

Redfern North Eveleigh Precinct Renewal Chief Mechanical Engineer's Building

Engagement Outcomes Report

November 2022



Acknowledgement of Country

We respectfully acknowledge the Traditional Custodians of the Redfern North Eveleigh Precinct, the Gadigal and recognise the important of the place to Aboriginal people and their continuing connection to Country and culture. We pay our respect to Elders past, present and emerging.

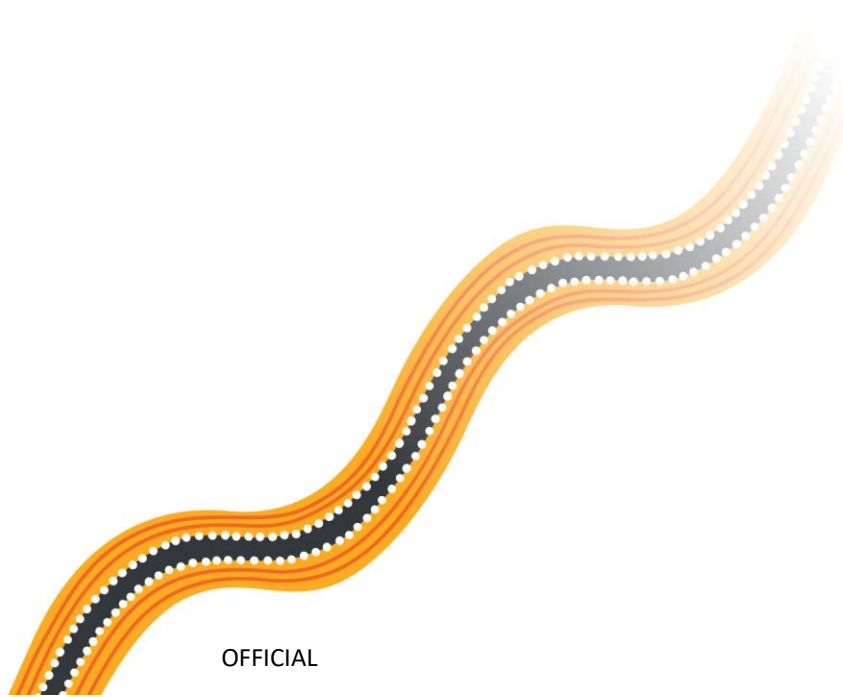
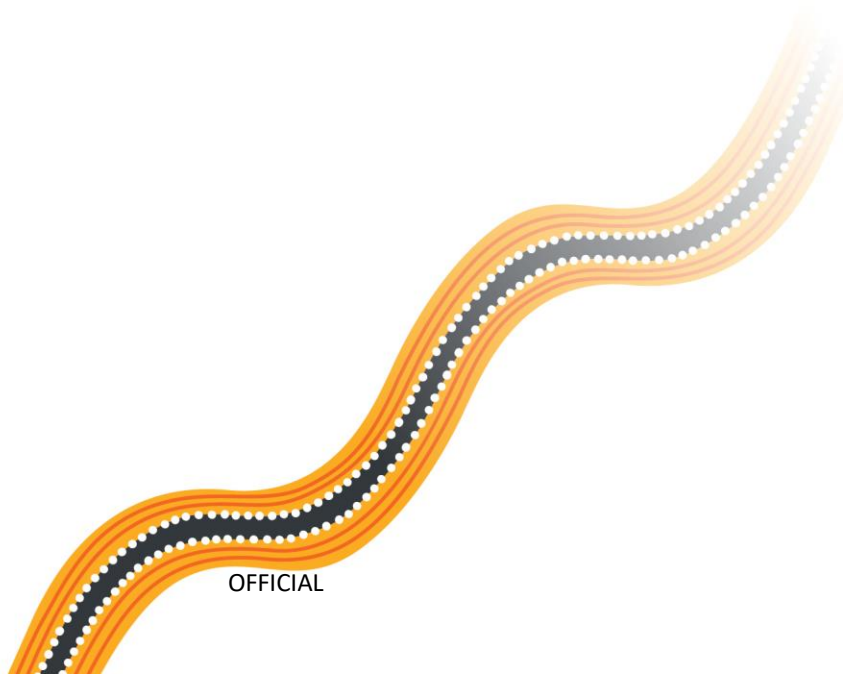


Table of Contents

1	Executive Summary	4
2	Engagement Approach and Objectives	5
2.1	Approach to engagement.....	5
2.2	Building on previous consultation.....	6
2.3	Engagement objectives	6
3	Stakeholders	8
3.1	Agency and stakeholder engagement.....	8
3.2	Business and industry engagement	13
3.3	Aboriginal engagement	14
3.4	Community engagement.....	15
3.5	Engagement tools.....	15
4	Conclusion and next steps	17
5	Appendices	18
5.1	Appendix A: Stakeholder analysis for the CME Building	18



1 Executive Summary

The purpose of this Engagement Outcomes Report is to document the consultation activities conducted to date to support the response to the Secretary's Environment Assessment Requirements (SEARs) and prepare the Environmental Impact Statement (EIS) for the Chief Mechanical Engineer's (CME) Building.

The NSW Government is investing in the renewal of the Redfern North Eveleigh (RNE) Precinct to create a unique mixed-use development located within the important heritage fabric of North Eveleigh. Australian and international experience demonstrates that revitalising historic transport buildings can create some of the most desirable spaces in a city.

