.2	Appropriately fence the TPA around T209 for the duration of all major site work. See Appendix 4.1 Tree Plans of the Arboricultural Impact Assessment (AIA) for location and extent.	Demolition and construction
2.3	The existing fence to east of CME will be considered appropriate fencing for protection of the 'Flagpole Garden' TPA. No construction activity is to take place in this easterly area, nor is to be used for access to the site from Little Eveleigh Street.	Demolition and construction
2.4	Do not allow storage or stockpiling of any materials or site sheds to be established within TPAs unless it can be demonstrated that this will not impact trees to be retained and it is specifically approved in writing by the Project Consulting Arborist.	Demolition and construction
2.5	Ensure all the new above and below ground services are excluded from running through any TPAs beyond any already noted incursions.	Demolition and construction
2.6	Avoid digging into existing root zones for the installation of any proposed landscaping around the trees. The installation sizes of any new plants are to be 5L or less to ensure that excavations are less than 200mm in depth. It is recommended to build up soil levels for any new planting areas to a maximum of 200mm to enable the new planting to occur without disturbing any existing tree roots.	Demolition and construction
Canopy Pruning Methodology		
2.7	All pruning works are to be completed according to AS4373 Pruning of Amenity Trees and under the direction of the project consulting arborist.	Construction
2.8	A suitably qualified Tree Contractor/Utility Arborist shall be employed to undertake the pruning and they shall be a member of Arboriculture Australia or equivalent body. They are to be employed, instructed, and directly supervised in their activities by an Arborist with a minimum AQF level 4 qualification in arboriculture.	Construction

Ref	Environmental management measure	Timing
2.9	The Head Contractor/Development Manager is to submit to the Project Consulting Arborist the name(s), relevant qualifications, trade certificates, first aid and memberships, licenses and experience of the chosen utility arborist personnel.	Construction
2.10	The Tree Contractor shall prune only the selected branches of **T208** and only as directed by the Project Consulting Arborist. The resulting pruning wounds are not to be treated.	Construction
2.11	The Tree Contractor shall minimise the size and number of wounds resulting from all pruning and ensure the remaining canopy is balanced with appropriate foliage weight and crown distribution. They shall use only clean, sharp pruning implements for all pruning work, ensuring that cuts are made without damage, tearing, or bruising to remaining vascular tissue.	Construction
2.12	Access to the foliage shall be from the ground using equipment with suitable reach to access the required canopy.	Construction
2.13	Where the tree work can result in a danger to other workers on the site, 'spotter' personnel shall be placed to ensure the work is undertaken safely.	Construction
2.14	All branches and foliage that is pruned is to be chipped and removed from the site. All chipping activities shall be undertaken within the site boundaries, where feasible.	Construction
2.15	Only the specified 'selective pruning' is to be undertaken as annotated on the drawings and as directed by the Project Consulting Arborist. Work shall be done 'incrementally' until the appropriate pedestrian or building clearance is achieved.	Construction
Proposed Tree Protection & Construction Activity Sequencing		
2.16	A Tree Protection Specification & Plan is to be prepared and issued as part of the construction contract prior to any construction work.	Construction
2.17	The Project Consulting Arborist, Landscape Architect, Civil and Structural Engineers, Client and Contractor Site Foreman are to meet prior to beginning any work on the site to discuss and review all work procedures, construction access routes, stockpiling and tree protection measures (such as fence types and locations and access).	Construction
2.18	Contractors to discuss locations and type of any sediment and erosion controls (if any) and install them with minimal tree impact when within or passing through the TPA.	Construction
2.19	Trunk protection to be installed, as shown on Tree Plans.	Construction
2.20	A utility Arborist is to undertake selective pruning of canopy or branches to facilitate building works without accidental damage to the tree canopy. Pruning to be done in accordance with AS4373 – Pruning of Amenity Trees and performed by staff with appropriate qualifications and equipment, as noted above.	Construction
2.21	The Construction Phase TPA is to be clearly defined and fenced off with either the existing site fence, or a 1.8m high metal or plywood temporary fence prior to any further work within the vicinity of the trees as shown on the Tree Protection Plans.	Construction
2.22	Project Consulting Arborist to be advised in advance of Wilson Street demolition schedule, and to be present during removal of existing Wilson Street fence, to ensure there is minimal disturbance to any roots of the affected street trees.	Construction
2.23	Project Consulting Arborist to be advised in advance of excavation for the footing of the Wilson Street fence, to monitor and assess any roots found and advise on construction methods to accommodate any roots having over 50mm diameter.	Construction
2.24	Following completion of all external construction works, Contractor is to remove the TPA fencing and only then install final landscaping within the TPAs under the trees.	Construction

Ref	Environmental management measure	Timing
Demolition Work Near Trees or within TPAs		
2.25	Demolition of paving surfaces, retaining wall or other structures required within a TPA shall be undertaken by hand, with care to limit surface damage and disturbance of tree root zones. All such work within TPAs shall be supervised and overseen by a qualified Project Consulting Arborist.	Demolition
Tree Protection Fencing & Definition of TPAs		
2.26	Establish a clearly defined tree protection zone. Install a 1.8m high temporary fence with either plywood hoarding or temporary steel mesh or chain wire fencing with adequate lateral bracing. Fencing shall comply with the requirements of AS 4687-2007 Temporary fencing and hoardings. These areas around the trees shall be delineated as a “Tree Protection Zone” during the remaining construction process, via appropriate weatherproof signage at not more than 30m spacing. For the TPA at the eastern end of the site (‘Flagpole Garden’ area) the existing fencing can form 3 sides of the TPA boundary, as indicated in Appendix S. Access will typically be excluded from these zones and the levels will be left largely at the existing levels. No stockpiling, excavation, trenching, re-fuelling, or material storage should be allowed in these areas.	Construction
Ground Protection within TPAs		
2.27	Vehicular movement and access shall typically not be required or approved through the TPAs. If it is absolutely necessary and it is proposed to create any access within the TPA of a retained tree, the Contractor shall install suitable rumble strips / boards over the designated TPA ground surface. No excavation shall be allowed. Contractor shall first place a suitable permeable geotextile to the extent required and then a 100mm thick layer of wood chip mulch or coarse no-fines gravel over the extent to be covered with the rumble strip / boards. Then place hardwood boards (minimum 3600 x 200 x 75mm) on their flat edge, side by side, with a 30 - 50mm gap to form a rumble strip. These boards are to be held together with three galvanised metal bracing straps nailed to each board. The two outer straps are to be approximately 200mm in from the ends of the boards. The third strap is to be along the centre line of the boards.	Construction
Trunk and Lower Branch Protection		
2.28	A trunk barrier is to be erected around the circumference of the tree trunk and root buttress where shown. This barrier will consist of two or three 'rings' of 50mm diameter socked ‘ag line’ wrapped around tree trunk or branch and the ends cable tied to secure in place. A layer of battens is to be placed over and tight to the ‘ag line’. The battens are to have a maximum spacing of 50mm. The height of the battens is to be at least 2.4m or to the height of the first branches. Lower large branches may require the same protection if likely to be damaged by passing vehicles or equipment. Secure battens in place with galvanised steel bracing straps. Do not nail or screw into or otherwise injure the trunk or bark. Battens may be made from any suitable waste timber of similar sizes and depths. All sharp or protruding edges are to be properly covered with tape or similar padding.	Construction
Final Landscaping within TPZs		
2.29	The final trimming and landscaping shall be judiciously undertaken. The final pavements shall be installed without undue excavation or compaction to the soil and all soft landscaping within the tree protection zone will be installed with care to avoid root disturbance via irrigation trenching, lighting installation and the planting of larger plants. The installation of 100-200mm of new garden mix topsoil over the pre-existing soil will provide a suitable medium in which to plant new plants without damage to existing tree roots. Permanent irrigation (if used) shall be installed as spray heads located outside of TPAs and spraying inwards. All other services such as electrical services shall also be designed and installed to avoid any excavation or trenching around the trees.	Construction

