

URBIS

LARGE ERECTING SHOP SOUTH EVELEIGH SCOPING REPORT



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GLOSSARY AND ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
BAM	Biodiversity Assessment Method
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Reg	<i>Biodiversity Conservation Regulation 2017</i>
BDAR	Biodiversity Development Assessment Report
CEEC	Critically Endangered Ecological Community
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
CTMP	Construction Traffic Environmental Plan
DCP	Development Control Plan
DPE	NSW Department of Planning and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
LEP	Local Environmental Plan
OEMP	Operational Environmental Management Plan
PBP	Planning for Bushfire Protection
PCT	Plant Community Type
POM	Plan of Management
PSI	Preliminary Site Investigation
SAII	Serious and Irreversible Impacts
SARs	Commonwealth Supplementary Assessment Requirements
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
Site	(Partial) Lot 5 in Deposited Plan 1175706

Reference	Description
SSD	State Significant Development
SSDA	State Significant Development Application
TIA	Traffic Impact Assessment
UXO	Unexploded Ordnance
VIS	Vegetation Integrity Score
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

1. INTRODUCTION

This Scoping Report has been prepared on behalf of Mirvac and in support of proposed alterations and additions to fit out and use of the existing Large Erecting Shop (**LES**) building within the South Eveleigh Precinct for commercial office and retail premises. It seeks Secretary's Environmental Assessment Requirements (**SEARs**) for the preparation of an Environmental Impact Statement (**EIS**) that will accompany a State Significant Development Application (**SSDA**).

This report has been prepared in accordance with the 'State Significant Development Guide: Preparing a Scoping Report' dated November 2021 by the *Department of Planning and Environment (DPE)*.

This section of the report identifies the applicant for the project and describes the site and proposed development. It outlines the site history and feasible alternatives explored in the development of the proposed concept, including key strategies to avoid or minimise potential impacts.

The report is supported by the following documentation:

- Scoping Summary table (**Appendix A**)
- Indicative Architectural Plans prepared by fjmt (**Appendix B**)

1.1. APPLICANT DETAILS

The applicant details for the proposed development are listed in the following table.

Table 1 Applicant Details

Descriptor	Proponent Details
Full Name(s)	Mirvac c/- Urbis
Postal Address	Level 8 123 Pitt Street Sydney NSW 2000
ABN	50 105 256 228
Nominated Contact	Brigitte Bradley, Senior Consultant

1.2. PROJECT DESCRIPTION

The objectives of the proposed development are described as follows:

- Extend the success of the technology hub for the surrounding suburbs of Eveleigh, Redfern and Erskineville, integrated into the local network of streets.
- Provide an extension of the new commercial and retail spaces which emphasises the opportunity for outdoor working.
- Provide a public domain which complements and reinforces the existing amenity being provided as a part of the South Eveleigh Precinct.

To achieve the above project objectives, development consent will be sought for:

- Alterations within the existing LES to convert the ground level into commercial office and retail premises,
- Creation of two new 'internal' storeys within the existing LES building envelope for use as commercial office premises,
- External upgrade and conservation work to the existing LES building to ensure it is fit for purpose and environmentally sustainable, including the construction of a new roof and an external loading dock and building services structure,
- Heritage interpretation and conservation work generally throughout the LES site,
- Services augmentation, and

- Publicly accessible space upgrades.

The proposed development has an estimated capital investment value over \$10 million. Accordingly, the proposal is classified as an SSD under Schedule 2 of the *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)*.

The Minister is the consent authority for the proposal in accordance with section 4.5 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*. Accordingly, this DA is being lodged with the DPE as a SSDA seeking development consent for the proposed alterations and additions, fit out and use of the LES.

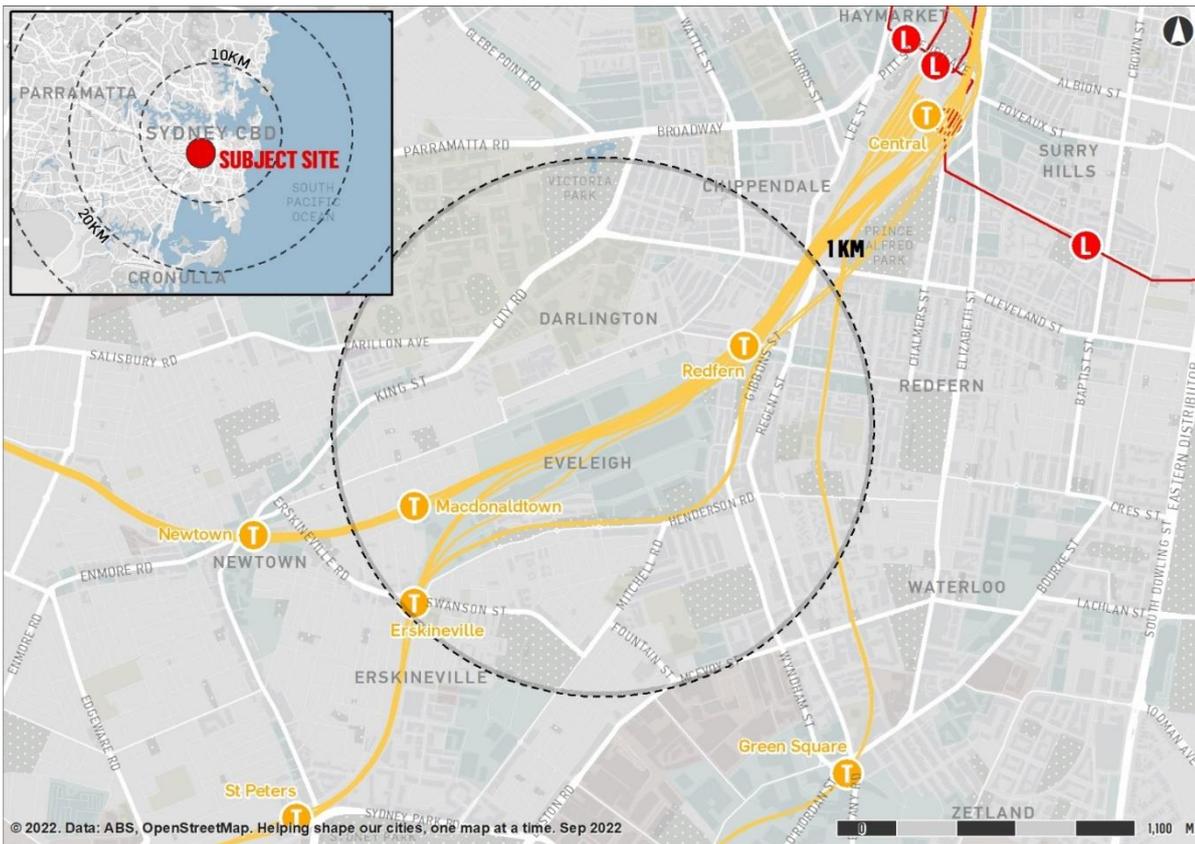
The site information relevant to the project is provided in the following table. A detailed description of the key features of the site and locality is provided in Section 2.3 of this report.

Table 2 Site Details

Descriptor	Site Details
Street Address	8 Locomotive Street, Eveleigh NSW 2015
Legal Description	(Part) Lot 5 in Deposited Plan 1175706
Site Area	6,000sqm

A map of the site in its regional setting is provided as **Map 1**.

Map 1 Regional Context



Source: Urbis

1.3. PROJECT BACKGROUND

The LES is owned by Transport Asset Holding Entity of NSW (**TAHE NSW**) and managed by Transport Heritage NSW. The LES ceased formal operation in 1988 and has been largely unoccupied since approximately 2017. It is currently being used as a maintenance facility for heritage locomotives but it requires significant capital investment to bring it up to the required standards for continued use and avoid further deterioration.

In early 2022 Transport for NSW (TfNSW) proposed to explore opportunities to adaptively reuse the LES for a mix of uses, including commercial offices and retail premises. TfNSW led a detailed master planning process for the LES in consultation with DPE, other State and local Government agencies and other stakeholders.

The proposed new land uses are currently not permitted within the planning controls that apply to the site, which still reflect the former function of the building for infrastructure and rail purposes. As such, a State-led rezoning application was lodged by TfNSW to DPE to amend the planning controls that currently apply to the site under *State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021* (Precincts – Eastern Harbour City SEPP). The amendment is being undertaken as a State-led rezoning process, reflecting the project status as a State Significant Precinct. The proposed amendments to the planning controls will occur through a self-repealing State Environmental Planning Policy (SEPP) which will amend the Precincts – Eastern Harbour City SEPP.