Connected to the upgraded Redfern Station, the Precinct will be opened to create homes for new residents, including affordable housing, spaces for the jobs of the future, opportunities for local business and retail, and enriching existing communities through social and cultural spaces.

The CME Building is an iconic heritage building that sits within the Redfern North Eveleigh Precinct Renewal and broader Tech Central Precinct. Fronting onto Wilson Street, it is a state-listed heritage asset located 300 metres from Redfern train station along Wilson Street.

While the CME Building sits within the Paint Shop Sub-Precinct of the broader RNE Precinct, it will be a separate State Significant Development application (SSDA) as the NSW Government has identified it as an early opportunity to activate vacant heritage assets within the Precinct to deliver on the Precinct Vision and Tech Central objectives.

2 Engagement Approach and Objectives

2.1 Approach to engagement

Transport is committed to effective, genuine, and ongoing engagement with our stakeholders and communities about the future of the Redfern North Eveleigh Precinct during the planning and delivery stages.

Transport wants to create a Precinct that serves the local community and the wider Sydney Metropolitan and NSW communities well into the future, with strong links to Transport and as a destination for work, innovation, residential living, and leisure activities.

To do this, Transport stakeholders, communities, and customers need to be at the centre of all planning and design for the overall Precinct renewal, including the CME Building.

A Registration of Interest (ROI) campaign to the market for the CME Building commenced on 13 April 2022 and was completed on 6 July 2022. JLL issued a campaign summary report in August with recommended next steps.

The restoration of the building is State Significant Development (SSD) to be determined by the Department of Planning and Environment (DPE), with approval anticipated for Q2 2023. A Request for Secretary's Environmental Assessment Requirements (SEARs) was lodged with DPE to commence the process. A State Significant Development (SSD) application will follow, and then a public exhibition of that application.

The Communications and Engagement strategy for the CME Building includes the following elements:

- An overarching strategy, narrative and positioning
- An analysis of the issues of community and stakeholders, including the City of Sydney, government agencies and peak organisations, as well as community groups
- Key messages linked to stakeholders
- A risk assessment and strategies for managing risk
- Ideas for both face-to-face and digital engagement
- An approach to reaching communities beyond the traditional self-identified spokespeople
- An action plan with key dates and deliverables.

To deliver on the SEARs content and guidance, the Environmental Impact Statement (EIS) must meet the minimum form and content requirements prescribed by Part 8 of the *Environmental Planning and Assessment Regulation 2021 (EP&A Regulation)* and the State Significant Development Guidelines. Point 27 of the SEARs for this proposal requires Transport to undertake the following:

- Detail engagement undertaken to demonstrate how it was consistent with the undertaking Engagement Guidelines for State Significant Projects.
- Detail how issues raised and feedback provided has been considered and responded to in the project.

In particular, applicants must consult with:

- The relevant DPE assessment team
- Any relevant local councils
- Any relevant agencies
- The community

If the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation.

The following subsections of this report seek to address and demonstrate how point 27 of the SEARs has been addressed.

To align with the [Undertaking Engagement Guidelines for State Significant Projects Guidelines](#), the Transport engagement approach aims to:

- Plan early
- Engage as early as possible
- Ensure engagement is effective
- Be innovative
- Be open and transparent about what can be influenced
- Implement the community participation objectives

2.2 Building on previous consultation

The Redfern North Eveleigh Precinct has a long history of strategic planning since 1971. While a new planning process has commenced, Transport acknowledges the significant stakeholder and community consultation undertaken previously. Consequently, this has informed the strategic vision and further detailed planning by Transport.

Previous plans developed to renew the Precinct include the Redfern-Waterloo Built Environment Plan Stage 1 (2006), Concept Plan (2008), Central to Eveleigh Urban Transformation strategy (2016), and Paint Shop-Sub-Precinct rezoning proposal (2022).

Community and stakeholder feedback received as part of these planning processes with relevance to CME Building, including the 2022 public exhibition of the Paint Shop Sub-Precinct rezoning proposal, is summarised below:

- Open space is important in determining private and public space
- Heritage is very important to the community
- There was a range of issues that may impact the context and character of the CME generated by other development in the Precinct, including site access, parking, traffic, building design, overshadowing, impact on infrastructure and services, and intended use.

2.3 Engagement objectives

Transport will continue to undertake a proactive and strategic program of community consultation and stakeholder engagement throughout the CME Building revitalisation and Redfern North Eveleigh renewal process. The engagement is designed to be:

- **Timely** – to provide the community and key stakeholders with the opportunity to provide important feedback prior to key milestones
- **Genuine and constructive** – providing transparent and genuine opportunities for people to be involved in the project and participate in open conversations to help build trust in the project
- **Broad** – working with key government agencies (including DPE, Greater Cities Commission (GCC), Government Architect Office), the City of Sydney Council, and key community groups
- **Engaging** – motivating participation, particularly when scheduling time can be difficult. Engagement activities should be a mix of face-to-face, digital and online to maximise participation and reach.

The following engagement objectives have been developed:

- To satisfy all statutory and stakeholder requirements regarding public information and consultation which will be required throughout the various planning stages for the CME Building project and Redfern North Eveleigh Precinct Renewal
- To facilitate collaboration between the project team, priority stakeholders and government agencies
- To be transparent when discussing project benefits, impacts and constraints
- To proactively engage and motivate participation with key stakeholders and the community throughout the development of effective communications
- To enhance stakeholder communications and relationships in the local area
- To ensure the project team has an opportunity to incorporate feedback into plans for the Redfern North Eveleigh Precinct Renewal.