Ref	Environmental management measure	Timing
Final Building and Pedestrian Clearance Pruning		
2.30	Once the final levels and finishes are in place the Project Consulting Arborist shall direct and supervise any remaining selective pruning of any lower peripheral branches to the retained trees to achieve any clearances for final pedestrian or building access. This shall be minimised as much as possible. It is anticipated that the final pruning of any of the retained trees will be less than 5% of the existing canopy and will not have any serious impact to the trees' health or habit. The branches of the tree shall only be pruned as specifically needed and directed by the Project Consulting Arborist. Work is to be in strictly accordance with the methodology set out in Section 3.2 of Appendix S.	Construction
Other Tree Protection Measures to be Implemented		
2.31	Controlled Construction Access & Parking Construction access points and stockpiling and storage areas shall be clearly identified and fenced where appropriate. Uncontrolled access points and parking of vehicles outside of designated areas is to be avoided. If temporary access is required through a tree protection zone, ground protection shall be employed to limit soil compaction and root damage and disturbance.	Construction
2.32	Clearing and Removal of Trees to be Removed Removal and clearing of existing weeds and small trees/ shrubs shall be done by qualified arboricultural staff with care not to impact or damage other surrounding trees throughout the process. Existing stumps should be grubbed out or ground in a controlled fashion to remove wood that may decay and promote unwanted pathogens.	Construction
2.33	Communication - Tool Box Meetings and Construction Inductions All contractors and subcontractors shall be inducted prior to working on the site. All inductions shall include description and identification of the Tree Protection Zones and the restriction on work and activities regarding trees. The site foreman shall ensure that all new staff and contractors are appropriately inducted and that brief "toolbox" meetings are conducted regularly to ensure Tree Protection is maintained at the forefront of all construction workers minds.	Construction
3. Traffic, Transport and Accessibility		
3.1	Removal of the landscaped area adjacent to the proposed loading zone to facilitate access to the building.	Construction
3.2	A detailed Construction Traffic Management Plan (CTMP) would be prepared prior to the commencement of any works on the Project.. The CTMP should cover management measure 3.3 to 3.10 below.	
3.3	Truckloads to be covered during transportation off-site	Construction
3.4	All activities, including the delivery of materials, not to impede traffic flow along local roads	Construction
3.5	Materials to be delivered, and spoil removed during standard construction hours	Construction
3.6	Avoidance of idling trucks alongside sensitive receivers	Construction
3.7	Deliveries to be planned to ensure a consistent and minimal number of trucks arriving at the site at any one time	Construction
3.8	Community to be notified of major concrete pour days when heavy vehicle traffic is expected to be higher	Construction
3.9	Timing of truck arrivals to be managed to avoid the peak school pick-up and drop-off times	Construction
3.10	Traffic control to be implemented at the service road access from Little Eveleigh Street to manage the conflict with pedestrians and cyclists.	Construction

Ref	Environmental management measure	Timing
3.11	The following measures are to be implemented to manage drivers' conduct: • all truck movements are to be scheduled • vehicles are to enter and exit the site in a forward direction along the travel path shown on delivery maps • drivers are to always give way to pedestrians and cyclists (and will also be guided by traffic controllers at the service road access or secondary access when required). It has been recommended a further review of potential concurrent construction should occur as part of the detailed Construction Traffic Management Plan to ensure there are no other major concurrent construction activities.	Construction
3.12	A further review of potential concurrent construction should occur as part of the detailed CTMP to ensure there are no other major concurrent construction activities, including the construction of the Redfern Station Southern Concourse development and where there are, that traffic impacts are managed concurrently.	Prior to construction
4. Noise		
4.1	During preparation of the construction program, acoustic review of proposed construction activities and plant/methods should be undertaken to identify work items likely to exceed Noise Management Levels	Prior to construction
4.2	For those activities likely to generate high noise levels, the analysis should identify where on the site are the areas likely to result in high noise levels. This will then assist in determining the likely time period for which high noise levels will occur	Prior to construction
4.3	Active monitoring would be undertaken during the construction work phase of the project if required in the event complaints are received from neighbours. When monitoring is required and indicates exceedances of the predicted noise impacts immediate action should be taken to identify any further controls as required to reduce noise emissions so that the noise limits are complied with. Details of reporting requirements and response procedures in relation to complaints relating to noise are detailed in Section 8.1.1 and 8.1.2 of the AIA	Construction
4.4	identify feasible acoustic controls or management techniques (use of alternate appliance or process, installation of acoustic barriers, installation of silencing devices, treatment of specific equipment, establishment of site practices (i.e. scheduling of noisy works), notification of adjoining land users, respite periods) when excessive levels may occur	Prior to construction
4.5	For activities where noisy works are still anticipated, implement a notification process whereby nearby development is made aware of the time and duration of noise intensive construction processes.	Prior to construction and during Construction
5. Vibration		
5.1	A vibration level of 2mm/s initially be adopted for the control of vibration. Specific levels should however be reviewed in consultation with the structural engineer and heritage consultant.	Construction
5.2	The Acoustic Report also notes vibration monitors may be installed to determine appropriate vibration levels to monitor heritage assets.	Construction
6. Aboriginal Archaeology		
6.1	An unexpected finds procedure should be developed for works within the CME building footprint and implemented for use throughout the life of the Project.	Demolition
6.2	Should any suspected Aboriginal objects be identified during development, works should cease immediately, and the unexpected finds procedure be implemented.	Demolition
6.3	~~As subsurface impacts are proposed in the area of the Aboriginal archaeological potential RNEPAD001 (as identified in Artefact 2022),~~ Prior to the issue of a construction certificate, an Aboriginal Cultural Heritage Assessment Report (ACHAR) in accordance with relevant Heritage NSW statutory guidelines is to be completed.	Design, demolition and construction

Ref	Environmental management measure	Timing
7. Heritage		
Built Heritage		
7.1	The CME CMP prepared by Curio should be used as the principal document to guide the conservation and management of the CME building and schedule of conservation works.	Prior to demolition
7.2	All works with the potential to have an impact on the heritage significance of the site should be overseen by a qualified heritage specialist with proven experience and qualifications in the field of heritage conservation.	Design, demolition and construction
7.3	All works with the potential to have an impact on the heritage significance of the site should be undertaken by a qualified tradespeople with proven experience and qualifications in the field of heritage conservation, including a heritage carpenter/joiner to restore the original staircase.	Demolition and construction
7.4	The restoration and conservation works proposed for the CME Building should follow the guidelines and recommendations provided by *the Condition Report and Schedule of Conservation Works* prepared by Curio Projects, 2022, (Appendix C) to avoid adverse impacts on the heritage fabric of the building that could potentially detract from its significance.	Design, demolition and construction
7.5	Existing fireplaces currently covered by modern fabric should be incorporated into the proposed design as much as possible to allow visitors and users to celebrate their historical fabric.	Design and construction
7.6	Proposed doors to be pinned back in an open position should be carefully installed utilising sympathetic and fully reversible fixing methodologies.	Construction
7.7	Where possible, material salvaged from the proposed demolition works should be reused either to repair sections of existing fabric in poor/damaged condition; and/or to incorporate original material into the design of the new interpretation initiatives where appropriate.	Demolition and construction
7.8	The design and materiality for the new bathrooms and end-of-trip facilities should be developed in consultation with a qualified heritage specialist to ensure they will consist of a sympathetic insertion within the heritage context of the CME Building.	Design
7.9	The detailed design of the proposed lighting, including model, style and colour temperature, should be developed in close consultation with a qualified heritage specialist to ensure it highlights the original fabric of the building without any adverse impact on its integrity or significant view lines.	Design and construction
7.10	The heritage interpretation strategy for the site includes meaningful initiatives to celebrate the history of the site and the few remaining moveable heritage items, particularly the ones proposed to be removed (e.g., mirror, toilet bowl, washbasin).	Design, Construction and Operation
7.11	All contractors and subcontractors shall be inducted prior to working on the site.	Construction