The State-led rezoning application was placed on public exhibition from 13 October – 10 November 2022. The State-led rezoning application seeks the following amendments to the planning controls that apply to the site:

- Rezone the land from 'Special Purpose Zone – Infrastructure' to 'Business Zone – Business Park' to allow for a mix of commercial and retail development within the LES site. This zoning is consistent with the zoning for the surrounding technology park uses.
- The maximum building heights standards will remain as per the current controls under the Precincts – Eastern Harbour City SEPP, however flexibility is proposed to allow for minor protrusions above the existing structure to allow for roof plant, machinery and cooling towers to exceed the maximum height of the existing building by up to 1 metre.
- There are currently no floor space controls which apply to the LES site. To ensure that an acceptable outcome is achieved on site, a maximum gross floor area (GFA) is proposed for the site. It is proposed to introduce a Maximum Gross Floor Area control for the LES site of 15,000sqm.
- To provide a framework to achieve design excellence on the site as part of the adaptive reuse of the LES building, a site-specific design excellence provision is proposed to be included in the Precincts – Eastern Harbour City SEPP. The proposed provision notes that development on the LES is required to be consistent with the Design Excellence Strategy which articulates the proposed design excellence and integrity process, establishes commitments to environmentally sustainable design targets and demonstrates how design excellence will be achieved during the development application stage of the development.
- No change is proposed to the heritage listing of the site under the Precincts – Eastern Harbour City SEPP or the maximum number of car parking spaces permitted in the 'Business Zone – Business Park'.

The future SSDA will be required to respond to these draft controls currently under assessment by DPE.

2. STRATEGIC CONTEXT

This section describes the way in which the proposal addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the project which will be explored in further detail within the future EIS.

2.1. PROJECT JUSTIFICATION

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site as outlined below.

2.1.1. Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

The Plan includes objectives and strategies for infrastructure and collaboration, liveability, productivity, and sustainability. The following matters are relevant to the proposed development:

- Infrastructure adapts to meet future needs (Objective 3);
- Benefits of growth realised by collaboration of governments, community and business (Objective 5);
- Greater Sydney celebrates the arts and supports creative industries and innovation (Objective 9);
- Great places that bring people together (Objective 12);
- Environmental heritage is identified, conserved and enhanced (Objective 13);
- Harbour CBD is stronger and more competitive (Objective 18);
- A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change (Objective 33); and
- Energy and water flows are captured, used and re-used (Objective 34).

2.1.2. Our Greater Sydney 2056: Eastern City District Plan

The Eastern District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district.

The District Plan contains strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district-level. The Structure Plan identifies the key centres, economic and employment locations, land release and urban renewal areas and existing and future transport infrastructure to deliver growth aspirations.

The South Eveleigh Precinct is also located within the Innovation Corridor on the edge of the Harbour CBD, illustrated in **Figure 1**. The vision for the Eastern City District aims to encourage more innovative and globally competitive development, to assist Sydney in carving out a greater portion of knowledge intensive jobs from the Asia Pacific Region. The District Plan also intends to improve the District's lifestyle and environmental assets.

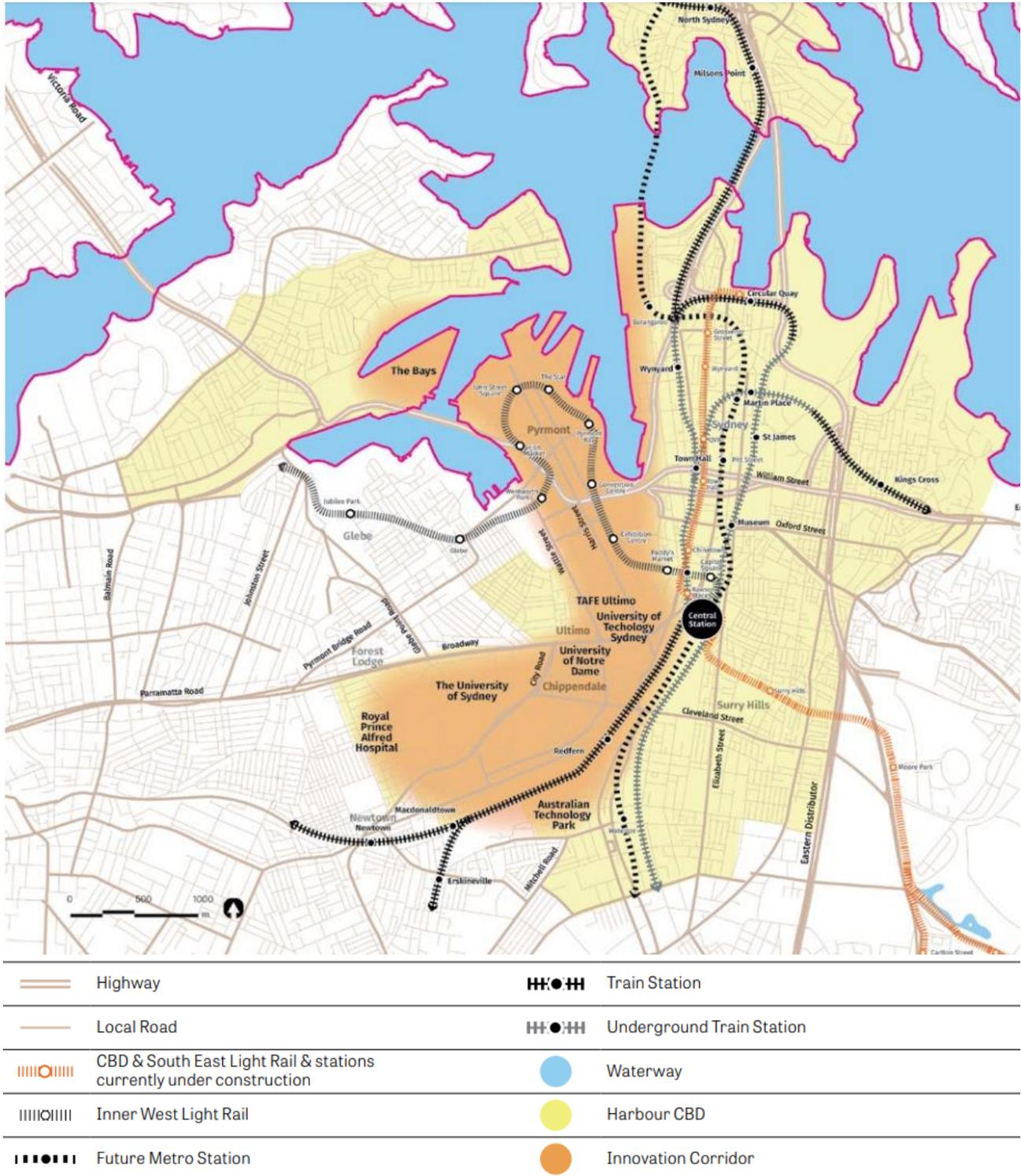
The planning priorities and actions likely to have implications for the proposed development are listed and discussed below:

- Fostering healthy, creative, culturally rich and socially connected communities (Priority E4);
- Creating and renewing great places and local centres, and respecting the District's heritage (Priority E6);
- Delivering integrated land use and transport planning and a 30-minute city (Priority E10);

- Delivering high quality open space (Priority E18); and
- Reducing carbon emissions and managing energy, water and waste efficiently (Priority E19).

The Eastern City District Plan also introduces the Camperdown-Ultimo health and education precinct, an identified Collaboration Area due to its metropolitan significance and potential to grow into centres of increased productivity and innovation.

Figure 1 Harbour CBD



Source: Greater Sydney Commission

2.1.3. Future Transport Strategy 2061

The *Future Transport Strategy 2061 (Transport Strategy)*, prepared by TfNSW, sets out a transport vision, directions and outcomes framework for NSW to guide transport investment and policy.

The aim of Transport Strategy is to connect customers and communities with a safe, reliable, sustainable and integrated transport system. The Future Transport Strategy was developed with a strong focus on financial sustainability and greater emphasis on strategic direction rather than delivering an updated infrastructure list.

The proposed development will support the following priorities in the Transport Strategy:

- Connecting our customers' whole lives - People rely on transport to access health services, employment, education, social and leisure activities. The proposed development will enhance connections by providing additional commercial floor space within a highly accessible location.
- Successful places for communities – TfNSW is committed to improving liveability, protecting biodiversity, and achieving net zero emissions. The proposal will result in the adaptive re-use of an existing building which incorporates a range of sustainability measures and does not result in any tree removal.
- Enabling economic activity – TfNSW are looking to optimise the use and efficiency of existing infrastructure by managing demand and performance before providing more infrastructure or capacity. As noted above, the proposal relies on existing infrastructure and will provide additional commercial floorspace within an existing employment hub.

2.1.4. Camperdown–Ultimo Place Strategy

As noted in the Eastern City District Plan, the Camperdown-Ultimo health and education precinct has been identified by the former Greater Sydney Commission (**GSC**) as a Collaboration Area.

The *Camperdown–Ultimo Place Strategy (Place Strategy)* prepared by GSC sets the vision, priorities and actions for the Collaboration Area to 2036. The Place Strategy aims to provide Australia's innovation and technology capital where industry, business, health, education and skills institutions work together, and talent, creativity, research and partnerships thrive. The Collaboration Area should also encourage low carbon living, green spaces, places for people and easy connections to support resilience, amenity, vitality and growth.