3 Stakeholders

Transport will continue conversations and dialogue with established key stakeholders as part of the broader Redfern North Eveleigh Precinct Renewal and Paint Shop Sub-Precinct rezoning. The Paint Shop rezoning was on public display from 26 July to 25 August 2022, and the CME Building SSD public exhibition is planned for early 2023.

3.1 Agency and stakeholder engagement

Key agency and stakeholder briefings to date include:

City of Sydney (CoS) on 6 September 2022 – and preliminary meetings held on 26 August 2021 and 31 January 2022

Theme	Comment	Team response
<ul style="list-style-type: none"> • CME Building project update • Identified that a new Conservation Management Plan is being updated. • Advised that landscaping would be undertaken at a later stage as part of wider public domain works for the Paint Shop Sub-Precinct. • Confirmed that Scientific Services building is not covered in the scope for the CME Building project as focus for CME Building is refurbishment and repair for early activation. • Advised that some minor emergency works are required, and the approval paths for the repairs are through an exempt development pathway 	<ul style="list-style-type: none"> • CoS noted that connectivity to the rear of the CME Building is important as it will be public domain in the future. • In relation to emergency repairs, CoS noted the consultant needs to document the use of exemptions under the Heritage Act. 	<ul style="list-style-type: none"> • The project team is ensuring design and alterations to the CME Building do not inhibit future development associated with the Paint Shop Sub-Precinct, including future public domain areas, from integrating with the rear of the CME Building. The public domain works at the rear of the CME Building will be established in later stages of the Precinct’s redevelopment to integrate with wider public domain works adequately and appropriately. These works will align with the Paint Shop Sub-Precinct and Redfern North Eveleigh Design Guidelines. • Transport would ensure the planning approval pathway and justification for using heritage exemptions are fully documented before undertaking any emergency works in the building.

Theme	Comment	Team response
<ul style="list-style-type: none"> under the Codes SEPP and as exemption under s57 of the Heritage Act. The Transport Delivery team will liaise with the Transport Heritage team. 		

DPE - 17 August 2022

Theme	Comment	Team response
<ul style="list-style-type: none"> Discuss CME Building submission and timings. 	<ul style="list-style-type: none"> Redfern North Eveleigh project team provided a high-level overview of CME Building plans. 	<ul style="list-style-type: none"> Will continue to provide updates as plans progress.

Heritage NSW - 30 August 2022

Theme	Comment	Team response
<ul style="list-style-type: none"> Overview of the CME Building plans for the internal refurbishment and feedback with a heritage focus. 	<ul style="list-style-type: none"> Heritage NSW requested to be briefed concurrently with Government Architect NSW (GANSW) and to be issued all relevant documents as part of the planning process. 	<ul style="list-style-type: none"> Transport will continue to consult with Heritage NSW as plans progress. A key milestone will be after a conservation management plan is completed.

The Greater Cities Commission (GCC) - 1 September 2022

Theme	Comment	Team response
<ul style="list-style-type: none"> Discuss CME Building submission and timings, including the aim to secure a single commercial tenant. 	<ul style="list-style-type: none"> GCC is keen to understand more about how public access and the user experience will be considered. Noted the Design Panel would like to hear about interpretive ideas. 	<ul style="list-style-type: none"> The SSDA primarily focuses on internal refurbishing of the CME Building. Landscape and garden surrounding the CME Building will be developed at a future stage in line with the Paint Shop Sub-Precinct. Public access and user experience will develop in this stage.

GANSW - 1 September 2022

Theme	Comment	Team response
<ul style="list-style-type: none"> Discuss CME Building submission and timings. 		<ul style="list-style-type: none"> Ongoing dialogue established with GANSW, including Design Team.

State Design Review Panel (SDRP) session including DPE, Heritage NSW, GANSW, CoS - 8
September 2022

Theme	Comment	Team response
<ul style="list-style-type: none"> Elements of the design strategy that are supported 	<ul style="list-style-type: none"> Intention to return CME Building to active use Conservation and restoration of the building Retention of the building in a garden setting. 	<ul style="list-style-type: none"> Elements of support for the project noted.
<ul style="list-style-type: none"> Design Excellence 	<ul style="list-style-type: none"> As part of Transport’s draft Paint Shop Sub-Precinct planning proposal, the Draft Design Guide includes a design excellence provision for all development sites, including the CME Buildings adaptive reuse of the site. While it is acknowledged that this provision is not currently applicable, it is recommended that design excellence should be the aspiration of this project in recognition of the proposed intent for the Precinct. 	<ul style="list-style-type: none"> The proposed design has been subject to weekly design meetings where the project team and subject matter experts were able to comment on design elements. A design report has also been prepared by the architects and will be submitted with the EIS.
<ul style="list-style-type: none"> Site strategy, landscape and integration with future Precinct. 	<p>The project should align with the vision for the development of the RNE Precinct. Suggestions included:</p> <ul style="list-style-type: none"> Explore alternative building use and letting models that could promote greater early activation of the Precinct. Illustrate how the proposal will allow indoor-outdoor connection between the CME Building and the proposed CME garden and Eastern Park. Develop a clear set of design principles for each elevation to guide design 	<ul style="list-style-type: none"> The design seeks to allow flexibility for a variety of different tenants to occupy the building. The design was modified to remove the fence between the eastern garden and the CME Building, along with minor landscape works to tidy the gardens. The Design Principles from the RNE Paint-Shop sub precinct masterplan and draft Design Guide will apply to the CME project, as well as the relevant