Ref	Environmental management measure	Timing
Archaeological Monitoring		
7.12	As subsurface excavations are proposed in areas assessed as having moderate and low moderate potential to contain archaeological resources that may contain historical and research significance at a local level, it is recommended that archaeological management in the form of monitoring be carried out under a s139(4) excavation permit exception. a. s139(4) excavation permit exception: A s139(4) excavation permit exception allows for archaeological test excavations under Exception 2(d) or monitoring under Exception 2(e) to confirm the presence of significant archaeological resources. However, it does not permit the removal of, or impact to, archaeological 'relics' of local or State significance as defined by the Heritage Act. Impacts to 'relics' are only permitted under a s140 excavation permit (see below). While no application is required for a s139(4) excavation exception; an Archaeological Research Design (ARD), Archaeological Work Method Statement and Unexpected Finds Procedure must be prepared prior to works commencing and used to guide the archaeological program. Investigations must be carried out by a qualified archaeologist. b. Should unexpected relics be identified over the course of the works, works will cease immediately and Heritage NSW will be notified, in accordance with the Unexpected Finds Procedure.	Demolition
7.13	Any modifications to the scope outlined in Section 6 of the CME Historical Archaeological Assessment (2022) must be outlined in an addendum.	Design, Construction and Operation
8. Social		
8.1	It was concluded that the project is consistent with the strategic growth-focused aims and objective for the Paint Shop Sub-Precinct and that any potential temporary negative amenity and way of life impacts that may arise during construction in the immediate locality can be well-managed and mitigated through a robust Construction Environmental Management Plan, and the ongoing consultation with the local community and relevant stakeholders.	Construction
9. Waste		
General control measures		
9.1	Location of all key environmental controls, including waste management controls (e.g. location of skip bins, sediment control measures) included in site induction.	Construction & Operation
9.2	All waste streams to be routinely removed from site, with appropriate documentation noted by the Construction Project Manager.	Construction & Operation
9.3	All waste materials must be disposed of at an appropriately licensed facility in accordance with State requirements, accounting for the type of waste (such as whether it is regulated or not).	Construction & Operation
9.4	Separate material generated by waste streams into their designated waste area/receptacle. General, and hazardous waste materials are contained and separated to prevent the migration of contaminants to surrounding areas or downstream environments.	Construction & Operation
9.5	Waste generation that cannot be avoided, recycled or reused onsite is collected by a licensed waste transporter and disposed of in an appropriately licensed facility. Transportation of this waste is documented in accordance with the Environment Protection Authority waste tracking requirements	Construction & Operation
9.6	Waste bins should be properly sealed to secure food wastes and keep them inaccessible to vermin / wind.	Construction & Operation
9.7	All waste bin lids, and other waste objects shall be secured or weighted down to ensure that waste objects do not become windblown.	Construction & Operation
9.8	No waste is to be burned or buried on site.	Construction & Operation

Ref	Environmental management measure	Timing
9.9	Site and the surrounds are to be kept free of litter. (i.e. no litter is left onsite).	Construction & Operation
9.10	Waste transport is to be undertaken be a licensed contractor.	Construction & Operation
9.11	Only the minimum essential stocks of items such as chemicals, fuels and paints are to be stored on site at any one time.	Construction & Operation
9.12	Before hazardous waste is removed from site, the site project manager must be informed of the: • Type and quantity of waste to be disposed • The name of the licenced transport contractor; and • The landfill operator that is accepting the waste.	Construction & Operation
9.13	At the completion of each work stage the Managing contractor shall ensure that all wastes have been removed from the project site or otherwise lawfully disposed. No wastes shall be buried onsite.	Construction & Operation
9.14	Vegetation Waste from clearing and grubbing may be used in conjunction with soil erosion and sediment measures such as brush matting.	Construction & Operation
9.15	Mulch stockpiles shall be separated from drainage lines and waterways by distance or management measure to inhibit discharge. Mulch stockpiles shall be a maximum of 2.5 m in height where air temperature is < 30° and humidity < 70%.	Construction & Operation
Hazardous materials / product control measures		
9.16	If asbestos containing materials are identified at any point during the projects a site-specific Hazardous materials management Plan which covers lead paint and asbestos should be developed for the site and referred to for specific asbestos management controls.	Construction & Operation
9.17	All staff should be trained in the appropriate storage and handling of chemicals and fuels, the identification of a spill hazard and spill procedures. Spill kits must be readily available on site in the vicinity of storage areas and all workers trained in their implementation.	Construction & Operation
9.18	Regulated dangerous / hazardous goods, and waste materials to be listed on a manifest register maintained by Construction Project Manager.	Construction & Operation
9.19	Appropriate signage shall be placed at the storage area for products and associated wastes providing warning/instructions as per respective Materials Safety Data Sheet (MSDS).	Construction & Operation
9.20	Storage areas for hazardous substances and waste are to be sited no closer than 50 metres from the nearest watercourse, drainage channel or diversion channel in an impermeable / bunded area.	Construction & Operation
9.21	Fuels and chemical products stored onsite are to be kept within bunded area(s), containing space for 110% of stored volume.	Construction & Operation
9.22	All drums which are kept in a horizontal position for the purpose of filling other containers will have a drop pan or bucket placed under the discharge point in order to catch small leaks. All faulty valves used on dispensing drums will be replaced immediately and all valves will have automatic shut-off capabilities.	Construction & Operation
Recyclable material management		
9.23	Recyclable materials and products shall be proposed for works wherever these can be utilised. i.e. reuse of mulch onsite from vegetation clearing	Construction & Operation
9.24	Site to include separate covered bins for the disposal of recyclables and general waste	Construction & Operation
9.25	Recyclable waste streams should be stored separately according to the specific type, with routine removal from site. Appropriate documentation should be noted by the Construction Project Manager.	Construction & Operation