The Place Strategy sets a structure (refer to **Figure 2**) for the Collaboration Area consisting of three activity nodes: Haymarket, Camperdown and Eveleigh with three connecting axis being the Ultimo axis (UTS to Sydney University along Parramatta Road), Darlington axis (South Eveleigh to Sydney University via Redfern) and Surry Hills axis (Redfern to Central). The LES is located in the Eveleigh node, which also forms part of the Sydney Innovation and Technology Precinct stretching from Central to Eveleigh.

The LES proposal will support the following priorities in the Place Strategy:

- Promote smart technology, drive innovation and connect locally and globally (Priority 3),
- Cultivate an internationally competitive health, education, research and innovation area (Priority 7),
- Support the role and function of employment lands (Priority 8), and
- Demonstrate leadership that is place-first, cohesive and collaborative (Priority 11).

Located within an existing cluster of knowledge, talent and innovation, the LES proposal has the opportunity to strengthen new collaborations and partnerships within the South Eveleigh Precinct.

Figure 2 Camperdown–Ultimo Place Strategy structure plan



Source: Greater Sydney Commission

2.1.5. Sustainable Sydney 2030

The *Sustainable Sydney 2030* document suite includes a set of goals to guide future development in the city to be as green, global and connected as possible by 2030. The proposed rezoning of the LES site aims to reflect the ten strategic directions for Sustainable Sydney. These sustainability targets will need to be addressed through future detailed design proposals.

The LES proposal will support the following directions of Sustainable Sydney 2030:

- A globally competitive and innovative city (Direction 1)
- Integrated transport for a connected city (Direction 3)
- A city for walking and cycling (Direction 4)
- A cultural and creative city (Direction 7)

2.1.6. Sustainable Sydney 2050

The draft *Sustainable Sydney 2030-2050* extends the current strategic directions from *Sustainable Sydney 2030* and updates the ten strategic directions to reflect ongoing community engagement and changes to infrastructure within the LGA. It is intended that if the strategy is finalised, the updated sustainability targets will also need to be addressed through future detailed design proposals.

2.1.7. City Plan 2036 Local Strategic Planning Statement

City of Sydney's endorsed Local Strategic Planning Statement (**City Plan 2036**) sets out the land use planning context and 20-year vision for positively guided change towards the City's vision for a green, global and connected city. The planning priorities and actions in the LSPS provide a framework to achieve the recognised vision for the LGA.

As outlined in City Plan 2036, the site is located in the 'Redfern Street village' which includes city fringe suburbs south of Central Sydney, and is home to a creative, education, high technology and research industry cluster. Its historic residential areas are interspersed by new high-density residential and retail developments.

Redfern-Waterloo experienced strong employment growth – growing by up to 51 per cent in jobs between 2007 and 2017. This growth was accommodated within existing development and despite a reduction in employment floor space.

City Plan 2036 further states that:

The area is expected to continue attracting demand from businesses unable to secure suitable space in Central Sydney and other areas in City Fringe such as Surry Hills and Chippendale but growth will be constrained if the loss of business floor space continues.

This overflow demand will be influenced by the area's proximity to Central Sydney, existing clusters and attractors within the Camperdown-Ultimo Health and Education precinct, such as the Australian Technology Park, and infrastructure investments around Redfern Train Station and the future Waterloo Metro station.

By building up a quantum of scale around South Eveleigh, the Precinct can compete as an employment precinct with other emerging commercial precincts such as Barangaroo, Central Station, and other Strategic Centres of Sydney. One of the key actions on the plan and City of Sydney is to continue advocacy to ensure delivery of sufficient and appropriate commercial, business, office and retail floor space in current and future NSW government projects including the Bays Market District, Waterloo Metro Quarter and Waterloo Estate, Central Station, Redfern Train Station and North Eveleigh and South Eveleigh.

2.1.8. Sydney Innovation and Technology Precinct Panel Report

In response to the GSC recognising the Camperdown-Ultimo Collaboration Area as the "nation's most mature innovation corridor", the NSW Government established a panel headed by Jobs for NSW to lead the collaboration, development and activation of the new Sydney Innovation and Technology Precinct, now known as Tech Central.

To support the development of Tech Central, the Panel recommended that the NSW Government and its partners jointly commit to a set of actions which will activate the Precinct. These recommendations have been considered as part of the proposed development of the LES site:

- 1. Creation of 25,000 additional innovation jobs:** The Precinct will be an effective place to do business and commercialise. It will attract and embolden technology companies to grow and scale. The Precinct must be accessible to emerging founders, Aboriginal entrepreneurs, and large and small technology companies. It is the agglomeration of diverse companies that will drive the success of the Precinct.
- 2. A vibrant and connected place to spark ideas for the future:** Innovation precincts are a focus of research and enterprise activity with the shared objective of producing innovation and increasing economic growth and social well-being. The whole community, especially start-ups, benefit from frequent serendipitous 'collisions' which create networks and encourage information sharing.
- 3. A place to develop, attract and retain globally competitive talent:** Sydney faces global competition for high skilled talent. Both global and local talent are attracted to destinations which offer a range of opportunities and career development.
- 4. Leadership:** The Precinct needs robust governance, strong leadership, political commitment and a shared vision to enable success. A strong leadership approach including long-term planning will help to establish, shape and drive the Precinct forward.

The proposed rezoning of the LES site will provide additional employment opportunities in a globally recognised precinct, in close proximity major innovation technology anchors, culture, and is accessible via a range of active and public transportation options.

2.1.9. Tech Central Place-based Transport Strategy

Building on the Camperdown-Ultimo Place Strategy, the Tech Central Place-based Transport Strategy (**Tech Central Transport Strategy**) prepared by TfNSW outlines a 20-year vision for transport in Tech Central that is connected, liveable, sustainable and productive.

The proposal will support the overall vision and objectives for the Tech Central Transport Strategy:

- The Camperdown, Eveleigh and Haymarket nodes of Tech Central are integrated through easy and direct transport connections (Connectivity Objective 1),
- An increased number of workers, students and visitors can travel to Tech Central by walking, cycling and public transport within 30 minute (Connectivity Objective 4),
- Public spaces and streets are managed to support flexible uses by businesses and the community (Productivity Objective 3),
- High-quality and well-maintained green and blue spaces are accessible to everyone by walking, cycling or public transport (Liveability Objective 4),
- People can access their daily needs within an easy walk (Liveability Objective 8),
- Multi-use places and networks are flexible and resilient to social, economic and climate-related disruptions, including capitalising on new technologies (Liveability Objective 10), and
- Mode shift towards public transport, walking and cycling away from private vehicles (Sustainability Objective 1).

Overall, the vision for Tech Central is an activated, walkable and integrated innovation district where residents, visitors and workers can interact and linger in great places and public spaces, enabling planned and unplanned interactions between people in support of innovation and creativity.

2.2. RELEVANT PLANS

As outlined in **Section 0** a request was made to DPE in February 2022 to request the NSW Minister for Planning and Public Spaces to undertake a State-led rezoning to enable the adaptive reuse of the LES site. The rezoning application is currently on public exhibition.

The proposed amendments to the Precincts – Eastern Harbour City SEPP are intended to facilitate the adaptive reuse of the existing building. The future SSDA is proposed to be compliant with the proposed new zoning and development standards for the site. Pursuant to clause 4.38(5) of the EP&A Act, an SSD project that is wholly prohibited may be assessed on its merits provided this is done in conjunction with assessing a planning proposal to rezone the land and make the project permissible with development consent.

2.3. KEY FEATURES OF SITE AND SURROUNDS

2.4. THE SITE

The LES is an isolated building at the north west of the South Eveleigh Precinct as identified at **Figure 1**. The South Eveleigh Precinct is located approximately 200m to the south west of Redfern Train Station and approximately 200m to the west of the future Sydney Metro Waterloo Station. The South Eveleigh Precinct includes an overall area of approximately 13.2 hectares.

The LES site is legally described as being part of Lot 5 in Deposited Plan 1175706. This allotment also includes the North Eveleigh Precinct, the rail lines separating the North and South Eveleigh Precincts, and Redfern Train Station. The LES is a rectangular building consisting of two main bays with twin gable roofs running the length of the workshop. Internally, the workshops are articulated with regular cast-iron columns

supporting both roof and overhead cranes. Main elevations are regularly articulated with twin semi-circular arched windows with smaller arched windows above. Existing site photographs can be seen in **Figure 4**.

Figure 3 Site Location



Source: Mirvac

Figure 4 LES Site Photographs



Picture 1 Eastern Elevation of LES

Source: Mirvac



Picture 2 Southern Elevation of LES with train in-situ

Source: Mirvac

2.5. CUMULATIVE IMPACTS WITH FUTURE PROJECTS

2.5.1. South Eveleigh Precinct

Historically, the South Eveleigh Precinct was used for railway maintenance, storage and other associated industries. Use of the site as marshalling yards and workshops formed part of a large railway-based precinct on both sides of the main railway line, dating from 1882 and growing in size until its closure in 1989. Since this time, the precinct has been progressively redeveloped and repurposed.