Theme	Comment	Team response
	<p>decisions, including access and future landscape interfaces.</p> <ul style="list-style-type: none"> • Further develop the Wilson Street arrival sequence and streetscape strategy. Concern was raised that the fencing, gate, ramps, kerbs and hedging at the entry read as a series of barriers that detract from the impressive northern elevation of the building. • It is strongly recommended that removal of the fence and retaining wall is included in this stage of works. • Demonstrate exploration of alternate options for the entry ramp and consider the access strategy and heritage impact of access provisions. • Provide a landscape design and planting selections for the front entry. • Develop the external servicing strategy to maintain heritage integrity and align with the future vision for the Precinct. • Relocate the booster assembly from the prominent proposed location at the front of the building. • Test alternative locations for the waste and condenser units, currently proposed at the rear of the building, which is intended as future public space. 	<p>Heritage NSW and Government Architect policies and guidance for new developments and conservation at historic sites, including Principles of Conservation Works on Heritage Places, 1999 NSW Heritage Division</p> <ul style="list-style-type: none"> • Further design development of the Wilson Street frontage has resulted in the refinement of entries, including removal of the eastern stairs and new landscaping. • The existing fence will be removed and replaced by a new simplified metal fence. • The ramp is now located to the west of the main entry, leaving the majority of the length of the building to the east with a landscaped frontage. • The landscape plan now provides a planting selection for the front entry. • The booster services have been relocated to the east and will replace the existing second entry. • Alternate locations for waste storage have been reviewed. Due to the significance of the front and eastern sides of the building and the limited space to the west of the building alternate locations were not established. Future stages of the development of the precinct will be able to review and modify this location in conjunction with a public domain strategy.
<ul style="list-style-type: none"> • Architecture 	<ul style="list-style-type: none"> • Undertake a conservation analysis of the building's current condition and finalise the conservation management plan so the proposed design can be 	<ul style="list-style-type: none"> • The updated CMP (Curio, 2022) will include policies and conservation priorities that have informed and guided the

Theme	Comment	Team response
	<p>developed on a strong foundation of conservation policies.</p> <ul style="list-style-type: none"> • Explore alternative options for the entry and lift that reduce the impact on heritage fabric. • The location of the new services riser partition that intersects the original chimney breast is not supported. • Ensure sufficient waiting area is provided in front of any new lift so that circulation is not impeded. • Explore alternative options for upgrading the balcony balustrade to meet compliance requirements. The proposed glass balustrade is not supported due to difficulty to clean, reflection, and lack of integration with the original balustrade. • Reduce extent or review requirement for ramps to the upper-level balcony. If ramping is required, it is recommended to be localised to one location, and depth minimised to prevent visibility at the balcony edge. • In the development of the interior spaces, consider opportunities to represent the social hierarchy that existed between the chief engineer and their staff. • Reconsider provision of new sliding doors/stacking panel systems to large interior rooms. • Further develop the services strategy: <ul style="list-style-type: none"> ○ Demonstrate the long-term adaptability of the services strategy. ○ Demonstrate that a concept design exercise has been undertaken for all services, including options analysis. ○ Explore an option that does not involve full building air-conditioning. ○ Provide a rationale for the provision and location of tea points. 	<p>conservation and adaptive reuse of the CME.</p> <ul style="list-style-type: none"> • The proposal has investigated several lift locations, including at the rear and within the building adjacent to the existing stairs. The final location for the lift was chosen to maintain the external heritage qualities of the building which would be enjoyed by the public. The internal location was chosen as it reduces the number of rooms impacted by the alteration and is in a logical and equitable entry location. • The service riser location has been revised and no longer intersects the chimney breast. • The waiting space at the front of the lift is 2.4 metres wide and achieves required circulation space. • Balustrade options have been reviewed against safety and compliance requirements and the proposed design solution seeks to reduce impacts to the existing balustrade. Frameless glass screening is proposed behind the existing balustrade with a gap of 150mm for cleaning. Alternative materials such as tensile mesh barrier were explored but ruled out due to impacts. • The proposal now provides only one full width ramp to the balcony to provide equitable access to the balcony, without the need to introduce handrails and kerb rails. • Where possible, existing furniture reflecting the history of the building will be conserved and incorporated into heritage interpretation opportunities • New partitioning has been

Theme	Comment	Team response
		<p>removed from large interior rooms.</p> <ul style="list-style-type: none"> Tea point locations have been revised to reflect allocation for a breakout/kitchen area in consolidated locations per floor.
<ul style="list-style-type: none"> Sustainability and Climate Change 	<ul style="list-style-type: none"> Provide: <ul style="list-style-type: none"> Energy and thermal modelling Strategy for window upgrades, if required. Where required, addition of internal jockey-sash windows or use of traditional methods to improve window performance is preferable to extensive replacement of windows with double-glazed or high-performance systems. Carefully locate any proposed PVs so they are not visible from the street. Aiming for a net-zero building is highly encouraged to reach NSW's Net Zero emissions goal by 2050. 	<ul style="list-style-type: none"> Original windows throughout the building should be restored by a specialist window contractor, made operable and have all their hardware restored/repared, timber architraves sanded back, repaired and replaced to historic detail where repair is not feasible The ESD components of the design have been reviewed and the proposed solar PV system has now been removed from the proposal. The proposal includes full electrification of the CME building and is considering seeking certification through the Green Building Council's Green Star rating scheme. This work will contribute to the building achieving net zero emissions in operations.
<ul style="list-style-type: none"> Next steps 	<ul style="list-style-type: none"> It is recommended that the project return to the SDRP following further development. The issues outlined above are to be addressed at the next SDRP session. 	<ul style="list-style-type: none"> A following SDRP meeting has been scheduled for December 2022.