Ref	Environmental management measure	Timing
Pollution control incidents		
9.26	All staff should be trained in the appropriate storage and handling of chemicals and fuels, the identification of a spill hazard and spill procedures. Spill kits must be readily available on site in the vicinity of storage areas and all workers trained in their implementation.	Construction & Operation
9.27	Daily inspections of the site shall be undertaken by the site Construction Project Manager to identify any spillage. Should spillage be identified, the transport for NSW project manager should be informed as soon as practicable and details of the spill (volume, chemical, location etc) reported on an incident reporting form.	Construction & Operation
9.28	Any spills identified should be cleaned up and remediated. Absorbent materials used in spill clean-up should be placed and sealed in an appropriate container marked “regulated waste” and disposed offsite by a suitably licenced waste contractor.	Construction & Operation
9.29	Separation of Hazardous and Industrial waste from any incompatible materials. Any Hazardous or industrial waste shall be stored in an environmentally safe manner by being properly bunded and >50 metres from drainage lines or water courses.	Construction & Operation
9.30	General litter is to be disposed of in bins at site common area, fitted with lids and serviced regularly	Construction & Operation
9.31	Provision of portable self-contained toilets is required onsite. Toilets are to be kept clean and contents are collected regularly.	Construction & Operation
9.32	Spill kits shall be located with close proximity to designated waste areas.	Construction & Operation
Monitoring		
9.33	Regular site inspections are undertaken and documented to monitor waste handling process, and pollution incidents (e.g. product spills) and validate that appropriate waste handling procedures are being followed. This should include a weekly inspection of spill kits (stock levels and placement with respect to ongoing high-risk site activities) should be undertaken to ensure the spill kit inventory does not run low and kits are positioned within the site area, appropriately.	Construction & Operation
9.34	Waste tracking provisions, including record keeping, are completed to ensure the correct disposal methods of waste are undertaken.	Construction & Operation
9.35	Routine daily site inspections are to include monitoring capacity of waste storage facilities and arranging collections as required, monitoring for the presence of vermin or odours in association with waste storage or handling and monitoring for the presence of litter and general worksite tidiness.	Construction & Operation
Reporting		
9.36	The CPM should record any incidents in a logbook or form and report on corrective actions taken before the recommencement of site work.	Construction & Operation
9.37	A registry of wastes will be kept onsite and will identify: • Type of waste/material. • Amount (volume). • How identification of waste has taken place (estimation or based on dockets/records). • Amount (volume) of waste sent to landfill. - Date taken to landfill. - Contractor used. - Type of material sent to landfill.	Construction & Operation
9.38	Details of any complaints should be recorded in a site register.	Construction & Operation

Ref	Environmental management measure	Timing
Ongoing waste management responsibilities		
9.39	Bins in the office and kitchen area: • Bins are changed over daily. • Ensure that bins are serviceable free from vermin and strong odours. • Ensure signage around the bins is clear and well maintained. • Report any cross contamination and or improper waste storage to the building manager • Office bins move into MGB and appropriately separated. Ensuring no waste streams are cross contaminated.	Construction & Operation
9.40	WSA: • Ensure the WSA is clean and tidy • All bins are correctly labelled, and all waste streams are uncontaminated. • Perform monitoring and reporting of waste streams, types and weights. • Liaison with and education of staff and tenants. • Ensure the bins are free from vermin and strong odours. • Must move office bins into the MGB and ensure they are appropriately separated.	Construction & Operation
9.41	Waste collection area: • Is clean, tidy and free from obstructions. • Reporting of waste streams, types and weights. • No waste has been left behind. • Is clearly marked. • Liaise with and educate tenants of the correct waste management procedures.	Construction & Operation
Corrective Actions		
9.42	If any complaints are received regarding excessive dust the incident will be reported in accordance with an Incident and Complaint Form. The issue will be investigated, and steps taken to prevent reoccurrence, including additional training and/or update of procedures if required.	Construction & Operation
10. Stormwater		
10.1	The stormwater system is to be designed and constructed in accordance with the relevant requirements of the Sydney DCP 2012 and Sydney Water Corporation requirements report, the system shall meet the requirements.	Design
10.2	Evidence of compliance with Sydney Water's on-site detention requirements must be submitted to the Council prior to the issuing of a construction certificate.	Prior to construction certificate
10.3	A Stormwater Quality Assessment Report is to be prepared for review and approval prior to the issuing of a construction certificate	Prior to construction certificate
11. Hazardous and risks		
11.1	It is a requirement that all controllers of premises provide all occupiers of their place of work with a copy of the Hazardous Materials Register and all associated updates in accordance with the NSW Code of Practice: How to manage and control asbestos in the workplace (2011)	Prior to construction
11.2	A copy of the Hazardous Materials Register should be made readily available to all contractors conducting works on the premises/site	Prior to construction
11.3	Should works be undertaken in any inaccessible areas/voids or within areas not explicitly listed in this report any suspected asbestos materials encountered should be inspected and sampled by an experienced environmental consultant. Works in the area should be suspended until the results are made available	Prior to construction

Ref	Environmental management measure	Timing
11.4	Remove all hazardous materials identified prior to demolition of an area.	Prior to construction
Asbestos Containing Materials		
General recommendations for the treatment of bonded asbestos		
11.5	Remove / treat the asbestos containing materials as per recommendations outlined in the Asbestos Materials Register.	Demolition
11.6	Appropriate warning signs should be placed on all types of asbestos materials identified. Refer to the NSW Code of Practice: How to Safely Remove Asbestos (2011).	Demolition
11.7	All asbestos-containing materials should be removed prior to any renovation, demolition or work taking place in that area. The asbestos containing materials must be lawfully transported and disposed of at a facility licensed to receive the waste.	Demolition
11.8	All removal procedures should be undertaken by an experienced appropriately licensed removal contractor in accordance with the NSW Code of Practice: How to Safely Remove Asbestos (2011).	Demolition
11.9	Monitoring for airborne asbestos in accordance with the *Guidance Note on the Membrane Filter Method for Estimating Airborne Asbestos Fibres* [NOHSC:3003(2005)] should be carried out during any removal operations. Refer to Clause 50 and 51 of the WorkCover 2011 WHS Regulation requirements.	Demolition
11.10	At the end of removal operations all surfaces in the subject area, such as frames, floor/ground, etc., should be vacuumed then wet wiped. An industrial High Efficiency Particulate Air (HEPA) vacuum cleaner should be used. Spreading of dust into clean areas or outside the subject areas should be prevented.	Demolition
11.11	A clearance inspection should be carried out after the removal operations are completed. A clearance sampling/analytical program should consist of a number of samples of residual dust/soil determined by the occupational hygienist. Should none of the samples reveal asbestos fibres, a clearance certificate can be issued and further operations can continue.	Demolition
Synthetic Mineral Fibre (SMF)		
11.12	If the SMF insulation is to be disturbed or removed, the airborne SMF monitoring should be carried out during the removal operations by a NATA accredited laboratory. Refer to the WorkCover 2011 Safety Regulations for requirements.	Demolition and construction
11.13	The following National Standards and Codes of Practice are applicable to SMF: • Standard for Synthetic Mineral Fibres [NOHSC:1004(1990)]: Sets the recommended maximum exposure level for all types of SMF. (This is also contained in Exposure Standards for Atmospheric Contaminants [NOHSC: 1003 (1995)] Code of Practice for Synthetic Mineral Fibres [NOHSC:2006(1990)]: Provides practical guidance about managing risks from synthetic mineral fibres to keep exposure within the standard	Demolition and construction
11.14	Use hand tools, not power tools, and wet or dampen the material before cutting. If power tools are used, local exhaust ventilation should be installed.	Demolition and construction
11.15	Protective equipment must be used wherever other means cannot keep the exposure level below the exposure standard. It should include the appropriate type of mask and clothing. The code of practice has a detailed guide to selecting respiratory protection.	Demolition and construction
11.16	At the end of demolition/removal operations, a clearance inspection and sampling program should be carried out and a Clearance Certificate issued.	Demolition