In 2014, the NSW Government resolved to offer development sites within the South Eveleigh Precinct for sale through a selective tender process conducted by Urban Growth NSW Development Corporation (**UGDC**). In November 2015, Mirvac was named as the successful party and ownership and development rights of the precinct were subsequently transferred.

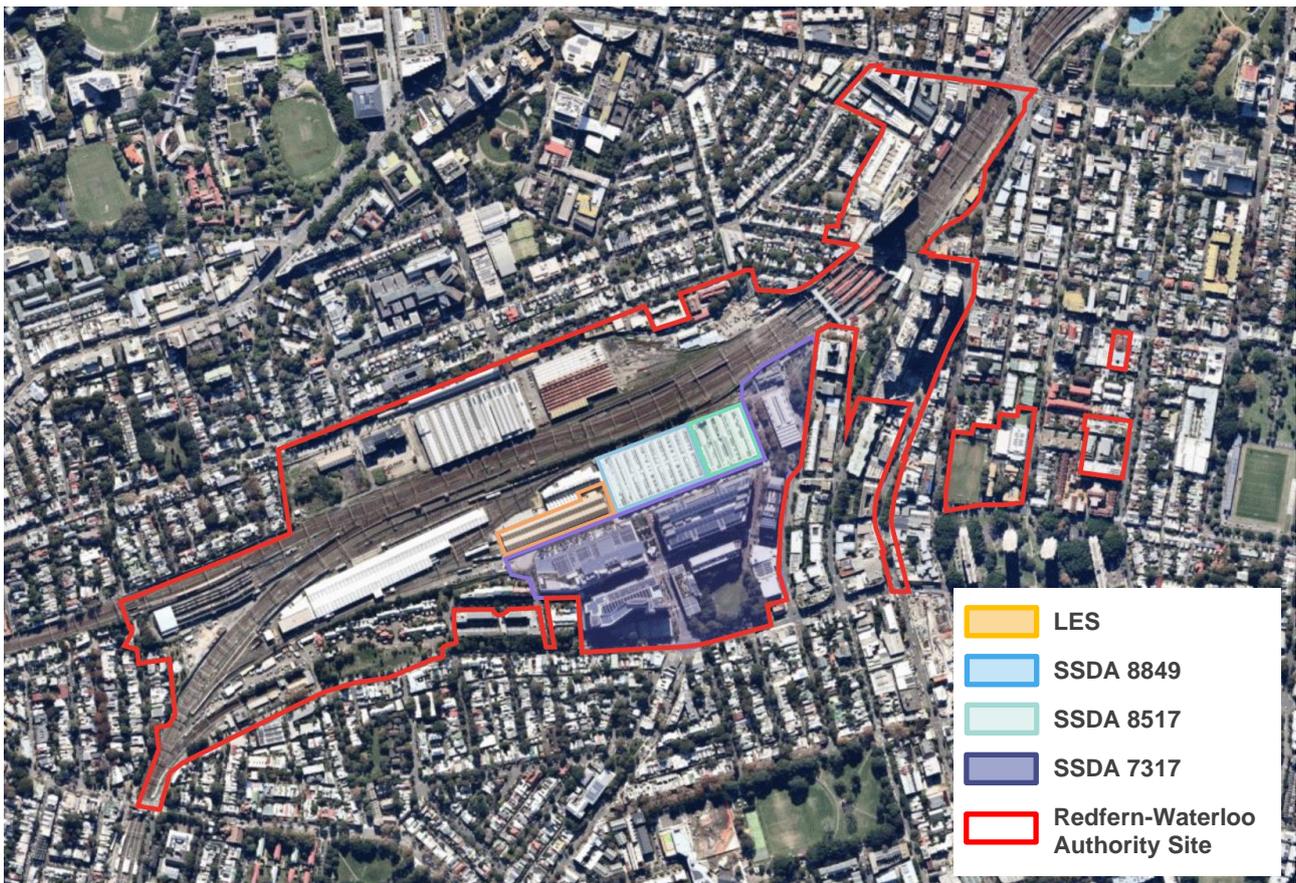
In December 2015, an SSDA (**SSD 7317**) was lodged to DPE seeking approval for a new commercial campus at the Australian Technology Park (**ATP**) within the South Eveleigh Precinct. The proposal comprised of three mixed use buildings, ranging in height from four to nine storeys, and includes

commercial, retail, community office, child care and gym uses, together with associated public domain works. The development was approved by the Planning Assessment Commission on 20 December 2016.

In November 2017, two additional SSDAs were lodged to DPE in relation to the adaptive re-use of the Locomotive Workshop within the ATP for retail and commercial uses. The first SSDA (**SSD 8517**) sought approval for retail premises (including a supermarket), function centre, educational uses, general industrial and recreation uses in Bays 1-4a as well as associated public domain works. The second SSDA (**SSD 8449**) sought approval for commercial uses and end of trip facilities in Bays 5-15. Both SSDAs were approved by the Independent Planning Commission on 22 February 2019.

Figure 5 provides a summary of current approvals and the associated site boundaries which are currently approved within the ATP.

Figure 5 Previous Planning Approvals for the South Eveleigh Precinct



Source: Nearmap

2.6. AGREEMENTS WITH OTHER PARTIES

Mirvac is seeking to conclude a direct deal with the NSW Government for the development of the LES which is strategically located directly adjacent to Mirvac's existing South Eveleigh Precinct – formerly known as the Australian Technology Park (ATP).

A direct deal with TfNSW for the heritage listed LES will enable this iconic building to be reconfigured by Mirvac to support a new generation of 'Digital and Design' activities, aiming to attract new anchor institutions to support and enhance the successful start-up ecosystem and the broader Precinct.

The NSW Government has confirmed that this transaction qualifies as a direct deal under the ICAC Direct Dealing Guidelines. The proposed development will deliver 'value for money' for Government, (subject to a direct dealing evaluation process) with Mirvac being uniquely placed to undertake this development because it controls the surrounding land.

Specific to the LES, the building was identified as part of the original South Eveleigh transaction between Mirvac and the NSW Government in 2015. As an isolated building it was initially excluded from the site, however the 'Tech Deed' signed in 2015 contemplated the inclusion of this building in the overall

development strategy. Since 2015, Mirvac has successfully developed the South Eveleigh Precinct. Whilst there is still construction activity on-site, it is a logical time to adapt and integrate LES into the broader technology precinct. The key dates relevant to this project are as follows:

- In October 2018, Mirvac lodged an Unsolicited Proposal for the acquisition of the LES,
- In February 2019, the Department of Premier and Cabinet (**DPC**) advised Mirvac that its Proposal had been referred to TfNSW for further consideration as a Direct Deal, and
- In June 2020, TfNSW and Mirvac entered into a formal Cooperation Agreement to develop a Terms Sheet and Detailed Proposal based on an open book approach to the Direct Deal.

While TAHE NSW currently own the LES site, TfNSW will act on behalf of the landowner for the purposes of the State-led rezoning application. Mirvac, on behalf of TfNSW, are therefore preparing documentation to support the State-led rezoning application and SSDA. Approval from the TAHE Board/CEO is required for Mirvac to be able to transact on the site, subject to the outcome of a direct dealing evaluation process managed by TfNSW.

3. PROJECT DESCRIPTION

This section outlines the key features of the proposed development, including the project area, the conceptual physical layout and design (including likely mitigation measures), the main land use activities, and the likely timing for delivery of the project.

It also includes a high-level of feasible alternatives which were considering having regard to the project objectives outlined in **Section 1.2** of this report, including the consequences of not carrying out the development.

3.1. PROPOSED DEVELOPMENT

The proposed development has been shaped by a comprehensive site analysis and identification of the site opportunities and challenges, ensuring the appropriate and considered use of land.

Specifically, the proposal will seek consent for the following development:

- Alterations to the existing internal layout of the LES including:
 - Conversion of the ground level into commercial offices, a lobby retail premises, end of trip (EOT) facilities and bike storage, and
 - Creation of two new ‘internal’ storeys within the existing LES building envelope for use as commercial office premises.
- External upgrades and conservation work to the existing LES building including:
 - Introduction of a primary pedestrian entry and additional glazing on the eastern elevation (Locomotive Street).
 - Heritage interpretation and conservation work generally throughout the LES site including:
 - Retention of gantry cranes and railway maintenance pits,
 - Additional in-situ heritage elements, and
 - Introduction of public art elements.
- Introduction of a new loading dock and associated servicing area,
- Services augmentation including the introduction of a free-standing plant building to the west of Locomotive Street to minimise permanent alterations to the external heritage fabric, and
- Upgrades to the public domain including:
 - Continuation of stone paving and street trees to connect with adjacent development on Locomotive Street,
 - Introduction of public domain street furniture consistent with overall precinct design,
 - Retention of the existing railway tracks to be transformed into an industrial influenced ‘feature landscape track’, incorporating WSUD, indigenous / seasonal planting and timber decking, and
 - Retention of industrial heritage artefacts to create focal view points and passive way finding.