3.2 Business and industry engagement

ROI - 13 April – 16 July 2022: [Welcome to the Chief Mechanical Engineer's Building \(jll.com.au\)](http://jll.com.au) to determine interest for leasing opportunities.

ROI period including brochure, print and digital advertising for 12-week campaign and end of campaign report by JLL.

- Appoint agent to run a marketing and EOI campaign
- Enter pre-lease communications with each interested party to ascertain rent range and suitability for the premises given heritage restrictions

- Work with preferred/selected tenant regarding opportunity to pursue integrated fit-out approach
- Formalise recommended use/s of site
- Commence early lease negotiations with view to securing pre-commitment once program of works is known.

Tech Central Summit - 14 June 2022 – raise stakeholder awareness about the Redfern North Eveleigh Precinct Renewal, including CME Building.

Transport for NSW Industry Pipeline Event - 27 July 2022 - raise stakeholder awareness about the Redfern North Precinct Renewal, including CME Building.

3.3 Aboriginal engagement

A Connecting with Country Framework was prepared to embed Country into the renewal of the Paint Shop Sub-Precinct to ensure Country-centred design is integrated with mutual community and project benefits.

The Framework was informed by an extensive engagement process with local Aboriginal communities including key Aboriginal Elders, knowledge holders and organisations between 2014-2016. In April 2021, Cox Inall Ridgeway delivered a draft Connecting with Country Framework and Aboriginal Engagement Report that has been utilised to guide how Connecting with Country principles and approaches are embedded through the renewal of the Redfern North Eveleigh Precinct.

The Framework identified six key themes for Connecting with Country design integration for the Redfern North Eveleigh Precinct. These themes embrace the Aboriginal historical and contemporary identity, engage visitors to explore the story of the place, and integrate Aboriginal culture and narrative to create well-connections and welcoming places within the Paint Shop Sub-Precinct.

While Connecting with Country is an essential design principle for the Paint Shop Sub-Precinct there is limited scope for specific or meaningful opportunities for integration of these principles in the CME Building design. As such, the primary Connecting with Country design elements are expected to form public domain and built form elements of the later stages of design.

To date, the below table details the Aboriginal Engagement undertaken specific to the CME Building.

Aboriginal Land Council, Wyanga Aged Care and Aboriginal Housing Company – August 2022

Comment	Team response
<ul style="list-style-type: none"> • Discuss submission and timings and focus on Connecting with Country in the Paint Shop Sub-Precinct, including the CME Building. 	<ul style="list-style-type: none"> • Curio conducted a Zoom information session with RAPs identified during development of the Paint Shop Sub-Precinct rezoning proposal. • Provided an overview of whole project context, aims of CME Building project and proposed impacts.

Comment	Team response
	<ul style="list-style-type: none"> Advised no ACHAR currently being undertaken.

3.4 Community engagement

As the CME Building is a significant heritage site within the broader Paint Shop Sub-Precinct, Transport’s key stakeholder focus is understanding the local community’s views, particularly immediately adjacent neighbours and surrounding neighbours.

Below is a high-level overview of community stakeholder feedback relating to the CME Building obtained during the public exhibition of the Paint Shop Sub-Precinct rezoning proposal.

Key stakeholders:

- Immediately adjacent residents
- Surrounding residents and local community
 - Residents/property owners of Little Eveleigh Street, Wilson Street, Platform Apartments, Iverys Lane and Holdsworth Street.

Theme	Comment	Team response
<ul style="list-style-type: none"> The CME Building within broader Paint Shop Sub-Precinct 	<ul style="list-style-type: none"> The proposed Paint Shop Sub-Precinct buildings may dominate and overshadow the CME Building and change the heritage character of the site. 	<ul style="list-style-type: none"> Any future development in the Paint Shop Sub-Precinct would be subject to further assessment of impacts on the wider context, including the impacts on the heritage character of the CME Building. The works proposed in this Application are not anticipated to adversely impact the heritage character of the CME Building.
<ul style="list-style-type: none"> The CME Building is considered a "heritage jewel" of the Paint Shop Sub-Precinct 	<ul style="list-style-type: none"> The community has raised the importance of the adaptive reuse of this building for community purposes. Suggestions include an Aboriginal art gallery, social enterprise, library or museum. 	<ul style="list-style-type: none"> The proposal has included a heritage impact assessment, and a new conservation management plan for the CME Building and surrounds are being prepared. These two documents seek to ensure the heritage qualities of the building