Ref	Environmental management measure	Timing
Polychlorinated Biphenyls (PCBs)		
11.17	Due to safety reasons, light fittings were not sampled but may contain PCBs. If replacement of light fittings is to occur the capacitors should be checked against a capacitor register to determine the existence of PCBs.	Demolition and construction
	Option 1 (preferred) • Remove and replace the light fittings (disposing of the capacitors separately) in the subject area following all relevant electrical safety codes of practice. When working with light fittings containing PCBs, undertake safe working methods as stated within the ANZECC (1997) Guidelines: *Identification of PCB-containing Capacitors: An Information Booklet For Electricians And Electrical Contractors and in accordance with WHS regulations.*	Demolition and construction
Lead Containing Paints		
11.18	Any works which may disturb potential lead-based paint systems should be conducted in accordance with the requirements of AS4361.2 *Guide to Lead Paint Management, Part 2: Residential and Commercial buildings.*	Demolition
11.19	The materials coated in lead-based paint may be demolished and disposed of at an appropriate NSW EOH licensed landfill. These materials should not be recycled unless the recycling facility has been notified of the presence of lead paint and deem the material acceptable for disposal/recycling at the facility.	Demolition
11.20	The materials should be in a wet condition during the removal operations. A manually controlled, consistent low pressure, coarse spray such as from an adjustable, pistol-grip garden hose may be used for this purpose.	Demolition
11.21	If lead-based paint is stripped, it must be carried out in a manner that does not create dust.	Demolition
11.22	Occupational monitoring for total lead should be carried out during any demolition operations. Refer to Clause 50 and 51 for the WorkCover 2001 Safety Regulations requirements.	Demolition
11.23	AS 1716 approved respirators with P1 (dust) or P2 (dust and fumes) filters and coveralls should be worn to prevent exposure to airborne lead.	Demolition
11.24	Spreading of lead-based dust into clean areas should be prevented.	Demolition
11.25	At the end of demolition operations, a clearance inspection and sampling program should be carried out and a Clearance Certificate issued.	Demolition
11.26	To ensure that no contamination has occurred as a result of the demolition process, soil and dust testing within the property should be carried out before and after the demolition process. A minimum of five dust or soil samples should be collected in each round of testing.	Demolition
Lead Containing Dusts		
11.27	Delineate and restrict access to the areas affected by lead dust. If access into the delineated areas is gained appropriate personal protective equipment must be worn.	Demolition
11.28	All access to the removal spaces should be sealed in order to prevent dust contaminating adjacent areas.	Demolition
11.29	Lead containing dust should be removed as soon as possible or prior to demolition or refurbishment.	Demolition
11.30	Employee Health Surveillance should be carried out during works considered 'Lead Risk Work'.	Demolition
11.31	For further information on Lead Risk Work and Employee Health Surveillance, refer to NSW Work Cover *Lead Risk Work: Notification Guideline.*	Demolition

Ref	Environmental management measure	Timing
11.32	Monitoring for airborne lead should be carried out during any removal/demolition operations. Refer to Work Health and Safety Regulation, 2011.	Demolition
11.33	Spreading of dust into clean areas should be prevented.	Demolition
11.34	The use of vacuum cleaners which comply with *AS/NZS 3544 Industrial vacuum cleaners for particulates hazardous to health*, to prevent the release of lead containing dust while it is being removed.	Demolition
11.35	A visual clearance inspection should be carried out after the removal operations are completed.	Demolition
11.36	Transport and final disposal of lead dust waste material shall be carried out in a manner that will prevent the liberation of lead dust to the atmosphere. All lead dust waste material shall be buried at an approved EPA landfill and in a manner approved by the local and state authorities (Refer to *Waste Classification Guidelines - Part 1: Classifying Waste*, NSW DECCW, November 2014).	Demolition
Lead Containing Soils		
11.36	Access to the areas where there is lead (Pb) containing soil had been identified should be restricted. Lead (Pb) containing soil should be removed as soon as practicable. Lead paint flakes were found throughout the building's exterior therefore soil samples were collected from the soil surface. The soil samples collected showed elevated lead concentrations throughout the exterior of the Chief Mechanical Engineers building, the samples taken from the southern, eastern and western exteriors where found to exceed the NEPM 2013 HIL D criteria for commercial/industrial use for lead in soil of 1,500 mg/kg. The samples from the northern exterior showed elevated levels of lead within the soil from background ranges although the results were below HIL D criteria of 1,500 mg/kg. Removal/remediation is recommended for these areas where lead was found above the assessment criteria.	Demolition
12. Contamination and remediation		
Hazardous building materials		
12.1	Hazardous building materials are remediated before renovation works commence. Works must be appropriately validated before renovation works commence	Prior to construction
12.2	Lead impacted material is removed from the area surrounding BH2.	Prior to construction
Impacted fill material		
12.3	Surface fill material along Wilson Street including material within BH2 cannot remain onsite it will need to be disposed to an appropriate facility. The anticipated volume of material to be managed will be $4m^3$ in a $20m^2$ area within the garden bed surrounding BH2. Additional laboratory testing will be required to classify the material in accordance with the *Waste Classification Guidelines* (NSW EPA 2014).	Prior to construction
Unexpected finds		
12.4	During any proposed redevelopment there is a potential for unexpected subsurface finds (as is the case for any site), and consequently Environmental Earth Sciences recommends that a construction environmental management plan (CEMP) be prepared to manage these occurrences. This would include procedures for: • management of soil including environmental controls for mitigation of erosion, sedimentation, dust generation; • excavation management; • onsite / off-site soil material tracking; • soil/ spoil stockpile management; • procedures for soil disposal and waste classification in accordance with NSW EPA (2014), if required; unexpected finds protocol (UFP) procedure for managing instances where gross contamination and/or hazardous materials are encountered, with appropriate consideration of WH&S controls for mitigating risk to construction workers.	Prior to construction

Ref	Environmental management measure	Timing
13. Design		
13.1	Details of the plant room screen are to be provided to the satisfaction of Council prior to issuing of a construction certificate	Prior to construction certificate
13.2	The drawings and room schedule is to be amended to the satisfaction of Council to increase the kickplate height to match skirting prior to issuing of a construction certificate.	Prior to construction certificate

Appendix C
Updated Project Description

Project description

Project overview

The proposed works for which consent is sought comprise the following:

- demolition of internal elements including the suspended ceilings, dividing walls, partitions, bathroom fittings and doors
- internal and external heritage conservation works to make the building suitable for adaptive reuse, including painting, repairs and refurbishment of the existing building (primarily internally) and installation of services to support future usage for commercial premises
- building upgrades to ensure compliance with the Building Code of Australia, including accessibility and fire safety requirements
- removal of any hazardous building materials
- minor landscaping works
- new in-ground services including a new stormwater system and new sewer connection.

This EIS seeks consent for a commercial premises, noting a specific tenant has not yet been established. In this regard the Project seeks to ensure that the building is capable of a range of potential uses that are compatible with the heritage significance of the site. Separate planning approval may be required for the use of the building at a future stage.

The following sections provide a summary of the development for which consent is sought. Full details of the works proposed are detailed in the accompanying Architectural Drawings prepared by CCG Architects (Appendix F and Appendix G) and Landscape Drawings by Arterra (Appendix K).

Minor Demolition

Demolition Plans prepared by CCG Architects (Appendix F and Appendix G) detail the extent of minor demolition works proposed. Demolition works generally comprise the removal of modern or intrusive elements and configuration of the space in order to facilitate the establishment of room configurations that support adaptive reuse of the building.

In summary, the following minor internal and external demolition works are proposed:

- removal of suspended intrusive modern ceilings
- removal of debris and non-heritage fit out items (including dividing walls, partitions, bathroom fittings and doors)
- elective demolition of timber flooring for repair/replacement, and to facilitate excavation of sub-floor
- removal of existing fence to wilson street frontage extending to start of eastern garden
- selective demolition for structural timber repairs
- removal of hazardous materials
- lead paint removal on all internal surfaces
- demolition of roof sheeting and roof plumbing
- demolition of rear enclosure for bin area.

An extract of the demolition plans for Ground Floor and First Floor is provided at **Figures 4** and **5**.