A copy of the architectural concept drawings is attached as **Appendix B**. 3D views of the indicative reference scheme are provided at **Figure 6**. The key components of the proposed development are listed in the following table.

Table 3 Project Details

Descriptor	Project Details
Project Area	The site has a total area of 6,000sqm.
Building Height	RL 37.8 metres with three internal storeys.
Gross Floor Area (GFA)	Approximately 13,885 sqm (to be refined and confirmed prior to SSDA submission). A breakdown of the proposed GFA by land use will be provided in the EIS.
Land Uses	Commercial premises including office and retail premises
Car Parking	20 at-grade car parking spaces are proposed within Locomotive Street along the eastern elevation of the LES
Vehicular access, loading and servicing	A loading dock and stand-alone plant services building has been considered in the southwestern corner of the LES building adjacent to the existing cul-de-sac at the termination of Locomotive Street, on land currently controlled by Mirvac.
Servicing and utilities	Augmentation of physical infrastructure and utilities as required.
Public Domain works	It is anticipated the new public domain verge to the adjacent LES will connect seamlessly to Locomotive Street and the Village Green. The new public domain space will incorporate generous and accessible pedestrian footpaths. Site landscaping to be further detailed in the SSDA documentation.
Signage	To be confirmed in the SSDA documentation
Hours of Operation	To be confirmed in the SSDA documentation
Staging/Phasing	It is anticipated works will be undertaken within a 24 month construction period. Details of staging will be incorporated into the EIS.

Figure 6 Indicative photomontages of LES proposal



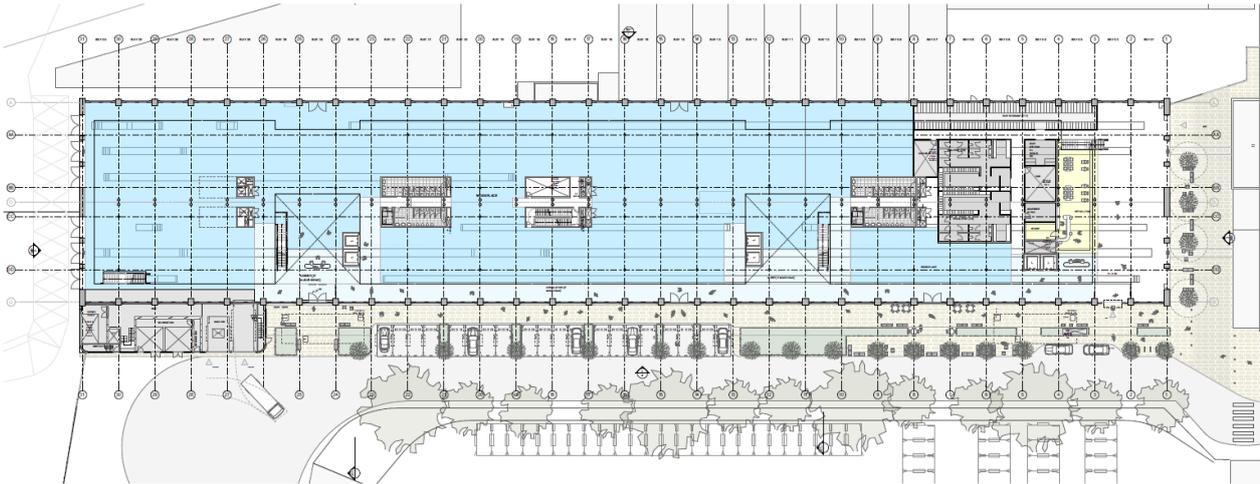
Picture 3 View from Locomotive Street, Looking north west



Picture 4 Interior View, Looking west on Ground Floor

Source: fjmt

Figure 7 Ground floor plan



Source: fjmt

3.2. FEASIBLE ALTERNATIVES

Clause 192 in Part 8 of the *Environmental Planning and Assessment Regulation 2021 (the Regulation)* requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

In developing the proposed approach, a number of alternatives have been considered by the proponent to ensure the proposal maximises the economic, social and environmental benefits for the public.

In summary, four key options were considered to address the project objectives and site constraints and opportunities:

- Scenario 1 – ‘do nothing’
- Scenario 2 – develop a proposal which is compliant with the current zoning of the site
- Scenario 3 – develop an alternative architectural design scheme which exceeds the existing building envelope to increase commercial floorspace within the site
- Scenario 4 – develop an alternative architectural design scheme within the existing building envelope with no additional internal levels of commercial floor space
- Scenario 5 – optimise development potential and public benefits through the introduction of two additional internal levels of commercial floor space and ancillary uses within the site (**the proposal**).

Analysis of these alternatives will be provided in the EIS documentation.

4. STATUTORY CONTEXT

This section of the report provides an overview of the key statutory requirements relevant to the site and the project, including:

- *Commonwealth Environment Protection and Biodiversity Conservation (EPBC) Act 1999*
- *NSW Biodiversity Act 2016*
- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning Assessment Regulation 2021*
- *State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Industry & Employment) 2021*

The following table categorise and summarises the relevant requirements in accordance with the DPE guidelines. Each of these matters will be addressed in further detail within the future EIS.

4.1. STATUTORY REQUIREMENTS

The following table categorises and summarises the relevant requirements in accordance with the DPE *State Significant Development Guidelines*.

Table 4 Identification of Statutory Requirements for the Project

Statutory Relevance	Action
<i>Power to grant approval</i>	<p>In accordance with Schedule 2 of the Planning Systems SEPP, development that has a CIV of more than \$10 million on land identified on the State Significant Development Sites Map is considered State Significant Development. Clause 2 of Schedule 2 'Redfern-Waterloo Sites' as a specific site.</p> <p>The proposed works have an estimated CIV over \$10 million and accordingly, the proposal is SSD for the purposes of the Planning Systems SEPP.</p>
Permissibility	<p>The site is currently zoned 'Special Purpose Zone – Infrastructure' reflecting the historic use of the site. Permissible land uses on the site are currently limited, and include the alteration of or addition to a railway station, the construction of a new railway station; retail or business activities ancillary to a railway station, telecommunications facilities, and access facilities (such as tunnels or bridges) that traverse the railway corridor.</p> <p>As such, the current proposed development is prohibited under the current zoning. Nevertheless, pursuant to Clause 4.38(5) of the EP&A Act, an SSD project that is wholly prohibited may be assessed on its merits provided this is done in conjunction with assessing a planning proposal to rezone the land and make the project permissible with development consent.</p> <p>As noted in Section 2.2, a planning proposal is currently on public exhibition for the rezoning of the site from 'Special Purpose Zone – Infrastructure' to 'Business Zone—Business Park' to align with the zoning for the adjacent Locomotive Sheds.</p>

Statutory Relevance	Action
Other approvals	
The requirement for an approval under s57 or s60 of the <i>Heritage Act 1977</i> is not required for an SSD or State Significant Infrastructure application after approval is granted.	
No requirements for other approvals have been identified at this stage.	

4.2. PRE-CONDITIONS

Table 5 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the Scoping Report.

Table 5 Pre-Conditions

Statutory Reference	Pre-condition	Relevance
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> – clause 4.6	A consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out.	Potential sources of contamination exist at the site but are not expected to preclude the proposed development of the site.
<i>State Environment Planning Policy (Sydney Drinking Water Catchment) 2011</i> (Drinking Water SEPP) - clause 10(1) and (2)	<ol style="list-style-type: none"> 1. A consent authority must not grant consent to the carrying out of development under Part 4 of the Act on land in the Sydney drinking water catchment unless it is satisfied that the carrying out of the proposed development would have a neutral or beneficial effect on water quality. 2. For the purposes of determining whether the carrying out of the proposed development on land in the Sydney drinking water catchment would have a neutral or beneficial effect on water quality, the consent authority must, if the proposed development is one to which the NorBE Tool applies, undertake an assessment using that tool. 	The project is located on land within the Sydney drinking water catchment.

4.3. MANDATORY CONSIDERATIONS

Section 4.15 of the EP&A Act outlines the matters that a consent authority must take into consideration when determining development applications.

A preliminary identification of key environmental planning instruments applying to the site and proposed development are identified below in **Table 6**.