Theme	Comment	Team response
		<p>are maintained, enhanced and revitalised</p> <ul style="list-style-type: none"> As part of the EOI for future leasing of the building, a range of tenants have expressed interest in using the building.
<ul style="list-style-type: none"> Site impacts 		<ul style="list-style-type: none"> As the proposal for the CME Building is to repair and refurbish the building, there will be minimal impacts on the density, height, solar access, parking and landscaping of the building. This SSDA assessment considers and addresses potential impacts in the EIS and the supporting assessments.
<ul style="list-style-type: none"> Design outcomes 	<ul style="list-style-type: none"> Need an understanding of design outcome of all stages of the CME Building revitalisation, including connection to broader Paint Shop Sub-Precinct. 	<ul style="list-style-type: none"> This Application intends to ensure the CME Building is safe, accessible and adequate for future use. The integration of the building with wider public domain works will be established at a later stage.
<ul style="list-style-type: none"> Cumulative traffic and access impacts 	<ul style="list-style-type: none"> Need an understanding of cumulative traffic impacts, such as road closures, diversions and changes to parking/access. 	<ul style="list-style-type: none"> The SSDA assessment has included a traffic impact assessment, which has considered traffic impacts from construction works. This assessment is summarised in the EIS, and a Traffic, Transport and Accessibility Study is appended to the EIS.
<ul style="list-style-type: none"> Safety 	<ul style="list-style-type: none"> Need understanding of safety of residents, pedestrians, cyclists, and vehicles. 	<ul style="list-style-type: none"> The SSDA assessment also assesses impacts on pedestrians, cyclists and vehicles. This assessment is summarised in the EIS, and a Traffic, Transport and Accessibility Study is appended to the EIS.

A detailed list of all the CME Building stakeholder groups is noted in Appendix A.

3.5 Engagement tools

Due to the varying levels of stakeholder interest in this project, as well as the different levels of awareness, Transport recognises that a multi-channelled approach to communications is required to ensure consistent and proactive engagement.

The following key engagement tools are being used as appropriate throughout the various stages of the CME Building renewal, including the proposed public exhibition of the SSD in early 2023.

- Project website, email and 1800 number
 - o www.transport.nsw.gov.au/projects/current-projects/redfern-north-eveleigh-precinct-renewal
 - o projects@transport.nsw.gov.au
 - o 1800 684 490
- Stakeholder and agency briefings
- Targeted briefings with adjacent neighbours
- Electronic direct mail/newsletters
- Media
- Social media

A translation service is offered to improve accessibility across these channels.

4 Conclusion and next steps

This engagement outcomes report provides an overview of the communications and stakeholder engagement activities to date for the CME Building.

Transport will continue to engage with all stakeholders and the community as well as undertake comprehensive stakeholder and community engagement at every stage of the CME Building State Significant Development Application (SSDA) process.

Upcoming engagement includes:

- Second meeting with SDRP scheduled for December 2022
- Public exhibition of the SSDA proposed for early 2023
- Meeting with Heritage NSW in Jan/Feb 2023 once concept design has progressed

5 Appendices

5.1 Appendix A: Stakeholder analysis for the CME Building

NSW Members of Parliament	
Stakeholders	Key Issues
Minister for Transport (The Hon. David Elliot, MP)	<ul style="list-style-type: none">• Stakeholder management• Reputation
The Hon. Rob Stokes, M) Minister for Infrastructure, the Minister for Cities, and the Minister for Active Transport	<ul style="list-style-type: none">• Integration with broader strategic plans for the area• Quality of public spaces
Minister for Planning (The Hon. Anthony Roberts, MP)	<ul style="list-style-type: none">• Integration with existing infrastructure, adjacent land uses and new developments• Integration with broader strategic plans for the area
Member for Newtown (Ms Jenny Leong, MP)	<ul style="list-style-type: none">• Community expectation for the area

NSW Government	
Stakeholders	Key Issues
Create NSW	<ul style="list-style-type: none"> • Incorporating arts and culture into the renewed Precinct
Department of Planning and Environment (DPE)	<ul style="list-style-type: none"> • Planning approvals • Program outcomes in relation to surrounding area • Place outcomes • Community engagement • Environmental impacts • Noise impacts • Waste consignment, tracking and disposal • Heritage impacts • Regulations
Government Architect NSW	<ul style="list-style-type: none"> • Meeting best practices in architecture and urban design
Greater Cities Commission	<ul style="list-style-type: none"> • Program aligned with GCC Plans
Environmental Protection Authority (EPA)	<ul style="list-style-type: none"> • Environmental impacts • Noise impacts • Waste consignment, tracking and disposal
Heritage NSW	<ul style="list-style-type: none"> • Heritage impacts
Heritage Council	<ul style="list-style-type: none"> • Heritage impacts • Aboriginal heritage
NSW Treasury – Tech Central and Commercial Development teams	<ul style="list-style-type: none"> • Positioning and integration of the Program as part of Tech Central • Processes for future commercial development opportunities
TAHE	<ul style="list-style-type: none"> • Landowner
Transport for NSW (Internal)	<ul style="list-style-type: none"> • Interested party
City of Sydney, Lord Mayor	<ul style="list-style-type: none"> • Integration with the operation of existing infrastructure, adjacent land uses, and new developments • Integration with broader strategic plans for the area • Safety of residents, pedestrians, cyclists and vehicles • Community consultation and sentiment • Reputation
City of Sydney Council Councillors	<ul style="list-style-type: none"> • Integration with the operation of existing infrastructure, adjacent land uses, and new developments • Integration with broader strategic plans for the area • Community consultation and sentiment
City of Sydney, other relevant divisions	<ul style="list-style-type: none"> • Integration with existing infrastructure, including customer access (pedestrian and vehicular), adjacent land uses, and new developments • Integration with broader strategic plans for the area • Design outcome of the concourse and surrounding streets • Cumulative traffic impacts, such as road closures, diversions and changes to parking
Education and health services	
Stakeholders	Key Issues
TAFE NSW (Eora College)	<ul style="list-style-type: none"> • Student opportunities for engagement and involvement during the design and construction period