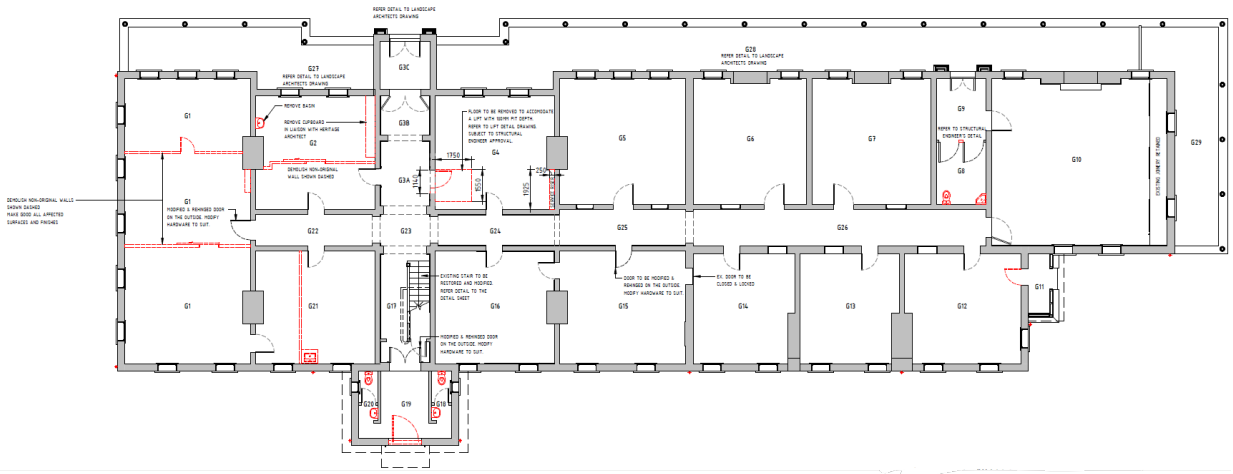

Figure 4 - Ground Floor demolition works proposed

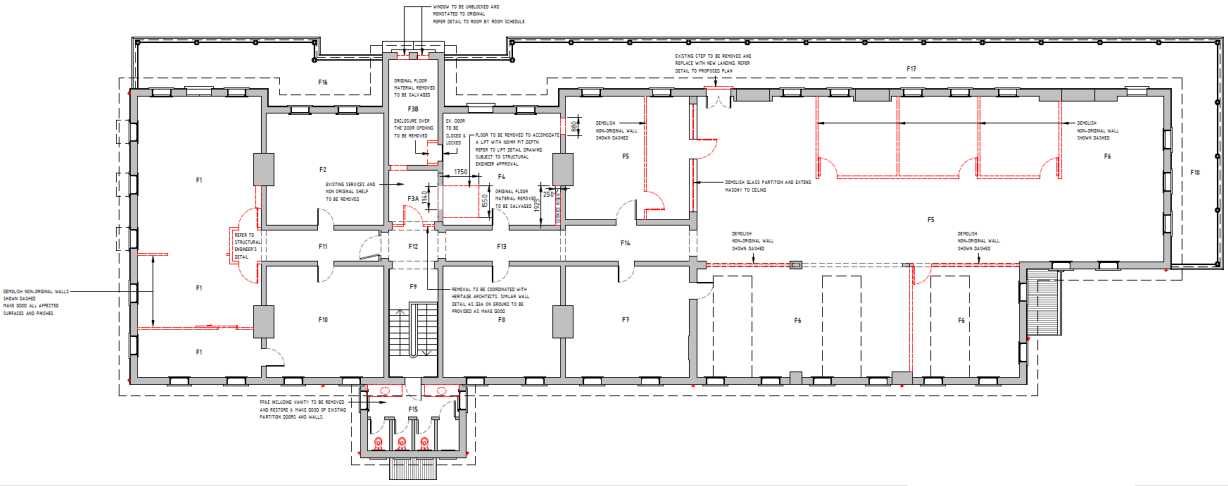

Figure 5 - First Floor demolition works proposed

Proposed building works

Full details of the proposed internal building works are provided in the Architectural Drawings prepared by CCG Architects (Appendix F and Appendix G, noting room references detailed below are identified in these plans). The proposed building works comprise a range of building upgrades to improve accessibility, modernise building services and amenities, make good any existing damage to the building, and restore and conserve existing fabric in order to facilitate the adaptive reuse of the CME building. Specifically, in order to facilitate the heritage conservation and adaptive reuse of the CME building, the following works are proposed:

Ground floor

- accessible walkway and ramps to be provided to the main front entry, second front entry
- automated doors to be installed to the above entries
- new internal lift to be provided within Room G4, adjacent to the main entry foyer, to provide access to first floor. The lift entry is to replace the existing door into Room G4
- repairs to the existing stair in Room G17, which is to be updated to meet BCA & DDA requirements
- existing bathroom facilities in Room G18 & G20 are to be retained and refitted. Room G18 is to include one male toilet and Room G20 is to include one female toilet
- existing bathroom facilities in Room G8 are proposed to be converted into a new kitchenette
- new end of trip facilities (change rooms and showers) are to be provided in Room G16, near the rear lobby

- new service room is to be provided in Room G15, including a fire rated electrical room
- fire sprinkler booster assembly is to be provided along the wilson street frontage, towards the eastern site edge.

First floor

- existing bathroom facilities to be retained and refitted in Room F15. Room F15 to include three female toilets and a cleaners store room
- new kitchenette to be provided for building occupants in Room F2
- new bathroom facilities to be provided in Room F3B. Room F3B is to include two male toilets plus urinal with the brick infills to the original heritage windows reinstated with opaque glass
- new accessible bathroom and shower to be provided in Room F4B
- new lift and service shaft to be provided in Room F4
- new glass balustrade and make-good and repaint works to eastern and western verandahs.

In addition, works will be undertaken throughout the building where required to make good any existing building damage, conserve existing fabric and provide new services.

Finishes

The following finishes are proposed:

Walls

- external walls will be patch repaired and repainted only where there are new penetrations or services (e.g. New external lighting)
- original internal walls are generally lime plaster on masonry and will be patch repaired and repainted
- new walls will be built in accordance with the required specification i.e. Fire rated for service rooms etc.

Timber Floors

- existing timber boards on ground floor to be lifted and stored to allow repair of joists and piers
- existing boards will be reused where possible, otherwise replaced with appropriate stock to match existing
- boards will be sealed in accordance with specification requirements or contractors specific advice to meet warranty where reuse is to take place.

Tiled Floors

- existing tiled floors at entries will be retained and covered by new ramps which are to include tessellated tiles to match the original.
- existing tiled floors in bathrooms to be removed.

Skirtings

- existing skirtings in areas where floorboards are to be removed will be removed, then repaired and replaced, and painted
- other existing skirtings will be retained, repaired and repainted in situ.

Fireplaces

- fireplace flues will be cleaned
- where identified, fireplaces are to be repaired, refurbished and/or and reconstructed.

Ceilings

- existing ceilings are of varied materials, including lathe and plaster and ripple iron. These will be retained, repaired and repainted in accordance with the finishes schedule
- dropped ceiling areas will be constructed in the main ground floor corridor to allow the reticulation of services to serve the first-floor rooms via the ground floor corridor
- three new ceiling types are proposed. The ceilings are plasterboard construction and will be set, moisture resistant or fire rated. All new ceilings will be paint finished.

Joinery – Windows and Doors

- existing windows, doors and cupboards will be refurbished and repainted to operational order. The intention is to reuse where appropriate and reinstate new items where it is deemed necessary

- new doors will be painted in accordance with the appropriate manufacturer's specification
- existing doors/windows or cabinets with a French polish finish will undertake a process of stripping back and applying a new French polish finish in accordance with specification requirements.

Refer to the Architectural Drawings at Appendix F and Appendix G for further detail. A finishes schedule has been prepared and is provided at Appendix G and Appendix I. The Schedule details the internal lining finishes room-by-room. Some rooms require '100% new' finishes where internal lining materials are damaged, non-original or unsalvageable.