Table 6 Mandatory Considerations

Statutory Reference	Mandatory Consideration	Preliminary Assessment
Section 1.3	Relevant objects of the EP&A Act	To be addressed in EIS
Section 4.15	Relevant environmental planning instruments	
	<ul style="list-style-type: none"> ▪ <i>State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021</i> 	To be addressed in EIS
	<ul style="list-style-type: none"> ▪ <i>State Environmental Planning Policy (Planning Systems) 2021</i> 	To be addressed in EIS
	<ul style="list-style-type: none"> ▪ <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> 	To be addressed in EIS
	<ul style="list-style-type: none"> ▪ <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> 	To be addressed in EIS
	<ul style="list-style-type: none"> ▪ <i>State Environmental Planning Policy (Industry & Employment) 2021</i> 	To be addressed in EIS
	<ul style="list-style-type: none"> ▪ <i>Sydney Local Environmental Plan 2012</i> 	As the site is mapped under the Precincts SEPP, as discussed above, the Sydney LEP 2012 does not apply to the subject site. Furthermore, in accordance with clause 1.3 (Land to which Plan applies), the Sydney LEP 2012 would not be applicable to the proposal as the site is located within an area that is excluded from the operation of this environmental planning instrument.
	Relevant draft environmental planning instruments	To be addressed in EIS
Relevant planning agreement or draft planning agreement	N/A	
<ul style="list-style-type: none"> ▪ None relevant to the proposed development 		

Statutory Reference	Mandatory Consideration	Preliminary Assessment
	Development control plans <ul style="list-style-type: none"> ▪ None relevant to the proposed development 	N/A
	The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	To be addressed in EIS
	The suitability of the site for the development	To be addressed in EIS
	The public interest	To be addressed in EIS
Considerations under other legislation		
<i>Biodiversity Conservation Act 2016</i> (BC Act) – section 7.14	In accordance with section 7.9(2) of the <i>Biodiversity Conservation Act 2016</i> (BC Act), an SSD is required to be accompanied by a biodiversity development assessment report (BDAR). However, a BDAR waiver may be granted should it be determined by DPE and the DPE Biodiversity Conservation Division that the proposed development is not likely to have any significant impact on biodiversity values.	To be addressed in EIS if BDAR Waiver is not granted
Development Control Plans		
Sydney Development Control Plan 2012	<p>Clause 2.10 of the Planning Systems SEPP states that development control plans (whether made before or after the commencement of this Policy) do not apply to SSD.</p> <p>As such, there is no requirement for assessment of the proposal against any development control plan for this SSDA. Notwithstanding this, the Precincts SEPP prescribes land zoning and development standards normally prescribed by a Local Environmental Plan. Notably <i>Sydney Local Environmental Plan 2012</i> and <i>Sydney Development Control Plan 2012</i> do not apply to the site.</p>	N/A

5. COMMUNITY ENGAGEMENT

The following sections of the report describe the engagement activities that have already been carried out for the project, including preliminary community views, and the engagement to be carried out during the preparation of the EIS.

The following sections of the report describe the engagement activities that have been undertaken during the preparation of the EIS and the community engagement which will be carried out if the project is approved.

5.1. ENGAGEMENT CARRIED OUT

As part of the State-led rezoning of the site, Mirvac has engaged with a range of key stakeholder and the public, including local Aboriginal organisations and groups, the City of Sydney, other relevant State and Federal government agencies, non-government groups and community stakeholders as part of the initial rezoning of the LES site.

Mirvac and the broader consultant team developed and implemented an engagement strategy, providing accessible opportunities for the community and stakeholders to provide feedback prior to lodgement of the re-zoning application.

Key groups and individuals within the community were identified by the applicant as having a potential interest in the project. These groups and individuals are incorporated in the table below.

Table 7 Stakeholder Engagement

Stakeholder	Activity and meeting date	Purpose and Outcome
Registered Aboriginal Parties (RAPs)	2/06/2022 LES and South Eveleigh site walk and briefing for Registered Indigenous Groups, with a focus on heritage interpretation elements.	The RAPs have acknowledged the significance of the site between Central and Redfern including where cultural practice would have been within this zone, and that culture would have been practiced in and around the LES area as its terrain provides natural shelter from the harsh coastal areas Queries were raised on soil conditions. Desktop studies have been completed to date. Further testing to be completed during next stages of detailed design and preparation of the SSDA. The significance of interpretation already delivered at South Eveleigh was acknowledged with further consultation expected throughout the life of the project.
Greater Cities Commission (GCC)	10/05/2022 Provide overview of proposed planning controls and current reference scheme, overview of probity process with TfNSW and Mirvac, and strategic planning framework for site.	Overall GCC is satisfied that the project is aligned with the existing strategic framework for the site (including the District Plan and LSPS) and is in alignment with their current preliminary thinking for the review of the District Plans

Stakeholder	Activity and meeting date	Purpose and Outcome
		<p>The GCC is comfortable that the project is moving in the right direction, that everything presented to date is clear and of high quality, and they don't need to meet with the proponent again before the lodgement of the re-zoning application.</p>
City of Sydney	<p>10/05/2022</p> <p>Provide overview of proposed planning controls and current reference scheme, as well as other project elements including car and bicycle parking, end-of-trip facilities, drop off spaces, accessibility requirements, architectural details and sustainability.</p> <p>5/06/2022</p> <p>The City of Sydney have requested, at the appropriate stage, a future meeting on contribution planning. This is also a requirement of the SSP Study Requirements.</p>	<p>The City of Sydney sought clarification of the planning controls that apply to the land, and what controls were proposed to amended. DPE has acknowledged that the existing SEPP controls are outdated, and that they will look at the advantages and disadvantages of where the controls will sit (either in the LEP or the SEPP).</p> <p>Council also sought further information regarding car parking, including number of spaces, minimum requirements and whether allocated for tenants or visitors and end-of-trip facilities.</p> <p>Other key comments from Council included:</p> <ul style="list-style-type: none"> ▪ Encouraged the development team to give further consideration to whether you can see the edge of the floorplates from the external views through the windows. ▪ Emphasised the need to consider accessibility requirements at the early stage ▪ Queried how the planning framework would require the project to achieve design excellence and ESD standard
Heritage NSW	<p>16/05/2022</p> <p>Provide overview of proposed planning controls and current reference scheme, opportunities for activation of northern façade, reconstruction of building</p>	<p>Building on the success of the Locomotive Sheds at South Eveleigh, there is a noted level of trust from the Heritage Council in the potential of this project based on the success of the Locomotive</p>

Stakeholder	Activity and meeting date	Purpose and Outcome
	elements, retention of moveable heritage items, and proposed landscaping.	<p>Sheds. Heritage NSW did raise the following considerations and comments regarding the indicative scheme and future detailed design:</p> <ul style="list-style-type: none"> ▪ Building orientation should consider accessibility to nearby stations and areas, as well as pedestrian thoroughfares. ▪ No preference as to whether services are located on the roof or external to the building. ▪ Positive response to roof reconstruction and proposed placement of gantries. ▪ Public domain and landscaping should consider the visibility of the southern façade and the interpretation of the industrial heritage of the building.
Heritage Council	<p>1/06/2022</p> <p>Provide overview of proposed planning controls and current reference scheme, architectural detailing, retention of moveable heritage items and target tenant types.</p>	<p>The Heritage Council are supportive of the development and current reference scheme, noting Mirvac and the project team have listened to previous feedback and made positive improvements to this latest concept proposal that address their earlier feedback.</p> <p>Key discussions points included:</p> <ul style="list-style-type: none"> ▪ Confirmation if HVAC and ductwork would be visible – response noted we were conscious of this and would work through in detailed design development ▪ Queried target tenants – response noted LES would be an extension of the South Eveleigh tech eco-system and that target tenants could potentially be tech, media, digital etc. but are designing for flexibility ▪ Discussion of keeping heritage items in situ (in particular a train carriage) –

Stakeholder	Activity and meeting date	Purpose and Outcome
		<p>team noted that we were working through the heritage register and exploring potential opportunities</p>
<p>Government Architect NSW (GANSW)</p>	<p>20/05/2022</p> <p>Provide overview of proposed planning controls and current reference scheme, design parameters, building services, car parking and opportunities for public access to the building.</p>	<p>The following comments were raised by GANSW:</p> <ul style="list-style-type: none"> ▪ Queried the proposed location for external services, noting that it will be a balance of heritage impacts and access requirements ▪ Queried the extent of the proposed easements/site area for the LES and possibility of positioning items at the northern façade ▪ Queried the provision of car parking in the front setback of the building ▪ Noted that the application should demonstrate how critical views within and to the building are to be maintained ▪ Queried whether there was an opportunity to retain a carriage in the public domain or within the building as part of the project ▪ Requested opportunities for public access to the building be considered
<p>Transport for NSW (TfNSW)</p>	<p>9/05/2022</p> <p>Meeting with Direct Dealings and Communications & Engagement teams to discuss planned communication and engagement activities for the LES, and proposed key messaging</p>	<ul style="list-style-type: none"> ▪ Engagement activities should include both in-person and online options ▪ Messaging must consider commercial sensitivity of the Direct Dealings process ▪ Request to review and approve draft project messaging prior to engagement activities
<p>TfNSW, DPE and PDU</p>	<p>Standing project meetings held fortnightly between April to June</p>	<ul style="list-style-type: none"> ▪ Programme tracking ▪ Queries regarding Study Requirements ▪ Stakeholder engagement tracking

Stakeholder	Activity and meeting date	Purpose and Outcome
Sydney Trains	<p>3/06/2022 Provide overview of proposed planning controls and current reference scheme</p> <p>9/06/2022 Further discussion around the design & operation of the loading dock</p>	<p>It was noted that Sydney Trains use the rear (west) of the site for operational purposes. Further investigation of loading etc will continue to ensure the LES proposal will not impact Sydney Trains operations.</p> <p>Will be interested in reviewing the SSDA but have no further comments at re-zoning stage</p>
Jemena	Discussions have occurred between Integrated Group Services (IGS) and Jemena Gas	Based on the current due diligence investigations undertaken by IGS there is a gas main fronting the building which the project team are confident would be more than adequate to service any future gas loads
Ausgrid	<p>26 May 2022 Written correspondence was exchanged with Ausgrid to confirm the electricity connection at the site.</p>	Ausgrid confirmed that an extension / augmentation of the network is required to support the proposal. This will likely include the installation of two substations at the site, and a new HV feeder between the substations. As such, spatial provision for these substations have been included within the reference scheme prepared to support this Report.
Sydney Water	<p>13 May 2022 Written correspondence was exchanged with Sydney Water to confirm the On Site Detention requirements for the proposal.</p>	Sydney Water confirmed the On Site Detention requirements for the proposal, noting formal approval will be sought as part of a future Section 73 Application.