Department of Education (DET) Institutions Redfern Jarjum College Alexandria Park Community School Inner Sydney High School Darlington Public School	<ul style="list-style-type: none"> • Student opportunities for engagement and involvement during the design and construction period
University of Sydney	<ul style="list-style-type: none"> • Interruption to student transport links • Presence in renewed Precinct - ambition to be anchor tenant • Opportunities for collaboration with incoming businesses
Arts	
Stakeholders	Key Issues
Carriageworks	<ul style="list-style-type: none"> • Integration with strategic plans for the area • Opportunities for involvement/collaboration • Stakeholder consultation and input
Business	
Stakeholders	Key Issues
Surrounding businesses	<ul style="list-style-type: none"> • Integration with Precinct plans • Involvement in planning
Business Sydney	<ul style="list-style-type: none"> • Business and employment opportunities
South Sydney Business Chamber	<ul style="list-style-type: none"> • Business and employment
Camperdown Ultimo Alliance	<ul style="list-style-type: none"> • Stakeholder consultation and collaboration
Not-for-profit organisations	
Stakeholders	Key Issues
National Centre of Indigenous Excellence (NCIE)* *also includes Redfern Youth Connect (located inside NCIE)	<ul style="list-style-type: none"> • Opportunities for involvement in the area • Employment and education opportunities
Heritage	
Stakeholders	Key Issues
National Trust	<ul style="list-style-type: none"> • Integrity of heritage buildings
Rail, Tram and Bus Union Retired Members Association.	<ul style="list-style-type: none"> • Integrity of heritage buildings
Transport Heritage NSW	<ul style="list-style-type: none"> • Integrity of heritage buildings
NSW Rail Museum	<ul style="list-style-type: none"> • Integrity of heritage buildings
Australian Railway Historical Society	<ul style="list-style-type: none"> • Integrity of heritage buildings
Residents	
Stakeholders	Key Issues
RNE <ul style="list-style-type: none"> • Residents/property owners of: • Little Eveleigh Street 	<ul style="list-style-type: none"> • Impact of site- density, height, solar access, parking • Noise • Design outcome of all stages of the Program

<ul style="list-style-type: none"> • Wilson Street • Platform Apartments • Iverys Lane • Holdsworth St 	<ul style="list-style-type: none"> • Cumulative traffic impacts, such as road closures, diversions and changes to parking/access • Safety of residents, pedestrians, cyclists and vehicles • Resident amenity • Construction impacts
Surrounding residents	<ul style="list-style-type: none"> • Impact of site - density, height, solar access, parking • Design outcome of all stages of the Program and surrounding streets • Noise • Cumulative traffic impacts, such as road closures, diversions and changes to parking/access • Safety of residents, pedestrians, cyclists and vehicles • Resident amenity
Community groups	
Stakeholders	Key Issues
REDWatch community group	<ul style="list-style-type: none"> • Design outcome of all stages of the Program Community involvement in the planning process • Integrity of heritage buildings • Social impacts of the site • Connectivity with surrounding areas • Cumulative traffic impacts • Safety of residents, pedestrians, cyclists and vehicles
Aboriginal and Torres Strait Islander Community Organisations	
Stakeholders	Key Issues
Metropolitan Local Aboriginal Land Council	<ul style="list-style-type: none"> • Aboriginal engagement activities • Aboriginal interpretation • Cumulative traffic impacts, such as road closures, diversions and changes to parking • Integration with broader strategic plans for the area • Social impacts, e.g. homelessness, safety and crime, better accessibility
Transport industry	
Stakeholders	Key Issues
Bicycle NSW	<ul style="list-style-type: none"> • Cycle access through the Precinct and surrounding streets • Integration with existing or future cycling routes
Bike Sydney	<ul style="list-style-type: none"> • Cumulative traffic impacts, such as road closures, diversions and changes to parking • Cycle access through the Precinct and surrounding streets • Integration with existing or future cycling routes

NSW Members of Parliament	
Stakeholders	Key Issues
Minister for Transport (The Hon. David Elliot, MP)	<ul style="list-style-type: none"> Stakeholder management Reputation
The Hon. Rob Stokes, M) Minister for Infrastructure, the Minister for Cities, and the Minister for Active Transport	<ul style="list-style-type: none"> Integration with broader strategic plans for the area Quality of public spaces
Minister for Planning (The Hon. Anthony Roberts, MP)	<ul style="list-style-type: none"> Integration with existing infrastructure, adjacent land uses and new developments Integration with broader strategic plans for the area
Member for Newtown (Ms Jenny Leong, MP)	<ul style="list-style-type: none"> Community expectation for the area
NSW Government	
Stakeholders	Key Issues
Create NSW	<ul style="list-style-type: none"> Incorporating arts and culture into the renewed Precinct
Department of Planning and Environment (DPE)	<ul style="list-style-type: none"> Planning approvals Program outcomes in relation to surrounding area Place outcomes Community engagement Environmental impacts Noise impacts Waste consignment, tracking and disposal Heritage impacts Regulations
Government Architect NSW	<ul style="list-style-type: none"> Meeting best practices in architecture and urban design
Greater Cities Commission	<ul style="list-style-type: none"> Program aligned with GCC Plans
Environmental Protection Authority (EPA)	<ul style="list-style-type: none"> Environmental impacts Noise impacts Waste consignment, tracking and disposal
Heritage NSW	<ul style="list-style-type: none"> Heritage impacts
Heritage Council	<ul style="list-style-type: none"> Heritage impacts Aboriginal heritage
NSW Treasury – Tech Central and Commercial Development teams	<ul style="list-style-type: none"> Positioning and integration of the Program as part of Tech Central Processes for future commercial development opportunities
TAHE	<ul style="list-style-type: none"> Landowner
Transport for NSW (Internal)	<ul style="list-style-type: none"> Interested party
City of Sydney, Lord Mayor	<ul style="list-style-type: none"> Integration with the operation of existing infrastructure, adjacent land uses, and new developments Integration with broader strategic plans for the area Safety of residents, pedestrians, cyclists and vehicles Community consultation and sentiment Reputation
City of Sydney Council Councillors	<ul style="list-style-type: none"> Integration with the operation of existing infrastructure, adjacent land uses, and new developments