An extract of the proposed works plans for the Ground Floor and the First Floor are provided at **Figures 6** and **7**.

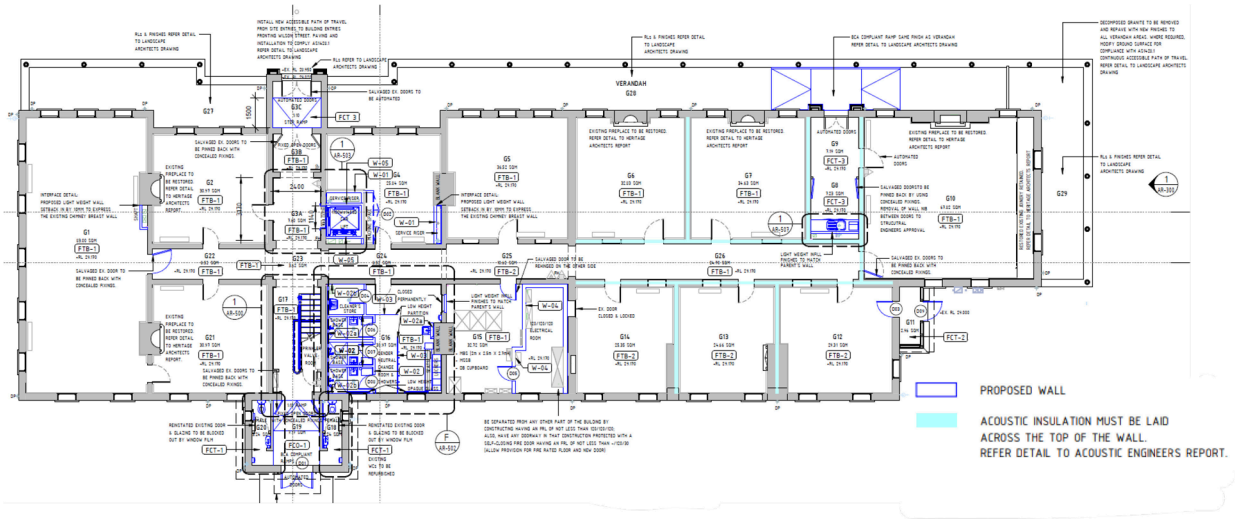

Figure 6 - Ground Floor proposed works

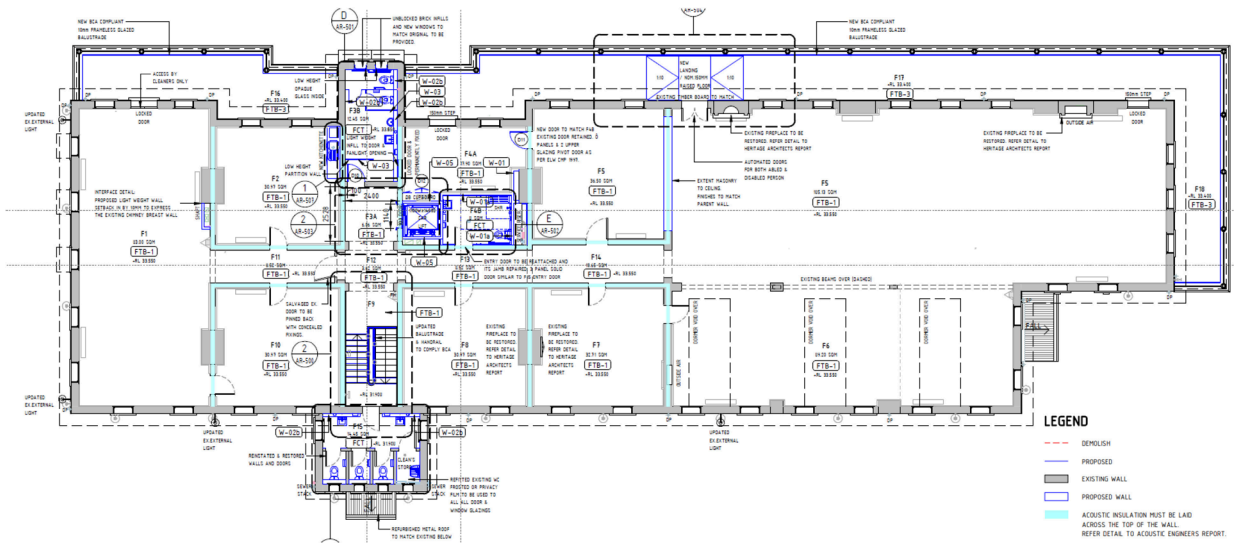

Figure 7 - First Floor proposed works

Landscaping

Landscape Drawings have been prepared by Arterra and are provided at Appendix K which detail the proposed landscaping works. The primary works within the landscape setting of the CME building comprise:

- new accessible walkway to be provided from Wilson Street to CME building main entrance
- new accessible building entry/step ramp to be provided at Wilson Street frontage
- existing gateway and flanking pillars to be retained and maintained as the main entry to the building
- boundary fence to Wilson Street to be replaced
- loading zone is to be provided near the driveway on Wilson Street
- existing weed species and overgrown lawns to be removed
- retention of all existing trees, including implementation of tree protection works during construction
- retention and refurbishment of existing sandstone edge around the ground floor verandah
- new garden bed (rear of the site) to be provided which is to include raised sandstone edging, with existing asphalt to be removed.
- area around existing palm tree is to be replenished with topsoil and planted with hardy groundcovers.
- mechanical plant, bin storage and bicycle rack areas to be provided to the south of the CME building
- in-ground water tank to be provided within the south-eastern portion of the site behind the existing CME building.

An excerpt of the Landscape Drawings is provided at **Figure 8**. Photomontages of the proposed works are provided at **Figures 8** to **12**.