The above activities were undertaken having regard to the community participation objectives in the 'Undertaking Engagement Guidelines for State Significant Projects' prepared by DPE and dated July 2021.

5.2. COMMUNITY VIEWS

The key issues raised by the community and key stakeholders during the scoping phase and the way in which these have been incorporated into the current proposal are summarised in the table below.

The community consultation process enabled valuable feedback to the project team. Community feedback was received via the following channels:

- Community drop-In session at South Eveleigh Locomotive Workshop, attended by approximately 15 people
- Online Community Webinar, attended by three people
- No phone or email enquiries were received.

Table 8 Community Views

Activity and Meeting Date	Stakeholders	Purpose and Outcome
Community Drop-In Session	<p>31/05/2022</p> <ul style="list-style-type: none"> ▪ Neighbouring residents ▪ Neighbouring businesses and landowners ▪ Interest and advocacy groups, including CLG members 	<ul style="list-style-type: none"> ▪ Introduce the project team ▪ Provide background on the LES project and its integration with the broader South Eveleigh precinct ▪ Share information on the upcoming Re-zoning Application ▪ Provide an opportunity to ask questions of the project team ▪ Provide public communication channel contact details for any further questions
Community Information Webinar	<p>1/06/2022</p> <ul style="list-style-type: none"> ▪ Neighbouring residents ▪ Neighbouring businesses and landowners ▪ Interest and advocacy groups, including CLG members 	<ul style="list-style-type: none"> ▪ Introduce the project team ▪ Provide background on the LES project and its integration with the broader South Eveleigh precinct ▪ Share information on the upcoming Re-zoning Application ▪ Provide an opportunity to ask questions of the project team ▪ Provide public communication channel contact details for any further questions
Community Liaison Group ('CLG') correspondence	<p>24/05/2022</p> <ul style="list-style-type: none"> ▪ REDWatch ▪ Rail, Tram and Bus Union – Retired Members Association ▪ Camperdown Ultimo Collaboration Area Alliance ▪ Friends of Erskineville ▪ Redfern Station Community Group ▪ Counterpoint Community Services ▪ Neighbouring residents and businesses 	<ul style="list-style-type: none"> ▪ Email introducing the project and providing the opportunity for a specific briefing to this group (group comprises cross section of local community members and interested stakeholders) ▪ NB. Due to low member availability and responses (only one confirmed attendee), the CLG meeting did not go ahead, however members were invited to attend the Community Drop-In Session or Community Information Webinar

The feedback received provided a mix of comments on the project's reference scheme, as well as questions seeking more information on future stages of the program. Participants were generally interested in learning about the early stage plans for the LES, and supportive of the continuation of the South Eveleigh precinct renewal.

There was considerable interest in matters relating to the site's rich history and heritage. Members of the public and stakeholders were highly interested in how industrial and Aboriginal history will be protected throughout the project, and celebrated through interpretation elements as part of the building's renewal.

Given the South Eveleigh precinct's extensive program of renewal, community members and interested stakeholders are highly engaged in the planning and development of South Eveleigh. Opportunities for further public information and community consultation will be encouraged in future stages of the project.

5.3. ENGAGEMENT TO BE CARRIED OUT BY THE APPLICANT

Given the South Eveleigh precinct's extensive program of renewal, community members and interested stakeholders are highly engaged in the planning and development of South Eveleigh. Opportunities for further public information and community consultation will be encouraged in future stages of the project.

In accordance with the DPE's expectations around early and effective engagement for State significant projects, engagement will be carried out prior to lodgement of the EIS and detailed appropriately in the EIS in accordance with the DPE's Undertaking Engagement Guidelines for State Significant Projects. The EIS will outline the detailed engagement strategy for all stages of the planning process and will be supported by a program of targeted engagement to inform preparation of studies and management plans that will accompany the SSDA.

Given the site's listing as an identified State Significant Site, it is likely the project will generate community interest, and the applicant is committed to ensuring the local community is aware of and can comment on the proposal to ensure community views are considered.

The geographic extent of this interest will be determined during the engagement process; however, it is likely this will include local interest (< 5km from the site) and some level of regional interest (5-100km from the site).

It is anticipated that the following stakeholders could be engaged at various stages throughout the process (subject to review from an engagement specialist):

- City of Sydney Council
- Government Architect NSW and State Design Review Panel
- Sydney Trains
- Transport for NSW
- Heritage NSW
- Registered Aboriginal Parties (through the ACHA process)
- Community members/groups

6. PROPOSED ASSESSMENT OF IMPACTS

This section identifies the key impacts which will be further investigated and assessed within the EIS, including the proposed approach to assessing each of these matters. It also identifies the matters addressed in the scoping phase that are unlikely to result in significant impacts and do not warrant further consideration in the EIS.

6.1. MATTERS REQUIRING FURTHER ASSESSMENT IN THE EIS

The following section of the report provide a comprehensive description of the relevant matters and impacts which will be addressed in detail within the EIS. It outlines the matters and impacts of particular concern to the community and other stakeholders. It includes each of Key Issues and Other Issues as identified in the Scoping Summary Table (refer **Appendix A**).

6.1.1. Built Environment

The preliminary concept plans prepared by fjmt studio (refer to **Appendix B**) provide an indication of the approximate location and detail of the proposed works.

The design development process is ongoing, and the EIS will outline the proposed development in detail, including any site preparation works, proposed building works and works associated with parking and access. The EIS will also address the height, bulk and scale of the proposed development within the context of the surrounding area, and design quality with specific consideration of the use of colours, materials, finishes and landscaping associated with the proposed. An overall Landscape Strategy will also be prepared as part of the SSDA.

The EIS will also address how Crime Prevention through Environmental Design (**CPTED**) principles are to be integrated into the development in accordance with *Crime Prevention and the Assessment of Development Applications Guidelines*.

6.1.1.1. Design quality

A Design Excellence Strategy has been prepared to support the State-led rezoning application. This Strategy requires future development applications address the following six principles:

- Design objectives that guide the future development on the site.
- Incorporation of Connecting with Country requirements, including ongoing engagement with appropriate Aboriginal stakeholders throughout the project.
- Prioritisation of heritage conservation and interpretation through the development of the site, including celebrating the site's diverse history.
- Establishment of a robust process to select the Design Team for the site, ensuring appropriate experience in designing and delivering design excellence, and encouraging design diversity and visual interest across the precinct.
- Design review with the NSW Government Architect and other relevant stakeholders during the preparation of detailed development applications.
- Ensure design integrity is maintained throughout the design process.

The detailed Architectural Plans and Architectural Design Report will set out the rationale for the siting and layout of the proposed development and will provide an assessment of the proposed development against the principles identified in the Design Excellence Strategy.

The South Eveleigh precinct, which includes the LES building, is home to a diverse collection of public art which respond to the multi-layered history of the workshops and surrounding area. A Public Art Strategy will be prepared as part of the SSDA to ensure that any public art associated with the LES proposal responds to the site and respects the context and influences that have shaped the site and the surrounding area.

6.1.1.2. Visual

The final architectural package will detail the rationale for the siting and layout of the proposed development, including access arrangements. The EIS will outline how any potential visual impacts of the proposed

development are minimised, especially when viewed from surrounding heritage items within the South Eveleigh Precinct and from the adjacent train line.

6.1.1.3. ESD

An Ecologically Sustainable Development (**ESD**) report will detail the ESD initiatives to be incorporated within the project. It will identify potential measures to be implemented into the building design and construction to minimise the environmental footprint of the development.