	<ul style="list-style-type: none"> • Integration with broader strategic plans for the area • Community consultation and sentiment
City of Sydney, other relevant divisions	<ul style="list-style-type: none"> • Integration with existing infrastructure, including customer access (pedestrian and vehicular), adjacent land uses, and new developments • Integration with broader strategic plans for the area • Design outcome of the concourse and surrounding streets • Cumulative traffic impacts, such as road closures, diversions and changes to parking
Education and health services	
Stakeholders	Key Issues
TAFE NSW (Eora College)	<ul style="list-style-type: none"> • Student opportunities for engagement and involvement during the design and construction period
Department of Education (DET) Institutions Redfern Jarjum College Alexandria Park Community School Inner Sydney High School Darlington Public School	<ul style="list-style-type: none"> • Student opportunities for engagement and involvement during the design and construction period
University of Sydney	<ul style="list-style-type: none"> • Interruption to student transport links • Presence in renewed Precinct - ambition to be anchor tenant • Opportunities for collaboration with incoming businesses
Arts	
Stakeholders	Key Issues
Carriageworks	<ul style="list-style-type: none"> • Integration with strategic plans for the area • Opportunities for involvement/collaboration • Stakeholder consultation and input
Business	
Stakeholders	Key Issues
Surrounding businesses	<ul style="list-style-type: none"> • Integration with Precinct plans • Involvement in planning
Business Sydney	<ul style="list-style-type: none"> • Business and employment opportunities
South Sydney Business Chamber	<ul style="list-style-type: none"> • Business and employment
Camperdown Ultimo Alliance	<ul style="list-style-type: none"> • Stakeholder consultation and collaboration
Not-for-profit organisations	
Stakeholders	Key Issues
National Centre of Indigenous Excellence (NCIE)*	<ul style="list-style-type: none"> • Opportunities for involvement in the area • Employment and education opportunities
*also includes Redfern Youth Connect (located inside NCIE)	
Heritage	
Stakeholders	Key Issues
National Trust	<ul style="list-style-type: none"> • Integrity of heritage buildings

Rail, Tram and Bus Union Retired Members Association.	<ul style="list-style-type: none"> • Integrity of heritage buildings
Transport Heritage NSW	<ul style="list-style-type: none"> • Integrity of heritage buildings
NSW Rail Museum	<ul style="list-style-type: none"> • Integrity of heritage buildings
Australian Railway Historical Society	<ul style="list-style-type: none"> • Integrity of heritage buildings
Residents	
Stakeholders	Key Issues
<p>RNE</p> <ul style="list-style-type: none"> • Residents/property owners of: • Little Eveleigh Street • Wilson Street • Platform Apartments • Iverys Lane • Holdsworth St 	<ul style="list-style-type: none"> • Impact of site- density, height, solar access, parking • Noise • Design outcome of all stages of the Program • Cumulative traffic impacts, such as road closures, diversions and changes to parking/access • Safety of residents, pedestrians, cyclists and vehicles • Resident amenity • Construction impacts
Surrounding residents	<ul style="list-style-type: none"> • Impact of site - density, height, solar access, parking • Design outcome of all stages of the Program and surrounding streets • Noise • Cumulative traffic impacts, such as road closures, diversions and changes to parking/access • Safety of residents, pedestrians, cyclists and vehicles • Resident amenity
Community groups	
Stakeholders	Key Issues
REDWatch community group	<ul style="list-style-type: none"> • Design outcome of all stages of the Program Community involvement in the planning process • Integrity of heritage buildings • Social impacts of the site • Connectivity with surrounding areas • Cumulative traffic impacts • Safety of residents, pedestrians, cyclists and vehicles
Aboriginal and Torres Strait Islander Community Organisations	
Stakeholders	Key Issues
Metropolitan Local Aboriginal Land Council	<ul style="list-style-type: none"> • Aboriginal engagement activities • Aboriginal interpretation • Cumulative traffic impacts, such as road closures, diversions and changes to parking • Integration with broader strategic plans for the area • Social impacts, e.g. homelessness, safety and crime, better accessibility
Transport industry	
Stakeholders	Key Issues

Bicycle NSW	<ul style="list-style-type: none">• Cycle access through the Precinct and surrounding streets• Integration with existing or future cycling routes
Bike Sydney	<ul style="list-style-type: none">• Cumulative traffic impacts, such as road closures, diversions and changes to parking• Cycle access through the Precinct and surrounding streets• Integration with existing or future cycling routes



© Transport for New South Wales

Users are welcome to copy, reproduce and distribute the information contained in this report for non-commercial purposes only, provided acknowledgement is given to Transport for NSW as the source.