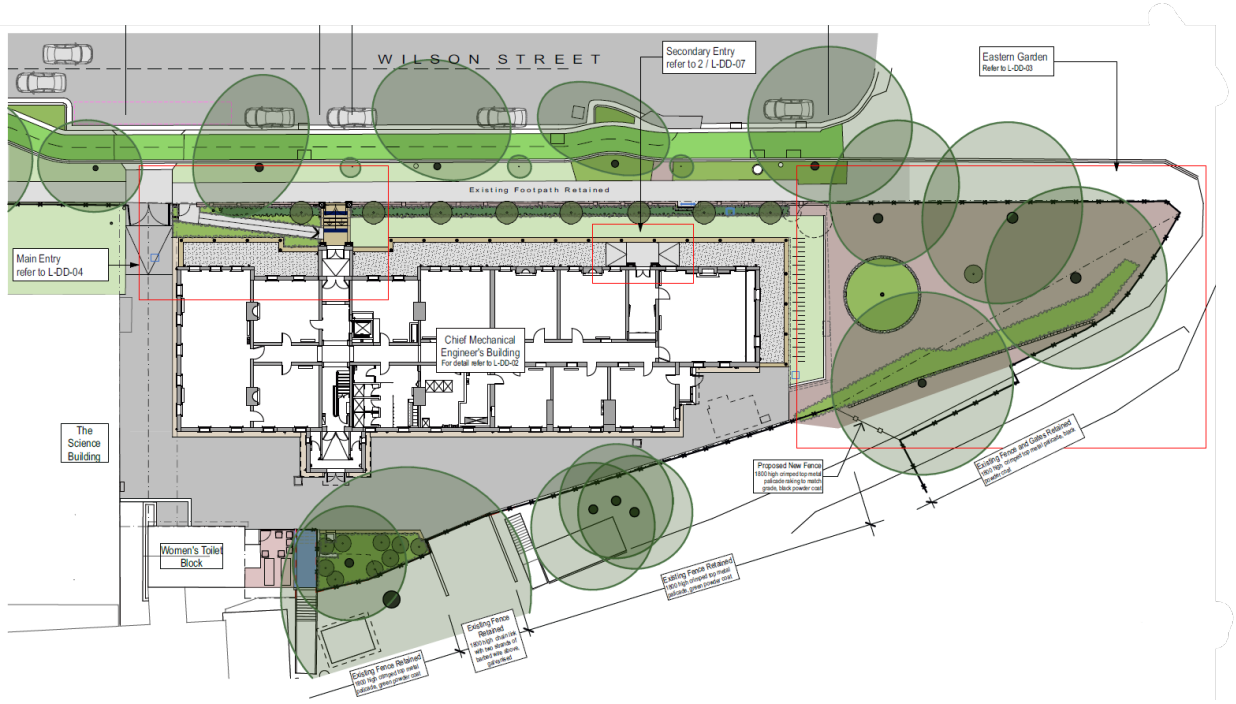

Figure 8 - Landscape site plan

Figure 9 – Artist's impression of northern (Wilson Street) street presentation

Figure 10 – Artist's impression of eastern elevation and landscaping

Figure 11 – Artist's impression of Wilson Street entrance, access paths, landscaping and front fence

Figure 12 – Artist's impression of ground level verandah showing accessible ramp

Pedestrian and cyclist access

As noted above, pedestrian access is proposed to be provided via a new accessible ramp at a gradient of 1:20 that connects the existing footpath at Wilson Street and the existing building entrance. The existing gate entry will also be maintained and upgraded. A step ramp is also proposed along the eastern portion of the northern building elevation.

Cyclists will access the bicycle parking facilities located at the back of the building via the existing driveway.

Car parking

This application does not propose any car parking.

Loading and servicing

As there is no on-site car parking proposed as part of the Project, no traffic will be using the existing driveway. As such, an on-street loading zone is proposed along Wilson Street outside of the CME building driveway. The loading zone will accommodate Council's garbage collection vehicles, delivery vehicles expected for day-to-day office deliveries as well as any cars which may undertake pick-up or drop-offs to the building. The loading zone will result in a loss of two on-street parking spaces (one on each side of the driveway). The loading zone is an interim measure until the broader redevelopment of the Sub-Precinct which would include new areas for car parking and loading (refer to Section 4.2.1 for further assessment).

Drainage and stormwater

An Integrated Water Management Plan has been prepared by GHD and is provided at Appendix X. The Project seeks to replace the internal network, including the provision of water quality control measures and on-site detention (OSD) with connection to the existing external stormwater network. Specifically, it is proposed to connect the existing downpipes to a new network. The network will drain through a new 10KL below ground rainwater tank. The intended reuse of the rainwater is for outdoor irrigation. Overflow from the rainwater tank will be conveyed to a below ground OSD tank and then discharge to the Wilson Street kerb inlet pit.

Waste management

A WMP has been prepared by Environmental Earth Sciences and is provided at Appendix W and Appendix O. The WMP outlines the minimum requirements of bins for the development as currently designed. It notes a dedicated area must be provided for in the future internal design which meets the requirements for storage and access set out by the City of Sydney (2018). The area must allow for two x 240L bins for non-residential development, four x 240L bins for recycling and one x 120L bin for food waste.

The WMP notes non-residential, food waste and recycling is to be collected twice weekly. Consultation with the waste collection contractor will determine if onsite or offsite collection of the bins is most appropriate.

Infrastructure and services

A Concept Design report – Engineering Services for base building services has been prepared by GHD and is provided at Appendix R. A list of the hydraulic, mechanical, electrical and fire services for the CME building is provided below.

Hydraulic services

The following hydraulic services are proposed:

- rainwater drainage, harvesting, treatment, and reuse
- sanitary plumbing and drainage
- sanitary fixtures and tapware
- domestic cold-water reticulation
- domestic hot water and warm water reticulation
- backflow protection
- connections to site infrastructure
- associated authority plumbing applications and negotiations (excluding fees and charges)

The following sanitary drainage and plumbing systems are proposed:

- in ground drainage, shall have adequate inspection openings to surface to enable ease of maintenance
- where possible main drains to be run external to the building
- sanitary waste shall be connected via a new gravity connection point anticipated at the front of the site to the existing sydney water sewer infrastructure
- provision for safe release of effluent from the connection point (org and/or reflux valve)
- vents and drainage pipes will be constructed to provide flexibility for future building requirements and fixture reconfigurations
- additional drainage systems will be provided to cater for discharge from mechanical, fire and hydraulic plant and equipment as required
- sanitary vents shall be terminated to atmosphere, through the highest roof level
- sanitary plumbing located over acoustic sensitive areas will be acoustically wrapped in accordance with the acoustic engineers and best practice requirements

- all non-metallic pipes penetrating floor slabs, fire and smoke walls and any fire rated element will be provided with an approved fire stop collar to match the required frl of that element
- all pipes will be adequately supported and securely fixed. Such supporting and fixing to be carried out without causing any distortion, damage or stress on the pipes or pipe joints. Pipes will be supported at each collar and at spacing as listed in the appropriate Australian Standard
- supply and install tundishes in areas required for mechanical / plant drainage. Tundishes will be recessed in wall type with viewing panel or chrome plated where exposed
- pipelines shall be laid true to line and bore from point to point
- pipelines shall be graded in accordance with the authorities requirements and as required under as/nzs3500.2
- provide and install clear-out inspection fittings to provide rodding access to all lines for ease of maintenance.

Mechanical services

The following mechanical services are proposed:

- air conditioning systems to serve all occupied areas to suit a class 5 commercial office
- filtered and conditioned fresh air distribution to each space
- cooling to communications rooms
- mechanical ventilation to the toilets and pantries. Etc.
- provision for future tenant exhaust systems
- building management and control system (bmcs).

Electrical services

The following electrical services are proposed:

- installation of power and communication lead mains to support future commercial tenants
- electrical services design to allow for multiple commercial tenants and design to suit a base building configuration with future fit outs
- provide metering for multiple tenants for potential future flexibility
- design of lighting system, small power layout and communication system to suit the base building
- reticulate power and communications cabling including cable pathways for future tenant fit outs
- heritage consideration is paramount with special consideration for cable reticulation through the building
- installation of security system, including proximity card system or equivalent to building and external gates
- installation of switchboard, distribution board and communication racks
- new electrical supplies to other services such as mechanical, hydraulic and fire services as required.

Fire services

The following fire services are proposed:

- fire sprinkler system
- fire hydrant system
- fire detection system
- portable fire extinguisher
- all co-ordination between fire services and other services trades including mechanical, hydraulics, irrigation and building structure.

Construction hours and staging

An indicative construction scope is provided in **Table C-1**. It is envisaged the construction scope and staging will be further refined following determination and within a Construction Environment Management Plan, which is to be prepared and submitted to the principal certifying authority prior to the commencement of any physical works.

Table C-1 - Construction staging

Step	Work summary
1	Site establishment.
2	Removal of contaminated material (including lead paints and asbestos).
3	Dismantle, package and transport offsite to store all the loose heritage items.
4	Internal demolition and strip-out works and removal of furniture, fixtures and equipment. Decommissioning of services.
5	Internal refurbishment works.

Construction would be limited to standard construction hours, summarised as follows:

- 7:00am to 6:00pm on Monday to Friday.
- 8:00am to 1:00pm on Saturday.
- no work on Sundays or public holidays.

Prepared by [insert company name]

Transport for NSW [insert Publication Number]

NSW GOVERNMENT