6.1.2. BCA and Access

Given the close proximity to operational Sydney Trains land, the EIS will provide details on any operational changes to the surrounding TfNSW lands as well as pedestrian and vehicle access arrangements during construction and operation of the proposed works. The Sydney Trains land will remain inaccessible, though the development will provide greater activation at the western edge of the South Eveleigh Precinct.

Alterations to the existing ground floor surface are proposed to ensure safe and equitable access is provided across the building. It is expected that an Accessibility Report may be required to assess how the development complies with the accessibility requirements, including the *Disability Discrimination Act 1992*, National Construction Code and relevant Australian Standards.

A BCA Report will be submitted as part of the EIS to confirm that the proposed development and its respective components will comply with the relevant provisions of the BCA. Some elements may require performance solutions to meet the intent of the standards.

6.1.3. Heritage

6.1.3.1. Aboriginal Cultural Heritage and Archaeology

Numerous archaeological assessments and Aboriginal archaeological excavations in Sydney CBD and Redfern have demonstrated the potential for Aboriginal archaeological deposits to remain in situ, within the natural landscape and disturbed or developed areas, dependent of the level of historical disturbance that the area has been subject to.

Overall, the study area does not contain any sites listed on the AHIMS register and is considered to have a **low to moderate** potential for intact Aboriginal archaeological deposits to be present in a subsurface capacity, as well as in disturbed contexts within upper disturbed soil profile. Nevertheless, further archaeological assessments will be undertaken by a suitably qualified consultant as part of future SSDA for the site as part of an Aboriginal Cultural Heritage Assessment (**ACHA**).

6.1.3.2. Non-Aboriginal Heritage

The LES is the most prominent single purpose structure surviving on the South Eveleigh site that has not yet been adaptively reused. It provides a unique opportunity to interpret how the building functioned and operated, and its integral role in the entire Eveleigh Railway Workshop. Given the heritage significance of the site, a Statement of Heritage Impact and Conservation Management Plan will be prepared by a suitably qualified consultant for inclusion in the EIS.

It is also noted that the LES building has high potential for sub-surface historical 'works' including sub-floor inspection pits, machinery, and rail tracks. Additional potential archaeological deposits located across the site include artefacts, footings, and deposits associated with former structures and ground services on site. In situ features associated with the function of the site, such as railway tracks, turntables, kerbstones, and other related rail infrastructure that exists below-ground in association with the former railway uses of the site have the potential to be present within the LES study area.

Based on the results from previous historical archaeological excavations around the wider Eveleigh Precinct, the LES study area is assessed as having a **moderate to high potential** for historical archaeological deposits. As such, a Historical Archaeology Report will be prepared by a suitably qualified consultant for inclusion in the EIS.

6.1.4. Traffic and Parking

The proposal aims to provide connection to existing pedestrian links including Locomotive Street which is considered a high-quality Low Traffic Street or Bike Lane, allowing for safe access directly to the building.

The provision of high quality EOT facilities will provide additional incentives to building users to commute via bicycle or on foot from nearby railway stations and beyond.

Overall, the proposal will encourage employment generating activities within a highly accessible site and encourage the use of active and public transport options.

In accordance with Section 23, Part 3, Appendix 3 of the Precincts – Eastern Harbour City SEPP, development consent may not be granted for the purpose of car parks in the South Eveleigh Precinct on land within the 'Business Zone—Business Park' unless the consent authority is satisfied that the number of car parking spaces in that zone will not, as a result of the granting of consent, exceed 1,600 car spaces. The proposed development has incorporated an additional 20 on-street car spaces on Locomotive Street.

A Traffic and Parking Impact Assessment will be prepared by a suitably qualified consultant for inclusion in the EIS. These documents will analyse impacts on both parking and traffic impacts arising from the proposed development as well as provide any relevant mitigation measures, where required.

6.1.5. Air Quality

Air quality It is not anticipated there will be any adverse impacts associated with air quality. During construction, air quality will be managed through appropriate dust mitigation measures within the Construction Management Plan.

6.1.6. Noise and Vibration

A Noise and Vibration Impact Assessment has been prepared by Acoustic Logic as part of the State-led rezoning application to evaluate the existing noise and vibration constraints on site and assess the likely noise and vibration impacts associated with the proposed rezoning. An updated report will be prepared for inclusion in the EIS to maintain that potential noise from the surrounding rail infrastructure will not impede future development of the site for a commercial building and any noise associated with the construction and operation of the commercial premises can be managed without impacting surrounding noise receivers.

6.1.7. Infrastructure Requirements

A Utilities Report will provide a summary of the existing capacity and any augmentation requirements of the proposed development for the provision of utilities, including staging of infrastructure. Given the site's proximity to active Sydney Trains land, it is anticipated an Electrolysis Report will be required to assess the impacts on the proposed development during construction and operation.

6.1.8. Hazards and risks

6.1.8.1. Land contamination

A Phase 1 Contamination Assessment has been prepared by JBS&G as part of the State-led rezoning application. The contamination assessment identified that there are minor contamination risks associated with soil vapour and groundwater on site which will require further consideration during detailed development design for future adaptive reuse of the site. An updated report will be prepared for inclusion in the EIS to satisfy the relevant provisions of the Hazards SEPP.

6.1.8.2. Flooding

A Site Flood Study was prepared as part of the State-led rezoning application. The LES is identified as potentially flood prone land based on the *Alexandra Canal Catchment Wide Flood Study Update (2018)*.

Based on the findings of the flood study for the site, the 5% AEP and 1% AEP flood hazard is classified as 'Category H1' which is generally safe for vehicles, people and buildings. The Probable Maximum Flood (PMF) above the 1% AEP flood depth is generally less than 0.1 m with a maximum depth of 0.3 m. An assessment of the flood risks and relevant mitigation measures associated with the proposal will be prepared by a suitably qualified consultant for inclusion in the EIS.

6.1.8.3. Waste

A Waste Management Plan will be prepared for the construction and operational phases of the development, including waste management practices. Where possible, all demolition, construction and operational waste will be reused or recycled. The waste management plan will be undertaken in accordance with the *Waste Classification Guidelines (DECCW, 2009)*.

6.1.9. Social and Economic Impacts

The EIS will identify the social and economic impacts of the proposal, including the delivery of employment generating commercial floor space and employment opportunities within the South Eveleigh Precinct, Tech Central Precinct and greater Sydney LGA area. A Social Impact Assessment will be prepared by a suitable qualified consultant in accordance with the *Social Impact Assessment Guidelines for State Significant Projects*.

6.2. MATTERS REQUIRING NO FURTHER ASSESSMENT IN THE EIS

This section of the report identifies the matters that do not require further assessment in the EIS. Each of these matters was considered within the scoping phase but considered unlikely to result in significant impacts that warrant further assessment.

- **Biodiversity:** the proposed development does not seek to remove any vegetation. A BDAR Waiver Request to waive the requirement to prepare a BDAR under clause 7.9(2) of the Biodiversity Conservation Act 2016 will be submitted following issue of the SEARs. A request to waive the requirement to submit a BDAR report will be submitted in light of the following:
 - The development is not likely to have any significant impacts on biodiversity values as the development involves works to a highly disturbed and modified site. There are no areas of native or exotic vegetation within or adjacent to the site, and there is no suitable habitat for threatened fauna species associated with the existing structures on site.
 - Any tree removal required for the proposed development would not adversely impact any native animals and plants, including threatened species, populations and ecological communities, or their habitats.

Given the lack of any biodiversity values at the site and the highly urbanised nature of the surrounding area, a BDAR waiver application is considered appropriate for this assessment and will be submitted following issue of the SEARs. Should EES grant a formal BDAR Waiver, this consideration will not be assessed within the EIS documentation.

- **Bushfire:** The site is not identified as bushfire prone land
- **Coastal hazards:** The site is not in a coastal area
- **Biosecurity:** The existing and proposed operations are not classified as hazardous or offensive development or a biosecurity risk
- **Gas:** The proposed future operation does not emit any gases that warrant assessment such as greenhouse gas
- **Odour:** The proposed future operation will not cause any anticipated odorous issues, and thereby does not warrant further assessment.

7. CONCLUSION

The purpose of this report is to request SEARs for the preparation of an EIS to support the proposed alterations and adaptive reuse of the Large Erecting Shop (**LES**) within the South Eveleigh Precinct. Mirvac is committed to working with key stakeholders, including State Government agencies, relevant authorities and the Council to deliver the proposed early works whilst ensuring minimal impact during construction.

This Scoping Report outlines the approval pathway for the application, the legislative framework, and the key matters for consideration in the assessment of the application. The EIS will demonstrate how the proposal is suitable for the site and the potential environmental impacts can be appropriately mitigated, minimised, or managed to avoid any unacceptable impacts.

We trust that the information detailed in this letter is sufficient to enable the DPE to issue site-specific SEARs to guide the preparation of the EIS.

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This report is dated 20 October 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Mirvac (**Instructing Party**) for the purpose of Scoping Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

SCOPING REPORT SUMMARY TABLE

APPENDIX B

INDICATIVE ARCHITECTURAL PLANS

